CITY OF MIRAMAR
PROPOSED CITY COMMISSION AGENDA ITEM

First Reading Date: May 7, 2025

Second Reading Date: November 17, 2025

Presenter's Name and Title: Frensky Magny, Assistant Director, on behalf of the Building, Planning and Zoning Department

Prepared By: Nixon Lebrun, Building, Planning and Zoning Department Director

Temp. Ord. Number: 1844

Item Description: **SECOND READING** of Temp. Ord. #O1844 AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA, CONSIDERING THE ADOPTION OF AN EVALUATION AND APPRAISAL REVIEW BASED AMENDMENTS TO THE COMPREHENSIVE PLAN OF THE CITY OF MIRAMAR TO REFLECT THE REQUIRED MINIMUM 10-YEAR AND 20-YEAR PLANNING PERIODS, AS WELL AS CHANGES IN STATE REQUIREMENTS AND IN LOCAL CONDITIONS SINCE THE LAST UPDATE OF THE COMPREHENSIVE PLAN, IN CONFORMITY WITH, AND IN FURTHERANCE OF, THE REQUIREMENTS OF SECTIONS 163.3167, 163.3174(4), 163.3184(4) AND (11), AND 163.3191, FLORIDA STATUTES, AND OF SECTION 303(2)(B) OF THE ADOPTED LAND DEVELOPMENT CODE OF THE CITY OF MIRAMAR; AMENDING THE FUTURE LAND USE MAP TO PROVIDE FOR GREATER CONSISTENCY WITH THE BROWARDNEXT-BROWARD COUNTY LAND USE PLAN FUTURE LAND USE MAP; AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE FUTURE LAND USE, TRANSPORTATION, HOUSING, INFRASTRUCTURE, CONSERVATION, RECREATION AND OPEN SPACE, INTERGOVERNMENTAL COORDINATION, CAPITAL IMPROVEMENT ELEMENTS, AND PUBLIC SCHOOL FACILITIES; PROVIDING FOR SUPPORTING DATA AND ANALYSIS FOR THE AMENDMENTS TO THE GOALS, OBJECTIVES AND POLICIES OF THE ELEMENTS THEREOF; PROVIDING FOR TRANSMITTAL OF THE ADOPTED AMENDMENTS, AS AMENDED TO ADEQUATELY ADDRESS THE OBJECTIONS AND COMMENTS FROM THE OBJECTIONS, RECOMMENDATIONS AND COMMENTS REPORT, TO THE FLORIDA STATE LAND PLANNING AGENCY FOR A DETERMINATION OF COMPLIANCE AND THE SUBSEQUENT ISSUANCE OF A NOTICE OF INTENT FINDING THE AMENDMENTS TO BE IN COMPLIANCE, AS AUTHORIZED UNDER THE STATE COORDINATED REVIEW PROCESS SET FORTH IN SECTION 163.3184(4), FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INTERPRETATION; PROVIDING FOR CORRECTION OF SCRIVENER'S ERRORS; AND PROVIDING FOR AN EFFECTIVE DATE.

Consent ☐ Resolution ☐ Ordinance ☒ Quasi-Judicial ☐ Public Hearing ☐

Instructions for the Office of the City Clerk: None

Public Notice – As required by the Sec. 301.5 of the City Code and/or Sec. 163.3184(11), Florida Statutes, public notice for this item was provided as follows: on 11/6/2025 in a newspaper ad in the Sun Sentinel; by the posting the property on _____ and/or by sending mailed notice to property owners within _____ feet of the property on _____ (fill in all that apply)

Special Voting Requirement – As required by Sec. ____, of the City Code and/or Sec. ____, Florida Statutes, approval of this item requires a _____ (unanimous, 4/5ths etc.) vote by the City Commission.

Fiscal Impact: Yes ☐ No ☒

Exempt from Business Impact Estimate: Yes ☐ No ☒

REMARKS: NONE

Content:

- **Agenda Item Memo from the City Manager to City Commission**
- **Ordinance TO 1844**
  - **Exhibit A: EAR-Based Amendments to the City Comprehensive Plan**
  - **Exhibit B: Data, Inventory & Analysis**
- **Attachment(s)**
  - **Attachment 1: FloridaCommerce EAR Acknowledgement Letter**
  - **Attachment 2: Florida Department of Commerce's Objections, Recommendations, and Comments Report**

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Miramar's website by the time notice of the proposed ordinance is published.

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA, CONSIDERING THE ADOPTION OF AN EVALUATION AND APPRAISAL REVIEW BASED AMENDMENTS TO THE COMPREHENSIVE PLAN OF THE CITY OF MIRAMAR TO REFLECT THE REQUIRED MINIMUM 10-YEAR AND 20-YEAR PLANNING PERIODS, AS WELL AS CHANGES IN STATE REQUIREMENTS AND IN LOCAL CONDITIONS SINCE THE LAST UPDATE OF THE COMPREHENSIVE PLAN, IN CONFORMITY WITH, AND IN FURTHERANCE OF, THE REQUIREMENTS OF SECTIONS 163.3167, 163.3174(4), 163.3184(4) AND (11), AND 163.3191, FLORIDA STATUTES, AND OF SECTION 303(2)(B) OF THE ADOPTED LAND DEVELOPMENT CODE OF THE CITY OF MIRAMAR; AMENDING THE FUTURE LAND USE MAP TO PROVIDE FOR GREATER CONSISTENCY WITH THE BROWARDNEXT-BROWARD COUNTY LAND USE PLAN FUTURE LAND USE MAP; AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE FUTURE LAND USE, TRANSPORTATION, HOUSING, INFRASTRUCTURE, CONSERVATION, RECREATION AND OPEN SPACE, INTERGOVERNMENTAL COORDINATION, CAPITAL IMPROVEMENT ELEMENTS, AND PUBLIC SCHOOL FACILITIES; PROVIDING FOR SUPPORTING DATA AND ANALYSIS FOR THE AMENDMENTS TO THE GOALS, OBJECTIVES AND POLICIES OF THE ELEMENTS THEREOF; PROVIDING FOR TRANSMITTAL OF THE ADOPTED AMENDMENTS, AS AMENDED TO ADEQUATELY ADDRESS THE OBJECTIONS AND COMMENTS FROM THE OBJECTIONS, RECOMMENDATIONS AND COMMENTS REPORT, TO THE FLORIDA STATE LAND PLANNING AGENCY FOR A DETERMINATION OF COMPLIANCE AND THE SUBSEQUENT ISSUANCE OF A NOTICE OF INTENT FINDING THE AMENDMENTS TO BE IN COMPLIANCE, AS AUTHORIZED UNDER THE STATE COORDINATED REVIEW PROCESS SET FORTH IN SECTION 163.3184(4), FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INTERPRETATION; PROVIDING FOR CORRECTION OF SCRIVENER'S ERRORS; AND PROVIDING FOR AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, this means the City of Miramar is of the view that a business impact estimate is not required by state law[1] for the proposed ordinance, but the City of Miramar is, nevertheless, providing this Business Impact Estimate as a courtesy and to avoid any procedural issues that could impact the enactment of the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

[1] See Section 166.041(4)(c), Florida Statutes.

☒ The proposed ordinance is required for compliance with Federal or State law or regulation;

☐ The proposed ordinance relates to the issuance or refinancing of debt;

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;

☐ The proposed ordinance is an emergency ordinance;

☐ The ordinance relates to procurement; or

☒ The proposed ordinance is enacted to implement the following:

a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

In accordance with the provisions of controlling law, even notwithstanding the fact that an exemption noted above may apply, the City of Miramar hereby publishes the following information:

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

The contemplated EAR-based Amendments will foster and preserve public health, safety, comfort and welfare by craft a new vision for the harmonious, orderly, and progressive development of the City. Specifically, they will address changes in state and County law related to comprehensive planning since the last major update to the Comprehensive Plan, as well as key changes in the City's local conditions, including, but not limited to:

1. Population growth and its impact on development and infrastructure;
2. Future land use and land management strategies to guide sustainable development;
3. Production and preservation of affordable housing options;
4. Redevelopment opportunities within the City's major corridors, i.e., State Road 7 and University Drive;
5. The need for to develop and maintain a convenient, cost-effective, efficient, equitable, resilient, and safe multimodal mobility system that meets the needs of users of all ages and ability in the City; and
6. Climate Resiliency Planning.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City of Miramar, if any:

a) An estimate of direct compliance costs that businesses may reasonably incur;
b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and
c) An estimate of the City of Miramar's regulatory costs, including estimated revenues from any new charges or fees to cover such costs.

There are no direct compliance costs for businesses and no new fee will be imposed.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

None.

4. Additional information the governing body deems useful (if any):

None.

CITY OF MIRAMAR
INTEROFFICE MEMORANDUM

TO: Mayor, Vice Mayor, & City Commissioners

FROM: Dr. Roy L. Virgin, City Manager

BY: Nixon Lebrun, Director of Building, Planning and Zoning Department

DATE: November 12, 2025

RE: SECOND READING of Temp. Ord. No. 1844 considering the adoption of the Evaluation and Appraisal Review based Amendments to the City of Miramar Comprehensive, as amended to address technical comments from the Objections, Recommendations and Comments

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RECOMMENDATION: The City Manager recommends that, pursuant to Sections 163.3167, 163.3174(4), 163.3184(4) and (11), and 163.3191, Florida Statutes ("F.S"), and Section 303(2)(B) of the City of Miramar (the "City") Land Development Code ("LDC"), the City Commission holds a duly noticed adoption hearing on Temporary Ordinance 1844 to review and approve the proposed Evaluation and Appraisal Review ("EAR") based Amendments to the City Comprehensive Plan (the "EAR-Based Amendments" or the "Amendments"), as amended to adequately address the objections and comments from the Objections, Recommendations and Comments ("ORC") Report from the Bureau of Community Planning and Growth of the Florida Department of Commerce (also known as the "State Land Planning Agency"), attached herein as Exhibit "A." The City Manager further recommends that, upon due consideration of the supporting data and assumptions of the amended Data, Inventory and Analysis, attached herein as Exhibit "B," the initial recommendation by the Planning and Zoning Board, the record developed at the initial and adoption hearings, and the extent to which the Amendments preserve the internal consistency of the City Comprehensive Plan, and comply with all applicable requirements of the Community Planning Act and the City LDC, the City Commission authorizes the City Manager to transmit the adopted Amendments to the State Land Planning Agency (the "Agency") for a determination of compliance and the subsequent issuance of a notice of intent finding the Amendments to be in compliance, as authorized under the state coordinated review process set forth in Section 163.3184(4), F.S.

ISSUE: As described in ss. 163.3184 (4)(b) and (11)(a), F.S, the procedure for transmittal of a complete proposed EAR-based comprehensive plan amendment shall be by

affirmative vote of not less than a majority of the members of a governing body present at an initial public hearing, following the noticing requirements set forth in s. 163.3184(11), F.S. As required by s. 163.3174, F.S., and s. 303.6 of the City LDC, the City's Planning and Zoning Board, sitting as the Local Planning Agency reviewed the proposed EAR-Based Amendments along with the supporting data and analysis at two (2) duly noticed public hearings on March 11 and April 8, 2025, and unanimously recommended that the City Commission held a hearing to approve and transmit same to the Agency and all other reviewing agencies. In compliance with s. 163.3184(4) F.S., and s. 303.8 of the City LDC, the City Commission held a duly noticed transmittal hearing on the proposed EAR-Based Amendments on May 7, 2025. In an electronic correspondence dated May 8, 2025, the Agency acknowledged receipt of the City's EAR-Based Amendments package.

On July 7, 2025, the Agency issued its ORC Report, which identified three (3) objections to the City's proposed EAR-Based Amendments and also provided recommendations regarding corrective measures for each objection identified. Upon receipt of the ORC Report, City staff and the Consultant have been in close contact with the Agency and the state reviewing agencies that provided comments i.e., the Florida Department of Transportation ("FDOT") and the Florida Department of Environmental Protection ("FDOT"), to adequately address the objections and comments and subsequently revise the EAR-Based Amendments per the Agency's recommendations. In compliance with the 180-day deadline to hold the adoption hearing, this item is being placed on this meeting agenda so the City Commission can hold the statutorily required hearing to adopt the revised EAR-Based Amendments and authorize their transmittal to the Agency for a determination of completeness and the subsequent issuance of a notice of intent finding them in compliance with Chapter 163, Part II, F.S., pursuant to s. 163.3184(4)(e)(4), F.S.

BACKGROUND: Section 163.3191, F.S., provides that, at least once every seven (7) years, each local government in the State of Florida ("Florida" or the "State") shall evaluate its adopted comprehensive plan to determine if plan amendments are necessary to reflect a minimum planning period of at least 10 years as provided in s. 163.3177(5) or to reflect changes in state requirements in this part since the last update of the comprehensive plan, and notify the State Land Planning Agency as to its determination. If the local government determines amendments to its comprehensive plan are necessary to reflect changes in state requirements, the local government must prepare and transmit within one (1) year such plan amendment or amendments for review pursuant to s. 163.3184, F.S. Furthermore, local governments shall comprehensively evaluate and, as necessary, update comprehensive plans to reflect changes in local conditions. Plan amendments transmitted pursuant to this section must be reviewed pursuant to s. 163.3184(4), F.S.

The evaluation and appraisal notification letter is the principal process for updating local comprehensive plans to reflect changes in state requirements since the last update of the comprehensive plan. The City's last major update to its adopted Comprehensive Plan was in 2010 and was based on the mandated Evaluation and Appraisal Report in the 1985 Growth Management Act. According to the submittal schedule for the Evaluation and Appraisal Notification Letters posted on the website of the Florida Department of Commerce ("DOC") (formerly Department of Economic Opportunity), the due date for the

Evaluation and Appraisal Notification Letter to be submitted by the City to DOC pursuant to Section 163.3191(1), F.S., was set for June 1, 2024, a date also confirmed in a letter from DOC, dated April 9, 2024.

In compliance with that notification deadline, the City performed an Evaluation and Appraisal Review ("EAR") of its Comprehensive Plan and notified DOC of its intent to update its Comprehensive Plan to reflect new planning horizons, changes in state requirements, as well as changes in the City's local conditions. In a correspondence dated May 21, 2024, DOC acknowledged receipt of the City's notification and set the transmittal deadline for the proposed EAR-based Amendments to May 9, 2025.

As noted above, the City held a duly noticed transmittal hearing on the EAR-based on May 7, 2025, in compliance with the above-mentioned deadline. On July 7, 2025, the Agency issued its ORC Report, which included three (3) objections and four (4) comments along with recommended corrective measures, as summarized below:

1. The first objection pertains to the planning periods and the need for same to be based upon relevant and appropriate data and analysis, consistent with the requirements of s. 163.3177)10(f), F.S. As per the Agency's recommendation, City staff worked with its Consultant, Keith & Associates, to revise the EAR-Based Amendments to ensure they contain at least two (2) planning periods, based upon relevant data and analysis, to cover at least the first 10-year period occurring after the adoption of these EAR-Based Amendments and another planning period of at least a 20-year period;
2. The second objection relates to the intensity standards of the non-residential land use categories of the Comprehensive Plan. As recommended by the Agency, the EAR-Based Amendments have been revised to include such standards for each non-residential land use category that maintains consistency between the City's Comprehensive Plan and the LDC, and to establish meaningful and predictable standards, consistent with the requirements of s. 163.3177(1), F.S.; and
3. The last objection involves the omission of the 2026 through 2030 Five-Year Schedule of Capital Improvements in the Capital Improvements Element ("CIE") of the Comprehensive Plan. This schedule has since been added to the CIE, in compliance with the applicable statutory requirements.

The Comment Section of the ORC report included four (4) comments, which address:

1. The industrial land use development restrictions in Policy 1.13 of the Future Land Use Element ("FLUE") and the need for an exemption to this policy for developments approved under the Live Local Act;
2. Certain internal consistencies resulting from typographical errors in the planning horizons;
3. The septic system conversion to central sanitary sewer system service for development of more than 50 residential lots with more than one (1) on-site sewage treatment and disposal system ("OSTDS") per one (1) acre within a 10-

year planning horizon, and to identify the wastewater facility that could receive the sanitary sewer flows after connection; and

4. Intergovernmental coordination with the only two (2) reviewing agencies that had issued comments on the proposed EAR-Based Amendments, i.e., the Florida Department of Transportation ("FDOT") and the Florida Department of Environmental Protection ("FDOT") to address their comments.

Upon receipt of the ORC Report, City staff and the Consultant have been in close contact with the Agency and the state reviewing agencies that provided comments i.e., the Florida Department of Transportation ("FDOT") and the Florida Department of Environmental Protection ("FDOT"), to adequately address the objections and comments. The EAR-Based Amendments have since been revised per the Agency's recommendations.

DISCUSSION: This section aims to provide an overview of the creation and evolution of the intergovernmental planning system in the State of Florida ("Florida" or the "State"). It specifically displays how Florida adopted and expanded the concepts from the 1971 book "The Quiet Revolution in Land Use Control" by Fred Bosselman and David Cullies and also drew from the American Law Institute's Model of Land Development Control to ultimately create today's ever-evolving integrated state, regional and local system of land use regulations. The legislative amendments to Florida's integrated growth management system mentioned herein are by no means exhaustive. They were primarily selected to highlight some of the main differences between the Growth Management Act pursuant to which the 2010 Evaluation and Appraisal Report Based Amendments to the City Comprehensive Plan were prepared and adopted and the current Community Planning Act, pursuant to which these EAR-Based Amendments are to be prepared and adopted.

It is also the intent of this section to highlight not just the City's responses and reactions to new mandates and periodic adjustments adopted by the Legislature to continue finetuning the State integrated growth management system, but and more importantly the changes that have occurred in the City's local environment, since that 2010 update to the Comprehensive Plan. It shall also be noted that, under the Broward County Charter, the Future Land Use Element ("FLUE") of the City's Comprehensive Plan must be consistent with the BrowardNext-Broward County Land Use Plan ("BrowardNext" or "BCLUP", hereafter). This section will also evaluate the various updates to the BCLUP, which may warrant further updates to that element of the City's Comprehensive Plan.

Changes in State Requirements

In 1972, the State of Florida ("State") Legislature ("Legislature") took its first step towards an intergovernmental system of planning by adopting the Environmental Land and Water Management Act. That Act established, among other things, a program to designate Areas of Critical State Concern and to provide increased regulation and regional and state oversight for Developments of Regional Impact ("DRIs") affecting multiple jurisdictions. In 1975, the Legislature revisited the intergovernmental planning system and passed the Local Government Comprehensive Planning Act, which required local governments in the

State to adopt comprehensive plans by July 1, 1979. However, many local governments did not meet the 1979 deadline for adopting their local comprehensive plans.

A. The 1985 Local Government Comprehensive Planning and Land Development Act

In response to continued rapid growth and the challenges of state and local governments to adequately address development impacts, the 1985 Legislature adopted the omnibus Growth Management Act (the "1985 Act," hereafter), as codified in Part II of Chapter 163, F.S., and officially known as "The Local Government Comprehensive Planning and Land Development Regulation Act." That Act remedied various deficiencies in the 1975 Act by giving more state oversight and control to the State Land Planning Agency in the continuous and ongoing planning process. In s. 163.3167, it specifically required all local governments in the State to adopt by 1992 local comprehensive plans, with two (2) planning periods, one covering at least the first 5-year period after the comprehensive plan's adoption and one covering at least a 10-year period, to guide future growth and development. Moreover, in s. 163.3191, that legislation mandated that local governments prepare evaluation and appraisal reports every seven (7) years, and subsequently update their comprehensive plans based on the recommendations of these evaluation and appraisal reports.

Content of Comprehensive Plans

The Growth Management Act required every comprehensive plan to contain elements arranged into goals, objectives and policies, which addressed future land use (including a future land use map), housing, transportation, infrastructure, coastal management, conservation, recreation and open space, intergovernmental coordination, capital improvements (and a 5-year capital improvement schedule) and public-school facilities. Both s. 163.3177, F.S., and the now repealed Rule 9J-5, Florida Administrative Code ("FAC"), which was adopted at the direction of the Legislature in the Growth Management Act, listed the minimum criteria for the preparation, review, and determination of compliance of comprehensive plans and plan amendments pursuant to Part II of Chapter 163, F.S. Rule 9J-5, F.A.C., specifically required that comprehensive plan to be based upon relevant and appropriate data and the analyses applicable to each element. The Act also provided for scheduled updates to the elements, even imposing penalties for failure to adopt or update elements.

Future Land Use Plan Element

The 1985 Act mandated that the future land use element included a future land use map or map series. It also included numerous requirements relating to the designation of existing and future land uses. Several provisions were specifically mentioned including compatibility of land uses with military bases and airports, siting of schools, and future municipal incorporation.

Capital Improvements Element

The 1985 Act required local governments to update their capital improvements schedule, within their capital improvements element ("CIE"), as an annual amendment to the comprehensive plan to demonstrate a financially feasible 5-year schedule of capital improvements. Failure to update can result in penalties such as ineligibility for certain grant programs, or ineligibility for revenue sharing funds. In order to be financially feasible, the CIE must identify sufficient revenues to fund the 5-year schedule of capital improvements.

Comprehensive Plan Amendment Process

The Department of Community Affairs ("DCA"), the current DOC, was designated as the lead oversight agency, responsible for reviewing comprehensive plans and amendments to determine consistency with state law. Amendments to comprehensive plans generally may be adopted no more than two (2) times during any calendar year; however, over time a number of statutory exceptions were created for situations where the twice-a-year limit was unworkable. Amendments to comprehensive plans were adopted pursuant to the following processes:

1. *The Traditional State Review Process*: that process was codified under s. 163.3184, F.S., and set forth the criteria for the adoption of comprehensive plans and amendments thereto. A local government may amend its comprehensive plan provided certain conditions are met including two (2) advertised public hearings on a proposed amendment before its adoption and review by the State Land Planning Agency. State, regional, and local governmental agencies submitted comments on the comprehensive plan or amendment to the State Land Planning Agency, which had the option to review the amendment, unless required to review upon a request from the regional planning council ("RPC"), an affected person, or the local government transmitting the amendment.

   If DCA elects to review or is required to review, it must issue the local government an objections, recommendations, and comments report ("ORC" Report) regarding whether the comprehensive plan or amendment is "in compliance." After receiving the report, the local government has 60 days to adopt the amendment, adopt the amendment with changes, or not adopt the amendment. After adoption, within 10 days, the local government must transmit the adopted plan amendment to DCA that had between 20 and 45 days to issue a notice of intent "(NOI") to find the amendment either "in compliance" or "not in compliance." If DCA issues a NOI to find in compliance, within 21 days any "affected person" could challenge the comprehensive plan or amendment by filing a petition with the Division of Administrative Hearings (DOAH), and DCA could intervene in the proceeding. If DCA issues a NOI to find not in compliance the NOI is forwarded to DOAH for a hearing and any affected person may intervene in

the proceeding. Depending on the entity initiating the challenge, the administrative law judge's recommended order is submitted to either DCA or the Administration Commission for final agency action.

2. *Alternative State Review Process Pilot Program (s. 163.32465, F.S.):* in 2007, the Legislature created a pilot program to provide an alternate, expedited process for plan amendments based on streamlined state agency review. Under the pilot process, selected communities transmit proposed amendments directly to specified state agencies and local governmental entities after the first public hearing on the amendment. Most amendments proposed in the pilot program jurisdictions were required to follow the alternative review process. In 2009, the Legislature authorized any local government to use the alternative state review process to designate an urban service area in its comprehensive plan. State agencies commenting on an amendment under the alternative review process could include technical guidance on issues of agency jurisdiction as they related to Part II of Chapter 163, F.S. Such comments were to clearly identify issues that, if not resolved, could result in an agency challenge to the amendment. Comments were sent to the local government proposing the amendment within 30 days after the commenting agency received the amendment.

   Following a second public hearing for the purpose of adopting the amendment, the local government was to transmit the adopted amendment to the State Land Planning Agency and any other state agency or local government that provided timely comments. The State Land Planning Agency was encouraged to focus its challenges on issues of regional or statewide importance and was not required to issue an ORC report on the proposed amendment or a NOI on the adopted amendment.

3. *Small-Scale Amendment Process*: that process was codified under s.163.3187, F.S., and included several eligibility criteria. First, small-scale amendments were limited to properties that are 10 acres or fewer, were not located in an area of critical state concern with exceptions and must meet certain density criteria if they involved residential land use, among other requirements. Second, small-scale amendments were not to change goals, policies, or objectives of the local government's comprehensive plan. Instead, these amendments proposed changes to the future land use map for site-specific small-scale development activity.

   Unlike other comprehensive plan amendments, small-scale amendments required only one (1) public hearing and were not subject to the twice a-year limitation on comprehensive plan amendments. The State Land Planning Agency would not review or issue a NOI stating whether a small-scale development amendment was in compliance with the comprehensive plan. Any affected person may challenge the amendment's compliance in

an administrative hearing, and the State Land Planning Agency could intervene.

Evaluation and Appraisal Report

As mentioned above, the evaluation and appraisal report were the principle process for updating local comprehensive plans to address changes in the local community and changes in state law relating to growth management. The report evaluated the success of the community in addressing land use planning issues through implementation of its comprehensive plan. Based on that evaluation, the report suggested how the comprehensive plan was to be revised to better address community objectives, changing conditions and trends affecting the local community, and changes in state requirements. The local government was required to submit its report to DCA, which conducted a sufficiency review to ensure the report fulfilled the requirements of s. 163.3191, F.S. Local governments were required to adopt amendments to their comprehensive plans, based on the recommendations in the report, within 18 months after DCA had determined the report to be sufficient. It shall be noted that the process of preparing an evaluation and appraisal report was both time consuming and costly. The Administration Commission was even authorized to impose sanctions on a local government that failed to adopt and submit its report or failed to implement its report through timely amendments to its comprehensive plan.

Concurrency Management

Under the 1985 Act, concurrency was required for sanitary sewer, solid waste, drainage, potable water, parks and recreation, schools and transportation, meaning that these public facilities and services were to be available concurrent with the impacts of any development. Concurrency was tied to provisions requiring local governments to adopt level-of-service ("LOS") standards, address existing service deficiencies, and provide infrastructure to accommodate new growth reflected in the comprehensive plan. Rule 9J5.0055(3), FAC, established the minimum requirements for satisfying concurrency. Local governments are charged with setting level-of-service standards within their jurisdiction, and if level-of-service standards are not met, development permits may not be issued without an applicable exception. For example, a new development leading to traffic that exceeds the level-of-service for a roadway may be prohibited from moving forward unless improvements are scheduled within three years of the development's commencement, or the development is located in a transportation concurrency exception area (TCEA), or it meets other criteria or exceptions provided by law and the comprehensive plan.

Transportation Concurrency

The 1985 Act required local governments to employ a systematic process to ensure new development did not occur unless adequate transportation infrastructure was in place to support the growth. To implement concurrency, local

governments must define what constituted an adequate LOS for the transportation system and measure whether the service needs of a new development exceed existing capacity and scheduled improvements for that period. The Florida Department of Transportation ("FDOT") played the role in establishing the LOS standards on the highway component of the strategic intermodal system ("SIS") and in developing guidelines to be used by local governments on other roads. However, more often than not, transportation concurrency requirements created unintended consequences. For example, transportation concurrency in urban areas was often times more costly and functionally difficult than in non-urban areas. As a result, transportation concurrency often resulted in urban sprawl, the very phenomenon the Growth Management Act was trying to rein in.

In 1992, Transportation Concurrency Management Areas ("TCMA") were authorized, which allowed an area-wide level-of-service standard, rather than facility-specific designations, to promote urban infill and redevelopment and provide greater mobility in those areas through alternatives such as public transit systems. Subsequently, two (2) additional relaxations of concurrency were authorized: TCEAs and Long-term Transportation Concurrency Management Systems:

- The TCEA was intended to "reduce the adverse impact transportation concurrency may have on urban infill and redevelopment" by exempting certain areas from the concurrency requirement.
- Long-term Transportation Concurrency Management Systems were intended to address significant backlogs.

It shall be noted that Broward County was allowed to use an alternative approach to concurrency called transit-oriented concurrency, whereby an expedited permitting process was established and even a transportation concurrency waiver granted under certain circumstances, for "those types of economic development projects which offer job creation and high wages, strengthen and diversify the state's economy, and have been thoughtfully planned to take into consideration the protection of the state's environment."

Proportionate Fair-Share Mitigation and Proportionate Share Mitigation

Proportionate fair-share mitigation is a method for mitigating the impacts of development on transportation facilities through the cooperative efforts of the public and private sectors. Under the Growth Management Act, proportionate fair-share mitigation could be used by a local government to determine a developer's fair-share of costs to meet concurrency. The developer's fair-share could be combined with public funds to construct future improvements; however, the improvements must be part of a plan or program adopted by the local government or the FDOT. If an improvement was not part of the local government's plan or program, the developer could still enter into a binding agreement at the local

government's option provided the improvement satisfied Part II of Chapter 163, F.S., and:

- The proposed improvement satisfied a significant benefit test; or
- The local government planned for additional contributions or payments from developers to fully mitigate transportation impacts in the area within 10 years.

For over twenty-five years and during a period of rapid growth and development, Florida development operated under the Growth Management Act, with periodic adjustments and modifications. The Legislature made various updates to finetune that Act, especially in 2009, to reduce state and regional management components, release local communities from various mandates and discourage urban sprawl. Unfortunately, those legislative updates to address unintended consequences and to provide specific options to meet the needs of a few local governments had mixed results at best. In some cases, they provided more flexibility, less state oversight and more creative planning tools for local governments, but in other cases, they created solutions that were inflexible and unworkable for all but a few local governments. It was against that backdrop of local government frustrations against the perceived weaknesses and deficiencies of the1985 Growth Management Act that the 2011 Legislature adopted the landmark Community Planning Act, which, as summarized below, overhauled and modernized that 25-year old institution of growth management in the State, shifting from state oversight to local government control of the planning and growth management process.

B. The 2011 Community Planning Act

The 2011 Legislature enacted House Bill ("HB") 7207, which not only redesignated the 1985 Act as the Community Planning Act (the "2011 Act," hereafter) in Part II of Chapter 163, F.S., but also featured substantial amendments to the former legislation. The thrust of that new law was to utilize and strengthen the existing role, processes and powers of local governments in establishing and implementing comprehensive planning programs to guide and manage future development consistent with their proper role of, and to focus the state role in managing growth to protecting the functions of important state resources and facilities.

Content of Comprehensive Plans

The 2011 Act continues to require local comprehensive plans to include the policy foundation for local planning and land use decisions on future land use, transportation, housing, intergovernmental coordination, public facilities, recreation, open space, conservation, coastal management (where applicable) and capital improvements, as further outlined in s. 163.3177, F.S. the Community Planning Act revises s. 163.3177, F.S., to no longer mandate that local comprehensive plans include a required public school facilities element. Most provisions relating to public school facilities are only required if a local government chooses to maintain school concurrency at the local level. The Community

Planning Act removes many of the state specifications and requirements for optional elements in the comprehensive plan, but specifically states that a local government's comprehensive plan may continue to include optional elements. It maintains that all mandatory and optional elements of a comprehensive plan and plan amendments are to be based upon professionally accepted data.

Local governments are not required but may choose to use original data as long as their methodologies are professionally accepted. The Community Planning Act also maintains that a major objective of the planning process is for elements to be coordinated with one another and requires elements within a plan to be consistent with one another. Recognizing the growing experience of local governments in comprehensive planning, the Community Planning Act specifically allows local governments to adopt planning periods for specific components, elements, land use amendments or projects, in addition to the 5-year and 10-year planning periods called for in s. 163.3177, F.S.

Future Land Use Plan Element

The 2011 Act changes the format of the future land use element provisions to increase readability. Specific requirements from Rule 9J-5, FAC, have been added, including provisions relating to urban sprawl. Each map depicting future conditions must reflect the principles, guidelines, and standards within all elements and each such map must be included in the comprehensive plan. This Act requires the future land use element to clearly identify the land use categories in which public schools are an allowable use but removes outdated language relating to compliance. It also removes requirements relating to energy efficiency and greenhouse gas reductions. Furthermore, the Community Planning Act addresses population projections, the issue of identified need for future development and highlights the need to address outdated land uses, such as antiquated subdivisions. These issues are addressed herein and summarized below.

1. The 2011 Act requires the future land use plan and comprehensive plan amendments to be based upon permanent and seasonal population estimates and projections, which must either be those provided by the University of Florida, Bureau of Economic and Business Research ("BEBR"), or generated by the local government based upon a professionally acceptable methodology. This bill requires the future land use plan and plan amendments to be based in part upon the amount of land designated for future planned uses to provide a balance of uses that foster vibrant, viable communities, provide economic development strategies, and address outdated development patterns, such as antiquated subdivisions. This bill requires, as a minimum standard, that the comprehensive plan must accommodate at least the amount of land required to accommodate the medium projections of BEBR for at least a 10-year planning period.

2. The 2011 Act requires the future land use plan and comprehensive plan amendments to take into account the need to modify land uses and development patterns within antiquated subdivisions. Antiquated subdivisions are areas, which were created prior to the enactment of land development regulations, and which share characteristics that hinder their vitality in today's market, and result in detrimental effects on the local economies and environment. Largely platted throughout the 1950's and 1960's, antiquated subdivisions are often predominantly residential land with insufficient space reserved for industrial or commercial enterprises necessary for sustaining the community. Many such subdivisions lack adequate infrastructure including sewer systems and higher capacity arterial roads, and local law enforcement, fire, and emergency services often struggle to reach these remote developed parcels. As a result, the Community Planning Act requires the future land use plan and plan amendments to be based in part upon the amount of land designated for future planned uses to provide a balance of uses that foster vibrant, viable communities, provide economic development strategies, and address outdated development patterns, such as antiquated subdivisions.

Capital Improvements Element

The 2011 Act removes the financial feasibility requirement for the 5-year schedule of capital improvements ("SCI"), which several local governments have had difficulty meeting. In a return to the pre-2005 standard, it now requires local governments to review their CIE on an annual basis, allowing modifications to the SCI to be accomplished by ordinance and not as comprehensive plan amendments. The Community Planning Act does however provide that projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be listed and identified as either funded or unfunded and given a level of priority for funding.

Comprehensive Plan Amendment Process

The Community Planning Act removes the twice-a-year limit for the adoption of comprehensive plan amendments allowing local governments to determine if and when their comprehensive plans should be amended. It streamlines the review of comprehensive plans and amendments into the following three (3) processes:

1. The *Expedited State Review Process* is codified under s. 163.3184(4), F.S., and is the new name given by the Community Planning Act to the former Alternative State Review Pilot Program Process and is now applicable statewide. This process may be used for all comprehensive plan amendments except those that are specifically required to undergo the state coordinated review process. The expedited state review process requires two (2) public hearings and plan amendments are transmitted to reviewing agencies including the State Land Planning Agency that may provide

comments on the proposed plan amendment. The reviewing agencies are kept the same as under the 1985 Act. The 2011 Act limits the scope of state agency comments on a proposed comprehensive plan amendment. Reviewing agencies may only comment on specified subjects within their jurisdiction as they relate to important state resources and facilities that will be adversely impacted by an amendment if adopted. The State Land Planning Agency must limit its comments to important state resources and facilities outside the jurisdiction of other commenting state agencies and may include comments on countervailing planning policies and objectives served by the comprehensive plan amendment that should be balanced against potential adverse impacts to important state resources and facilities. Comments provided by state agencies must state with specificity how the comprehensive plan amendment will adversely impact an important state resource or facility and must list measures the local government may take to eliminate, reduce, or mitigate the adverse impacts. Comments regarding state resources and facilities that will be adversely impacted may result in a challenge.

After receiving reviewing agency comments, the local government is required to hold a second public hearing on whether to adopt the amendment. The second public hearing must be conducted within 180 days after the agency comments are received. For most comprehensive plan amendments, if a local government fails to adopt the amendment within 180 days, the amendment is deemed withdrawn. Unless otherwise specified, the 180-day requirement may be extended by agreement as long as notice is provided to the State Land Planning Agency and any affected person that provided comments on the plan amendment. After adopting an amendment, the local government must transmit the plan amendment to the State Land Planning Agency within 10 days of the second public hearing, and the State Land Planning Agency must notify the local government of any deficiencies with the amendment within five (5) working days. Unless timely challenged, an amendment adopted under the expedited review process does not become effective until 31 days after the State Land Planning Agency notifies the local government that the plan amendment package is complete. Within 30 days of the adoption of an amendment, any affected person may file a challenge with the DOAH.

2. The *State Coordinated Review Process* is codified under s. 163.3184(4), F.S., and is designed for new comprehensive plans and amendments that require a more comprehensive review, namely new plans for newly incorporated municipalities adopted pursuant to s. 163.3167, F.S., and amendments that:

    - Are in an area of critical state concern designated pursuant to s. 380.05, F.S.;
    - Propose a rural land stewardship area pursuant to s. 163.3248, F.S.;

- Propose a sector plan pursuant to s. 163.3245, F.S.; and
- Update a comprehensive plan based on an evaluation and appraisal pursuant to s. 163.3191, F.S.

The state coordinated review process requires two (2) public hearings, and a proposed plan or plan amendment is transmitted to the reviewing agencies within 10 days after the initial hearing. The scope of reviewing agency comments under this process is the same as under the expedited state review process, but the State Land Planning Agency is able to comment more broadly on whether the comprehensive plan or amendment is in compliance. Under this process, reviewing agency comments are sent to the State Land Planning Agency that may elect to issue an ORC Report to the local government within 60 days after receiving the proposed comprehensive plan or amendment. The State Land Planning Agency's ORC report details whether the proposed comprehensive plan or amendment is in compliance and whether the proposed comprehensive plan or amendment will adversely impact important state resources and facilities. When the State Land Planning Agency makes an objection regarding an important state resource or facility that will be adversely impacted, it is required to state with specificity how the important state resource or facility will be adversely impacted and list measures that the local government may take to eliminate, reduce, or mitigate the adverse impacts. Challenges brought by the State Land Planning Agency to a comprehensive plan or amendment adopted under the state coordinated review process, are limited to objections made in the ORC.

Once a local government receives the ORC report, it has 180 days to hold a second public hearing on whether to adopt the plan or plan amendment. If not held within 180 days, the comprehensive plan or amendment will be deemed withdrawn, unless the 180-day time requirement is extended by agreement and notice is provided to the State Land Planning Agency and any affected person that submitted comments. After a comprehensive plan or amendment is adopted, the local government must transmit the comprehensive plan or amendment to the State Land Planning Agency within 10 days of the second public hearing, and the State Land Planning Agency must notify the local government of any deficiencies within five (5) working days. The State Land Planning Agency has 45 days to determine if the comprehensive plan or amendment is in compliance and if not in compliance, to file a petition with DOAH challenging the comprehensive plan or amendment. The compliance determination is limited to objections raised in the ORC report, unless the comprehensive plan or amendment has substantially changed from the one commented on. The State Land Planning Agency must issue a NOI to find that the plan or plan amendment is in compliance or not in compliance and must post a copy of the NOI on its website. If a NOI is issued to find the comprehensive plan or amendment not in compliance, the NOI is forwarded to DOAH for a compliance hearing.

3. The *Small-Scale Amendment Review Process* is set forth under s. 163.3187, F.S. Under the former Growth Management Act, this process was limited to properties that are 10 acres or fewer, cannot be located in an area of critical state concern with exceptions, and must meet certain density criteria if it involves residential land use, among other requirements. Small-scale amendments could not propose changes to goals, policies, or objectives of the local government's comprehensive plan. Instead, these amendments would propose changes to the future land use map for site-specific small scale development activity. Unlike other comprehensive plan amendments, small-scale amendments require only one (1) public hearing and are not subject to the twice a-year limitation on plan amendments. The State Land Planning Agency did not have to review or issue a NOI stating whether a small-scale development amendment was in compliance with the comprehensive plan. Affected persons could challenge the amendment's compliance in an administrative hearing with the State Land Planning Agency reserving the right to intervene.

   The Community Planning Act keeps the Growth Management Act's requirements that small-scale amendments maintain internal consistency between elements of the comprehensive plan and cannot be located in an area of critical state concern with exceptions but removes the density restriction and the ability of the State Land Planning Agency to intervene in challenges filed by an affected person. Small-scale amendments are still limited to future land use map changes for site-specific small-scale development activity and may not change goals, policies, or objectives of the local government's comprehensive plan, unless the text changes relate directly to, and are adopted simultaneously with, the small-scale future land use map change. The Community Planning Act continues to require that small-scale amendments undergo only one (1) public hearing and are not subject to the twice a-year limitation on plan amendments but removes the density restriction thereon. The Community Planning Act initially retained the 10-acre limit per individual amendment and the cumulative annual 120-acre limit for small-scale amendments but was relaxed in 2019 to apply the small-scale amendment process to parcels of land 50 acres or less in urban areas or 100 acres or less in a designated Rural Area of Opportunity (formerly called Rural Area of Critical Economic Concern), and to completely do away with the accumulative annual limit. The State Land Planning Agency does not review or issue a Notice of Intent ("NOI") stating whether a small-scale development amendment is in compliance with a local comprehensive plan. Affected persons may challenge an adopted small-scale development amendment in an administrative hearing.

Evaluation and Appraisal Review

The Community Planning Act removed the state requirement for local governments to adopt an evaluation and appraisal report every seven (7) years along with the specific requirements regarding the preparation, adoption, submittal, and review of the evaluation and appraisal report. Recognizing the progress that local governments had made since the adoption of the 1985 Growth Management Act, the Community Planning Act provided local governments with greater local control over planning decisions that affect the growth of their communities. It now leaves it up to local governments to evaluate, at least once every seven (7) years, their comprehensive plans to determine if amendments are necessary to reflect changes in state requirements and/or in local conditions since the last update of their comprehensive plans. Local governments must however notify the State Land Planning Agency by letter as to their determination. If changes are necessary, they must amend their comprehensive plans and transmit the amendments to the reviewing agencies within one (1) year. If a local government fails to submit a letter to the State Land Planning Agency regarding its need to amend its comprehensive plans or update same as needed, it may not adopt any new comprehensive plan amendments until the necessary amendments to update its comprehensive plan are adopted.

Concurrency Management

The 2011 Act maintains the state concurrency requirements for sanitary sewer, solid waste, drainage, and potable water, but removes the state concurrency requirements for parks and recreation, schools, and transportation facilities. If concurrency is applied to other public facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels-of-service, to guide its application. The Community Planning Act specifies that in order for a local government to remove any optional concurrency provisions from its comprehensive plan, an amendment is required. An amendment removing any optional concurrency is not subject to state review. Further, local governments should consider the number of facilities that will be necessary to meet level-of-service demands when determining the appropriate levels-of-service, and the schedule of facilities that are necessary to meet the adopted level-of-service must be reflected in the capital improvements element. Infrastructure needed to ensure that adopted LOS standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified as either funded or unfunded.

Transportation Concurrency

The Community Planning Act removes the state requirement for transportation concurrency but allows local governments the option of continuing to apply transportation concurrency locally within their jurisdictional boundaries without having to take any action. Local governments may identify transportation

concurrency exception areas and may continue to utilize existing areas as an exception to locally required transportation concurrency. For local governments that choose to continue to apply transportation concurrency, this Act establishes the minimum requirements and guidelines for doing so. It specifically provides that if a local government wishes to remove transportation concurrency, it must adopt a comprehensive plan amendment, which is not, however, subject to state review.

Proportionate Fair-Share Mitigation and Proportionate Share Mitigation

The Community Planning Act modifies proportionate share to clarify that when an applicant for a development permit contributes or constructs its proportionate share mitigation of impacts, a local government cannot require payment or construction of transportation facilities whose costs are greater than the development's proportionate share necessary to mitigate its transportation impacts. It provides a specific formula for calculating proportionate share contribution and specifies that when a development's proportionate share has been satisfied for a particular stage or phase of development, all of the transportation impacts from that stage or phase will be deemed fully mitigated in any cumulative transportation analysis for a subsequent stage or phase of development. This bill also provides that applicants are not responsible for funding "transportation backlog" or the cost of reducing or eliminating transportation deficits that existed prior to the filing of an application. Further, if an applicant is required to pay transportation impact fees in the future on the development, the local government is required to provide the applicant with a dollar-for-dollar credit on the transportation impact fees for the proportionate share already paid. The credit is to be reduced up to 20 percent by the percentage share that the project's traffic represents the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

Relevant Statutory Changes to the Community Planning Act

Growth management is a continuous, ongoing process. The Legislature recognized this reality and has been, almost every year, making amendments to the Community Planning Act to address deficiencies and better promote the orderly and balanced future economic, social, physical, environmental, and fiscal development of the State. The following lists some of these legislative updates, which represent additional statutory changes since the 2010 update to the City Comprehensive Plan.

1. In 2015 and 2016, the Legislature eliminated the Developments of Regional Impact ("DRI") review process for new proposed developments that exceed the DRI thresholds and are not exempt from review. Amendments to development orders for existing DRIs will now be considered by the local governments that issued the development orders, without state and regional review, pursuant to their local development review procedures. Comprehensive plan amendments for proposed developments that exceed

the DRI thresholds and are not otherwise exempt will continue to be reviewed by FloridaCommerce under the state coordinated review process in s. 163.3184(4), F.S., as provided in s. 380.06(12), F.S.

2. In 2018, SB 1244/HB 1151 was signed into law and deletes much of the still existing rule related to DRI, which are developments significant enough to impact more than one county. The statute also amended the approval process for substantial deviations from an approved DRI development order and require that local governments abandon DRI development orders under certain circumstances.

3. In 2019, HB 6017 was signed into law, which eliminates the existing 120-acre annual cap on the amount of land for which a local government may change the future land use designation by small-scale comprehensive plan amendment.

4. In 2021, the Legislature passed SB 496 amending s. 163.3177, F.S., to require local governments to include in their comprehensive plans a property rights element to ensure that private property rights are considered in local decision-making.

5. That same year, SB 1274 was signed into law and amended s. 163.3187, F.S., to increase the small-scale development amendment limit from 10 acres to 50 acres or fewer in urban areas, and from 50 acres to 100 acres within a rural area of opportunity.

6. In 2022, SB 962/HB 981 was signed into law to allow mixed-use developments to be approved by local governments on any parcel zoned for commercial or industrial use if a portion of the project includes at least 10 percent affordable housing.

7. In 2023, SB 1604 made various amendments to Chapter 163, F.S.

    - Section.163.3177, F.S., was amended to:

        - Remove the consideration of community goals and vision as a separate component of a local government's analysis. Comprehensive plan elements and amendments are now required to be based on relevant data, which, for the purposes of population estimates and projections, shall now be the greater of the estimates and projections published by the Office of Economic and Demographic Research and the local government;
        - Increase the two (2) required planning periods to a 10-year and 20-year period, from 5-year and 10-year and to prohibit optional elements of a comprehensive plan from restricting

the density or intensity established in the future land use element;
    - Require comprehensive plans to encourage the location of schools proximate to urban service areas, to the extent possible, and encourage the location of schools in all areas if necessary to provide adequate school capacity to serve residential development;
    - Remove a list of primary indicators used to determine if a plan or plan amendment encourages or discourages the proliferation of urban sprawl, and instead require local governments to discourage urban sprawl by planning for future growth;

- SB 1604 amends s.163.3191, F.S., to
    - prohibit local governments that fail to update their comprehensive plans in accordance with the 7-year evaluation and appraisal process from initiating or adopting any publicly-initiated plan amendments;
    - Require the chair of the governing body of the county and mayor of the municipality to sign an affidavit attesting that all elements of the comprehensive plan comply with statutory requirements as part of the periodic review process; and
    - Prescribe certain procedures for the DOC to apply when local governments remain out of compliance with comprehensive planning updates.

8. In 2023, HB 1379/SB1632 was also signed into law, amending s.163.3177(6)(c)3, F.S., to require local governments to consider the feasibility of providing sanitary sewer services for developments of more than 50 residential lots that have more than one (1) on-site sewage treatment and disposal systems ("OSTDS") per acre within a 10-year planning horizon (not required for rural areas of opportunity). Local governments must also identify the name and location of the wastewater facility that could receive sanitary sewer flows after connection; the capacity of the facility and any associated transmission facilities; the projected wastewater flow at that facility for the next 20 years, including expected future new construction and connections of onsite sewage treatment and disposal systems to sanitary sewer; and a timeline for the construction of the sanitary sewer system. The bill also requires local governments to update their comprehensive plans to include the sanitary sewer planning element by July 1, 2024.

9. Also in 2023, SB 102, also known as the Live Local Act, was signed into law, preempts local government limits on height and density in commercial and mixed-use zones and suspends any requirement for zoning changes or

comprehensive plan amendments for qualified projects with at least 40 percent of the units set aside for affordable housing for 30 years.

10. In 2024, The Legislature passed SB 328/HB 1239, amending provisions of the Live Local Act passed in 2023 to prohibit local governments from limiting floor area ratio of new projects below 150%, modify the height preemption for projects that are adjacent to single-family developments and allow a reduction in parking requirements for projects near public transit.

Changes in the City's Local Conditions

The Growth Management Act was adopted in 1985, during an era of continued rapid growth and state and local challenges to adequately address development impacts. That legislation required all Florida's local governments to adopt by 1992 local comprehensive plans to guide future growth and development, to prepare evaluation and appraisal reports every seven (7) years, and subsequently update their comprehensive plans based on the recommendations of those reports. During the twenty-five years that the Growth Management Act was in effect, the City demonstrated exemplary leadership in land use planning and growth management. Indeed, not only did the City successfully adopt its Comprehensive Plan in 1989 when the deadline to do so was 1992 and completed two (2) evaluation and appraisal reports in 1995 and 2005, which resulted in adopted updates to the Comprehensive Plan in 2000 and 2010, respectively, but became in 2005 one of three cities in the State to become certified under the Local Government Comprehensive Planning Certification Program. This program was established by the Legislature to allow certified local governments more expediency and flexibility and to exempt them from regional and state oversight, including objections, recommendations, and comments from the department on proposed plan amendments.

As noted above, the last time the City updated its Comprehensive Plan through an evaluation and appraisal process was in 2010. Several important changes have occurred since that time, which are challenging local planners and officials to address new needs and demands, with a renewed focus on equitable development and services, adequate infrastructure, climate change response and resilience, community health and wellness, housing affordability, greater mobility options, and economic development. As the City's population continues to grow, these drivers therefore need to be carefully considered to successfully manage and strategically promote the sustainable growth of the City.

Over the last 25 years, the City has experienced unprecedented demographic growth, which, coupled with the commodification of real estate influences, significantly fueled the expansion of the City boundary westward of Palm Avenue. These development pressures in the west seem to have reached a peak in the last five years, as evidenced by the sharp increase in permit applications processed, inspections performed, and Certificates of Occupancy ("COs") issued by the City's Building, Planning and Zoning Department. Indeed, the City entered this decade in "high gear" with respect to development, more than doubling the historical average in terms of building permit revenues and reaching an

all-time high in 2022. By all measures, this decade may be aptly dubbed the City's "golden age" or even the "Roaring 20s,". when it comes to development activities.

1. The City's Local Conditions

The City of Miramar is a linear city 14 miles in length from east to west and 1.5 to 2.5 miles in width, comprising approximately 31 square miles. The boundaries of the City are delineated by Pembroke Road to the north, U.S. 441 to the east, the Broward County line to the south, and they also extend 1/2 mile west of U.S. 27 into Everglades Water Conservation Area 3A. The City's development pattern has occurred from east to west with approximately one-third of the land area currently developed. The predominate land use is low density residential.

Population Growth

According to the Bureau of Economic and Business Research ("BEBR") of the University of Florida, the City's population has grown from 122,041 in 2010 to 139,500 residents in 2024. These 17,500 new residents represent an increase of 14.3 percent from 2010. During that 15-year period, the City's share-of-growth of Broward County's population has risen to just over 7 percent, which represents a half percent increase. The following tables illustrate in greater details the City's population growth and share-of-growth of the County's population for the period.

Miramar Population Growth 2010 - 2024

	City of Miramar, FL		Broward County, FL
	BEBR*	BEBR	BEBR*
Year	Population	% of Broward Population	Population
2010	**122,041**	6.98%	**1,748,066**
2011	122,982	7.01%	1,753,162
2012	123,478	6.97%	1,771,099
2013	126,619	7.09%	1,784,715
2014	128,432	7.12%	1,803,903
2015	132,096	7.23%	1,827,367
2016	134,037	7.23%	1,854,513
2017	136,246	7.27%	1,873,970
2018	137,107	7.22%	1,897,976
2019	138,837	7.23%	1,919,644
2020	**138,873**	7.19%	**1,932,212**
2021	136,007	6.96%	1,955,375
2022	138,237	7.02%	1,969,099
2023	138,590	7.02%	1,973,579
2024	139,500	7.07%	1,973,579

Based on the BEBR January 2024 Bulletin, *Projections of Florida County Population by County, 2025-2050, with Estimates for 2023*, Broward County's population is projected to growth as follows:

Figure 2: Broward County Population Projections 2025–2050*

County	Estimates	Projections, April 1st					
	April 1, 2023	2025	2030	2035	2040	2045	2050
Broward	1,973,579						
Low		1,906,400	1,899,700	1,876,000	1,842,400	1,806,200	1,771,100
Medium		2,006,700	2,076,200	2,125,800	2,161,100	2,189,300	2,213,800
High		2,107,000	2,252,700	2,375,600	2,479,900	2,572,400	2,656,600

*Source: BEBR, Florida Population Studies, Bulletin 198, January 2024.

BEBR used a combination of six (6) techniques that incorporate data from different time periods to arrive at the County's low, medium and high population projections to 2025. These techniques are described below:

- Linear – the population will change by the same number of persons in each future year as the average annual change during the base period;
- Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period;
- Share-of-growth – each county's share of state population growth in the future will be the same as its share during the base period;
- Shift-share – each county's share of the state population will change by the same annual amount in the future as the average annual change during the base period;
- Constant-share – each county's share of the state population will remain constant at its 2023 level; and
- Constant – each county's population will remain equal to its 2023 estimate.

In this analysis, the City will be using the medium series of county projections, since it is the series that BEBR believes will generally provide the most accurate forecasts of future population change. Broward County's medium population projections for the 10-year and the 20-year planning horizons are 2,13 million and 2,21 million, respectively. Keeping the City's share-of-growth of Broward County's population constant at 7 percent, the City's population will be 148,800 and 153,250 residents for the 10-year and the 20-year planning horizons, respectively. These

numbers represent an addition of 10,000 and 15,000 new residents in the two (2) planning horizons. It shall be emphasized that the additional 10,000 residents for the first planning horizon is consistent with the City's own projection from recently approved developments, such as the 2,800-unit, mixed-use development 100-acre, the Park at Miramar, and the 346-unit multifamily rental development, the Vibe. Now is the time for the City to start planning and preparing for this possible growth scenario to ensure that public services and facilities will be available at acceptable LOS standards and the quality of life of the residents not compromised.

Existing Land Use Trends

During the last evaluation and appraisal report of the Comprehensive Plan, only 7 percent of the City lands were vacant. As mentioned above, the City has been, since 2016, experiencing an extreme growth spurt, which has depleted most if not all of the 7 percent of City's vacant land as of the 2010 Evaluation and Appraisal Report.

Adjacent Uses

The adjacent jurisdictions are predominately comprised of land uses that are either compatible or vacant, as further discussed below.

Pembroke Pines: The City of Pembroke Pines abuts the City on the northeast along Pembroke Road features a substantial amount of development. Low density residential and low intensity commercial predominate. The North Perry Airport is the only incompatible use along Pembroke Road. The existing uses in Miramar abutting the general aviation airport are primarily multi-family and single-family residential.

Hollywood: The City of Hollywood abuts the City on the northeast, along Pembroke Road, east of university Drive to US 441. Uses on both sides of that street include low-density residential and retail uses.

Unincorporated Broward County: The City's westernmost boundary consists primarily of the undeveloped Everglades Water Conservation Area 3A.

Unincorporated Miami-Dade County: The northern portion of the Miami-Dade County, adjacent to Miramar's southern boundary, has experienced relatively low development activity since the last update. A large Class III Landfill, highly-visible from the Homestead Extension of Florida's Turnpike, is operational between NW 47 Avenue (Palm Avenue) and NW 57 Avenue Red Road adjacent to Miramar. To the south, is a mobile home park. Proceeding west, from NW 57 Avenue (Red Road), there is mainly single-family development extending to the Homestead Extension of the Florida Turnpike. Adjacent to U.S. Highway 27 is the Opa Locka West Airport.

West Park: This city is adjacent to Miramar on the east side of U.S. 441. It features various commercial developments that are compatible with those located in Miramar along this corridor.

Miami Gardens: This Miami-Dade County's city is adjacent to Miramar on the south side. From U.S Highway 441 to the Florida Turnpike there is a mixture of commercial, multi-family and some vacant land. From the Florida Turnpike to NW 27 Avenue (University Drive) is the Calder Racetrack property. From NW 27 Avenue (University Drive) to NW 47 Avenue (Palm Avenue) there is a mixture of single-family, multi-family and vacant land.

Availability of Facilities and Services

The City has or will have adequate public services and facilities in place, projected or through interlocal agreements with neighboring jurisdictions to accommodate projected population growth in the two (2) planning horizons and the impacts that this growth and the corollary need for redevelopment will bring to bear on these services and facilities, as further specified below.

Potable Water: The City supplies water services to approximately 96% of its current population, with Broward County Water and Wastewater Services ("BCWWS") Area 3BC servicing the remaining residents. Potable water is provided by the City's two (2) water treatment plants, the East Water Treatment Plant ("EWTP") and the West Water Treatment Plant ("WWTP"), which are interconnected via the transmission/distribution system and, together, provide adequate infrastructure capacity and water supply allocations to meet water demands over the next 20-year planning window.

It shall be noted that the City recently adopted a Water Distribution System Master Plan, which: (1) developed scenarios in the model for future demand conditions and evaluate the ability of the system to meet planning criteria while delivering system demands; (2) identify improvements necessary to accommodate future growth with potential to improve system redundancy; and (3) develop a phasing plan showing a logical progression of improvements based on growth and prioritization of existing needs for current, 2025, 2030, and 2045 demand conditions. The Water Distribution System Master Plan specifically develops a Capital Improvement Plan to accommodate future growth and eliminate existing deficiencies by upsizing, looping or twinning existing pipelines thereby improving system redundancy; and

Wastewater Treatment: The City owns and operates a wastewater collection, transmission, treatment and disposal system, the Wastewater Reclamation Facility ("WWRF"), to serve its residents and has therefore responsibility for planning, regulating, designing, constructing, operating and maintaining the system, while ensuring compliance with regulatory programs at various levels (federal, state, county, and local). The recently developed a Wastewater Master Plan through the

planning period 2045, which coincidentally corresponds with the Comprehensive Plan's proposed 20-year planning horizon, to provide a high level of service to its residents, promote quality surface waters, practice water conservation, accommodate growth and economic development, and protect public health, safety and the environment.

The Wastewater Master Plan identifies capital improvements to meet the needs of the City's service area through the planning period planning period 2045; which capital improvements are based upon an analysis of the age and condition of the existing wastewater infrastructure and incorporate the results of an updated transmission system hydraulic model in consideration of the forecasted population growth during the planning period The City also has agreements for services to be provided by adjacent jurisdictions to assure appropriate levels of service for its residents.

Solid Waste Capacity — Sufficient capacity is available at the County's facilities for disposal of both processable and non-processable solid waste. The County operates waste-to-energy facilities and landfills. Municipal Solid Waste is delivered to two (2) locations: 4400 South State Road 7 in Fort Lauderdale, which has a capacity of 800,000 tons annually of Class 1 material and Oaks Road Facility, located in Davie, which is permitted to accept 11,000 cubic yards of Yard Waste, Recovered Materials and Construction and Demolition Debris daily. These materials are then sorted for recycling and the residue is then delivered to the JED Landfill located in Osceola County, Florida, whose capacity is 24 million cubic yards of permitted capacity, with a 50-year life expectancy.

Parks — Miramar has a large number of community and local parks to serve its residents. The Recreation Element depicts the approximate location of the City's parks which total 868.22 acres. The City proposes an additional 97 acres for future park development. With an adopted LOS for recreation and open space of 4.0 acres per 1,000 residents, the current park acreage can accommodate 169,686 residents, far more than the projected population for the 20-year planning horizon.

Stormwater Management — The City has continually addressed drainage problem areas over the past 15 years. The Historic Miramar Drainage Infrastructure Improvements Project is programmed into six (6) phases of which three (3) have been completed, is aimed at upgrading and improving the existing drainage infrastructure in the Historic Miramar, to alleviate flooding, and supports the City's goal of enhancing the level of service for residents within the service area. The following provides more details on the different phases:

- **Phase I** - (Bounded by Countyline Road, State Road 7/US441, SW 64 Avenue and SW 25 Street) included the construction of underground utilities (stormwater, sewer, water) and roadway resurfacing. This project was completed in 2007 at a cost of $10 million.

- **Phase II** - (Bounded by SW 25 Street, State Road 7/US441, SW 64 Avenue and Pembroke Road) included the construction of sewer, drainage system and roadway resurfacing. The project was completed in June 2010 at a cost of $700,000. The sewer system was certified by Broward County and work on the sewer service connections was completed in late 2013.

- **Phase III** - (Bounded by SW 25 Street, SW 64 Avenue, Pembroke Road, and the Florida Turnpike) included the construction of drainage pipes, exfiltration system, and structures. The project commenced in January 2017 and was completed in 2020 at a cost of $8.7 million.

- **Phase IV** - (Bounded by County Line Road, SW 64 Avenue, Miramar Parkway, and the Florida Turnpike) includes the construction of drainage pipes, exfiltration system, structures, and swale regrading. Several outfalls will also be replaced as part of the project. The project is currently under construction which commenced in November 2022 and anticipated to be completed in 2024. The construction cost is approximately $14 million.

- **Phase V** - (Bounded by Miramar Parkway, SW 64 Avenue, SW 25 Street, and the Florida Turnpike) will include the construction of drainage pipes, exfiltration system, structures and swale regrading. The project is anticipated to enter the design phase in Fiscal Year 2024 and construction cost is anticipated at approximately $12 million.

- **Phase VI** - (Bounded by the Florida Turnpike, Pembroke Road, University Drive and County Line Road) will include the construction of drainage pipes, exfiltration system, structures and swale regrading. Design of this project is anticipated to commence in 2027.

Changes in the County's Local Use Planning Program

The BCLUP was first adopted in 1977, as the official land use plan within the County and is effective within all local municipalities. The BCLUP has been twice amended, in 1989 and in 2017, to reflect changes in statutory requirements and to better address demographic and development pressures in the County, in conformity with the requirements of the Community Planning Act. As noted above, the County Charter requires that all local land use plans conform to the BCLUP, and that local jurisdictions submit their own land use plans to the Planning Council for certification review. In 2017, the Broward County Commission adopted evaluation and appraisal report based amendments to the BCLUP, which overhauled it and also added the name BrowardNext to it. This policy document and various subsequent updates thereof introduced several policy changes that impact both the City's FLUE the FLUM, which need to be addressed in these EAR-Based Amendments. Chief among those various changes are:

1. The collapse of the "Commercial," "Industrial," "Employment Center" (High and Low) and "Office Park" non-residential permitted uses related to a single "Commerce" future land use designation in both the text and on the map;

2. The increase of the minimal conversion (up to five (5) acres) of lands designated "Recreation and Open Space" on the BCLUP to permit community or public uses, as long as functional and sufficient open space remains for area residents;

3. The replacement of the flexibility zone boundaries with municipal boundaries;

4. The introduction of a pool of residential units, called "Redevelopment Units," to be allocated by the Broward County Commission; and

5. The adoption of an "Affordable Housing Density Bonus Program."

The affordable housing density bonus program is a fairly novel program in the BCLUP, stemming from the 2017 BrowardNext's efforts to comprehensively update the County's land use planning program within the context of meeting challenges of future and anticipated population growth. That update reoriented the BCLUP to setting regional priorities and parameters, e.g., transit and mobility, affordable housing, climate resilience and adaptation, regional economic development, environmental protection, enhancement and protection of recreation and open space areas, and disaster preparedness. The result of that BCLUP update was a renewed land use planning and policy relationship between the County and its municipalities, to better ensure the County's focus on sustainable regional policies and enabling municipalities to have appropriate and effective planning tools for the future.

One such tool can be found in Policy 2.16.3 of the BCLUP, which now establishes an affordable housing bonus density program to expand affordable housing opportunities to the most vulnerable segments of the County's population. The inclusion of this program in the BCLUP in their attempt to incentivize developers to build more housing units that target moderate- to lower-income residents.

The City is experiencing a severe affordable housing shortage, which puts at risk both its economic competitiveness and quality of life. The 2022 Broward County Affordable Housing Needs Assessment points to a shortage of 2,018 affordable homes for the low-income owners, and a shortage of 3,417 affordable rental units for the low-, very low, and extremely low-income renters.

The City is nearing buildout and the few vacant parcels suitable for multifamily housing development are all privately owned. In view of this lack of large vacant tracts with densities high enough to help ease this multifamily affordable housing shortage and also accommodate projected population growth, the inclusion of a similar affordable housing bonus density provisions in the FLUE and the Housing Element City becomes even more critical as the City has depleted its pool of flexibility and/or redevelopment units.

Moreover, and to ensure greater consistency with the BCLUP, the City needs to update the FLUE and FLUM of its Comprehensive Plan to also collapse the Commercial, Office Park, Employment Center, Commercial Recreation and Industrial future land use designations under the Commerce (formerly Commercial) future land use designation.

ANALYSIS: In a May 9, 2024 correspondence, the City notified DOC of its intent to amend its Comprehensive Plan, following an and Evaluation Appraisal Review of same. In a correspondence dated May 21, 2024, DOC acknowledged receipt of the City's intent and set the transmittal deadline for the proposed EAR-based Amendments to May 9, 2025. As discussed above, the City's determination to comprehensively update its land use planning program stems primarily from the enactment of the Community Planning Act and subsequent amendments, the 2017 update of the BrowardNext-BCLUP and subsequent amendments, and the City's local conditions, especially in terms of population growth for the 10-year and 20-year planning horizons, the need for redevelopment and infill development in light of the City's built-out character, the affordable housing crisis, the need for equitable access to mobility options and the climate crisis, among other issues. Some key land use provisions introduced in the Comprehensive Plan Elements by these EAR-Based Amendments are highlighted below.

Future Land Use Element

Objective 1.1 Neighborhood Compatibility: Protect residential neighborhoods from incompatible and more intense adjacent uses and the potential adverse impacts from such uses.

Policy 1.1.1 Ensure that new development and redevelopment feature densities and intensities that are compatible with adjacent residential land uses.

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Policy 1.1.5 Protect neighborhoods from unreasonable traffic impacts by utilizing traffic calming measures such as, but not limited to, street closures, signalization, site modifications, access controls, stop signs, and traffic separators.

Objective 1.2 Neighborhood Resilience: Encourage the adoption of innovative land development regulations to promote sustainable development, and of strategies to reduce contributions to climate pollution, strengthen resilience against climate-related hazards, transition to clean energy, and enhance livability and quality of life for all residents, ensuring thereby that that City investments in infrastructure and services do not lock in a high-carbon future or aren't future-proofed against the likely changes in climate.

Policy 1.2.1 Increase protection of residential areas and neighborhoods through the support of green design guidelines and/or form-based codes for

new development and major renovation residential areas, historic neighborhoods, and areas vulnerable to flooding.

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Policy 1.2.8 Promote smart, sustainable, and resilient neighborhoods, implement nature-based solutions (NbS), which include a broad range of actions that harness the power of nature for sustainable development and that support climate resilience, healthy populations, sustainable economies, green jobs and biodiversity conservation.

Objective 1.4 Healthy Neighborhoods: Promote neighborhoods that enhance community health through access to public amenities, healthy food, and safe environments, for everyone.

Policy 1.4.2 Encourage the location of grocery stores, farmers markets, and community food gardens to support access to healthful food for all areas where people live.

Policy 1.4.2a Provide incentives for grocery stores, full-service supermarkets, farmers markets, food carts and other mobile vendors to locate in underserved communities, including consideration of land use amendments and permitted and consideration of conditional use regulations, where appropriate.

Objective 1.5 Quality Neighborhoods: Maintain and continuously improve neighborhoods through neighborhood planning, effective code compliance, on-going community outreach and implementation of neighborhood plans and beautification programs.

Policy 1.5.1 Create and/or update neighborhood plans to develop high-quality, vibrant neighborhoods that feature a balanced mix of residential uses and supporting non-residential uses and are defined with walkable streets and quality buildings through the creation of guidelines that enhance the pedestrian realm and give clear intent for an active street-level and an exceptional public realm experience.

Policy 1.5.2 Protect the integrity of existing single-family neighborhoods through design elements, which maintain consistency and/or improve the aesthetic quality of the neighborhood.

Policy 1.5.3 Promote community identity through building and streetscape enhancements, with a focus on primary entrances, wayfinding, and gateways to the City.

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Policy 1.5.11 Encourage the incorporation of public art and placemaking strategies in development and infrastructure projects to enliven the City's

neighborhoods and creatively transform them into vibrant places where diverse people come together to construct meaning, foster attachment, and mediate change.

Objective 1.6 Neuro Inclusivity: Promote inclusive land use patterns and development practices that support neurodiverse individuals by fostering environments that are accessible, calming, and adaptable to a wide range of sensory, cognitive, and behavioral needs.

Policy 1.6.1 Encourage development and redevelopment projects, particularly within mixed-use and public-serving areas, to integrate universal design and neuro-inclusive design principles that support sensory-friendly environments, such as quiet zones, low-stimulation lighting, and clear visual wayfinding.

Policy 1.6.2 Promote the integration of supportive uses such as neuro-inclusive housing, therapeutic services, and inclusive recreation and education facilities within residential and mixed-use future land use categories.

Policy 1.6.3 Work with developers, design professionals, and community organizations to incorporate sensory gardens, quiet outdoor spaces, and adaptive recreation areas into open space and public park planning.

Policy 1.6.4 Require major development proposals in identified activity centers or large-scale residential projects to demonstrate how their design will enhance inclusivity for people with cognitive and sensory processing differences through site planning, architectural features, and access to services.

Policy 1.6.5 Support zoning and land development code amendments that remove barriers to establishing housing types and community facilities that serve neurodiverse populations, including co-housing, supportive housing, and sensory-friendly spaces.

Objective 1.7 Smart City Initiatives: Encourage and support the integration of Smart City technologies into the built environment to improve public services, enhance quality of life, and promote innovation-oriented economic development through the strategic designation and development of land uses.

Policy 1.7.1 Promote land use designations and development patterns that support the deployment of Smart City infrastructure such as public Wi-Fi, smart lighting, and broadband-ready development in activity centers, mixed-use corridors, and public facilities.

Policy 1.7.2 Promote public-private partnerships to advance Smart City infrastructure within new and redeveloping areas, including broadband

deployment, sensor networks, and data-sharing platforms that align with the City's long-term growth strategy.

Objective 1.8 Redevelopment and Infill Development: Direct or locate growth along the City's major transportation corridors, especially at the Intersection of University Drive and Miramar Parkway, and within the Transit Oriented Corridor Activity Center future land use designation.

Policy 1.8.1 Implement strategies that are rooted in market demand and real estate realities to promote redevelopment and "in-fill" activities through the adoption of innovative land development regulations.

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Policy 1.8.7 Amend the LDC to reduce parking requirements for residential and commercial uses along major corridors where it can be shown that pedestrian and transit amenities are provided, shared parking is provided, or sufficient public parking is nearby.

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Policy 1.8.10 Within one year of the adoption of these EAR-based Amendments, adopt a new local activity center around the University Drive and Miramar Parkway to be called University Drive Activity Center (UDAC), which would create a synergistic mix of new retail, housing, office, cultural and/or entertainment uses.

Objective 1.13 Location and Siting of Schools: Coordinate with Broward County School Board (School Board) to promote the location of schools on land proximate to residential areas.

Policy 1.13.1 The following criteria pertain to the location of new schools:

- Locate proposed school sites away from industrial uses, major arterials roadways (e.g. freeways), railroads, airports and similar land uses to avoid noise, odors, dust and traffic impacts and hazards.
- Provide buffers to shield the impacts from incompatible land uses such as industrial uses, major arterials roadways (e.g. freeways), railroads, airports and similar land uses to avoid noise, odors, dust and traffic impacts and hazards as part of the redevelopment of existing school sites.
- Centrally locate proposed new schools within their intended attendance zones, to the extent possible, and be consistent with walking and bus travel time standards.
- Make public utilities (e.g. water, sewer, storm drains) readily available to the site.
- Collaborate with FDOT and the School Board to implement the "safe routes to school" (SRTS) program to make schools and parks more accessible for children, including those with disabilities, and to fund SRTS improvements.

Objective 1.15 Economic Development: Transform Miramar into a model community for economic development and prosperity by leading an innovative environment that encourages retention and recruitment of business and industry, provides living-wage employment and increased training and competitiveness of the local workforce, while prioritizing environmental issues, social issues, and corporate governance.

Policy 1.15.1 Promote Miramar as a desirable place to live and visit by creating programs that enhance sense of place and encourage operation of various retail, entertainment, and tourism opportunities throughout the City.

Future Land Use Element & Housing Element

Policy 1.10.14:

1. Bonus residential density may be allocated to facilitate the development of affordable housing for persons within the following income categories as defined in the BCLUP and the City's Comprehensive Plan:

- Moderate-income persons having a total annual anticipated income for the household that does not exceed 120 percent of the median annual income adjusted for family size for households within the County.*
- Low-income persons having a total annual anticipated income for the household that does not exceed 80 percent of the median annual income adjusted for family size for households within the County.*
- Very-Low income persons having a total annual anticipated income for the household that does not exceed 50 percent of the median annual income adjusted for family size for households within the County.*

*While occupying a rental unit, annual anticipated gross income may increase to an amount not to exceed 140 percent of the applicable median income adjusted for family size.

2. Bonus Formulas

Moderate-income: Six (6) bonus units per everyone (1) "moderate-income" unit.

Low-income: Nine (9) bonus units per everyone (1) "low-income" unit.

Very-Low-income: Nineteen (19) bonus units per everyone (1) "very-low-income" unit.

3. Affordable housing density bonuses are conditioned on the developer or purchaser providing, in a manner acceptable to the Building Planning and Zoning Department and the City Attorney, guarantees, as a

minimum, through the use of restrictive covenants, that the affordability of the bonus units for the affordable income groups described above will be maintained for a period of at least thirty (30) years for rental housing and at least thirty (30) years for owner-occupied housing.

4. The total number of units, including affordable and bonus units, on lands designated as "Residential" may not exceed a maximum of 50 dwelling units per acre on the BCLUP and the FLUE. For parcels designated "Commerce" or similar designation on the local land use plan map, these maximum densities shall not be applicable. If the total density, including the affordable and bonus units, exceeds the density permitted by the existing zoning classification, City Commission shall make a finding of compatibility with existing and future land uses and the LDC at a publicly noticed meeting, consistent with its notification requirements; otherwise, the City's Planning and Zoning Board, in its capacity as the local planning agency, and pursuant to the requirements of Section 163.3174, (F.S.), may make the finding of compatibility at a publicly noticed meeting, consistent with the above.

5. At the time of allocation of bonus density, a finding shall be made that ascertains adequate public facilities and services are in place or will be in place to accommodate all bonus and affordable units by the completion of the project.

Future Land Use Element & Mobility Element (Formerly Transportation)

Objective 1.11 Mobility: Promote and encourage (re)development, and implement to the maximum extent feasible for those (re)development projects and lands owned by the City, to take advantage of compact building design to preserve more open space, support a complete range of transportation choices, make public transportation viable, reduce public infrastructure cost and improve the health condition of residents and the wider community, in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.

Policy 1.11.1 Identify multi-modal transportation systems consistent with the Broward Complete Streets Guidelines, the City should utilize the "Context Sensitive Corridor" Broward County Trafficways Plan designation to provide for the reservation or acquisition of rights-of-way necessary for mass transit, bicycle and pedestrian facilities and services within their land development regulations.

Policy 1.11.2 Ample and secure bicycle parking should be incorporated into non-residential and mixed-use redevelopments. The bicycle parking should be consistent with the Broward County "End of Trips Facilities Guide."

Policy 1.11.3 Amend the LDC to include incentives for constructing safe and accessible pedestrian and bicycle facilities, pathways, and greenways

throughout the City, in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.

Policy 1.11.4 Development designs should be context-sensitive and consider existing and planned adjacent land uses. Development projects should be considered both separately and as part of a connected network with integrated pedestrian, bicycle, and transit facilities generally consistent with the Broward Complete Streets Guidelines or equivalent principles.

Infrastructure Element Sanitary Sewer

Policy 2.3.2 For any development of more than 50 residential lots, whether built or unbuilt, with more than one onsite sewage treatment and disposal system per 1 acre, the City shall consider the feasibility of providing sanitary sewer services within a 10-year planning horizon. An onsite sewage treatment and disposal system is presumed to exist on a developed parcel if sanitary sewer services are not available at or adjacent to the parcel boundary.

Capital Improvements Element

OBJECTIVE 1.1: Funding Capital Improvements: Ensure that financial resources are available to provide capital improvements that meet infrastructure needs of existing development and planned future growth in a cost-effective manner.

Policy 1.1.1 The City Manager shall prepare and propose a One-Year Operating and Capital Improvement Program (CIP) Budget along with a Five-Year CIP Document to the City Commission annually as part of the annual budget preparation process, for adoption to meet infrastructure needs as discussed in other Elements of this Comprehensive Plan as follows:

1. The proposed CIP shall include sources of funding for each capital improvement or category of capital improvements.
2. Utilize the findings and recommendations of the Comprehensive Plan to develop the annual CIP.
3. The SCI should demonstrate that LOS standards will be maintained in such a way that deficiencies and needs are addressed during the next five-year period.
4. The SCI shall provide an estimate of public facility costs including a delineation of when it will be needed, the general location of the facilities and projected revenue sources to fund the facilities. Projects necessary to ensure that any adopted level of service standards are achieved and maintained for the five-year period are identified as either funded or unfunded and given a level of priority for funding.

Intergovernmental Coordination Element

Objective 1.3

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.

CITY OF MIRAMAR
MIRAMAR, FLORIDA

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA, CONSIDERING AN EVALUATION AND APPRAISAL REVIEW BASED AMENDMENTS TO THE COMPREHENSIVE PLAN OF THE CITY OF MIRAMAR TO REFLECT THE REQUIRED MINIMUM 10-YEAR AND 20-YEAR PLANNING PERIODS, AS WELL AS CHANGES IN STATE REQUIREMENTS AND IN LOCAL CONDITIONS SINCE THE LAST UPDATE OF THE COMPREHENSIVE PLAN, IN CONFORMITY WITH, AND IN FURTHERANCE OF, THE REQUIREMENTS OF SECTIONS 163.3167, 163.3174(4), 163.3184(4) AND (11), AND 163.3191, FLORIDA STATUTES, AND OF SECTION 303(2)(B) OF THE ADOPTED LAND DEVELOPMENT CODE OF THE CITY OF MIRAMAR; AMENDING THE FUTURE LAND USE MAP TO PROVIDE FOR GREATER CONSISTENCY WITH THE BROWARDNEXT-BROWARD COUNTY LAND USE PLAN FUTURE LAND USE MAP; AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE FUTURE LAND USE, TRANSPORTATION, HOUSING, INFRASTRUCTURE, CONSERVATION, RECREATION AND OPEN SPACE, INTERGOVERNMENTAL COORDINATION, CAPITAL IMPROVEMENT ELEMENTS, AND PUBLIC SCHOOL FACILITIES; PROVIDING FOR SUPPORTING DATA AND ANALYSIS FOR THE AMENDMENTS TO THE GOALS, OBJECTIVES AND POLICIES OF THE ELEMENTS THEREOF; PROVIDING FOR TRANSMITTAL OF THE ADOPTED AMENDMENTS, AS AMENDED TO ADDRESS THE TECHNICAL COMMENTS FROM THE OBJECTIONS, RECOMMENDATIONS AND COMMENTS REPORT, TO THE FLORIDA STATE LAND PLANNING AGENCY FOR A DETERMINATION OF COMPLIANCE AND THE SUBSEQUENT ISSUANCE OF A NOTICE OF INTENT FINDING THE AMENDMENTS TO BE IN COMPLIANCE, AS AUTHORIZED UNDER THE STATE COORDINATED REVIEW PROCESS SET FORTH IN SECTION 163.3184(4), FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INTERPRETATION; PROVIDING FOR CORRECTION OF SCRIVENER'S ERRORS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, in 1972, the State of Florida Legislature ("Legislature") took its first step towards an intergovernmental system of planning by adopting the Environmental Land and Water Management Act, which established, among other things, a program to designate Areas of Critical State concern and to provide increased regulation and regional and state oversight for Developments of Regional Impact ("DRIs") affecting multiple jurisdictions; and

WHEREAS, the 1975 Legislature passed the Local Government Comprehensive Planning Act, which effectively established the local planning component of the early Florida system of planning by requiring local governments to adopt comprehensive plans by July 1, 1979, and to manage development according to the adopted plans; and

WHEREAS, many local governments did not meet that 1979 deadline for adopting their local comprehensive plans; and

WHEREAS, in response to continued rapid growth and the challenges of state and local governments to adequately address development impacts, the 1985 Legislature revisited the intergovernmental planning system and adopted the Omnibus Growth Management Act (the "1985 Act") as Part II of Chapter 163 of the Florida Statutes ("F.S."), known officially as "The Local Government Comprehensive Planning and Land Development Regulation Act," which remedied various deficiencies in the 1975 Local Government Comprehensive Planning Act by giving more state oversight and control to the State Land Planning Agency in the continuous and ongoing planning process; and

WHEREAS, the 1985 Act required all Florida's local governments to adopt by 1992 local comprehensive plans with two (2) planning periods, one covering at least the first 5-

year period after the comprehensive plan's adoption and one covering at least a 10-year period, to guide future growth and development; and

WHEREAS, the 1985 Act required every comprehensive plan to contain elements arranged into goals, objectives and policies ("GOPs"), which addressed future land use, including a future land use map ("FLUM"), housing, transportation, infrastructure, coastal management, conservation, recreation and open space, intergovernmental coordination, capital improvements (and a 5-year schedule of capital improvement ("SCI")) and public school facilities; and

WHEREAS, the 1985 Act and the now repealed Rule 9J-5, Florida Administrative Code ("FAC"), which was adopted at the direction of the Legislature as a part of that Act, listed the minimum criteria for the preparation, review, and determination of compliance of comprehensive plans and plan amendments, specifically required that comprehensive plan to be based upon relevant and appropriate data and the analyses applicable to each element; and

WHEREAS, that 1985 Act also provided for scheduled updates to the elements, even imposing penalties for failure to adopt or update elements; and

WHEREAS, the 1985 Act explicitly established the evaluation and appraisal report as the principle process for updating local comprehensive plans to address changes in the local community and changes in state law relating to growth management; and

WHEREAS, the 1985 Act required local governments to update their capital improvements schedule, within their capital improvements element ("CIE"), as an annual amendment to the comprehensive plan to demonstrate a financially feasible 5-year

schedule of capital improvements, meaning the CIE had to identify sufficient revenues to fund the 5-year SCI; and

WHEREAS, the evaluation and appraisal report, which was to be prepared every seven (7) years, determined the success of the community in addressing land use planning issues through implementation of its comprehensive plan, and suggested how the comprehensive plan was to be revised to better address community objectives, changing conditions and trends affecting the local community, and changes in state requirements; and

WHEREAS, under the 1985 Act, local governments were required to submit their reports to the Department of Community Affairs ("DCA") (currently the Department of Commerce "DOC"), the designated State Land Planning Agency, responsible for reviewing comprehensive plans and amendments to determine consistency with state law, and to use the recommendations in the reports to adopt amendments to their comprehensive plans, within 18 months after DCA had determined the report to be sufficient; and

WHEREAS, it shall be noted that the process of preparing an evaluation and appraisal report was both time consuming and costly and that the Administration Commission was even authorized to impose sanctions on a local government that failed to adopt and submit its report or failed to implement its report through timely amendments to its comprehensive plan; and

WHEREAS, amendments to comprehensive plans were to be adopted no more than twice during any calendar year, a limitation that proved to be unworkable and

warranted over time a number of statutory exceptions; and were created for situations where the twice-a-year limit was unworkable; and

WHEREAS, amendments to comprehensive plans were adopted pursuant to the following processes:

1. *The Traditional State Review Process* was codified under s. 163.3184, F.S., and specified that local comprehensive plans could be amended provided certain conditions were met, including two (2) advertised public hearings before adoption and review by the State Land Planning Agency. State, regional, and local governmental agencies submitted comments on the comprehensive plan or amendment to the State Land Planning Agency, which had the option to review the amendment, unless it was required to review upon a request from the regional planning council ("RPC"), an affected person, or the local government transmitting the amendment. If DCA elects to review or is required to review, it must issue the local government an objections, recommendations, and comments report ("ORC" Report) regarding whether the comprehensive plan or amendment is "in compliance." After receiving the report, the local government has 60 days to adopt the amendment, adopt the amendment with changes, or not adopt the amendment. After adoption, within 10 days, the local government must transmit the adopted plan amendment to DCA that had between 20 and 45 days to issue a notice of intent "(NOI") to find the amendment either "in compliance" or "not in compliance."
2. *The Alternative State Review Process Pilot Program (s. 163.32465, F.S.)* was created as a pilot program in 2007 to provide an alternate, expedited process for plan amendments based on streamlined state agency review. Under the pilot

process, selected communities transmit proposed amendments directly to specified state agencies and local governmental entities after the first public hearing on the amendment. Most amendments proposed in the pilot program jurisdictions were required to follow the alternative review process. In 2009, the Legislature authorized any local government to use the alternative state review process to designate an urban service area in its comprehensive plan.

State agencies commenting on an amendment under the alternative review process could include technical guidance on issues of agency jurisdiction as they related to Part II of Chapter 163, F.S. Such comments were to clearly identify issues that, if not resolved, could result in an agency challenge to the amendment. Comments were sent to the local government proposing the amendment within 30 days after the commenting agency received the amendment. Following a second public hearing for the purpose of adopting the amendment, the local government was to transmit the adopted amendment to the State Land Planning Agency and any other state agency or local government that provided timely comments. The State Land Planning Agency was encouraged to focus its challenges on issues of regional or statewide importance and was not required to issue an ORC report on the proposed amendment or a NOI on the adopted amendment.

3. *The Small-Scale Amendment Process* was codified under s. 163.3187, F.S., and included several eligibility criteria. First, small-scale amendments were limited to properties that are 10 acres or fewer, were not located in an area of critical state concern with exceptions and must meet certain density criteria if they involved residential land use, among other requirements. Second, small-scale

amendments were not to change goals, policies, or objectives of the local comprehensive plan, as they primarily involved changes to the future land use map for site-specific small-scale development activity. Small-scale amendments required only one (1) public hearing and were not subject to the twice a-year limitation on comprehensive plan amendments.

WHEREAS, in conformity with, and in furtherance of, the Growth Management Act, the City of Miramar (the "City") adopted its first Comprehensive Plan, including a FLUM, in 1989 and prepared thereafter two (2) Evaluation and Appraisal Reports in 1995 and in 2005, which provided the framework and basis for the adoption of the 2000 and the 2010 Amendments to the City's Comprehensive Plan; and

WHEREAS, the 2011 Legislature enacted House Bill ("HB") 7207, which not only redesignated the Growth Management Act as the Community Planning Act (the "2011 Act") in Part II of Chapter 163 (ss. 163.3161- 163.3248), F.S., but also featured substantial amendments to the former legislation; the thrust of which was to utilize and strengthen the existing role, processes and powers of local government in the establishment and implementation of comprehensive planning programs to guide and manage future development consistent with the proper role of local government, and to focus the state role in managing growth to protecting the functions of important state resources and facilities; and

WHEREAS, the 2011 Act requires local comprehensive plans to include the policy foundation for local planning and land use decisions on future land use, transportation, housing, intergovernmental coordination, public facilities, recreation, open space,

conservation, coastal management (where applicable) and capital improvements, as further outlined in Sections 163.3177, F.S.; and

WHEREAS, the 2011 Act revises s. 163.3177, F.S., to no longer include public school facilities element as a required element of local comprehensive plans and to only require provisions relating to public school facilities if a local government chooses to maintain school concurrency at the local level; and

WHEREAS, the 2011 Act removes many of the state specifications and requirements for optional elements in the comprehensive plan, but specifically states that a local government's comprehensive plan may continue to include optional elements. It maintains that all mandatory and optional elements of a comprehensive plan and plan amendments are to be based upon professionally accepted data; and

WHEREAS, the 2011 Act also maintains that a major objective of the planning process is for elements to be coordinated with one another and requires elements within a plan to be consistent with one another and specifically allows local governments to adopt planning periods for specific components, elements, land use amendments or projects, in addition to the 5-year and 10-year planning periods called for in s. 163.3177, F.S.; and

WHEREAS, the 2011 Act requires the future land use plan and comprehensive plan amendments to take into account the need to modify land uses and development patterns within antiquated subdivisions, and to be based in part upon the amount of land designated for future planned uses to provide a balance of uses that foster vibrant, viable

communities, provide economic development strategies, and address outdated development patterns, such as antiquated subdivisions; and

WHEREAS, the 2011 Act removes the financial feasibility requirement for the 5-year SCI, which several local governments have had difficulty meeting, and, in a return to the pre-2005 standard, now requires local governments to review their capital improvements element on an annual basis, allowing modifications to the SCI to be accomplished by ordinance and not as comprehensive plan amendments; and

WHEREAS, the 2011 Act provides instead that SCI projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be listed and identified as either funded or unfunded and given a level of priority for funding; and

WHEREAS, the 2011 Act removed the state requirement for local governments to adopt an evaluation and appraisal report every seven (7) years along with the specific requirements regarding the preparation, adoption, submittal, and review of the evaluation and appraisal report; and

WHEREAS, recognizing the progress that local governments had made since the adoption of the 1985 Act, the 2011 Act now provides local governments with greater local control over planning decisions that affect the growth of their communities, by establishing an Evaluation and Appraisal Review ("EAR") process, which now leaves it up to local governments to evaluate, at least once every seven (7) years, their comprehensive plans to determine if amendments are necessary to reflect changes in state requirements and/or in local conditions since the last update of their comprehensive plans; and

WHEREAS, under this new EAR process, local governments must notify the State Land Planning Agency by letter as to their determination, and if changes are deemed necessary, amend their comprehensive plans and transmit the amendments to the reviewing agencies within one (1) year; and

WHEREAS, if a local government fails to submit a letter to the State Land Planning Agency regarding their need to amend their comprehensive plans or update same as needed, it may not adopt any new comprehensive plan amendments until the necessary amendments to update its comprehensive plans are adopted; and

WHEREAS, the 2011 Act removes the twice-a-year limitation for the adoption of comprehensive plan amendments allowing local governments to determine if and when their comprehensive plans should be amended and also streamlines the review of comprehensive plans and amendments into the following three (3) processes:

1. The *Expedited State Review Process* is codified under s. 163.3184(4), F.S., and is the new name given by the 2011 Act to the Alternative State Review Pilot Program Process of the 1985 Act, which is now applicable statewide. This process is practically used for all comprehensive plan amendments except those that are specifically required to undergo the state coordinated review process. The Expedited State Review Process requires two (2) public hearings and plan amendments are transmitted to reviewing agencies including the State Land Planning Agency that may provide comments on the proposed plan amendment. The reviewing agencies are kept the same as under the 1985 Act.

The 2011 Act limits the scope of state agency comments on a proposed comprehensive plan amendment, as said agencies may only comment on specified subjects within their jurisdiction as they relate to important state resources and facilities that will be adversely impacted by an amendment if adopted. The State Land Planning Agency must limit its comments to important state resources and facilities outside the jurisdiction of other commenting state agencies and may include comments on countervailing planning policies and objectives served by the comprehensive plan amendment that should be balanced against potential adverse impacts to important state resources and facilities. Comments provided by state agencies must state with specificity how the comprehensive plan amendment will adversely impact an important state resource or facility and must list measures the local government may take to eliminate, reduce, or mitigate the adverse impacts.

After receiving reviewing agency comments, the local government is required to hold a second public hearing on whether to adopt the amendment. The second public hearing must be conducted within 180 days after the agency comments are received. If a local government fails to adopt the amendment within 180 days, the amendment is deemed withdrawn. Unless otherwise specified, the 180-day requirement may be extended by agreement as long as notice is provided to the State Land Planning Agency and any affected person that provided comments on the plan amendment.

After adopting an amendment, the local government must transmit the plan amendment to the State Land Planning Agency within 10 days of the second public

hearing, and the State Land Planning Agency must notify the local government of any deficiencies with the amendment within five (5) working days. Unless timely challenged, an amendment adopted under the expedited review process does not become effective until 31 days after the State Land Planning Agency notifies the local government that the plan amendment package is complete. Within 30 days of the adoption of an amendment, any affected person may file a challenge with the DOAH.

2. The *State Coordinated Review Process* is codified under s. 163.3184(4), F.S., and is designed for new comprehensive plans and amendments that require a more comprehensive review, namely new plans for newly incorporated municipalities adopted pursuant to s. 163.3167, F.S., and amendments that:
    - Are in an area of critical state concern designated pursuant to s. 380.05, F.S.;
    - Propose a rural land stewardship area pursuant to s. 163.3248, F.S.;
    - Propose a sector plan pursuant to s. 163.3245, F.S.; and
    - Update a comprehensive plan based on an evaluation and appraisal pursuant to s. 163.3191, F.S.

    The State Coordinated Review Process requires two (2) public hearings, and a proposed plan or plan amendment is transmitted to the reviewing agencies within 10 days after the initial hearing. The scope of reviewing agency comments under this process is the same as under the expedited state review process, but the State Land Planning Agency is able to comment more broadly on whether the comprehensive plan or amendment is in compliance. Under this process,

reviewing agency comments are sent to the State Land Planning Agency that may elect to issue an ORC Report to the local government within 60 days after receiving the proposed comprehensive plan or amendment. The State Land Planning Agency's ORC report details whether the proposed comprehensive plan or amendment is in compliance and whether the proposed comprehensive plan or amendment will adversely impact important state resources and facilities. Once a local government receives the ORC report, it has 180 days to hold a second public hearing on whether to adopt the plan or plan amendment. If not held within 180 days, the comprehensive plan or amendment will be deemed withdrawn, unless the 180-day time requirement is extended by agreement and notice is provided to the State Land Planning Agency and any affected person that submitted comments. After a comprehensive plan or amendment is adopted, the local government must transmit the comprehensive plan or amendment to the State Land Planning Agency within 10 days of the second public hearing, and the State Land Planning Agency must notify the local government of any deficiencies within five (5) working days.

The State Land Planning Agency has subsequently 45 days to determine if the comprehensive plan or amendment is in compliance and if not in compliance, to file a petition with DOAH challenging the comprehensive plan or amendment. The compliance determination is limited to objections raised in the ORC report, unless the comprehensive plan or amendment has substantially changed from the one commented on. The State Land Planning Agency must issue a NOI to find that the plan or plan amendment is in compliance or not in compliance and

must post a copy of the NOI on its website. If a NOI is issued to find the comprehensive plan or amendment not in compliance, the NOI is forwarded to DOAH for a compliance hearing.

3. The *Small-Scale Amendment Review Process* is set forth under s. 163.3187, F.S. The 2011 Act keeps the 1985 Act's requirements that small-scale amendments maintain internal consistency between elements of the comprehensive plan and cannot be located in an area of critical state concern with exceptions but removes the density restriction and the ability of the State Land Planning Agency to intervene in challenges filed by an affected person. Small-scale amendments are still limited to future land use map changes for site-specific small-scale development activity and may not change goals, policies, or objectives of the local comprehensive plan, unless the text changes relate directly to, and are adopted simultaneously with, the small-scale future land use map change.

   The 2011 Act continues to require that small-scale amendments undergo only one (1) public hearing and are not subject to the twice a-year limitation on amendments but removes the density restriction thereon. It initially retained the 10-acre limit per individual amendment and the cumulative annual 120-acre limit for small-scale amendments but was relaxed in 2019 to include parcels of land 50 acres or less in urban areas or 100 acres or less in a designated Rural Area of Opportunity (formerly called Rural Area of Critical Economic Concern), and to completely do away with the accumulative annual limit. The State Land Planning Agency neither reviews nor issues a NOI stating whether a small-scale development amendment is in compliance with a local comprehensive plan; and

WHEREAS, recognizing the continuing nature of the statewide, inter-jurisdictional, comprehensive planning process, the Legislature has been, almost every year, making amendments to the 2011 Act to address deficiencies and better promote the orderly and balanced future economic, social, physical, environmental, and fiscal development of the State; and

WHEREAS, these statutory changes to the 2011 Act include various mandates and have direct implication for the City's Comprehensive Plan; and

WHEREAS, these changes include, but are not limited to, the following:

1. The substantial revisions to the Developments of Regional Impact ("DRI") review process by the 2015, 2016 and 2018 Legislatures; and
2. The elimination of the 120-acre annual cap for small-scale amendments by in 2019, and the increase in acreage limit for small-scale development amendment from 10 acres to 50 acres in urban areas, and from 50 acres to 100 acres within a rural area of opportunity in 2021; and
3. The update to s. 163.3177, F.S., in 2021, requiring local governments to now include a property rights element as a required element in their adopted comprehensive plans to ensure that private property rights are considered in local decision-making; and
4. The various amendments made to s. 163.3177, F.S., to: (1) remove the consideration of community goals and vision as a separate component of a local government's analysis; (2) require comprehensive plan elements and amendments to be based on relevant data, which, for the purposes of population estimates and projections, shall now be the greater of the estimates

and projections published by the Office of Economic and Demographic Research and the local government; (3) increase the two (2) required planning periods to a 10-year and 20-year period, from 5-year and 10-year; (4) prohibit optional elements of a comprehensive plan from restricting the density or intensity established in the future land use element; (5) require comprehensive plans to encourage the location of schools proximate to urban service areas, to the extent possible; (6) to require local governments to discourage urban sprawl by planning for future growth; and (7) require local governments to consider the feasibility of providing sanitary sewer services for developments of more than 50 residential lots that have more than one (1) on-site sewage treatment and disposal systems ("OSTDS") per acre within a 10-year planning horizon, and subsequently update their comprehensive plans to include the sanitary sewer planning element; and

5. The 2023 updates to s.163.3191, F.S., to: (1) prohibit local governments that fail to update their comprehensive plans in accordance with the 7-year evaluation and appraisal process from initiating or adopting any publicly-initiated plan amendments; (2) require the chair of the governing body of the county and mayor of the municipality to sign an affidavit attesting that all elements of the comprehensive plan comply with statutory requirements as part of the periodic review process; and prescribe certain procedures for the DOC to apply when local governments remain out of compliance with comprehensive planning updates; and

WHEREAS, in addition to these statutory changes that have great implications for the City's Comprehensive Plan since its last update in 2010, many changes have also occurred in the local conditions of the City; and

WHEREAS, per the Bureau of Economic and Business Research ("BEBR") of the University of Florida, the City's population has grown from 122,041 in 2010 to close to 140,000 residents in 2024, which represents an increase of nearly 18,000 new residents or 14.3 percent from the 2010 numbers; and

WHEREAS, during that 15-year period, the City's population growth remains on par with that of Broward County, as indicated by the share-of-growth which essentially remains constant for the period; and

WHEREAS, according to BEBR January 2024 Bulletin, *Projections of Florida County Population by County, 2025-2050, with Estimates for 2023,* Broward County's medium population projections for the 10-year and the 20-year planning horizons are 2.13 million and 2.21 million, respectively; and

WHEREAS, keeping the City's share-of-growth of Broward County's population constant at seven (7) percent, the City's population will be 148,800 and 153,250 residents for the 10-year and the 20-year planning horizons, respectively, which amount to an increase of 10,000 and 15,000 new residents in the two (2) planning horizons; and

WHEREAS, it shall be emphasized that the additional 10,000 residents for the 10-year horizon is consistent with the City's own projection from recent developments (constructed, under construction and/or committed), including, but not limited to, the 2,800-unit, mixed-use development 100-acre, the Park at Miramar, and the 648-unit, 30-acre multifamily rental development, the Miramar Station, the 300-unit, 33-acre

multifamily rental development, Catalina at Miramar, and the 393-unit, 3.8-acre mixed-use development in the City's Town Center, Manor at Miramar; and

WHEREAS, during the last update of the Comprehensive Plan, only seven (7) percent of the City lands were vacant; and

WHEREAS, the recent growth spurt has depleted most, if not all, of the vacant land inventory reported in the 2010 Data, Inventory and Analysis; and

WHEREAS, the City's current built-out character will physically constrain its ability to accommodate the populations projected for the 10-year and 20-year planning horizons and beyond; and

WHEREAS, in this light, the City must develop and adopt innovative, "Smart Growth," land use policies that are based on market realities and that strategically direct growth along the City's major transit corridors, mainly within the Transit Oriented Corridor ("TOC") and the Miramar Innovation and Technology Activity Center ("MITAC") and around the intersection of University Drive and Miramar Parkway, and support mixed-use development activities, with quality housing for all, integrated with excellent public facilities, recreational opportunities and open space areas, and with a level of site and building design options that conserve energy and promote a healthy, sustainable landscape, support public health and safety; and

WHEREAS, in recent years, the City has, just like the entire South Florida region, if not the nation as a whole, been experiencing a severe affordable housing shortage, which puts at risk both the City's economic competitiveness and quality of life; and

WHEREAS, the 2022 Broward County Affordable Housing Needs Assessment pointed to a shortage of 2,018 affordable homes for the low-income owners, and of 3,417 affordable rental units for the low-, very low, and extremely low-income renters; and

WHEREAS, due in part to the City's "built-out" character, resulting in higher land costs, the traditional ability of the private market to supply affordable housing has become challenging; and

WHEREAS, in light of the lack of vacant tracts with densities high enough to help ease this affordable housing shortage and also accommodate future population growth, the City must continue to embrace best practices from other local governments, such as the County's Affordable Housing Density Bonus Program, to implement creative, market-rooted land use policies to ensure a supply of affordable housing to meet the current and future needs of the City's residents and economy, as demonstrated in previous public private partnership initiatives such as in the development of the 110-unit, senior affordable rental apartment or the 64-unit, owner-occupier, townhouse project, and in the creation of the Affordable Housing Trust Fund; and

WHEREAS, climate change may well be our generation's and, if not, this century's greatest existential threat, as its wide-ranging devastating impacts tend to exacerbate inequalities associated with income, gender, ethnicity, disability, housing, and more; and

WHEREAS, the City recognizes that, as an integral part of Southeast Florida, which is one of the most vulnerable regions in the United States to the impacts of climate change, it is not immune to the threats of climate change, and must therefore partner with other local leaders to foster a culture of resilience and preparedness and help protect its

residents and its economy from the unprecedented challenges associated with climate change; and

WHEREAS, the City further acknowledges that, before today's "once in a century" storm surges become "once in a decade" storms, it must start searching for ways to optimize the remaining economic life of its existing infrastructures and take advantage of the available resources from partners such as ICLEI and the Southeast Regional Climate Change Compact; and

WHEREAS, climate-related challenges, from rising seas and flooding to higher temperatures and poor air, underscore the need for a regional approach to climate action planning to help deliver a climate-safe future for the residents and to ensure that the economy of the region does not lock in a high-carbon future or aren't future-proofed against the likely changes in climate; and

WHEREAS, indeed, the solutions required to address these impacts involve scaled, system-level solutions involving transportation, energy, water, economic, social and natural systems, extend therefore well beyond the jurisdictional boundaries of any one governing body or organization and will benefit from the involvement of the federal and state governments, due their ability to wield greater levels of authority and access more significant funding; and

WHEREAS, the required collaborative regional approach notwithstanding, the City must nonetheless play an ever-increasing role in taking the transformational action that is needed across sectors to safeguard livelihoods and welfare in their communities are on the frontlines of the climate crisis; and

WHEREAS, the City's predominant development pattern has historically been a suburban model with a focus on auto-oriented, low-density, and separated land uses; and

WHEREAS, the City's built-out character physically and fiscally constrains the ability to increase roadway capacity through the construction of additional travel lanes for automobiles; and

WHEREAS, in order to accommodate the projected populations for the 10-year and 20-year planning horizons and also enhance its economic base, the City believes that now is the time to shift the focus from transportation, i.e., the physical movement of goods and people from point A to point B by buses, plains, trains, subway systems, cars, and more, to mobility, which goes beyond basic modes of transportation to take into account ease, efficiency, and accessibility for all individuals, hence the rationale behind the redesignation of the Transportation Element to Mobility Element; and

WHEREAS, embracing equitable access to mobility means considering the limitations of all people including location, age, ability, and socioeconomic status, and then creating accessible transportation to their places of work, family, medical services, and more; and

WHEREAS, research shows that providing accessible and reliable mobility options are not just about enhancing individual lives, but a catalyst for the prosperity and inclusivity of the entire community, fostering a more vibrant and connected way of life for everyone, unlocking economic potential, and keeping people employed; and

WHEREAS, this update the Comprehensive Plan also offers the City the opportunity to update the data that provided the basis for the current GOPs of said Element; and

WHEREAS, the current CIE of the Comprehensive Plan was last updated in 2010 under the requirements of the 1985 Act, which included a financial feasibility requirement, meaning the CIE had to identify sufficient revenues to fund the 5-year SCI; and

WHEREAS, the 2011 Act has since removed that requirement and, as such, the CIE needs to be updated to remove all the outdated related financial tables and ensure compliance with the new requirements of the 2011 Act, as amended; and

WHEREAS, the City supplies water services to approximately 96% of its current population, with Broward County Water and Wastewater Services ("BCWWS") Area 3BC servicing the remaining residents; and

WHEREAS, potable water is provided by the City's two (2) water treatment plants, the East Water Treatment Plant ("EWTP") and the West Water Treatment Plant ("WWTP"), which are interconnected via the transmission/distribution system and, together, provide adequate infrastructure capacity and water supply allocations to meet water demands over the next 20-year planning window; and

WHEREAS, the City recently adopted a Water Distribution System Master Plan, which: (1) developed scenarios in the model for future demand conditions and evaluate the ability of the system to meet planning criteria while delivering system demands; (2) identify improvements necessary to accommodate future growth with potential to improve system redundancy; and (3) develop a phasing plan showing a logical progression of improvements based on growth and prioritization of existing needs for current, 2025, 2030, and 2045 demand conditions; and

WHEREAS, the Water Distribution System Master Plan specifically develops a Capital Improvement Plan to accommodate future growth and eliminate existing

deficiencies by upsizing, looping or twinning existing pipelines thereby improving system redundancy; and

WHEREAS, the City owns and operates a wastewater collection, transmission, treatment and disposal system, the Wastewater Reclamation Facility ("WWRF"), to serve its residents and has therefore responsibility for planning, regulating, designing, constructing, operating and maintaining the system, while ensuring compliance with regulatory programs at various levels (federal, state, county, and local); and

WHEREAS, the City has just developed a Wastewater Master Plan through the planning period 2045, which coincidentally corresponds with the Comprehensive Plan's proposed 20-year planning horizon, to most effectively fulfill its responsibilities, provide a high level of service to its residents, promote quality surface waters, practice water conservation, accommodate growth and economic development, and protect public health, safety and the environment; and

WHEREAS, the Wastewater Master Plan identifies capital improvements to meet the needs of the City's service area through the planning period planning period 2045; which capital improvements are based upon an analysis of the age and condition of the existing wastewater infrastructure and incorporate the results of an updated transmission system hydraulic model in consideration of the forecasted population growth during the planning period; and

WHEREAS, the Broward County Charter requires that the FLUE of the City's Comprehensive Plan be consistent with the BrowardNext-Broward County Land Use Plan ("BrowardNext" or "BCLUP", hereafter); and

WHEREAS, the 2017 adoption of the BrowardNext brought about various policy changes that have great implication for the municipalities in the County; and

WHEREAS, chief among those various changes are: (1) the collapse of the existing “Commercial,” “Industrial,” “Employment Center” (High and Low) and “Office Park” non-residential permitted uses related to a single “Commerce” future land use designation in both the text and on the map; (2) the increase of the minimal conversion (up to five (5) acres) of lands designated “Recreation and Open Space” on the BCLUP to permit community or public uses, as long as functional and sufficient open space remains for area residents; (3) the replacement of the flexibility zone boundaries with municipal boundaries; (4) the introduction of a pool of residential units, called “Redevelopment Units,” to be allocated by the Broward County Commission; and (5) the adoption of an “Affordable Housing Density Bonus Program;” and

WHEREAS, the various policy changes introduced by the 2017 BrowardNext warrant that the City amends both its FLUE and its FLUM to collapse the Commercial Recreation, Employment Center, Office Park and Industrial future land use designations under the Commerce (formerly Commercial) future land use designation; and

WHEREAS, the various policy changes introduced by the 2017 BrowardNext further warrant that the City amends both its FLUE and Housing Element to include the affordable housing bonus density provisions, as adopted in the BrowardNext, as a means to promote the production and preservation of affordable housing in the City, especially in light of the built-out character of the City and the resulting lack of vacant parcels suitable for multifamily housing development, and of the fact that the City has depleted its pool of flexibility and/or redevelopment units; and

WHEREAS, as mentioned previously, since the passage of the 2011 Community Planning Act, local governments have more discretion in determining whether they need to update their local comprehensive plan and no longer need to submit evaluation and appraisal reports to DOC for a sufficiency determination; and

WHEREAS, instead, local governments must, every seven (7) years, pursuant to Rule Chapter 73C-49, F.A.C., and s. 163.3191, F.S.: (1) determine whether the need exists to amend the comprehensive plan to reflect changes in state requirements since the last update of the comprehensive plan and update the plan based on changes to local conditions; (2) notify the State Land Planning Agency by letter of this determination; and (3) if amendments to the comprehensive plan are deemed necessary, prepare and transmit the proposed amendments to the State Land Planning Agency within one year of such determination for review under the State Coordinated Review Process as set forth in s. 163.3184(4), F.S.; and

WHEREAS, the City conducted an EAR of its adopted Comprehensive Plan and identified the above-described changes, which subsequently led to the determination to comprehensively update its land use planning program, and which primarily stem from the enactment of the Community Planning Act and subsequent amendments, from the adoption of the BCLUP and subsequent amendments, and from the City's local conditions, especially as it relates to population growth and the need for redevelopment in the two (2) planning horizons, affordable housing, equitable access to mobility options and climate resiliency, among other issues; and

WHEREAS, in compliance with the June 1, 2024 notification deadline established DOC, the City notified the State of its intent to propose EAR-Based Amendments to its Comprehensive Plan in a correspondence dated May 9, 2024; and

WHEREAS, in a correspondence dated May 21, 2024, DOC acknowledged receipt of the City's intent and set the transmittal deadline for the proposed EAR-based Amendments to May 9, 2025; and

WHEREAS, to assist with the Comprehensive Plan Update, the City has issued a Request for Quotation (No. 24-BPZ066) and procured the services of Keith Engineering ("Keith"), a professional planning consultant with great expertise in comprehensive planning; and

WHEREAS, Keith and City staff have been working diligently to review work, tasks, expectations and project schedules, establish reporting relations, identify stakeholders, develop a public involvement plan, discuss specific land use issues/conflicts and opportunities related to the existing GOPs of several Comprehensive Plan Elements; and

WHEREAS, Keith, in coordination with the City, held a kick-off meeting on November 4, 2024, to introduce the project, solicit ideas/concerns, and identify key land use issues to be addressed during the update process; and

WHEREAS, in order to further understand community concerns and aspirations, Keith, in coordination with the City, further organized three (3) neighborhood-level meetings, which were held in the Commission Chambers on January 27, 2025, at the Multi-Service Center on January 28, 2025, and at the Sunset Lakes Community Center on January 29, 2025, respectively; and

WHEREAS, Keith and City Staff have thoroughly combed through the GOPs of the Comprehensive Plan Elements, at the exception of the Property Rights Element, which the City adopted in 2021, in compliance with s. 163.3177(6), F.S., as has been amended by House Bill 59, to identify antiquated content and recommend policy updates, and specifically develop new action-oriented GOPs that incorporate the public input gathered at the three (3) aforementioned community meetings to better address the changes identified in the EAR, and ultimately support the City's long-term vision for climate-safe, equitable, inclusive, prosperous, and sustainable growth; and

WHEREAS, while the changes in state law are significant and impact several elements of the Comprehensive Plan, it shall be noted that the bulk of the contemplated EAR-Based Amendments to the City's Comprehensive Plan truly involves the substantial revisions being made to the Comprehensive Plan's FLUE to effectively address such growth determinants/drivers in the ever-changing City's local conditions as:

1. Population growth and its impact on development and infrastructure; and
2. Future land use and land management strategies to guide sustainable development; and
3. Production and preservation of affordable housing options; and
4. Redevelopment opportunities along the City's major transit corridors, i.e., State Road 7 and University Drive; and
5. Development of a multimodal mobility system that meets the needs of users of all ages and ability in the City; and
6. Climate Resiliency Planning; and

WHEREAS, Section 163.3184(20(c), F.S., provides that comprehensive plan amendments based on an evaluation and appraisal pursuant to s. 163.3191, F.S, must follow the Coordinated State Review Process pursuant to Section 163.3184(4) F.S.; and

WHEREAS, pursuant to Section 163.3184(4). F.S., local governments must hold an initial public hearing on all proposed comprehensive plan amendments based on an evaluation and appraisal, pursuant to the noticing requirements of s. 163.3184(11), F.S., and subsequently transmit said amendments with all supporting data and analyses to the reviewing agencies listed under Section 163.3184(1)(c), F.S., within ten working days of the initial hearing; and

WHEREAS, Section 163.3184(4), F.S., provides that reviewing agencies may offer comments on such amendments, which they should transmit to the State land Planning Agency within 30 days from the date after receipt by the State Land Planning Agency of the complete proposed amendments from the local government; and

WHEREAS, Section 163.3184(4), F.S., provides that reviewing agency comments be limited to important state resources and facilities that will be adversely impacted by the amendments if adopted, state with specificity how the amendments will adversely impact important state resources or facilities and identify measures the local government may take to eliminate, reduce, or mitigate the adverse impacts; and

WHEREAS, Section 163.3184(4), F.S., further provides that, if the State Land Planning Agency elects to review the amendments, it shall, within 60 days after receipt of the proposed amendments, issue an ORC Report regarding whether the amendments are in compliance and whether they will adversely impact important state resources and facilities; and

WHEREAS, Section 163.3184(4), F.S., also stipulates that the local government shall, upon receipt of the ORC Report from the State Land Planning Agency, hold its second public hearing to determine whether to adopt the amendments pursuant to the noticing requirements of s. 163.3184(11), F.S., within 180 days after receipt of the ORC Report; and

WHEREAS, Section 163.3184(4), F.S., specifies that amendments adopted by a local government, along with the supporting data and analysis, shall be transmitted within 10 working days after the final adoption hearing to the State Land Planning Agency and any other agency or local government that provided timely comments; and

WHEREAS, failure by the local government to transmit the amendments within 10 working days after the final adoption hearing will result in the amendments being deemed withdrawn; and

WHEREAS, Section 163.3184(4), F.S., specifies that after the State Land Planning Agency makes a determination of completeness regarding the adopted amendments, the state land planning agency shall have 45 days to determine whether the amendments are in compliance with the Community Planning Act, unless the amendments are substantially changed from the one commented on, during which time period it shall post a notice of intent to find that the amendment are in compliance or not in compliance on its Internet website; and

WHEREAS, Section 163.3184(4), F.S., provides that amendments adopted under the State Coordinated Review Process shall go into effect pursuant to the State Land Planning Agency's notice of intent and, if timely challenged, do not become effective until

the State Land Planning Agency or the Administration Commission enters a final order determining the adopted amendments to be in compliance; and

WHEREAS, the report from the City's Building, Planning and Zoning Department (the "Department") found the contemplated EAR-Based Amendments to maintain the internal consistency of the Comprehensive Plan, and to satisfy the provisions of ss. 163.3167, 163.3174(4), 163.3184(4) and (11), and 163.3191, F.S. and of s. 303(2)(B) of the City's Land Development Code ("LDC"); and

WHEREAS, the City Manager concurred with the findings from the Department's Report and recommended transmittal of the Amendments to DOC for review under the State Coordinated Review Process established under s. 163.3184(4), F.S.; and

WHEREAS, Section 107 of the City LDC establishes the Planning and Zoning Board (the "P&Z Board") as the Local Planning Agency ("LPA"), with all the powers and duties related to the preparation of the City's Comprehensive Plan and amendment thereof, as further specified in Section 163.3174(4)(a), F.S.; and

WHEREAS, Section 303.6 of the City LDC provides that the P&Z Board, sitting as the LPA, shall hold at least one duly noticed public hearing to review any amendment to the City Comprehensive Plan with respect to the review standards of the City LDC and Section 163.3177, F.S., and, upon a finding that such proposed amendment satisfies said review standards and maintains the internal consistency of the Comprehensive Plan, forward a recommendation to the City Commission; and

WHEREAS, pursuant to Section 163.3174, F.S., and Section 303.6 of the City LDC, the P&Z Board, sitting as the LPA, held a duly noticed public hearing on March 18,

2025, to review the EAR-Based Amendments, at which hearing the P&Z Board voted to consider the EAR-Based Amendments at its April 8, 2025 public meeting; and

WHEREAS, upon hearing the Department's presentation which summarized and provided the rationale for the EAR-Based Amendments and after due consideration of all matters, the P&Z Board, sitting as the LPA, found the EAR-Based Amendments to maintain the internal consistency of the City's Comprehensive Plan and to comply with all applicable review criteria of the Community Planning Act and the City's LDC, and unanimously voted to recommend that the City Commission transmitted the EAR-Based Amendments to DOC for review under the State Coordinated Review Process established under s. 163.3184(4), F.S.; and

WHEREAS, on April 28, 2025, the City Commission held a workshop to familiarize itself with the policy changes of the EAR-Based Amendments, ascertain a collective growth vision for the 20-year planning horizon and offer input that could be incorporated in the document in anticipation of the May 7, 2025, transmittal hearing; and

WHEREAS, upon receipt of the P&Z Board's recommendation and pursuant to the notice requirements of s. 163.3184(11), F.S., the City Commission held on May 7, 2025 an initial public hearing on the EAR-Based Amendments and, after due consideration of all matters, authorized the transmittal of the EAR-Based Amendments to the State Land Planning Agency and all other reviewing agencies for review under the Coordinated State Review Process set forth in Section 163.3184(4), F.S.; and

WHEREAS, on May 8, 2025, the EAR-Based Amendments were transmitted to the State Land Planning Agency and the other reviewing agencies so they may provide

comments on important state resources and facilities that will be adversely impacted by the Amendment if adopted; and

WHEREAS, in an electronic correspondence also dated May 8, 2025, the State Land Planning Agency acknowledged receipt of the City's EAR-Based Amendments package; and

WHEREAS, on July 7, 2025, the State Land Planning Agency issued an ORC Report with only three (3) objections, four (4) comments, as well as recommended corrective measures to address the comments and objections; and

WHEREAS, the objections and comments involved certain discrepancies, lack of clarity and omissions related to the planning periods, the intensity standards of the non-residential land use categories, the Five-Year Schedule of Capital Improvements, the industrial land use development restrictions in Policy 1.1.3 of the FLUE, language regarding intergovernmental coordination, and consistency with recently adopted state legislations; and

WHEREAS, upon receipt of the ORC Report, City staff and the Consultant have been in close contact with the State Land Planning Agency and the state reviewing agencies that provided comments i.e., the Florida Department of Transportation ("FDOT") and the Florida Department of Environmental Protection ("FDOT"), to address the objections and comments and revise the EAR-Based Amendments per the Agency's recommended corrective measures; and

WHEREAS, the EAR-Based Amendments, which were presented to and approved by the City Commission at the May 7, 2025, transmittal hearing, have since been revised

to address the objections and comments in the ORC Report and incorporated, wherever applicable, the recommended policy changes; and

WHEREAS, on November 17, 2025, and in compliance with the 180-day deadline after receipt of toe ORC Report, the City Commission held a second public hearing to adopt the EAR-Based Amendments, as amended, pursuant to the notice requirements of s. 163.3184(11), F.S.; and

WHEREAS, after due consideration of all matters, the City Commission found the EAR-Based Amendments to preserve the internal consistency of the Comprehensive Plan and to comply with all applicable review criteria of the Community Planning Act and the City's LDC; and

WHEREAS, the City Commission also found that the EAR-Based Amendments would foster and preserve public health, safety, comfort and welfare, and to aid in the harmonious, orderly, and progressive development of the City, and further authorized its transmittal to DEO for a determination of Ordinance completeness, in accordance with state law, unless timely challenged, in which case until the Administrative Commission or DEO issues a final order determining that the Amendment is in compliance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA AS FOLLOWS:

Section 1: **Recitals.** That the foregoing "**WHEREAS**" clauses are ratified and confirmed as being true and correct and are made a specific part of this Ordinance.

Section 2: **Findings.** The City Commission of the City of Miramar, Florida, hereby finds that the Evaluation and Appraisal Review ("EAR") Based Amendments to the Comprehensive Plan of the City of Miramar, attached hereto and incorporated herein by this reference as composite Exhibit "A," to address changes in the Community Planning Act and subsequent amendments, the BrowardNext-Broward County Land Use Plan and subsequent amendments, and the City's local conditions to maintain the internal consistency of the Elements of the Comprehensive Plan, and to satisfy all applicable criteria of the State Coordinated Review Process of s. 163.3184(4), Florida Statute, and s.302(B) of the City's Land Development Code.

Section 3: **Adoption.** The City Commission of the City of Miramar, Florida, hereby passes and adopts the Ordinance enacting the EAR-Based Amendments to the Comprehensive Plan of the City of Miramar, attached hereto and incorporated herein by this reference as composite Exhibit "A," to address changes in the Community Planning Act and subsequent amendments, the BrowardNext-Broward County Land Use Plan and subsequent amendments, and the City's local conditions, to the reviewing agencies of s.163.3184(4)(1)(c), Florida Statutes.

Section 4: **Transmittal.** The City Commission of the City of Miramar, Florida, hereby authorizes the City Manager to first transmit the EAR-Based Amendments to reviewing agencies for review under the State Coordinated Review Process set forth in

s.163.3184(4), Florida Statutes, and, second, upon addressing the Objections Recommendations and Comments, if any, from the State Land Planning Agency, the executed Ordinance and the adopted EAR-Based Amendments, as may be amended, to the Florida Department of Commerce for a determination as to whether the adopted EAR-Based Amendments are in compliance with the Community Planning Act.

Section 4: **Severability.** If any word, clause, phrase, sentence, paragraph or section of this Ordinance is held to be unconstitutional or invalid by any court of competent jurisdiction, such unconstitutional or invalid part or application shall be considered as eliminated and shall not affect the validity of the remaining portions or applications which shall remain in full force and effect.

Section 5: **Interpretation.** In interpreting the provisions of this Ordinance, additions are shown in underlined text, deletions in ~~stricken through~~ text, and changes between first and second reading in highlighted text.

Section 6: **Administrative Correction of Scrivener's Error.** The City Attorney is hereby authorized to correct scrivener's errors in this Ordinance by filing a corrected copy with the City Clerk.

Section 7: **Effective Date.** The effective date of the adopted EAR-Based Amendments to the Comprehensive Plan of the City of Miramar, if not timely challenged, shall be the date the State Land Planning Agency posts a notice determining that the EAR-Based Amendments are in compliance. If the EAR-Based Amendments are timely challenged, of the State Land Planning Agency issues a notice of intent determining that the EAR-Based Amendments are not in compliance, these EAR-Based Amendments shall become effective on the date the State Land Planning Agency or the Administration

Commission enters a final order determining these adopted EAR-Based Amendments to be in compliance. ~~Section 3 of this Ordinance shall be 31 days after the Department of Commerce posts a notice of intent that the adopted EAR-Based Amendments are in compliance, unless timely challenged by an affected person, in which case, until such time the Department of Commerce or the Administration Commission enters a final order determining the adopted Amendment to be "In Compliance."~~ Sections 1, 2, 4, 5, 6, 7, and 8 of this Ordinance shall become effective upon adoption.

PASSED FIRST READING:_____

PASSED AND ADOPTED ON SECOND READING:_____

_____
Mayor, Wayne M. Messam

_____
Vice Mayor, Yvette Colbourne

ATTEST:

_____
City Clerk, Denise A. Gibbs

I HEREBY CERTIFY that I have approved
this ORDINANCE as to form:

_____
City Attorney
Austin Pamies Norris Weeks Powell, PLLC

Requested by Administration	**Voted**
Commissioner Maxwell B. Chambers	_____
Commissioner Avril Cherasard	_____
Vice Mayor Yvette Colbourne	_____
Commissioner Carson Edwards	_____
Mayor Wayne M. Messam	_____

EXHIBIT A

THE 2045 CITY OF MIRAMAR COMPREHENSIVE PLAN
PART 1: GOALS, OBJECTIVES AND POLICIES

TO GUIDE FUTURE GROWTH AND COMMUNITY IMPROVEMENT

CITY OF MIRAMAR COMMISSION:

WAYNE M. MESSAM, MAYOR
YVETTE COLBOURNE, VICE MAYOR
MAXWELL B. CHAMBERS, COMMISSIONER
AVRIL K. CHERASARD, COMMISSIONER
CARSON EDWARDS, COMMISSIONER

EXHIBIT A

COMPREHENSIVE PLAN

PLANNING AND ZONING BOARD
Matthew Thompson, Chairperson
Marcus L. Dixon, Vice Chairperson
Vivian O Walters, Jr.
James Hepburn
Wayne Lomax
Mary Lou Tighe
Annette Payne
Hobel Florido
Anneline Carter

CITY MANAGER: DR. ROY VIRGIN
DEPUTY CITY MANAGER: KELVIN L. BAKER, SR
ASSISTANT CITY MANAGERS:
SHAUN D. GAYLE
ADAM L. BURDEN, II
STEPHEN JOHNSON

CITY ATTORNEY: AUTIN PAMIES NORRIS WEEKS POWELL, PLLC

The City of Miramar Comprehensive Plan was prepared by:
KEITH
&
City of Miramar
Building, Planning & Zoning Department
Nixon Lebrun, AICP, Director
Tekisha I. Jordan, AICP, Assistant Director
Frensky Magny, AICP, Senior Planner
Giovanni Castiglione, GIS Analyst

EXHIBIT A

Table of Contents

~~I Future Land Use Element~~ 4

I. Future Land Use Element 59

II. ~~Transportation~~ Mobility Element..... 127~~126~~

III. Housing Element ..... 165~~163~~

IV. Infrastructure Element..... 178~~176~~

V. ~~Conservation~~ Environmental Element ..... 192~~190~~

VI. Recreation and Open Space Element ..... 203~~201~~

VII. Intergovernmental Element..... 208~~206~~

VIII Capital Improvements Element..... 222~~220~~

IX. Public School Facilities Element ..... 261~~259~~

X. Property Rights Element ..... 276~~274~~

EXHIBIT A

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 66th 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 Concurrence 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

EXHIBIT A

*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

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

Strategic Intermodal System

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.

SIS Facility	Roadway	Roadway Segment	LOS Standard*
SIS CORRIDORS	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. 196th 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 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 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 I 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 suitably buffered from the occupied development until closure.~~

~~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 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 Statues 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 by 15% within the first five (5) years.

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 Broward County Land Use Plan. Residential density is specified as a maximum number of permitted units.

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.~~

EXHIBIT A

~~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.~~

EXHIBIT A

I. Future Land Use Element

GOAL 1 Gradual and Ordered Growth

Consistent with the Community Planning Act and the BrowardNext – Broward County Land Use Plan (BrowardNext or BCLUP), the Comprehensive Plan of the City of Miramar (City) shall promote a development pattern that discourages the proliferation of urban sprawl and creates a balance of uses at a rate commensurable with projected population and economic growth, and through the implementation of smart growth and smart city initiatives to:

1. Protect residential neighborhoods from incompatible land uses;
2. Foster a culture of resilience and preparedness to protect the City's neighborhoods from the worst effects of flooding and climate change;
3. Promote equitable, healthy and quality neighborhoods;
4. Direct or locate growth along the City's major transportation corridors and other targeted areas through context-sensitive redevelopment and infill development;
5. Encourage mixed-use development with a functional mix of uses with appropriate densities and intensities;
6. Adopt adaptive, land use approaches to create neuro-inclusive development.
7. Promote land use patterns that support the deployment of Smart City infrastructure to enhance key urban outcomes.
8. Supply a wide range of housing choices for existing and future residents from all walks of life;
9. Unlock inclusive, sustainable and innovative economic growth;
10. Promote a multimodal transportation system with improved comfort, convenience and resilience for those who live, work and play in the City;
11. Ensure the efficient and cost-effective provision and/or extension of public infrastructure and services and by actively supporting the integration of Smart City technologies;
12. Promote social equity and environmental justice;
13. Increase community health and food access;
14. Encourage the location of schools proximate to residential areas to the extent possible; and
15. Maximize preservation and conservation of environmental assets.

Objective 1.1 Neighborhood Compatibility

Protect residential neighborhoods from incompatible and more intense adjacent uses and the potential adverse impacts from such uses.

Evaluation Measure 1.1 Annual record of development permits issued for non-residential development adjacent to residential neighborhoods.

Policy 1.1.1 Ensure that new development and redevelopment feature densities and intensities that are compatible with adjacent residential land uses.

Policy 1.1.2 All Future Land Use Map (FLUM) amendments and rezonings shall provide for the orderly transition of varying residential land use designations.

Policy 1.1.3 Discourage FLUM amendments, rezonings or other methods that would place residential units into or adjoining industrial land use designations. Developments that occur in accordance with the Live Local Act, as amended from time to time, shall be exempt from this policy and should be designed to minimize incompatibility between land uses.

Policy 1.1.4 Through ongoing updates to the FLUE, consider density and intensity revisions with an emphasis on minimal negative impacts to existing residential areas, particularly single-family areas.

Policy 1.1.5 Protect neighborhoods from unreasonable traffic impacts by utilizing traffic calming measures such as, but not limited to, street closures, signalization, site modifications, access controls, stop signs, and traffic separators.

Policy 1.1.6 Through ongoing updates to the FLUE and the Land Development Code (LDC), evaluate established residential zoning districts to determine appropriate densities.

Policy 1.1.7 Require residential densities of zoning districts to be consistent with the densities on the FLUM.

Policy 1.1.8 Encourage rezoning of properties subject to development and/or redevelopment proposals to provide for consistency with the FLUM designations.

Policy 1.1.9 Eliminate or reduce nonconforming uses to provide for consistency with the goals, objectives, and policies (GOPs) of the FLUE and/or the provisions of the LDC.

Policy 1.1.10 Through ongoing updates to the FLUE and the LDC, modify land uses and development patterns within antiquated subdivisions.

Policy 1.1.11 Amend the City's Official Zoning Map to change the antiquated Planned Unit Development (PUD) zoning classifications to the closest and most applicable zoning classifications.

Policy 1.1.12 Maintain buffering provisions in the LDC, including setbacks, building height transitions and decorative structural or vegetative buffers between residential land uses with differing densities, and between residential and non-residential land uses.

Policy 1.1.13 Establish design review criteria in the LDC, which address the potential adverse impacts of noise, vibration, air pollution, glare, heat, solid waste, hazardous waste, fire, explosion, excessive odors, traffic, and parking impacts to protect residential areas that are adjacent to industrial and

commercial areas.

Policy 1.1.14 Review all proposed development with respect to the potential for related impacts to the regional air quality, negative impacts eliminated or effectively mitigated. (Cross-reference BrowardNext – Broward County Land Use Plan BCLUP Policy 2.25.1)

Policy 1.1.15 Continue to differentiate on the adopted City FLUM and Official Zoning Map, the commercial and industrial land use categories and zoning designations which are consistent with but more specific than the BCLUP's Commerce land use category in terms of intensity, permitted uses and compatibility with adjacent and surrounding land uses.

Objective 1.2 Neighborhood Resilience

Encourage the adoption of innovative land development regulations to promote sustainable development, and of strategies to reduce contributions to climate pollution, strengthen resilience against climate-related hazards, transition to clean energy, and enhance livability and quality of life for all residents, ensuring thereby that that City investments in infrastructure and services do not lock in a high-carbon future or aren't future-proofed against the likely changes in climate.

Evaluation Measure 1.2 Adoption of LDC amendments for increased building flood protection.

Policy 1.2.1 Increase protection of residential areas and neighborhoods through the support of green design guidelines and/or form-based codes for new development and major renovation residential areas, historic neighborhoods, and areas vulnerable to flooding.

Policy 1.2.2 Continue to encourage new development in higher elevated, and areas less vulnerable to flooding.

Policy 1.2.3 Adopt and regularly review floodplain design criteria that exceed, or are more stringent than, the minimum requirements of the National Flood Insurance Program (NFIP), which is managed by the Federal Emergency Management Agency (FEMA) to provide greater neighborhoods and pedestrian experiences. Such design criteria shall include a maximum freeboard requirement without penalty for height to allow flexible adaptability of the ground floor and sea level rise resilience.

Policy 1.2.4 Continue to require all substantial improvement, new development, and redevelopment to be consistent with the minimum finished floor elevations as specified in the NFIP requirements, the South Florida Building Code, and the City's LDC.

Policy 1.2.5 Continue to participate in the NFIP's Community Rating System (CRS) and

undertake appropriate creditable activities to increase its rating and enable residents and businesses to receive greater discount on flood insurance policies, and to promote a more sustainable, flood resilient community.

Policy 1.2.6 Within one year of the adoption of these EAR-based Amendments, amend the LDC to provide for sustainable design standards.

Policy 1.2.7 Continue to evaluate and improve the LDC to facilitate sustainable and resilient redevelopment and support adaptation strategies in the build environment that reduce greenhouse gas emissions.

Policy 1.2.8 Promote smart, sustainable, and resilient neighborhoods, implement nature-based solutions (NbS), which include a broad range of actions that harness the power of nature for sustainable development and that support climate resilience, healthy populations, sustainable economies, green jobs and biodiversity conservation.

Policy 1.2.9 Continue to promote and encourage, and shall implement to the maximum extent feasible for the operation of local government and those (re)development projects and lands owned by the city, the utilization of environmentally friendly and energy efficient principles and methods consistent with programs such as the United States Green Building Council Leadership in Energy and Environmental Design (LEED) and Florida Green Building Coalition (FGBC) which may 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 power lines, 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, bioswales 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. Materials – use of building materials with recycled content; ecofriendly insulation; lumber from sustainable sources; or locally produced materials.

Policy 1.2.10 Through the membership with ICLEI-Local Governments for Sustainability,

continue to partner with other cities across the globe in meeting the Paris Agreement overarching goal of achieving carbon neutrality by 2050 or sooner, in line with global efforts to limit warming to 1.5C.

Policy 1.2.11 Continue participating in and collaborating with the Southeast Florida Regional Climate Change Compact (Compact) on climate change impact analyses and development of appropriate mitigation, protection, accommodation, and adaptation strategies.

Policy 1.2.12 Continue to endorse the Southeast Florida Climate Action Pledge to:

1. Jointly advance strategic climate adaptation and mitigation planning, programs, policies, and projects;
2. Support the implementation of the Regional Climate Action Plan (RCAP), as amended, through integrating its recommendations and strategies into existing and future relevant planning, program, Policy, and project development as appropriate; and
3. Utilize and integrate tools and resources developed by the Compact, as appropriate, in climate action planning and implementation, including application of the Regionally Unified Sea Level Rise Projection, participation in the Compact Climate Assessment Tool (C-CAT), and engagement in Compact events, including RCAP Implementation Workshops and attendance at the Annual Climate Leadership Summit.

Policy 1.2.13 Continue to support the efforts of State, regional and County environmental and planning agencies to jointly develop, assess, and recommend a suite of planning tools and adaptation strategies to maximize opportunities to adapt and protect from the impacts of climate change.

Policy 1.2.14 Cooperate with the South Florida Water Management District (SFWMD), Broward County, and the U.S. Corps of Engineers in the comprehensive evaluation of the stormwater management system and operational practices in the context of sea level rise to improve the ability of these systems to adapt.

Policy 1.2.15 Advocate for state laws and programs that expand all opportunities for solar or other renewable energy deployment statewide.

Policy 1.2.16 Identify and assess the vulnerability climate change impacts pose to public facilities and services, including but not limited to water and wastewater facilities, stormwater systems, roads, bridges, governmental buildings, hospitals, and transit infrastructure.

Policy 1.2.17 Continue to support public education and outreach programs, by whatever means appropriate and approved by the City Commission, addressing issues including, but not limited to:

1. Energy efficiency,

2. Water conservation,
3. Solid waste reduction and recycling,
4. Urban forests and native landscaping,
5. Air quality,
6. Greenhouse gas reduction, and
7. Climate change adaptation and response planning.

Objective 1.3 Equitable Neighborhoods

Continue to support environmental justice and social equity as an approach for meeting the needs of underserved and vulnerable Miramar neighbors through policies and programs that reduce disparities while fostering healthy and vibrant neighborhoods.

Policy 1.3.1 In local and regional land use Policy and public infrastructure and services decisions, continue to ensure fair treatment and meaningful participation when considering the impacts to underserved and vulnerable Miramar neighbors, including but not limited to, the economically disadvantaged, racial and ethnic minorities, the uninsured, low-income children, the elderly, the homeless and those with chronic health conditions, including severe mental illness.

Policy 1.3.2 In changes in land use and/or zoning designations, consider environmental justice to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects, on underserved and vulnerable populations.

Policy 1.3.3 Consider potential outcomes of redevelopment including the needs of underserved populations and under-resourced markets including housing affordability, displacement, capacity building of impacted populations, preserving cultural assets, and potential for expanding minority business ownership.

Objective 1.4 Healthy Neighborhoods

Promote neighborhoods that enhance community health through access to public amenities, healthy food, and safe environments, for everyone.

Policy 1.4.1 Regularly monitor the food level of accessibility for residents to identify and reduce any healthy food priority areas in the City.

Policy 1.4.1a Utilize data collected by the US Department of Agriculture, the Center for Disease Control, and from business licenses to map the locations of grocery stores, supermarkets, farmer markets, and similar establishments to determine the accessibility for residents in the City.

Policy 1.4.1b Annually update the location map to determine underserved areas in the community.

EXHIBIT A

Policy 1.4.2 Encourage the location of grocery stores, farmers markets, and community food gardens to support access to healthful food for all areas where people live.

Policy 1.4.2a Provide incentives for grocery stores, full-service supermarkets, farmers markets, food carts and other mobile vendors to locate in underserved communities, including consideration of land use amendments and permitted and consideration of conditional use regulations, where appropriate.

Policy 1.4.2b Provide and promote resources designed to encourage urban agriculture opportunities, including, but not limited to, community and home gardens, including consideration of land use amendments and permitted and consideration of conditional use regulations, where appropriate.

Policy 1.4.2c Accommodate concentrations of food service providers at strategic locations in relation to the transportation system and concentrations of housing and employment in the City.

Policy 1.4.2d Recognize the value of the local food system in sustaining the local economy and neighborhoods by supporting our capacity to grow, process, distribute, and access local foods. Explore, as appropriate, regulations allowing for the development of urban farms, vertical farming, and associated land use regulations to allow for hydroponic and aquaponic uses within the City.

Policy 1.4.2e Seek opportunities to partner with non-profit organizations, local businesses, student organizations, and other community efforts aimed at providing healthy and affordable food options for communities in Miramar, including to identify areas of the City in need of additional resources or services.

Policy 1.4.3 Institute a cross-disciplinary approach to addressing the social determinants of health and potential impacts to health equity resulting from land use policies, public infrastructure, or services decisions. Considerations shall include potential impacts upon individuals' access to clinical care, air and water quality, housing, transportation, jobs, income, education, social cohesion, community safety, child development, diet, and exercise.

Policy 1.4.4 Continue to protect and promote the public health, safety, and welfare through the application of development standards.

Objective 1.5 Quality Neighborhoods

Maintain and continuously improve neighborhoods through neighborhood planning, effective code compliance, on-going community outreach and implementation of neighborhood plans and beautification programs.

Policy 1.5.1 Create and/or update neighborhood plans to develop high-quality, vibrant neighborhoods that feature a balanced mix of residential uses and supporting non-residential uses and are defined with walkable streets and quality buildings through the creation of guidelines that enhance the pedestrian realm and give clear intent for an active street-level and an exceptional public realm experience.

Policy 1.5.2 Protect the integrity of existing single-family neighborhoods through design elements, which maintain consistency and/or improve the aesthetic quality of the neighborhood.

Policy 1.5.3 Promote community identity through building and streetscape enhancements, with a focus on primary entrances, wayfinding, and gateways to the City.

Policy 1.5.4 Adopt design standards in the LDC to promote strong, healthy, and beautiful neighborhoods that enhance the physical character and embrace distinctive qualities of individual neighborhoods throughout the City.

Policy 1.5.5 Adopt design guidelines for amenities and street furnishings based on character and context of each neighborhood, considering life cycle, South Florida climate and maintenance costs.

Policy 1.5.6 Promote participatory neighborhood design planning to ensure that land development regulations and neighborhood design standards adopted into the LDC work hand in hand to help neighborhoods improve, while at the same time preserving historic and cultural value and preventing the displacement of existing residents.

Policy 1.5.7 Incorporate Crime Prevention Through Environmental Design (CPTED) standards to create and enhance a sense of safety and security throughout the built environment.

Policy 1.5.8 Protect neighborhoods from unreasonable traffic impacts by utilizing traffic calming measures such as, but not limited to, street closures, signalization, site modifications, access controls, stop signs, and traffic separators.

Policy 1.5.9 Act upon resident requests for traffic calming within residential neighborhoods, in furtherance of the applicable sections of the City Code of Ordinances, which outline the procedures for the installation of traffic

calming measures within the City.

Policy 1.5.10 Consider appointing neighborhood liaisons to serve as residents' direct link to City services dedicated to helping protect the health, safety and welfare of residents and improving the quality of life of neighborhoods.

Policy 1.5.11 Encourage the incorporation of public art and placemaking strategies in development and infrastructure projects to enliven the City's neighborhoods and creatively transform them into vibrant places where diverse people come together to construct meaning, foster attachment, and mediate change.

Policy 1.5.12 Encourage urban design which, responds to the climate and character of Miramar, is pedestrian friendly, human-scaled and contains the infrastructure and amenities to create a vibrant public realm.

Policy 1.5.13 Include aesthetic and functional considerations in the design and implementation of public improvement projects along gateway corridors to support and enhance the visual quality, livability, and character of the City.

Policy 1.5.14 Update the LDC to provide for more context-sensitive, aesthetically pleasing signage along the commercial corridors, establish a sign amortization program to incentivize property owners to bring their properties to Code and thereby reduce the clutter of undesirable signs.

Policy 1.5.15 Integrate gateway directional signage into a comprehensive City way-finding sign that addresses how people move and connect throughout the City.

Policy 1.5.16 Ensure that all public spaces, buildings, and events are designed and maintained to be both physically and cognitively accessible to individuals of all abilities, including those with neurodivergent needs.

Objective 1.6 Neuro Inclusivity

Promote inclusive land use patterns and development practices that support neurodiverse individuals by fostering environments that are accessible, calming, and adaptable to a wide range of sensory, cognitive, and behavioral needs.

Policy 1.6.1 Encourage development and redevelopment projects, particularly within mixed-use and public-serving areas, to integrate universal design and neuro-inclusive design principles that support sensory-friendly environments, such as quiet zones, low-stimulation lighting, and clear visual wayfinding.

Policy 1.6.2 Promote the integration of supportive uses such as neuro-inclusive housing, therapeutic services, and inclusive recreation and education facilities within

residential and mixed-use future land use categories.

Policy 1.6.3 Work with developers, design professionals, and community organizations to incorporate sensory gardens, quiet outdoor spaces, and adaptive recreation areas into open space and public park planning.

Policy 1.6.4 Require major development proposals in identified activity centers or large-scale residential projects to demonstrate how their design will enhance inclusivity for people with cognitive and sensory processing differences through site planning, architectural features, and access to services.

Policy 1.6.5 Support zoning and land development code amendments that remove barriers to establishing housing types and community facilities that serve neurodiverse populations, including co-housing, supportive housing, and sensory-friendly spaces.

Objective 1.7 Smart City Initiatives

Encourage and support the integration of Smart City technologies into the built environment to improve public services, enhance quality of life, and promote innovation-oriented economic development through the strategic designation and development of land uses.

Policy 1.7.1 Promote land use designations and development patterns that support the deployment of Smart City infrastructure such as public Wi-Fi, smart lighting, and broadband-ready development in activity centers, mixed-use corridors, and public facilities.

Policy 1.7.2 Promote public-private partnerships to advance Smart City infrastructure within new and redeveloping areas, including broadband deployment, sensor networks, and data-sharing platforms that align with the City's long-term growth strategy.

Policy 1.7.3 Incentivize developments within targeted growth areas to incorporate smart building technologies, such as energy-efficient systems, green infrastructure monitoring, and smart metering, as part of land use approvals and sustainability initiatives.

Policy 1.7.4 Coordinate with regional partners, utility providers, and technology firms to ensure that land use planning considers the physical and digital infrastructure needed for emerging Smart City applications, including autonomous vehicles, micro-mobility networks, and smart waste management systems.

Policy 1.7.5 Support the continued development and expansion of the City's Real-Time Crime Center (RTCC) as a critical land use function that leverages data analytics, camera systems, license plate readers, and sensor technologies

to improve public safety and emergency coordination.

Policy 1.7.6 Encourage and prioritize the provision of public Wi-Fi infrastructure, particularly within municipal parks, civic spaces, and designated activity centers, to promote digital inclusion and increase community access to information.

Policy 1.7.7 Support the continued maintenance, integration, and expansion of geospatial information systems (GIS) to inform land use decisions, enhance public transparency, and assist with long-range planning efforts.

Policy 1.7.8 Support the development and expansion of the Miramar Innovation and Technology Activity Center (MITAC) as a designated mixed-use district that facilitates the emergence of smart neighborhoods, characterized by integrated technology systems, connectivity, sustainable infrastructure, and community-oriented design.

Policy 1.7.9 Coordinate land use planning efforts with public safety departments to ensure that new development and redevelopment projects integrate with the City's real-time surveillance and monitoring systems, particularly in high-traffic, mixed-use, and activity centers.

Objective 1.8 Redevelopment and Infill Development
Direct or locate growth along the City's major transportation corridors, especially at the Intersection of University Drive and Miramar Parkway, and within the Transit Oriented Corridor Activity Center future land use designation.

Evaluation Measure 1.8 Adherence to design guidelines and the LDC in new development and capital improvements that support the redevelopment/revitalization of these targeted areas.

Policy 1.8.1 Implement strategies that are rooted in market demand and real estate realities to promote redevelopment and "in-fill" activities through the adoption of innovative land development regulations.

Policy 1.8.2 Promote vibrant mixed-use developments within the targeted areas, which combine new homes with office space, shops and restaurants, and places for art, culture, and civic life.

Policy 1.8.3 Guide the revitalization of the targeted areas through development and redevelopment projects and capital improvement investments.

Policy 1.8.4 Strengthen the identity and presence of arts, cultural and entertainment uses within the targeted areas.

Policy 1.8.5 Create lively, safe, attractive, and comfortable public spaces within the

targeted areas, which draw people and activity to the City.

Policy 1.8.6 Support community development activities and programs within the targeted areas, such as housing rehabilitation, small business development, facilitation of all types of housing, including, but not limited to low-income and moderate-income housing, and land assembly programs.

Policy 1.8.7 Amend the LDC to reduce parking requirements for residential and commercial uses along major corridors where it can be shown that pedestrian and transit amenities are provided, shared parking is provided, or sufficient public parking is nearby.

Policy 1.8.8 Amend the LDC to incorporate design guidelines to assure compatibility with surrounding neighborhoods.

Policy 1.8.9 Require developers to build mixed-use projects that incorporate streetscape design and urban enhancements within the targeted areas.

Policy 1.8.10 Within one year of the adoption of these EAR-based Amendments, adopt a new local activity center around the University Drive and Miramar Parkway to be called University Drive Activity Center (UDAC), which would create a synergistic mix of new retail, housing, office, cultural and/or entertainment uses. Coordination with FDOT should be conducted prior to approval of the local activity center to mitigate potential impacts on the operation of University Drive.

Policy 1.8.11 Continue to implement the Transit Oriented Corridor's vision of a vibrant community with a successful mix of business and residential uses defined with walkable streets and quality buildings through the calibration of existing guidelines which aim to enhance the pedestrian realm and gives clear intent for an active street level and an exceptional public realm experience.

Policy 1.8.12 Continue to coordinate with FDOT to appropriately maximize and enhance State Highway System (SHS) facilities by ensuring interconnectivity and compliance with facility operation standards.

Objective 1.9 Mixed-Use Development

Encourage a functional and balanced intermix of uses to enhance the livability of the City and further discourage urban sprawl.

Evaluation Measure 1.9 Annual record of number of approved mixed-use development orders.

Policy 1.9.1 Mixed use residential development shall promote an urban form, which creates well integrated land use combinations, balances intensity and density, and promotes the safe, interconnectivity of vehicular, pedestrian,

and other non-motorized movement.

Policy 1.9.2 Amend the LDC to include appropriate design standards to ensure mixed-use developments are compatible with adjacent existing land uses and adjacent adopted future land use designations.

Policy 1.9.3 Mixed use areas should include enhancements of the public realm, through open space, urban public plazas and/or recreational areas through development, redevelopment, and public investments.

Policy 1.9.4 Utilize standards for residential properties along major thoroughfares, as necessary, to encourage higher densities and support use of public transit.

Policy 1.9.5 Continue to provide incentives through the LDC to encourage growth in the designated major transit corridors, which shall include, but not be limited to, reduced height and setback requirements, reduced parking standards and modified landscaping requirements.

Policy 1.9.6 Continue to improve connectivity between modes, including adding additional miles of bike lanes, sidewalks, and transit facilities and consider this connectivity in land use and development review considerations.

Policy 1.9.7 Identify inclusionary initiatives that promote the creation of sensory-friendly environments in public spaces.

Policy 1.9.8 Continue to coordinate with FDOT to appropriately maximize and enhance State Highway System (SHS) facilities by ensuring interconnectivity and compliance with facility operation standards.

Objective 1.10 Housing

Provide adequate sites at varying densities to accommodate adequate and affordable housing for all segments of the existing and future population, including affordable workforce housing, as defined in Section 380.0651(1)(h), Florida Statutes (F.S.), housing for very-low-, low-, and moderate-income households, affordable housing for persons 60 years of age or older, and those with special housing needs, with supporting infrastructure and public facilities.

Policy 1.10.1 Provide for a sufficient amount of land for residential use to meet future housing needs, including very low, low, and moderate income, and to accommodate the projected population.

Policy 1.10.2 Continue the review and streamlining as needed, of those ordinances, codes and regulations related to the permitting process, in order to continue the reduction of excessive requirements and amend or add other provisions that increase private sector participation in adding to the supply of affordable housing.

Policy 1.10.3 Designate the Building, Planning, and Zoning Department as the lead agency, with assistance from the Economic Development and Housing Department, Engineering, and other appropriate Departments.

Policy 1.10.4 Affordable housing units should focus on providing shelter to extremely low-, very low-, low-, and moderate-income residents, small families, single person households, and economically vulnerable households.

Policy 1.10.5 Assist and encourage public/private partnerships with private community-based non-profit agencies and other private sector agencies that further City housing Policy objectives, in order to improve cooperation among participants involved in housing production and to enhance the feasibility of producing and delivering affordable housing.

Policy 1.10.6 Continue to make adequate provisions through the City's Code of Ordinances and the LDC, including, but not limited to, waiver of impact fees and expedited building permit reviews, to enable public, private and not-for-profit organization investment in the construction of new affordable housing units.

Policy 1.10.7 Amend the LDC to reduce parking requirements for affordable, workforce, attainable housing development. Senior affordable units shall be subject to a 50 percent reduction.

Policy 1.10.8 Continue to implement incentives for providing affordable housing per the policies in the BCLUP and in the City's Comprehensive Plan, including the use of density bonuses, flexibility and redevelopment units for affordable housing.

Policy 1.10.9 Support the distribution of housing for very low-, low-, moderate- and middle-income households, to avoid undue concentrations of very low- and low-income housing throughout the City.

Policy 1.10.10 Amend the LDC to require developers of both market-rate and affordable and workforce housing to utilize principles of sustainable design by implementing environmentally friendly and green building design standards.

Policy 1.10.11 Encourage the creation and integration of comprehensive housing policies that recognize and accommodate the unique needs of adults on the autism spectrum and other neurodivergent individuals.

Policy 1.10.12 Provide incentives for developers to incorporate neuro-inclusive design features in housing projects.

EXHIBIT A

Policy 1.10.13 Future land use plan amendments that create 100 additional residential units or more will be reviewed in conformance with BCLUP Policy 2.16.2 regarding affordable housing.

Policy 1.10.14:

1. Bonus residential density may be allocated to facilitate the development of affordable housing for persons within the following income categories as defined in the BCLUP and the City's Comprehensive Plan:
   - Moderate-income persons having a total annual anticipated income for the household that does not exceed 120 percent of the median annual income adjusted for family size for households within the County.*
   - Low-income persons having a total annual anticipated income for the household that does not exceed 80 percent of the median annual income adjusted for family size for households within the County.*
   - Very-Low income persons having a total annual anticipated income for the household that does not exceed 50 percent of the median annual income adjusted for family size for households within the County.*

   *While occupying a rental unit, annual anticipated gross income may increase to an amount not to exceed 140 percent of the applicable median income adjusted for family size.

2. Bonus Formulas

   Moderate-income: Six (6) bonus units per every one (1) "moderate-income" unit.

   Low-income: Nine (9) bonus units per every one (1) "low-income" unit.

   Very-Low-income: Nineteen (19) bonus units per every one (1) "very-low-income" unit.

3. Affordable housing density bonuses are conditioned on the developer or purchaser providing, in a manner acceptable to the Building Planning and Zoning Department and the City Attorney, guarantees, as a minimum, through the use of restrictive covenants, that the affordability of the bonus units for the affordable income groups described above will be maintained for a period of at least thirty (30) years for rental housing and at least thirty (30) years for owner-occupied housing.

4. The total number of units, including affordable and bonus units, on lands designated as "Residential" may not exceed a maximum of 50 dwelling units per acre on the BCLUP and the FLUE. For parcels designated "Commerce" or similar designation on the local land use plan map, these

maximum densities shall not be applicable. If the total density, including the affordable and bonus units, exceeds the density permitted by the existing zoning classification, City Commission shall make a finding of compatibility with existing and future land uses and the LDC at a publicly noticed meeting, consistent with its notification requirements; otherwise, the City's Planning and Zoning Board, in its capacity as the local planning agency, and pursuant to the requirements of Section 163.3174, (F.S.), may make the finding of compatibility at a publicly noticed meeting, consistent with the above.

5. At the time of allocation of bonus density, a finding shall be made that ascertains adequate public facilities and services are in place or will be in place to accommodate all bonus and affordable units by the completion of the project.

6. Allocations of bonus residential density do not require an amendment to the Broward County Land Use Plan or the City's Comprehensive Plan.

7. By January 31 of each year, an annual report shall be transmitted to the Broward County Planning Council, which provides tables reflecting bonus density units allocated.

8. "Affordable" unit and bonus unit construction is subject to the following, as enforced by the applicable local government:

    a. One hundred percent (100%) of "affordable" units must receive certificates of occupancy before the final fifty percent (50%) of bonus units receive their certificate of occupancy; or

    b. All "affordable" units shall be available before or concurrently with bonus units.

Objective 1.11 Mobility

Promote and encourage (re)development, and implement to the maximum extent feasible for those (re)development projects and lands owned by the City, to take advantage of compact building design to preserve more open space, support a complete range of transportation choices, make public transportation viable, reduce public infrastructure cost and improve the health condition of residents and the wider community, in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.

Policy 1.11.1 Identify multi-modal transportation systems consistent with the Broward Complete Streets Guidelines, the City should utilize the "Context Sensitive Corridor" Broward County Trafficways Plan designation to provide for the reservation or acquisition of rights-of-way necessary for mass transit,

bicycle and pedestrian facilities and services within their land development regulations.

Policy 1.11.2 Ample and secure bicycle parking should be incorporated into non-residential and mixed-use redevelopments. The bicycle parking should be consistent with the Broward County "End of Trips Facilities Guide."

Policy 1.11.3 Amend the LDC to include incentives for constructing safe and accessible pedestrian and bicycle facilities, pathways, and greenways throughout the City, in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.

Policy 1.11.4 Development designs should be context-sensitive and consider existing and planned adjacent land uses. Development projects should be considered both separately and as part of a connected network with integrated pedestrian, bicycle, and transit facilities generally consistent with the Broward Complete Streets Guidelines or equivalent principles.

Policy 1.11.5 Enhance policies and standards within the LDC addressing CPTED principles, such as lighting, street design, natural surveillance, natural access control and territorial reinforcement.

Policy 1.11.6 Encourage streetscape design which enhances connectivity and incorporates technological advancements and improvements in mobility.

Policy 1.11.7 Continue to enhance bicycle and pedestrian mobility, prioritize safety and ensure connectivity throughout the City. The City will continuously explore, as part of this connectivity, alternative designs to ensure safe pedestrian, micromobility options, and bicycling crossings.

Policy 1.11.8 Coordinate with FDOT's complete-streets/bicycle-pedestrian coordinator on Complete Street improvements that may impact State Highway System (SHS) facilities to ensure compliance with facility operation standards.

Objective 1.12

Ensure the efficient and cost-effective provision and/or extension of public infrastructure to serve the existing and future development.

Policy 1.12.1 Continue to re-evaluate the need for additional property adjacent to existing utility plants or utility facilities in order to meet future development needs.

Policy 1.12.2 Continue to require the dedication of sites, easements, and rights-of-way for utilities which are needed to serve the proposed projects and surrounding land uses, as a condition of the approval of development plans.

Policy 1.12.3 Continue to require site plan review and screening at proposed sites for

electric substations and switching stations, wastewater pumping stations, water storage facilities, reclaimed water storage and pumping facilities, and other utility land uses in all land use categories and zoning districts.

Policy 1.12.4 Require existing development on septic tanks and private wells to hook up to centralized sewer and water facilities as they become available and will make extension of and connection to centralized sewer facilities in proximity to surface waters a priority.

Policy 1.12.5 Electric lines will be installed underground to the maximum extent feasible to minimize electric service disruptions during natural disasters.

Objective 1.13 Location and Siting of Schools

Coordinate with Broward County School Board (School Board) to promote the location of schools on land proximate to residential areas.

Policy 1.13.1 The following criteria pertain to the location of new schools:

- Locate proposed school sites away from industrial uses, major arterials roadways (e.g. freeways), railroads, airports and similar land uses to avoid noise, odors, dust and traffic impacts and hazards.
- Provide buffers to shield the impacts from incompatible land uses such as industrial uses, major arterials roadways (e.g. freeways), railroads, airports and similar land uses to avoid noise, odors, dust and traffic impacts and hazards as part of the redevelopment of existing school sites.
- Consider surrounding land uses such as hospitals, adult communities, nursing homes and similar land uses that may be disrupted by school activities and traffic during the selection of new sites or redevelopment of existing sites.
- Centrally locate proposed new schools within their intended attendance zones, to the extent possible, and be consistent with walking and bus travel time standards.
- Ensure that the proposed site for a new school shall be of sufficient size so that buildings and ancillary facilities and future expansions will not interfere with historic or archaeological resources, and are located away from floodplains, flood prone areas, wetlands and other environmentally sensitive areas.
- Make public utilities (e.g. water, sewer, storm drains) readily available to the site.
- Access to the proposed school site should be from a collector road (minor collector or local road for an elementary school) and avoid the need for slow down zones, if possible.
- Ingress and egress to any proposed school site should not create detrimental impacts on adjacent roads, provide safe approaches for pedestrians, bicyclists, cars and buses, and mass transit or community shuttle stop should be located nearby.

- Collaborate with FDOT and the School Board to implement the "safe routes to school" (SRTS) program to make schools and parks more accessible for children, including those with disabilities, and to fund SRTS improvements.

Policy 1.13.2 Continue to coordinate land use with Broward County and the School Board through the procedures established in the Interlocal Agreement (ILA), as amended, and the Broward County and the City land use planning process to ensure that existing and proposed public school facility sites are located on land proximate to residential development. consistent and compatible with the future land use categories, future land use maps and policies of the County and the City Comprehensive Plan and enable a close integration between existing and planned schools and surrounding land uses.

Policy 1.13.3 Continue to participate in the staff working group comprised of staff representatives from the School Board, the County and the Municipalities (hereinafter referred to as Staff Working Group) to discuss issues and formulate recommendations regarding coordination of land use and school facilities planning and to comply with public school concurrency requirements, including such issues as population and student projections, development trends, school needs, co-location and joint use opportunities, ancillary infrastructure improvements needed to support the schools and safe student access.

Policy 1.13.4 Continue to support the School Board, as appropriate, in implementation of the criteria for expansion of existing school sites in accordance with the adopted Interlocal Agreement between the cities and the School Board for school concurrency.

Policy 1.13.5 Continue to collaborate with the School Board and Broward County to implement concurrency management systems consistent with the policies included in the County's and the City's Public School Facility Element, and with the procedures and requirements in the ILA and the County's Land Development Code.

Objective 1.14 Preservation of Environmental Assets

Continue to comply with Broward County regulations concerning Local Areas of Particular Concern and Natural Resource Areas and develop local initiatives to protect and conserve the natural and vegetative resources of the City.

Evaluation Measure 1.14a Annual record of local initiatives to protect and conserve the natural and vegetative resources of the City.

Evaluation Measure 1.14b Record of permits issued for lot clearing in designated Natural Resource Areas.

EXHIBIT A

Evaluation Measure 1.14c Designation of Conservation Areas on the City's Future Land Use Map.

Policy 1.14.1 Monitor development activity in designated Natural Resource Areas in accordance with the Broward County Lot Clearing Ordinance.

Policy 1.14.2 Through the development review process, consider the presence of environmentally sensitive lands in formulating recommendations for approvals. Refer all platting requests, which include Local Areas of Particular Concern to the County for Environmental Impact Statements.

Policy 1.14.3 Local initiatives, which address environmentally sensitive lands, shall be developed:

- Based upon County standards for Local Areas of Particular Concern and Natural Resource Areas to assess environmentally sensitive lands as a measure to protect and conserve valuable ecological communities within the City which are an integral part of South Florida's and Broward County's natural environment;
- Giving due consideration to the size, location, and condition of the parcel to determine suitability and viability for preservation;
- To protect those environmentally sensitive lands deemed viable and valuable; and
- To regulate wetlands.

Policy 1.14.4 Areas determined to be natural reservations by the Broward County Planning Council shall be protected through designation as a "Conservation" use on the Comprehensive Plan.

Policy 1.14.5 As a part of the development review process, protect and conserve plant species listed in the Regulated Plant Index established through the Florida Department of Agriculture and Consumer Services.

Policy 1.14.6 Lakes shall be required to be constructed with vegetated shallow water habitat as required by the Florida Department of Environmental Protection (FDEP).

Policy 1.14.7 In an effort to protect the groundwater supply from potential sources of pollution, recommend against land use designations which permit industrial uses that could negatively impact water quality within wellhead protection areas of influence.

Policy 1.14.8 Restrict the use of septic tanks through the LDC. New septic tank systems shall only be permitted when the Florida Department of Health and Rehabilitative Services determines they are consistent with Broward County's Water, Sanitary Sewer and Septic Tank Ordinance and with the requirements of the Florida Statutes and the Florida Administrative Code.

(Cross-reference BCLUP Policy 2.11.5.)

Policy 1.14.9 When it is determined to be practical and financially feasible, require land uses currently on septic systems to be connected to central wastewater treatment facilities, with priority given to those land uses in proximity to surface waters. (Cross- reference BCLUP Policy 2.11.6.)

Policy 1.14.10 New development adjacent to or in the vicinity of surface waters shall be designed to minimize the direct discharge of stormwater runoff into such bodies of water. (Cross-reference BCLUP Policy 2.24.2.)

Policy 1.14.11 To minimize soil erosion on new construction sites, consider including provisions in the LDC, which require treatments and other measures consistent with Chapter 27 of the Broward County Code. (Cross-reference BCLUP Policy 2.24.4.)

Policy 1.14.12 Continue to coordinate with Broward County, its municipalities, and interested stakeholders to study and recommend incentives to preserve designated environmentally sensitive lands that are privately controlled. (Cross-reference BCLUP Policy 2.23.4.)

Policy 1.14.13 Consider and minimize the impacts that land use amendments, rezonings or site plan approvals have on natural resources, including wetlands, and culturally, historically, archaeologically, and paleontologically significant resources.

Policy 1.14.14 Review all FLUM amendments, rezonings and site plan applications to ensure that there is sufficient wastewater collection and treatment facilities, potable water resources available and if reuse water is available, require it be used, and that they pose no noxious impacts to the Biscayne Aquifer.

Policy 1.14.15 Maintain a map and current list of culturally, historically, archaeologically, and architecturally significant properties and encourage the property owners to protect these resources.

Policy 1.14.16 Promote the acquisition, retention, and management of unique natural areas in the City to preserve their environmental, recreational and other public benefits.

Policy 1.14.17 Require permits for new development/redevelopment to include landscape plans for native vegetation, reestablishment or creation of tree canopy and require the removal of exotic vegetation species.

Policy 1.14.18 Enforce the procedures for compliance with the County Wellfield Protection Ordinance in areas of the City that fall within Zone 3 as depicted

on the County's natural resource map series, at all levels of development, including Land Use Plan Amendments and Site Plans.

Policy 1.14.19 Review all proposals for development with consideration to the County's Natural Resource Map Series and discourage activities which would have a detrimental impact on significant natural resource areas which may or may not be designated by Broward County as Local Areas of Particular Concern.

Policy 1.14.20 Protect the integrity of the two wellfields by designating wellfield sites with a suitable land use designation which restricts inappropriate development.

Policy 1.14.21 Protect the integrity of the two wellfields by City ownership of the wellfield sites or restrictive easements on the wellfield sites and the water lines from the wells.

Objective 1.15 Economic Development

Transform Miramar into a model community for economic development and prosperity by leading an innovative environment that encourages retention and recruitment of business and industry, provides living-wage employment and increased training and competitiveness of the local workforce, while prioritizing environmental issues, social issues, and corporate governance.

Policy 1.15.1 Promote Miramar as a desirable place to live and visit by creating programs that enhance sense of place and encourage operation of various retail, entertainment, and tourism opportunities throughout the City.

Policy 1.15.2 Attract and support existing and future residents by creating high quality, safe, and aesthetic public and open space areas, streetscapes, parks, and sports facilities.

Policy 1.15.3 Improve overall pedestrian character of neighborhoods to increase safety, reduce the potential for crime, reduce vehicle speeds, promote healthier lifestyles, encourage pride of ownership, and encourage personal investment, all of which can positively impact overall property values.

Policy 1.15.4 Develop land development regulations and development review processes that maintain community quality and sustain economic growth.

Policy 1.15.5 Target investment in Historic Miramar by establishing programs and incentives to promulgate local businesses and encourage equitable development.

Policy 1.15.6 Continue investing in community activities that provide financial incentives for business expansion, create jobs with livable wages throughout Miramar,

and expand the City tax base to provide for financial sustainability.

Policy 1.15.7 Continue to encourage capital investment, public improvements, and job training efforts in Historic Miramar.

Policy 1.15.8 Foster continued labor force growth by improving economic diversification and expansion and ensuring site availability and infrastructure capacity to support business growth.

Policy 1.15.9 Periodically update the City's Economic Development Action Plan (EDAP) to ensure the City's economic development vision is rooted in market realities and incorporates community values and preferences through a public engagement process that involves a diverse group of citizens and stakeholders.

Policy 1.15.10 Support, pursue, and prioritize innovative approaches that grow the City's key target industries through a creative cluster development model strategy.

Policy 1.15.11 Encourage and increase fair access to a variety of high-quality jobs of all pay levels in current and future target industries, regardless of protected characteristics, to provide for equality of opportunities and outcomes, and a more diverse, inclusive, productive, and equitable future of work.

Policy 1.15.12 Cultivate an environment of innovation and connect the City's economic development activities to local resources and assets through coordinated leadership partnerships.

Policy 1.15.13 Coordinate with local businesses and local business organizations to provide job training and identify educational gaps in the City's workforce.

Policy 1.15.14 Work with local educational institutions to ensure that the City has a well-educated workforce available to meet the needs of a growing knowledge-based economy.

Policy 1.15.15 Maintain strong partnerships with local and regional job training and educational institutions to ensure that the local workforce has the skills necessary to meet job requirements of existing and future local businesses.

Policy 1.15.16 Work with underrepresented entrepreneurs, such as minority populations and women, as well as other Miramar-based businesses to develop and implement a strategic nurturing plan for such businesses in the City.

Policy 1.15.17 Ensure underrepresented entrepreneurs, such as minority

populations and women, as well as other Miramar-based businesses are utilizing existing economic development programs offered by the City through outreach.

Policy 1.15.18 Enhance economic competitiveness by increasing confidence and pride in existing and potential future business owners, employees, and residents, and assist by providing incentives to target industries.

Policy 1.15.19 Work with the Miramar/Pembroke Pines Chamber of Commerce to concentrate business development efforts on existing and future industries that enhance and diversify the existing economy and economic base.

Policy 1.15.20 Regularly evaluate the demand for land designated for economic activity, the availability and location of land suited for economic development activities, and opportunities for revitalization and reuse.

Policy 1.15.21 Maintain a system that tracks available properties recognized as having high economic suitability to encourage investors to locate within the city.

Policy 1.15.22 Develop programs to incentivize the expansion and agglomeration of target industry facilities to areas suitable for such industries.

Policy 1.15.23 Prioritize economic development efforts to attract and induce investment in local small businesses throughout the City.

Policy 1.15.24 Where appropriate, continue to support efforts to assist small business through technical assistance for business start-up and/or expansion, such as the Miramar Business Academy, the Small Business Signage Program, the Small Business Grant Program, or the Vacant Storefront Cover Program.

Policy 1.15.25 Provide technical and financial assistance to small emerging technology firms and firms involved in international trade.

Policy 1.15.26 Explore opportunities to leverage Miramar's industry to expand the network for technology and innovation entrepreneurs to learn about services and jobs, build relationships, and find resources to help enable their businesses to flourish.

Policy 1.15.27 Promote access to working capital and other forms of financial assistance to nurture entrepreneurship, innovation, and business growth.

EXHIBIT A

GOAL 2 Permitted Uses

Uses and densities permitted in the future land use categories are established within the Goals, Objectives, and Policies of the Comprehensive Plan. Land development regulations as to permitted uses and densities, as established in the City's LDC, must be in compliance with the permitted uses of the Comprehensive Plan as shown on the FLUM. The City's LDC may prohibit or restrict any of the land uses permitted within any land use category of the City's Comprehensive Plan.

Objective 2.1 - Ensure Adherence to Standards

The following establishes the Future Land Use designations, permitted uses and special considerations:

Evaluation Measure 2.1 Annual record of the City's adherence to the density standards and permitted uses, as provided by the Future Land Use Element.

Policy 2.1.1 Density and intensity standards are utilized to control the intensity or density of all uses within the City in order to ensure compliance with the Goals, Objectives and Policies of the Plan. These standards include, but are not limited to:

- The regulation of the amount of open space surfaces required for a development to control the intensity of development, especially in areas of sensitive natural resources to reduce environmental impacts;
- Consideration of unique characteristics of the land or site to determine its capacity for residential and/or non-residential uses;
- The regulation of the amount of impervious surfaces provided on a development site;
- The regulation of density through density ranges and housing types;
- The regulation of structures on a development site through the application of minimum lot sizes, yards and setbacks, height and bulk control planes, floor area ratios, off-street parking and loading;
- The regulation of uses permitted in each land use category in order to prevent the mixing;
  of incompatible uses, which may have a negative effect on another; and
- The reduction of nonconforming uses.

Policy 2.1.2 All references to density within the Comprehensive Plan mean net density, except for mixed-use development, which shall have a density limitation based on gross acres, as defined in the Definitions Section of this Comprehensive Plan.

Policy 2.1.3 Use the Comprehensive Plan and LDC to establish differing densities for residential land uses.

Policy 2.1.4 Any arrangement of dwelling units on a parcel of land designated for residential use is compatible with the Comprehensive Plan if the maximum number of dwelling units permitted within the parcel is not exceeded. The

distribution of units will be determined by zoning of the parcel and other restrictions imposed by the LDC.

Policy 2.1.5 A studio housing unit or efficiency housing unit, no greater than 500 square feet in size may be counted by the City as 0.5 dwelling units for residential density calculations. (Cross-reference BCLUP* Policy 2.2.5).

Policy 2.1.6 Utilize the Comprehensive Plan and LDC to establish differing intensities for non-residential land uses.

Policy 2.1.7 Utilize the Comprehensive Plan and the LDC to establish appropriate intensity standards for non-residential land uses compatible with adjacent existing and future residential land uses.

Policy 2.1.8 Calculations of acreage covered by different land use categories on the City's FLUM will necessarily be approximate, due to the scale of the map. Where edges of land use categories are close to property lines, streets, transmission lines or other existing lines, edges should be construed to follow those lines. A lake or canal should be construed as having been assigned the same land use category as that assigned to adjacent unsubmerged land.

Policy 2.1.9 The following Future Land Use designations shall be applied to the FLUM.

Policy 2.1.10 The FLUM, presented herein and incorporated hereto as Exhibit A, is hereby adopted as an integral part of this Comprehensive Plan. The FLUM shall include the following land use categories to designate land uses and manage the gradual and ordered growth of the City:

Residential	**Non-residential**	**Activity Centers**
Rural Estate 1 (E-1) Estate 2 (E-2) Residential Low 2 (RL-2) Residential Low 3 (RL-3) Residential Low 5 (RL-5) Residential Medium-Low 10 (RM-10) Residential Medium 16 (RM-16) Residential Medium High 25 (RM-25) Irregular Density (ID)	Commerce (C) Recreation and Open Space (ROS) Institutional (IN) Utilities (U) Conservation (CO) City Areas of Particular Concern (CAPC)	Miramar Regional Activity Center (RAC) Miramar Transit Oriented Corridor (TOC) Miramar Innovation and Technology Center (MITAC)

EXHIBIT A

Residential Future Land Use Categories

The residential future land use designations are intended primarily for dwellings and other land uses in support of the residential environment. Uses permitted in areas designated residential are as follows:

1. Dwelling units, subject to the density limits shown for that particular residential future land use category on the FLUM.

Category	Intensity Allowed
Rural Estate 1 (E-1)	one (1) dwelling unit per 2.5 gross acres
Estate 2 (E-2)	one (1) dwelling unit per 1 gross acre
Residential Low 2 (RL-2)	two (2) dwelling units per 1 gross acre
Residential Low 3 (RL-3)	three (3) dwelling units per 1 gross acre
Residential Low 5 (RL-5)	five (5) dwelling units per 1 gross acre
Residential Medium-Low 10 or LM (RM-10)	ten (10) dwelling units per 1 gross acre
Residential Medium 16 or M (RM-16)	sixteen (16) dwelling units per 1 gross acre
Residential Medium High 25 or MH (RM-25)	twenty-five (25) dwelling units per 1 gross acre
Irregular Density (ID)	

2. Home occupations and other uses accessory to a dwelling unit.
3. Hotels, motels and similar lodging. The maximum number of hotel, motel or similar lodging units permitted on any parcel designated for residential use is double the maximum number of dwelling units permitted by the Future Land Use Plan designation.
4. Parks, playgrounds, golf courses, open space, other outdoor recreational facilities, and recreational, civic or cultural buildings ancillary to the primary outdoor recreational use of the site and City approved outdoor events.
5. Community facilities designed to serve the residential area, such as schools, churches, day care centers, health clinics, nursing homes, hospitals, rehabilitation quarters, governmental administration, police and fire protection facilities, libraries and civic centers.
6. Public utilities including water and wastewater treatment plants; pumping and transfer stations; transmission facilities; excluding landfills and electric power generating plants.
7. Communication facilities.
8. Agriculture limited to flower and vegetable gardens, greenhouses and groves.
9. Offices and/or retail sales of merchandise or services, subject to the review and approval requirements of Broward County Land Use Plan for those portions of the City of Miramar which are subject to this Policy and the following limitations and provisions:
    a. No added contiguous area used for neighborhood offices and/or neighborhood retail sales of merchandise or services may exceed ten (10) acres. For the purposes of this provision, contiguous is defined as: attached; located within 500 feet; or separated by only streets and highways, canals and rivers, or easements.
    b. Within a flexibility zone, no more than a total of 5% of the area designated for

residential use on the City Land Use Plan Map (Series) may be used for neighborhood offices and/ or neighborhood retail sales of merchandise or services.

c. No added contiguous area used for offices and/or neighborhood 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.

d. Regardless of the constraints of a. and b. above, space within residential buildings in areas designated for Medium-High (25 dwelling units per net acre) and High (60 dwelling units per net acre) residential density may be used for offices and/or retail sales of merchandise or services, so long as no more than 50% of the floor area is used for offices.

e. Regardless of the constraints of a. and b. above, space within residential buildings in areas designated medium residential density (15 dwelling units per net acre) may be used for offices, as long as no more than 50% of the floor area is used for offices.

10. Recreational vehicle/mobile home park sites in the Low-Medium (10), Medium (15), and Medium-High (25) density ranges. The maximum number of recreational vehicle park sites permitted is: a. Equal to the maximum number of dwelling units designated for that parcel on the FLUM, and subject to further restrictions as may be included in the LDC.

11. Special Residential Facilities, as defined in the Definitions Section, which meet the density provisions by Category type stated below:

Special Residential Facility Category (1)	Development shall count as one (1) dwelling unit each.
Special Residential Facility Category (2)	Development shall count as two (2) dwelling units each.
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.

EXHIBIT A

Estate 1 (E-1)	
Intent	
The Estate (1) future land use is the residential land use with the lowest density in Miramar and supports rural development. It is intended to be a buffer between the Conservation area and suburban development.	
Maximum Residential Density	**Permitted Uses**
one (1) dwelling unit per 2.5 gross acres	a. Rural residential development. b. Low intensity 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. e. Category 1 Special Residential Facilities (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.

EXHIBIT A

Estate 2 (E-2)	
Intent	
The Estate (2) future land use supports exurban development and is meant to create a rural-like area in Miramar.	
Maximum Residential Density	**Permitted Uses**
one (1) dwelling unit per 1 gross acre	a. Rural residential development b. Parks, and civic or cultural buildings ancillary to the primary outdoor recreational use of the site. c. Low intensity agriculture and related uses to include cultivation of crops; groves; horse and cattle ranches; private game preserves; fish breeding areas; tree and plant nurseries. d. Category 1 Special Residential Facilities (as defined in Appendix A) subject to the requirements of this land use category for the location of one (1) dwelling unit. e. Civic uses including but not limited to, police, ambulance, and fire protection facilities, libraries, hospitals, civic centers and governmental administration offices, subject to the standards set forth in the City's Land Development Code. f. Public utilities, including water and wastewater pumping stations, electrical utility substations and telecommunication transmission facilities.- g. Offices and retail sales of merchandise, provided a. 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 2.10.1 and the restrictions identified within the Residential Permitted Uses subsection of the Plan Implementation Requirements section of the Broward County Land Use Plan. b. 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. h. Category 1 Special Residential Facilities (as defined in Appendix A) subject to the requirements of this land use category for the location of one (1) dwelling unit.

EXHIBIT A

Residential Low (RL-2, RL-3, and RL-5)		
Intent		
These future land uses support suburban development and are primarily intended to accommodate low-density, single-family neighborhoods in Miramar.		
Maximum Residential Density		
Low 2 (RL-2)	**Low 3 (RL-3)**	**Low 5 (RL-5)**
two (2) dwelling units per 1 gross acre	three (3) dwelling units per 1 gross acre	five (5) dwelling units per 1 gross acre
Permitted Uses		
a. Parks, golf courses and other outdoor recreational facilities and recreational, civic or cultural buildings ancillary to the primary outdoor recreational use of the site. b. 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. c. 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. d. Public utilities, including water and wastewater pumping stations, electrical utility substations and telecommunication transmission facilities. e. 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. f. Category 1 Special Residential Facilities (as defined in Appendix A) subject to the requirements of this land use category for the location of one (1) dwelling unit		

EXHIBIT A

Residential Medium (RM-10, RM-16, and RM-25)		
Intent		
These future land uses support suburban development and are primarily intended to provide for both low- and medium-density housing options in Miramar.		
Maximum Residential Density		
***Residential* Medium Low 10 (RM-10)**	***Residential* Medium 16 (RM-16)**	***Residential* Medium High 25 (RM-25)**
ten (10) dwelling units per 1 gross acre	sixteen (16) dwelling units per 1 gross acre	twenty-five (25) dwelling units per 1 gross acre
Permitted Uses		

a. Parks, golf courses and other outdoor recreational facilities and recreational, civic or cultural buildings ancillary to the primary outdoor recreational use of the site.
b. 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.
c. 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.
d. Public utilities, including water and wastewater pumping stations, electrical utility substations and telecommunication transmission facilities.
e. 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.
    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.
f. 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.

EXHIBIT A

Irregular Density (ID)	
Intent	
The City of Miramar understands that unique developments might fall outside of the regular land use designations. Irregular Density "dashed line" areas assign, as designated as either irregular density or dashed-area on the Broward County Land Use Plan, specific residential densities and shall be labeled with the maximum density on the Future Land Use Map.	
Maximum Densities	
Sunset Lakes	1.5 units per 1 gross acre
Country Lakes West	3.06 units per 1 gross acre
Tuscan Isles	3.21 units per 1 gross acre
Melrose Cove	8 units per 1 gross acre
Silver Falls	4.33 units per 1 gross acre
Vizcaya	4.95 units per 1 gross acre
Lakeshore	10.8 units per 1 gross acre
Missionwood	12 units per 1 gross acre
Permitted Uses	

Irregular Residential Densities - selected areas of the City that exist as of the date of the adoption of the Plan or are annexed into the City with existing densities other than those contained in the City's Future Land Use Element, are identified on the Future Land Use Plan Map as Irregular with the maximum overall density appearing in the circle below the map designation.

That number can be multiplied by the number of net acres within the area circumscribed by the dashed line. That number shall limit the maximum number of dwelling units allowed within the circumscribed by the dashed line. The Irregular density may permit a mixture of residential types and nonresidential uses as further restricted by zoning and flexibility provisions.

Such areas are identified on the Future Broward County Land Use Plan Map (Series) by dashed lines circumscribing their edges. For each of these areas, the maximum overall density in dwelling units per acre is the number, which appears in the circle inside the dashed line. That number can be multiplied by the number of acres inside the dashed line, including areas not designated for residential use, to ascertain the maximum number of dwelling units allowable within the dashed line. The dwelling units that are permitted within areas circumscribed by a dashed line may only be applied within the boundaries of the circumscribed area and may not be transferred.

The Broward County Land Use Plan is structured on a "gross density" basis. The following table shows the relationship of the City map legend expressed in net acres with the County map designations expressed in gross acres.

EXHIBIT A

City Residential Land Use Category Dwelling Units Per Net Acre	County Residential Land Use Category Dwelling Units Per Gross Acre
Rural Estate 1 (E-1) Estate 2 (E-2) Residential Low 2 (RL-2) Residential Low 3 (RL-3) Residential Low 5 (RL-5)	Low (2) Residential (2 du/gross acre) Low (3) Residential (3 du/gross acre) Low (5 du/gross acre)
Residential Medium-Low 10 or LM (RM-10)	Low Medium (10 du/gross acre)
Residential Medium 16 or M (RM-16)	Medium (16 du/gross acre)
Residential Medium High 25 or MH (RM-25)	Medium High (25 du/gross acre)
N/A	High (50 du/gross acre)
Irregular Density (ID)	

EXHIBIT A

Non-Residential Future Land Use Categories

The non-residential future land use designations are intended primarily to support and encourage sustainable and compatible commerce, industry, and institutional facilities within the City. The mixed-use designations are intended primarily to encourage a unique residential-commerce environment that encourages compact development fulfilling a "live, work, play" vision.

Uses permitted in areas designated non-residential are limited to the following intensities:

Category	Intensity Allowed[1]
Commerce (C)	60% Lot Coverage
Recreation and Open Space (ROS)	60% Lot Coverage
Institutional (IN)	60% Lot Coverage
Utilities (U)	60% Lot Coverage
Conservation (CO)	10% Lot Coverage
Miramar Town Center (RAC)	80% Lot Coverage
Miramar Transit Oriented Corridor (TOC)	80% Lot Coverage
Miramar Innovation and Technology Center (MITAC)	80% Lot Coverage
Transportation (T)	100% Lot Coverage
City Areas of Particular Concern (CAPC)	80% Lot Coverage

[1] Measured by including the combined plot area covered by all principal and accessory buildings

Commerce (C)
Intent
The Commerce future land use is intended to encourage economic growth and accommodate opportunities for the retention and expansion of economic activities by allowing multitudes of different businesses to prosper within Miramar. Development shall be geared towards general commercial, office, industrial, manufacturing, processing or assembly plants and their support enterprises for warehouse, storage, distribution and research and development. Commercial uses are business, retail, service, office, industrial and other commercial enterprises.
Maximum Intensities
Floor area ratios shall be prescribed by the assigned zoning district as stated in the Land Development Code and City of Miramar Zoning Map.
Permitted Uses
a. Neighborhood, community, and regional retail sales and service uses. b. Office, personal service, business, restaurants, entertainment, and indoor commercial recreation uses. c. Automobile sales and repair. d. Heavy commercial uses, e. Industrial and manufacturing uses, including but not limited to storage, wholesale

uses, warehouse and logistic facilities, research laboratories, office uses.

f. The sale, display, manufacturing and servicing of aircraft and aviation parts and supplies.
g. Utilities, transportation, and communication facilities, excluding electrical power plants.
h. Hotels, motels, and similar lodging.
i. Hospitals and public health facilities.
j. Community facilities including schools (Adult educational institutions, adult vocational institutions, and compatible accessory uses.)
k. Public utilities, transportation, and communication facilities, excluding landfills and electrical power plants.
l. Non-residential agricultural uses, to include, but not be limited to, tree and plant nurseries, urban gardens, urban farms, and farmer's markets.
m. Government administration, judicial, police, fire, and library services.
n. Banking and financial institutions.
o. Light industrial uses as may be deemed appropriate for the area involved and
p. compatible with the surrounding uses, and subject to the requirements of City of Miramar Land Development Code.
q. Communication facilities.
r. Parks, recreation, open space, and City approved outdoor events as long as the location of these do not preclude or adversely affect the future use of the surrounding areas for industry.
s. Non-residential agricultural uses that do not preclude or restrain industrial use of the surrounding areas.
t. Recreation and open space uses.
u. Special residential facilities.
v. Residential uses are permitted as part of a mixed-use development, without the need to amend the Land Use Plan Map, provided that the parcel is in the City's approved unified residential flex area applies to the parcel in one or more of the following manners:
    1. With form-based regulations that transition to adjacent lower density along major corridors provide for: affordable housing provisions linked to transportation options and provide connections to local services and amenities 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; affordable units are allowed as single use residential dwellings without the need for mixed use development per the Broward County Land Use Plan; and/or
    2. 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.
    3. Special Residential Facilities such as group homes and foster care facilities are subject, when applicable, to the Special Residential Facilities provisions and allocation of redevelopment, flexibility, or bonus sleeping rooms as contained in the "Administrative Rules Document: Broward County Land Use Plan." To facilitate implementation of this section, each local government may

permit a maximum of one hundred (100) “bonus” sleeping rooms, consistent with Broward County Ordinance 85-92, that are permanently dedicated to Special Residential use without allocating density.

EXHIBIT A

Recreation and Open Space (ROS)
Intent
The Recreation and Open Space land use is aimed at providing public and private active or passive recreation facilities within Miramar. These uses serve public recreation needs, by providing space for outdoor recreational activities and visual relief to the landscape, support increased tree canopy, water transpiration and air purification, or by serving as an absorbing buffer from obnoxious sights and sounds.
Maximum Densities
Floor area ratios shall be prescribed by the assigned zoning district as stated in the Land Development Code and City of Miramar Zoning Map.
Permitted Uses
a. Publicly owned and/or operated active and passive outdoor recreation. b. Outdoor cultural, educational, and civic facilities including, but not limited to nature exhibits, habitats, band shells outdoor classrooms. c. Public or private golf courses which are intended to remain as permanent open space through recorded legal restrictions. d. Vistas, scenic views, greenways, natural or native preserves, and landscaped paths or trails. e. Uses accessory or supportive to the above uses. Concessions, only when accessory to the above uses including refreshment stands, pro shops, souvenir shops and rental facilities. f. City approved outdoor events. g. Civic, cultural, and educational facilities may be permitted if they are ancillary to the primary recreation use of the site. h. Camping ground and facilities. i. Cemeteries. j. Boat ramps and docks.

EXHIBIT A

Institutional (IN)
Intent
The Institutional land use is intended to serve the basic social needs of the population. It facilitates the development of educational, cultural, community, or public service facilities.
Maximum Densities
Floor area ratios shall be prescribed by the assigned zoning district as stated in the Land Development Code and City of Miramar Zoning Map.
Permitted Uses
a. Schools and churches. b. Hospitals and public health clinics. c. Special residential facilities. d. Philanthropic clubs and lodges. e. Government administration, judicial system and police, fire and library services. f. Civic, community and cultural centers, including co-located public schools. g. Historic areas and buildings. h. Utilities and transportation facilities

EXHIBIT A

Utilities (U)
Intent
The Utilities land use shall allow for the development of facilities necessary for public and/or private utilities to provide the best services possible.
Maximum Densities
Floor area ratios shall be prescribed by the assigned zoning district as stated in the Land Development Code and City of Miramar Zoning Map.
Permitted Uses
a. Utilities such as water and wastewater treatment plants, pumping stations, substations, solid waste disposal and transfer stations. b. Other uses determined to be ancillary to the primary uses described in 1 above, as further restricted by the Unified Land Development Regulations. c. Parks, Recreation and Open Space and City approved outdoor events that do not preclude or adversely affect the future utility use of the surrounding areas for utility facilities. d. Non-residential agricultural uses, including, but not limited to, tree and plant nurseries, urban gardens, urban farms, and farmer's markets. e. Communication facilities

EXHIBIT A

Conservation (CO)
Intent
Conservation areas are intended to protect water supply, environmentally sensitive lands, wildlife habitat and the natural environment.
Maximum Densities
Floor area ratios shall be prescribed by the assigned zoning district as stated in the Land Development Code and City of Miramar Zoning Map. Proposed projects within this future land use shall minimize development as much as possible.
Permitted Uses
a. Passive outdoor recreational uses such as wildlife sanctuaries and feeding stations, nature centers and trails, outdoor research stations and walkways. b. Uses which do not impair the natural environment or disturb the natural ecosystem of the area and which are not in conflict with any applicable contractual agreement or management policies of the federal, state regional, county, municipal or non-profit agency which manages the area. c. Natural Reservations are designated for conservation use on the City's Future Land Use Map and include public lands, which are conservation areas. d. City approved outdoor events. e. Areas subject to repeated flooding due to sea level rise.

EXHIBIT A

Local Activity Center

The intent of the Local Activity Center land use designation is to support a balanced mix of land uses characterized by compactness, pedestrian-friendly design, neighborhood-scale and framed by architecture and landscape design appropriate to local history and ecology. Development patterns within Local Activity Centers shall generally reflect planning and design principles such as walkable neighborhoods oriented around the five-minute walk, primary orientation toward public transit systems, a centrally located community-serving land use or land uses and greater integration of housing, employment, shopping and recreation at the neighborhood level.

For an area to qualify as an Local Activity Center, the following criteria must be met:

1. A Local Activity Center shall be a specific geographic area not exceeding 160 gross contiguous acres, unless located within an approved Chapter 163, Florida Statutes, Redevelopment Area. At such time as 75% of the originally designated Local Activity Center is developed/ redeveloped, an expansion to a subject Local Activity Center up to 100% may be proposed.
2. The density and intensity of land uses permitted within a proposed Local Activity Center
   shall be specified for inclusion within the Future Land Use Element Permitted Uses section.
3. Uses proposed within a Local Activity Center shall include residential uses and park land and/or open space. One or more other uses such as commercial, civic, institutional, or employment-based activity shall also be included within a Local Activity Center.
4. Park land must reflect no net loss of acreage of existing and designated parks within the proposed Local Activity Center. Park and open space land may include squares, greenbelts, greenways and playgrounds; ill-defined residual areas such as buffers and berms, for purposes of this criteria, are not considered park land or open space.
5. A proposed Local Activity Center must have a geographic configuration of appropriate depth and frontage to support the location of uses in a manner oriented around the five- minute (i.e. quarter-mile) walk. Multiple nodes of activity oriented around the five-minute (i.e. quarter-mile) walk may be included within one Local Activity Center.
6. Seventy-five percent (75%) of the land within a Local Activity Center must be located within a quarter-mile of mass transit or multi-modal facilities or are included within an adopted plan to be located within a quarter-mile of mass transit or multi-modal facilities upon buildout of the Local Activity Center. Local governments shall ensure convenient access to mass transit, community shuttle or multi-modal facilities where such facilities are in place or planned to be in place at the time the Local Activity Center is proposed. Where such facilities are not in place or planned to be in place at the time of the proposal, the local government shall require design standards in the local land use element for a Local Activity Center that ensure that the primary priority is a safe, comfortable and attractive pedestrian environment that will allow for convenient interconnection to transit, will reduce the number of automobile trips internally and will ultimately support an integrated multi- modal transportation system.
7. A proposed Local Activity Center shall demonstrate consistency with the goals, objectives and policies and other requirements of the City of Miramar Comprehensive Plan.
8. An interlocal agreement between the municipality and Broward County must be

executed no later than six months from the effective date of the adoption of a Local Activity Center which provides that monitoring of development activity and enforcement of permitted land uses densities and intensities shall be the responsibility of the affected municipality.

EXHIBIT A

Regional Activity Center

The Regional Activity Center (RAC) land use category is intended to encourage development or redevelopment of areas that have regional significance and facilitate a mix of uses, encourage mass transit, reduce the need for automobile travel, and encourage a strong definition of the urban form, promoting a "live, work, play" environment. Examples of areas which may be appropriate for the regional activity center designation, include adopted developments of regional impact, and areas surrounding regional community facilities such as governmental complexes.

For an area to qualify as a Regional Activity Center, the following criteria must be met:

1. The Regional Activity Center land use designation shall not be approved where other land use designations within the City Land Use Plan provide sufficient flexibility for the existing or proposed land uses.
2. The density and intensity of land uses permitted within each Regional Activity Center shall be specified within the City Land Use Plan.
3. Regional Activity Centers shall include mixed land uses of regional significance.
4. Regional Activity Centers shall either be the subject of an adopted Development of Regional Impact, or be a center of regional tourist activity, or provide direct access to existing or proposed mass transportation facilities.
5. Each Regional Activity Center shall be a defined geographical area, delineated on the City Future Land Use Plan Map.
6. Regional Activity Centers shall provide for substantial housing opportunities including workforce and affordable housing.
7. Public park space shall be included as a functional component of all Regional Activity Centers.
8. Redevelopment activities should be encouraged within Regional Activity Centers.

Developments should be pedestrian-friendly and promote the use of mass transit to reduce reliance upon automobile travel.

EXHIBIT A

Miramar Town Center (RAC)	
Intent	
The Miramar Town Center, also referred to as Miramar Activity Center I in the BCLUP, totals approximately 2,205 acres in area.	
General Location	
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 & Maximum Area Intensity	
Residential Land Uses	11,060 dwelling units
Retail Land Uses	1,836,400 square feet
Office Land Uses	1,450,000 square feet
Industrial Land Uses	9,449,000 square feet
Municipal Facility Land Uses	135,000 square feet
Hotel / Motel Land Uses	372 rooms
Additional Requirements	
All new construction of the 2,350 units resulting from City of Miramar Application No. 1808669 and Broward County Application PCT 19-7, on a project-by-project basis, shall address affordable housing through one of the following methods as a developer or owner may elect: • A contribution of $500 per unit to be paid at the time of building permit; or • 15% of the residential units shall be provided as affordable, as defined in the Broward County Land Use Plan. The affordability of the units shall be maintained for a minimum of fifteen (15) years. A developer electing to provide 15% affordable units is not subject to the $500 per unit fee.	

EXHIBIT A

Miramar Transit Oriented Center (TOC)		
Intent		
The Miramar Transit Oriented Corridor (TOC), also referred to as Miramar Activity Center II in the BCLUP, totals approximately 439.7 acres.		
General Location		
It is generally bounded: to the east, by SW 66th 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 & Maximum Area Intensity		
	General	Specific
Residential Land Uses	3,406 dwelling units	- 755 single-family units (including 32 mobile homes) - 2,651 multi-family units
Commercial Land Uses	2,500,000 square feet	-
Office Land Uses	2,000,000 square feet	-
Hotel Land Uses	250 rooms	-
Park Land Uses	61.31 acres minimum	- 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.		

EXHIBIT A

Miramar Innovation and Technology Center (MITAC)	
Intent	
The Miramar Innovation and Technology Center (MITAC) covers approximately 83.2 acres.	
General Location	
It is located in the heart of Historic Miramar and comprises multiple properties on both sides of Miramar Parkway, between the Florida Turnpike and SW 67th Avenue.	
Land Use Program & Maximum Area Intensity	
Residential Land Uses	450 multi-family dwelling units*
Commercial Land Uses	300,000 square feet
Office Land Uses	200,000 square feet
Public School Uses	276,000 square feet
Municipal Facility Land Uses	160,000 square feet
Recreational and Open Space	10.23 acres minimum
* A minimum of 15% of the total residential entitlements shall be used to provide for affordable housing, for which, pursuant to the BCLUP, monthly rents or mortgage payments (including taxes and insurance) do not exceed 30 percent of an amount representing the percentage (very low = 50%; low = 80%; moderate = 120%) of the area median income limits adjusted for family size for the households, in order to achieve a sufficient supply of affordable housing to serve Historic Miramar.	
Additional Requirements	
Development shall provide for compatibility with and adequate transition to the adjacent single-family residential neighborhoods, in order to protect the character and integrity of these neighborhoods; Development shall incorporate buildings that front the street and may offer zero to minimal setbacks, as well as internal streets that discourage isolation and provide connectivity; Coordinate with Broward County Transit to plan for and integrate a transit hub within the MITAC, in order to reduce reliance on automobile travel; Development shall incorporate vehicle parking strategies that encourage transit usage, as well as design features that prioritize pedestrian mobility, including connectivity to the transit hub; Development shall include ADA-compliant pedestrian and bicycle paths, as well as greenways to accomplish fully-connected routes to all destinations within the MITAC; said paths to be spatially defined by buildings, trees and lighting, incorporate designs that minimize conflicts with motorized traffic and discourage high speed traffic, and offer opportunities for shelter from the elements; and Park land, public plazas, recreational areas, urban open space or green space/pocket park uses that are accessible to the public, as well as any amenities, such as clocks, fountains, sculptures and drinking fountains, which could be incorporated into these	

publicly accessible areas, shall be provided as an integrated component within the MITAC.

EXHIBIT A

***Transportation* (T)**
Intent
The Transportation future land use is meant to delineate major public roadways and transportation infrastructure.
Permitted Uses
Expressways - Uses of an impermanent nature such as agriculture, nurseries, grazing, nonrequired parking, open storage and parks are permitted in proposed expressways. Such provisions are intended to provide owners of property within proposed expressways with limited uses that do interfere with the long-term public goal of acquiring rights-of-way for expressway purposes. No principal building may be permitted, nor may any land use, which impedes the future construction of an expressway, be allowed. Proposed expressways shall have an underlying residential land use designation unless bordered on both sides by non-residential land use designations. The underlying density credited to the expressway shall be equal to the density of the adjacent residential land use designation. In cases where the proposed expressway is bordered by residential land use designations of different densities, the adjacent density shall apply up to the mid-point of the right-of-way. Residential units may not be constructed within the proposed expressway. However, the densities accruing to the proposed expressway may be transferred to adjacent parcels if the owner dedicates the right-of-way to a governmental agency for expressway uses. If a formal determination has been made by the Broward County Board of County Commissioners that the proposed expressway will not be constructed, the land uses permitted within the expressway corridor shall be those permitted by the adjacent land use designation as determined by the City through the Broward County Planning Council (re) certification process.

EXHIBIT A

City Areas of Particular Concern (CAPC)
Intent
The City of Miramar understands that unique circumstances might cause concerns, prompting the need to require further regulation for a limited amount of time. City Areas of Particular Concern "dashed line" areas assign specific regulation to certain area(s) of the City and shall be labeled on the Future Land Use Map.
Requirements
a. Dashed lined areas shall be approved by City Commission through ordinance under a declaration of justifiable concern. Such concern shall be consistent with the goals and objectives of the comprehensive plan. b. Only a compact, cohesive, and small area of the city shall be delineated. No more than 20% of the land in the city shall be delineated at one time. c. Within the declaration ordinance, regulations in addition to future land use criteria may be imposed that address the concern. This can include but is not limited to building restrictions, on-site infrastructural improvements, landscaping enhancements, bonuses & incentives, and master plan implementations. Under no circumstances shall this delineation reduce intensity of the underlying future land use. d. Within the declaration ordinance, a date of expiration shall be instituted. The ordinance can be amended to extend the date of expiration under the discretion of City Commission. e. After expiration, the dashed line shall be removed from the future land use map and the criteria imposed no longer applies.

EXHIBIT A

Objective 2.2 Utilization of Flexibility Rules

The City shall follow Flexibility Rules established in the Broward County Land Use Plan in order to facilitate the arrangement of residential densities and nonresidential intensities to respond to changing economic conditions. Flexibility units are the difference between the number of residential dwelling units permitted by the Broward County Land Use Plan and the number of residential dwelling units permitted by the City's Land Use Plan. Nonresidential flexibility is based on an acreage percentage by land use category. Flexibility Rules are further defined by zones or zone and the City has a citywide unified zone.

Evaluation Measure 2.2 Annual record of approved applications utilizing Flexibility Rules within the City.

Policy 2.2.1 The City's Unified Flex Strategy shall focus on a long-term vision that promotes a sustainable built environment by focusing development in the City's Regional Activity Centers and shall consider major transit corridors for future mixed-use development, with supporting multimodal transportation options.

Policy 2.2.1a The Unified Flex Strategy shall be geographically defined by a citywide unified zone as depicted on the City's official flex map.

Policy 2.2.1b Factors in the evaluation and update of the strategy shall include, but not be limited to: improved livability and affordability for residents, heightened community revitalization and placemaking, lower housing and transportation costs, increased mobility options and access to jobs, more efficient transportation investments and enhanced regional connections, expanded shopping and housing choices, increased sustainability and reduced greenhouse gas emissions (i.e. less need to drive), and enhanced economic development.

Policy 2.2.1c Where appropriate, the official flex map shall be amended to assist the City in protecting and preserving residential neighborhoods as well as limiting growth on the barrier island, through directed approaches in the location of flex units.

Policy 2.2.1d The Unified Flex Strategy shall be utilized to maintain the availability of nonresidential flexibility throughout the City and availability of affordable housing.

Policy 2.2.1e Adopt a form-based, mixed-use zoning district to address flex unit allocation along major transit corridors for future development. The form- based, mixed use zoning district shall incorporate design standards to address neighborhood

compatibility, enhanced pedestrian safety, multimodal connectivity, and shall include options to incorporate affordable housing.

Policy 2.2.1f Consider the availability of and strategic investment in future infrastructure, multimodal transportation, climate change and resiliency considerations in the designation of future eligible areas for flexibility incorporation.

Policy 2.2.2 The City may rearrange residential densities using Flexibility Units in accordance with the County and City's adopted Land Use Plans and the "Administrative Rules Document" of the County Land Use Plan.

Policy 2.2.2a Utilization of Flexibility Units shall be subject to a determination by the Broward County Commission that such allocation is compatible with adjacent land uses, and that impacts on public school facilities have been adequately considered, in the following instances:

1. Allocations to sites which are contiguous to a municipality upon request of the contiguous municipality.
2. Allocations to sites which are adjacent to an environmentally Sensitive Land, as defined with the Broward County Comprehensive Plan, or a Broward County or regional park, including sites which are attached, located within 500 feet, or separated only by streets and highways, canals, and rivers or easements, upon request of the Broward County Commission.
3. To ensure compliance with the rules and procedures for the processing of County Commission compatibility reviews as provided for by the Broward County Planning Council's administrative rules.

Policy 2.2.2b This Policy shall not apply to an application of the five percent (5%) residential-to-commercial flexibility rule which has been applied by the local government through (re)zoning or other official action prior to **November 5, 2004.**

Policy 2.2.3 The City may rearrange nonresidential intensities using Flexibility Rules in accordance with the County and City's adopted Land Use Plans and the "Administrative Rules Document" of the County Land Use Plan.

Policy 2.2.3a Permit up to 5% of the area with a residential land use designation to be used for neighborhood commercial uses as identified and in accordance with this Plan and the rules established within the "Administrative Rules Document: Broward County Land Use Plan" 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.

EXHIBIT A

Policy 2.2.3b The city's certified comprehensive plan (land use plan) may decrease by 20% the lands designated "Commerce" on the Broward County Land Use Plan Map for residential use in accordance with the rules established within the "Administrative Rules Document: Broward County Land Use Plan" and the Chapter 163, Florida Statutes plan adoption and amendment process.

Policy 2.2.3c Residential uses, up to 10 acres (up to 20 acres for projects that include a minimum of 15% affordable housing restricted to such use for a minimum of 15 years), are permitted via allocation of "flexibility units" and/or "redevelopment units," provided that total residential uses do not exceed 20% of the land area designated Commercial, and Industrial.

EXHIBIT A

Objective 2.3

Ensure a relatively even, logical, and compatible future land use~~s~~ distribution within Miramar.

Policy 2.3.1 The following zoning districts are deemed compatible and consistent with the corresponding future land use districts stated in Objective 1.1. Districts have the discretion to be more restrictive than the future land use designation.

Land Use Designation Compatibility	
Residential	
Future Land Use	Implementing Zoning
Estate 1 (E-1)	Rural (RL) Community Facilities (CF)
Estate 2 (E-2)	Estate Residential (E) Single Family 1 (RS1) Community Facilities (CF)
Residential Low 2 (RL-2)	Single Family 2 (RS2) Community Facilities (CF)
Residential Low 3 (RL-3)	Single Family 3 (RS3) Community Facilities (CF)
Residential Low 5 (RL-4)	Single Family 4 (RS4) Single Family 5 (RS5) Trailer/Mobile Home Park (T) Community Facilities (CF)
Residential Low Medium (RM-10)	Single Family 6 (RS6) Single Family 7 (RS7) Multifamily 1 (RM1) Trailer/Mobile Home Park (T) Community Facilities (CF)
Residential Medium (RM-16)	Multifamily 2 (RM2) Trailer/Mobile Home Park (T) Community Facilities (CF)
Residential Medium High (RM-25)	Multifamily 3 (RM3) Community Facilities (CF)
Irregular Density (ID)	Planned Unit Development (PUD) All other districts
Non Residential	
Commerce (C)	Neighborhood Business (B1) Community Business (B2) Heavy Business (B3) Planned Industrial Development (PID), Community Facilities (CF)
Recreation & Open Space (R&OS)	Recreation / Open Space (OS) Commercial Recreation (CR)
Institutional (IN)	Community Facilities (CF)

Utilities (U)	Utilities (U) Community Facilities (CF)
Conservation (CO)	Conservation (CNS)
Activity Centers	
Miramar Town Center (RAC)	Traditional Neighborhood Development (TND) Mixed-use Low (ML) Mixed-use High (MH) Neighborhood Business (B1) Community Business (B2) Heavy Business (B3) Planned Industrial Development (PID) Community Facilities (CF) Commercial Recreation (CR)
Miramar Transit Oriented Center (TOC)	Traditional Neighborhood Development (TND) Mixed-use Low (ML) Mixed-use High (MH) Neighborhood Business (B1) Community Business (B2) Heavy Business (B3) Single Family 8 (RS8) Multifamily 4 (RM4) Community Facilities (CF)
Miramar Innovation and Technology Center (MITAC)	Traditional Neighborhood Development (TND) Mixed-use Low (ML) Mixed-use High (MH) Neighborhood Business (B1) Community Business (B2) Heavy Business (B3) Single Family 8 (RS8) Multifamily 4 (RM4) Community Facilities (CF)

Policy 2.3.2 Any arrangement of dwelling units on a parcel of land designated for residential use is compatible if the maximum number of dwelling units permitted is not exceeded. The distribution and type of units will be determined by applicable zoning and land development regulations.

Policy 2.3.3 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 certified Miramar Land Use Plan.

Policy 2.3.4 Definitions from the BCLUP shall be used to interpret the FLUE of the Comprehensive Plan.

Policy 2.3.5 Locate non-residential land uses along major traffic corridors, so that access to those uses does not generate high traffic volumes on local streets through residential neighborhoods.

Policy 2.3.6 Locate commercial, regional, and community facility land uses (apart from schools) close to major traffic corridors and mass transit routes. 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 2.3.7 Prevent 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 2.3.8 Locate Industrial land uses so that they have direct access to and from major arterials.

Policy 2.3.9 Concentrate regional-scale commercial and industrial development in activity centers with direct access to the regional transportation network.

Policy 2.3.10 Areas surrounding existing and proposed airports/heliports shall promote compatible land uses; utilize Part 150 Study Technical Reports during land use decisions which affect airports/heliports (i.e., Perry Airport); and protect air corridors from obstruction.

Policy 2.3.11 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 2.3.12 Activity Center residential allocations may be increased by 20% or 500 dwelling units / hotel rooms, whichever is less, every five years via a local land use plan amendment, as stipulated in BCLUP Policy 2.4.1.

Policy 2.3.13 Activity Center non-residential allocations may be increased by 20% or 200,000 square feet, whichever is less, every five years via a local land use plan amendment, as stipulated in BCLUP Policy 2.4.1.

Policy 2.3.14 Establish, by 2030, an Arts, Workforce, and Entertainment District within the RAC. Such a district should run along Red Road and promote mixed-use high-density residential, hotel, and light industrial development.

Objective 2.4

EXHIBIT A

Ensure that all development permits granted are consisted with the City's Comprehensive Plan and Elements.

Policy 2.4.1 Traffic circulation, recreational, drainage and flood protection, potable water, solid waste and sanitary sewer public facilities and services shall be available to meet the established level of service standards, consistent with Chapter 163.3202(g) Florida Statues and the concurrency management policies of Broward County.

Policy 2.4.2 The City will require cumulative transportation impact analysis for all land use plan amendments as part of the review and approval process.

Policy 2.4.3 Local streets and roads should provide safe, adequate access between buildings within the proposed development and the trafficways identified on the Broward County Trafficways Plan prior to occupancy.

Policy 2.4.4 Fire protection service will be adequate to protect people and property in the proposed development.

Policy 2.4.5 Police protection service will be adequate to protect people and property in the proposed development.

Policy 2.4.6 School sites and school buildings will be adequate to serve the proposed development.

Policy 2.4.7 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 2.4.8 For parcels that do not require platting, the above policies 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 2.4.9 A studio housing unit or efficiency housing unit, no greater than 500 square feet in size may be counted as 0.5 dwelling units for residential density calculations, as stipulated in BCLUP Policy 2.2.5.

EXHIBIT A

GOAL 3 Implementation of the Plan

Promote the advancement of great neighborhoods throughout the implementation of the Goals, Objectives, and Policies of this plan in compliance with the Broward County Land Use Plan and State Regulations.

Objective 3.1 Compliance with Broward County Land Use Plan

Policy 3.1.1 Coordinate concurrency regulations and land use planning activities with the Broward County Land Use Plan.

Policy 3.1.2 Miramar shall adopt land development regulations that require platting at least in those circumstances where this plan requires platting; and such regulations may establish additional standards, procedures, and requirements as may be necessary to regulate and control the platting of lands within the City.

Policy 3.1.2a Prior to plat approval, Broward County and/or the appropriate local government shall ensure that the public facilities and services necessary to meet the level of service standards established within the Broward County Comprehensive Plan and affected municipal comprehensive plan will be available to serve new development.

Policy 3.1.3 An application for a building permit for the construction of a principal building on a parcel of land shall 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. The City shall not approve for recordation in the Official Records any plat of lands that is not in compliance with the Broward County Land Use Plan or with the City of Miramar's land use plan.

Policy 3.1.3a This section will not apply to an application for a building permit which meets any of the following criteria:

1. Construction of two or fewer residential dwelling units. Applications for two or fewer residential dwelling units on property under the same ownership, within 500 feet of property exempted within the past twelve (12) months, shall not be exempt. Construction on any multi-family or non-residential lot or parcel which is less than ten (10) acres in size and the majority of which is specifically delineated on a plat recorded on or before June 4, 1953;
2. Construction of a replacement building in which the proposed reconstruction will be utilized for the same general use, is equal to or less than the gross area of the original principal building and will be located within the same general footprint. (For the purpose of this guideline, "original building" means the total gross floor area devoted to the

principal use on a parcel as of November 22, 1978. November 22, 1978 was the effective date of the 1977 Broward County Land Use Plan countywide platting requirement.)

3. Construction of single-family, infill development that is deed-restricted to affordable housing for a time period of at least fifteen (15) years. For the purposes of this exemption, infill development shall be defined as, "the development of new housing on scattered vacant sites in a built-up area."
4. A 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 affected unit of local government and the County. Such agreements shall at a minimum require compliance with the applicable provisions of plat approval and shall prohibit the issuance of a certificate of occupancy until the plat is recorded. The municipality 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
5. A building permit may be issued for an essential governmental facility after preliminary plat review where the Broward County Commission finds 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 government seeking to construct the facility and issue the permit; and by agreement with the affected units of local government in other circumstances.

Policy 3.1.3b 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:

1. Compliance with the applicable land development regulations; and
2. 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.

EXHIBIT A

Policy 3.1.4 Development permits granted by the City of Miramar shall be consistent with the Broward County Land Use Plan.

Policy 3.1.5 For amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the BCLUP, the City shall coordinate and cooperate with Broward County to implement the City's chosen policies, methods and programs to achieve and/or maintain a sufficient supply of affordable housing.

Policy 3.1.5a In addressing amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the BCLUP, the City may include consideration and implementation of the following affordable housing strategies:

a. Programs and policies involving mechanisms such as, but not limited to, impact fees, in lieu fees, and/or public funds, in which the municipality, and/or Broward County, and/ or other appropriate agencies/entities (including, but not limited to, major employers), provide for the construction or supply of affordable housing;
b. Programs and policies involving mechanisms such as, but not limited to, impact fees, in lieu fees, and/or public funds, in which the municipality, and/or Broward County, and/ or other appropriate agencies/entities (including, but not limited to, major employers), provide funding to facilitate the affordable purchase or renting of housing;
c. Programs and policies in which the municipality, and/or Broward County, and/or other appropriate agencies, facilitate the maintenance of the existing supply of affordable housing stock, if any;
d. Property tax abatement programs aimed at preserving or creating affordable housing;
e. Streamlined and reduced-cost permitting procedures for affordable housing;
f. Specific minimum set-aside requirements for new affordable housing construction;
g. Use of appropriate existing public lands, or public land-banking, to facilitate an affordable housing supply;
h. Programs and policies to facilitate the development and use of municipal and/or Broward County affordable housing density bonus provisions;
i. Land development regulations which promote the availability of affordable housing such as reduced lot size and floor area for dwelling units, construction of zero lot line and cluster housing, vertical integration of residential units with non-residential uses, and the allowance of

accessory dwelling units; or

j. Utilize the existing supply of affordable housing.

Policy 3.1.5b Demonstrate compliance with BrowardNEXT policies at the time of the County's consideration of the applicable land use plan amendment, by establishing that the City has implemented or ensured adoption of appropriate Policy and program measures to implement its chosen policies, methods and programs to achieve and/or maintain a sufficient supply of affordable housing.

Policy 3.1.5c Estimate the supply of affordable housing utilizing the data and methodology referenced within the "Administrative Rules Document: BrowardNext." For the purposes of this Policy, the term "affordable housing" shall include the meaning as defined by the BCLUP.

Policy 3.1.5d The median annual income estimate utilized to evaluate local conditions and needs should be updated at least yearly.

Policy 3.1.6 The ensure compliance with the provisions of the Broward Land Use Plan, policies AI 1.4.3, CM 1.1.2b, CM 1.1.7a, CM 3.1.4, CM 3.3.7, CM 4.1.8, TM 3.2.1, IC 1.2.5,CON 1.2.3, CON 3.2.1, CON 3.2.2, CON 5.1.3, CON 5.1.4, HP 1.2.3, PR 1.4.3, SWS 2.1.2b, SWS 6.1.3, CON 5.1.5a, SWS 7.4.4, Objectives EDU 1.3, IC 1.2 and their associated policies, are adopted by reference into the Land Use Element.

Policy 3.1.7 Amendments to the City's future land use map requiring amendments to the Broward County Land Use Plan containing golf courses, including closed golf courses, shall address the following:

a. The impact of the loss of open space on the surrounding residential areas. The loss of open space must be mitigated through provision of parks and open space to serve the surrounding neighborhood.
b. Management of storm water retention taking into account the extent to which the golf course provided storm water retention for the surrounding development and how this will be mitigated, along with any additional storm water impacts created by the new development.
c. Minimization of the impact on natural resources including wetlands, lakes, aquifer recharge areas and the tree canopy, including any historic trees on the site.
d. Mitigation of environmental contamination. The level of environmental contamination must be determined by conducting a Phase 1 environmental assessment. A Phase 2 environmental assessment may be required based upon the findings of the Phase 1 assessment.
e. Integration of the proposed development with the surrounding areas including how the development will tie into the existing neighborhoods

through roads, sidewalks, parks/open space and greenways. (Cross-reference BCLUP POLICY 2.5.5).

Policy 3.1.8 The City's land use plan shall map and maintain a current list of historically, architecturally and archaeologically significant properties and address the protection of these historic resources. (BCLUP Policy 2.30.1)

Policy 3.1.9 Continue to adhere to the Broward County Planning Council's certification and recertification process established within the Broward County Charter to ensure the land use plans of Broward County's local governments are in substantial conformity with the Broward County Land Use Plan and implement the procedures identified within the "Administrative Rules Document: BrowardNEXT." (BCLUP Policy 2.33.1.)

Policy 3.1.10 Continue to adhere to the Broward County Land Use Plan to further the consistency and compatibility among the land use plans of Broward County's local governments through the Broward County Planning Council's certification and recertification process. (BCLUP Policy 2.33.2.)

Policy 3.1.11 The City's land use plans and plan amendments shall successfully complete the Chapter 163, Florida Statutes local comprehensive plan review process prior to their certification or recertification by the Broward County Planning Council. (BCLUP Policy 2.33.3)

Objective 3.2: Implementation of the Comprehensive Plan and the FLUM

Policy 3.2.1 Continue to enforce criteria for reviewing and making recommendations regarding the adoption of amendments to the FLUM.

Policy 3.2.2 The City's short-term planning horizon shall be 5 years and the long- term shall be 2045~~0~~. The Future Land Use Map shall contain an adequate supply of land in each district to meet the demands of the existing and future population up to the projected 2045~~0~~ population, and the City shall ensure that infrastructure and services are or will be made available to meet the needs of this projected population.

Policy 3.2.3 Continue to utilize the development review process to implement its standards and criteria for construction and operation of stormwater management to provide for drainage and to control seasonal and/or periodic flooding in the City.

Policy 3.2.4 Continue to implement flood hazard standards to safeguard the public health, safety, and to minimize public and private losses due to flooding through regulation of development in flood hazard areas.

Policy 3.2.4a Consider amending the LDC to allowing a maximum freeboard requirement without penalty for height to allow flexible adaptability of the ground floor and sea level rise resilience.

Policy 3.2.5 The development review process shall continue to be used to review development permits in accordance with adopted goals, objectives, and policies of the Plan to ensure that new developments are compatible with surrounding land uses and provide for adequate municipal services to mitigate any development related impacts.

Policy 3.2.6 Continue to review the FLUM to ensure consistency with the BCLUP future map series.

Objective 3.3 Coordination of Water Supply Planning and Land Use Planning
Coordinate water supply planning and land use planning activities of the City with municipalities receiving water from the City and providing water to the City to ensure that water needs of the City's residents are met.

Evaluation Measure 3.3 Implementation of water supply projects described in the 10-Year Water Supply Facilities Work Plan.

Policy 3.3.1 Maintain a 10-Year Water Supply Work Plan which shall be updated within eighteen (18) months of any update to the regional plan adopted by the SFWMD pursuant to Section 163.3177(6)(c), F.S.

Policy 3.3.2 Maintain consistency between the demand calculations in the Water Supply Facilities Work Plan and the population projections contained in this element.

Policy 3.3.3 Monitor water demand needs and land use planning in municipalities receiving water from the City and providing water to the City.

Policy 3.3.4 Assess the Water Supply Facilities Work Plan as part of the Evaluation and Appraisal Report analysis, when possible.

Policy 3.3.5 Work with Broward County and other municipalities to update the Broward County Population Forecasting Model. Wholesale user agreement shall meet the demand projected by the Broward County Population Forecasting Model. Monitoring of population projections for retail customers outside the City limits will be accomplished through the Broward County Population forecasting Model and annual confirmation of those projections with each City.

Policy 3.3.6 Coordinate with Broward County and its municipalities to pursue the establishment of mandatory reuse zones in order to require the use of reclaimed water for irrigation, when source water is available, with the goal of reducing demands on the Biscayne Aquifer. (Cross-reference BCLUP POLICY 2.11.3.)

Objective 3.4 - Coordination of Transportation and Land Use Planning
Promote Mixed Use and coordinate City land use planning with transportation planning

activities of the City, County and State to ensure that regional roadway network levels of service are met.

Evaluation Measure 3.4 Comprehensive Plan amendments processed to achieve consistency with the Broward County Transportation Element.

Policy 3.4.1 For those portions of the Regional Roadway network located within the City of Miramar, the City shall adopt levels of service and concurrency management consistent with the Broward County Transportation Element.

Policy 3.4.2 Utilize the highway capacity methodology endorsed by the Broward County Metropolitan Planning Organization (MPO) and the Broward County Commission to determine capabilities and levels of service on the Regional Roadway Network.

Policy 3.4.3 Continue to consider the individual and cumulative impacts of land use amendments on the existing and planned transportation facilities within the County.

Policy 3.4.4 Provide for residential mixed land use designations which allow a combination of residential, commercial, employment based, and other appropriate uses as described in the permitted uses section of the FLUE.

Policy 3.4.5 Mixed-use residential development shall promote an urban form which creates well integrated land use combinations, balances intensity and density, and promotes the safe, interconnectivity of vehicular, pedestrian, and other non-motorized movement. Policies should integrate the public realm, through open space, urban public plazas and/or recreational areas.

Policy 3.4.6 Amend the LDC to include appropriate design standards to ensure a mixed-use development is compatible with adjacent existing land uses and adjacent adopted future land use designations.

Policy 3.4.7 Support access control regulations for the protection of the regional roadway network and Broward County Trafficways Plan.

Policy 3.4.7a Adopt and implement land development regulations in its LDC to provide for the reservation and acquisition of rights-of-way sufficient to meet the requirements of the Broward County Trafficways Plan.

Policy 3.4.7b To protect the transportation corridors identified on the Broward County Trafficways Plan, Miramar shall require that development is set back from identified rights-of-way when issuing development orders, while providing an administrative relief process to ensure such set back does not deny all

beneficial use of the property proposed for development.

Policy 3.4.7c At the time of plat recordation rights-of-way shall be conveyed to the public by deed or easement sufficient to address the impact of development on transportation needs and to meet the requirements of the Broward County Trafficways Plan.

Objective 3.5 - Coordination of Land Use and Airport/Heliport Planning
Ensure that incompatible land uses Identified and reduced adjacent to existing and proposed airport/heliport facilities.

Evaluation Measure 3.5 Interlocal agreements executed with local governments with jurisdiction over lands under noise contours and flight paths of North Perry Airport.

Policy 3.5.1 Areas surrounding existing airports shall be developed or redeveloped to promote compatible land uses consistent with the elements of the City Comprehensive Plan and affected elements of other local plans.

Policy 3.5.2 Development orders shall not be issued for land uses or structures that are incompatible with airport uses and/or create a hazard to air navigation.

Policy 3.5.3 The recommendations of adopted Part 150 Study Reports shall be taken into consideration during land use decisions affecting airports and their adjacent areas as part of the City development review process.

Policy 3.5.4 Protect navigable airspace regulated by the Federal Aviation Administration (FAA) from obstruction.

Policy 3.5.5 Post noise contour data and noise abatement information for North Perry Airport on the City's website.

Policy 3.5.6 All classroom areas located within the City shall comply with the noise level requirements of F.A.R. Part 150 (Appendix), as amended from time to time, and all schools located within the City shall comply with the requirements of Section 333.03 (2) (c), (2)(c) and (3), F.S.

EXHIBIT A

Objective 3.6 – Recertification

Continue to maintain a Comprehensive Plan certified by Broward County as implemented by the procedures in the Administrative Rules Document: Broward County Land Use Plan by incorporating the relevant Objectives and Policies of the Broward County Land Use Plan into the City's Land Use Element to facilitate Certification of the City's Comprehensive Plan.

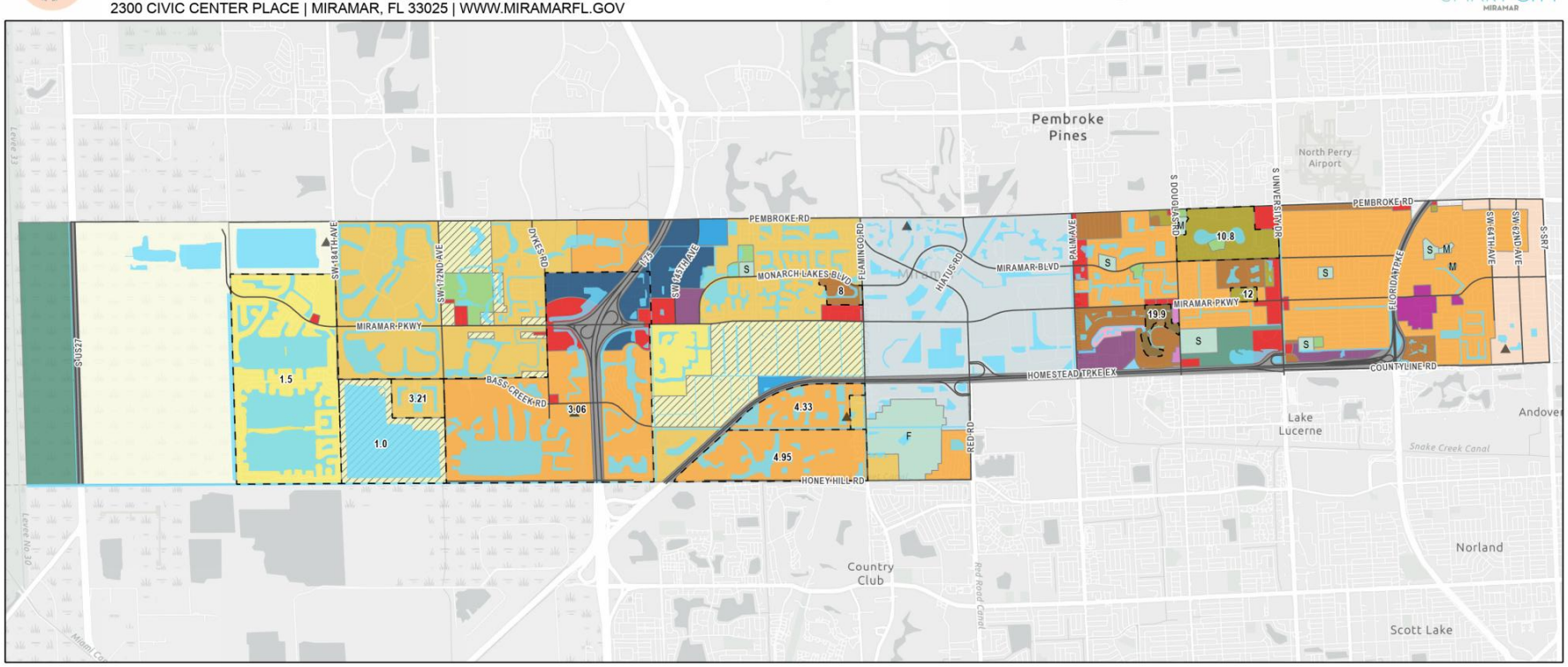
Policy 3.6.1 Continue to adhere to the Broward County Planning Council's certification and recertification process established within the Broward County Charter to ensure the land use plans of Broward County's local governments are in substantial conformity with the Broward County Land Use Plan and implement the procedures identified within the "Administrative Rules Document: BrowardNEXT." (BCLUP Policy 2.33.1.)

FUTURE LAND USE MAP (CURRENT)

2300 CIVIC CENTER PLACE | MIRAMAR, FL 33025 | WWW.MIRAMARFL.GOV

EXHIBIT A

SMART CITY MIRAMAR



LEGEND

- RURAL
- ESTATE (1 DU/AC)
- LOW 2
- LOW 3
- LOW 5
- LOW MEDIUM 10
- MEDIUM 16
- MEDIUM HIGH 25
- COMMERCIAL
- INDUSTRIAL
- EMPLOYMENT CENTER
- OFFICE PARK
- MIRAMAR INNOVATION & TECH ACT CNTR
- TRANSIT ORIENTED CORRIDOR
- REGIONAL ACTIVITY CENTER
- COMMERCIAL RECREATION
- INSTITUTIONAL & PUBLIC FACILITY
- RECREATION & OPEN SPACE
- RESERVE WATER SUPPLY AREA
- UTILITIES

INFORMATIONAL

- IRREGULAR
- Transportation
- Miramar Waterbodies
- Known Archeological Sites

Institutional & Public Facilities
S = School
F = Federal
M = Municipal

Map Updated: 09/16/2021 | Ord. 21-20

N

0 0.5 1 2 Miles

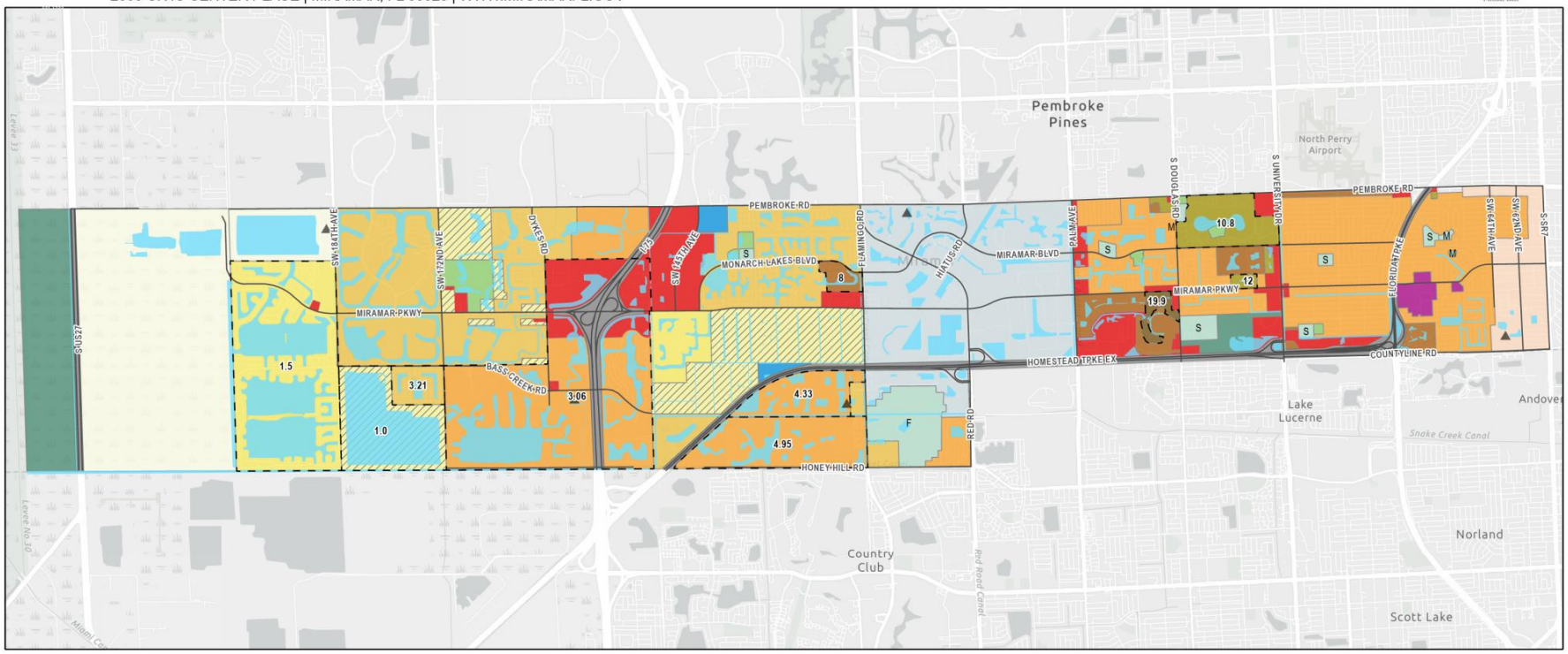
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EXHIBIT B

PROPOSED 2045 FUTURE LAND USE MAP

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LEGEND

- RURAL
- ESTATE (1 DU/AC)
- LOW 2
- LOW 3
- LOW 5
- LOW MEDIUM 10
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- MIRAMAR INNOVATION & TECH ACT CNTR
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Proposed Changes:04/30/2025

N

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EXHIBIT A

II. ~~Transportation~~ Mobility 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.~~

Provide a range of transportation choices to users of all ages and abilities in the City of Miramar. Implementation should incorporate land use context, context-sensitive mobility solutions, safety, and economic redevelopment opportunities in the City.

~~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.~~

Objective 1.1

Address transportation options for all walks of life and implement mobility by providing a comprehensive multi-modal transportation system that includes walking, bicycling, transit, and roadways.

~~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.~~

EXHIBIT A

~~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:~~

Policy 1.1.1 Prioritize transportation modes with consideration to environmental, social, accessibility and equity factors.

Policy 1.1.2 Apply the following hierarchy when assessing impacts of new development, redevelopment, and when making mobility decisions.

1. Walking
2. Nonmotorized and Bicycling
3. Public Transit
4. High Occupancy Vehicles
5. Service & Freight
6. Taxi, Car Sharing, Private Transit
7. Private Automobile

Policy 1.1.3 Use this Comprehensive Plan and the Mobility Plan to identify capital projects, maintenance projects, and/or improvements to be provided in conjunction with redevelopment and new development.

Policy 1.1.4 On an annual basis the City shall develop and maintain a 5-Year Capital Improvements Program which schedules transportation improvements within the City.

Policy 1.1.5 Incorporate adequate public facilities, such as sidewalks and bike routes into the transit network to provide access for all users and promote multimodal connectivity.

Policy 1.1.6 The City shall implement land use policies and standards which encourage connectivity between all modes of transportation and improve access to and availability of low carbon emission mobility options.

Policy 1.1.7 Develop, through the Land Development Code, mechanisms to provide opportunities for infill and redevelopment to improve transit corridors, including but not limited to, nodes of higher density and Transit Oriented Developments.

Policy 1.1.8 Continue to monitor, evaluate, maintain and improve, as appropriate, City-maintained streets. Strive to resurface City-maintained streets at a rate of seven miles per year.

Policy 1.1.9 Require that future developments make provisions for public transit facilities and features, such as covered bus shelters, benches, and bus bays, and coordinate closely with transit agencies to ensure that transit facilities are consistent with short and long-range plans of those agencies.

Policy 1.1.10 The City shall minimize the need for roadway width expansion, except where needed to improve mobility for bicycles, micromobility or other alternative mobility options and sharing services and pedestrians or to effect intersection improvements and continue to direct efforts towards Complete Streets implementation.

Policy 1.1.11 Prioritize funding for projects that support reduction in greenhouse emissions, reduce roadway congestion, and encourage multimodal travel.

Policy 1.1.12 The City shall continue to provide community shuttle service for residents, such as supporting and enhancing the Miramar Community Bus.

Policy 1.1.13 Maintain and enhance the roadway system to ensure adequate connectivity and mobility in the City of Miramar, as well as develop safe systems that prioritize safety and protect vulnerable road users.

Policy 1.1.14 Require all new development and redevelopment to provide accessible routes between entry points to publicly accessible buildings, parking areas, and existing sidewalks, in accordance with the Americans with Disabilities Act (ADA).

~~**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.~~

EXHIBIT A

~~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.*~~

Objective 1.2

Encourage the use of all modes of travel through the implementation of the City's Mobility Plan and other mobility strategies, including, but not limited to, complete streets design principles, equity and inclusions considerations, and Transportation Demand Management (TDM).

Policy 1.2.1 Prioritize overall mobility over traditional vehicular LOS, when the vehicular LOS is within an acceptable level. Measures for pedestrian, bicycle and vehicular LOS should be considered. The Mobility Plan shall focus on reduction of VMT rather than prioritizing higher speeds and the reduction of vehicular delay.

Policy 1.2.2 To the maximum extent possible, the City shall ensure through setting of appropriate goals in the Mobility Plan and adopt those goals by reference into its Comprehensive Plan that:

- sidewalks exist along all City-maintained streets and future programmed projects
- sidewalks be installed and/or repaired as part of any State or County highway widening, road dieting or transportation improvement projects
- ensure all public and private improvements address American with Disabilities Act (ADA) requirements
- reduce the number of missing pedestrian connections
- reduce the number of missing bicycle connections
- increase mobility services that accommodate all residents
- reduce gaps in mobility services provided by the city

Policy 1.2.3 The City shall maintain a facilities list, within the City's Mobility Plan, of the following facilities:

- pedestrian improvements and a prioritized inventory of missing pedestrian links within the City, inclusive of location and infrastructure needs for each missing link
- existing bicycle infrastructure, and a prioritized inventory of missing bicycle links and facilities within the City, inclusive of location and infrastructure needs for each missing link.

- existing rights-of-way in the City, and regularly evaluate the City's roadway network.
- mobility service improvements with an emphasis on areas within the City that have gaps in services
- community shuttle routes and a prioritized inventory of missing routes or future route extensions

Policy 1.2.4 Ensure a complete network that provides for bicycling options and micromobility options as a viable primary modal choice.

Policy 1.2.5 Ensure a community shuttle network that provides each area of the city route options to create a viable primary modal choice.

Policy 1.2.6 The City shall consider opportunities and incentives for the provision of appropriate facilities to support bicycling, micromobility or other alternative mobility options and sharing services, such as showers, lockers and bicycle parking by new development.

Policy 1.2.7 Conduct periodic reviews of City roadway system operation to identify problem areas with potentially low-cost Congestion Management System (CMS) solutions such as restricting left turns, reversible lanes, etc.

Policy 1.2.8 New development and redevelopment shall contribute a fee to be established within the City's fee structure in conjunction with the transit organizations, which will be put into a multi-modal transportation project fund that will be used to provide or make enhancements to transit stops, walkways and bikeways; and provide connectivity between the residential neighborhoods and commercial developments throughout the City.

Policy 1.2.9 Continue to enforce the provision of the City's Code of Ordinances, which requires the construction of a sidewalk where one does not exist by adjacent property owners in connection with improvements totaling in excess of $5,000.00.

Policy 1.2.10 Evaluate and amend the City's Land Development Regulations to ensure that procedures for implementing identified funding mechanisms for transit improvements are consistent with all applicable project criteria of the Broward MPO's Long Range Transportation Planning Process.

Policy 1.2.11 Pursue grants and other funding opportunities for the implementation of pedestrian and bicycle facilities, including, but not limited to, land acquisition. Utilize proceeds from the one-percent surtax for transportation allocated by the County under the Transportation Surtax Plan for mobility strategies.

Policy 1.2.12 Periodically update City's Mobility Plan to account for adjustment of the

overall mobility needs of all users, including people walking, biking, taking transit, and driving. The Mobility Plan shall outline a range of improvements needed to foster mobility and include evaluation measures to assess the mobility impacts of new development and redevelopment. Implementation of the City's mobility strategies should create the desired vision described in Goal 1.

Policy 1.2.13 Update the City's Mobility Plan to include walking and biking mobility strategies, which consider the locations and physical characteristics of existing facilities and determine the location and characteristics of needed future facilities.

Policy 1.2.14 The walking and biking mobility strategies shall identify needed improvements to the walking and biking network to provide continuous safe and accessible routes to schools, transit, employment centers, recreational facilities, regional trails, and neighborhoods. The strategies shall identify gaps in the existing network.

Policy 1.2.15 Consider and implement the following principles within the Mobility Plan:

- Complete Streets Policy and implementation guide
- Cross access between adjacent properties
- Access management
- Create a complete and connected network of walkways in the City
- Create a complete and connected network of bikeways in the City
- Transit opportunities through BCT, in conjunction with neighboring and regional transit services, such as but not limited to Tri-Rail, Brightline, Miami-Dade Transit, and other providers
- Freight mobility
- Transportation Demand Management
- Historic Miramar neighborhood considerations
- Parking planning
- Equity and inclusion considerations

~~**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**~~

EXHIBIT A

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						

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

	Roadway	Roadway Segment	LOS Standard*
SIS CORRIDORS	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
SIS CONNECTORS	Sheridan Street Tri- Rail Station**	I-95 to N 29th Avenue to entrance	D

EXHIBIT A

TRIP-FUNDED FACILITIES*	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 TCMAs 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 (K100) 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. 196th 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.~~

Goal II

Develop and maintain a convenient, cost-effective, efficient, resilient and safe multimodal mobility system for all of its citizens.

Objective 2.1

Utilize innovative and safe street designs, patterns, and elements that contribute to the aesthetic appeal and functionality of the City's roadway network.

Policy 2.1.1 Encourage a multi-modal streetscape design that accommodates all uses by focusing on elements for people walking, biking, taking transit, and driving.

Policy 2.1.2 The City's LDC shall require sidewalks construction for all development and redevelopment. To the maximum extent possible, the City shall support wider sidewalks on local, County and State roads.

Policy 2.1.3 Implement Complete Streets principles in the planning, programming, and construction of all new City roadways, redesigns, and resurfacing of existing roadways to address the needs of all users. Coordinate with the Broward MPO to determine the feasibility of implementing countywide Complete Streets standards to City streets.

Policy 2.1.4 Improve walkways and bikeways adjacent to transit routes, bus stops, and transit stations. The improvements should include, but not be limited to, bike racks, exclusive bike lanes, sidewalks, street furnishing, street trees, enhanced crosswalks, pedestrian-scaled lightning, and wayfinding signage.

Policy 2.1.5 Continue to implement the design concepts in high areas of pedestrian traffic that include, but are not limited to, street trees, canopies/arcades, patterned colored pavement and street signage, and area specific recommendations.

Policy 2.1.6 Provide pedestrian safety by ensuring well-lit streets, intersections with

dedicated space for pedestrians, pedestrian refuges, midblock crossings, and sidewalks. The City shall consider conducting lighting analyses in areas of high crash incidents involving pedestrians.

Policy 2.1.7 Where possible, the City shall encourage the provision of convenient, covered and secure bicycle, micromobility or other alternative mobility options and sharing services parking at transit stations, schools, public facilities and commercial centers.

Policy 2.1.8 When streets are reconstructed, high-quality bikeway, micromobility or other alternative mobility options and sharing services facilities shall be considered in street reconstructions plans when appropriate.

Policy 2.1.9 Where possible, the City shall enhance bikeway, micromobility or other alternative mobility options and sharing services information and way-finding signage along bicycle routes.

Policy 2.1.10 The City will continue to require unobstructed sight lines and non-obtrusive landscape plantings along medians and at development driveway/street locations as required by the LDC.

Policy 2.1.11 The City shall support and incorporate into its LDC standards related to the context-sensitive use of "street/traffic calming/speed management" techniques (e.g. reduced vehicle lane width, textured pavement, chicanes, roundabouts, on-street parking, strategic use of differing median types) to enhance multi-modal user safety and accessibility.

Policy 2.1.12 Transit stops shall provide safe and comfortable waiting areas and other features to improve the user experience and increase transit ridership in the City.

Policy 2.1.13 The City shall continue to incorporate the design of streets and roadways from the policies outlined in Broward County's Complete Street Guidelines, National Association of City Transportation Officials Design Guides, and the FDOT Design Manual.

Objective 2.2

Seek opportunities to provide an interconnected roadway network to maintain a safe and efficient operation transportation network.

Policy 2.2.1 Develop connectivity throughout the road system, including encouraging multiple access points onto the City's roadway network from neighborhoods, subdivisions and from non-residential developments with support from the community.

Policy 2.2.2 Encourage new development and redevelopment to provide

interconnection to adjacent properties to provide alternative vehicular networks.

Policy 2.2.3 The City shall review and modify as appropriate, existing land development regulations that control access points and minimize curb cuts on City-maintained roadways to provide safe and convenient pedestrian circulation and on-site traffic flow.

Policy 2.2.4 Institute transportation systems management (TSM) and 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, optimized signal phasing and coordination, intersection geometry improvements, resurfacing and maintenance.

Policy 2.2.5 Develop the criteria and guidelines for implementing measures for major employment facilities in Miramar to help reduce traffic volumes in congested areas.

Policy 2.2.6 Recommend incentives for inclusion in the LDC, 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 2.2.7 Encourage and promote connectivity of roadways, and include cross access between properties with complementary land uses to reduce vehicular trips on the roadway network. Cross-connectivity shall include bicycle and pedestrian accommodations, except where infeasible due to natural or environmental constraints.

Policy 2.2.8 Discourage dead-end streets and cul-de-sacs.

Policy 2.2.9 Implement to the maximum extent feasible, for development and redevelopment projects and lands owned by the City, the creation of walkable sites, neighborhoods and community designs that are accessible to and address the needs of all users and support healthy lifestyles using public venues, inclusive of all modes of transportation in a manner generally consistent with the Broward MPO Complete Streets Design Guidelines.

Objective 2.3

Enhance the character and quality of life of the City's residential neighborhoods.

Policy 2.3.1 Continue to implement the Mobility Plan citywide, keeping in mind that different mobility priorities and policies may be identified for different neighborhoods.

Policy 2.3.2 Coordinate with residents, neighborhood associations, and impacted

stakeholders the development and implementation of traffic management and calming programs that promote safety for all users in residential neighborhoods, consistent with the FLUE, the Land Development Code (LDC), and adopted neighborhood plans.

Policy 2.3.3 Ensure a safe network that maximizes pedestrian accessibility and mobility for Miramar's neighborhoods.

Policy 2.3.4 Establish traffic management strategies that reduce cut-through traffic and reduce truck traffic in residential neighborhoods without compromising overall connectivity.

Policy 2.3.5 The City will act upon citizen requests for traffic calming within residential neighborhoods outlining the procedures for the installation of speed humps within the City. Upon completion of a successful neighborhood petition and appropriate engineering study, the City Manager will review the conclusions and reasonable recommendations contained within the final report and make a determination if traffic calming measures will be installed.

Policy 2.3.6 Conduct, as needed, in-depth studies of local rights-of-way and neighborhood circulation to implement safety and traffic calming measures, and prioritize the implementation of recommendations related to safer streets.

Policy 2.3.7 The City will protect neighborhoods from vehicular traffic impacts by utilizing traffic calming measures such as, but not limited to, street closures, signalization, site modifications, access controls, stop signs, and traffic separators.

Policy 2.3.8 The City will require that all capacity improvements, including road dieting, traffic calming, mass transit, bicycle and pedestrian enhancements, be considered prior to moving forward with any road widening project that impacts the character of neighborhoods.

Objective 2.4

Protect the City's natural resources and ecosystems through integration of natural features and strategies that reduce greenhouse gas emissions and air pollution.

Policy 2.4.1 Establish a network of interconnected paths and trails that link residential neighborhoods with parks, open space, recreation opportunities, and schools.

Policy 2.4.2 Promote walkways and bikeways along canal and public corridor rights-of-way, and coordinate with stakeholders as part of an interconnected network of greenways, parks, and open spaces, promoting non-motorized transportation.

Policy 2.4.3 The City's greenways and trails shall link neighborhoods with park and recreation facilities, conservation areas, schools and other public buildings, cultural and historic sites, business areas and multi-modal transportation facilities, in a manner generally consistent with the Broward MPO Complete Streets Design Guidelines, or equivalent, principles.

Policy 2.4.4 The City shall support and incorporate into its LDC standards related to the context-sensitive use of urban forestry techniques, including trees selected, located, and tended in a manner that assures healthy growth, to enhance pedestrian and bicyclist shade/cooling, and enhance corridor aesthetics.

Policy 2.4.5 The City shall support standards for resiliency in its roadway network by incorporating into its design streetscape improvement techniques to address the effects of street flooding and heat.

Policy 2.4.6 The City shall provide an energy efficient transportation system and work to reduce greenhouse gases. Ways to achieve this policy may include, but is not limited to, City fleet conversion to zero-emission vehicles, reduction of vehicle miles traveled, and increases in walking, biking, and taking transit.

Policy 2.4.7 The City shall consider, where appropriate, the application of standards regarding the context sensitive placement of energy efficient illumination to promote pedestrian, bicycle, micromobility or other alternative mobility options and sharing services and vehicular activity and safety without adversely impacting protected wildlife or promoting light pollution.

Policy 2.4.8 Continue to use solar-powered lighting at transit stops.

Policy 2.4.9 Convert street and pedestrian lighting to Light Emitting Diodes (LEDs) that adhere to Dark Sky Principles.

Policy 2.4.10 Evaluate priority locations for EV charging stations to provide a convenient network of charging locations that encourages EV ownership.

Policy 2.4.11 Continue to enhance the City's fleet of vehicles by increasing the percentage of alternative fuel and hybrid buses and automobiles.

Objective 2.5

Create a transportation network that supports business and economic growth and increases access to employment opportunities for all residents of all ages and abilities.

Policy 2.5.1 Establish mobility performance measures for universal access, safety, movement of people and goods (instead of just vehicles) and land use context. The City should annually measure progress towards achieving the established performance measures. Mobility performance measures shall be established within the Mobility Plan.

Policy 2.5.2 Prioritize transportation system improvements needed to offset the impact of new development or redevelopment consistent with Goal 1.

Policy 2.5.3 Prioritize the implementation of Complete Streets for roadways that provide access to mixed-use development, are in proximity of schools, lead to transit nodes, are within transit corridors, and/or connect to walkways and bikeways.

Policy 2.5.4 Implement land use strategies that reduce vehicle dependence, expand travel options, and decrease VMT. Such strategies shall include mixed-use developments, vehicular and pedestrian interconnection between adjacent land uses, and connections to transit facilities.

Policy 2.5.5 Encourage integrated transportation systems, mass transit facilities, bikeways and pedestrian corridors to serve urban infill and redevelopment to reduce reliance upon automobile travel and increase physical activity opportunities, consistent with the Broward Complete Streets Guidelines, or equivalent principles.

Policy 2.5.6 Increase the transit modal split for all work trips within the City. The City shall provide incentives, such as increased allowable density or reduced parking requirements, to developers of all residential, commercial and/or general office land uses that place public transit facilities within their development.

~~**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.~~

Goal III

Coordination with transportation and transit agencies to cooperatively improve the transportation network.

Objective 3.1

Collaborate with state and/or regional agencies to improve the City's transportation network.

Policy 3.1.1 Continue to partner/coordinate with Florida Department of Transportation (FDOT), Broward Metropolitan Planning Organization (MPO), Broward County, Broward County Transit (BCT) and South Florida Regional Transportation Authority (SFRTA) in their transportation planning efforts:

1. Apply the mobility hierarchy of Policy 1.1.2 when coordinating with these agencies and departments.
2. Coordinate the City's transportation system with the respective plans and programs of appropriate public agencies, consistent with the Future Land Use Map (FLUM) to achieve the City's transportation goals.

3. Coordinate the transportation system with the FLUM and the goals, objectives and policies (GOPs) of the Future Land Use Element (FLUE) to ensure that transportation facilities and services:
   a. Reduce fossil fuel use and vehicle miles traveled;
   b. Improve the mobility of people, good and services;
   c. Provide a diverse, efficient and equitable choice of transportation options;
   d. Increase the City's resiliency to the impacts of climate change; and
   e. Are available to adequately serve existing and proposed population densities, land uses and housing and employment patterns, and thereby maintain the adopted level of service (LOS) standards of the City's Comprehensive Plan.

Policy 3.1.2 The City shall consult with FDOT regarding planning, regulation, and design of multi-modal access between roadways on the State Highway System (SHS) and adjacent land development to enhance the safety and efficiency of the transportation system.

Policy 3.1.3~~2~~ The City shall continue to use its position as a voting member on the MPO Governing Board to advocate for the City's transportation initiatives and to encourage the implementation of transportation projects within the City.

Policy 3.1.4~~3~~ The City shall continue to participate in bicycle planning programs of the Broward MPO and the FDOT to provide bike facilities with all roadway improvements, where feasible.

Policy 3.1.5~~4~~ Monitor the transportation mode split and coordinate with the Broward MPO on the development of a long-term vision for local and regional transit services.

Policy 3.1.6~~5~~ The City shall continue to work with FDOT on safety initiatives for major state roads.

Policy 3.1.7~~6~~ The City will continue to promote bicycle and pedestrian safety amongst local students by partnering with the FDOT to provide the Florida Traffic and Bicycle Safety Education Program, a school-based program which teaches elementary and middle school students traffic safety principles through classroom instruction and on-bike safety skills.

Policy 3.1.8~~7~~ Coordinate with FDOT and Broward County to identify locations on roadways within the City with a high incidence of crashes and develop a plan to reduce incidences of crashes. Primary focus is on reduction of serious injury and fatal crashes.

Policy 3.1.9 The City shall expand its safety initiatives on pedestrian and bicycle safety, in coordination with FDOT's Pedestrian and Bicycle Coordinator, through

educational, community outreach activities, and other resources geared towards both non-motorists and motorists in the City.

Policy 3.1.108 The City shall encourage BCT to improve the existing transit system including, but not limited to, increased routes, frequency of service, and accuracy of scheduling and timed transfers at select major land uses within the City.

Objective 3.2

Collaborate with regional and local agencies to improve the City's transportation network.

Policy 3.2.1 Collaborate with regional agencies, school districts, community planning groups, community activists, neighborhood associations, individuals, public health professionals, developers, law enforcement officials, and other stakeholders to better realize the mobility, environmental, and health benefits of a walkable and bikeable community.

Policy 3.2.2 In partnering with neighborhood leaders, the City shall ensure that all future thoroughfares and expressway projects include opportunities for community input and consider design elements that favor safe, balanced, livable streets that accommodate various modes of travel.

Policy 3.2.3 Encourage, through community partnerships, a culture that embraces bicycle use as a normal and convenient travel mode.

Policy 3.2.4 Engage and collaborate with strategic partners, including local bicycle-pedestrian advocates, neighborhood and homeowner associations, civic associations, and other stakeholders to create the walking and biking mobility strategies.

Policy 3.2.5 The City shall seek to raise the visibility and participation of riding a bike, micromobility or other alternative mobility options and sharing services in Miramar through regularly organized events, prominent facilities and other encouragement activities.

Policy 3.2.6 Encourage increased utilization of transit service by local residents, employees and visitors to help minimize motor vehicle use and reduce traffic congestion.

Objective 3.3

Collaboratively work with multiple agencies to improve the City's transportation network.

Policy 3.3.1 The City shall, when possible, coordinate with adjacent municipalities in order to connect existing and proposed bikeways and walkways.

Policy 3.3.2 The City shall encourage partner agencies to conduct an ongoing safe bicycle, micromobility or other alternative mobility options and sharing

services route to schools programs, including semi-annual safety educational programs for children and adults.

Policy 3.3.3 Continue to work with Broward County, FDOT, Broward MPO, and other agencies to promote the use of bicycles, micromobility or other alternative mobility options and sharing services, and provide convenient locations for bicycle parking and boulevards in activity centers throughout the City wherever appropriate.

Policy 3.3.4 The City shall continue to participate in bicycle planning programs of the Broward MPO and the FDOT to provide bike facilities with all roadway improvements, where feasible.

Policy 3.3.5 Provide support and coordinate with strategic partners, including local and regional agencies, the Broward MPO, Broward County, the FDOT to assist in the development of local and regional trail networks outlined in the Southeast Florida Regional Greenways and Trails Plan.

Policy 3.3.6 Work with transit agencies to improve connections between bus and existing and planned bicycle routes.

Policy 3.3.7 Coordinate with Broward County Transit, South Florida Regional Transportation Authority (SFRTA), Miami-Dade Transit, and other transit providers to provide and enhance service to all users.

Policy 3.3.8 Continue to work with Broward County Transit (BCT) and all other transportation agencies and transportation service providers to better integrate the City Community Bus Shuttle and the BCT Services.

Policy 3.3.9 The City should review and implement strategies from the Broward Safety Action Plan and State's Target Zero Action Plan, in coordination with FDOT's Complete Streets - Pedestrian Coordinator, to reduce/eliminate fatalities and serious injuries in the City.

Objective 3.4

Collaborate with multiple agencies to improve energy efficiency and reduce the production of greenhouse gases.

Policy 3.4.1 The City 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 gases.

Policy 3.4.2 Through participation in the MPO and collaboration with the FDOT, address single occupant vehicle issues through implementation of TDM strategies, such as ride-sharing programs, parking management strategies, flex work hours, and shuttle services.

Policy 3.4.3 In conjunction with FDOT, the MPO, Broward County and other entities, enhance efficiency in the existing transportation system by continuing to implement Transportation System Management (TSM) strategies such as improving road conditions, improving intersections , providing park and ride lots, and providing the latest technology for coordinating and optimizing traffic signals.

Policy 3.4.4 Support and explore additional funding opportunities to decrease transit headways on the most heavily traveled transit corridors.

Policy 3.4.5 Maintain bicycle racks/storage on all transit vehicles.

Policy 3.4.6 Encourage transit operators to limit idling of public transit or paratransit vehicles.

Policy 3.4.7 Encourage carpool and ride sharing programs by coordinating with South Florida Commuter Services.

Policy 3.4.8 Encourage share mobility options that enable car-free lifestyles in activity centers.

Policy 3.4.9 Continue to collaborate with FDOT on I-95/I-595/I-75 Commuter/Express Bus routes, construct adequate park and ride facilities with transit amenities.

Policy 3.4.10 Support federal legislation providing for construction of energy efficient and environmentally friendly vehicles, including the expansion of electric vehicle (EV) charging infrastructure.

Policy 3.4.11 Coordinate with FDOT's South Florida Commuter Services program to establish and implement TDM strategies for all future and existing employers employing more than 50 on-site employees.

Policy 3.4.12 Coordinate with FDOT, Broward County, BCT and other strategic partners to optimize traffic flow through optimization of traffic signal systems, transit prioritization, technologies benefiting pedestrian and bicyclist movement at signalized intersections, and lane repurposing measures.

~~**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.~~

Goal IV

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

Objective 4.1

The minimum allowable acceptable Level of Service (LOS) for City streets is LOS "D." except as identified in an adopted Mobility Plan. The overall mobility of users is prioritized over maintenance of vehicular LOS. The City Commission shall reserve the right to adopt alternative LOS thresholds on City streets for specific roadways, based on unique overriding circumstances, i.e., safety, limited right-of-way, or environmental justice considerations.

Policy 4.1.1 New development and redevelopment must demonstrate that the adopted roadway level of service can be maintained in the buildout year of the development. A traffic study prepared by a registered Professional Engineer shall be provided to the City identifying existing and future traffic volumes at buildout of the development, as well as recommendations for roadway improvements, if any. For those projects that cannot meet the concurrency requirement for transportation, the City may accept the use of "proportionate fair-share mitigation for transportation facilities" consistent with Section 163.3180, Florida Statute (F.S).

Policy 4.1.2 The City may enter into a development agreement with a developer to provide construction of the facilities necessary to support said development if they are not available, consistent with Section 163.3180, F.S.

Policy 4.1.3 Reduce the number of vehicular trips, trip length, and VMT through interconnectivity principles and through the promotion of TDM principles.

Policy 4.1.4 When the LOS will be maintained at an acceptable level, prioritize VMT reduction over reduction in delay at intersections when reviewing the transportation impacts of developments and City-initiated transportation improvements.

Objective 4.2

The City shall be divided into Concurrency Districts.

Policy 4.2.1 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 LOS standard shall be established for each such District, based on the peak hour standard volumes contained in the FDOT 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 4.2.2 Within the TCMAs, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following:

a. Southeast TCMA District - Maintain headways of 30 minutes or less on 60% of routes.

b. South Central TCMA District - Maintain headways of 30 minutes or less on 60% of routes. Maintain operations at new park and ride lots. Implement new I-75 bus service.

c. The Level of Service volumes for each roadway in the TCMAs are maintained by the Broward MPO as stated in the Transportation Element of the Broward County Comprehensive Plan.

Policy 4.2.3 Within the Standard Concurrency District, the transportation LOS standards, excluding Strategic Intermodal System (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, Quality/Level of Service Manual, FDOT (2020).

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 (2020).

EXHIBIT A

Table I Generalized Peak Hour Two-Way "LOS D" volumes for Florida's Urbanized Areas						
Lanes	**2-lane Undiv.**	**4-lane Div.**	**6-lane Div.**	**8-lane Div.**	**10 Div.**	**12 Lanes**
Arterials Uninterrupted Flow	2,180	5,960	8,950	---	---	---
Interrupted Flow Class I	1,600	3,580	5,390	7,210	---	---
Interrupted Flow Class II	1,330	2,920	4,500	6,060	---	---
Freeways, Urbanized	---	6,800	10,220	13,620	17,040	20,930
Source: FDOT Quality/Level of Service Handbook 2020						

Policy 4.2.4 The LOS standards for roadways on the SIS, including connectors, and roadway facilities shall be consistent with LOS Targets for the State Highway System. These standards shall apply for the purpose of issuing development orders and permits.

Policy 4.2.5 To assist in maintaining SIS LOS 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.

MIRAMAR SIS FACILITIES			
	Roadway	**Roadway Segment**	**LOS Target**
SIS CORRIDORS	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

Policy 4.2.6 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 4.2.7 Development designs should be context-sensitive and consider existing and planned adjacent land uses. Development projects should be considered both separately and as part of a connected network with integrated pedestrian, bicycle and transit facilities generally consistent with the Broward MPO Complete Streets Design Guidelines.

Policy 4.2.8 Transportation facilities and services should be developed inclusive of all modes of transportation in a manner generally consistent with the Broward MPO Complete Streets Design Guidelines, or equivalent principles, encouraging infill development and promoting the efficient use of urban services.

Objective 4.3

Seek opportunities to develop and refine policies that adjust parking requirements.

Policy 4.3.1 Regularly analyze, assess, and update parking requirements in the Land Development Regulations; parking requirements may be customized for various parts of the City.

Policy 4.3.2 Consider reduced parking requirements for mixed-use and commercial properties within one-quarter of a mile of a transit facility. Conduct shared parking studies to identify opportunities to implement shared parking improve the efficient use of land in the City and manage vehicular trip demand in the City.

Policy 4.3.3 Consider evaluating future parking requirement needs for new development by taking into account the development and growth of ride-sharing, connected vehicles, and vehicle automation.

Policy 4.3.4 Encourage shared parking principles for mixed-use developments and for adjoining properties, where feasible and allow for reduction in overall parking demand based on professionally accepted standards.

Policy 4.3.5 Continue to offer and develop new incentives for development within identified activity centers, such as reduced parking requirements, flexibility and/or redevelopments units allocation, or reduced development fees.

Objective 4.4

Provide for the acquisition and protection of existing and future rights-of-way for roadways, transit facilities, bikeways, walkways, pathways, and greenways in the City's policies, standards, and regulations.

Policy 4.4.1 The City shall develop, maintain, and update a map of existing and future rights-of-way. The City shall review existing right-of-way widths for City streets to determine if excess right-of-way is being provided. The City shall

consult local and regional resiliency plans to ensure that the right-of-way widths include climate change considerations.

Policy 4.4.2 The City shall preserve existing rights-of-way and designate future rights-of-way as necessary and require that future rights-of-way be dedicated as part of the development process.

Policy 4.4.3 The City shall monitor and evaluate the maintenance and acquisition of rights-of-way. Ensure that adequate right-of-way is provided for all travel modes

Policy 4.4.4 In order to encourage multi-modal transportation systems consistent with the Broward MPO Complete Streets Design Guidelines, the City shall promote the utilization of the "Context Sensitive Corridor" designation to provide for the reservation or acquisition of rights-of-way necessary for mass transit, bicycle and pedestrian facilities and services within its land development regulations.

Policy 4.4.5 The City shall continue to support linking the broad range of local and state infrastructure investments to improve and integrate mixed use land patterns and transit corridors that promote multi- modal transportation options in order to encourage reductions in vehicle miles traveled and greenhouse gas emissions, improve energy efficiency, improve quality of housing options proximate to urban work centers, and make progress towards other sustainable and quality of life measures.

Policy 4.4.6 The City shall continue revising the LDC to implement flexibility in development review; to support transit friendly site and building design guidelines within public transit corridors and local activity centers; to support vertical and horizontal mixed-use projects; and to support sustainable development patterns throughout the City.

~~**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.

EXHIBIT A

~~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 I

~~**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**~~

Provide locations at varying densities to accommodate adequate and affordable housing for all segments of the existing and future population, including those households with very-low, low, and moderate income and those with special housing needs, including unhoused individuals or families.

~~**Objective 1**~~

Objective 1.1

~~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.~~

The City shall focus on maintaining housing strategies that focus specifically on assisting the very low-, low- and moderate-income residents with their housing needs. By 2035, at least 5% of all new residential developments shall accommodate residents of multiple incomes (e.g. mixed-income developments).

~~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 1.1.1 Affordable housing units should focus on providing shelter to extremely low, very low-, low-, and moderate-income residents, small families, single person households, and economically vulnerable households such as aging residents or medically vulnerable populations.

~~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 1.1.2 Implement incentives through the City's Comprehensive Plan and Land Development Code that encourage private-sector and non-profit organization investment in the construction of new affordable housing units.

~~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.~~

Policy 1.1.3 Establish and maintain financial assistance programs to support homeowners experiencing financial hardship due to unforeseen circumstances. These programs will provide immediate relief to help prevent foreclosures or forced sales due to mortgage or property tax delinquencies.

~~Policy 1.4 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 1.1.4 Implement programs and partnerships to assist residents at risk of foreclosure by providing resources such as financial counseling, foreclosure prevention education, and access to housing assistance programs on a quarterly basis.

~~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 1.1.5 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 1.6 Continually seek ways to improve the public regulatory and permitting process, and the public/private housing delivery process.~~

Policy 1.1.6 Identify new opportunities such as grants, programs, and partnerships that will increase funding for the construction of new affordable housing. Furthermore, the City should increase the capacity of non-profit housing providers to provide affordable units.

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

Policy 1.1.7 Create a land acquisition program that utilizes a combination of funding sources to strategically purchase land with the intent of providing affordable housing units in locations consistent with dense, infill development.

~~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.~~

Policy 1.1.8 Cooperate with the home mortgage industry to provide first-time homebuyer education and assistance for lower income households.

Policy 1.1.9 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 and supporting foreclosure prevention initiatives to promote housing stability and community resilience.

Policy 1.1.10 Provide non-profit, community-based organizations technical assistance, marketing and financial planning assistance, and public improvements (if funding is available) such as street improvements, curbing, landscaping and public open spaces, drainage and street lighting.

~~**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 1.2

Continue to implement the adopted five-year 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 1.2.1 The City shall continue to include statements supporting fair housing and addressing anti-displacement and relocation housing.

Policy 1.2.2 Maintenance of Housing Stock should be addressed through SHIP and CDBG funding. The City's residential rehabilitation program provides home repair assistance to low to moderate-income owner-occupied homeowners in the City who need repairs to correct code violations, health, and safety issues, electrical, plumbing, roofing, windows and other structural items. Other repairs the program intents to support include hurricane protection, weatherization improvements, energy and efficiency/conservation improvements. The primary purpose of the program is to provide repairs necessary to provide safe and decent housing, eliminate any instances of substandard housing, and preserve the City's affordable housing stock.

Policy 1.2.3 Homeownership Assistance should be addressed through SHIP and HOME to assist eligible first-time homebuyers with a loan to be applied towards the cost of purchasing existing or newly constructed (with a Certificate of Occupancy) eligible affordable housing. Eligible costs include the following: down payment, closing costs, mortgage buy down, rehabilitation, and other costs associated with purchasing a home.

Policy 1.2.4 Maintenance of Homeownership should be addressed through a counseling program to ensure that all homebuyers and homeowners understand processes and tasks that arise during the home purchasing process or during homeownership.

Policy 1.2.5 Affordable Rental Housing is addressed through SHIP and CDBG funding. The City's Rental Assistance program which provides first and/or last month of rent, security deposit, and utility connection/start-ups to assist low to moderate-income households to obtain quality, safe, decent, and affordable rental housing.

Policy 1.2.6 Foreclosure Prevention should be addressed through SHIP funding. The Foreclosure prevention program offers assistance and provides qualified homeowners the opportunity to avoid foreclosures and retain their homes. The program is designed to — aids eligible low to very low-income households that need immediate financial assistance to either stop their homes from being foreclosed or sold for non-payment of taxes.

Policy 1.2.7 Utility Service Availability should be addressed through a city funded grant program that provides financial assistance to low-income homeowners to facilitate connection to the City's main sewer system.

~~**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 1.3

Eliminate substandard housing conditions in the units identified by the U.S. Census as lacking complete plumbing and kitchen facilities, and improve the structural and aesthetic condition of existing housing.

Policy 1.3.1 Improve existing housing through balanced code compliance and housing rehabilitation programs based on guidelines and standards for the conservation, rehabilitation and demolition of housing, and for the identification of historically significant housing.

Policy 1.3.2 Identify substandard units for participation in Housing Rehabilitation Programs when homeowners qualify for such assistance.

Policy 1.3.3 Utilize the Residential Rehabilitation Program to identify those structures with substandard internal conditions through and provide direct funds to assist with bringing structures up to current building code standards.

Policy 1.3.4 Cooperate with the Broward County 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.

~~**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 in2012, 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".~~

Goal 2

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. Ensure the availability of a diverse range of housing types, values, and locations for all current and future residents of Miramar through an increase in supply of safe, affordable and sanitary housing for extremely low-, very low-, low-, and moderate-income households and the aging residents.

Objective 2.1

The City shall encourage the development of housing projects that address all income ranges and encompass quality amenities.

Policy 2.1.1 Provide flexibility in the Land Development Code to allow the development of affordable housing while preserving neighborhood and housing quality.

Policy 2.1.2 Provide community facilities that strengthen neighborhood housing markets as well as enhance the quality of life.

Policy 2.1.3 The City shall continue to support local and regional activity centers which encourages all income, mixed use housing and alternative residential types.

Policy 2.1.4 Through effective redevelopment strategies, 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 2.1.5 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 2.1.6 Coordinate policies with the Broward County School Board that strengthen local schools and fully utilize schools as community assets.

Objective 2.2

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 medically vulnerable populations, and unhoused individuals and families.

Policy 2.2.1 The City will use the following principles and criteria:

1. Locate affordable housing proximate to employment centers.
2. Locate affordable housing proximate to transportation corridors.
3. 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.
4. Ensure that adequate infrastructure and public facilities are available to support affordable housing development.

Policy 2.2.2 Permit mobile homes, manufactured housing and other similar housing types in any areas designated Trailer / Mobile Home Park on the City's Zoning Map provided they are permanently anchored, State-certified, and satisfy all provisions contained in the City's Land Development Regulations.

Policy 2.2.3 Coordinate with Broward County, Miami-Dade County, major municipalities of the region, the South Florida Regional Planning Council, and the State Department of Health and Rehabilitative Services in the development of a coordinated plan to address homelessness in South Florida and provide adequate shelter facilities for those households.

Objective 2.3

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

Policy 2.3.2 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 2.3.3 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 2.3.4 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.

Objective 2.4

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.

Policy 2.4.1 Projects should utilize community/neighborhood concepts such as the use of compact building design; energy efficient street lighting; and energy efficient automobiles/transit.

Policy 2.4.2 Projects should consider lot choice by prioritizing the use of small properties in urban areas, “Brownfield” lands that can be cleaned, and lands close to sewer and power lines, mass transit or green space.

Policy 2.4.3 Projects should emphasize site choice by re-creating or preserving wildlife habitat or shelter, replant or donate vegetation, use cleared material for mulch or landscaping or stabilizing soil and reuse topsoil.

Policy 2.4.4 Projects should be mindful of water efficiency/conservation by utilizing very efficient clothes washers, low- flow toilets or waterless urinals, use of reclaimed water, innovative irrigation or drought tolerant plants, and use of rain gardens, bioswales and cisterns.

Policy 2.4.5 Projects should be mindful of energy efficient/conservation by utilizing 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, and use of wind/solar/natural gas energy.

Policy 2.4.6 Projects should utilize building materials with recycled content, eco-friendly insulation, lumber from sustainable sources, or locally produced materials.

Goal 3

Continue enforcing and strengthening policy language and land development regulations to increase the supply of safe, affordable and sanitary housing for extremely low-, very low-, low-, and moderate-income households and the aging residents.

Objective 3.1

Conserve existing housing units and maintain the integrity of neighborhoods through sound land planning and vigorous code enforcement.

Policy 3.1.1 Provide adequate public services and infrastructure to support housing development and rehabilitation.

Policy 3.1.2 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 3.1.3 Develop comprehensive neighborhood redevelopment plans and programs that encourage private developers to build new, or rehabilitate old residential structures and ensure that public investments are coordinated with private sector developments to increase the overall attractiveness of redeveloping neighborhoods.

Policy 3.1.4 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 3.1.5 The City should 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.

Policy 3.1.6 Develop guidelines and standards for the conservation, rehabilitation and demolition of housing and for the identification of historically significant housing.

Objective 3.2
Continually seek ways to improve the public regulatory and permitting process, and the public/private housing delivery process.

Policy 3.2.1 Provide flexibility in the Land Development Code to allow the development of affordable housing while preserving neighborhood and housing quality.

Policy 3.2.2 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.

Policy 3.2.3 Provide developers with training and/or workshops on available City affordable housing programs and expedited affordable housing processes.

Policy 3.2.4 Streamline, as much as possible, the City's processes for request for proposals (RFP) and the provisions of multi-year funding.

Objective 3.3
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 3.3.1 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 3.3.2 Ensure the continued availability of land designated at suitable densities in close proximity to urban services and facilities to serve the needs of the aging population.

Objective 3.4
Maintain records of adequate sites and distribution of housing for very low income, low income, and moderate income households and adequate sites in residential areas for licensed group homes and foster home care facilities.

Policy 3.4.1 Maintain a vacant land assessment which will identify sufficient sites at appropriate densities to accommodate the need for affordable housing and adequate sites in residential areas for licensed group homes and foster care facilities.

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

IV. Infrastructure Element

Goal I – Potable Water / Aquifer Recharge

~~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~~

The City of Miramar will manage its water resources and infrastructure by providing an efficient, cost-effective and environmentally safe water distribution and treatment system to meet the adopted levels of service for its current and future residents, visitors, and businesses as related to future land uses and projections.

Objective 1.1

~~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.~~

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. visitors, and businesses.

~~Policy 1.1~~

Policy 1.1.1 The City of Miramar hereby adopts by reference the 2020 Water Supply Facilities Work Plan (Work Plan) for a planning period of not less than 10 years. The Work Plan addresses issues that pertain to water supply facilities and requirements needed to serve current and future development within the City of Miramar water service area. The City of Miramar shall review and update the Work Plan at least every 5 years, within 18 months after the Governing Board of the SFWMD approves an update to the LECWSRP. Any changes affecting the Work Plan shall be included in the annual Capital Improvements Plan update to ensure consistency between the Potable Water sub-element and the Capital Improvements element.

~~Policy 1.2~~

Policy 1.2.2 The City shall continue coordinating with Broward County on water service that is within its service, and as such, hereby adopts by reference and incorporate herein, the 2020 Broward County 10-Years Water Supply Facilities Work Plan, as reviewed and updated at least every 5 years, within 18 months after the SFWMD approves an update to the LECWSRP.

~~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.~~

Policy 1.1.3 The level of service shall be consistent with the City's two water providers: the City of Miramar and Broward County. The LOS Standard should be consistent with their data and analysis of existing and projected water usage and demands as found in their respective work plans. Broward County has determined a LOS standard of 127 gallons per capita per day (gpcd) for finished water. The City of Miramar has determined a LOS standard of 125 gpcd within its service area. To this end, the City of Miramar is adopting a maximum of 150 gpcp for sizing its water treatment system.

Policy 1.1.4 Water shall be delivered to users at a pressure no less than 20 pounds per square inch (psi) and no greater than 75 psi.

Policy 1.1.5 Water quality shall meet all federal, state, and county primary standards for potable water.

Policy 1.1.6 Maintain minimum fire flows based on land use served as listed below:

Minimum Fire Flows	
Single Family	500 gpm
Multi-Family Residential	1,500 gpm
Professional Offices	1,500 gpm
Schools & Hospitals	2,000 gpm
Business & Industry	3,000 gpm

~~**Objective 2**~~
Objective 1.2
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.~~

Policy 1.2.1 Continue to modernize and upgrade the existing West and East water treatment plants.

Policy 1.2.2 Continue to implement the recommendations of the Work Plan Update to address redundancy and maintain production capacity at both water treatment plants. Maintain and expand alternative water supplies as needed to offset future water demand and ensure available water supply for the City.

Policy 1.2.3 Continue to implement the recommendations of the Work Plan Update by performing well redevelopment and process modifications to improve system reliability and treatment efficiency.

~~Objective 3~~
Objective 1.3

Continue to target a maximum of 10% unaccounted for water non-revenue water (NRW) throughout the planning period.

~~Policy 3.1~~

Policy 1.3.1 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.~~

Policy 1.3.2 Implement robust and active leak detection and repair program, selective service pipeline and watermain replacement, pressure management, calibrate or replace customer meters, strict penalties for theft and illegal connections, improve data and monitoring system, and other appropriate conservation practices.

~~Objective 4~~
Objective 1.4

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~~ upgrade existing nanofiltration with higher treatment capacities.

~~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 1.4.1 Expand the use of the Floridian Aquifer and Reverse Osmosis treatment system to meet current and future demands.

~~Policy 4.2~~

Policy 1.4.2 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~~

Objective 1.5

~~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.~~

To protect groundwater aquifer recharge areas and prevent flooding, maintain site standards for impervious/pervious area ratios and on-site detention/retention facilities.

~~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.~~

Policy 1.5.1 The City shall encourage new and existing developments to retain storm water on site in an effort to promote groundwater infiltration. Post-development runoff shall not exceed pre-development runoff.

~~Objective 6~~

Objective 1.6

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 1.6.1 The City shall continue to require adherence to the principles of water conservation by encouraging property owners to retain water on their properties, reducing runoff and enhancing groundwater recharge.

~~Policy 6.2~~
Policy 1.6.2 The City shall continue to implement a public information/education program targeting residential water conservation.

~~Policy 6.3~~
Policy 1.6.3 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~~
Policy 1.6.4 The City shall continue to limit hours of irrigation at such times that an "emergency situation" is declared by SFWMD.

~~Policy 6.5~~
Policy 1.6.5 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~~
Policy 1.6.6 The City shall continue to enforce regulation that where reclaimed water is available it shall be used for irrigation purposes.

~~Policy 6.7~~
Policy 1.6.7 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 1.6.8 The City shall continue to implement District Metered Areas (DMA) to monitor flow and pressure and identify leaks in the system.

~~Policy 6.9~~
Policy 1.6.9 The City shall continue to implement the leak detection and meter replacement programs.

~~Policy 6.10~~
Policy 1.6.10 The City shall continue to enforce Florida Building Code and City regulation requiring installation of rain sensors on new and existing irrigation systems.

~~**Objective 7**~~
Objective 1.7
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~~
Policy 1.7.1 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~~
Policy 1.7.2 The 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~~
Policy 1.7.3 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~~
Policy 1.7.4 The City shall coordinate with the SFWMD to ensure consistency between the City's and the District's planning efforts.

~~Policy 7.5~~
Policy 1.7.5 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**~~
Objective 1.8
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~~
Policy 1.8.1 Increase sustainability of water supply through enhancement of wellfields, treatment facilities, and potential local agreements through the planning period.

~~Policy 8.2~~

Policy 1.8.2 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 1.8.3 Coordination with appropriate entities to promote integrated water resources management strategies.

~~Policy 8.4 Coordination with appropriate entities to promote integrated water resources management strategies.~~

Policy 1.8.4 Coordination with local governments about regional issues, such as alternative water supplies, and inter-local agreements to ensure water supply sustainability.

~~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 1.8.5 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.

~~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.~~

Objective 1.9
Maintain inter-local agreements for potable water.

Policy 1.9.1 The City shall maintain an active inter-local agreement with adjacent jurisdictions, such as the City of Pembroke Pines, Broward County and Miami-Dade County to ensure water availability during times of emergencies.

Objective 1.10
Adopt the recommendations of the Master Plan for Water Distribution.

Policy 1.10.1 The City adopts the recommendations of the Master Plan.

Policy 1.10.2 The City shall update the master plan every five (5) years

~~**IV(b). Sanitary Sewer Sub-Element**~~

Goal 2 – Sanitary Sewer
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**~~
Objective 2.1
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~~
Policy 2.1.1 Maintain the adopted sanitary sewer Level of Service Standard of ~~300~~ 325 gallons per day (gpd) per Equivalent Residential Connection (ERC) for all development to be served by Miramar's Wastewater Reclamation Facility.

~~Policy 1.2~~
Policy 2.1.2 Maintain an inter-local agreement with the City of Hollywood for 1.5 MGD of reserved emergency wastewater treatment and disposal capacity to serve the City's needs.

~~Policy 1.3~~
Policy 2.1.3 Maintain the current Wastewater Reclamation Facility (WWRF) capacity of 12.7 MGD and evaluate future capacity requirements.

~~Policy 1.4 The City shall expand in the near future the current permitted capacity of its Wastewater Reclamation Facility (WWRF) from 5.0 MGD to 7.5 MGD for public access irrigation and for alternative water supply requirements, especially to provide service to the areas west of I-75.~~

Policy 2.1.4 The City shall expand in the near future the network for reclaimed water.

~~Policy 1.5~~
Policy 2.1.5 Maintain the Supervisory Control and Data Acquisition (SCADA) System to monitor wastewater pumping stations 24 hours a day.

~~**Objective 2**~~
Objective 2.2
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~~

Policy 2.2.1 Continue to conduct an ongoing sewer rehabilitation program east of Douglas Road to reduce inflow and infiltration.

~~**Objective 3**~~
Objective 2.3
Continue to reduce the number of septic tanks within the City when it is financially feasible.

~~Policy 3.1~~
Policy 2.3.1 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~~
Policy 2.3.2 For any development of more than 50 residential lots, whether built or unbuilt, with more than one onsite sewage treatment and disposal system per 1 acre, the City shall consider the feasibility of providing sanitary sewer services within a 10-year planning horizon. An onsite sewage treatment and disposal system is presumed to exist on a developed parcel if sanitary sewer services are not available at or adjacent to the parcel boundary.

~~**Objective 4**~~
Objective 2.4
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~~
Policy 2.4.1 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 196th Avenue and from Pembroke Road to the south County line.

~~Policy 4.2~~
Policy 2.4.2 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**~~
Objective 2.5
The City shall continue to maintain and expand the reuse of reclaimed water.

~~Policy 5.1~~
Policy 2.5.1 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~~

Policy 2.5.2 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.

Objective 2.6

Miramar shall use the Master Plan for Wastewater collection to continue providing efficient and reliable wastewater infrastructure.

Policy 2.6.1 The city shall adopt and utilize the recommendations stated in the master plan to improve wastewater facilities.

Policy 2.6.2 The city shall update the master plan every five (5) years, based on needs identified and the goals stated in other comprehensive plan elements.

~~**IV(c). Solid Waste Sub-Element**~~

Goal 3 – Solid Waste

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.~~

Objective 3.1

Deliver all contracted waste material streams to designated facilities outlined in the Broward County Solid Waste Disposal Support Services Inter-Local Agreement.

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

Policy 3.1.1 Continue our participation in Broward County's Solid Waste Disposal Support Services Inter-Local Agreement. Additionally, continue the city's membership in the Solid Waste Disposal and Recyclable Materials processing Authority of Broward County, seeking to regionalize solid waste disposal and recycling processing options.

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

Policy 3.1.2 Support through allocated capacity agreements, operation, and expansion, as needed and required.

~~Policy 1.3~~

Policy 3.1.3 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:

~~Land Use~~		~~Level of Service~~
~~Residential~~		~~8.9 lbs. per unit per day~~
~~Industrial~~	~~Factory / Warehouse~~	~~2 lbs. per 100 sq. ft. per day~~
	~~Office Building~~	~~1 lbs. 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~~		~~10 lbs. per room & ¼ 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.~~

Solid Waste Facility Level of Service		
Land Use		**Level of Service**
Residential		8.9 lbs. per unit per day
Industrial	Factory / Warehouse	2 lbs. per 100 sq. ft. per day
	Office Building	1 lbs. 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		10 lbs. per room & ½ 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

Policy 3.1.4 These solid waste facility 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 3.1.5 Solid waste services will be made available and provided to all stakeholders within the City to safeguard against illegal dumping as a considerable or tolerable 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.~~

Policy 3.1.6 Continue to promote and encourage solid waste reduction practices including source separation of recyclables 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**~~
Goal 4 – Stormwater Management
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**~~
Objective 4.1
Continue to implement the Master Local Area Drainage Plan, specifically oriented and limited to resolving small scale, localized drainage problems.

~~Policy 1.1~~
Policy 4.1.1 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~~
Policy 4.1.2 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**~~
Objective 4.2
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~~

Policy 4.2.1 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~~

Policy 4.2.2 Maintain all existing stormwater management systems and monitor areas to ensure improvements are made to areas that experience frequent flooding.

~~Policy 2.3~~

Policy 4.2.3 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~~

Policy 4.2.4 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.~~

Stormwater Level of Service (LOS) Standards	
Roadways of less than eighty (80) feet width	Have crown elevations at or above the elevation for the respective area depicted on the ten year "Flood Criteria Map."
Roadways of eighty (80) feet or greater width	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	Lowest floor elevation no lower than one (1) foot above base flood or eighteen (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.
Floodplain 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	Prior to discharge to surface or ground water, BMP's will be used to reduce pollutant discharge.

~~Policy 2.5~~

Policy 4.2.5 The City establishes water quality standards for stormwater discharge in accordance with Chapter 62-330 (formally known as 62-25), F.A.C.

EXHIBIT A

V. ~~Conservation~~ Environmental Element

Goal I

~~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.~~

Water Preservation

~~**Objective 1**~~

Objective 1.1

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~~

Policy 1.1.1 ~~To reduce~~ Reduce the amount of high nutrient runoff entering the Snake Creek Canal, ~~continue~~ by continuing 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.

Policy 1.1.2 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.

Policy 1.1.3 Continue enforcement of the County's Wellfield Protection Ordinance within Miramar to prevent contamination of the Biscayne Aquifer. Cooperate with Broward County Water Management Division and the Broward County Resilient Environment Department by implementing the Wellfield Protection Ordinance and the Hazardous Material and Storage Tank Regulations.

~~**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 1.2

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 1.2.1 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 1.2.2 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.

Policy 1.2.3 The City shall continue to implement a public information/education program targeting residential water conservation.

Policy 1.2.4 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 1.2.5 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 1.2.6 The City shall continue to enforce regulations that where reclaimed water is available it shall be used for irrigation purposes.

Policy 1.2.7 The City shall continue to enforce Florida Building Code and City regulations for ultra- low volume plumbing flow restriction on new construction.

Policy 1.2.8 The City shall continue to enforce City's regulation water conservation-based rate structure.

Policy 1.2.9 The City shall continue to implement the leak detection and meter replacement programs.

Policy 1.2.10 The City shall continue to enforce Florida Building Code and City regulation requiring installation of rain sensors on new irrigation systems.

Goal II
Land Conservation & Preservation

Objective 2.1
Preserve Land

Policy 2.1.1 Coordinate with SFWMD 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 2.1.2 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 2.1.3 No new quarrying activities for commercial purposes will be permitted within and east of the Water and Wastewater Assessment Area.

Policy 2.1.4 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 2.1.5 As part of the Land Development Code, create preservation and restoration guidelines and standards for wildlife habitat, and natural vegetative communities. and historical/archeological sites.

Policy 2.1.6 Enforce, through the land development code, historic/archeological site standards and designation procedures to safeguard invaluable cultural assets.

~~**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 2.2

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

Policy 2.2.1 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.

Policy 2.2.2 Preserve undeveloped acquired land in the vicinity of I-75 and Pembroke Road, for the purposes of a nature center or similar educational use, the acquisition of land in the Everglades Buffer, west of S.W. 196th Avenue.

Policy 2.2.3 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 Resilient Environment, 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 2.2.4 As part of the Land Development Code, protect environmentally-sensitive lands by requiring their dedication for preservation in perpetuity and by designating them as conservation on both the Future Land Use and Zoning Maps.

~~**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 2.3

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 2.3.1 As part of the Land Development Code, create preservation and restoration guidelines and standards for wildlife habitat, and natural vegetative communities.

Policy 2.3.2 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 2.3.3 Continue to actively enforce, as part of the Land Development Code, Lot Clearing Regulations which require the removal of non-native vegetation.

Policy 2.3.4 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 2.3.5 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.

~~**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 2.4

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.

Policy 2.4.1 Land uses identified below as being incompatible with the protection and conservation of wetlands and wetland functions shall be directed away from wetlands.

Policy 2.4.2 Compatible land uses 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.

Policy 2.4.3 Broward County Code of Ordinances, Chapter 27, Article XI, uses the Wetland Benefit Index (WBI) is the technique used to quantify wetland values and functions. Values indicate the following:

Wetland Benefit Index Value	Land Use Compatibility
greater than or equal to 0.80	All land uses except for conservation uses are incompatible
less than 0.80	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

~~**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. 196th Avenue.~~

Goal III
Sustainability

Objective 3.1

Miramar shall participate in climate change initiatives to mitigate and adapt to the effects of climate change in coordination with other local governments, private businesses, other governmental agencies, and the State of Florida.

Policy 3.1.1 Miramar shall promote activities leading to reduction of greenhouse gas emissions generated by City facilities.

Policy 3.1.2 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.

Policy 3.1.3 Continue to manage and improve the existing Stormwater Utility District to finance drainage improvements, particularly in eastern Miramar.

Policy 3.1.4 The City shall coordinate with Broward County to implement and verify compliance with federal, state and local air quality regulations. Furthermore, the City shall coordinate with Broward County to monitor the ambient air quality in Miramar.

Policy 3.1.5 This program will focus on mitigating the causes and effects of greenhouse gas emissions in a cost-effective and efficient manner that preserves the City of Miramar economic competitiveness.

Objective 3.2
Transportation

Policy 3.2.1 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 3.2.2 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 3.2.3 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 ridesharing, and provision of a land use pattern that makes transit, bicycle and pedestrian access easy and safe.

Policy 3.2.4 The City shall coordinate with Broward County to participate actively in the planning for feeder/shuttle bus services within Miramar.

Policy 3.2.5 The City shall pursue efforts to increase the use of alternative fuels, such as the use of electric powered vehicles by continued participation in electric vehicle (EV) programs.

~~**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 o 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 I
Provide adequate ~~and accessible~~ availability of parks and facilities to meet the recreation needs of all current and future Miramar residents.

Objective 1.1
Based on detailed ~~information analyzing~~ analysis of the recreational needs of Miramar residents ~~in this element~~ and from ~~other~~ relevant sources, the City shall consider increase developed park and open space acreage in the City by ~~25~~ 15 acres by ~~2015~~ 2045~~50~~ 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~~

Policy 1.1.1 Maintain, and update as necessary, the City's Parks and Recreation Impact Fee Ordinance (Miramar City Code Sections 2-225, as amended) and associated land dedication requirements to ensure that the private sector ~~pays its fair share~~ contributes to the parks and recreation system.

~~Policy 1.1.5~~

Policy 1.1.2 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 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~~

Policy 1.1.3 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 1.1.4 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.

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.~~

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.

~~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~~

Policy 1.2.1 Utilize the Florida Recreation and Park Association strategic areas of health, environmental, community building, and economic impact as a guiding compass for new recreational facilities.

Policy 1.2.2 Maintain a high level of recreational use at all municipal facilities through suitable programming and other methods.

Policy 1.2.3 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.

~~**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:~~

- ~~Neighborhood Parks – 1-mile service radius; 5,000 population served.~~
- ~~Community Parks – serve local community; 25,000 population served.~~
- ~~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 II

~~**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.**~~

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

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.~~

Provide sufficient parks and dedicated open spaces so that all Miramar residences are within one (1) mile of a local, neighborhood, community or regional park.

~~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 2.1.1 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 and beyond jurisdictional limits; over 100,000 population served.

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

Policy 2.1.2 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.

~~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.~~

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 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 2.2.1 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 2.2.

~~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.~~

Policy 2.2.2 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.

Objective 2.3

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 2.3.1 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 2.3.2 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 2.3.3 Encourage mutually-beneficial opportunities with Broward County School Board, such as Henry D. Perry Park, to maximize park utilization.

EXHIBIT A

VII. Intergovernmental Element

Goal I

Forge, 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 1.1

~~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.~~

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 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 1.1.1 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 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 1.1.2 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 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 1.1.3 Work to maintain consistency between the Broward County Trafficways Plan and the City of Miramar Comprehensive Plan.

~~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 1.1.4 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 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 1.1.5 Coordinate with existing and future service providers that have no regulatory authority over the use of land within the City and develop recommendations that address ways to improve existing and future coordination of the City's concurrency management methodologies, systems and levels of service.

~~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.~~

Policy 1.1.6 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 1.1.7 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 1.1.8 Work to maintain entitlement status under the Community Development Block Grant (CDBG) Program and the required Consolidated Plan by working closely with Broward County, local jurisdictions and non-profit community development corporations to help create a coordinated area-wide program for very low, low and moderate income.

Policy 1.1.9 Coordinate revitalization efforts in the Historic Miramar area with Miami-Dade and Broward Counties, the City of Hollywood, West Park and other adjacent or significantly affected governmental agencies.

~~**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 multijurisdictional 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 1.2

Support and coordinate 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 1.2.1 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 1.2.2 The City shall periodically review the population projections and estimates prepared by Broward County to insure said estimates and projections accurately reflect existing and future development based upon anticipated development 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 to Broward County as may be necessary to facilitate adjustment of the population projections to more accurately reflect anticipated development.

Policy 1.2.3 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 1.2.4 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 1.2.5 The City will pursue the collocation of public facilities with schools pursuant to Policies of the Future Land Use Element of this Comprehensive Plan.

Policy 1.2.6 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 1.2.7 Upon identification of uniform countywide guidelines for the identification and location of facilities with countywide significance, 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 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 1.3

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 1.3.1 The City will periodically 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 1.3.2 The City shall coordinate its Five Year Capital Improvements Schedule with the schedules of adjacent municipalities and other providers of public facilities within or adjacent to the City for potential simultaneous efforts

relating to the maintenance and extension of existing and location of new public facilities subject to concurrency.

Policy 1.3.3 The City sould consider the scheduled capital improvements contained within the Comprehensive Plans of adjacent municipalities and counties and the scheduled capital improvements contained within the Capital Improvement Programs, 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 1.3.4 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 FS. 186.509, as amended, 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.

~~**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 1.4

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 1.4.1 "Joint Planning Areas" 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 1.4.2 Work in concert with affected local, regional, state and federal agencies to identify and implement Joint Planning Areas (JPAs).

Policy 1.4.3 Areas should be based on the purposes 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.

~~**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.~~

EXHIBIT A

~~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.~~

Goal II

Maintain and improve levels of service through cooperative agreements and procedures with jurisdictions and governmental entities at all levels.

Objective 2.1

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 impacts will be determined.

Policy 2.1.1 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.

Policy 2.1.2 Exchange reports with the entities noted within the objective, 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 2.1.3 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 2.1.4 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.

Policy 2.1.5 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 2.1.6 Actively participate in the meetings of Broward County's MPO various committees to discuss the impacts of Miramar's development activity on the Comprehensive Plans of nearby local governments and counties.

Policy 2.1.7 Keep actively participating in land use and trafficways actions, studies, and coordination efforts by the Broward County Planning Council as an effective input mechanism for trafficways and land use planning actions potentially impactful to Miramar's stated goals.

Policy 2.1.8 Keep actively participating in special project committees of the Broward County Planning Council as an effective coordination mechanism for trafficways and land use planning.

Objective 2.2

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 2.2.1 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.

Policy 2.2.2 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 2.2.3 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 2.2.4 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 2.2.5 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 2.2.6 Provide relevant Comprehensive Plan Elements and amendments, along with supporting data and analysis, to Broward County, the Broward County School Board, applicable local governments 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 2.2.7 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.

Objective 2.3

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 2.3.1 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 2.3.2 The City shall coordinate with Broward County Water and Wastewater Services (BCWWS) and other utilities adjacent to Miramar.

Policy 2.3.3 Coordinate updates to that plan that algin with the policies in the South Florida Water Management District (FWMD) Lower East Coast Water Supply Facilities Work Plan.

Policy 2.3.4 Miramar shall implement the 10-Year Water Supply Facilities Work Plan to ensure coordination of the Comprehensive Plan with the South Florida

Water Management District (SFWMD) Lower East Coast Water Supply Facilities Work Plan.

Policy 2.3.5 Continue to enforce, and participate, in improving, the C-9 West and East 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 2.3.6 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 2.3.7 The City shall continue to coordinate with Broward County Environmental Permitting Division (BCEPD) as necessary to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) Stormwater Program.

EXHIBIT A

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.~~

Pursuant to Section 163.3177(3), Florida Statutes (F.S.), the purpose of the Capital Improvements Element (CIE) is to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities. The CIE shall include principles for construction; correction of existing public facility deficiencies; estimated costs; timing; general location; projected revenue sources; standards to ensure the availability of public facilities and their adequacy to meet established acceptable levels-of-service (LOS). The CIE ensures that an adequate concurrency management system is implemented by the City, pursuant to Section 163.3180, F.S.

The CIE shows how public infrastructure needs identified in other elements of the Comprehensive Plan will be funded. The CIE includes a Five-Year Schedule of Capital Improvements (SCI) consisting of any publicly funded projects by federal, state, and/or local funds, privately funded projects, projects necessary to achieve and maintain any adopted LOS standards for the five-year period being given a level of priority and identified as either funded or unfunded. The SCI also includes any transportation improvements from the Transportation Improvement Program (TIP) of the Broward Metropolitan Planning Organization (MPO).

The CIE shall be reviewed annually and annual update to the SCI may be accomplished by ordinance and not as an amendment to the Comprehensive Plan. The update to the CIE policy referencing the facility work plan adopted by the local school board may also be adopted by reference and is not subject to state review. However, any other amendments to the CIE outside of the Five-Year SCI (such as policy changes, LOS standard changes, etc.,) shall follow the expedited state review amendment process set forth in Section 163.3184(3), F.S.

GOAL I:

~~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.~~

The City will strive to provide sufficient and efficient infrastructure as appropriate to achieve and maintain the standards set forth within the comprehensive plan elements, by preserving, modifying, and replacing existing infrastructure and providing new infrastructure related to growth and resiliency.

OBJECTIVE 1.1: **Funding Capital Improvements**

~~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).~~

Ensure that financial resources are available to provide capital improvements that meet infrastructure needs of existing development and planned future growth in a cost-effective manner.

~~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 1.1.1 The City Manager shall prepare and propose a One-Year Operating and Capital Improvement Program (CIP) Budget along with a Five-Year ~~CIP Document~~ SCI, enclosed in this element as Exhibit A, to the City Commission annually as part of the annual budget preparation process, for adoption to meet infrastructure needs as discussed in other Elements of this Comprehensive Plan as follows:

1. The proposed CIP shall include sources of funding for each capital improvement or category of capital improvements.
2. Utilize the findings and recommendations of the Comprehensive Plan to develop the annual CIP.
3. The SCI should demonstrate that LOS standards will be maintained in such a way that deficiencies and needs are addressed during the next five-year period.
4. The SCI shall provide an estimate of public facility costs including a delineation of when it will be needed, the general location of the facilities and projected revenue sources to fund the facilities. Projects necessary to ensure that any adopted level of service standards are achieved and maintained for the five-year period are identified as either funded or unfunded and given a level of priority for funding.

Policy 1.1.2 Identify public facilities needed to adequately service existing development and development for which development orders were previously issued.

Policy 1.1.3 Capital projects identified annually through staff analysis of the Concurrency Monitoring System to be necessary to eliminate deficiencies and/or maintain adopted LOS standards will be evaluated using the following criteria:

1. **Meets federal, state or legal requirement** – Whether there is a federal, state, local mandate, grant, court order, judgment, or other requirement that the project must be completed.
2. **Project feasibility** – Whether there are obstacles to proceeding with the project land acquisition, easements, approvals required, etc.
3. **Costs and sources of funds** – Whether the project would impact the City's operating costs, debt service level, and/or whether the project would yield revenue.
4. **Reduces risk and improves urgent safety needs** – Whether the project reduces an immediate or future risk, addresses a public health and/or safety hazard, or addresses an urgent safety need.
5. **Relevant level of service and performance measures** – is the impact of the project measurable? Will completing the project improve key performance measures or result in efficiencies?

6. **Addresses aging infrastructure needs and maintenance of existing facilities** – Whether the project helps to repair or replace the City's aging infrastructures (e.g., bridges, seawalls, or roads) or provides for capital maintenance of existing City facilities (e.g., community centers, swimming pools, or sport complex).
7. **Project consistency with existing approved plans and projects** – Whether the project is directly consistent with a Commission approved plan.
8. **Improves traffic, mobility, connectivity, pedestrian safety and cyclist safety** – Whether the project would result in filling mobility gaps, supporting more effective interconnectivity, and ensuring increased and safe accessibility to activities, events and locations (bikeway path).
9. **Environmental benefits** - Whether the project would address climate change, flooding, energy efficiency, water quality, water efficiency or other sustainability measures
10. **Promotes or accelerates sustainable economic development** – Whether the project would directly result in capital investment, increased tax base, increased property values, or improved job opportunities.

Policy 1.1.4 The CIE will be reviewed annually, and the CIP shall include: sources of funding; considerations of the Comprehensive Plan to develop the annual CIP; adherence to LOS standards; estimate of costs; and timing of program needs

Policy 1.1.4a The SCI shall incorporate by reference the CIP as adopted and as amended annually by the City Commission.

Policy 1.1.4b Top priority will be given to appropriate levels and schedules of recapitalization including quantity, replacement cost, life cycle and annual depreciation/recapitalization needs when developing budget recommendations for the CIP.

Policy 1.1.4c Coordinate planning for City improvements with applicable government agencies.

Policy 1.1.4d Prioritize CIP projects based on hierarchy of program needs.

Policy 1.1.5 Examples of financing methods that may be used include:

1. **General Fund Revenues** – General tax revenues, transfers in from other funds, and other receipts that are not allocated by law or contractual agreement used for new construction, as well as improvements to infrastructure primarily for community-wide benefit and use, such as municipal buildings and parks.

2. **Enterprise Fund Revenues** – Revenues from a fund that provides goods or services to the public for a fee that makes the entity self-supporting (e.g., Water and Sewer, and Stormwater).
3. **General Obligation Bonds** – Obligations secured by the full faith and credit of a governmental unit or payable from the proceeds of ad valorem taxes of a government unit which require voter approval.
4. **Grants** – Priorities adopted by the City Commission that direst staff's pursuit of funds used for capital projects when available.
5. **Regulatory Fees** – Fees that are imposed for a sovereign function and should not exceed the regulated activity's cost such as park impact Fees.
6. **Special Assessments** – Used to construct and maintain capital facilities such that the construction improves the property and the assessment has been fairly and reasonably apportioned among the properties receiving the benefit.
7. **Special Assessment Bonds** – Bonds that provide for capital improvements and are paid in whole or in part by levying and collecting special assessment on the abutting, adjoining, contiguous, or other specially benefited property.
8. **Revenue Bonds** – Bonds that finance income-producing projects and are secured by a specified revenue source (e.g., Stormwater Fees, Water and Sewer Rates).
9. **Public Private partnership** – A contractual agreement between a public agency and private sector entity with the intention of delivering a service or facility for the use of the general public.
10. **Energy Performance Contracts** – Projects that guarantee energy, water, and operational savings that must be greater than the cost of the project.

Policy 1.1.6 All legal, feasible, cost-effective methods of financing capital improvements shall be explored. Capital projects shall not be dictated by the nature of funding available except to the extent that the projects meet an initial test of being required to achieve City goals and to the extent that project must be placed in priority dictated by the nature of funds available.

~~Policy 1.4~~

Policy 1.1.7 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~~

Policy 1.1.8 The City shall maintain and improve its Stormwater Utility District to finance drainage improvements in the developed areas of Miramar.

~~Policy 1.6~~

Policy 1.1.9 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~~

Policy 1.1.10 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~~

Policy 1.1.11 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~~

Policy 1.1.12 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~~

Policy 1.1.13 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~~

Policy 1.1.14 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~~

Policy 1.1.15 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~~

Policy 1.1.16 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~~

Policy 1.1.17 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~~

Policy 1.1.18 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.

Policy 1.1.19 The City shall consider the following amendment guidelines if one or more of the funding source(s) identified in the Five-Year SCI is not available.

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

Policy 1.1.20 The City shall continue to allocate funds for the replacement and renewal of infrastructure in an amount which will minimize operating costs and maximize the life of the infrastructure.

Objective 1.2: Public Facilities and Standards for LOS
Provide infrastructure, roads and public education facilities to meet existing needs and needs of planned future growth at the adopted level of service standards.

Policy 1.2.1 **Water** – Provide the necessary capital improvements to maintain water, wastewater and stormwater levels of service, based on service area proportional needs as described in the Infrastructure Element through 20450 and for consistency with the sustainability action plan as follows:

1. Capital improvements will adhere to all construction standards, minimize construction costs and assure acceptable useful life and minimum maintenance cost.
2. Water, sanitary sewer, and stormwater improvements will be designed and constructed to the size required to serve the City's projected needs.
3. To the maximum extent possible, water and sanitary sewer support systems should be designed to accept future facilities without the need to substantially redesign existing facilities.
4. Utilize existing and future sources of funding for water, stormwater and wastewater improvements including water and wastewater impact fees. Ensure all enterprise funds are continued and utilized for the intended purpose.
5. Assure that adequate water supplies and potable water facilities meeting the adopted level of service, shall be in place and available to serve new development no later than the issuance of a certificate of occupancy.
6. Implement the water supply projects described in the 10-Year Water Supply Facilities Work Plan. These improvements shall be incorporated into the Capital Improvements Element and City's budget on an annual basis.
7. Water supply projects to be undertaken within the next five years shall be included in the Five-Year CIP with identified, committed funding sources for initial three years as required by Chapter 163, F.S.

Policy 1.2.2 **Transportation** – Provide capital improvements necessary to meet the adopted LOS specified in the Transportation Element, giving due consideration to the City's neighborhood needs and prioritizing roadway improvement projects, which improve safety, incorporate complete streets design elements, fill existing network gaps and support transit.

Policy 1.2.3 **Stormwater** – The City shall provide capital improvements related to the stormwater management, operations and maintenance including drainage improvements designed to improve flood protection and pollution controls to City's streets and roadways.

Policy 1.2.4 **Solid Waste** – Provide for adequate solid waste collection and disposal necessary to remain consistent with Broward County's Comprehensive Plan solid waste generation rates.

Policy 1.2.5 **Parks** – Provide improvements necessary to meet the adopted LOS specified in the Recreation and Open Space Element.

Objective 1.3

Implement and Regulate Infrastructure in a Sustainable Manner Land use decisions and development orders will be issued based on the planned availability of resources to provide sufficient improvements to maintain adopted LOS.

Policy 1.3.1 Future development will bear a proportionate share of the cost of providing infrastructure required to maintain adopted LOS standards contained in other elements of this Comprehensive Plan.

Policy 1.3.2 Recommendations on proposed land use changes will be based on an analysis of infrastructure planned to support the area.

Policy 1.3.3 Development orders will be issued based on the availability of infrastructure required to maintain the adopted LOS discussed in other elements of this Comprehensive Plan.

Policy 1.3.4 The transportation concurrency management system, as described within the Mobility Element and Land Development Code, will be implemented to determine whether development orders will be issued in areas with existing roadway and other transportation deficiencies.

Policy 1.3.5 Public facilities required to eliminate existing deficiencies for which the County is financially responsible will be included in the County's annually adopted five-year CIP.

Policy 1.3.6 The City will construct infrastructure necessary to maintain the adopted LOS standards as identified in the respective elements of this Comprehensive Plan.

Policy 1.3.7 As further described in the Land Development Code, within Standard Concurrency Districts, transportation projects included in the first two (2) years of the adopted municipal five (5) year schedule of improvements will satisfy the transportation concurrency requirement if such municipality has entered into an interlocal agreement with the County.

Policy 1.3.8 Within Standard Concurrency Districts and Transportation Concurrency Management Areas, proposed future land use map amendments and/or development proposals that will cause the roadway LOS to deteriorate

below the adopted minimum LOS, shall require a mitigation plan to be approved by the County to address mobility needs. The Florida Department of Transportation (FDOT) will be consulted on mitigation plans that include SIS facilities.

Policy 1.3.9 Land Development Code will be revised consistent with Chapter 163, Florida Statutes, to ensure that all the objectives within the Comprehensive Plan are accomplished.

Policy 1.3.10 The capital millage rate shall continue to be based on the goal of continuing to rebuild the pay-as-you-go capital program with recurring revenue until an acceptable level is met, based on a detailed asset management program and national benchmarks.

Objective 1.4: Monitor Construction Feasibility

Construction of all improvements and facilities included within other plan elements will be monitored through the Land Development review process, which will ensure that the County is not required to construct improvements beyond its financial capacity.

Policy 1.4.1 Broward County's Land Development Code will continue to provide the basis for evaluating proposed developments and assessing whether the planned and existing infrastructure is sufficient to serve the proposed development.

Policy 1.4.2 The development review process shall continue to be used to monitor the construction of improvements required to meet the needs of new development and to maintain adopted LOS.

Policy 1.4.3 Impact fee payments and developer dedications and contributions will continue to be required in an amount equal to the cost of the infrastructure required to serve the development.

Objective 1.5

Coordinate and Collaborate with State, Regional and Local Agencies and Governments on Infrastructure Funding Strategies The County, in collaboration with the School Board and the municipalities, will ensure that public school facilities are available for current and future students consistent with available financial resources and the adopted LOS.

Policy 1.5.1 Capital improvements needed to maintain LOS which are the financial responsibility of Broward County, the Broward Metropolitan Planning Organization (BMPO), FDOT and the Broward County School Board, as described in other elements, will be included within the CIP. These needs will be served concurrently with the impact of new development or the needs to satisfy an existing deficiency or previously approved development.

Policy 1.5.2 The County will continue to urge the State of Florida Department of Transportation not to eliminate or reallocate budgeted appropriations for state funded road improvements for over-capacity roads, unless those improvements will be constructed using other financial resources.

Policy 1.5.3 In collaboration with regional transportation partners, the County will continue to pursue, as needed, the approval of General Obligation Bonds and other general funding sources to raise the dollars required to provide those public facilities which cannot be constructed with user fees, revenue bonds, impact fees, or other dedicated revenue sources.

Policy 1.5.4 Development will be deferred in those areas without sufficient public facilities to meet the adopted LOS, if the above funding alternatives are not approved by the electorate and if other general revenues are not available.

Policy 1.5.5 Consistent with policies and procedures within the Interlocal Agreement (ILA), the School Board's District Educational Facilities Plan (DEFP) will contain a 5-year financially feasible CIP to address existing deficiencies and achieve and maintain the adopted LOS in all Concurrency Service Areas (CSA). This financially feasible schedule will be updated on an annual basis and annually adopted by reference into the CIE.

Policy 1.5.6 The adopted public schools LOS will be applied consistently by Broward County, the municipalities, and the School Board district-wide to all schools of the same type, as described in the Public Schools Facilities Element, Policy PSF2.3.

Policy 1.5.7 The School Board's DEFP, adopted by the School Board in September 2017 and as annually adopted thereafter, is adopted by reference into the CIE.

~~**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

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
Restaurant 2 lbs. per meal per day
Drug Store 5 lbs. per 100 sq. ft. per day

Schools:
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

Institutions:

~~Hospital 8 lbs. per bed per day Nurse or Intern Home 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).

Table I
Generalized Peak Hour Two-Way "LOS D" volumes for Florida's Urbanized Areas

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.

EXHIBIT A

TABLE II MIRAMAR SIS FACILITIES			
	Roadway	**Roadway Segment**	**LOS Standard***
SIS CORRIDORS	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
SIS CONNECTORS	Sheridan Street Tri-Rail Station**	I-95 to N 29th Avenue to entrance	D
TRIP-FUNDED FACILITIES***	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 TCMAs 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 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 4.7 The City supports the addition of lanes and reconstruction of State Road 821 (Florida's Turnpike), from Interstate 75 to Northwest 57th Avenue, pursuant to the Florida Department of Transportation's Work Program.

Objective 5: Coordination with School Board for School Capacities
The City of Miramar shall advise Broward as needed in regard to school needs generated by City's growth. The City, 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 (LOS).

Policy 5.1 Consistent with policies and procedures within the Interlocal Agreement (ILA), as amended, the District Educational Facilities Plan (DEFP) shall contain a 5 year financially feasible CIP to address existing deficiencies and achieve and maintain the adopted LOS in all Concurrency Service Areas (CSA). This financially feasible schedule shall be updated on an annual basis and annually adopted into the CIE.

Policy 5.2 The LOS for School Type A as described in Policy 1.2.3 of the Public Schools Facilities Element (PFSE), shall be 100% gross capacity (including relocatables). The LOS for School Type B shall be 110% permanent Florida Inventory of School Houses (FISH) capacity

Policy 5.3 The LOS shall be adopted and incorporated into the PSFE of Broward County and City of Miramar's Comprehensive Plans.

Policy 5.4 The City shall automatically amend its CIE to reflect any amendment, correction or modification to the School Board's DEFP concerning costs, revenue sources, or acceptance of facilities pursuant to dedications or proportionate share mitigation, once adopted by the School Board.

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 Canital Imnrovement Needs Identified in the Comprehensive Plan

Capital Improvement Program FY 2021 - FY 2025

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

Project Number	Project Title	5-Year Schedule FY 2021 - FY 2025	Department	FY 2021 Budget	FY 2022 - FY 2025	5-Year Total Cost
	Park Facilities					
51001	Vizcaya Park	FY 22	Ut ilitie s	$	$ 470,000	$ 470,000
51003	Park Improvements-Various	FY 22	Parks & Recreation		300,000	300,000
51006	Amp hith eater at Miramar Reg ional Park	FY 22	Ut ilities		400,000	400,000
51021	Playground Resurfacing	FY 22 - FY 25	Parks & Recreation		320,000	320,000
51023	Ansin Sports Comple x - Phase IV	FY 22	Utilit ies		2,200,000	2,200,000
51024	Ci ty of Miramar 911 Remembrance Monumen1	FY 22	Ut ilitie s		800,0 00	800,000
51029	Miramar Reg ional Bark Park Trail	Capital Grants Fund 393	Parks & Recreation	100.00 0		100,000
Future	Mirama r Athl etic Pa rk Renovation s	FY 22 - FY 24	Utilities		1,275,000	1,275,000
Future	Country Lakes West Park	FY 22 - FY 24	Utilities		3,880,000	3,880,000
Future	Country Lakes East Park	FY 22 - FY 24	Utilities		2,725,000	2,725,000
Future	Miramar Regional Park Conference Center	FY 22 - FY 23	Utilities		7,045,544	7,045,5 44
Future	Miramar Reg ional Ove rflow Parking Improvement s	FY 22 - FY 23	Utilit i es		5,355,000	5,355,0 00
Future	Linear Park Lighting Improvements	FY 22 - FY 23	Utilities		366,000	366,000
Future	Mirama r Aqu atics Equipment Replacemen t	FY 22	Utilities		245,326	245,326
Future	Lakeshore Park Improvements - Phase II	FY 22	Par ks & Recreati on		155,0 00	155,000
Future	Miramar Aquatics Complex Pool Line r Rep lacement	FY22	Parks & Recreation		210,00 0	210,000
Future	Miramar Regional Park Artifi cial Turf	FY 23	Parks & Recreation		995,000	995,000
Future	Ansin Sports Complex Stadium Improvements	FY 22	Par ks & Recreati on		1,465,000	1,465,000

EXHIBIT A

	Total PF Projects			$ 100,000	$ 28,206,870	$ 28,306,870
	Infrastructure Redevelopment & Improvements					
52004	Sewer Line Rehabilitation	Utility Fund 410	Utilities	$ 250,000	$ 1,000,000	$ 1,250,000
52009	Public Informational Signs	FY 22	Utilities		300,000	300,000
52016	Meter Repair & Replacement	Utility Fund 410	Utilities	250,000	1,000,000	1,250,000
52021	Historic Miramar Canal Improvements	Stormwater Mgmt Fund 415	Public Works	340,000	1,360,000	1,700,000
52022	Street Construction & Resurfacing- Various Locations	Capital Grants Fund 393	Public Works	5,705,803	4,000,000	9,705,803
52024	Bass Creek Rd-S W 148 Ave to approx. 3,270 Feet East	FY 22 - FY 23	Utilities		3,680,000	3,680,000
52036	Landscaping & Beautification Miramar Parkway, Miramar Blvd, Red Road Gateway & University Drive	FY 22 - FY 23	Utilities		1,000,000	1,000,000
52060	Air Conditioning Systems Replacement Program	FY 22 - FY 25	Public Works		630,000	630,000
52061	Pembroke Road -SW 160 Ave to US 27/Mir Pkwy Ext	Capital Grants Fund 393	Utilities	9,430,000	30,000,000	39,430,000
52062	Left Turn Lane from Red Road to Miramar Town Center	FY22	Utilities		365,000	365,000
52063	Repair/Replacement of Existing Sidewalks	Capital Grants Fund 393	Public Works	377,801	600,000	977,801
52069	LED Streetlight Installation & Upgrade	FY 22 - FY 24	Public Works		1,057,146	1,057,146
52072	Water Service Line/ Main Repair/Replacement	Utility Fund 410	Utilities	500,000	2,000,000	2,500,000
52074	ADA Evaluation and Corrective Action	FY 22 - FY 25	Utilities		800,000	800,000
52076	Country Club Ranches Water Main Improvements - Phase I	CIAC Fund 414	Utilities	1,500,000	1,000,000	2,500,000
52085	Sustainable Renewable Energy & Conservation Initiatives	CIAC Fund 414	Utilities	500,000	2,000,000	2,500,000
52087	Bus Facilities Infrastructure Improvement Program	Capital Grants Fund 393	Public Works	144,000	1,098,900	1,242,900
52088	WWRF Building N 2nd Floor Conversion/Renovations	Utility Fund 410	Utilities	500,000		500,000
52089	Pembroke Road Bike Lanes -Palm Ave to Douglas Rd	Capital Grants Fund 393	Utilities	252,000		252,000
52090	Pembroke Road Bike Lanes-Sta I e Road 7 to Island Drive	Capital Grants Fund 393	Utilities	90,000	2,910,000	3,000,000
52091	Utilities Collection & Distribution System Improvements	Utility Fund 410	Utilities	400,000	3,000,000	3,400,000
52092	West Water Treatment Plant Capacity Improvements & Upgrades	FY 22	Utilities		1,285,000	1,285,000
52093	Wastewater Reclamation Facility Capacity Improvements & Re-Rating	Utility Fund 410	Utilities	1,200,000	5,000,000	6,200,000
Future	Fleet Maintenance Vehicle Parking Lot	FY 22 - FY 23	Public Works		372,590	372,590
Future	Historic Miramar Drainage Improvements - Phase V	FY 23 - FY 24	Public Works		6,030,241	6,030,241
Future	Historic Miramar Drainage Improvements - Phase VI	FY 25	Public Works		2,430,491	2,430,491
Future	SW 148 Ave Widening-Miramar Pkwy to Bass Creek Rd	FY 22 - FY 23	Utilities		10,420,000	10,420,000
Future	Miramar Blvd Widening-P al m Ave to Douglas Rd	FY 22 - FY 23	Utilities		11,420,000	11,420,000
Future	Honey Hill Road Widening- Red Rd to Flaming o Rd	FY 23 - FY 24	Utilities		10,420,000	10,420,000

Capital Improvement Program FY 2021-FY 2025

Section I: List of 5 Year Capital Projects that will have a fiscal impact on the FY21 budget (cont'd)

Project Number	Project Title	5-Year Schedule FY 2021 - FY 2025	Department	FY 2021 Budget	FY 2022 - FY 2025	5-Year Total Cost
	Infrastructure Redevelopment & Improvements (cont'd)					
Future	Installation of Guardrail along Utopia Drive	FY22	Public Works		210,000	210,000
Future	HR Department Office Renovations	FY 22	Utilities		350,000	350,000
Future	East bound Turn Lane Extension along Miramar Pkwy from Dykes Rd to South bound I-75	FY22	Utilities		450,000	450,000
Future	Sidewalk Improvements Around AC Perry K-8	FY 23 - FY 25	Utilities		t,803,044	t,803,044
Future	2 MIllion Gallon Storage Tank Rehabilitation	FY 23	Utilities		500,000	500,000
Future	Sunset Lakes & Fairway Early Childhood Playground	FY 22	Community Services		257,250	257,250
	Equipment & Soft Surface Covering					
	Total tRI Projects			$ 2t,439,604	$ 108,749,662	$ 130,189,266
	Public Buildings					
53012	Fire Station 107	FY 22	Utilities	$	$ 175,000	$ 175,000
53016	Facilities Capital Improvement	FY 22	Utilities		1,100,000	1,100,000
53018	Historic Miramar Public Safety Complex	FY 22 - FY 23	Utilities		1,225,000	1,225,000
53025	Historic Miramar Innovation & Technology Village	FY 22	Utilities		3,100,000	3,100,000
Future	City Commission Conference Room Expansion	FY 22	Utilities		175,000	175,000
	Total PB Projects			$	$ 5,775,000	$ 5,775,000
	Capital Equipment, Vehicles and Software					
54011	Building Plans Digital Conversion	FY22	Community Dev	$	$ 98,970	$ 98,970
54017	Utilities Video Surveillance Security System	Utility Fund 410	Utilities	295,000	570,000	865,000
Future	Air & Light Support Unit	FY22	Fire-Rescue		385,000	385,000
Future	Special Operations Vehicle (SOV)	FY 24	Fire -Rescue		920,000	920,000
Future	Bus Improvement Program	FY22	Public Works		375,500	375,500

EXHIBIT A

Future	Citywide Vide o S urv eillance Secu rity S ystem	FY 22	Informalion Tech		699, 27 3	699,273
	Total CE Projects			$ 295,000	$ 3,048,743	$ 3,343,743
	Total FY 2021-FY 2025 CIP 5 Year Projects			$ 21,834,604	$ 145,780,275	$ 167,614,879

Section II: Requested changes to Capital Projects that will have no fiscal impact on the FY21 budget

Funds will be transfe rr ed b e twe en the fo ll owing C IP pr ⊟Jects:

Project Number	Project Title	5-Year Schedule FY 2021 - FY 2025	Department	FY 2021 Transfer	FY 2021 - FY 2025 Requested Funding	5-Year Total Cost
51028	Corporat e Pavilion Exp ansion at Mira m ar Regional Park	Park Development Fund 387, GIP Rev Bond 2013 Fund 388	Ulilities	$ (399,080)	$	$ (399,080)
51022	Skat e Parks	Park Development Fund 387, GIP Rev Bond 2013 Fund 388	Parks & Recre alion	154.080		154,080
51029	Miramar Reg io nal Bark Park Trail	Park Developm ent Fund 387	Parks & Recre alion	100.000	100,000	200,000
52077	Buf fer W all along Pembroke Ro ad Adjacent to Un ive rsi ty Park Plat	GIP Rev Bond 2013 Fund 388	Ulilities	95.0 00		95,000
53016	Facilities Capital Improvem ent	GIP Rev Bond 2013 Fund 388	Ulilities	50,000	1,100,000	1,150,000
52010	East (Historic) Miramar F ir e H ydrant & Lin es Improve.	Util ty Fund 410	Ulilities	(350,000)		(350,000)
52041	East W ater Plant Process Enhancement	Utility Fund 410	Ulilities	(7,500,000)		(7,500,000)
520 71	W ast ewater Rec lama tion Faci lity Digester Cleaning & Relu rbishme nt	Util ty Fund 410	Ulilli es	(1,550,000)		(1,550,000)
54007	W WRF Equipment Replacement & Pro ce ss Rehab.	Utility Fund 410	Ulilities	(500,000)		(500,000)
520 92	W est Water Treatme nt Plant Capacity Improveme nts & Upgrad es	Utility Fund 410	Ulilities	9,900, 000	1,285,000	11,185,000
52081	Childcare Playgrounds Soft Su rface Coveri ng	GF Capital Projects Fund 395	Ulilities	(195,535)		(195,535)
5209 4	Sil ver Shores Early Childhood Playground Improvements	GF Capital Projects Fund 395	Communily Service s	19 5. 535		195,5 35
52086	Pembr oke Road Exp ans ion Dykes Rd to SW 184 Ave	Developer Contribution 395	Utilities	(192,189)		(192,189)
520 61	Pembroke Road S W 160 Ave lo US 27/Mir Pkwy Ext.	Developer Conlribuli□n 395	Ulilities	192.189	39,430,000	39,622,189

Capital Improvement Program — *FY 2021 - FY 2025*

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

Project Number	Project Title	5-Year Schedule FY 2021 - FY 2025	Department	FY 2021 Budget	FY 2022 • FY 2025	Total Unfunded
	Park Facilities					
Future	Parks & Recreation Field Operations Center at Country Club Ran ches	Unfunded	Utilities	$	$	$ 852,7 00
	Total PF Projects			$	$	$ 852,700
	Infrastructure Redevelopment & Improvements					
Future	Town C enter Courtyard Br ick Paver Rep lac emen t	Unlunded	Public Wor ks	$	$	$ 175,000
Future	WWRF Fuel Depot Renovations	Unfunded	Public Works			230,70 0
Future	SW 148 Ave Improvements-Miramar Pkwy to SW 27 St	Unfunded	Util ities			1,020,00 0
	Total IRI Projects			$	$	$ 1,425,700
	Public Buildings					
53019	Renova tions & Ad ditio ns lo Fire St ation 84 and Fire Rescue Headquarte rs	Unfunded	Utilities	$	$	$ 8,5 05,000
Future	Vick i Coccano Childca re Facilit y Replacement	Unfunded	Utilities			2,795,000
Future	Vehicle Wash Facility	Unfunded	Public Works			497,8 00
	Total PB Projects			$	$	$ 11,797,800
	Capital Equipment, Vehicles and Software					
Future	EnerGov Implementation	Unlunded	Inlormalion Tech	$	$	$ 639,38 3
	Total CE Projects			$	$	$ 639,383
	Total To Be Programmed CIP Projects			$	$	$ 14,715,583

EXHIBIT A

Note: Project numbers are only assigned to existing and FY 2021 projects. Justifications for FY 2021 capita1 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 amount actually collected during the past fiscal year (2007-08)

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

				Collections
		Revenue Source	**DOR Code**	**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
		TOTAL		$ 90,073,846

Table 6.3 City of Miramar Fund Accounts

		FY 08-09
	DOR Code	**(Actual Revenues)**
General Fund		

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
FUND TOTAL		79,571,399
Grant Fund		
Federal	331.390	3,100,501
State	334.100	4,779,618
FUND TOTAL		7,880,119
Park Development Fund		
Impact Fees	363.000	697
FUND TOTAL		697
Utility Fund		
Stormwater Utility Fee	343.950	2,282,644
FUND TOTAL		2,282,644
TOTAL		$ 89,734,859

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; only the first year of the CIP is included and adopted in the annual budget;

b. the mission of the organization is to enhance the quality of life within our community through a proactive and effective government;

c. continued maintenance and repair of city facilities;

d. maximization of city resources, availability of funds and reflection of sound fiscal policies including infrastructure investments;

e. capital improvements to include items/projects that have a life expectancy of over one year and a cost in excess of $100,000, and;

f. 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
6.5.1 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
6.5.2 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.

Support of the Future Land Use Element

6.5.1 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

6.5.2 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.
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.

a. 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.

b. 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.

c. 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

6.5.1 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
General Fund					

EXHIBIT A

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
Total General Fund	132,173,400	110,150,562	118,454,179	123,090,444	128,173,764
Grant Funds					
Total Federal Grant Funds	500,000	500,000	2,754,902	1,428,746	500,000
Park Development Fund					
Total Park Development Fund	300,500	180,000	180,000	170,000	170,000
Capital Projects Funds					
Total Capital Projects Funds	1,850,000	180,000	10,180,000	180,000	350,000
Utility Funds					
Total Utility Funds	32,587,300	32,587,300	32,577,300	32,500,000	32,300,000
TOTAL PROJECTED REVENUE	$ 167,411,200	$ 143,597,862	$ 164,146,381	$ 157,369,190	$ 161,493,764

Expenditure Projections for Scheduled Capital Improvements

6.5.1 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

Expenditure Projections	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15

EXHIBIT A

General Fund					
Total General Fund	$ 132,173,400	$ 110,150,562	$ 118,454,179	$ 123,090,444	$ 128,173,764
Federal Grant Fund					
Total Federal Grant Fund	500,000	500,000	2,754,902	1,428,746	500,000
Park Development Fund					
Total Park Development Fund	300,500	180,000	180,000	170,000	170,000
Capital Projects Funds					
Total Capital Projects Funds	1,850,000	180,000	10,180,000	180,000	350,000
Utility Funds					
Total Utility Funds	32,587,300	32,587,300	32,577,300	32,500,000	32,300,000
TOTAL PROJECTED EXPENDITURES	$ 167,411,200	$ 143,597,862	$ 164,146,381	$ 157,369,190	$ 161,493,764

Debt Service Obligations

6.5.5.2 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.

EXHIBIT A

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
General Fund					
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
FUND TOTAL	5,090,797	6,864,807	6,859,379	6,730,597	6,721,384
Utility Fund					
Special Assessment	.	-	-	-	-
Water/Sewer/Stormwater System Revenue	4,154,594	5,068,456	5,066,181	5,066,856	5,066,062
FUND TOTAL	4,154,594	5,068,456	5,066,181	5,066,856	5,066,062
TOTAL DEBT SERVICE FOR O/S ISSUES	$ 9,245,391	$ 11,933,263	$ 11,925,560	$ 11,797,453	$ 11,787,446

Ad Valorem Tax Base and Millage Rate

6.5.2 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. 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.~~

c. ~~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.~~

d. ~~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.~~

e. ~~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.~~

f. ~~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.~~

g. ~~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.~~

h. ~~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

6.5.5.1 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

Fund	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15
General Fund					
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	$ -	$ -	$ -	$ -	$ -
Grant Funds					
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	$ -	$ -	$ -	$ -	$ -
Park Development Fund					
Revenues	$ 300,500	$ 180,000	$ 180,000	$ 170,000	$ 170,000
- Capital Improvements	300,500	180,000	180,000	170,000	170,000
Balance	$ -	$ -	$ -	$ -	$ -
Capital Projects Funds					
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	$ -	$ -	$ -	$ -	$ -
Utility Fund					

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	$ -	$ -	$ -
Utility Construction Revenue Bond Fund					
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	$ -	$ -	$ -	$ -	$ -
CIAC Fund					
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

	FY	FY	FY	FY	FY	
Category	**2010-11**	**2011-12**	**2012-13**	**2013-14**	**2014-15**	**Total**

EXHIBIT A

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.

EXHIBIT A

EXHIBIT A

Goal II
Ensure adequate funding for infrastructure and capacity exist concurrent with development or redevelopment.

Objective 2.1 Infrastructure Concurrency management
Maintain principles for constructing, extending or increasing capacity of public facilities, and principles for correcting existing deficiencies.

Evaluation Measure 2.1 Concurrency Management System
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. It includes guidelines for interpreting and applying LOS standards to applications for development orders (DOs) and development permits (DPs) and determining when the test for concurrency must be met, including the latest point in the application process for the determination of concurrency prior to the approval of an application. The Concurrency Management System provides a program that ensures D.O.'s and D.P.'s are issued in a manner that will not result in a reduction in the LOS below the adopted LOS standard for the affected facility.

Policy 2.1.1 The City hereby adopts the following level of service standards to determine the impacts of new development and redevelopment upon public facility provision:

Level of Service (LOS) Standards	
Parks & Recreational Facilities	4 acres per 1000 population
Sanitary Sewer	300 gallons per day per Equivalent Residential Connection (ERC)
Stormwater Discharge	Water quality standards in accordance with Chapter 62-330 F.A.C.
Potable Water	325 gallons per day per Equivalent Residential Connection (ERC)
Stormwater	
Land Use	Level of Service
Residential	8.9 lbs. per unit per day
Factory & Warehouse	2 lbs. per 100 sq. ft. per day
Office Building	1 lbs. 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
Grade School	10 lbs. per room & ¼ lbs. per pupil per day
High School	8 lbs. per room & ¼ lbs. per pupil per day
Hospital	8 lbs. per bed per day
Nurse or Intern Home for Aged	3 lbs. per person per day
Rest Home	3 lbs. per person per day

EXHIBIT A

Drainage	
Roadways of less than eighty (80) feet width	Have crown elevations at or above the elevation for the respective area depicted on the ten year "Flood Criteria Map."
Roadways of eighty (80) feet or greater width	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	Lowest floor elevation no lower than one (1) foot above base flood or eighteen (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.
Floodplain 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	Prior to discharge to surface or ground water, BMP's will be used to reduce pollutant discharge.

Objective 2.2 Coordination with School Board for School Capacities

Policy 2.2.1 The City shall advise Broward as needed in regard to school needs generated by City's growth. Broward County, in collaboration with the School Board of Broward County and the municipalities shall ensure that public school facilities are available for current and future students consistent with available financial resource and the adopted LOS.

Policy 2.2.1a Consistent with policies and procedures within the Interlocal Agreement for Public School Facilities planning the Five-Year District Educational Facilities Plan (DEFP) shall contain a five year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted LOS in all concurrency service areas. The financially feasible schedule shall be adopted on an annual basis and annually adopted into the CIE.

Evaluation Measure 2.2.1 The LOS for School Type A shall be 100% gross capacity including relocatable. The LOS for School Type B shall be 110% permanent Florida Inventory of School (FISH) capacity.

EXHIBIT A

Policy 2.2.2 The LOS shall be adopted and incorporated in the PSFE of Broward County and the City's Comprehensive Plan.

Policy 2.2.3 The City shall automatically amend its CIE to reflect any amendment, correction or medication to the Broward County School Board's adopted Five-Year DEFP concerning costs, revenue sources, or acceptance of facilities pursuant to dedications or proportionate share mitigation, one adopted by the School Board.

EXHIBIT A

Capital Improvement Program Overview

EXHIBIT A

OVERVIEW OF RECOMMENDED CAPITAL PROJECTS

The Capital Improvement Program (CIP) five year plan expenditure projection for FY 2026 - FY 2030 is $332,762,401. This includes 91 projects of which 56 will impact the FY 2026 Annual Budget.

The CIP program is categorized by the following four functional types and projects that will be considered for funding in future funding years:

- Park Facilities
- Infrastructure Redevelopments and Improvements
- Public Buildings
- Capital Equipment, Vehicles and Software

FY 2026 - FY 2030 estimated cost for each type is as follows:

Park Facilities: The total five year estimated cost for this type is $4,957,663. This cost is for 12 projects of which 7 are budgeted in FY 2026 for $1,007,663.

Infrastructure Redevelopment and Improvements: The total five year estimated cost for this type is $242,772,691 This cost is for 38 projects of which 30 are budgeted in FY 2026 for $73,049,458.

Public Buildings: The total five year estimated cost for this type is $43,901,607. This cost is for 14 projects of which 12 are budgeted in FY 2026 for $10,794,807.

Capital Equipment, Vehicles and Software: The total five year estimated cost for this type is $6,508,291.This cost is for 9 projects of which 7 budgeted in FY 2026 for $2,230,400.

Future: There are 18 projects with an estimated cost of $34,622,149 that will not impact the budget. These projects will be considered for funding in future funding years.

The proposed funding plan involves a commitment to annual appropriations established in the FY26 annual budget and long-term financing for these projects. The total capital expenditure that will impact FY26 budget is $87,082,328. FY26 allocations by funding source and by department are as follows:

Fund/Source	Amount
Fire & EMS CIP Fund (381)	$ 3,515
Street Construction & Maintenance Fund (385)	284,000
Park Development Fund (387)	595,447
2013 CIP Revenue Bond Fund (388)	100,500
2017 CIP Loan Fund (389)	124,600
2020 CIP Loan - Taxable Fund (392)	358,000
Capital Grants Fund (393)	12,635,656
2022 CIP Loan Fund (394)	10,927
Capital Projects Fund (395)	7,619,283
Utility Fund (410)	42,835,400
Stormwater Management Fund (415)	21,475,000
Fleet Maintenance Fund (503)	765,000
Information Technology Fund (504)	275,000
Total	**$ 87,082,328**

Capital Improvement Program Overview

Department	Amount
Building, Planning & Zoning	$ 1,292,000
Cultural Affairs	190,000
Engineering	14,739,656
Financial Services	150,000
Fire Rescue	3,515
Human Resources	42,900
Information Technology	518,138
Parks & Recreation	652,663
Public Works	24,605,491
Support Services	2,052,565
Utilities	42,835,400
Total	**$ 87,082,328**



Citywide Embankment Stabilization and Stormwater Management



Landscape and Beautification



Historic Miramar Canal Improvements



Street Construction and Resurfacing

FY 2026 - FY 2030 allocations by funding source and by department are as follows:

Fund/Source	Amount
Fire & EMS CIP Fund (381)	$ 3,515
Street Construction & Maintenance Fund (385)	284,000
Park Development Fund (387)	8,495,447
2013 CIP Revenue Bond Fund (388)	100,500
2017 CIP Loan Fund (389)	124,600
2020 CIP Loan - Taxable Fund (392)	358,000
Capital Grants Fund (393)	79,063,580
2022 CIP Loan Fund (394)	10,927
Capital Projects Fund (395)	23,619,283
Utility Fund (410)	163,565,400
Stormwater Management Fund (415)	21,475,000
Fleet Maintenance Fund (503)	765,000
Information Technology Fund (504)	275,000
To Be Determined	34,622,149
Total	**$ 332,762,401**

Department	Amount
Building, Planning & Zoning	$ 1,842,000
Cultural Affairs	855,029
Engineering	54,641,593
Financial Services	150,000
Fire Rescue	14,893,515
Human Resources	42,900
Information Technology	5,141,845
Parks & Recreation	19,652,663
Public Works	50,547,391
Social Services	3,725,000
Support Services	17,705,065
Utilities	163,565,400
Total	**$ 332,762,401**

Section I: List of 5 Year Capital Projects that will have a fiscal impact on the FY26 budget

Project Number	Project Title	Funding Department	FY 2026 Budget	FY 2027-FY 2030	5-Year Total Cost
	Park Facilities				
51007	Monarch Lakes Park	Public Works	$ 75,000	$ —	$ 75,000
51018	Amphitheater at Miramar Regional Park - Concessions and Walkways	Support Services	50,000	180,000	230,000
51024	City of Miramar 911 Remembrance Monument	Support Services	230,000	—	230,000
51038	City Parks Wi-Fi Infrastructure	Information Technology	—	940,000	940,000
51039	Pickleball Court Addition	Parks & Recreation	—	300,000	300,000
51040	Miramar Regional Park Aquatics Complex Renovations	Parks & Recreation	—	160,000	160,000
51041	Pavilion Electric Upgrade	Parks & Recreation	100,000	100,000	200,000
51043	Park Restroom Addition	Parks & Recreation	—	575,000	575,000
51044	Amphitheater Noise Reduction	Support Services	—	295,000	295,000
51046	Forcina Park Drainage	Parks & Recreation	150,000	—	150,000
51047	Lakeshore Park Beautification	Parks & Recreation	245,000	—	245,000
51048	Park Improvements - Various	Parks & Recreation	157,663	1,400,000	1,557,663
	Total Park Facilities Projects		**$ 1,007,663**	**$ 3,950,000**	**$ 4,957,663**

Project Number	Project Title	Funding Department	FY 2026 Budget	FY 2027-FY 2030	5-Year Total Cost
	Infrastructure Redevelopment & Improvements				
52021	Canal Embankment Restoration	Public Works	$ —	$ 1,800,000	$ 1,800,000
52022	Street Construction and Resurfacing - Various Locations	Public Works	—	13,800,000	13,800,000
52024	Bass Creek Road from SW 148 Avenue to approx. 3,270 Feet East	Engineering	—	5,129,520	5,129,520
52036	Roadway Landscaping and Beautification	Public Works	475,491	316,000	791,491
52038	West WTP Laboratory & Office Space Modification	Utilities	150,000	—	150,000
52047	Reclaimed Water System Expansion/Piping I-75 Crossing & T&D Improvements	Utilities	500,000	2,000,000	2,500,000
52060	Air Conditioning Systems Replacement Program	Public Works	460,000	2,113,500	2,573,500
52061	Pembroke Road from SW 160 Avenue to US 27/ Miramar Parkway Extension	Engineering	11,000,000	21,000,000	32,000,000
52063	Repair/Replacement of Existing Sidewalks	Public Works	—	1,800,000	1,800,000
52069	LED Streetlight Installation and Upgrade	Public Works	150,000	600,000	750,000
52074	ADA Evaluation and Corrective Action	Engineering	—	800,000	800,000
52076	Country Club Ranches Water Main Improvements	Utilities	500,000	8,000,000	8,500,000
52078	SCADA Cybersecurity Improvement	Utilities	500,000	2,000,000	2,500,000
52085	Sustainable Renewable Energy and Conservation Initiatives	Utilities	500,000	1,000,000	1,500,000
52092	West Water Treatment Plant Capacity Improvements and Upgrades	Utilities	15,000,000	16,000,000	31,000,000
52093	Wastewater Reclamation Facility (WWRF) Capacity Improvements & Re-Rating	Utilities	5,000,000	10,250,000	15,250,000
52103	Wastewater Collection System Improvements	Utilities	2,000,000	8,000,000	10,000,000
52104	Water Distribution System Improvements	Utilities	3,000,000	14,000,000	17,000,000
52105	Lift Station Improvements Annual Maintenance Program	Utilities	2,000,000	8,000,000	10,000,000
52111	Installation of Underground Electrical Infrastructure	Public Works	110,000	236,900	346,900

Project Number	Project Title	Funding Department	FY 2026 Budget	FY 2027-FY 2030	5-Year Total Cost
52112	Historic Miramar Drainage Improvements - Phase V	Public Works	21,400,000	—	21,400,000
52113	Historic Miramar Complete Streets - Phase IV	Engineering	1,425,834	—	1,425,834
52115	Town Center Colonnade	Support Services	—	540,000	540,000
52116	Sherman Circle from Jodi Lane to Jodi Lane	Engineering	—	2,259,405	2,259,405
52117	East Water Treatment Plant (EWTP) Improvements	Utilities	500,000	1,200,000	1,700,000
52118	Wastewater Reclamation Facility (WWRF) Digester System Improvements	Utilities	—	34,000,000	34,000,000
52119	Installation of Electric Vehicle Charging Stations	Public Works	365,000	783,700	1,148,700
52120	Light Boxes & Marquee	Cultural Affairs	50,000	—	50,000
52121	Honey Hill Drive from Flamingo Road to SW 55th Street	Engineering	309,822	710,892	1,020,714
52122	Countyline Road Rehabilitation in Country Club Ranches	Engineering	125,000	450,000	575,000
52123	CCTV Repair and Improvements	Information Technology	233,600	—	233,600
52124	RPK AMP Network Extension and CCTV Camera Installation	Information Technology	114,538	435,816	550,354
52125	Public Informational Signs	Support Services	190,173	297,500	487,673
52126	Canopy Over Dispensers at Wastewater Reclamation Facility (WWRF) Fuel Depot	Public Works	300,000	700,000	1,000,000
52127	Woodscape Infrastructure Improvements	Utilities	550,000	8,000,000	8,550,000
52128	Historic Miramar Infrastructure Improvement (HMII) Phase V Water Main Improvements	Utilities	4,000,000	1,000,000	5,000,000
52129	Meter Repair & Replacement	Utilities	2,000,000	2,500,000	4,500,000
52130	Miramar Cultural Center (MCC) Yard Fencing	Cultural Affairs	140,000	—	140,000
	Total Infrastructure Redevelopment & Improvements Projects		**$ 73,049,458**	**$ 169,723,233**	**$ 242,772,691**

Project Number	Project Title	Funding Department	FY 2026 Budget	FY 2027-FY 2030	5-Year Total Cost
	Public Buildings				
53019	Renovation and Addition of Fire Station 84 and Fire Rescue FOC	Fire Rescue	$ 3,515	$ 9,700,000	$ 9,703,515
53021	Replace Bay Doors and Install Transfer Switch at Fire Station 70	Fire Rescue	—	955,000	955,000
53025	Historic Miramar Innovation and Technology Village	Engineering	1,879,000	5,500,000	7,379,000
53027	New Community Youth Center	Support Services	—	4,400,000	4,400,000
53029	Town Center Complex Enhancements	Public Works	315,000	1,198,800	1,513,800
53030	HR Department Office Renovations	Human Resources	42,900	—	42,900
53031	West Water Treatment Plant (WWTP) Main Control and Administration Building Renovation	Utilities	1,850,000	—	1,850,000
53032	Wastewater Reclamation Facility (WWRF) Bldg A Office Renovation	Utilities	250,000	3,300,000	3,550,000
53034	BPZ Office Improvements	Building, Planning & Zoning	1,067,000	—	1,067,000
53035	Building Renovations and Enhancements	Public Works	855,000	1,543,000	2,398,000
53037	Wastewater Reclamation Facility (WWRF) Bldg L 1st Floor Renovation	Utilities	2,850,000	1,000,000	3,850,000
53038	City Commission Chambers Renovation	Support Services	380,000	545,000	925,000

Capital Improvement Program Overview

EXHIBIT A

Project Number	Project Title	Funding Department	FY 2026 Budget	FY 2027-FY 2030	5-Year Total Cost
53039	Fleet Maintenance Facility Renovation	Public Works	100,000	1,050,000	1,150,000
53040	Facilities Capital Improvement	Support Services	1,202,392	3,915,000	5,117,392
	Total Public Buildings Projects		**$ 10,794,807**	**$ 33,106,800**	**$ 43,901,607**
	Capital Equipment, Vehicles and Software				
54015	Standby Generators for Lift Station	Utilities	$ 800,000	$ —	$ 800,000
54017	Smart City Surveillance System & Real-Time Crime Center	Information Technology	—	3,092,891	3,092,891
54018	EnerGov Implementation	Information Technology	—	155,000	155,000
54020	Lucity Upgrade and Mobile Devices	Utilities	120,000	480,000	600,000
54023	Audio Visual Upgrades for City Facilities	Information Technology	170,000	—	170,000
54027	BPZ Technology Operating Systems	Building, Planning & Zoning	225,000	550,000	775,000
54028	Wastewater Reclamation Facility (WWRF) Elevator Replacement	Utilities	100,000	—	100,000
54029	Financial Services Office & Conference Room Improvements	Financial Services	150,000	—	150,000
54030	Vactor Truck	Utilities	665,400	—	665,400
	Total Capital Equipment Projects		**$ 2,230,400**	**$ 4,277,891**	**$ 6,508,291**
	Total FY 2026 - FY 2030 CIP 5 Year Projects		**$ 87,082,328**	**$ 211,057,924**	**$ 298,140,252**



Miramar Bike and Pedestrian Mobility Improvement



H.D. Perry Park Playground Shade Cover Addition



Audio Visual Upgrade for City Commission Conference Room

Section II: Requested changes to Capital Projects that will have no fiscal impact on the FY26 budget
Funds will be transferred between the following CIP projects:

Project Number	Project Title	Funding Department	FY 2026 Budget	FY 2027-FY 2030	5-Year Total Cost
51038	City Parks Wi-Fi Infrastructure	Information Technology	$ (233,600)	$ —	$ (233,600)
52123	CCTV Repair and Improvements	Information Technology	233,600	—	233,600
52009	Public Informational Signs	Support Services	(190,173)	—	(190,173)
52125	Public Informational Signs	Support Services	190,173	—	190,173
51044	Amphitheater Noise Reduction	Support Services	(130,000)	—	(130,000)
51024	City of Miramar 911 Remembrance Monument	Support Services	130,000	—	130,000
51038	City Parks Wi-Fi Infrastructure	Information Technology	(106,847)	—	(106,847)
53012	Fire Station 107	Fire Rescue	(6,391)	—	(6,391)
53001	Police Headquarters Facility	Support Services	(1,300)	—	(1,300)
52124	RPK AMP Network Extension and CCTV Camera Installation	Information Technology	114,538	—	114,538
51023	Ansin Sports Complex - Phase IV	Engineering	(50,000)	—	(50,000)
51041	Pavilion Electric Upgrade	Parks & Recreation	50,000	—	50,000
51044	Amphitheater Noise Reduction	Support Services	(50,000)	—	(50,000)
51018	Amphitheater at Miramar Regional Park - Concessions and Walkways	Support Services	50,000	—	50,000
54026	Valve Exercise Truck	Utilities	(15,400)	—	(15,400)
54030	Vactor Truck	Utilities	15,400	—	15,400
52110	Buffer Wall along University Drive adjacent to University Park Plat	Engineering	(12,491)	—	(12,491)
53035	Building Renovations and Enhancements	Public Works	12,491	—	12,491
51034	Huntington Park South Redevelopment	Parks & Recreation	(4,999)	—	(4,999)
51048	Park Improvements - Various	Parks & Recreation	4,999	—	4,999
53012	Fire Station 107	Fire Rescue	(3,515)	—	(3,515)
53019	Renovation and Addition of Fire Station 84 and Fire Rescue FOC	Fire Rescue	3,515	—	3,515
51003	Park Improvements - Various	Parks & Recreation	(2,664)	—	(2,664)
51048	Park Improvements - Various	Parks & Recreation	2,664	—	2,664
53016	Facilities Capital Improvement	Support Services	(2,392)	—	(2,392)
53040	Facilities Capital Improvement	Support Services	2,392	—	2,392



Huntington Park South Basketball Court Resurfacing and Fitness Stations

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

Project Number	Project Title	Funding Department	FY 2026 Budget	FY 2027-FY 2030	5-Year Total Cost
Future	Miramar Cultural Center Banquet Hall Renovations	Cultural Affairs	$ —	$ 665,029	$ 665,029
Future	Honey Hill Road Widening from Red Road to Flamingo Road	Engineering	—	525,000	525,000
Future	SW 148th Avenue Widening from Miramar Parkway to Bass Creek Road	Engineering	—	2,000,000	2,000,000
Future	SW 184th Avenue Widening from Miramar Parkway to Pembroke Road	Engineering	—	1,527,120	1,527,120
Future	Air and Light Special Operations Vehicle (SOV)	Fire Rescue	—	1,800,000	1,800,000
Future	Fire Station 107 Expansion	Fire Rescue	—	2,435,000	2,435,000
Future	Ansin Sports Complex Improvements	Parks & Recreation	—	7,875,000	7,875,000
Future	Fairway Parks Improvements	Parks & Recreation	—	290,000	290,000
Future	Field Lighting Upgrades	Parks & Recreation	—	1,200,000	1,200,000
Future	Miramar Aquatic Complex Building Expansion	Parks & Recreation	—	2,250,000	2,250,000
Future	Miramar Athletic Park Nature Preserve Development	Parks & Recreation	—	225,000	225,000
Future	Miramar Regional Park Artificial Turf	Parks & Recreation	—	3,000,000	3,000,000
Future	Parks Maintenance Storage Unit	Parks & Recreation	—	250,000	250,000
Future	Regional Park Playground Replacement	Parks & Recreation	—	700,000	700,000
Future	Special Event Stage Addition	Parks & Recreation	—	250,000	250,000
Future	Sunset Lakes Community Center Improvements	Parks & Recreation	—	425,000	425,000
Future	Adult Day Care Center Expansion	Social Services	—	3,725,000	3,725,000
Future	Miramar Regional Overflow Parking Improvements	Support Services	—	5,480,000	5,480,000
	Total To Be Programmed CIP Projects		$ —	$ 34,622,149	$ 34,622,149

Note: Project numbers are only assigned to existing and funded projects.



Various Infrastructure Improvements

Section IV: Outlines the impact on the FY26 Operating Budget as a result of the CIP project:

Project Number	Description	FY 2026 Cost	Funding Source	Impact on FY 2026 Operating Budget
	Park Facilities			
51007	**Monarch Lakes Park**	$ 75,000	Stormwater Management Fund (415)	No Impact
	Modification to existing stormwater drains and connections.			
51018	**Amphitheater at Miramar Regional Park - Concessions and Walkways**	50,000	Park Development Fund (387)	No Impact
	Amphitheater at Miramar Regional Park - Concessions and Walkways. (8) permanent Concession Containers; (2) permanent Restroom Containers; (1) Lounge Container; (2) Freezer and Refrigeration Containers will be provided to serve the patrons. Walkway Cover at the sidewalks leading to restrooms and concessions.			
51024	**City of Miramar 911 Remembrance Monument**	230,000	Park Development Fund (387); Capital Projects Fund (395)	No Impact
	Two structural steel I-beams salvaged from the wreckage of the Twin Towers. The design features a concrete promenade overlooking the existing park lake, complemented by landscaping, decorative railings, and commemorative signage.			
51041	**Pavilion Electric Upgrade**	100,000	Park Development Fund (387)	No Impact
	Provide park pavilions with electricity and lighting.			
51046	**Forcina Park Drainage**	150,000	Capital Projects Fund (395)	No Impact
	Design, permitting, and construction of an enhanced drainage system at Forcina Park.			
51047	**Lakeshore Park Beautification**	245,000	Park Development Fund (387); Capital Projects Fund (395)	No Impact
	Replace the existing deteriorated fence with a new fence and add a digital park sign at the park's entrance.			
51048	**Park Improvements - Various**	157,663	Park Development Fund (387); 2022 CIP Loan Fund (394); Capital Projects Fund (395)	No Impact
	Install walking path lighting, add a shade structure over the swings at Shirley Branca Park, install a new shower and water fountain at Forzano Park, and converting a playground at Sunset Lakes			
	Total Park Facilities	$ 1,007,663		
	Infrastructure Redevelopment & Improvements			
52036	**Roadway Landscaping and Beautification**	475,491	Street Construction & Maintenance Fund Balance (385); Capital Projects Fund (395)	No Impact
	Landscaping and beautification enhancements along SW 172 Avenue (Mir Pkwy to Pembroke Rd), Miramar Parkway(Dykes/184 Ave) Island Drive (Mir Pkwy to Harbor Dr) and Douglas Road (Mir Pkwy to Harbor Dr). Planned improvements include of Type D curbs and gutters.			
52038	**West WTP Laboratory & Office Space Modification**	150,000	Utility Fund (410)	No Impact
	Replace obsolete laboratory instrumentation at the West Water Treatment Plant (WWTP).			
52047	**Reclaimed Water System Expansion/Piping I-75 Crossing & T&D Improvements**	500,000	Utility Fund (410)	No Impact
	Extend reclaimed water service to the area bounded by Pembroke Road to the north, SW 184th Avenue to the west, Miramar Parkway to the south, and SW 160th Avenue to the east.			
52060	**Air Conditioning Systems Replacement Program**	460,000	Capital Projects Fund (395)	No Impact
	HVAC system upgrades for: 1) Police Department Headquarters: Factory renewal of Chiller Plants #1 and #2, including tube scanning; 2) Miramar Town Center (MTC): Factory renewal of Chiller Plants #2 and #3, including tube scanning; 3) MTC HVAC Systems: retrofit or replacement of variable air volume (VAV) boxes and associated heaters, and 4) MTC building controls upgrades to intelligent control systems at both MTC and PDHQ.			
52061	**Pembroke Road from SW 160 Avenue to US 27/Miramar Parkway Extension**	11,000,000	Capital Grants Fund (393)	No Impact
	Widening Pembroke Road from two to four lanes from SW 160 Avenue (Dykes Road) to SW 196 Avenue (Segment A), extending Pembroke Road by constructing a new 2-lane roadway from SW 196 Avenue to US 27 (Segment B), and extending Miramar Parkway by constructing a new 2-lane roadway from SW 192nd Terr to Pembroke Road (Segment C). Roadways will have medians, landscaping, irrigation, sidewalks, shared use path, and buffer walls along residential areas.			
52069	**LED Streetlight Installation and Upgrade**	150,000	Capital Projects Fund (395)	No Impact
	Installation of additional new low emission LED streetlights			
52076	**Country Club Ranches Water Main Improvements**	500,000	Utility Fund (410)	No Impact
	Install potable water distribution mains, service lines, fire hydrants, valves, fittings, and related appurtenances along the public right-of-way in the Country Club Ranches area.			

Project Number	Description	FY 2026 Cost	Funding Source	Impact on FY 2026 Operating Budget
52078	**SCADA Cybersecurity Improvement**	500,000	Utility Fund (410)	No Impact
	Enhance the cybersecurity of the City's Supervisory Control and Data Acquisition (SCADA) systems by upgrading outdated equipment, software, and network components, and implementing updated IT security measures.			
52085	**Sustainable Renewable Energy and Conservation Initiatives**	500,000	Utility Fund (410)	No Impact
	(1) Evaluate the economic feasibility of various proposed solar photovoltaic (PV) scenarios to support the City's goals of reducing its carbon footprint, lowering energy costs, and enhancing energy resilience. (2) Conduct comprehensive energy audits and develop a master energy plan for the City's three treatment plants and associated facilities.			
52092	**West Water Treatment Plant Capacity Improvements and Upgrades**	15,000,000	Utility Fund (410)	No Impact
	Expands water treatment capacity and enhance system performance through five components, including a 2.5 Million Gallons per Day (MGD) Reverse Osmosis skid, new Floridan wells, raw water transmission, a lift station and force main system, and various upgrades.			
52093	**Wastewater Reclamation Facility (WWRF) Capacity Improvements & Re-Rating**	5,000,000	Utility Fund (410)	No Impact
	Comprehensive evaluation of the wastewater treatment plant's current capacity and processes to identify future expansion needs based on regulatory requirements and historical performance data. It also involves phased equipment replacement and upgrades to key systems such as aeration, clarification, solids processing, odor control, reuse water treatment, and deep injection wells. Tasks include aeration basin concrete restoration, installation of influent gates, blower Variable Frequency Drive (VFD) conversion, replacement of Generator No. 3, and digester elevator replacement.			
52103	**Wastewater Collection System Improvements**	2,000,000	Utility Fund (410)	No Impact
	This ongoing sewer rehabilitation program reduces infiltration and inflow by inspecting, repairing, and rehabilitating priority sewer system components identified through Closed-Circuit Television (CCTV) evaluations. Work includes lining, structural repairs, and replacements to prevent spills, improve reliability, and extend infrastructure life.			
52104	**Water Distribution System Improvements**	3,000,000	Utility Fund (410)	No Impact
	This comprehensive project enhances the City's water distribution system through an integrated leak detection program, responsive customer service, and scheduled pipeline repairs. By addressing system leakage and aging infrastructure, the initiative ensures water quality, preserves hydraulic capacity, reduces property damage risk, and improves overall system reliability.			
52105	**Lift Station Improvements Annual Maintenance Program**	2,000,000	Utility Fund (410)	No Impact
	Systematically improving the City's 136 active lift stations to ensure reliable, efficient, and compliant wastewater system operations. Upgrades to aging infrastructure and critical components to prevent sewage spills, reduce emergency repairs, extend asset life, and maintain uninterrupted service for the community.			
52111	**Installation of Underground Electrical Infrastructure**	110,000	Capital Projects Fund (395)	No Impact
	Expansion and installation of underground electrical conduit along Miramar Parkway, extending the holiday lighting display from Palm Avenue to Red Road.			
52112	**Historic Miramar Drainage Improvements - Phase V**	21,400,000	Stormwater Management Fund (415)	No Impact
	Drainage Improvements Phase V to improve drainage-related system in Historic Miramar area bounded by SW 68 Terrace/SW 25 Street to the north, Sunshine Boulevard to the west, SW 64 Avenue to the east, and Miramar Parkway to the south. Minor drainage improvements in other completed phases will be performed.			
52113	**Historic Miramar Complete Streets - Phase IV**	1,425,834	Street Construction & Maintenance Fund (385); Capital Grants Fund (393)	No Impact
	Construction of new sidewalks, crosswalks, pedestrian lights and ADA compliant ramps along SW 34 St, SW 35 Ct, and SW 39 St, all located in between State Road 7 and SW 62 Ave, and along SW 31 St from SW 61 Ave to SW 62 Ave, and SW 61 Ave from SW 30 St to SW 33 St.			
52117	**East Water Treatment Plant (EWTP) Improvements**	500,000	Utility Fund (410)	No Impact
	Targeted enhancements to the East Water Treatment Plant (EWTP), key components include: installation of a sand separator to remove sand and other abrasive particles from the raw water before entering the treatment system, construction of a supporting drainage system to manage residuals, and security upgrades to strengthen facility protection to ensure compliance with safety standards.			
52119	**Installation of Electric Vehicle Charging Stations**	365,000	Fleet Maintenance Fund (503)	No Impact
	Strategic installation of electric vehicle (EV) chargers and associated control systems at key City facilities, including the Adult Daycare Center, police substations, fire stations, community parks, the Wastewater Reclamation Facility (WWRF), and the Sunset Lakes Tennis Complex.			
52120	**Light Boxes & Marquee**	50,000	Capital Projects Fund (395)	No Impact
	Replace 5 transparency boxes outside the theater with new digital boxes.			
52121	**Honey Hill Drive from Flamingo Road to SW 55th Street**	309,822	Capital Grants Fund (393)	No Impact
	The addition of an 8-foot wide shared use path and pedestrian lighting at Honey Hill Drive from Flamingo Road to SW 55th Street.			
52122	**Countyline Road Rehabilitation in Country Club Ranches**	125,000	Capital Projects Fund (395)	No Impact
	Construction of right turn lane from eastbound Pembroke Road to southbound Flamingo Road.			
52123	**CCTV Repair and Improvements**	233,600	Information Technology Fund (504)	No Impact
	Replace broken network video recorders (NVR) and cameras at locations identified throughout the City.			

Project Number	Description	FY 2026 Cost	Funding Source	Impact on FY 2026 Operating Budget
52124	**RPK AMP Network Extension and CCTV Camera Installation**	114,538	Park Development Fund (387); 2017 CIP Loan Fund (389); Capital Projects Fund (395); Information Technology Fund (504)	No Impact
	Extend the City's network to the Regional Park Amphitheater (AMP) site, add security cameras at the Amphitheater, parking area, and field; integrate the AMP site into the City's network, upgrade switching infrastructure for 10Gb uplinks, deploy redundant firewalls, install low-voltage cabling for improved POS systems and Wi-Fi coverage.			
52125	**Public Informational Signs**	190,173	CIP Revenue Bond 2013 Fund (388); 2017 CIP Loan Fund (389)	No Impact
	Ongoing design and installation of public information signs throughout the city.			
52126	**Canopy Over Dispensers at Wastewater Reclamation Facility (WWRF) Fuel Depot**	300,000	Fleet Maintenance Fund (503)	No Impact
	Supply and installation of a protective metal canopy with appurtenances over the uncovered fuel dispensers at the Wastewater Reclamation Facility (WWRF) Fuel Depot.			
52127	**Woodscape Infrastructure Improvements**	550,000	Utility Fund (410)	No Impact
	Assess the current conditions of three systems (water, sanitary sewer, and storm), identify deficiencies, evaluate potential alternatives, provide conceptual designs, cost estimates, and prioritization strategies for infrastructure improvements.			
52128	**Historic Miramar Infrastructure Improvement (HMII) Phase V Water Main Improvements**	4,000,000	Utility Fund (410)	No Impact
	Replace existing aging infrastructure with a new water distribution system and improve fire protection services by adding fire hydrants where necessary.			
52129	**Meter Repair & Replacement**	2,000,000	Utility Fund (410)	No Impact
	Replace over 22,000 water meters and meter transceiver units (MXUs) to maintain billing accuracy, protect utility revenue, and sustain operational efficiency.			
52130	**Miramar Cultural Center (MCC) Yard Fencing**	140,000	Capital Projects Fund (395)	No Impact
	Fence at the rear of Miramar Cultural Center			
	Total Infrastructure Redevelopment & Improvements	**$ 73,049,458**		

Public Buildings

53019	**Renovation and Addition of Fire Station 84 and Fire Rescue FOC**	3,515	Fire & EMS CIP Fund (381)	No Impact
	Total renovation and building expansion of Fire Station 84 and adjacent Headquarters building.			
53025	**Historic Miramar Innovation and Technology Village**	1,879,000	2020 CIP Loan Fund Taxable (392); Capital Projects Fund (395)	No Impact
	New road construction and modifications including a roundabout at SW 69 Avenue and SW 34 St, associated drainage improvements, sidewalks, street lighting, and storm water drainage improvements.			
53029	**Town Center Complex Enhancements**	315,000	Capital Projects Fund (395)	No Impact
	Upgrade City Hall courtyard programmable LED up-lights and an electrical system control modernization with emergency backup systems replacement.			
53030	**HR Department Office Renovations**	42,900	CIP Revenue Bond 2013 Fund (388); 2017 CIP Loan Fund (389); 2022 CIP Loan Fund (394)	No Impact
	Reconfiguration of +/- 2,000 sq. ft. of interior office renovation - miscellaneous cubical office space, additional miscellaneous offices, and training room with divider partition, filing storage, etc.			
53031	**West Water Treatment Plant (WWTP) Main Control and Administration Building Renovation**	1,850,000	Utility Fund (410)	No Impact
	Renovation of West Water Treatment Plant (WWTP) includes: modernizing the control room with updated equipment, refurbishing office and staff areas, and converting the former laboratory into functional spaces for meetings and administrative support.			
53032	**Wastewater Reclamation Facility (WWRF) Bldg A Office Renovation**	250,000	Utility Fund (410)	No Impact
	Renovation of Wastewater Reclamation Facility (WWRF) Building A includes improve workspace organization and streamline foot-traffic of control room, process laboratory, and mechanic shop; second-floor renovations, ground-level shower room upgrades, and main lobby improvements, with a focus on meeting modern environmental standards through enhanced lighting and indoor air quality.			
53034	**BPZ Office Improvements**	1,067,000	Capital Projects Fund (395)	No Impact
	1.Renovation of the BP&Z Lobby to be more customer friendly and ADA compliant: lower the counters, secure the concierge check-in desk, add water bottle filling stations, add a customer/resident work area with a computer/scanning station. 2.Create (2) Permanent offices in the Planning and Zoning area. 3.New cubicles/office space in the plan reviewer area.			

Project Number	Description	FY 2026 Cost	Funding Source	Impact on FY 2026 Operating Budget
53035	**Building Renovations and Enhancements**	855,000	Capital Projects Fund (395)	No Impact
	Flooring for Town Center City Hall 2nd floor lobby, replace cooling tower at Town Center Building W, elevator doors, pump replacement, install safety device for Bldg. A & Bldg. W, replace elevator doors for Cultural Arts Center and develop a facility assessment report.			
53037	**Wastewater Reclamation Facility (WWRF) Bldg L 1st Floor Renovation**	2,850,000	Utility Fund (410)	No Impact
	Renovation of Wastewater Reclamation Facility (WWRF) Building L, 1st floor to improve workspace organization, foot traffic flow, modern standards for lighting, indoor air quality, and overall aesthetics.			
53038	**City Commission Chambers Renovation**	380,000	Capital Projects Fund (395)	No Impact
	Renovate City Commission chambers, by replacing 5,100 sq. ft. of carpeting, 220 auditorium seats, and paint walls.			
53039	**Fleet Maintenance Facility Renovation**	100,000	Fleet Maintenance Fund (503)	No Impact
	Phase One: design an addition to the existing Ellicott J. Covo Fleet Maintenance Facility to include the addition of a new service writer and customer service center, training room, communications/data room, file storage room, KeyTrak System storage, private offices, a future workstation, a unisex restroom, breakroom/kitchen, and construction of a new covered work area canopy at the southeast corner of the facility.			
53040	**Facilities Capital Improvement**	1,202,392	Capital Projects Fund (395)	No Impact
	Replace roof at Sunset Lakes Community Center including the flat portion built up system and the slope tile roofing system which is a total of 5 roof sections.			
	Total Public Buildings	**$ 10,794,807**		

Capital Equipment, Vehicles & Software

54015	**Standby Generators for Lift Station**	800,000	Utility Fund (410)	No Impact
	Lift Stations No. 42, 54, 59, 68, and 76 need standby generators			
54020	**Lucity Upgrade and Mobile Devices**	120,000	Utility Fund (410)	No Impact
	Procure mobile devices and related services such as iPad Air and iPad Pro devices with accessories, cellular data plans, Global Positioning System (GPS)/Global Navigation Satellite System (GNSS)/Real-Time Kinematic (RTK) kits, Mobile Device Management (MDM) software, and the Lucity Enterprise Asset Management Bundled Cloud Services platform.			
54023	**Audio Visual Upgrades for City Facilities**	170,000	Capital Projects Fund (395)	No Impact
	Replace old, outdated technology with state-of-the-art Audio Visual technology standards in the Police Dept. Headquarters, Community Room.			
54027	**BPZ Technology Operating Systems**	225,000	Capital Projects Fund (395)	No Impact
	Software, Hardware, Consultants, and digital scanning associated with Building Planning and Zoning records management and the implementation and maintenance of the Tyler ELP (Enterprise Licensing and Permitting) software.			
54028	**Wastewater Reclamation Facility (WWRF) Elevator Replacement**	100,000	Utility Fund (410)	No Impact
	Procure, supply, and install a new freight elevator for wastewater digester building			
54029	**Financial Services Office & Conference Room Improvements**	150,000	Capital Projects Fund (395)	No Impact
	Convert cubicles to offices. Update the audio-visual system and replace furniture (tables & chairs) in the Finance Conference Room.			
54030	**Vactor Truck**	665,400	Utility Fund (410)	No Impact
	Acquisition of a Vactor truck			
	Total Capital Equipment, Vehicles & Software	**$ 2,230,400**		

GRAND TOTAL FY 2026 CIP	**$ 87,082,328**

EXHIBIT A

IX. Public School Facilities Element

~~**Goal 1**~~
Goal I
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) will effectively plan for public elementary and secondary school facilities to meet the current and future needs of Broward County's public school population and coordinate and cooperate to ensure that the adopted public school facilities element and/or provisions included in the comprehensive plan regarding public school concurrency are consistent (pursuant to Chapter 163.3180 (6)(a) F.S.) and in line with available financial resources and adopted level of service (LOS) standards. 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.

Objective 1.1: Financially Feasible District Educational Facilities Plan
The School Board, pursuant to Chapters 163.3177 and 163.3180 F.S. and the Third Amendment to the Inter-Local Agreement for Public School Facility Planning (TRILA), 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 DEFP shall also contain a LOS plan which reflects the data required to demonstrate the achievement and maintenance of the adopted LOS standards. 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~~ future 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 dilapidated 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.

Objective 2.1: Concurrency Management System

The City of Miramar shall adhere to the county-wide adopted 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 TRILA, School Board Policy, and the City and County land development regulations.

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 Consistent with the adopted ~~Third Amended and Restated Interlocal Agreement for Public School Facility Planning ("TRILA")~~ TRILA, the uniform district-wide LOS is established for the following School Types for the purpose of establishing a uniform district-wide LOS for public schools of the same type:

1. School Type A is a bounded elementary, middle, or high school that has the equivalent of at least 10% of its permanent FISH capacity available onsite in relocatables. The LOS for School Type A shall be 100% gross capacity (including relocatables).
2. School Type B is a bounded elementary, middle, or high school that has less than the equivalent of 10% of its permanent FISH capacity available onsite in relocatables. The LOS for School Type B shall be 110% permanent FISH capacity.

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 TRILA, School Board Policy, 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 three (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 TRILA, School Board Policy, and City's and County's land development regulations.

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 TRILA, School Board Policy, 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 LOS 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).

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 three (3) years.

Policy 1.2.9 The public school concurrency approval for residential plats shall expire with the underlying approval. Therefore, a public school concurrency determination shall expire if development within the plat does not commence within five (5) years following the date of Broward County approval, unless extended.

Objective 1.3: Proportionate Share Mitigation

The School Board, pursuant to Chapter 163.3180 F.S. and the TRILA, 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.

EXHIBIT A

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(6)(h), 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 TRILA and School Board Policy:

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 residential development's 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 (3) years of the DEFP.

Policy 1.3.4 The City of Miramar has one (1) Proportionate Share Mitigation area. Due to a 2024 School Board study which reveals a 20 year excess capacity of school classrooms throughout the county, the City of Miramar, Broward

County and School Board will endeavor to modify or eliminate the current Proportionate Share Mitigation Agreement.

~~**GOAL 2**~~
Goal II
Collaborate and Coordinate to Maximize Quality Education
The City of Miramar, Broward County and the School Board will maximize collaboration and coordination 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 163.3180(6)(a) 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.

Objective 2.1: Land Use Consistency, Compatibility & Adequate Infrastructure
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 TRILA 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 TRILA.

Policy 2.1.3 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.

Policy 2.1.4 Consistent with provisions and procedures in the TRILA, the School Board will advise the City and Broward 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 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 TRILA, including the Staff Working Group and Oversight Committee established by the TRILA, 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, consistent with the provisions and procedures of the TRILA.

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 TRILA 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 TRILA, as well as the City and Broward County platting and site plan approval processes to implement strategies, consistent with Florida's Safe Routes 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.

Policy 2.1.10 In coordination with the Broward County Metropolitan Planning Organization (MPO), the City shall facilitate the planning, development, and implementation of the Safe Routes to School Program projects and activities, and continue Broward County's School Safety Program, which focused on the safety of children walking, biking, or being driven to school, and to use the School Board's Quarterly Hazardous Walking Conditions report as a base for prioritizing improvements near schools.

Policy 2.1.11 The City will coordinate with the School Board and Broward County to develop and implement programs and strategies to adapt educational infrastructure to climate change and to improve energy efficiency and educate students and teachers on how to consider these topics in their daily lives.

Objective 2.2: School Facility Siting, Collocation & Design
The City, the School Board and Broward County pursuant to the TRILA, 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.

Policy 2.2.1 In the planning, siting, land acquisition, permitting and development of a 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, 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 TRILA, the City will look for opportunities to collocate and share use of City 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 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, as well as on emergency preparedness issues through the County's Emergency Operating Center.

Policy 2.2.5 When a school is scheduled to be closed by the School Board, the City shall coordinate with the School Board and Broward County on the potential re-use of the property including but limited to a Charter School, parks, libraries, ball fields, community centers, public safety facilities, parking facilities, drainage facilities and other appropriate facilities.

EXHIBIT A

Appendix A: Maps
BROWARD COUNTY PUBLIC SCHOOL FACILITIIES ADOPTED MAPS

Current Boundaries (2024-2025)

Elementary Schools Boundaries I
Middle Schools Boundaries II
High Schools Boundaries III
All Current School Facilities IV

Short-Range – (~~2010 – 2015~~ 2023-2028)

Future Conditions - Elementary Schools – Five Year Plan V
Future Conditions - Middle Schools – Five Year Plan VI
Future Conditions - High Schools – Five Year Plan VII
~~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 – Five Year Plan ..... X~~
~~Future Conditions - Middle Schools – Five Year Plan ..... XI~~
~~Future Conditions - High Schools – Five Year Plan ..... XII~~
~~Future Conditions - Charter Schools – Five Year Plan ..... XIII~~
~~Future Conditions - Special Schools – Five Year Plan ..... XIV~~
~~Future Conditions - Ancillary Plant Locations – Five Year Plan ..... XV~~

EXHIBIT A

Map I: Current Facilities – Elementary Schools Boundaries

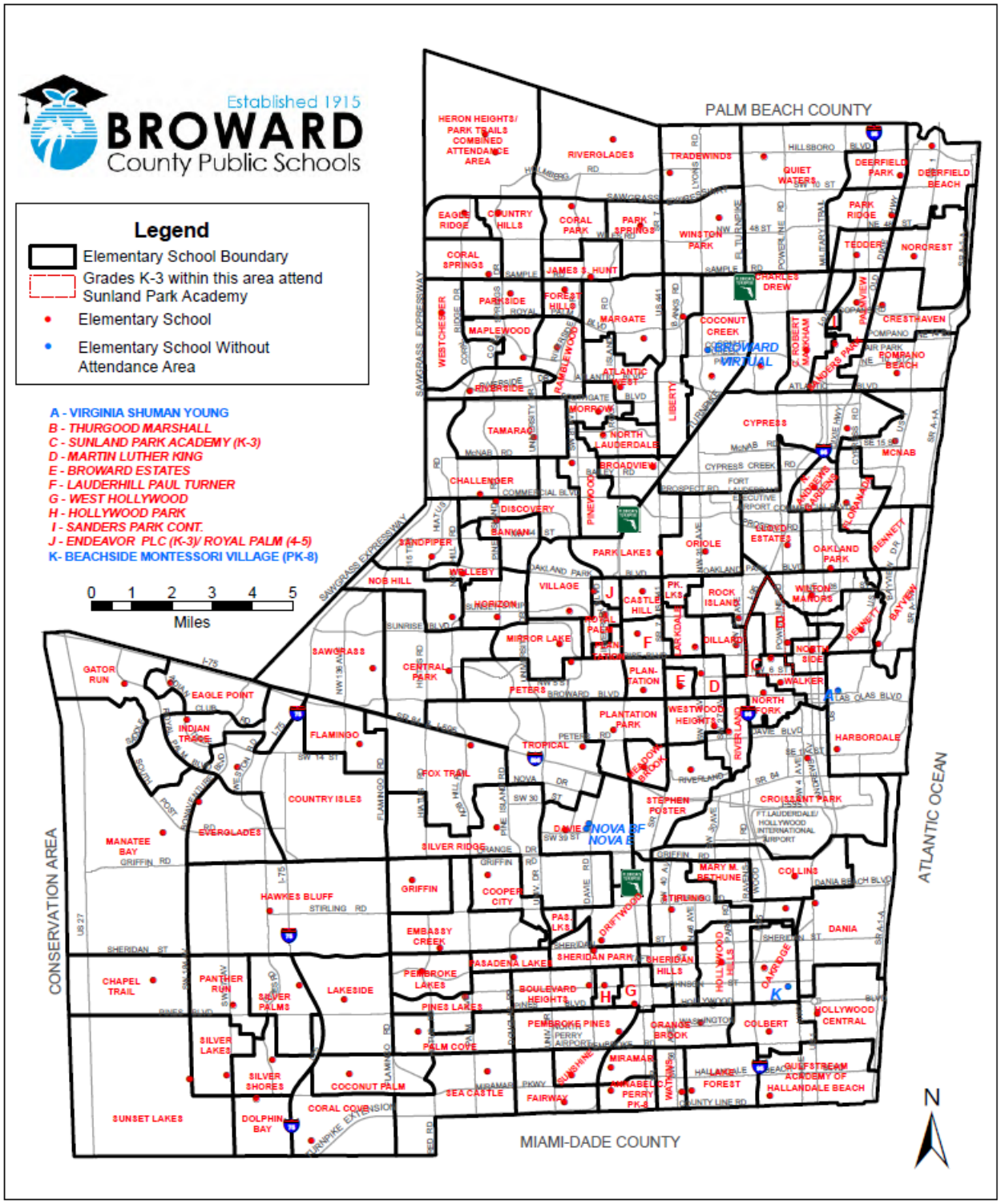


EXHIBIT A

Map II: Current Facilities – Middle Schools Boundaries

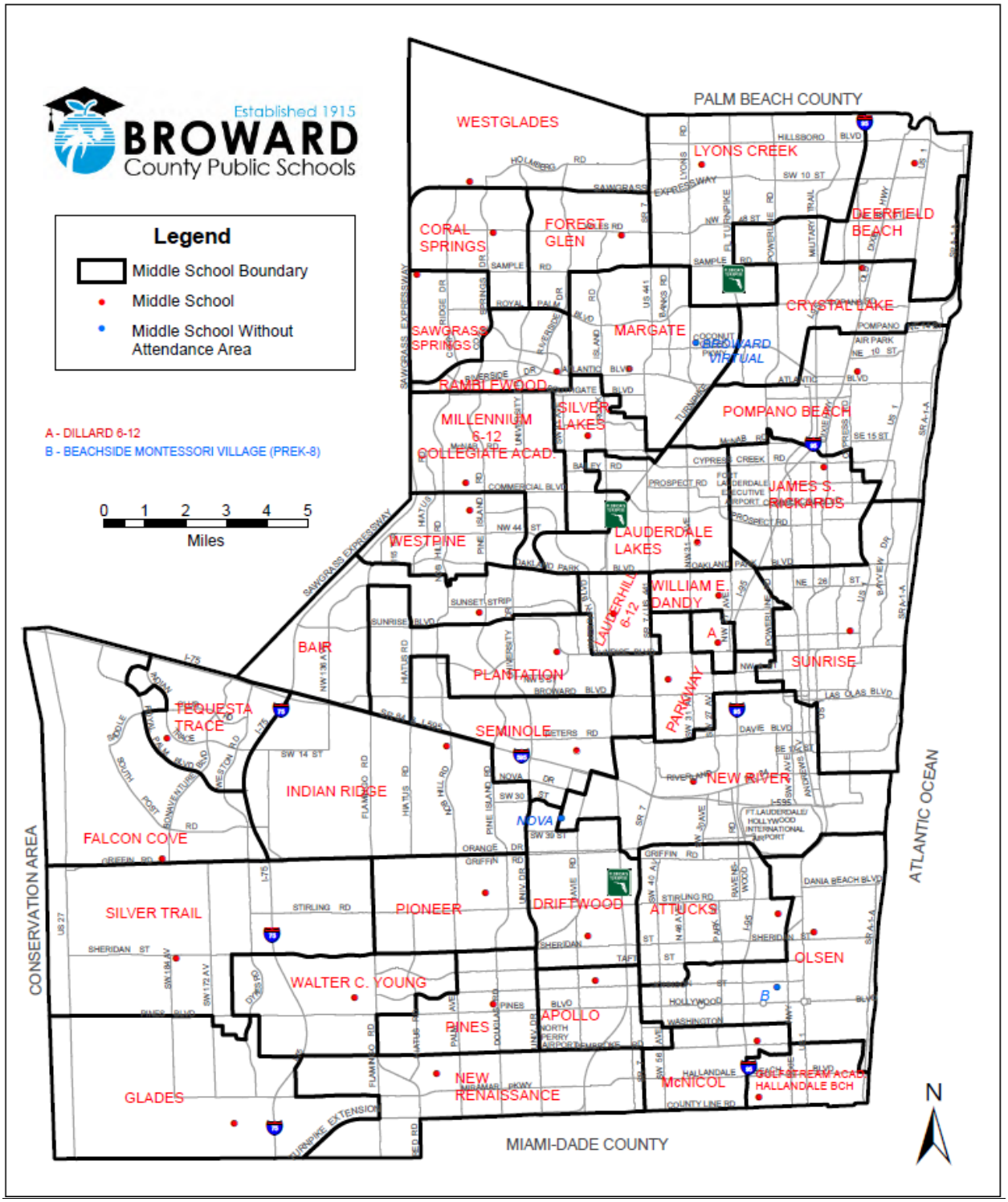


EXHIBIT A

Map III: Current Facilities – High Schools Boundaries

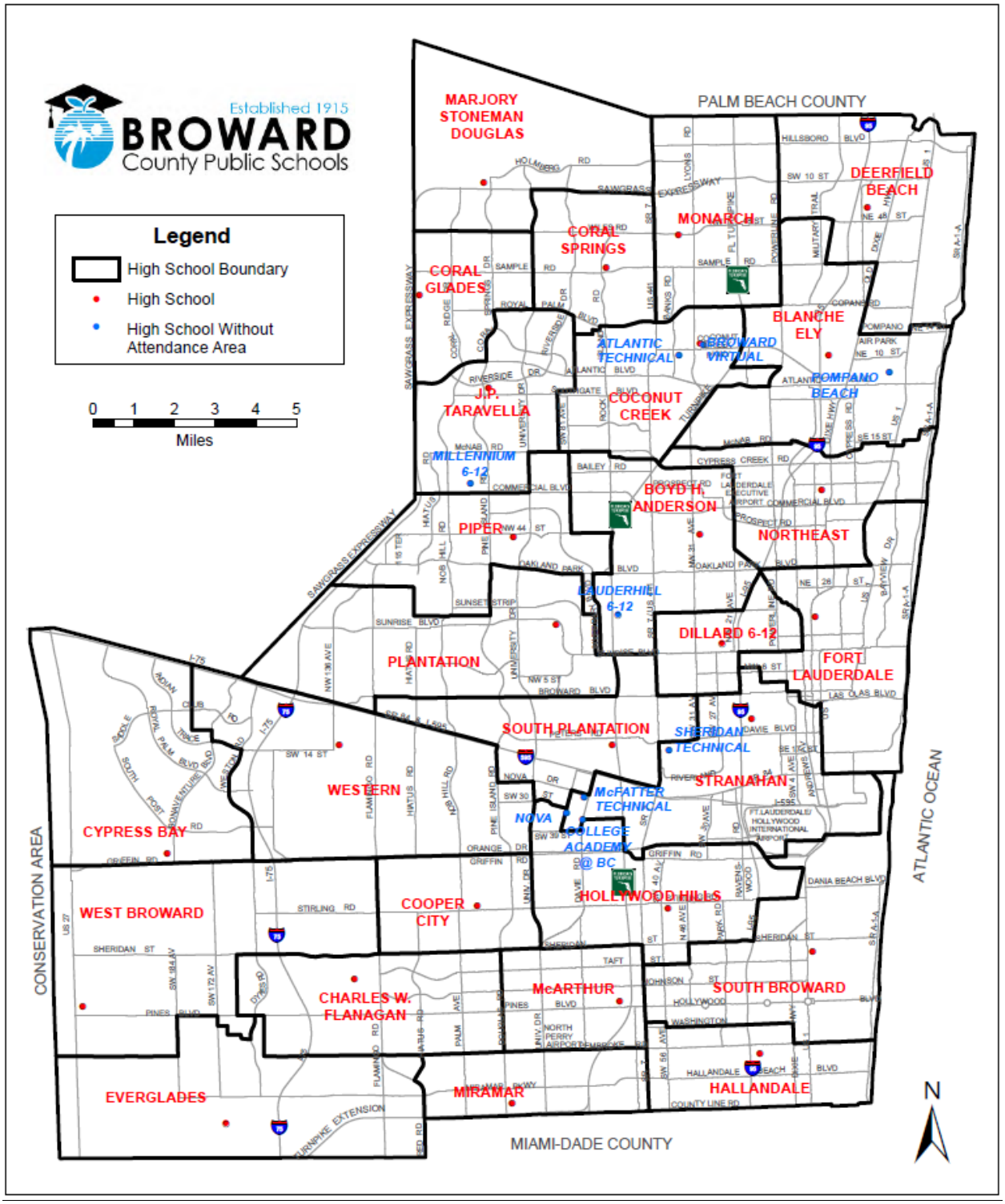


EXHIBIT A

Map IV: Current Facilities – All Current School Facilities

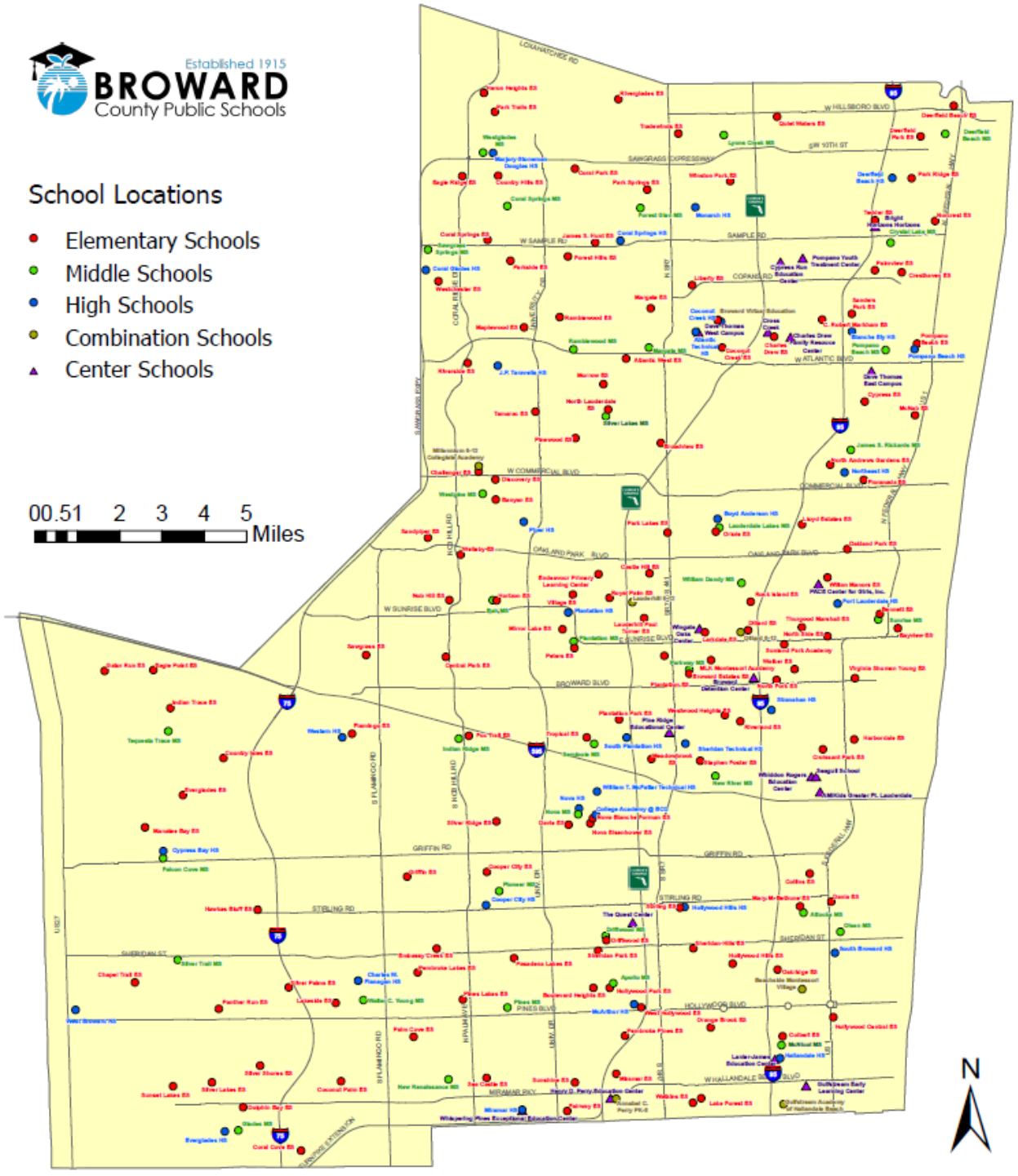


EXHIBIT A

Map V: Future Conditions – Elementary Schools – Five Year Plan

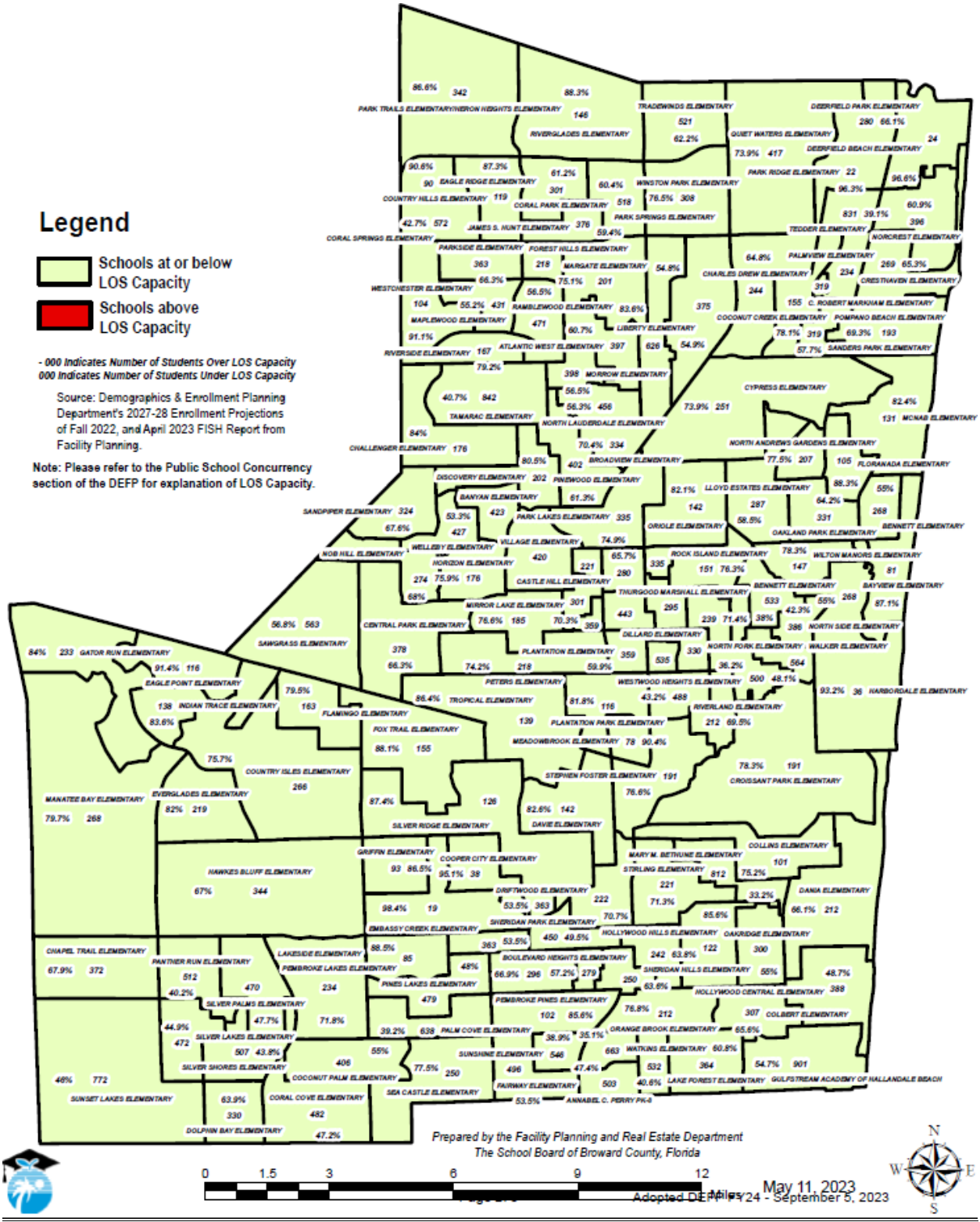


EXHIBIT A

Map VI: Future Conditions – Middle Schools – Five Year Plan

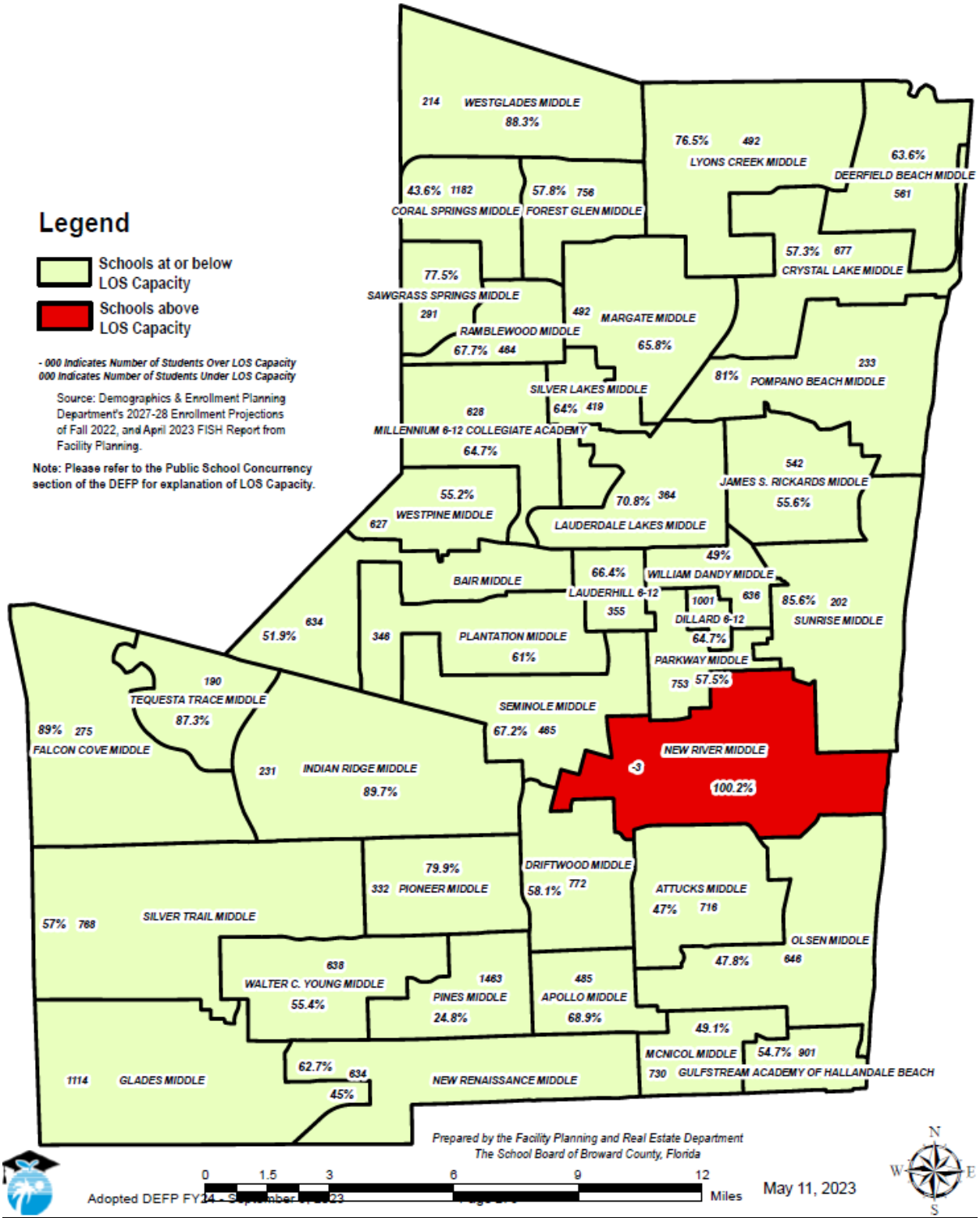
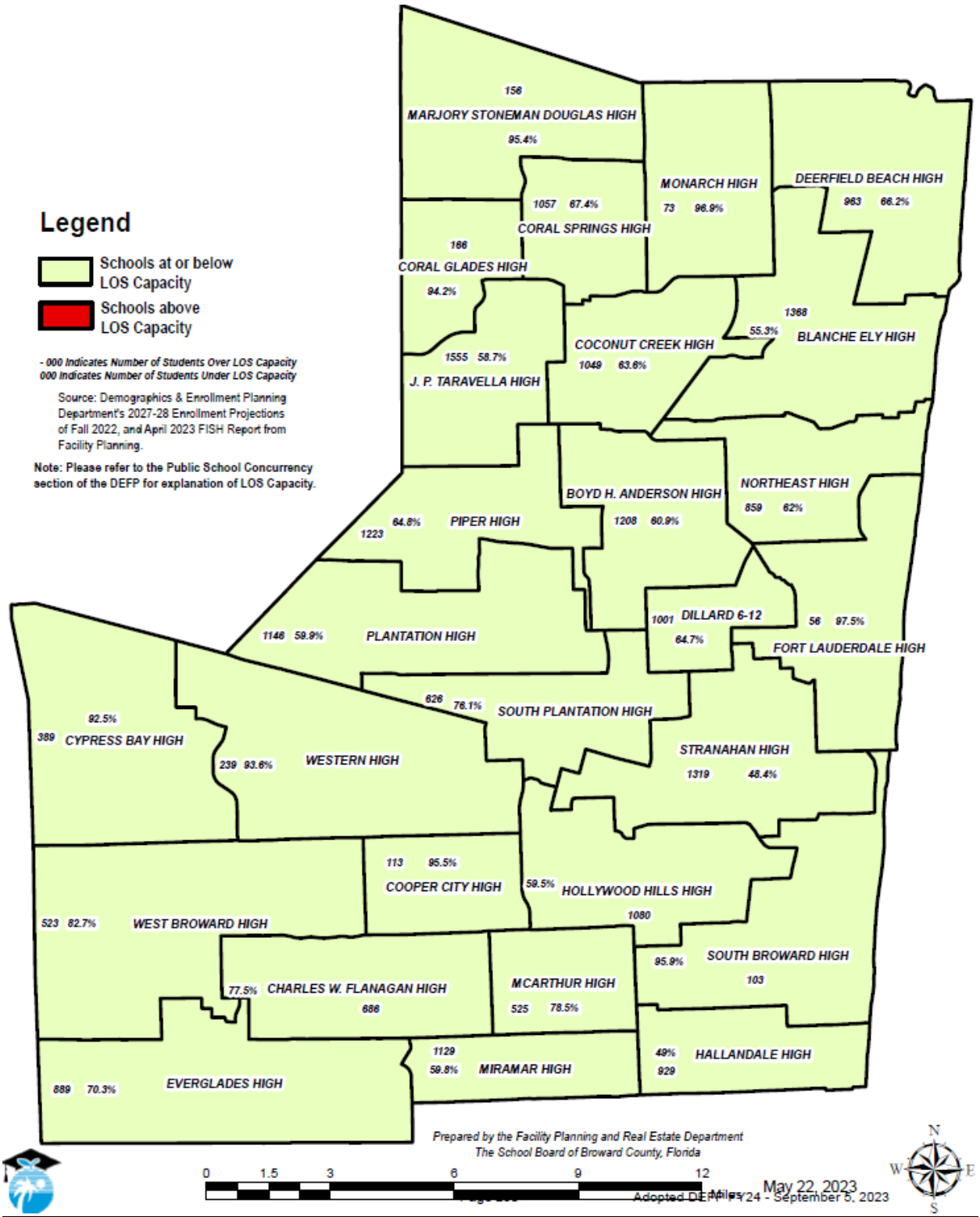


EXHIBIT A

Map VII: Future Conditions – High Schools – Five Year Plan



X. Property Rights Element

Under Article I, section 2 of the Florida Constitution's Declaration of Rights, individuals are guaranteed the right "to acquire, possess, and protect property." Nevertheless, these private property rights may sometimes be curtailed through sovereign police powers to establish and enforce laws protecting the welfare, safety, and health of the public. The Florida Legislature is aware of the often competing public and private interests in land use regulations and other government actions, and has taken two important steps to address this tension. Section 187.101(3), Florida Statutes (F.S.), expressly provided that the goals and policies of the State Comprehensive Plan be consistent with the protection of private property rights. Second, in s. 163.3161(10), F.S., the Community Planning Act stated in pertinent terms:

It is the intent of the Legislature that all governmental entities in this state recognize, and respect judicially acknowledged or constitutionally protected private property rights. It is the intent of the Legislature that all rules, ordinances, regulations, comprehensive plans and amendments thereto, and programs adopted under the authority of this act must be developed, promulgated, implemented, and applied with sensitivity for private property rights and not be unduly restrictive, and property owners must be free from actions by others which would harm their property or which would constitute an inordinate burden on property rights as those terms are defined in s. 70.001(3)(e) and (f). Full and just compensation or other appropriate relief must be provided to any property owner for a governmental action that is determined to be an invalid exercise of the police power which constitutes a taking, as provided by law. Any such relief must ultimately be determined in a judicial action.

Goal 1
The City of Miramar shall, in all of its decision-making process, exercise its governmental, corporate and proprietary home rule powers conferred under Article VII of the Constitution of the State of Florida and Chapter 166, F.S., as well as its comprehensive planning and land development regulation powers as granted under the Community Planning Act in a manner that respects and does not unduly restrict private property rights, and that leaves property owners free from actions by others, which would harm their property or which would constitute an inordinate burden on property rights under the Bert J. Harris Jr., Private Property Rights Protection Act.

Objective 1.1:
The City shall, in all of its decision-making process, balance judicially acknowledged and constitutionally protected private property rights against its need to efficiently plan, coordinate, and deliver government services amid its continued growth and development.

Policy 1.1.1 The City shall, in all of its decision-making process, respect and recognize a private property owner's right to physically possess the property and control his or her interests in the property, including easements, leases, or mineral rights.

Policy 1.1.2 The City shall, in all of its decision-making process, respect and recognize private property owner's right to use, maintain, develop, and improve the property for personal use or the use of another, subject to state law and local ordinances.

Policy 1.1.3 The City shall, in all of its decision-making process, respect and recognize a private property owner's right to privacy and exclusion of others from the property to protect his or her possessions and property.

Policy 1.1.3 The City shall, in all of its decision-making process, respect and recognize a private property owner's right to dispose of the property through sale or gift.

Objective 2:
The City of Miramar shall, in all of its decision-making process, recognize the existence of legitimate and often competing public and private interests in land use regulations and other government actions. The City shall provide full and just compensation or other appropriate relief to any property owner for any rule, ordinance, regulation, comprehensive plan amendment, and program adopted under the authority of the Community Planning Act, which unfairly affects real property.

Policy 1.2.1 The City shall provide compensation, or other appropriate relief as provided by law, to a landowner for any governmental action that is determined to be an unreasonable exercise of the City's police power so as to constitute a taking.

Policy 1.2.2 The City shall determine or other relief by judicial proceeding rather than by administrative proceeding.

Policy 1.2.3 The City shall consider acquiring lands in cases where regulation will severely limit practical use of real property.

EXHIBIT B

City of Miramar Comprehensive Plan

Data & Analysis

2025 Update

MIRAMAR

BEAUTY AND PROGRESS
EST 1955

City Commission

Wayne M. Messam, Mayor

Yvette Colbourne, Vice Mayor

Maxwell B. Chambers, Commissioner

Avril Cherasard, Commissioner

Carson "Eddy" Edwards, Commissioner

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Table of Contents

I. Future Land Use 10
Introduction 10
Existing Conditions 12
Population Growth 13
Existing Land Use Trends 14
Adjacent Jurisdictions & Uses 14
Natural Resources 16
Affordable Housing 19
Future Growth 19
Future Land Use Map 24
II. Mobility Element 25
Introduction 25
Existing Transportation System 25
Roadway Network 25
Intersections and Interchanges 28
Public Transit Network 30
Non-Motorized Facilities 36
Regional Transportation Facilities 37
Transportation Level of Service 38
Roadway LOS Standards 38
Public Transit LOS Standard 39
Mobility Analysis 45
Land Use and Transportation System Interactions 45
Travel Patterns, Population Characteristics, and Growth Trends 45
Availability of Transportation Facilities and Services 46
Roadway network 46
Public transit network 47
Existing Transportation System LOS and System Needs 49
Projected Transportation System Level of Service and System Needs 54

Maintaining the Adopted Level of Service Standard 61
Concurrency Management System (CMS) 62
Transportation System Management (TSM) 62
Consistency between Future Land Use, Transportation, and other plans 63
III. Housing Element 65
Introduction 65
Existing Conditions 65
Housing and Household Characteristics 65
Housing and Residential Development 66
Household Characteristics 66
Housing Analysis 76
Household Characteristics Projections 78
Housing Delivery Process 79
Availability of Services 79
Conservation Activities 80
Affordable Housing Assessment 80
IV. Infrastructure Element 83
(a) Potable Water Sub-Element 83
Introduction 83
Background 84
Statutory Requirements 85
Water Supply Requirements 86
Regional Water Sources and Planning 86
10-Year Supply Plan Development and Objectives 87
Water Supply Infrastructure 88
City of Miramar Service Area 88
Broward County Service Area (BCWWS District 3A and 3BC) 91
Water Resources and Allocations 92
Water Supply Facilities 92
Water Treatment Plants 97
Water Treatment Process 97
Storage and Pumping Facilities 98
Transmission and Distribution System 99

Water Conservation 100
Water Demand Projections 101
Level of Service and City Standards 102
Population and Water Demand Projections 103
Average and Maximum Day Demand Projections 105
Reclaimed Water Facility Update 106
Facility Capacity Analysis 107
Capital Improvements Program 109
Strategic Funding Analysis and Financial Feasibility 109
Water System Capital Improvements 109
Asset Management Strategy 111
Recommended Goals, Objectives, and Policies 111
Regulatory Compliance 112
Water System 113
Reuse Regulations 113
Regional Issues 115
2018 Lower East Coast Water Supply Plan Update 115
Broward County Climate Action Plan 115
Regional Water System 116
Issues and Concerns 118
Regional Issues Impacting the City of Miramar 123
IV. Infrastructure Element 125
(b) Sanitary Sewer Sub-Element 125
Introduction 125
Background 125
Wastewater Service Area 126
Collection and Transmission System 129
Recommended Renewal and Replacement Projects 136
Water Reclamation Facility 137
Facility Capacity Evaluation 140
Renewal and Replacement Evaluation 140
Regulatory Considerations 144
Wastewater System Capital Improvements Program 145

IV(c). Solid Waste Sub-Element 150
Existing Conditions 150
Solid Waste Facilities 150
Waste Disposal Reduction and Recycling 150
Analysis of Existing Conditions 150
Level of Service 150
Future Solid Waste Generation and Needs 151
IV(d). Stormwater Management/Aquifer Recharge Sub-Element 152
Existing Conditions 152
Responsible Agencies 152
Area Drainage Basins 152
Flooding 154
Aquifer Recharge 155
Level-of-Service 155
City Maintenance and Enhancement Operations 156
Future Stormwater Management Needs 156
V. Conservation Element 158
Introduction 158
Existing Conditions 158
Surface Water Bodies 158
Groundwater Resources 158
Surface Water Quality 159
Wetlands 160
Wellfield Protection/Groundwater Quality/Aquifer Recharge 160
Air Quality 161
Floodplains 161
Minerals 162
Soil Conditions 162
Flora and Fauna Conditions 162
Commercial Uses of Natural Resources 163
Conservation/Recreational Use of Natural Resources 163
Cultural Resources 164
Water Conservation Plan 165

VI. Recreation and Open Space Element 166
Introduction 166
Existing Conditions 166
City-Owned Recreational Facilities 166
School and Church Joint-Use Sites 166
County Park Sites 174
Analysis of Existing Conditions 174
Park Facility Types 174
Level-of-Service Standards 175
Future Park and Recreation Needs 175
Citywide Park Land Needs 175
Programmed Improvements 176
VII. Intergovernmental Coordination Element 177
Existing Conditions 177
Adjacent Municipalities 177
Intergovernmental Structure 180
Public Service Organizations 180
County Coordination Organizations 180
Miami-Dade County 181
Independent Special Districts 181
Water Management District 181
Regional Planning Agencies 182
State Agencies 182

Table of Figures

I. Future Land Use
Existing Land Uses 1-1
DRIs 1-2
II. Mobility
Lane Characteristics 2-1
Functional Classifications 2-2
Limited Access Facilities 2-3
Evacuation 2-4
Current Transit 2-5
Future Transit 2-6
Existing Generators 2-7
Future Generators 2-8
Bike Lanes 2-9
Airport 2-10
TMCA 2-11
Existing Transit Functional Area 2-12
Future Transit Functional Area 2-13
Existing LOS 2-14
Existing AADT 2-15
Future LOS 2-16
IV. Infrastructure
Miramar Corporate Limits & Major Facilities 4-1
BCWWS Service Area 4-2
Groundwater Well Locations 4-3
Finished and Raw Water Projections 4-4
Unified Sea Level Projection 4-5
Broward County Saltwater Intrusion Line 4-6
Wastewater Service Area 4-7
Wastewater Collection & Transmission Lines 4-8
WWRF Site Aerial 4-9
V. Conservation

Waterbodies 5-1
Wetlands 5-2
FEMA 5-3
Mineral 5-4
Soil Conditions 5-5
Quarries 5-6
Natural Sensitive Lands 5-7
VI. Recreation & Open Space
Parks 6-1

I. Future Land Use

Introduction

In 1972, the State of Florida Legislature (Legislature) took its first step towards an intergovernmental system of planning by adopting the Environmental Land and Water Management Act. While that legislation established, among other things, a program to designate Areas of Critical State Concern and to provide increased regulation and regional and state oversight for Developments of Regional Impact (DRIs) affecting multiple jurisdictions, it did not grant, however, any land use planning authority to the local governments in the State. That authority would come four (4) years later, in 1975, when the Legislature revisited the intergovernmental planning system and passed the Local Government Comprehensive Planning Act. That legislation specifically required local governments in the State to adopt comprehensive plans by July 1, 1979, a deadline that several local governments did not unfortunately meet.

In response to continued rapid growth and the challenges of state and local governments to adequately address development impacts, the 1985 Legislature once again revisited the intergovernmental planning system and adopted the omnibus Growth Management Act. That legislation, which was officially known as "The Local Government Comprehensive Planning and Land Development Regulation Act," was codified in Part II of Chapter 163, Florida Statutes (F.S.). The Growth Management Act remedied various deficiencies in the 1975 legislation by giving more state oversight and control to the State Land Planning Agency in the continuous and ongoing planning process. In s. 163.3167, it specifically required all local governments in the State to adopt by 1992 local comprehensive plans, with two (2) planning periods, one covering at least the first 5-year period after the comprehensive plan's adoption and one covering at least a 10-year period, to guide future growth and development. Moreover, in s. 163.3191, that legislation mandated that local governments prepare evaluation and appraisal reports every seven (7) years, and subsequently update their local comprehensive plans based on the recommendations provided therein. The Growth Management Act further cemented the traditional role of local governments in land use control.

In 2011, the Legislature enacted House Bill ("HB") 7207, which not only redesignated the Growth Management Act as the Community Planning Act in Part II of Chapter 163 (ss. 163.3161- 163.3248), F.S., but also featured substantial amendments to the former legislation. The thrust of these amendments was to utilize and strengthen the existing role, processes and powers of local government in the establishment and implementation of comprehensive planning programs to guide and manage future development consistent with the proper role of local government, and to focus the state role in managing growth to protecting the functions of important state resources and facilities. Recognizing the progress that local governments had made since the adoption

of the Growth Management Act, the Community Planning Act provides local governments with greater local control over planning decisions that affect the growth of their communities, by establishing an evaluation and appraisal review process, which now leaves it up to local governments to evaluate, at least once every seven (7) years, their comprehensive plans to determine if amendments are necessary to reflect changes in state requirements and/or in local conditions since the last update of their comprehensive plans.

Recognizing the continuing nature of the statewide, inter-jurisdictional, comprehensive planning process, the Legislature has been, almost every year, making amendments to the Community Planning Act to address deficiencies and better promote the orderly and balanced future economic, social, physical, environmental, and fiscal development of the State. These statutory changes include various mandates and have direct implication for any local comprehensive plan.

The Broward County Charter grants the County Commission authority to regulate land use, including requiring the creation of a countywide land use plan that all local plans must conform to. The County Charter also established the Broward County Planning Council as the designated local planning agency charged with the responsibility of preparing and maintaining the Broward County Land Use Plan (BCLUP). The Planning Council reviews municipal plans to ensure they are in "substantial conformity" with the BCLUP before they are certified and become effective for that municipality's jurisdiction. More specifically, under the Broward County Charter, the future land use element (FLUE) of the comprehensive plan of any municipality in the County must be consistent with the BrowardNext-Broward County Land Use Plan ("BrowardNext).

In compliance with the Growth Management Act, the City of Miramar (referred hereinafter as Miramar or the City) 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 sets 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 BCLUP.

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 9J5, Florida Administrative Code (FAC). However, with the passage of the Community Planning Act, which repealed and replaced the Growth Management 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 Commerce for a sufficiency determination. Rather and pursuant to 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.

The City's 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 use regulations can be developed. 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 that 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.

As the City endeavors to address new mandates and periodic adjustments adopted by the Legislature to continue finetuning the State's integrated growth management system, updates to BrowardNext, and changes in its local environment since the last major update in 2010, the determination has been made that amendments to the Comprehensive plan are necessary. Part 2 has become an even more critical element since it helps provide the data and analyses regarding future land use conditions and opportunities to prudently and strategically guide future growth in the City. As the City is trying to charter a new development path toward a more resilient, inclusive and prosperous future, the updated data and analyses contained herein will enable City leaders and residents to evaluate the development trends and ensure the future land use pattern adopted is the best possible configuration to optimize tax base growth, neighborhood integrity, efficient service provision and quality-of-life for the City's next 25 years.

Existing Conditions

Miramar is a linear city measuring 14 miles in length from east to west and 1.5 to 2.5 miles in width, for a total area of nearly 31 square miles. The City's boundaries are delineated by Pembroke Road to the north, U.S. 441 to the east, the Broward County line to the south, and 1/2 mile west of U.S. 27 into Everglades Water Conservation Area 3A.

The City's development pattern starts with traditional subdivisions on the eastern portion of the City and continues west with planned communities, with development stopping at the conservation areas west of SW 196th Ave. The entirety of the urbanized area is developed, with vacant parcels scattered around and near the intersection of Hiatus and Red Road. The predominate land use density is low density single-family residential.

Population Growth

Table 1–1 shows the resident population growth of Miramar since 1980 with comparison to Broward County. The City has grown by 320% since 1980 and by 11.4% since 2010. Growth accelerated in Miramar after 1990 and maintained a high rate of growth through 2010. Between 2010 and 2020, the City's population grew by 10.4% or around 1% annually. The seasonal component of Miramar's population base is relatively small, estimated to be around 1% by the United State Census (American Community Survey, 2023 5-Year Estimates), and is not considered in this population analysis. Note that the American Community Survey (ACS) overestimated the City's population by 5,162 residents during the 2010s, now corrected by the 2020 census. The Florida Bureau of Economics and Business Research (BEBR) since 2020 has thus projected a smaller population growth percentage than the ACS during the 2010s.

Table 1-1 Population Growth

Year	Broward County	Miramar	Miramar Growth Percentage	Miramar-Share of County
1980[1]	1,018,257	32,318	-	3.2%
1990[1]	1,255,531	40,663	25.8%	3.2%
2000[1]	1,623,018	72,739	78.9%	4.5%
2001[3]	1,649,925	78,813	8.4%	4.5%
2002[3]	1,669,153	87,537	11.1%	5.2%
2003[3]	1,698,425	95,921	9.6%	5.7%
2004[3]	1,723,131	101,813	6.1%	5.9%
2005[3]	1,740,987	108,387	6.5%	6.2%
2006[3]	1,753,162	110,322	1.8%	6.3%
2007[3]	1,765,707	111,705	1.3%	6.3%
2008[3]	1,758,494	112,666	0.9%	6.4%
2009[4]	1,759,132	107,288	-4.8%	6.1%
2010[1]	1,748,066	122,041[4]	13.8%	7%
2011	1,759,697[2]	117,343[4]	-3.8%	6.7%
2012	1,778,058[2]	121,447[4]	3.5%	6.8%
2013	1,794,169[2]	124,900[4]	2.8%	7%
2014	1,813,871[2]	128,414[4]	2.8%	7.1%
2015	1,836,674[2]	131,384[4]	2.3%	7.2%
2016	1,862,206[2]	133,741[4]	1.8%	7.2%
2017	1,884,005[2]	135,415[4]	1.3%	7.2%

2018	1,907,024[2]	138,168[4]	2.0%	7.3%
2019	1,928,342[2]	139,468[4]	0.9%	7.2%
2020[1]	1,944,375	134,721	-3.4%	7%
2021	1,955,375[2]	136,007[2]	1.0%	7%
2022	1,969,099[2]	138,237[2]	1.6%	7%
2023	1,973,579[2]	138,590[2]	0.3%	7%
2024	1,981,888[2]	139,500[2]	0.7%	7%

Sources: [1] United States Census (1980, 1990, 2000, 2010, 2020); [2] Florida Bureau of Economics and Business Research (BEBR); [3] Broward County; [4] United States American Community Survey 5-Year Estimate 2009, 2011-2019

Existing Land Use Trends

Table 1–2 and **Figure 1-1** presents the current existing land use acreages for Miramar, revealing several important trends. Most obvious is the fact that 1% of City lands are vacant, indicating that the City is build-out and will have to focus on redevelopment activity. Most development occurred between the 1990s to 2000s, with heavy growth during the early 2000s. After 2005 the national economy contributed to a virtual halt in population growth but has since resumed at a slower rate.

Table 1-2 Existing Land Use

Land Use	2025 Acreage
Agricultural	144
Single Family Residential	4,891
Multi-Family Residential	1,056
Commercial & Services	875
Institutional & Public Facilities	665
Recreational	537
Industrial	595
School	301
Transportation	2,948
Waterbodies	2,724
Conservation	2,121
Undeveloped / Vacant	321
Residential Common Land	2,779
City-Wide Total	**19,956**

Source: City of Miramar

Adjacent Jurisdictions & Uses

Adjacent jurisdictions to Miramar are comprised of land uses that are compatible. Each jurisdiction is discussed in more detail below:

Pembroke Pines — The City of Pembroke Pines has developed at a similar, if not faster, pace than Miramar. Along Pembroke Road in 1990, the City was mostly vacant. Since then, a substantial amount of low-intensity residential and commercial development occurred along the border with Miramar. One development of regional impact, Silver Lakes, which was built out in the 1990s, is located in both cities. Three golf courses are presently abutting Miramar, those being Hollybrook, Century Village, and Grand Palms. The North Perry Airport is located on the eastern border of the City and primarily abuts multi-family and single-family residential in Miramar. Facilities of regional importance include Pembroke Lakes Mall and Shops at Pembroke Gardens. Broward County operates a waste management site located along the western boundary on SW 208th Ave.

Hollywood — The City of Hollywood abuts the City on the northeast, along Pembroke Road, east of university Drive to US 441. Uses on both sides of that street include low-density residential and retail uses.

West Park – The City of West Park was recently incorporated on March 1st, 2005, and abuts on the east side of U.S. 441. The area is comprised of commercial strip development, light industrial uses, and low-intensity residential development. To encourage redevelopment, Broward County has designated most of State Road 7 as a transit-oriented corridor.

Unincorporated Miami-Dade County — The northern portion of the County, adjacent to Miramar's southern boundary, has experienced minimal amounts of development activity since 1989. A non-operational Class III Landfill, highly visible from the Homestead Extension of Florida's Turnpike, is located between NW 47 Avenue (Palm Avenue) and NW 57 Avenue Red Road. A combination of mobile home and single-family home communities exist adjacent to Red Road and NW 202nd St / Honey Hill Dr. One golf course, Country Club, with single family homes abuts the boundary line. Operational limestone rock pits exist along the western boundary line, adjacent to the Sunset Lakes communities. A non-operational landing strip, commonly known as the Opa Locka West Airport, is present on the southwest corner of the City (west of US 27).

Miami Gardens – The City of Miami Gardens is adjacent to Miramar southern boundary. Uses abutting Florida's Turnpike Extension include light-industrial and low to medium intensity residential. Facilities of regional importance in relatively close proximity include Calder Casino & Racetrack, large car dealerships along State Road 7, and Hard Rock Stadium.

Flexibility Units

The BCLUP utilizes a system of flexibility units throughout the County to allow municipalities flexibility in residential density restrictions without needing Broward Planning Council approval. "Flexibility units" means the difference between the

number of dwelling units allocated to a municipality and the number of dwelling units permitted within Miramar's certified Future Land Use Map (FLUM). In addition, "reserve units" were created at adoption of BCLUP in 1989 and are available for assignment by any municipality within flexibility zones. It shall be noted that Broward County has since replaced the flexibility zone boundaries with municipal boundaries.

The "reserve units" for Miramar were set at 2% of the total number of dwelling units represented on the Broward County Land Use Plan map in the City. The maximum number of dwelling units within each zone cannot exceed the units permitted for that zone by the County FLUM. Commercial flexibility acreage may also be utilized to allow up to 5% of the area designated for residential to be rezoned for neighborhood commercial or office use.

Vacant Land Analysis

Table 1–3 provides the land use delineation of vacant land in the City. The majority of buildable vacant land remaining is located within the Regional Activity Center (RAC) land use designation.

Table 1-3 Vacant Land (Acres)

Future Land Use	2025
Estate 1	18.4
Estate 2	51.2
Low 2	0
Low 3	36.6
Low 5	38.8
Low Medium 10	0
Medium 16	1.4
Medium High 25	2.1
Commercial	4.6
Transit Oriented Corridor (TOC)	12.8
Industrial	0
Regional Activity Center (RAC)	47.6
Institutional & Public Facilities	107.1
Utilities	0
Total	**320.6**

Source: City of Miramar

Natural Resources

Water Bodies

Historically, Miramar was covered with shallow water during most of the year with no natural lakes or rivers. As a result, urban development relies on the regional canal

system and several manmade surface water bodies to contain water. Refer to **Figure 5-1** in the Conservation Element for all the waterbodies within the City of Miramar.

Flood Prone Areas

Most of the City, including all undeveloped land, is within the hundred-year floodplain. Refer to **Figure 5-3** in the Conservation Element to see specific FEMA floodplain designations. In light of this, the City has and will continue to make the necessary capital improvement investments that address flooding issues throughout the City. New development will have to provide drainage facilities, either a waterbody or hard infrastructure, to address potential flooding caused by rainfall or storm events.

Wetlands

Most wetlands within Miramar have been disturbed by the regional canal system and previous development. Nonetheless, existing wetlands still play an important part in preventing catastrophic flooding, preserving natural flora and fauna, and improving the overall quality of life of residents. To ensure that any remaining viable wetlands are preserved, the City requires an environmental assessment of every site proposed for development. The Broward County Urban Planning Department (BCUPD) has identified the locations of several categories of wetlands. Refer to **Figure 5–2** in the Conservation Element to see the approximate location of wetlands within Miramar.

Wellfields

The County has a Wellfield Protection Ordinance in place to prevent contamination from incompatible land uses in the vicinity of wellfields. The Ordinance applies to both existing and proposed wellfields. According to groundwater models created by Broward County Office of Environmental Services, the approximate "cones of influence" for Miramar's existing wellfields are shown in **Figure 4-3** in the Potable Water Sub-Element. These wellfield drawdown areas are not currently threatened by any incompatible uses.

Soils

Historically, most of Miramar was composed of wetlands until canals drained the area. Refer to **Figure 5-5** in the Conservation Element to see the soil types identified by the Florida Soil Survey Geographic Database that can be found in Miramar. Most of the land in Eastern Miramar is composed of sandy and urban soils, sometimes a combination of both. Most of the land in western Miramar, in contrast, is composed of organic soils that are subject to subsidence. Soils in the western portion of the City must be removed and replaced with an appropriate type of soil that will not be subject to subsidence before development can occur.

Minerals

A current city-wide mineral survey for Miramar does not exist. However, the Florida Department of Environmental Protection provides a generalized map of mineral locations across the state. Refer to **Figure 5-4** in the Conservation Element to see the

generalized delimitation of each mineral surface. Miramar is comprised of two mineral types: peat in the western portion of the City and limestone in the east.

Historic Resources

Several archaeological sites have been identified and are protected as both Broward County Local Areas of Particular Concern and City of Miramar City Areas of Particular Concern. **Figure 5–7** in the Conservation Element shows the location of the currently designated natural sensitive lands in Miramar.

Developments of Regional Impact

Miramar processed six (6) Developments of Regional Impact (DRIs) as shown in **Figure 1–2.** Development of Regional Impact projects were, because of their scale, determined to cause "greater than local" impacts and were subject to state and regional review. Development Orders for these projects contain master site plans, density and intensity limits and conditions requiring construction of important infrastructure. Importantly, developers were required to either pay or construct basic infrastructure (such as roads and water facilities) and became a key component to Miramar's growth management system. However, all but two (2) DRIs (East Miramar Areawide and Miramar Park of Commerce) have been essentially built out and are no longer active. The East Miramar Areawide DRI is of most interest to the City, as it is the controlling and guiding document for the City's pedestrian-oriented town center.

Redevelopment

Miramar is entering into a "re-development" or "in-fill" growth pattern as vacant land becomes scarce. The City's once "greenfield" area west of Flamingo Road, as analyzed in previous comprehensive plans, has been essentially built out and no longer has large developable parcels left. Miramar's Town Center area, generally described as the land within the East Miramar Areawide DRI, contains the largest vacant land parcels and has yet to be finished. Most developments west of S Palm Ave are quickly aging, as most developments were constructed between the 1960s and 1980s.

The deteriorated physical and economic conditions of the State Road 7 corridor, due to the relative age of the area, causes both great concern and redevelopment opportunity for the City. Existing parcel lot sizes, ownership statuses, and original plat issues further complicate potential redevelopment. Miramar continues to make considerable investments in the area by strategically upgrading critical infrastructure to prevent flooding and incentivize development through the general fund, federal, and state grant programs. Investments in the area also include streetscape enhancements and pedestrianization efforts to encourage alternative modes of transportation and encourage pedestrian-oriented designs. Furthermore, in 2008, the City adopted a Transit Oriented Corridor land use designation that provides for the redevelopment of the State Road 7 Corridor.

Funding for these improvements include the federal programs such as Community Development Block Grant (CDBG) program and U.S. Department of Housing and Urban Development (HUD) housing programs, Economic Development Administration (EDA)

programs and state programs such as the State Housing Initiative Partnership (SHIP) program. Miramar is already utilizing many of these program opportunities, which should significantly improve the quality of life, property and investment atmosphere in eastern Miramar.

At this point in time, the City is facing a need for additional housing to accommodate population growth while maximizing the limited transportation infrastructure available. As the shortage of vacant land continues in the immediate future, development will have to infill smaller vacant parcels and redevelopment or readapt existing buildings.

Affordable Housing

The City of Miramar is utilizing all tools available, both planning-wise and funding-wise, to increase the amount of housing available to very low-, low- and moderate-income residents. The Housing Element provides an in-depth analysis of the City's current and future housing needs. Current analysis, using 2023 American Community Survey 5-Year Estimate household data, in relation to household and housing characteristics are as follows:

- Miramar housing vacancies hover at around 3.9%, which is lower than Broward County's vacancy rate of 12.6%.
- Almost half of the units in Miramar (29,580) are single family homes, followed by duplexes (5,004).
- Most housing units were built in the 2000s (14,825 units), 1990s (9,908 units), and 1960s (5,991 units).
- Three quarters (3/4) of the units in the City have either 2 or 3 bedrooms, with 18,920 units having 3 bedrooms.
- Approximately 79% of owner-occupied units are valued over $300,000, and 35% are valued over $500,000.

The City's responsibilities in the housing delivery process will continue to be focused upon the provision of services. These responsibilities include providing adequate, safe potable water supply and adequate pumping and treatment of wastewater. Miramar has defined an infrastructure service area boundary, within which these services will be provided. Miramar will also continue current initiatives to provide and preserve affordable housing and seek new housing grant and loan opportunities.

Future Growth

Population Projections

Table 1-4 displays the observations used as the basis for deriving conclusions on Miramar's projected population growth:

Table 1-4 Projected Population Growth				
Year	Broward County	Miramar[1]	Miramar Growth Percentage	Miramar-Share of County
2000	1,623,018	72,739	-	4.5%
2005	1,740,987	108,387	49%	6.2%
2010	1,753,897	113,010	4.3%	6.4%
2015	1,873,715	120,806	6.9%	6.4%
2020	1,996,794	133,540	10.5%	6.4%
2025[1]	2,006,700	136,241	2%	6.7%
2030[1]	2,076,200	139,464	2.4%	6.7%
2035[1]	2,125,800	143,726	3.1%	6.7%
2040[1]	2,161,100	145,963	1.6%	6.8%
2045[1]	2,189,300	148,898	2%	6.8%
2050[1]	2,213,800	151,770	1.9%	6.9%

[1] based on Medium Projection
Source: BEBR, Broward County Environmental Protection and Growth Management Department

In combination with the historical growth background information, the following conclusions can be drawn:

1. Since 1980, the City has gained an increasingly large share (%) of the county's population. Refer to Table 1-1 for a detailed population breakdown per year. The City's share was estimated to be as high as 7.25% in 2019 by the ACS) but was corrected to 6.9% by the 2020 Census. Today, the population is estimated by the ACS to remain constant at around 6.8% or approximately 136,000 people.
2. The City has approximately 95 acres of vacant non-residential land and 95.3 acres of vacant residential land remaining.
3. The City experienced rapid growth between the 1990s and 2000s. Most development in the future will be on smaller lots, requiring higher intensity of uses to meet demand for commercial space and housing.

Availability of Facilities and Services

It is determined that Miramar has sufficient infrastructure and/or agreements in place to accommodate its existing development. General conditions of the individual types of infrastructure are discussed below, with more detailed information provided in the individual Plan elements.

Water and Wastewater Treatment

Miramar has sufficient capacity to serve all existing development. **Figure 4-1** in the Potable Water Sub-Element shows the current potable water distribution system and **Figure 4-8** in the Sanitary Sewer Sub-Element shows the current wastewater collection system.

Potable Water - The City supplies water services to approximately 96% of its current population, with Broward County Water and Wastewater Services (BCWWS) Area 3BC servicing the remaining residents. Potable water is provided by the City's two (2) water treatment plants, the East Water Treatment Plant (EWTP) and the West Water Treatment Plant (WWTP), which are interconnected via the transmission/distribution system and, together, provide adequate infrastructure capacity and water supply allocations to meet water demands over the next 20-year planning window.

It shall be noted that the City recently adopted a Water Distribution System Master Plan, which: (1) developed scenarios in the model for future demand conditions and evaluate the ability of the system to meet planning criteria while delivering system demands; (2) identify improvements necessary to accommodate future growth with potential to improve system redundancy; and (3) develop a phasing plan showing a logical progression of improvements based on growth and prioritization of existing needs for current, 2025, 2030, and 2045 demand conditions. The Water Distribution System Master Plan specifically develops a Capital Improvement Plan to accommodate future growth and eliminate existing deficiencies by upsizing, looping or twinning existing pipelines thereby improving system redundancy.

Wastewater - The City owns and operates a wastewater collection, transmission, treatment and disposal system, the Wastewater Reclamation Facility ("WWRF"), to serve its residents and has therefore responsibility for planning, regulating, designing, constructing, operating and maintaining the system, while ensuring compliance with regulatory programs at various levels (federal, state, county, and local). The recently developed a Wastewater Master Plan through the planning period 2045, which coincidentally corresponds with the Comprehensive Plan's proposed 20-year planning horizon, to provide a high level of service to its residents, promote quality surface waters, practice water conservation, accommodate growth and economic development, and protect public health, safety and the environment.

The Wastewater Master Plan identifies capital improvements to meet the needs of the City's service area through the planning period planning period 2045; which capital improvements are based upon an analysis of the age and condition of the existing wastewater infrastructure and incorporate the results of an updated transmission system hydraulic model in consideration of the forecasted population growth during the planning period The City also has agreements for services to be provided by adjacent jurisdictions to assure appropriate levels of service for its residents.

<u>Solid Waste Capacity</u>

Sufficient capacity is available at the County's facilities for disposal of both processable and non-processable solid waste. The County operates waste-to-energy facilities and landfills. Municipal Solid Waste is delivered to two (2) locations: 4400 South State Road 7 in Fort Lauderdale, which has a capacity of 800,000 tons annually of Class 1 material and Oaks Road Facility, located in Davie, which is permitted to accept 11,000 cubic

yards of Yard Waste, Recovered Materials and Construction and Demolition Debris daily. These materials are then sorted for recycling and the residue is then delivered to the JED Landfill located in Osceola County, Florida, whose capacity is 24 million cubic yards of permitted capacity, with a 50-year life expectancy.

Parks

Miramar has a large number of community and local parks available to serve its residents. **Figure 6–1** in the Recreation Element shows the approximate location of the City's parks which total 907.66 acres. Miramar will continue to acquire (if possible) or provide upgraded recreational facilities to existing parks in the next few years. With an adopted LOS for recreation and open space of 4 acres per 1,000 residents, the current park acreage can accommodate far more than the projected population for the 20-year planning horizon

Road Capacity

Existing Roadway conditions are depicted in **Figure 2-15** of the Transportation Element. Roadways within the City are not expected to experience major decreases in Level of Service. The State, County, and City continue in their pursuit of VisionZero by upgrading existing roadways to feature dedicated bike lanes.

Stormwater Management

The City has continually addressed drainage problem areas over the past twenty-five (25) years by improving or installing new stormwater infrastructure in areas that are heavily prone to flooding, especially the Historic Miramar area. For instance, the Historic Miramar Drainage Infrastructure Improvements Project is programmed into six (6) phases of which three (3) have been completed, is aimed at upgrading and improving the existing drainage infrastructure in the Historic Miramar, to alleviate flooding, and supports the City's goal of enhancing the level of service for residents within the service area. The following provides more details on the different phases:

- **Phase I** - (Bounded by Countyline Road, State Road 7/US441, SW 64 Avenue and SW 25 Street) included the construction of underground utilities (stormwater, sewer, water) and roadway resurfacing. This project was completed in 2007 at a cost of $10 million.
- **Phase II** - (Bounded by SW 25 Street, State Road 7/US441, SW 64 Avenue and Pembroke Road) included the construction of sewer, drainage system and roadway resurfacing. The project was completed in June 2010 at a cost of $700,000. The sewer system was certified by Broward County and work on the sewer service connections was completed in late 2013.
- **Phase III** - (Bounded by SW 25 Street, SW 64 Avenue, Pembroke Road, and the Florida Turnpike) included the construction of drainage pipes, exfiltration system, and structures. The project commenced in January 2017 and was completed in 2020 at a cost of $8.7 million.

- **Phase IV** - (Bounded by County Line Road, SW 64 Avenue, Miramar Parkway, and the Florida Turnpike) includes the construction of drainage pipes, exfiltration system, structures, and swale regrading. Several outfalls will also be replaced as part of the project. The project is currently under construction which commenced in November 2022 and anticipated to be completed in 2024. The construction cost is approximately $14 million.
- **Phase V** - (Bounded by Miramar Parkway, SW 64 Avenue, SW 25 Street, and the Florida Turnpike) will include the construction of drainage pipes, exfiltration system, structures and swale regrading. The project is anticipated to enter the design phase in Fiscal Year 2024 and construction cost is anticipated at approximately $12 million.
- **Phase VI** - (Bounded by the Florida Turnpike, Pembroke Road, University Drive and County Line Road) will include the construction of drainage pipes, exfiltration system, structures and swale regrading. The design of this project is anticipated to commence in 2027.

Land Use / Transportation Connections

The City's land use pattern commences with a denser, fine-grained urban fabric in Historic Miramar and becomes a less-dense, coarse-grained suburban fabric in the west. The urban fabric and land use makeup east of Flamingo Road is conducive to transit usage and high density commercial/employment centers near major travel corridors with residential uses in close proximity.

It is important to note that the transportation system in and around Miramar was essentially designed for automobile and truck traffic. Infrastructural accommodation and investments in alternative transportation modes by the City and County have accelerated changes in individual travel patterns. Alternative land use patterns in specific locations may increase the efficiency of the transportation system both to carry vehicles as well as provide increased transit ridership. Miramar has continued to coordinate with the County and regional municipalities to address land use alternatives and additional travel modes that enhance existing roadway and transit systems.

Future Trends and Opportunities

In keeping with its motto, "Beauty and Progress," the City will, in the words of Richard Florida, continue to transform itself into a "cauldron of diversity and difference and as font for creativity and innovation," drawing in residents from diverse backgrounds at the rate of 1,000 a year. Major efforts presented in previous comprehensive plans persist, such as the optimization of remaining vacant land and a focus on redeveloping areas like Historic Miramar. Continual emphasis on rigorous development review and sound urban development will continue to increase the City's attractiveness for new and emerging business, expand the City's tax base, promote resilience, improve neighborhood integrity and stability, and enhance the community's image.

Future Land Use Map

The City's FLUM is shown in **Figure 1-3.** All redevelopment and new development in the City must be consistent with the applicable land use designation shown on the FLUM. Future land use acreage breakdown is presented in **Table 1–5.** Data in the table shows the following designation pattern:

- Approximately 13,863 acres of land, or 70%, will be designated strictly residential. Of that, 788 acres of land or 4% are designated for medium and high-density residential communities.
- Approximately 2,625 acres of land, or 13%, will be contained within the mixed-use regional and local activity centers.
- Approximately 1,131 acres of land, or 6%, will be designated as permitting either commercial or industrial uses.
- Approximately 762 acres of land, or 4%, are dedicated to strictly transportation related uses.

Table 1-5 Future Land Uses (Acres)

Residential	
Estate 1	2,654
Estate 2	1,501
Low 2	1,501
Low 3	2,717
Low 5	4,648
Low-Medium 10	495
Medium 16	307
Medium-High 25	53
Mixed Use	
Regional Activity Center (RAC)	2,103
Transit Oriented Corridor (TOC)	439
Miramar Innovation & Technology Activity Center (MITAC)	84
Non-Residential	
Commercial	682
Recreation & Open Space	206
Industrial	436
Utilities	70
Institutional & Public Facilities	415
Water Reserve Area	887
Transportation	759
City-Wide Total	**19,957**

Source: City of Miramar GIS

II. Mobility Element

Introduction

The purpose of the Mobility Element is to plan for a multimodal transportation system that places emphasis on public transportation. State law requires that jurisdictions within a Metropolitan Planning Organization (MPO) replace the required plan elements of traffic circulation; mass transit; ports, aviation, and related facilities, with a unified transportation element. This support document provides the data and analysis used as the basis for the goal, objectives and policies of the Mobility Element. The Mobility Element's planning horizons are 2030 and 2050.

The transportation service area consists of the entire City of Miramar. The automobile roadway grid consists of a number of State of Florida, Broward County and City of Miramar maintained rights of way of various classifications. The public transit system consists of Broward County Transit (BCT) facilities and the City's shuttle bus services. Bikeway and pedestrian networks are primarily provided along roadways with connections to sidewalks when dedicated lanes are not present.

Analysis is based upon the following data: general location of the transportation system features; existing functional classification and maintenance responsibilities; transit trip generators and attractors; designated transportation facilities for hurricane evacuation; the existing peak hour; peak direction of level of service for roads, public transit facilities, and corridors or routes; and capacity of significant parking facilities and duration of limitations.

Existing Transportation System

The transportation system encompasses roadways, public transit, bikeways, pedestrian ways, airport, and intermodal facilities.

Roadway Network

The roadway network consists of roadway segments or links, road intersections, bridges, rights-of-way, signalization, signage, and roadway amenities. Many of the definitions utilized by this section are based on the Broward County Transportation Element.

Segments

A roadway segment or link is a portion of a roadway defined for the purpose of traffic analysis, with origination and termination points at signalized intersections or a change in lanes. Segments are typically classified by lanes and functions.

a. Existing number of lanes: **Figure 2-1** depicts the lane characteristics of the existing roadway network.

b. Functional classification: **Table 2-1** and **Figure 2-2** depict the lane classifications as determined by the Florida Department of Transportation. Functional classification was developed for transportation planning purposes and is the grouping of roadways by the character of service they provide. The table also identifies the existing maintenance responsibilities for roadways within the City.

Table 2-1 Roadway Classifications	2009[1]	2025[2]
East-West Roadways		
County Line Road / NW 215th St (County)		
SR7 to University Dr	Minor Arterial	Principal Arterial
Homestead Extension Florida's Turnpike (State)		
FL's Turnpike to S County Line	Principal Arterial	Principal Arterial (Freeway/Express)
SW 48 Court/Bass Creek Road (City)		
SW 148 Ave to SW 172 Ave	Collector	Major Collector
Miramar Parkway (City / County)		
SR7 to University Dr	County Principal Arterial	County Principal Arterial
University Dr to I-75	City Principal Arterial	City Principal Arterial
I-75 to NW 184 Ave	City Minor Arterial	City Minor Arterial
Miramar Boulevard (City)		
University Dr to Miramar Pkwy	Collector	Principal Arterial
Pembroke Road (State / City)		
SR7 to University Dr	State Principal Arterial	State Principal Arterial
University Dr to Flamingo Rd	City Principal Arterial	City Principal Arterial
Flamingo Rd to I-75	City Minor Arterial	City Principal Arterial
I-75 to NW 184 Ave	Committed Future Minor Arterial	City Principal Arterial
NW 184 Ave to 196 Ave	N/A	City Collector
NW 184 Ave to US 27	N/A	Committed Future Roadway
North-South Roadways		
SR7/US 441 (State)		
County Line Rd to Pembroke Rd	Principal Arterial	Principal Arterial
SW 62 Ave (City)		
South County Line to Pembroke Rd	Collector	Major Collector
SW 64 Ave (City)		
South County Line to Pembroke Rd	Collector	Local
SW 68 Ave (City)		
South County Line to Pembroke Rd	Collector	Major Collector

Florida's Turnpike (State)		
Within City Limits	Principal Arterial	Principal Arterial (Freeway/Express)
US 27 (State)		
Within City Limits	Principal Arterial	Principal Arterial
University Drive (State)		
County Line Rd to Pembroke Rd	Principal Arterial	Principal Arterial
SW 89 Ave / Douglas Rd (County)		
County Line Rd to Pembroke Rd	Minor Arterial	Minor Arterial
SW 101 Ave/Palm Ave (County)		
County Line Rd to Pembroke Rd	Minor Arterial	Minor Arterial
Red Road (State)		
County Line Rd to Flamingo Rd	Principal Arterial	Principal Arterial
Flamingo Rd (County)		
County Line Rd to Pembroke Rd	Collector	Principal Arterial
I-75 (State)		
Within City Limits	Principal Arterial	Principal Arterial
SW 148 Ave (City)		
SW 48 Ct/Bass Creek Rd to Miramar Pkwy	Collector	Major Collector
SW 160 Ave (City)		
SW 48 Ct/Bass Creek Rd to Miramar Pkwy	Collector	Minor Arterial
SW 172 Ave (City)		
SW 48 Ct/Bass Creek Rd to Pembroke Rd	Collector	Minor Collector
SW 178 Ave (City)		
SW 48 Ct/Bass Creek Rd to Pembroke Rd	Collector	Major Collector
SW 184 Ave (City)		
SW 48 Ct/Bass Creek Rd to Pembroke Rd	Collector	Major Collector

[1] Source: Broward County Highway Functional Classifications Map, June 2008
[2] Source: FDOT functional classification TDA GIS, July 2025

The local roadway network totals approximately 422 miles. In general, Broward County is responsible for the maintenance of all County roads, and the State is responsible for maintaining principal arterial roads. The City is responsible for city minor arterials, collectors, and dedicated local streets.

c. Strategic Intermodal System (SIS): **Figure 2-3** depicts Limited and Controlled Access Facilities located within the City. Section 339.65, F.S., generally

designates limited access and controlled access facilities of significance that permit high-volume traffic. Four roadways in the City of Miramar classify as SIS: the Florida Turnpike from the Miami-Dade County line to Pembroke Road, the Homestead Extension of Florida's Turnpike from Miami-Dade County line to Florida Turnpike, Interstate-75 from Miami-Dade County line to Pembroke Road, and U.S. 27 from Miami-Dade County line to Pembroke Road.

Intersections and Interchanges

An intersection is the general area where two or more roadways join or cross at grade, including the roadway and roadside facilities for traffic movements within the intersection. An intersection is an important part of the roadway network because its design influences the efficiency, safety, speed, cost of operation, and capacity of roadways. Due to the size of Miramar and the variety of intersections, it would be impractical to provide a precise amount.

Bridges

A bridge is a structure, including supports, erected over a depression or an obstruction, such as water, a highway, or railway, which has a track or passageway for carrying traffic or other moving loads. The City owns and maintains four (4) bridges at the following locations:

- Bass Creek Road / SW 48th Ct, over an unnamed drainage canal adjacent to SW 148 Avenue.
- Island Dr between Granada Blvd and Alhambra, over an unnamed drainage canal.
- Unnamed crossover bridge from SW 124th Terrace in the Silver Falls neighborhood to NW 67th Ave / Flamingo Rd, over Flamingo canal, approximately 0.3 miles south of the Florida Turnpike
- Miramar Parkway over Flamingo Canal

Right-of-Way

Right-of-way often is a major cost for many transportation improvement projects; therefore, the acquisition of the needed land should be planned far in advance of scheduled construction time. The City of Miramar coordinates with the Broward County Planning Council (BCPC), the administrator for the Broward County Trafficways Plan (BCTP, a roadway right-of-way preservation plan), in order to implement the BCTP. To accommodate the impacts of new development, right-of-way is dedicated by developing parcels to provide for an adequate regional roadway network.

Every effort will be made to ensure the unrestricted availability of necessary right of ways through the development review process. This should be done to reduce costs and to minimize relocations and disruptions to the community. The preservation of right-of-ways should be maintained wherever possible through the use of right-of-ways shown in **Table 2-2**:

Table 2-2 Right-of-Way Width		
Roadway	**2009[1]**	**2025[2]**
State Road 7	120’	120'
Florida Turnpike	325’	325'
University Drive	200'	200'
Douglas Road	110’	110'
Palm Avenue	110’	110'
Hiatus Road	106’	110'
Red Road	200’	200'
Flamingo Rd.	110'/200’	200'
Interstate-75	470’	470'
SW 160 Avenue	110’/120’	120'/110'
SW 172 Avenue	110'	110'/94'
SW 184 Avenue	120'	120'
SW 196 Avenue	120'	110'
US 27	470’	470'
Pembroke Road	110'/200’	100'/110'
Miramar Boulevard	100’/80’	80'/100'
Miramar Parkway	100’/120’	100'/120'
Bass Creek Road	110’	110'
Homestead Ext. of FL's Turnpike	325’	325'
County Line Road	106’	106'
SW 64th Ave	80’	80’
SW 68th Ave	80’	80’

Source: [1] Broward County Planning Council- Broward County Trafficways Plan January 2009
[2] Broward County Planning Council- Broward County Trafficways Plan, September 2022

The City’s most recently adopted Capital Improvement Program (CIP) for Fiscal Years 2025-2029 indicates approximately $12.6 million to fund roadway and resurfacing improvements.

Signalization

The Broward County Traffic Engineering Division is responsible for installing and maintaining all traffic signal systems in the City and County.

Signage

Signing and markings are features of traffic control and operation that must be considered in the geometric layout of each facility. The FDOT, Broward County, and the municipalities create and maintain signage on their functionally assigned roadways.

Amenities

Landscaping is the primary highway amenity. Landscape design of completed highways serves functional, such as controlling speed, as well as aesthetic purposes. Plants if they are well chosen and judiciously placed can serve functions of glare reduction, acoustic control, erosion control, and traffic control. Plants also can create and define spaces, by complementing and improving the attractiveness of certain landforms while masking undesirable views. The City has and will continue to participate in Highway Beautification agreements with Broward County and the State of Florida Department of Transportation. The City's most recently adopted CIP indicates approximately $200,000 to fund beautification improvements along major city roadways.

Safety

A safe roadway network enhances the protection of life and property. Safety aspects include crash indicators and access management standards. The City of Miramar coordinates with Broward County in order to provide a safe transportation network.

Access Management

The City of Miramar continues to maintain land development regulations that control the connection of access points of driveways and roads to roadways. Broward County, through the county-wide platting process, controls the connection of access points of driveways and roads to county-maintained roadways. The City of Miramar strives to provide a convenient roadway system through the use of access management techniques.

Hurricane Evacuation

Miramar is several miles from the Coastal High Hazard area and is not located in a mandatory evacuation zone. **Figure 2-4** depicts evacuation routes and shelters located within the City. US 27, Interstate-75, Homestead Extension of the Florida Turnpike, and Florida's Turnpike located within the City limits are designated as Hurricane Evacuation routes per the Broward County's Evacuation Routes Map. Miramar also has multiple evacuation shelters available when coastal area evacuation is prompted, or for residents in highly-flood prone areas when serve flooding occurs.

Public Transit Network

The public transit network is defined as shared facilities and services used to transport the public. **Figure 2-5** shows current Broward County Transit public transit facilities and the City's shuttle bus routes that make up the public transit facilities. Public transit facilities include rights-of-way, motorized vehicles (buses and vans), transit bus stops and transit amenities.

Rights-of-Way & Exclusive Public Transit Corridors

There are no public transit rights-of-way or exclusive public transit corridors currently existing within the City. Broward County acquires additional right-of-way along major arterial roadways during the roadway widening process for bus pullout bays, also

called busbays. Bus pullout bays are specialized bus stop auxiliary lanes, independent of the through traffic travel lane. The busbays are designed to minimize traffic obstruction and maximize passenger safety. The City of Miramar continues to coordinate with Broward County Mass Transit Division (BCT) in their efforts to provide accessible and adequate public transit facilities.

Public Transit Vehicles

The City of Miramar transit vehicle inventory consists of 3 buses. Two buses seat 24 individuals with 2 additional accessibility seats, and one bus that seats 18 individuals with 2 additional accessibility seats.

Public Transit Amenities

BCT maintains and updates a bus stop inventory database, which reports data regarding public transit amenities.

Public Transit Terminals / Transfer Stations

The city operates three transit hubs at major city facilities: Town Center / Miramar Park & Ride, Miramar Multi-Service Complex and Sunset Lakes Community Center. The Town Center facility serves as a transit hub for BCT regular routes and City shuttles, as well as a park-and-ride facility for the multi-county 95 and 75 Express buses. It features a covered driver relief area, public waiting area and bike rider facilities. Miramar Multi-Service Complex and Sunset Lakes Community Center connect the City's shuttle routes with singular BCT routes.

Public Transit Services

Public transit services are passenger services provided by public, private, or non-profit entities such as fixed route & express bus service, feeder bus service, demand responsive service, municipal transit service, and other services. All BCT and City of Miramar bus routes are shown on **Figure 2-6,** depicting the future public transit system.

Fixed-Route Bus Service

The Broward County Transit Division operates Broward County Transit (BCT): a fixed-route bus system servicing nearly all of Broward County's developed areas on a repetitive, fixed schedule basis. This means that each fixed-route trip serves the same origins and designations and is provided seven days a week, although at reduced levels on Sundays and certain holidays. Regular routes operate from as early as 4:52 a.m. until as late as 1:25 a.m. on weekdays and 6:00 a.m. until 12:15 a.m. on Saturdays and Sundays. Regular routes primarily operate on 30-minute headways during the week and Saturday, 30-60 minutes on Sundays. Four (4) BCT regular schedule bus routes serve the City of Miramar. Additionally, express bus service, which has faster operating speeds and serves a limited number of origins and destinations, strives to provides a level of service comparable to the automobile. The City coordinates with BCT in the provision of express bus services. BCT currently operates the US1 Breeze and 441 Breeze routes. The 441 Breeze is the only express bus that services Miramar and has

three (3) stops within the City: along US 441 at County Line Road, Miramar Parkway, and Pembroke Road, respectively. **Table 2-3** depicts major bus stop locations on the routes that service Miramar.

Table 2-3 BTC Route Major Stops

Route 2	Route 5
North Perry Airport	Miramar Park & Ride
Memorial Hospital Pembroke	C.B. Smith Park
Nova Southeastern University Medical Clinic	Memorial Hospital West
Broward Mall	Pembroke Lakes Mall
The Fountains	Miramar Town Center
HCA Florida Westside Hospital	Memorial Pembroke Emergency Care Center
HCA Florida University Hospital	South Regional Health Center
Coral Square Mall	Diplomat Center
Broward Health Coral Springs	The Big Easy/Mardi Gras Casino
Hard Rock Stadium	Gulfstream Park Racing & Casino
South Florida Educational Center (SFEC)	Hallandale Beach City Hall
HCA Florida Woodmont Hospital	North Perry Airport
Route 18	**Route 28**
Lauderhill Mall	Memorial Hospital Miramar
Central Broward Park	Miramar Centre Business Park
HCA Florida Plantation Emergency	Miramar Town Center
Seminole Hard Rock Hotel & Casino	Gulfstream Park Racing & Casino
Seminole Classic Casino Hollywood	Diplomat Center
Golden Glades Park & Ride	WalMart
	Aventura Mall
	Miramar Regional Park
441 Breeze	
Lauderhill Mall	
HCA Florida Plantation Emergency	
Central Broward Park & Broward County Stadium	
Seminole Casino Coconut Creek	
Seminole Hard Rock Hotel & Casino	
Seminole Classic Casino	
Tri-Rail	
Greyhound Bus Terminal	

Source: Broward County Transit, Bus Schedules, 2025

Table 2-4 below displays the ridership per route.

Table 2-4 Ridership per Route (Passengers/Hr[1])

Route	2009[2] Ridership	2025[3] Ridership
2	34.3	19.1
5	22.5	14.8
18	52.1	31
28	36.8	22.4
441 Breeze	32.2	28.7

[1] Monday through Sunday Average

Source: [2] Broward County Mass Transit Division Transit Route Characteristics, May 2009
[3] Broward County Mass Transit Division Transit Route Characteristics, May 2025

Table 2-5 depicts transit population characteristics. Broward County Transit has implemented reduced fares ($1) for two categories of passengers determined to be transit disadvantaged: senior citizens and youth. Students are only offered a discounted monthly pass. Broward County grouped senior citizens and disabled persons together during their data collection, therefore these two categories were combined in the following table.

Table 2-5 Transit Population Characteristics

	All Routes 2009[1]	All Routes 2025[2]
Student	5%	N/A
Senior/Disabled	1.70%	11.30%
Full Fare	11.30%	7.45%
Day Pass	4.30%	36.76%
Employee Pass	0.30%	0.52%
Century Village	0.20%	N/A
Tri-Rail	0.10%	N/A
Dade/PB Transfer	1%	N/A
No Pay Child	3%	8.93%

Source: [1] Broward County Mass Transit, FY09
[2] Broward County Mass Transit, Ridership Report, May 2025

Of the two categories comprising the transportation disadvantaged population, seniors represent 11.3% of the County's bus ridership.

Miramar Community Shuttle Service

The City of Miramar operates a community shuttle service to supplement the county's transit system. Its goal is to increase the number of destinations within the city limits that can be reached on public transit. Community bus routes connect with Broward County Transit bus routes to permit ease of access. Shuttles operate on weekdays only, generally from 6:30 AM to 6:30 PM with 90-minute headways. There is no fare required when using the community bus within the City of Miramar. Transfers are provided with Broward County Transit, but riders making a connection are expected to pay the appropriate BCT bus fare. The Red Shuttle stops at Memorial Hospital West and Pembroke Lakes Mall outside of City limits. Community shuttle ridership has continued each decade service is offered. **Table 2-6** illustrates the 2025 monthly ridership figures for Miramar's Community Shuttle service.

Table 2-6 Miramar Shuttle Ridership						
	2019	2020	2021	2022	2023	2024
			Miles			
Green	37,160	39,127	20,848	15,919	19,938	20,001
Orange	49,766	47,845	21,573	11,090	18,240	23,426
Red	38,369	42,791	22,582	19,769	25,395	23,580
Yellow	39,106	37,813	24,283	0	0	0
Total	164,401	167,576	89,286	46,778	63,573	67,007
			Passengers			
Green	32996	19565	2490	3412	4882	5822
Orange	20830	13743	412	1315	2177	2092
Red	30065	19024	2340	7042	7741	7975
Yellow	17407	8587	1293	0	0	0
Total	101298	60919	6535	11769	14800	15889

Source: City of Miramar

Demand Responsive Service

Broward County funds and administers the Transportation Options Program (TOPS), which provides door-to-door service, upon request to senior residents who are transportation disadvantaged. The City coordinates with BCT in meeting the needs of the transportation disadvantaged.

Designated Public Transportation Corridors

The purpose of corridor designation and subsequent planning is to relieve congestion by increasing people carrying capacity through the use of high-occupancy vehicles. One such corridor identified by Broward County is State Road 7. The City coordinates with Broward County, FDOT, the MPO and other entities in maintaining and enhancing the transit-oriented corridor through planning and zoning as a means of promoting public transit use.

Major Public Transit Trip Generators and Attractors

Major public transit generators and attractors are areas of intense land use or activity which produce or attract a significant number of local trip ends. Public transit generators are typified by primarily residential land uses. Public transit attractors include commercial, industrial, office, commercial recreation, educational, institutional, and transportation land uses. Ideally, public transit should connect major transit generators to major transit attractors.

The City of Miramar employs Broward County's definition of a major public transit generator as one of the 40 Traffic Analysis Zones (TAZ's) with the highest population density. The number 40 was chosen because it represents approximately five (5) percent of all TAZ's within the county. The existing and future major public transit generator and attractor TAZ's are identified on **Figure 2-7** (Existing Transit Generators) and **Figure 2-8** (Future Transit Generators) in accordance with the Broward County

Transportation Map series. According to these maps, seven (7) TAZs located within the Miramar Town Center RAC are identified as transit generators. Two (2) TAZs, 851 and 873) are identified as transit attractors. Most of these TAZs are within the BCT or Miramar Shuttle functional transit coverage area. The City is projected to lose the transit attraction designations but retain all seven TAZ transit generators.

In addition to Broward County-designated generators/attractors, Miramar recognizes the following as generators/attractors provided they meet or exceed the following thresholds:

- Office / Industrial Parks
- Shopping Centers
- Major Schools
- Major Employers
- Health Facilities

The list below identifies the major trip generators/attractors within the City of Miramar:

Table 2-7 Local Generator / Attractor

Major Office / Industrial Parks	Huntington Corporate Park Huntington Square Monarch Gardens / Lakes (SW 145th Ave) Miramar Park of Commerce Miramar Business Center Flamingo Park of Commerce Miramar Centre Business Park
Shopping Centers	Miramar Square Monarch Town Center Shoppes at Monarch Lakes The Fountains of Miramar
Major Schools	Coconut Palm Elementary Sea Castle Elementary Sunset Lakes Elementary Silver Shores Elementary Henry D. Perry Middle New Renaissance Middle Miramar High Everglades High
Major Employers	Federal Bureau of Investigations Amazon Royal Caribbean International
Health Facilities	Memorial Hospital Miramar

Non-Motorized Facilities

These facilities consist of the bicycle and pedestrian way networks. The bicycle network includes bicycle facilities and services designed to enable and encourage the use of bicycles for recreational and general transportation purposes. Recreational trips include travel for leisure, enjoyment, or pleasure and general transportation trips include travel for work or errands. Bicycle facilities include bikeways, bicycle parking racks and lockers, bicycle transport racks, and shower facilities.

Bikeways

A bikeway is any road, path or way, which is open to bicycle travel and from which motor vehicles are excluded. Bikeways may be located within a roadway right-of-way. **Figure 2-9** depicts existing bicycle facilities within the City. The City continues to work in conjunction with the Broward County and FDOT in the provision of educational training and a safe and energy efficient bikeways network system.

Pedestrian-ways Network

The pedestrian ways network includes pedestrian facilities and services. Pedestrian facilities include significant pedestrian ways, sidewalks, crosswalks, access facilities, and amenities. Most roadways within Miramar, except for those in the estate enclave and limited access facilities, feature sidewalks on at least one side for pedestrian use. Pedestrian ways are any road, path or way open to traffic afoot and from which motor vehicles are excluded and includes such facilities as sidewalks, crosswalks, walkways, signals, median strips, curb cuts, and amenities. There are no significant pedestrian ways currently existing within the City.

Sidewalks

As stated before, most roadways within Miramar, except for those in the estate enclave and limited access facilities, feature sidewalks on at least one side for pedestrian use. Pedestrian safety is of great concern along State Road 7, due to multiple commercial driveway access points and their effect on sidewalk design. At times, motorists can turn to access developments at any point since there are no curbs to designate driveways.

Greenways

Greenways are linear, connective passageways for non-motorized traffic surrounded by vegetated buffers. Greenways typically follow physical linear features including rivers, ridge lines, coastlines, abandoned railroad rights-of-way, utility easements, and roads. Greenways can provide connections between hubs, such as parks, cultural and historic sites, and developed areas. A functional greenway system consists of three components: hubs (origin and destination points), links (paths and natural areas), and sites (noteworthy stops). The City currently features one greenway, the Central Trail along the Florida Light and Power easement between Red Road and Miramar Parkway. The City will work in conjunction with Broward County and utility agencies to delineate a City greenway network that has appropriate connections with bikeways and equestrian trails.

Regional Transportation Facilities

Broward County contains multiple facilities that impact mass internal and external traffic circulation. These facilities include airports, railways, and intermodal terminals & facilities.

Airports

Airports are an integral part of the County's and City's multi-modal transportation network. They provide access to local, state, national and international markets, and generate economic activity. Broward County owns and operates, or has jurisdiction over two airports in the county. Closest to Miramar is North Perry Airport (HWO), located outside of the City limits north of Pembroke Road between University Drive and Southwest 72 Avenue. **Figure 2-10** displays the location of the existing air facility. North Perry Airport's (HWO) primary function is to provide an alternative to FLL for small aircraft and training operations. It encompasses 528 acres of land, of which, about 293 acres are reserved for the airfield, 196 acres are used for aviation related purposes, and 39 acres are used for other purposes. HWO is accessible from Pembroke Road (State Road 820), Pines Boulevard (County Highway 824) and University Drive (State Road 817). The City coordinates with the Broward County Aviation Department in order to provide safe airport facilities.

Railways Network

There are no rail facilities in the City of Miramar.

Intermodal Terminals & Access to Intermodal Facilities

An intermodal facility is a facility designed to relate to two or more modes of transportation using single or closely related transportation facility and service. Intermodal facilities include intermodal facilities of state significance, terminals, connections, high-occupancy vehicle (HOV) lanes, and park-and-ride facilities.

- Connectors: The City of Miramar through BCT has one connection to an intermodal facility identified in the Broward County Transportation Element (BCTE). BCT Express bus service to the Tri-Rail Station is available for Miramar residents.
- Facilities: The City of Miramar has three intermodal facilities identified in the Broward County Transportation Element. The Miramar Town Center features a major bus transfer station servicing BCT express and regular routes, as well Miramar's shuttles. Additionally, two (2) park-and-ride facilities are located within the city's limits:
    a. Miramar Regional Park Park-and-Ride
    b. Miramar Park-and-Ride

The City will continue to coordinate with BCt, FDOT, the MPO and other entities to investigate the need for additional intermodal facilities in the City.

Transportation Level of Service

Florida law requires transportation level of service standards be adopted for roads and public transit facilities within the local government's jurisdiction. Level of service standards for other facilities, such as bikeways and airports, are optional. The City applies transportation LOS standards through its Concurrency Management System only to roadways.

Roadway LOS Standards

The roadway level of service (LOS) standards is a qualitative assessment of the road user's perception of the quality of flow of traffic, as shown in **Table 2-8**. The LOS standard is represented by letters "A" through "F", with "A" representing the most favorable conditions and "F" representing the least favorable. The LOS is measured by dividing the number of vehicular trips (i.e., volume) on the facility by the capacity on that facility. While this is the most prevalent LOS standard, LOS standards based on the number of person trips, vehicular miles traveled, vehicular miles traveled, or average speed can also be used.

Table 2-8 Roadway Level of Service Standards

Level of Service (LOS)	Standard
A	Primarily free flow operations at average travel speeds usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
B	Reasonably unimpeded operations at average travel speeds usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
C	Stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.
D	Small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.
E	Significant approach delays and average travel speeds of one third the free flow speed or lower. Such operations are caused by some

	combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
F	Arterial flow at extremely low speeds below one third to one quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

Strategic Intermodal System/Florida Interstate Highway System

Local governments are required to adopt the LOS standard established by the Florida Department of Transportation by rule for facilities on the Strategic Intermodal System (SIS)/Florida Interstate Highway System (FIHS). The City of Miramar proposes to adopt the generalized two-way peak hour volumes for Florida's Urbanized Areas at the LOS "D" standard, as shown in **Table 2-9**. The four facilities affected in the City include Interstate-75, U.S. 27, the Florida Turnpike and the Homestead Extension of the Florida Turnpike.

Other non-local and non-municipal roadways.

Local governments are required to adopt adequate LOS standards for local roads. The City of Miramar proposes to adopt the generalized two-way peak hour volumes for Florida's Urbanized Areas at the LOS "D" standard, as shown in **Table 2-9**. The past Transportation Element measured roadway LOS by the average annual daily traffic (AADT) volumes and peak hour volumes and will continue to be used in this analysis. The City of Miramar, consistent with the Broward County Transportation Element, is using two-way peak hour volumes instead of directional peak hour volumes because FDOT also uses two-way peak hour volumes.

Table 2-9
Generalized Peak Hour Two-Way "LOS D" volumes for Florida's Urbanized Areas

Lanes	2-lane Undiv.	4-lane Div.	6-lane Div.	8-lane Div.	10 Div.	12 Lanes
Arterials Uninterrupted Flow	2,180	5,960	8,950	---	---	---
Interrupted Flow Class I	1,600	3,580	5,390	7,210	---	---
Interrupted Flow Class II	1,330	2,920	4,500	6,060	---	---
Freeways, Urbanized	---	6,800	10,220	13,620	17,040	20,930

Source: FDOT Quality/Level of Service Handbook 2020

Public Transit LOS Standard

Public transit facilities are provided by Broward County Transit. No level of service standards are set for Miramar shuttles.

Roadway LOS Standard Exemptions

Florida Statutes allow local governments to adopt a number of exceptions to the traffic concurrency requirements. The exceptions apply to geographic areas (e.g., transportation concurrency management areas (TCMAs), to specific roadway segments (e.g., constrained roadways), and to specific developments (e.g., de minimis impacts). The Concurrency Management System (CMS) is implemented by Broward County's Urban Planning Division. Refer to **Figure 2-11** for the Transportation Concurrency Management Areas (TCMAs) and Standard Concurrency Districts within the City. The City shall be divided into two Concurrency Districts and each shall be one of the following types:

a. 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.
b. 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 Flamingo Road. The portion of the City situated west of I-75 is located within the Standard Southwest Concurrency District.

Roadway facilities forming the boundary of a Concurrency District are part of that District. If the Standard Concurrency District is converted into a TCMA, then the policies regarding TCMAs will automatically apply and the comprehensive plan will be amended to recognize the change to TCMA.

Transportation Concurrency Satisfaction Certificate

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

a. 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.

b. 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.
c. 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.
d. 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.
e. If the building permit application is for property within a transit-oriented concurrency district; 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.
f. 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.
g. 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 1.7 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.
h. 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.
i. 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.

j. Policies 1.68 #5 and 1.68 #6 may be modified, so that if a building permit application with the City is for property within a transit-oriented concurrency district, 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

k. The County Commission may, by ordinance, provide that a Transportation Concurrency Satisfaction Certificate shall be issues, 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.

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:

a. 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.

b. 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.

c. The necessary improvements to provide a LOS "D" are under construction at the time a permit is issued.

d. The necessary improvements to provide LOS "D" are the subject of a binding executed contract for the construction of the facilities.

e. 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.

f. 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.

g. 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.
h. 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.
i. 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.
j. 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.
k. 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. The City continues to coordinate with Broward County to address overcapacity roadway segments and roadway segments approaching capacity.

Transportation and Population Characteristics

Availability of autos per household is an additional indicator of transit demand. According to the Census, there were 73,382 households residing in Miramar in 2020. **Table 2-10** shows the number of vehicles owned by households:

Table 2-10 Household Vehicle Ownership		
# of Vehicles	**Households**	**Percentage**
No vehicle available	1,812	2.5%
1 vehicle available	11,918	16.2%
2 vehicles available	32,963	44.9%
3 or more vehicles available	26,689	36.4%
City-Wide Total	73,382	

Source: American Community Survey, 2023 5 Year Estimate

The absence of an auto is closely linked to age of the householder. **Table 2-11** shows ownership of a vehicle by age of householder:

Table 2-11 Vehicle Ownership by Age Group		
Age of Householder	**Households**	**Percentage**
No vehicle available:	**1305**	**2.9%**
Householder 15 to 34 years	102	0.2%
Householder 35 to 64 years	768	1.7%
Householder 65 years and over	435	1.0%
1 or more vehicles available:	**43141**	**97.1%**
Householder 15 to 34 years	6,204	14.0%
Householder 35 to 64 years	29,290	65.9%
Householder 65 years and over	7,647	17.2%
City-Wide Total	44,446	

Source: American Community Survey, 2023 5 Year Estimate

These statistics indicate that Miramar does not have a high level of transit dependency in the overall population. The principal demand segment appears to be the retired sector of the population, and the City's shuttle bus service addresses the elderly population's restricted mobility by providing service to various facilities such as the community center and the senior center. In general, bus transit meets a relatively low level of commuter needs.

Environmental Issues

The City will continue to coordinate with the BCT, MPO, and other entities to examine and adopt transportation management strategies designed to reduce automobile use, thus reducing greenhouse gas emissions, by promoting public transit use.

Mobility Analysis

The Mobility Element is to be based upon land use and transportation system interaction; existing and projected transportation system level of service and system needs, including existing and projected intermodal needs; maintaining the adopted transportation level of service standards; consistency between the future land use and transportation elements, and consistency with other transportation plans; and promotion and support of the public transportation system in designated public transportation corridors.

Land Use and Transportation System Interactions

Growth trends, population characteristics and travel patterns associated with the transportation system (i.e., the roadway and public transit networks) will be discussed first. Availability of the transportation system to serve existing land uses is discussed next. Land use compatibility around airports is discussed last. At the present time, the portions of US 27, I-75, Homestead Extension of the Florida Turnpike, and Florida's Turnpike located within the City of Miramar city limits are designated as Hurricane Evacuation routes. These roadways are not governed by the City. Therefore, an evaluation of the adequacy of the transportation system for evacuation is not included.

Travel Patterns, Population Characteristics, and Growth Trends

According to the Broward County Transportation Element (BCTE), travel patterns can be documented through origin-destination studies. In December 1996, the Broward Travel Characteristics Study was completed for the FDOT. **Table 2-12** shows internal/external trip rates by purposes of home-based work (HBW), home-based shopping (HBS), home based-social recreation (HBR), home-based other (HBO), and non-home based (NHB).

Table 2-12 Travel Characteristics Study

Unit Type	Trip Type	Trip Purpose					Total trips
		HBW	HBS	HBR	HBO	NHB	
Single Family	Internal	1.24	0.86	0.45	1.55	2.14	6.25
	Int/Ext	0.33	0.02	0.02	0.04	0.18	0.59
	Total	1.57	0.87	0.48	1.6	2.32	6.83
Multi Family	Internal	0.55	0.94	0.47	1.24	0.53	4.74
	Int/Ext	0.13	0.03	0.04	0.07	0.14	0.41
	Total	0.68	0.97	0.52	1.31	1.67	5.15
All units	Internal	0.83	0.77	0.39	1.06	1.66	4.81
	Int/Ext	0.21	0.02	0.03	0.05	0.14	0.45
	Total	1.04	0.79	0.42	1.21	1.8	5.26

Source: Broward Travel Characteristics Study: Final Report, Table 11, Walter H. Keller, Inc. (Dec. 1996).

70% of the workers in Miramar drove alone to work, a reduction of 10% since 2000. 9.5% of workers carpooled, a 5% drop since 2000. 15.6% of residents worked from their residences, an increase of 13% since 2000. However, given the COVID-19 pandemic shifting many workers to remote work during the census, it may be possible this number is lower than estimated. Public transportation modes are used by 2.2% of workers, an increase of almost 1% since 2000. See **Table 2-13** below:

Table 2-13 Means of Travel (Workers over 16 years old)

Mode	2000[1]	2023[2]
Drove Alone	80.2%	70.8%
Carpooled	14.5%	9.5%
Public Transportation	1.4%	2.2%
Taxi, Motorcycle, Other	0.1%	1.6%
Bicycle	0.2%	0.0%
Walked	0.9%	0.0%
Worked at home	1.9%	15.6%

Source: [1] United States Census 2000, P30 Means of Transportation Summary File 3 (SF3)
[2] United States American Community Survey, 2023 Estimates

The Census population data reflected the population growth in Miramar, as depicted by Table 1-1. The population in Miramar increased from 40,663 in 1990, to 72,739 in 2000, to 122,041 in 2010, and to 134,721 in 2020. The American Community Survey estimates the City's 2023 population to be approximately 135,986 and increase 6% annually.

Availability of Transportation Facilities and Services

Availability, as used here, refers to the extent to which the transportation system provides access to serve existing land uses. Access to serve existing land uses requires an extensive network of connections including roadways, public transit, bikeways, and pedestrian ways. Other transportation modes, such as airports and related facilities and intermodal facilities, are in essence transportation hubs serving regions. Consequently, this section addresses availability of the roadway, public transit, bikeways, and pedestrian ways networks to serve existing land use.

Roadway network

Availability of the roadway network to service existing land uses is primarily a function of the existing local roadway system. The primary local roadway network in the City of Miramar totals approximately 422 miles. New development is assured access by the subdivision regulations of the City of Miramar Land Development Code, which requires that development have adequate access to roadways. The secondary local roadway network consists of both private and public roads that link to the primary roadway network and are typically maintained and improve by the particular development for which they serve, or by the City if the road is dedicated to the public. Collector and arterial roadways, as a secondary or tertiary function, oftentimes provide access to

existing land uses. This occurred prior to the implementation of access management strategies.

Public transit network

Availability of public transit to service existing land uses is based on the functional area coverage of the existing fixed-route bus network. BCT defines functional area coverage as a ½ mile corridor surrounding a bus route, 1/4 mile in each direction. The 1/4-mile radius is based upon studies showing a person would walk up to 1/4 mile to access the public transit network. The City of Miramar employs the BCT functional area coverage as the public transit level of service standard. Functional Area Coverages are identified on **Figure 2-12 and Figure 2-13** (Existing and Future Transit Routes and Functional Area Coverage) and encompasses the majority of the total land area in the entire City of Miramar.

Public transit services in Miramar continues to be provided by the Broward County Mass Transit Division (BCT). The City is served by five fixed routes: Route 2, Route 5, Route 18, Route 28, and 441 Breeze. The City is serviced by three express routes: 95express red, 95express blue, and 75express.

According to the Broward County Transit Division, 2025 ridership on the routes serving Miramar averaged 19 passengers per hour for Route 2, 15 passengers per hour for Route 5, 31 passengers per hour for Route 18, 22 passengers per hour for route 28, and 29 passengers per hour for 441 Breeze. These are severe drops in ridership per hour when compared to rates in 2009, perhaps due in-part to the COVID-19 pandemic changing commuting dynamics. The data indicates that Route 18 continues to exhibit the highest volume/capacity percentage.

Intralocal service is provided by a community shuttle transit service sponsored by the City of Miramar. This service connects the City's residents to many of the activity centers throughout the City. The shuttle also provides service to Memorial Hospital west, which is located outside of the City limits, and Memorial Hospital Miramar. The shuttle service was initiated in 1995. In 1999 ridership totaled of 6,559 for an average of 550 passengers monthly, while in 2000 ridership increased to a total of 33,508 (January-October) with the monthly average increasing to 3000 passengers. Ridership increased to 10,834 for the month of August 2009.

Intercounty transit service can be accommodated through the BCT. BCT Route 18 provides service to the Golden Glades Interchange and 163 Street Shopping Center in Miami-Dade County. The 441 Breeze provides express service along the 441 corridor and the University Breeze provides express bus service along the University Drive corridor. 95express buses and 75express buses provides express service to transit facilities in Miami-Dade County.

Broward County is currently invested in providing the new transit initiative Premium Mobility Program (PREMO). It is a fully-funded, 15-year roll out program that contends on providing new commuter rail, light rail, and bus rapid transit routes on top of existing transit service. New routes utilizing US 441 / State Road 7 and University Drive that service Miramar are not expected until 2036.

Bikeways and Pedestrian-ways network

Availability of the bikeways network to serve existing land uses can be defined by the functional area coverage for utilitarian bicycle trips, which can be categorized as a two (2) mile radius from the point of trip origination. Availability of pedestrian ways to service existing land uses is thus primarily dependent on the functional area coverage of the existing pedestrian way. As noted in the public transit availability discussion, the distance a person would be willing to walk is approximately 1/4 mile. Since this distance is so small, the pedestrian way network, when utilized as a strategy to promote intermodal facilities, should be geared toward improving access to the public transit network and improving connections between employment centers. According to the bicycle lane map, a large portion of the City would be close to a dedicated bicycle lane facility.

Through the platting process in the City of Miramar, new development is required to dedicate adequate right-of-way for the transportation system, which has increasingly included new or upgraded bikeways and sidewalk areas. Since the platting process is conducted at both the city and county levels in Broward County, it gives the city an opportunity to provide recreational oriented bikeways and sidewalks that link the system to many of the City's schools, parks, and commercial facilities, while giving the county an opportunity to provide intermodal transportation oriented bikeways and sidewalks needed to improve access to the public transit network. The City continues to coordinate with the Broward County Bicycle and Pedestrian Coordinators to improve the link connections between the City's local recreational oriented bikeway/pedestrian way systems and Broward County's systems.

Compatibility Around Airports

The principal land use impacts from any airport can be expressed in terms of safety, noise and accessibility. As is common among urban airports, some land uses surrounding North Perry are not considered compatible with the airport.

a. Surroundings: Miramar's predominant land uses adjacent to North Perry Airport are low-intensity residential and commercial. Most buildings are one-story, and residential uses are single family to low-density multifamily. While it is preferable that developments surrounding an airport be of low density and intensity, it is not feasible to promote major redevelopment of the properties adjacent to North Perry. North Perry is accessible from multiple surrounding roadways: University Drive, Pines Boulevard and Pembroke Road.
b. Safety: Portions of six of the eight RPZs at North Perry fall outside airport property, overlaying roads, commercial and residential properties. Broward County has acquired aviation easements on properties off Runway 18R. Broward

County Aviation Department conducts regular surveys for obstructions that affect airspace in the runway approaches at North Perry. Fixed objects, including towers and light poles, are marked with obstruction lights as required by FAA regulations.

c. Noise: An aircraft noise analysis completed in April 1980 by Greiner Engineering Sciences, Inc, indicated that the only occurrences of noise exposure levels of 65 DNL or greater are within the Airport property boundaries. The 65 DNL noise exposure level is considered by the FAA to be the threshold level for aircraft noise: land uses around North Perry are considered to be compatible with the level of airport noise exposure resulting from aircraft operations at the airport. (Although conducted in 1980, this analysis was based on 279,000 annual operations.)

Existing Transportation System LOS and System Needs

Analysis of the existing transportation levels of service (LOS) and system needs to be based on the following data: existing design and operational capacities; most recently available estimates for average daily and peak hour vehicle trips; existing modal split and vehicular occupancy rates; existing public transit facilities; population characteristics; and the existing characteristics of the major trip generators and attractors within the community. The existing transportation system analysis is focused on the single mode (roadways) due to the fact that public transit services are provided by BCT. However, the City has examined land uses within the functional coverage areas as defined by BCT and has identified the existing and future major transit generators and attractors in the data section of this element. Other transportation modes are addressed under the section on future transportation system level of service and system needs.

Roadway Network

Figure 2-14 (Existing Roadways Level of Service) depicts the existing roadway level of service and network segments. **Table 2-14**, 2020 Roadway Characteristics, supports **Figure 2-14** and depicts roadway segments, segment volumes, committed traffic, segment capacity, volume to capacity (V/C) ratio, and level of service as measured by average annual daily traffic (AADT) and peak-hour traffic (PHT). The AADT figures, including committed trips are derived from the Broward County Metropolitan Organization model, which is the concurrency management system computer model used by the county. **Figure 2-15** depicts current AADT for roadways within the City.

Table 2-14 2020 Roadway Characteristics

	Daily Conditions				Peak-Hour Conditions			
Roadway Segment	**AADT Volume**	**AADT Capacity**	**V/C**	**LOS Std.**	**Peak-Hr Volume**	**Peak-Hr Capacity**	**V/C**	**Exist. LOS**
NORTH / SOUTH ROADWAYS								
US 27								

N of Dade CL	21,500	66,200	0.32	B	2,043	5,960	0.34	B
N of Miramar Pkwy	21,500	66,200	0.32	B	2,043	5,960	0.34	B
SW 196 Ave								
N of Miramar Pkwy*	4,100	13,320	0.31	C	390	1,197	0.32	C
SW 184 Ave								
N of Bass Creek Rd*	7,300	15,930	0.46	C	694	1,440	0.48	C
N of Miramar Pkwy*	13,700	16,815	0.81	C	1,302	1,520	0.86	C
SW 178 Ave								
N of Miramar Pkwy	4,800	29,160	0.16	C	456	2,628	0.17	C
SW 172 Ave								
N of Bass Creek Rd	8,800	35,820	0.25	C	836	3,222	0.26	C
N of Miramar Pkwy	10,900	35,820	0.3	C	1,036	3,222	0.32	C
SW 160 Ave/Dykes Rd								
N of Bass Creek Rd	14,600	35,820	0.41	C	1,387	3,222	0.43	C
N of Miramar Pkwy	25,000	37,810	0.66	C	2,375	3,401	0.7	C
I-75								
N of Dade C L	156,500	203,600	0.77	C	14,868	17,040	0.87	D
N of Miramar Pkwy	150,000	164,200	0.91	D	14,250	13,620	1.05	E
SW 148 Ave								
N of Bass Creek Rd	10,200	13,320	0.77	D	969	1,197	0.81	D
SW 145 Ave								

N of Miramar Pkwy	28,000	29,160	0.96	D	2,660	2,628	1.01	E
Flamingo Rd								
N of Dade C L	26,500	35,820	0.74	C	2,518	3,222	0.78	C
N of HEFT*	26,500	35,820	0.74	C	2,518	3,222	0.78	C
N of Miramar Pkwy	16,700	35,820	0.47	C	1,587	3,222	0.49	C
N of Red Rd*	50,000	59,900	0.83	C	4,750	5,390	0.88	C
Red Rd								
N of Dade C L	37,000	59,900	0.62	C	3,515	5,390	0.65	C
N of HEFT	50,000	59,900	0.83	C	4,750	5,390	0.88	C
N of Miramar Pkwy	38,000	59,900	0.63	C	3,610	5,390	0.67	C
Hiatus Rd								
N of Red Rd	14,300	37,810	0.38	C	1,359	3,401	0.4	C
Palm Ave								
N of Dade C L	23,000	16,815	1.37	F	2,185	1,520	1.44	F
N of Miramar Pkwy	24,000	37,810	0.63	C	2,280	3,401	0.67	C
Douglas Rd								
N of Dade C L	19,300	32,400	0.6	D	1,834	2,920	0.63	D
N of Miramar Pkwy*	18,600	32,400	0.57	D	1,767	2,920	0.6	D
N of Miramar Blvd	18,600	32,400	0.57	D	1,767	2,920	0.6	D
University Dr								
N of Dade C L	58,000	59,900	0.97	C	5,510	5,390	1.02	F
N of Miramar Pkwy	50,000	59,900	0.83	C	4,750	5,390	0.88	C
Florida's Turnpike								

N of Dade CL	96,600	123,600	0.78	C	9,177	10,220	0.9	D
SR7								
N of Dade C L	43,000	59,900	0.72	C	4,085	5,390	0.76	C
EAST / WEST ROADWAYS								
Honey Hill/County Line Rd								
E of SW 148 Ave*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
E of Flamingo Rd*	10,200	11,320	0.77	D	969	1,197	0.81	D
E of University Dr	27,500	37,810	0.73	C	2,613	3,401	0.77	C
E of FTPK	26,500	37,810	0.7	C	2,518	3,401	0.74	C
Bass Creek Road								
E of SW 184 Ave*	10,400	13,320	0.78	D	988	1,197	1.13	
E of SW 172 Ave*	14,200	13,320	1.07	F				
E of Dykes Rd*	3,800	13,320	0.77	C				
Miramar Pkwy								
E of SW 196 Ave*	3,300	35,820	0.09	C	314	3,222	0.1	C
E of SW 184 Ave	15,600	37,810	0.41	C	1,482	3,401	0.44	C
E of SW 172 Ave	34,500	56,905	0.61	C	3,278	5,121	0.64	C
E of SW 160 Ave	55,000	56,905	0.97	C	5,225	5,121	1.02	F
E of I-75	53,000	59,900	0.88	C	5,035	5,390	0.93	C
E of SW 148 Ave	34,000	59,900	0.57	C	3,230	5,390	0.6	C
E of SW 136 Ave	34,000	59,900	0.57	C	3,230	5,390	0.6	C
E of Flamingo Rd	29,000	59,900	0.48	C	2,755	5,390	0.51	C
E of Red Rd	29,000	59,900	0.48	C	2,755	5,390	0.51	C
E of Palm Ave	25,000	39,800	0.63	C	2,375	3,580	0.66	C

E of Douglas Rd	28,500	39,800	0.72	C	2,708	3,580	0.76	C
E of University Dr	29,500	39,800	0.74	C	2,803	3,580	0.78	C
Monarch Lakes Blvd								
N or Miramar Pkwy	7,000	29,160	0.24	C	665	2,628	0.25	C
Miramar Blvd								
E of Flamingo Rd	6,800	13,320	0.51	D	646	1,197	0.54	D
E of Red Rd*	7,700	13,320	0.58	D	732	1,197	0.61	D
E of Hiatus Rd	7,700	13,320	0.58	D	732	1,197	0.61	D
E of Palm Ave	13,000	29,160	0.45	C	1,235	2,628	0.47	D
E of Douglas Rd	8,300	13,320	0.62	D	789	1,197	0.66	D
Pembroke Rd								
E of US 27*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E of SW 196 Ave*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E of SW 184 Ave	10,400	13,320	0.78	D	988	1,197	0.82	D
E of SW 172 Ave	14,200	13,320	1.07	F	1,349	1,197	1.13	F
E of SW 160 Ave*	14,200	37,810	0.38	C	1,349	3,401	0.4	C
E of SW 145 Ave	28,000	37,810	0.74	C	2,660	3,401	0.78	C
E of SW 136 Ave	28,000	37,810	0.74	C	2,660	3,401	0.78	C
E of Flamingo Rd	27,500	39,800	0.69	C	2,613	3,580	0.73	C
E of Hiatus Rd	29,500	39,800	0.74	C	2,803	3,580	0.78	C
E of Palm Ave	27,500	39,800	0.69	C	2,613	3,580	0.73	C

E of Douglas Rd	33,000	39,800	0.83	C	3,135	3,580	0.88	C
E of University Dr	42,500	59,900	0.71	C	4,038	5,390	0.75	C
E of SW 68 Ave	47,500	39,800	1.19	F	4,513	3,580	1.26	F
E of SW 62 Ave*	41,000	59,900	0.68	C	3,895	5,390	0.72	C

Source: Broward County MPO Roadway Capacity and Level of Service Analysis 2020

Projected Transportation System Level of Service and System Needs

Analysis on the projected transportation LOS and system needs to be based on the future land uses shown on the future land use map and analysis of projected intermodal needs. This section addresses the above requirements for the roadway network and the bikeway/pedestrian way networks since Broward County provides this analysis for the public transit network and intermodal facilities.

Roadway network

Table 2-15, supported by **Figure 2-16**, depicts future 2045 roadway segments, segment volumes, committed traffic, segment capacity, volume to capacity (V/C) ratio, and level of service as measured by average annual daily traffic (AADT) and peak-hour traffic (PHT).

Table 2-15 2045 Roadway Characteristics

	Daily Conditions				Peak-Hour Conditions			
Roadway Segment	**AADT Volume**	**AADT Capacity**	**V/C**	**LOS Std.**	**Peak-Hr Volume**	**Peak-Hr Capacity**	**V/C**	**Future LOS**
NORTH / SOUTH ROADWAY								
US 27								
N of Dade CL	30300	66200	0.46	B	2879	5960	0.48	B
N of Miramar Pkwy	30300	66200	0.46	B	2879	5960	0.48	B
SW 196 Ave								
N of Miramar Pkwy	3000	29160	0.10	C	285	2628	0.11	C
SW 184 Ave								
N of Bass Creek Rd	9100	15930	0.57	C	865	1440	0.60	C

N of Miramar Pkwy	10300	37810	0.27	C	979	3401	0.29	C
SW 178 Ave								
N of Miramar Pkwy	7300	29160	0.25	C	694	2628	0.26	C
SW 172 Ave								
N of Bass Creek Rd	9300	35820	0.26	C	884	3222	0.27	C
N of Miramar Pkwy	19000	35820	0.53	C	1805	3222	0.56	C
SW 160 Ave								
N of Bass Creek Rd	16900	35820	0.47	C	1606	3222	0.50	C
N of Miramar Pkwy	13900	37810	0.37	C	1321	3401	0.39	C
I-75								
N of Dade C L	230700	203600	1.13	F	21917	17040	1.29	F
N of Miramar Pkwy	194200	203600	0.95	D	18449	17040	1.08	E
SW 148 Ave								
N of Bass Creek Rd	12800	29160	0.44	C	1216	2628	0.46	D
SW 145 Ave								
N of Miramar Pkwy	7300	29160	0.25	C	694	2628	0.26	C
Flamingo Rd								
N of Dade C L	44900	35820	1.25	F	4266	3222	1.32	F
N of HEFT	45300	35820	1.26	F	4304	3222	1.34	F
N of Miramar Pkwy	36600	35820	1.02	F	3477	3222	1.08	F
N of Red Rd	57200	59900	0.95	C	5434	5390	1.01	F
Red Rd								

N of Dade C L	56000	59900	0.93	C	5320	5390	0.99	D
N of HEFT	66900	59900	1.12	F	6356	5390	1.18	F
N of Miramar Pkwy	39900	59900	0.67	C	3791	5390	0.70	C
Hiatus Rd								
N of Red Rd	31000	37810	0.82	C	2945	3401	0.87	C
Palm Ave								
N of Dade C L	19200	16815	1.14	F	1824	1520	1.20	F
N of Miramar Pkwy	39900	37810	1.06	F	3791	3401	1.11	F
Douglas Rd								
N of Dade C L	38800	32400	1.20	F	3686	2920	1.26	F
N of Miramar Pkwy	36700	32400	1.13	F	3487	2920	1.19	F
N of Miramar Blvd	31400	32400	0.97	D	2983	2920	1.02	E
University Dr								
N of Dade C L	65000	59900	1.09	F	6175	5390	1.15	F
N of Miramar Pkwy	54900	59900	0.92	C	5216	5390	0.97	C
Florida's TPK(HEFT)								
N of Dade C L	101000	83200	1.21	F	9595	6800	1.41	F
E of Red Rd	126400	83200	1.52	F	12008	6800	1.77	F
E of University Dr	112200	83200	1.35	F	10659	6800	1.57	F
Florida's Turnpike								
N of Dade C L	175100	164200	1.07	F	16635	13620	1.22	F
SR 7								
N of Dade C L	49400	59900	0.82	C	4693	5390	0.87	C

N of Hndle Bch Blvd	61100	59900	1.02	F	5805	5390	1.08	F
EAST / WEST ROADWAY								
Honey Hill Rd								
E of SW 148 Ave	3400	35820	0.09	C	323	3222	0.10	C
E of Flamingo Rd	3400	13320	0.26	C	323	1197	0.27	C
Bass Creek Rd								
E of SW 184 Ave	1600	29160	0.05	C	152	2628	0.06	C
E of SW 172 Ave	3700	29160	0.13	C	352	2628	0.13	C
E of Dykes Rd	4400	29160	0.15	C	418	2628	0.16	C
County Line Rd								
E of University Dr	31400	37810	0.83	C	2983	3401	0.88	C
E of FTPK	34700	37810	0.92	C	3297	3401	0.97	D
E of SR 7	21300	13320	1.60	F	2024	1197	1.69	F
E of SW 48 Ave	9200	29160	0.32	C	874	2628	0.33	C
E of SW 40 Ave	9100	13320	0.68	D	865	1197	0.72	D
Miramar Pkwy								
E of SW 196 Ave	11000	35820	0.31	C	1045	3222	0.32	C
E of SW 184 Ave	15600	37810	0.41	C	1482	3401	0.44	C
E of SW 172 Ave	38700	56905	0.68	C	3677	5121	0.72	C
E of SW 160 Ave	46600	56905	0.82	C	4427	5121	0.86	C
E of I-75	50500	59900	0.84	C	4798	5390	0.89	C
E of SW 148 Ave	52000	59900	0.87	C	4940	5390	0.92	C
E of SW 136 Ave	46900	59900	0.78	C	4456	5390	0.83	C

E of Flamingo Rd	41900	59900	0.70	C	3981	5390	0.74	C
E of Red Rd	52500	59900	0.88	C	4988	5390	0.93	C
E of Palm Ave	34900	39800	0.88	C	3316	3580	0.93	C
E of Douglas Rd	38400	39800	0.96	D	3648	3580	1.02	F
E of University Dr	38600	39800	0.97	D	3667	3580	1.02	F
Monarch Lakes Blvd								
N of Miramar Pkwy	6800	29160	0.23	C	646	2628	0.25	C
Miramar Blvd								
E of Flamingo Rd	3100	13320	0.23	C	295	1197	0.25	C
E of Red Rd	3600	13320	0.27	C	342	1197	0.28	C
E of Hiatus Rd	8900	29160	0.31	C	846	2628	0.32	C
E of Palm Ave	11000	29160	0.38	C	1045	2628	0.40	C
E of Douglas Rd	8700	13320	0.65	D	827	1197	0.69	D
Pembroke Rd								
E of US 27	7000	N/A	N/A	N/A	665	N/A	N/A	N/A
E of SW 196 Ave	5100	N/A	N/A	N/A	485	N/A	N/A	N/A
E of SW 184 Ave	19200	37810	0.51	C	1824	3401	0.54	C
E of SW 172 Ave	26200	37810	0.69	C	2489	3401	0.73	C
E of SW 160 Ave	34100	37810	0.90	C	3240	3401	0.95	C
E of SW 145 Ave	36800	37810	0.97	D	3496	3401	1.03	F
E of SW 136 Ave	41600	37810	1.10	F	3952	3401	1.16	F
E of Flamingo Rd	34800	39800	0.87	C	3306	3580	0.92	C

E of Hiatus Rd	36100	39800	0.91	C	3430	3580	0.96	D
E of Palm Ave	45200	39800	1.14	F	4294	3580	1.20	F
E of Douglas Rd	56700	59900	0.95	C	5387	5390	1.00	D
E of University Dr	57400	59900	0.96	C	5453	5390	1.01	F
E of SW 68 Ave	51900	59900	0.87	C	4931	5390	0.91	C
E of SW 62 Ave	49100	59900	0.82	C	4665	5390	0.87	C
E of SR 7	59100	59900	0.99	D	5615	5390	1.04	F
E of I-95	43500	32400	1.34	F	4133	2920	1.42	F

Source: Broward County MPO Roadway Capacity and Level of Service Analysis 2045

Bikeways/Pedestrian-ways Network

The Broward County Transportation Element focuses on the provision of bikeways/pedestrian ways as a strategy for improving access to major pubic transit attractors in addition to its recreational purposes. The City of Miramar can only focus on the projected needs for recreational purposes since BCT prepares the projected needs of the public transit system countywide. The City will work with BCT and the Broward County Bicycle and Pedestrian Coordinators in their efforts to enhance the connections between the multimodal transportation systems. The city has adequate provisions for new development to dedicate sufficient right-of-way for the purpose of constructing a recreational oriented network to serve the future residents. The city has also implemented various complete street initiatives, on par with initiatives utilized by other municipalities to reduce accident fatalities and increase multi-modal facilities.

The Broward County MPO Transportation Improvement Program (FY 2023-2027) identifies the following bikeway and pedestrian improvements:

- A.C. Perry K-8 School Sidewalk Improvements
- City of Miramar Complete Streets Phase IV (Sidewalk)
- Dykes Rd; 196 Ave; NW 10 St Mobility Improvements (Bike Path / Trail)
- Miramar Bike and Pedestrian Mobility Improvements (Multiple)
- Miramar Complete Streets Phase III (Sidewalk)
- Pembroke Rd from SW 145th Ave to Flamingo Rd (Bike Lane / Sidewalk)
- Sherman Circle from Jodi Ln to Jodi Ln (Bike Path / Trail)
- SR-7/US-441 Transit Corridor Improvements Group / Priority 8 (Bike Lane Sidewalk)

- SR-817/University Dr from N of Riviera Blvd to N SR-824/Pembroke Rd (Bike Lane / Sidewalk)
- Utopia Dr from Riviera Blvd to Pembroke Rd (Bike Path / Trail)

The Broward County MPO Long Range Transportation Plan is going through its 10 year update process. However, many of the current long-range plans are implementing the PREMO transit projects within the same 2035 timeframe.

Public Transit Network

The public transit level of service standard, as utilized by the previous comprehensive plan appraisal, is to maintain a 70 percent peak hour functional area coverage for residential and employment locations. Functional area coverage as defined by BCT is an access standard and a residential and employment area is considered to be accessible if it is within ¼ mile of a fixed bus route. Functional area coverage is measured by superimposing Broward County's fixed route bus system over the traffic analysis zone map and database. **Figure 2-12** depicts the existing Transit Functional Area Coverage. A review of the land uses within the functional area coverage indicates that in the City of Miramar, with current BCT, presently maintains a public transit peak hour LOS standard at the adopted standard of 70 percent functional area coverage for both the residential and employment population.

Based upon the transit development plans, there are no new BCT routes planned for the City. Therefore, the future regular schedule public transit system coverage is expected to remain unchanged. The current Transportation Improvement Program (TIP) lists the following funded mass transit projects specific to the City of Miramar, as shown in **Table 2-16.**

Table 2-16 Transit Improvement Program

TIP#	Description	Status
4438824	TPK ext (SR821) thru lane implementation	Preliminary engineering
445521	2022 MPO CSLIP Priority #7 Construction of 6ft wide multi use asphalt path on the left side of the road two pedestrian poles to be replace FDOT administered.	Environmental
4496901	2023 MPO CSMP priority #7 protected bicycle lanes and wider sidewalks lap project with Pembroke Pines	Preliminary engineering
4378323	Standalone dependent project for i-75 corridor to follow project/437832-1	Preliminary engineering
4455351	2021 MPO CSLIP priority #22 lap with City of Miramar Sherman Circle begin and end at the same point	Preliminary engineering

4561541	2024 BMPO priority #8 - transportation alternative (CSLIP)	Preliminary engineering
4482901	024 MPO CSLIP priority #2 cycle 4; lap w/ City of Miramar construction of 8ft shared use path, pedestrian lighting	Preliminary engineering

Source: Broward MPO Interactive TIP tool

Figure 2-15 depicts the future public transit system. Broward County has approved and is currently investing in the "PREMO" transit plan which is comprised of county-wide transportation improvements. Miramar is expected to have two new rapid bus transit routes:

- PREMO Yellow Line along S Flamingo Road
- PREMO University Dr Bus Rapid Transit route
- PREMO SR 7 / 441 Bus Rapid Transit route
- PREMO Green Line along Pembroke Road

While specific bus stop locations are not currently delineated in current plan documents, it is expected that routes will make stops within Miramar. Most routes are proposed to be built and opened in the 2030s. Apart from PREMO, no additional public transit terminals, transfer stations, rights-of-way, intermodal facilities, or exclusive corridors by BCT are planned to occur within the City. The City does not provide within its jurisdiction any airports/spaceports, seaports, freight rail terminals, intermodal logistic centers, interregional passenger terminals, or urban fixed guideway transit terminals of significance to the SIS system. The City will continue to coordinate with BCT, FDOT, the MPO and other entities to investigate the need for additional intermodal facilities in the City.

Parking Facilities

There are no future significant parking facilities planned to be located in the City of Miramar.

Freight and Passenger Rail Lines

There are no future freight or rail lines planned to be located in the City of Miramar.

Intermodal Terminals and Access to Intermodal Facilities

No future Intermodal Terminals are planned to be located within the City of Miramar. Access to Intermodal Facilities is planned to remain unchanged.

Maintaining the Adopted Level of Service Standard

The transportation system is a collaborative effort between the City of Miramar, Broward County, and various other agencies. Land use decisions by the City and County affect the location and intensity of built and un-built development, roadways, and public transit investments. Transportation funding, especially at the federal level, can greatly influence the ability to maintain the adopted LOS standard. Unexpected events such as

hurricane, energy crisis, or new technology can impact the maintenance of the adopted LOS standard. Combined, the transportation system is an ever-evolving system that must adapt to new land development patterns, innovations in transportation infrastructure, and funding limitations.

Concurrency Management System (CMS)

The CMS consists of the procedures and processes employed by the City of Miramar and Broward County to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development. The City will also collaborate, when possible, on other means to maintain the adopted LOS standard such as Transportation System Management strategies (TSM), Transportation Demand Management (TDM), Public Transportation Corridors, Transportation Concurrency Management Areas, and Transportation Concurrency Exception Areas (TCEA's). The City of Miramar uses LOS standard D for the purpose of issuing development permits for all affected road segments. The City's Planning Division, which coordinates the development review process, manages the CMS in a manner that assures development orders or permits are not issued unless roadway facilities are available and concurrent with the impacts of development (mitigation).

Transportation System Management (TSM)

TSM means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. TSM techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system. This includes:

- Roadway improvements: alternative roadway modifications that reduce traffic
- Intersection improvements: improving navigation of signaled and un-signaled pathway intersections
- Access management: control and regulation of availability, spacing, and design of driveways, ramps, medians, median openings, traffic signals and intersections on roads to improve safe and efficient traffic flow
- Signalization: intelligent computerization of signals on roadways and improved signage

<u>Transportation Demand Management (TDM)</u>

TDM means multi-modal strategies and techniques that can be used to increase the efficiency of the transportation system. This can include strategies and techniques including ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. The latest MPO transportation demand management study, published in 2022, suggested the following strategies to improve multi-modal choice:

- General Management: create various outreach programs that highlight other modes of transportation apart from automobile travel. This includes a social media presence, annual reports, and meetings with stakeholders.
- Grant Research and Writing: assist the MPO and transportation agencies with research efforts to unlock potential local, research-driven solutions.
- Collaborate with South Florida Commuter Services: increase outreach to the agency for potential partnership opportunities and implement new strategies.
- Development of an Employee Transportation Corridor (ETC) Network: assist the MPO on developing a handbook and standard procedure to encourage private-sector participation in employee-oriented programs.
- TDM Education and Encourage Services: assist the MPO to facilitate individuals in choosing alternative modes of transportation through education, technology, incentives, planning, and marketing.

The MPO has established an implementation program called "Commute Broward" that prioritizes the following strategies:

- Utilizing South Florida Commuter Services
- Employee Transportation Coordinator Program
- Employee Transit Discount Program
- Real-time transit arrival information
- Supporting hospitality, health, and frontline workers
- Grant writing for TDM funding
- Improving connectivity between low-income housing and jobs
- Land use policy for workforce housing
- Transportation event participation
- Parking utilization and costs

Consistency between Future Land Use, Transportation, and other plans

Future Land Use Element

The Broward County Charter establishes the Broward County Planning Council (BCPC). The BCPC is responsible for preparing a countywide land use plan, known as the Broward County Land Use Plan (BCLUP), for adoption by the Board of County Commissioners. All municipal future land use elements and map amendments must be consistent with the BCLUP. The Planning Division of the City of Miramar is responsible for preparing a citywide land use plan for adoption by the City Commission. Through certification of future land use elements by the BCPC subsequent to a DCA determination of compliance, consistency between future land use elements and the regional transportation system is assured.

Florida Department of Transportation's Adopted Work Program

Broward County and the City of Miramar are in the jurisdiction of the FDOT's District 4, so FDOT's District 4's Work Program for Fiscal Year 2026 through 2030 contains

Broward County's and the City's projects. The Work Program lists projects with abbreviated terms and codes of action. Priorities in the new 5-year Adopted Work Program are determined by the MPO and are the direct result of the long range planning process. Projects on a priority list submitted to FDOT for inclusion in the Work Program must appear in the Long-Range Plan. The Work Program, once adopted, forms the basis of the new TIP.

Transportation Improvement Program (TIP)

The TIP is a comprehensive listing of transportation projects in Broward County scheduled for funding in the next five years. It represents the cooperative integration of plans by municipalities, the FDOT, the MPO and implementing agencies. Projects are initially identified as part of the Long-Range Planning Process. This is a prerequisite for inclusion on an MPO priority list. Priority Lists are then submitted to FDOT. Each year in the Annual Work Program, FDOT funds these priorities identified by the MPO to the extent possible. The Annual Work Program, in turn, forms the state and federal component of the TIP. The priority list is then updated to reflect these funding actions and a new list is submitted each year to FDOT. The most recent TIP is the Broward County MPO Transportation Improvement Program, FY 2024-2028.

North Perry Airport Master Plan

The Master Plan provided data and analysis on the North Perry Airport. The Aviation Department updated the 1985 Master Plan in 2020 and extended the planning horizon to the year 2035. The City will continue its review of the North Perry Airport Master Plan and will coordinate with Broward County and adjacent municipalities to ensure safety and land use compatibility.

Consistency among Transportation Improvement Plans

Consistency between the City's transportation plan and the BCTE is indirectly addressed through the Broward County CIE, which includes a section on joint transportation projects, and the City of Miramar CIE. The City will coordinate with Broward County, the MPO, FDOT, DCA, South Florida Regional Planning Council and other affected municipalities to promote the public transit network on designated public transportation corridors as defined and identified by DOT, including the preparation of an overlay zoning district.

III. Housing Element

Introduction

The purpose of the Housing Element is to plan for the potential future need of housing units based on projected population growth. State law requires that jurisdictions conduct a housing analysis to determine if future land use designations and housing development patterns adequately permit the accommodation of future residents. This support document provides the data and analysis used as the basis for the goal, objectives and policies of the Housing Element at planning horizons 2030 and 2050. Analysis is based upon household characteristics, housing unit characteristics, and economic statistics of the current housing market.

Existing Conditions

An overview of conditions pertinent to the preparation of the housing goal, objectives and policies are presented in the sections that follow.

Housing and Household Characteristics

Table 3-1 depicts the City's housing structure makeup. Miramar is approximately 99% developed at this time, with approximately 95.3 acres of vacant residential land remaining. The City's housing stock consists primarily of single-family homes (63.9%), with the balance consisting of single-family attached units (10.8%), multiple-family units (24%), and mobile homes (1.2%).

Table 3-1 Units by Structure

Units Per Structure	Units (2005-2007)[1]	Units (2023)[2]	Percentage of Units (2005-2007)[1]	Percentage of Units (2023)[2]
One Unit, Detached	24,179	29,580	64.6%	64%
One Unit, Attached	4,552	5,004	12.2%	10.8%
Two	676	634	1.8%	1.4%
Three or Four	711	1026	1.9%	2.2%
Five to Nine	957	2392	2.6%	5.2%
Ten to Nineteen	2,250	3,337	6%	7.2%
Twenty or more	3,408	3,730	9.1%	8.1%
Mobile Home	672	555	1.8%	1.20%
Other	0	0	0%	0%
Totals	37,405	46,258	100%	100%

Sources: [1] U.S. Department of Commerce, Bureau of the Census, 1990 STF 3A; HBI Planning Services, Inc.; 1/99. 2005-2007 American Community Survey.
[2] American Community Survey, 2023 (5-Year Estimates)

Housing and Residential Development

New housing growth, as evidenced by recent building permit activity has been robust within the last few years but significantly lower than growth in the 1990s and 2000s. Certificates of Occupancy, as shown in **Table 3-2**, between 2020 and 2025 totaled 1,981 housing units built, consisting of 420 single family units and 1561 multi-family units.

Table 3-2 New Units Built between 2020-2025

Unit Type	Units
Single Family	420
Multi Family	1561

Source: City of Miramar Certificates of Occupancy List

Housing stock within Miramar continues to constitute a small share of the countywide total; increasing slightly from approximately 4.69% (2005-2007 ACS) to 5.4% in 2023 (2023 ACS 5 Year Estimate). "Total" units in this case are "year-round" housing units which include occupied and vacant units.

Household Characteristics

Characteristics of housing within the City, including type, tenure, rent, value, monthly cost and cost-to-income ratio are examined in this section and compared with those characteristics exhibited countywide. The most current statistics available for an inventory and analysis of this type are presented in the 2020 Census and 2023 American Community Survey (5-Year Estimates).

Tenure

Comparative tenure statistics between Miramar and Broward County are presented in **Table 3-3**. In general, only 3.9% of all housing units or 1,812 units were vacant in 2023. This represents a decrease of approximately 4.7% or 1,420 units that have now become occupied. This rate is also significantly lower than Broward County's vacancy rate of 13.2% of all county units or 113,756 units. Of the 46,258 housing units reported in the 2023 ACS, 67.1% or 31,031 units are owner-occupied and 26.8% or 12,415 units are renter-occupied. This is in contrast with Broward County's higher renter-occupied units at 31.9%.

Owner-occupied plus renter-occupied units represent "year-round" occupancy, while the remainder of the units are vacant or held for seasonal or occasional use. The City has experienced a slight increase in "year-round" housing unit occupancy rate, going from approximately 91% to 94%. It is still significantly higher than Broward County despite increasing from approximately 84% to 87%.

Table 3-3 Housing Tenure, Ownership, and Vacancy								
	Miramar (2005-2007)[1]		Miramar (2023)[2]		Broward County (2005-2007)[1]		Broward County (2023)[2]	
	Units	Percent	Units	Percent	Units	Percent	Units	Percent
Occupancy								
Occupied units	34,173	91.4%	44,446	96.1%	676,384	84.8%	749,372	86.8%
Vacant units	3,232	8.6%	1,812	3.9%	120,925	15.2%	113,756	13.2%
Total units	37,405	100%	46,258	100%	797,309	100%	863,128	100%
Ownership								
Owner-occupied	27,046	72.3%	31,031	67.1%	481,273	60.4%	474,052	54.9%
Renter-occupied	7,127	19.1%	12,415	26.8%	195,111	24.5%	275,320	31.9%
Vacancy Rates								
Homeowner vacancy	4.4%		0.9%		3.1%		1.2%	
Rental vacancy	6.8%		3.8%		8.3%		6%	

Sources: [1] U.S. Bureau of the Census, 1990: STF 3A; HBI Planning Services, Inc.; 1/99. 2005-2007 American Community Survey.
[2] American Community Survey, 2023 (5-Year Estimates)

The data continues to show that Miramar is primarily a permanent residential community, as opposed to a tourist and seasonal resident destination. It can be expected that more of the City's housing units will become increasingly occupied in the next few years.

Housing Economic Characteristics

Comparative monthly gross rent data for Broward County and Miramar are presented in **Table 3-4**. The median monthly rent for renter-occupied units in Miramar in 2023 was $1,954 per month, compared to $1,804 per month for Broward County. Miramar housing is therefore more expensive by approximately $150 on average compared to County housing. This could be due a difference in housing units available and age of units.

Table 3-4 Monthly Gross Rent				
	Miramar (2005-2007)[1]	Miramar (2023)[2]	Broward County (2005-2007)[1]	Broward County (2023)[2]
Median Gross Rent	$1,260	$1,954	$1,057	$1,804

Source: [1] American Community Survey, 2005-2007
[2] American Community Survey, 2023 (5-Year Estimate)

Comparative housing value data for Broward County and Miramar are presented in **Table 3-5.** The median value of specified owner-occupied units estimated in 2023 was $420,300 in Miramar, compared to $380,400 for Broward County. Unit prices in Miramar have on average increased by 24% or $82,500 since 2005-2007, significantly lower compared to Broward County's 34% or $96,700 increase. Almost half (44%) of units in Miramar are priced between $300,000 and $499,999. More significant is that over three quarters (76%) of the units in Miramar are priced higher than $300,000, with over a third (35%) of units priced higher than $500,000.

Table 3-5 Housing Value

	Miramar (2005-2007)[1]		Miramar (2023)[2]		Broward County (2005-2007)[1]		Broward County (2023)[2]	
Value Range	**Units**	**Percent**	**Units**	**Percent**	**Units**	**Percent**	**Units**	**Percent**
Less than $50,000	624	2.3%	818	2.6%	16,093	3.3%	16,628	3.5%
$50,000 - $99,000	474	1.8%	257	0.8%	32,153	6.7%	20,686	4.4%
$100,000 - $149,999	978	3.6%	337	1.1%	40,823	8.5%	26,562	5.6%
$150,000 - $199,999	2,274	8.4%	1,047	3.4%	56,189	11.7%	29,786	6.3%
$200,000 - $299,999	6,484	24%	4,025	13%	110,059	22.9%	77,276	16.3%
$300,000 - $499,999	11,127	41.1%	13,751	44.3%	146,789	30.5%	155,786	32.9%
$500,000 - $999,999	4,885	18.1%	9,947	32.1%	65,937	13.7%	119,625	25.2%
$1,000,000 or more	200	0.7%	849	2.7%	13,230	2.7%	27,703	5.8%
Totals	27,046	100%	31,031	100%	481,273	100%	474,052	100%
Median Value	$337,800		$420,300		$283,700		$380,400	

Source: [1] U.S. Department of Commerce, Bureau of the Census, 1990 STF 3A; HBI Planning Services, Inc.; 1/99. 2005-2007 American Community Survey.
[2] American Community Survey, 2023 (5-Year Estimate)

Comparative monthly owner cost data for Broward County and Miramar are presented in **Table 3-6.** Comparative city-wide cost data for Broward County and Miramar are presented in **Table 3-7.** It is widely understood that housing gross costs should fall below 30% of a household's income to be considered affordable. Data shown in Table 3-6 shows a divide between mortgaged units: close to a third (32.8%) of mortgagees experiences ideal housing costs, less than a third (27.1%) are close to the 30% threshold, and more than a third (40%) exceed the 30% threshold. A similar trend is present in non-mortgagees and of residents in Broward County as a whole. It is promising that 60% of homeowners in Miramar are experiencing affordable housing costs in 2023, but work is necessary to reduce the third of the city experiencing un-affordable housing costs. However, when holistically analyzing housing cost by considering renters in Table 3-7,

affordability statistics flip. Approximately 57% of rental units are leaving residents cost-burdened, which is comparable to similar statistics for Broward County.

Table 3-6 Monthly Owner Cost

	Miramar (2007)[1]	Miramar (2023)[2]	Broward County (2007)[1]	Broward County (2023)[2]
Owner Occupied Units	28,762	39,106	476,251	554,070
A. Mortgaged Units	25,607	19,459	338,992	276,149
Less than 20.0 percent	12.6%	32.8%	13.2%	31.9%
20.0 to 24.9 percent	7.5%	15.3%	8.7%	14.8%
25.0 to 29.9 percent	12.5%	11.8%	8.8%	11.5%
30.0 to 34.9 percent	8.3%	8.6%	7.0%	8.4%
35.0 percent or more	47.8%	31.4%	32.9%	33.3%
Not computed	100	188	2,508	1,772
B. Units Without A Mortgage	3,155	11,017	137,259	191,277
Less than 10.0 percent	2.30%	49.0%	5.80%	31.4%
10.0 to 14.9 percent	1.60%	19.4%	4.80%	18.5%
15.0 to 19.9 percent	1.80%	6.5%	3.70%	11.4%
20.0 to 24.9 percent	0.90%	8.7%	3.00%	8.3%
25.0 to 29.9 percent	0.40%	2.6%	2.20%	5.1%
30.0 to 34.9 percent	0.90%	1.3%	1.70%	3.8%
35.0 percent or more	3.10%	12.4%	7.00%	21.4%
Not computed	0	367	2,511	4,854

Source: 1 U.S. Department of Commerce, Bureau of the Census, 1990 STF 3A; HBI Planning Services, Inc.; 1/99. 2005-2007 American Community Survey.
2 American Community Survey, 2023 (5-Year Estimate)

Table 3-7 Rental Cost Burden

	Miramar (2005-2007)[1]		Miramar (2023)[2]		Broward County (2005-2007)[1]		Broward County (2025)[2]	
	Units	Percent	Units	Percent	Units	Percent	Units	Percent
Less than 15 percent	312	4.4%	405	3%	12,001	6.2%	15,755	5.7%
15 to 19.9 percent	692	9.7%	1064	7.9%	19,986	10.2%	22,311	8.1%
20 to 24.9 percent	940	13.2%	1927	14.4%	22,515	11.5%	28,838	10.5%
25.0 to 29.9 percent	624	8.8%	1667	12.4%	22,301	11.4%	27,197	9.9%
30.0 to 34.9 percent	772	10.8%	1799	13.4%	17,106	8.8%	25,854	9.4%
35.0 percent or more	3,287	46.1%	6071	45.3%	90,635	46.5%	142,602	51.8%
Not computed	500	-	482	-	10,567	-	12,763	-

Source: [1] U.S. Department of Commerce, Bureau of the Census, 1990 STF 3A; HBI Planning Services, Inc.; 1/99. 2005-2007 American Community Survey.
[2] American Community Survey, 2023 (5-Year Estimate)

Household Income Characteristics and Groups

Household income distribution data for 2023 are presented in **Table 3-8**. Countywide income group definitions, by household size, published by the U.S. Department of Housing and Urban Development (DHUD), are presented in **Table 3-9**. Assuming the average household size of 3 (2023 American Community Survey), at least 58% of households would qualify for one of the four income groups listed in Table 3-9 and at least 35% of households would qualify to be considered low income.

Table 3-8 Household Income Distribution

	Miramar (2007)[1]	Miramar (2023)[2]	Broward County (2007)[1]	Broward County (2023)[2]
Households	34,173	44,446	676,384	749,372
Less than $10,000	3.7%	3.5%	6.5%	5.5%
$10,001 to $14,999	3.1%	13.4%	5.5%	3.5%
$15,000 to $24,999	6.7%	3.1%	11.2%	6.8%
$25,000 to $34,999	8.5%	4%	10.7%	7.1%
$35,000 to $49,999	13.2%	10.7%	14.9%	11.2%
$50,000 to $74,999	22.5%	17.3%	19%	16.3%
$75,000 to $99,999	16.1%	15.9%	11.8%	13%
$100,000 to $149,999	18.4%	20%	12.1%	16.9%
$150,000 to $199,999	4.9%	10.4%	4.3%	8.6%
$200,000 or more	2.7%	13%	4%	11.2%
Totals	100%	100%	100%	100%
Median Income	$65,179	$86,109.00	$51,221	$599,830.00

Source: [1] U.S. Department of Commerce, Bureau of the Census, 1990 STF 3A; HBI Planning Services, Inc.; 1/99. 2005-2007 American Community Survey.
[2] American Community Survey, 2023 (5-Year Estimate)

Table 3-9 Fort Lauderdale, FL HUD Metro Income Groups

Household Size	0-30% AMI (Very Low Income)	31-50% AMI (Low Income)	51-80% (Moderate Income)	81-120% (Middle Income)
1	$24,250	$40,350	$48,420	$64,550
2	$27,700	$46,100	$55,320	$73,800
3	$31,150	$51,850	$62,220	$83,000
4	$34,600	$57,650	$69,180	$92,200
5	$37,400	$62,250	$74,700	$99,600
6	$40,150	$66,900	$80,280	$107,000
7	$42,950	$71,500	$85,800	$114,350
8	$45,700	$76,100	$91,320	$121,750

Source: U.S. Department of Housing and Urban Development, 2025

Housing and Living Conditions

Several measures can be used to evaluate housing stock and living conditions within the City, including age of structure, over-crowding, lack of certain necessary facilities, structural integrity, and Florida Building Code requirements. Specific indicators of substandard housing or living conditions for each of the above measures are as follows:

- Age of Structure: housing unit constructed prior to 1940
- Over-Crowding: more than 1 person per room within a dwelling unit
- Lacking Facilities: housing unit lacking complete plumbing facilities, heating and cooking facilities and/or complete kitchen facilities.
- External Housing Conditions: housing unit categorized as either of the following by the City of Miramar:
    - Deteriorated: in need of some relatively minor exterior repair which is indicative of a lack of maintenance.
    - Dilapidated: in need of substantial rehabilitation. The unit may be considered to be unfit for human habitation or rapidly approaching that condition.
- Code Violations: Florida Building Code defines an unsafe structure as:
    - A building deemed a fire hazard, as a result of debris or other combustible material, creates a hazard, vacant and unguarded; or
    - A building deemed structurally unsafe by design or deterioration, partially destroyed, unsafe or lack of adequate plumbing, inadequate or unsafe electrical, inadequate waste disposal system or lack of a building permit.

The following table, **Table 3-10**, outlines the analysis done on the five measures listed above.

Table 3-10 Substandard Living Conditions Analysis

Condition	Data	Substandard units exist?
Age of Structures[1]	0 units were built prior to 1939.	No
Over-Crowding[1]	4.9% of occupied housing units, or 2,181 units, have more than 1 individual per room.	Yes, no major concern
Lacking Facilities[1]	680 units were reported to lack complete plumbing (184 units) or kitchen facilities (496 units)	Yes, no major concern
External Housing Conditions & Code Violations	No major events or incidents have occurred to result in severe substantial housing conditions	No

[1] American Community Survey, 2023 (5-Year Estimates)

Substandard living and housing conditions are not a serious issue within the City at this time. Nonetheless, the City should continue to:

- Use code enforcement actions to reduce the rate of "over-crowding" in the City
- Utilization of Community Development Block Grant Program and State Housing Initiative Partnership (SHIP) program financing to incentivize upgrades or rebuilding of existing substandard housing.
- The use of housing rehabilitation funds in the areas where "over-crowding" is likely concentrated.

Subsidized Housing

There are currently six renter-occupied housing developments within the City using federal, state, or local subsidy programs. **Table 3-11** lists the affordable residential complexes and their unit counts. There are a total of 1,475 affordable units, 1,091 of which are restricted as assisted living facilities and 384 are general units. Furthermore, there are a number of subsidized rental communities within other jurisdictions which provide housing opportunities to very-low and low income residents. The Broward County Housing Authority (BCHA), as well as several municipal housing authorities, provide alternative affordable rental accommodations.

Table 3-11 Affordable Housing Complexes

Name	Street Address	Total Units	Assisted Units	Target Population	Affordability Start Date
Casa Sant'Angelo	16800 Miramar Pkwy	113	113	Elderly, Family	2020
Heron Pointe	2260 Sherman Circle N.	200	200	Elderly, Family	1998
Lake Vista	8440 Sherman Circle N.	480	96	Family	not avail.
Pinnacle at La Cabana	8911 Miramar Pkwy	110	110	Elderly, Family	2022
Sorrento at Miramar	8991 SW 41 St	320	320	Family	2010
Villas De Mallorca	3430 Douglas Rd	252	252	Elderly, Family	2000

Source: Shimberg Florida Housing Data Clearinghouse

Conventional Rental Housing

Conventional rental housing communities located in Miramar are listed in **Table 3-12**. From **Table 3-12**, there are 57 rental communities containing a total of 17,898 units in the City.

Table 3-12 Rental Facilities					
Name	Townhomes	Multi-Family (9 Or Less Units)	Multi-Family (10+ Units)	Condo	Total
Atlantic Commons			373		373
Avalon	300				300
Avalon Apartments			436		436
Avalon At Miramar Park Place			687		687
Aventine At Miramar				848	848
Bahia	244				244
Bell Miramar			131		131
Boardwalk Village				75	75
Calabria				145	145
Catalina			352		352
Cedar Villas At Miramar	70				70
Courtyards At Nautica				341	341
El-Ad Enclave At Miramar				360	360
El-Ad Residences At Miramar				348	348
Enclave At Miramar				319	319
Eurus At Miramar			294		294
Foxcroft Apts				225	225
Heron Pointe			221		221
Horizon At Miramar			367		367
Lakeshore At University Park				480	480
Lakeview Townhomes	136				136
Martinique				190	190
Milano			224		224
Mirabella	156				156
Miramar Centre Corporate Park			21		21
Miramar Club				345	345
Miramar Condo				72	72
Miramar Isles		49	96		145
Miramar Lakes Apts			362		362
Miramar Parc	12				12
Miramar Park			330		330
Miramar Town Center			514		514

Miramar Tropical Homes		167	113		280
Missionwood				239	239
Monarch Lakes	208			357	565
Montclair	326			30	356
Montego Bay	186				186
Murano				396	396
Nautica	440				440
New Park Towers				295	295
Riviera Isles	114			292	406
Silver Falls	158			164	322
Solano			515		515
Sorrento			334		334
St Andrews				346	346
Sunset Lakes	252				252
The Villages Of Renaissance	258				258
Transit Oriented Corridor	37	351	215		603
Tropical Valley		57			57
Tuscany				309	309
Verano At Miramar				220	220
Village Walk	193			47	240
Villas Of Mallorca			275		275
Vista Apartments			492		492
Vizcaya	546			122	668
Windsor At Miramar			341		341
Woodscape				380	380
Grand Total	**3,636**	**624**	**6,693**	**6,945**	**17,898**

Source: City of Miramar

Group Facilities and Homes

The State of Florida has designated three agencies to license group homes: Agency for Health Care Administration (adult living facilities and adult congregate living facilities), Department of Children and Families (family group homes and family foster home facilities), and Agency for Persons with Disabilities (ADP) (long term residential care facilities and centers for independent living). Licensed homes with capacities of less than three are considered foster homes, while those with capacities of 4 to 8 are termed group homes. There are currently 7 licensed ALFs in the City, presented in **Table 3-13**. There are 40 licensed group homes in the City.

Table 3-13 Licensed Group Facilities		
Assisted Living Facilities		
Facility	**Street Address**	**Licensed Beds**
Sunny Residence, LLC	9001 SW 20 Street	7
Mary's Extreme Care	6107 SW 26th St	10
Saejca's Castle LLC	13393 SW 32nd Street	6
Eagles Eye Comfort Care Miramar LLC	6308 S W 27th Street	10
Oasis Palms, Inc.	12629 SW 21st Street	6
Maggys Home Care III Inc	12803 SW 53rd Ct	6
Veda's House Of Timeless Memories	1813 S.W.96th Ave	6

APD Group Homes	
6940 SW 36th Street	6612 SW 33 Street
7964 Plantation Blvd	3100 Island Drive
18567 SW 46 Street	7916 Dilido Blvd
4100 SW 143 Avenue	3700 Acapulco Drive
7201 Plantation Blvd	2500 Andora Place
8424 Sheraton Drive	6225 SW 19th Street
7945 Indigo Street	6824 SW 35th Street
12775 SW 47 street	1711 SW 99 Ave
9230 N Cypress Circle	2005 Bahama Drive
3409 Bahama Drive	2500 Arcadia Drive
7744 Grandview Blvd	6523 SW 26th St.
6309 SW 18th Street	1911 Acapulco Dr.
5360 SW 141 Terrace	2440 SW 82nd Terrace
8618 S. Sutton Drive	9954 Daffodil Lane
7642 Kismet Street	12800 SW 33rd Street
19293 SW 24th Street	4150 SW 141st Avenue
15656 SW 53 Court	7781 Biltmore Blvd.
7550 Grandview Blvd	6530 SW 22ND STREET
2140 SW 67 Way	2005 Bahama Drive
1941 Sunshine Blvd	7812 Shalimar Street

Source: City of Miramar

Mobile Home and Recreational Vehicle Parks

The two mobile home parks located in Miramar are listed in **Table 3-14**. Currently, there are no recreational vehicle parks in the City.

Table 3-14 Mobile Home Parks			
Name/HRS License #	**Type**	**Address**	**Capacity**
La Palm Trailer Park (6-11-95)	MHP	6128 S.W. 35th Court	17
Haven Lakes Estates (6-163-95)	MHP	11201 S.W. 55th Street	520

Historically Significant Housing

There are no residential structures in the City at this time locally designated as historic resources. Multiple residential units have been registered on the Florida Master Site File, but none have been identified as significant or eligible for designation.

Housing Analysis

The population of Miramar is estimated at 136,241 residents in 2025 by BEBR. It is projected that the population will increase to the following levels shown in **Table 3-15:**

Table 3-15 Population Projection

Year	Population	Increase
2000	72,739	-
2005	108,387	49%
2010	113,010	4.3%
2015	120,806	6.9%
2020	133,540	10.5%
2025	136,241	2.0%
2030	139,464	2.4%
2035	143,726	3.1%
2040	145,963	1.6%
2045	148,898	2%
2050	151,770	1.9%

Source: BEBR, Broward County Environmental Protection and Growth Management Department

Housing needs projections during the 30-year period, based upon historical renter versus owner splits, are summarized in **Table 3-16.**

Table 3-16 Household Projection

	2025	2030	2035	2040	2045	2050
Owner	30,559	32,941	34,891	36,957	38,001	38,827
Renter	14,660	15,310	15,707	15,979	16,237	16,510
Total	45,219	48,251	50,598	52,936	54,238	55,337
Increase	-	6.7%	4.9%	4.6%	2.5%	2%

Source: Shimberg Florida Housing Data Clearinghouse

From the table, it is projected that 1,811 units will be required during the 10 year planning period (2025-2035) to accommodate the City's near-term housing needs; while an additional 1,573 units will be required to accommodate needs during 30 year planning period (2025-2050).

Residential acreage required to accommodate projected housing needs are summarized in the Future Land Use Element. The housing stock of the City currently consists of multiple housing units, as shown in **Table 3-17.**

Table 3-17 Units by Structure Type

Structure Type	Units	Percentage
One unit (attached or detached)	34,584	75%
2 to 4 units	1,660	4%
5 to 19 units	5,729	12%
20 or more units	3,730	8%
Mobile Home	555	1%
Total	46,258	100%

Source: American Community Survey, 2023 (5-Year Estimates)

Vacant residential land analysis, shown in **Table 3-18**, indicates that the remaining residential build out potential with current future land uses is 5,814 units. Most of the remaining potential units would be located within the Transit Oriented Corridor and Regional Activity Center (Town Center).

Table 3-18 Vacant Residential Land Analysis

Future Land Use	Vacant Land (Acres)[1]	Possible Units
Estate 1	18.4	7
Estate 2	51.2	51
Low 2	0	0
Low 3	36.6	110
Low 5	38.8	194
Low Medium 10	0	0
Medium 16	1.4	22
Medium High 25	2.1	53
TOC	-	3,406[2]
RAC	-	2,218[3]
	Total	6,061

Source: [1] City of Miramar
[2] Broward County Land Use Plan
[3] East Miramar Areawide DRI Annual Report, 2025

When existing housing stock (46,258 units) is added to remaining build out potential 6,061 units) it is concluded that total residential build out of the City is expected to be 52,319 units.

For projection purposes, it is assumed that current population and housing characteristics of the City will remain relatively unchanged throughout the short-term

and long-range planning periods. (Note: It is recognized that household income will increase during the planning periods.) **Table 3-19** presents total housing stock projections, by residential density type:

Table 3-19 Projected Residential Unit Type Pattern

Structure Type	Percentage (2005-2007)[1]	Percentage (2025)[2]	15-Year Change Rate	Percentage (2040)	Percentage (2055)
One unit (attached or detached)	76.8%	74.8%	-2.0%	72.8%	70.8%
2 to 4 units	3.7%	3.6%	-0.1%	3.5%	3.4%
5 to 19 units	8.6%	12.4%	+3.8%	16.2%	20%
20 or more units	9.1%	8.1%	-1.0%	7.1%	6.1%
Mobile Home	1.8%	1.2%	-0.6%	0.6%	0%

Sources: [1] U.S. Department of Commerce, Bureau of the Census, 1990 STF 3A; HBI Planning Services, Inc.; 1/99. 2005-2007 American Community Survey.
[2] American Community Survey, 2023 (5-Year Estimates)

Land requirements necessary to accommodate the above projections are shown in the Future Land Use Element. Emphasis has been placed on maximizing development potential within the Transit Oriented Corridor within Historic Miramar and the Regional Activity Center (Town Center).

Household Characteristics Projections

It is estimated that there are currently 45,219 resident households in the City (Shimberg Florida Housing Data Clearinghouse). Projections of total household growth by age group are presented in **Table 3-20**.

Table 3-20 Projected Household Growth by Age Group

Age Group	2025	2030	2035	2040	2045	2050	Short Term (2035)	Long Term (2050)
0-4	6%	6%	6%	5%	5%	5%	0%	-1%
5-9	6%	6%	6%	5%	5%	5%	0%	-1%
10-14	6%	6%	6%	6%	5%	5%	0%	-1%
15-19	6%	6%	5%	5%	5%	5%	-1%	-1%
20-24	7%	6%	5%	5%	5%	5%	-1%	-1%
25-29	7%	6%	6%	5%	5%	5%	-1%	-2%
30-34	8%	8%	7%	7%	6%	6%	-1%	-1%
35-39	7%	8%	8%	7%	7%	7%	0%	0%
40-44	7%	7%	8%	8%	7%	7%	+1%	0%

45-49	6%	6%	6%	7%	7%	6%	0%	0%
50-54	6%	6%	6%	5%	6%	6%	0%	0%
55-59	6%	6%	5%	5%	5%	6%	-1%	-1%
60-64	6%	6%	5%	5%	5%	5%	-1%	-1%
65-69	5%	6%	5%	5%	5%	5%	0%	0%
70-74	4%	5%	5%	5%	5%	5%	+2%	+1%
75+	6%	8%	11%	14%	15%	15%	+5%	+9%

Source: Shimberg Florida Housing Data Clearinghouse

The City should expect a slight decrease in the population of age groups between 0 and 34, meaning that many young families are moving out in the long term. Similarly, there is a decrease or no change in the prime working age groups (20 to 54). However, the retirement age-group (i.e. 65 years and older) is projected to increase by 7% to 25% of the total households by 2050, especially those aged older than 75 years of age.

Housing Delivery Process

Housing stock in the City has historically been constructed entirely by the private sector. Relatively high City income levels and housing values and rents, low vacancy rates, and the generally good quality of the housing stock lead to the conclusion that the private sector will continue to provide the majority of housing to accommodate projected population growth throughout the planning periods.

However, due to the relatively high cost of housing within the City and Broward County, the City should increase its efforts to provide alternative affordable housing accommodations. Due to the fact that approximately 17,000 housing units or a third of housing units are at least 40 years old, the city should anticipate assuming a stronger role in maintenance and rehabilitation. Furthermore, multiple-family units constituted only 21.4% of the total constructed during the 2005-2007 period and 24% within the City. Multiple-family unit production is expected to increase and comprise 29.2% of all units within the City.

Based upon an analysis of demographic characteristics, it is recommended that the City develop incentives for alternative housing arrangements, such as Assisted Living Facilities (ALF) and affordable senior housing, for senior populations (aged 65 years and older). During the 2025-2050 period, City residents within this age-group are projected to comprise 25% of the City's total households by 2025.

The City's role in the new housing delivery process will continue to be based primarily upon the provision of services necessary to facilitate housing delivery by the private sector.

Availability of Services

Miramar has sufficient infrastructure in place, either provided directly by the City, or through interlocal agreement, to accommodate current development demands. Also, plans are in place (through the comprehensive plan) to accommodate future growth needs.

At this time Miramar has sufficient capacity to provide the potable water and wastewater demand of existing development. Most roadways in Miramar are operating at LOS "D" or better. Programmed roadway improvements and development catering to alternative modes of transportation may alleviate LOS problems on roadways currently operating below the adopted standard of "D". Sufficient solid waste capacity is available at the County's facilities for the disposal of both processable and non-processable solid waste. Drainage is managed and controlled on an area wide basis, by both the South Broward Drainage District (SBDD) and the South Florida Water Management District (SFWMD or the District). Miramar requires that all construction designs for development be in compliance with standards established by these agencies prior to issuing a building permit. Miramar has several local and community parks which serve its residents. Future park needs, in addition to existing and planned facilities will generally be accommodated through the development approval process.

Conservation Activities

Conservation and rehabilitation activities are anticipated as a means of preserving the condition of the City's housing stock. The designation of historically significant housing is not anticipated; however, the need should be reassessed periodically once structures qualify for designation.

Affordable Housing Assessment

An affordable housing assessment was performed using a simple projection methodology. The following process will demonstrate the analysis performed.

Table 3-21 shows Miramar household projections, from Shimberg Florida Clearinghouse Data, of owners and renters by household average median family income (HAMFI) between 2025 and 2050. **Table 3-22** shows the same data for Broward County. This represents the projected households the City will have to accommodate within the comprehensive plan's planning periods.

Table 3-21 Miramar Household Projections, Owners and Renters

	2025	2030	2035	2040	2045	2050
Owner						
Less than 30% HAMFI	2,167	2,335	2,474	2,619	2,694	2,752
30%-50% HAMFI	1,759	1,895	2,007	2,127	2,187	2,233
50%-80% HAMFI	5,191	5,595	5,927	6,278	6,454	6,596
Above 80% HAMFI	21,442	23,116	24,483	25,933	26,666	27,246
Renter						
Less than 30% HAMFI	1,198	1,251	1,283	1,306	1,327	1,349
30%-50% HAMFI	1,780	1,858	1,906	1,939	1,970	2,004

50%-80% HAMFI	4,317	4,509	4,626	4,706	4,782	4,862
Above 80% HAMFI	7,365	7,692	7,892	8,028	8,158	8,295

Source: Shimberg Florida Housing Data Clearinghouse

Table 3-22 Broward County Household Projections, Owners and Renters

	2025	2030	2035	2040	2045	2050
Owner						
Less than 30% HAMFI	47,596	50,075	51,988	53,483	54,604	55,534
30%-50% HAMFI	46,341	48,751	50,588	52,042	53,130	54,020
50%-80% HAMFI	75,792	79,819	82,907	85,405	87,241	88,743
Above 80% HAMFI	311,925	329,068	342,252	353,314	361,512	368,099
Renter						
Less than 30% HAMFI	51,779	53,069	54,188	54,910	55,567	56,199
30%-50% HAMFI	50,680	51,991	53,112	53,857	54,539	55,198
50%-80% HAMFI	71,886	73,745	75,261	76,217	77,108	77,984
Above 80% HAMFI	131,100	134,604	137,451	139,284	141,031	142,723

Source: Shimberg Florida Housing Data Clearinghouse

Table 3-23 depicts the calculation "Miramar-share" of Broward County's population projection based on Miramar's projected population for both owners and renters. An average "Miramar-share" percentage was derived by averaging all the projected year percentages by income group.

Table 3-23 "Miramar-share" Analysis

	2025	2030	2035	2040	2045	2050	*Average*
Owner							
Less than 30% HAMFI	4.6%	4.7%	4.8%	4.9%	4.9%	5.0%	**4.8%**
30%-50% HAMFI	3.8%	3.9%	4.0%	4.1%	4.1%	4.1%	**4.0%**
50%-80% HAMFI	6.8%	7.0%	7.1%	7.4%	7.4%	7.4%	**7.2%**
Above 80% HAMFI	6.9%	7.0%	7.2%	7.3%	7.4%	7.4%	**7.2%**
Renters							
Less than 30% HAMFI	2.3%	2.4%	2.4%	2.4%	2.4%	2.4%	**2.4%**
30%-50% HAMFI	3.5%	3.6%	3.6%	3.6%	3.6%	3.6%	**3.6%**
50%-80% HAMFI	6.0%	6.1%	6.1%	6.2%	6.2%	6.2%	**6.1%**
Above 80% HAMFI	5.6%	5.7%	5.7%	5.8%	5.8%	5.8%	**5.7%**

Source: Shimberg Florida Housing Data Clearinghouse

Table 3-24 shows the deficit/surplus of affordable housing units per income group in Broward County, Miramar's average for each income group (the renter and owner average was averaged), and the calculated total units Miramar is in deficit based on the "Miramar-share" percentage.

Table 3-24 Deficit / Surplus of Housing Units			
	Broward County	**Miramar Share**	**Miramar Units**
Less than 30% HAMFI	-40,187	3.6%	-1,439
30%-50% HAMFI	-27,925	3.8%	-1,059
50%-80% HAMFI	-16,233	6.7%	-1,083
Above 80% HAMFI	46,461	6.5%	3,005

Miramar is deficient of approximately 3,581 affordable units for those with incomes between 0% and 80% HAMFI.

As previously discussed, **Table 3-16** projected that 1,811 units will be required during the 10-year planning period (2025-2035) to accommodate the City's near-term housing needs and an additional 1,573 units to accommodate needs during 30 year planning period (2025-2050). This equates to a total of 3,384 units just to address expected household growth. The vacant residential land analysis, shown in **Table 3-18**, indicated that the remaining residential build out potential with current future land uses is 6,061 units. Subtracting the expected number of units for population growth, only 2,677 units remain to address the calculated 3,581 "Miramar-share" deficit of affordable housing. However, it is assumed that the surplus in above 80% HAMFI units will offset the demand by new residents within that category from the total units needed to address expected household growth.

It is suggested, as stated before, that Miramar incentivize the provision of affordable housing units to both correct the current deficiency in affordable housing units and provide units for future growth.

IV. Infrastructure Element
(a) Potable Water Sub-Element

Introduction

Florida Law, Florida Statutes Section 163.3177(6)(c)3, requires local governments to adopt water supply facilities work plans into their comprehensive plans within eighteen months after the (SFWMD approves a regional water supply plan update. The SFWMD approved the 2018 Lower East Coast Water Supply Plan Update (LESWSP, SFWMD, 2018) on November 8, 2018, with final administrative order on January 11, 2019. The 2020 Work Plan is City of Miramar's required update based on that plan's adoption.

Like most Southeast Florida water utilities, the City's primary public water supply source water is the Surficial Aquifer System (SAS) located from ground surface to approximately 240 feet underground. The City's groundwater withdrawal wells range between 75 to 130 feet below ground. The City's primary SAS feature is the Biscayne Aquifer, and it provides the vast majority of BCWWS and BMSD populations' water supply needs. However, the Biscayne Aquifer is considered a finite water resource by the SFWMD. This means that, of the available alternative water supply sources, none can reasonably provide for current area water demands should the Biscayne Aquifer become contaminated. In 2007, the SFWMD mandated through a Regional Water Availability Rule that alternative water supply (AWS) will be used to serve future population growth (SFWMD, 2007). For example, the brackish Upper Floridan Aquifer (approximately to 1000 – 1700 feet underground) can be withdrawn and treated with more complex processes than used for the Biscayne Aquifer water. Other AWS options include, but are not limited to, water conservation, water reuse, and surface water storage development.

In 2020, the City updated its 10-Year Water Supply Facilities Work Plan (WSFWP), which indicates how it will meet its potable water needs and level of service standard during the ten-year planning period. Requirements for the 10-year WSFWP 2020 Update address the development of traditional and alternative water supplies and management strategies, including water conservation and reuse. It also outlines future projects to serve future populations as well as projects that maintain and optimize the City's current systems. The data and analyses, including population projections and water demands span at least a 10-year planning period and must be consistent with the 2018 LECWSP Update. The data presented in the WSFWP 2020 Update are for the planning period through the year 2040. The 10-Year Water Supply Facilities Work Plan is included as part of the Sanitary Sewer, Water, and Stormwater Data Requirements Inventory and Analysis. The City will soon update the WSFWP in response to recent updates to the LECWSP.

The City's reuse expansion is the City's primary AWS initiative, in addition to the Floridan Aquifer. The City is currently increasing its water reuse production capacity to seven and half (7.5) million gallons per day from the current five (5) million gallons per day.

Additional regional drivers for the City's water supply include regional climate impacts such as sea level rise, saltwater intrusion, and extreme weather events. Sea level rise threatens future South Florida water conveyance that could negatively impact aquifer recharge and flood control management practices. Due in large part to a porous aquifer, future sea level rise also will increase saltwater intrusion's negative effect on public water supplies. Saltwater intrusion from the coastal ocean will likely move further inward and pose contamination risk for freshwater aquifers. Future extreme weather events may include longer dry weather patterns that could decrease public water supply levels and also increase saltwater intrusion's landward extent. The City of Miramar, together with its municipal and regional partners, supports and facilitates water supply and climate change planning integration and implementation including, but not limited to integrated resource management, resiliency in water utility practices.

A major regional plan to restore Florida's Everglades – the Comprehensive Everglades Restoration Plan (CERP) – will also change future water resource conditions. CERP will construct additional water storage systems to capture wet season flow volumes and provide critical natural system water needs as well as maintain public water supply. CERP features within Broward County and in other SFWMD regions should collectively benefit local water supply sustainability throughout South Florida.

This work plan is prepared with the following objectives:

- To meet existing and projected needs for at least a 10-year period.
- To identify the capital improvements that will be needed to develop, treat, and deliver those supplies.
- To identify conservation measures and reuse supplies that can be used to offset demand for new water.

Water conservation and reuse expansion remains a critical AWS strategy in the 2020 Work Plan.

Background

The City of Miramar is located along the southern border of Broward County. It is bordered on the north by the City of Pembroke Pines and by the City of Hollywood, on the east by the City of West Park, on the south by the City of Miami Gardens and Miami-Dade County, and on the west by the Everglades.

The City was established in 1955, and the City's growth up until the early 1990's was largely confined to the eastern portion of the City (historically defined as the area between Palm Avenue and US 441). At that time, the City's utility service generally

consisted of the EWTP, and a master pump station that sent wastewater to the City of Hollywood's Southern Regional Wastewater Treatment Plant (SRWWTP).
Over the past twenty-five (25) years, the City of Miramar underwent extraordinary growth and development as previously vacant lands in its western service area were developed. This development required extensive expansion of water and wastewater infrastructure as the City has more than doubled in population. To provide necessary water service, the City planned, designed, financed, and constructed the WWTP to serve future development. The WWTP has been expanded in three (3) phases, from the original capacity of 4.5 MGD, to the current capacity of 11.75 MGD. In addition, the EWTP is being renovated and converted to a state-of-art Nanofiltration water treatment plant with a new permitted treatment capacity of 6.0 MGD. Currently, both facilities service about 96 percent of the City's population. The remaining portion is served by BCWWS.

As the City continues to grow through development and redevelopment, assessments of the growth and impacts are continuously monitored. This document identifies water supply sources, availability of water plant capacity, facilities planning, and environmental impacts in order to serve existing and new development within the City's Service Area.

Statutory Requirements
In 2002, the Florida Departments of Community Affairs (DCA) and Environmental Protection (DEP) and the state's water management districts examined the agencies' statutory and regulatory authorities, as well as their processes for providing technical assistance to local governments, to determine whether water supply planning and local government comprehensive planning could be better integrated.

It has been determined that traditional water supply sources used in the South Florida area will not be sufficient to meet the demands of the growing population and the needs of the environment, agriculture and industry over the next twenty (20) years. As potential limitations on the continued use of traditional water supplies became increasingly apparent in recent years, the Florida Legislature enacted bills in 2002, 2004, 2005, and 2011 to more effectively address the state water supply needs by improving the coordination between local land use planning and water supply planning.

In 2005, the Florida Legislature significantly changed Chapter 163, Part II, and 373, F.S., to improve the coordination of water supply planning and land use planning. Senate Bills 360 and 444 strengthened the statutory linkage between the regional water supply plans and local government comprehensive plans, plan amendments, and evaluation and appraisal reports. The Bills encouraged local governments located in the areas subject to regional water supply plans to cooperate with the water management districts in development of alternative water supplies. The legislation also re-emphasized the need for local governments to implement water conservation and reuse programs.

Each local government located in a regional water supply planning area must now prepare a Water Supply Facilities Work Plan for a minimum 10-year period, describing the public, private, and regional water supply facilities and alternative water supply projects, reuse, and conservation that will be developed to address future water needs.

Furthermore, these bills that were enacted in 2002, 2004, 2005, 2011, 2012, 2015 and 2016 by the Florida Legislature address the state's water supply needs and established the basis for improving coordination between local land use and water supply planning.

Water Supply Requirements

With regard to water supply, the legislation requires the local government to ensure that adequate water supplies and facilities are available to serve new development no later than the date on which the local government anticipates issuing a certificate of occupancy, and consult with the applicable water supplier prior to approving a building permit, to determine whether adequate water suppliers will be available to serve the development by the anticipated issuance date of the certificate of occupancy. This "water supply concurrency" is now required for all new development proposals.

Specifically, the water supply plan needs to address the following elements:

a. The Infrastructure Element identifies alternative and traditional water supply projects, and conservation and reuse programs necessary to meet the projected water demands identified within the local government's jurisdiction; incorporates the alternative water supply projects the local government has elected from the regional water supply plan or its' own proposed alternative water supply plan; and include a minimum 10-year work plan for building public water supply facilities necessary to serve existing and new development.
b. The Capital Improvements Element addresses the need for and preliminary planning of public facilities, including those identified in the 10-Year Water Facilities Work Plan. The five-year schedule of capital improvements must describe projects listed in the 10-year work plan that are to be implemented in the first five years of the plan, including both publicly and privately funded water supply projects, that are necessary to ensure that adopted level of service standards are achieved and maintained.
c. The Conservation Element includes an assessment of current and projected water needs and sources for a minimum 10-year period, considering the appropriate regional water supply plan and consumptive use permit.

Regional Water Sources and Planning

The Biscayne Aquifer is one of the most productive aquifers in the world and is currently the primary source of freshwater to residents of Broward County, Miami-Dade County, and south-eastern Palm Beach County. In 1979, it was designated a sole source aquifer by the U.S. Environmental Protection Agency (EPA), under the Safe Drinking Water Act (1974). The SFWMD is the state agency responsible for water supply planning in the LEC

Planning Area, which includes all of Broward County and the City of Miramar. Withdrawals from the Biscayne Aquifer are managed by the SFWMD through the issuance of Consumptive Use Permits (CUPs). In order to protect the Biscayne Aquifer from saltwater intrusion, ensure adequate groundwater levels for maintenance of natural systems, and prevent excessive groundwater seepage or surface water flows from the regional (Everglades) system the Governing Board of the SFWMD adopted the "Regional System Water Availability Rule" requiring that new water demands be met through alternative water sources.

In recognizing the new requirements for water supply planning and financing, the City of Miramar has taken initiatives on meeting growth requirements by integrating alternative water supplies in its Comprehensive Plan. In 2007, the City's Department of Utilities prepared the 10-Year Water Facilities Work Plan, which incorporated proposed alternative water supplies, such as the use of the Floridan Aquifer for increased potable water supply, and the expansion of the reclaimed water treatment and distribution system.

In addition, SFWMD worked with local water supply utilities and developed an update to the LECRWSP in 2018. The LEC Update identifies base line conditions of Biscayne Aquifer allocation and alternative water supply sources that local utilities are required to implement in order to ensure adequate water supply for present and future water capacity demands.

10-Year Supply Plan Development and Objectives

In response to the 2018 LECRWSP update, regional governments are required to update their Water Supply Facilities Work Plan (the Work Plan) through an amendment to their Comprehensive Plan within 18 months of the LECRWSP adoption. The City's 2020 update to the 10-Year Water Supply Facilities Work Plan was prepared under the guidelines of Water Supply Facilities Work Plan Updates – SFWMD Technical Assistance Guide, January 2019. Various references were also used in generating this report including the Broward County Water Supply Facilities Work Plan, Draft Report (September 18, 2019), the Broward County and Municipal Population and Allocation Model (PFAM), 2017, and the 2018 Lower East Coast Water Supply Plan Update.

To address the three (3) required elements above, the Work Plan identifies the future water supply needs and develops a strategy for meeting projected water demands. The Work Plan also includes a detailed analysis of existing water facilities and identifies the base line condition with Biscayne Aquifer allocation under the "Water Availability Rule" and in combination with alternative water supplies to meet future water demands. The Work Plan also includes a 5-year Capital Improvement Projects schedule which includes preliminary construction cost estimates needed to maintain the adopted level of service standards and for expansion and alternative water supply facilities. The Work Plan also addresses the area that is served by Broward County through the Large-User Wholesale Agreement with the City of Hollywood.

During the preparation of the Work Plan, the City of Miramar coordinated with SFWMD regarding demand projections, the use of appropriate water sources to meet projected demands and the use of water conservation and reuse strategies through permitting efforts and coordinated with the Department of Community Development to incorporate the latest water supply requirements into the Comprehensive Plan and the Future Land Use Plan. The Work Plan is intended to strengthen the coordination between Community Development land use planning responsibilities, Utilities water supply facilities planning activities and the water resource development responsibilities of the water management districts.

Water Supply Infrastructure

City of Miramar Service Area

The City of Miramar is located along the southern border of Broward County. It is bordered on the north by the City of Pembroke Pines and by the City of Hollywood, on the east by the City of West Park, on the south by the City of Miami Gardens and Miami-Dade County, and on the west by the Everglades. **Figure 4-1** shows the corporate limits of the City of Miramar and shows its major utility facilities.

The City was established in 1955, and the City's growth up until the early 1990's largely was confined to the eastern portion of the City (historically defined as the area between Palm Avenue and US 441). The City's utility service generally consisted of the WTP), and a master pump station to send wastewater to the City of Hollywood. Over the past twenty-five (25) years, the City of Miramar underwent extraordinary growth and development of previously vacant lands in its western service area. This development required extensive expansion of water and wastewater infrastructures as the City has more than doubled in population. To provide necessary water service, the City planned, designed, financed, and constructed the WWTP to serve future development. The WWTP has been expanded in three (3) phases, from the original capacity of 4.5 MGD, to the current capacity of 11.75 MGD. In addition, the EWTP is being renovated and converted to a state-of-the-art Nanofiltration water treatment plant and its new permitted treatment capacity is 6.0 MGD. Currently, the East and West WTPs service almost all customers within the City limits, except for a small portion of area in the northeast side of the City, which is being served by Broward County Water and Wastewater Services (BCWWS).

As the City continues to grow through development and redevelopment, assessments of the growth and impacts continue to be performed. This document identifies water supply sources, availability of water plant capacity, facilities planning, and environmental impacts in order to serve existing and new development within the City's Service Area. As shown on **Figure 4-1**, the area in white inside the City of Miramar service area (between Miramar Pkwy and SW 48th Ct, S Flamingo Rd and SW 148th Ave)

is known as the Country Club. The County Club area is served by domestic self-supply systems. Currently, the City is planning to include the County Club area in phases starting Year 2025. Therefore, the Country Club area water demand projection is only considered starting Year 2025.

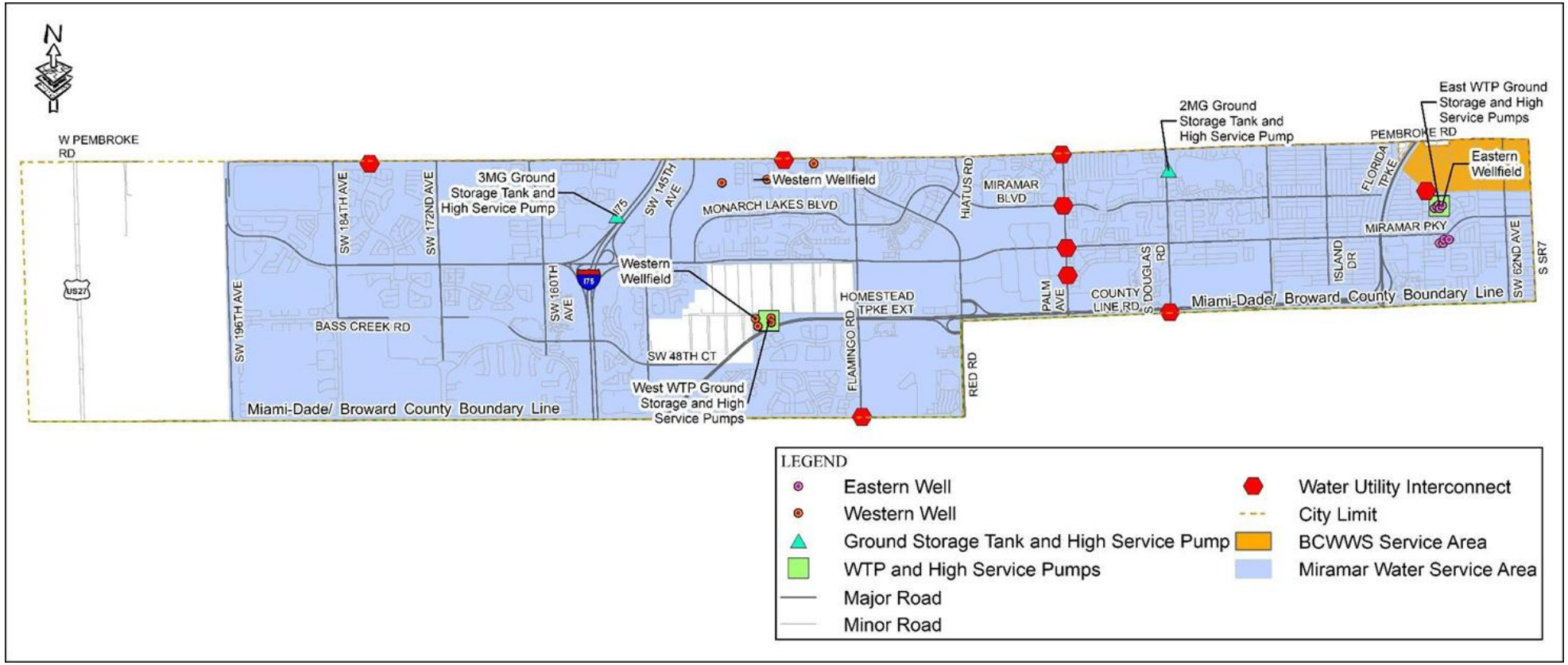


Figure 4-1 Miramar Corporate Limits and Major Facilities

Broward County Service Area (BCWWS District 3A and 3BC)

This section of the report was extracted from the Broward County Water Supply Facilities Workplan, April 2020. District 3 service area is divided into two geographically separate subdistricts, **Figure 4-2**. The County purchases bulk treated water primarily from the City of Hollywood interconnect and distributes the treated water through the County's distribution system. District 3 has a combined service area of approximately 14.3 square miles and contains 223 miles of transmission and distribution mains. Subdistrict 3A has interconnects with the City of Hollywood, for is primary water supply, and with the City of Fort Lauderdale and the City of Dania Beach, to provide for emergency water supply. Subdistrict 3BC has interconnects with the City of Hollywood for its primary water supply, and the Cities of Pembroke Pines and Miramar to provide for emergency water supply.

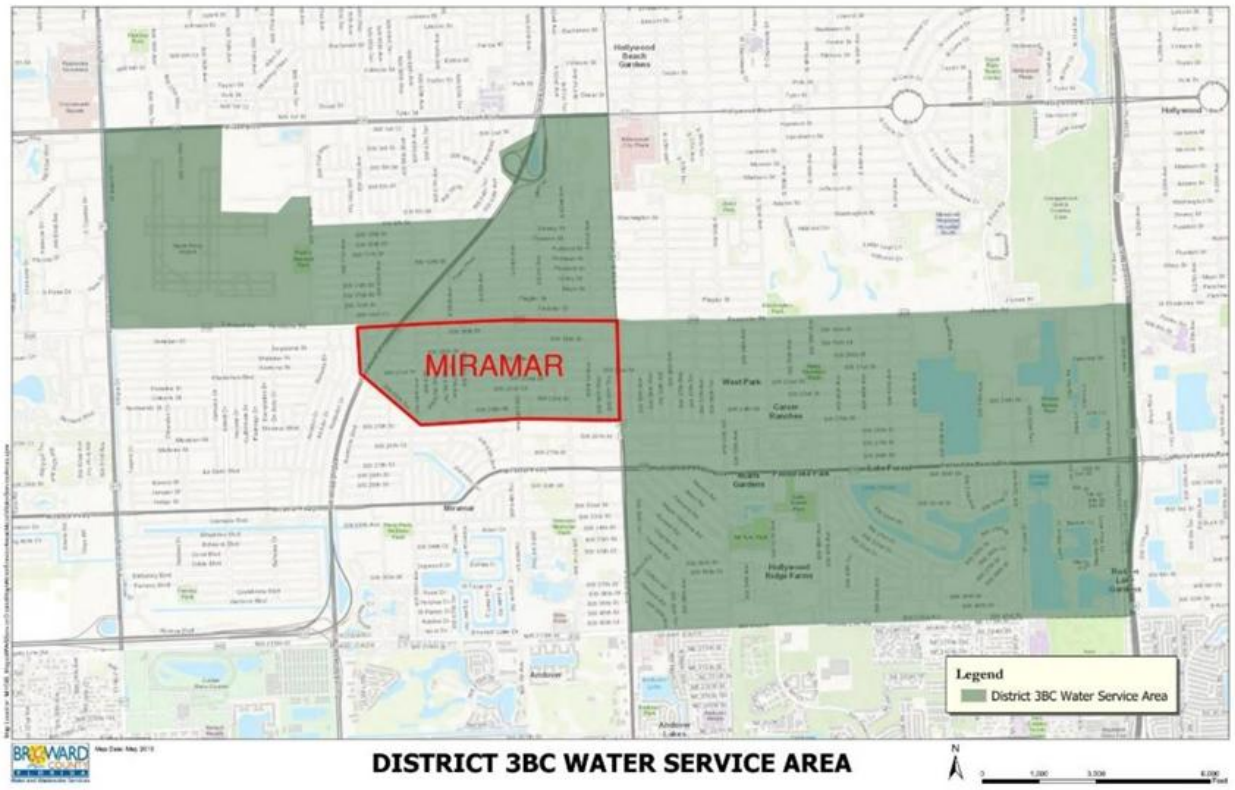


Figure 4-2 BCWWS Service Area

A small portion within the corporate limits of the City is served by Broward County. The County's Service Area, about 0.30 square mile, is denoted as "Retail District 3BC" and includes a relatively small section of the City bounded by the Florida Turnpike to the west, US 441 to the east, Pembroke Road to the north, and SW 25th Street to the south. **Table 4-1** shows the service population projection per municipality is some of the areas currently served by Broward County.

Table 4-1 Population Projection by Municipality							
Municipality	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**	**2045**
District 3BC Total	52,584	54,394	56,972	60,221	62,325	63,734	65,235
Dania Beach	15,307	15,888	16,808	17,379	17,680	17,824	17,950
Davie	60	60	325	538	710	874	1,033
Fort Lauderdale	721	713	705	906	1,044	1,161	1,271
Hollywood	4,698	4,922	5,266	5,603	5,840	6,036	6,250
Miramar	6,615	6,623	7,359	8,291	8,858	9,310	9,832
Pembroke Pines	4,040	4,384	4,334	4,294	4,417	4,477	4,520
Pembroke Park	6,940	6,922	6,792	7,127	7,292	7,355	7,412
West Park	14,203	14,882	15,383	16,083	16,484	16,697	16,967

Source: Table WS 10 of the Broward County Facilities Work Plan, April 2020

The City has been closely coordinating with Broward County on water service that is provided to a portion of the City by meetings and sharing 10-year water supply facility work plans. In fact, we the City of Miramar, has partnered with Broward County in upgrading its water distribution system in a project called Historic Miramar Infrastructure Improvements Project (HMII-3). This project is still on-going and should be completed by mid-2020. The City will be coordinating with BCWWS on a continuing basis to better serve the areas under the County's service area.

Water Resources and Allocations

The City is currently operating under the SFWMD Water Use Permit No. 06-00054-W, which was issued on October 3, 2017, and will expire on March 14, 2036. The annual allocation is 6,887.55 million gallons (18.87 MGD). The total monthly allocation is 607.43 MG, provided the City demonstrates through documentation of reclaimed water end user meter readings that a minimum citywide average of 4.0 MGD of reclaimed water is being provided for irrigation. Currently the City is expanding its water reuse capacity from 5 MGD to 7.5 MGD.

Water Supply Facilities

The City of Miramar owns, operates and maintains a public water system serving most of the City. The major components of the water system are water supply well fields, water treatment facilities, storage and re-pump facilities, transmission/distribution system, interconnections with other utilities, and customer service connections. Potable water is supplied primarily by two water treatment plants (WTPs) owned and operated by the City, namely: the EWTP and the WWTP.

These two plants are operated independently but are interconnected via the water transmission/distribution system. The East WTP is located along S.W. 26th Terrace, north of Miramar Parkway (2600 SW 66th Terrace, Miramar, FL 33023). The West WTP

is located approximately one (1) mile west of Flamingo Road, north of the Florida Turnpike (4100 Flamingo Rd, Miramar, FL 33027).

Water Supply Sources and Well Fields

The City currently has eight primary Biscayne aquifer production wells and two Floridan aquifer system wells and proposes one additional Floridan aquifer system production well, depicted in **Figure 4-3**. The wells are divided between two wellfields. The Eastern Wellfield located in the eastern portion of the City's service area consists of four Biscayne aquifer production wells, detailed in **Table 4-2**. The Western Wellfield, located in the central portion of the City's service area consists of four existing Biscayne aquifer production wells, two existing Floridan aquifer system production wells, and one proposed Floridan aquifer system production well. Two additional Biscayne aquifer wells have been constructed in the Western Wellfields (Huntington) but are currently capped with no pump or transmission lines installed. These western wells are detailed in **Table 4-3**.

Floridian Aquifer Source

In response to the Water Availability Rule, and the restrictions on Biscayne aquifer withdrawals, the City developed and installed a 2.5 MGD reverse osmosis treatment system utilizing water from the Floridan aquifer, which was placed into full operation in 2012. The Floridan aquifer is considered as an alternative water supply to the Biscayne aquifer and desalting technologies are needed to treat the water to potable quality. With the upgrade of the EWTP from lime softening to nanofiltration treatment technology, all existing well fields in the east have been plugged and abandoned (**Table 4-4**). Four new wells E1-N through E4-N have been constructed in 2018 and now supply the new nanofiltration process (**Table 4-2**).

Table 4-2 New Ground Water Wells – EWTP

	E1-N	**E2-N**	**E3-N**	**E4-N**
Year well drilled	2018	2018	2018	2018
Depth well drilled (feet)	150	150	150	150
Aquifer Name	Biscayne	Biscayne	Biscayne	Biscayne
Depth of Casing (feet)	100	100	100	100
Diameter of casing (inches)	21	21	21	21
Rated Capacity (GPM@psi)	1,736	1,736	1,736	1,736
Consumptive Use Permit Rating	All New Wells - combined capacity is 6,944 GPM Permitted Allocation Not to Exceed– 1,825 MG per year or 162.73 MG/month or 5 MGD.			

Table 4-3 Groundwater Wells - WWTP									
Well name	**W1**	**W2**	**W3**	**W4**	**W5**	**W6**	**F-1**	**F-2**	**F-3**
FLUWID	AAH0039	AAH0038	AAH0037	AAh0040	AAN6758		AAN6758	AAN6757	
Year well drilled	1995	1995	1995	1992	2003	2003	2,010	2010	2010
Depth well drilled (feet)	110	115	112	70	115	115	1,350	1,350	1,350
Aquifer Name	Biscayne						Floridan		
Depth of Casing (feet)	90	88	93	48	75	75	950	950	950
Diameter of casing (inches)	20	20	20	18	24	24	18	18	18
Pump Type	V. Turbine				Submersible				
Horsepower	120	120	120	120	200	200	200	200	
Rated Capacity (GPM@psi)	2,800	2,800	2,800	2,800	-	-	1,400	1,400	1,400
Consumptive Use Permit Rating	Permitted Allocation Not to Exceed - 10.15 MGD annual or 330.34 MG/month				Not to Exceed 1,149.75 MG/year or 95.81 MG/month				

Table 4-4 Groundwater Wells – EWTP (Wells recently retired and now out of service)									
Well name	**E1**	**E2**	**E3**	**E4**	**E5**	**E6**	**E7**	**E8**	**E9**
FLUWID	AAH0028	AAH0033	AAH0030	AAH0031	AAH0029	AAH0033	AAH0034	AAH0035	AAH0036
Year well drilled	1955	1955	1955	1955	1955	1963	1963	1963	1963
Depth well drilled (feet)	110	110	110	110	120	110	110	110	110
Aquifer Name	Biscayne								
Depth of Casing (feet)	100	100	100	100	110	100	100	100	100
Diameter of casing (inches)	8	6	8	8	10	12	12	8	8
Pump Type	Turbine								
Horsepower	10	10	10	10	10	10	-	-	-
Rated Capacity (GPM@psi)	550	400	550	500	500	1100	1100	800	450
Observed Yield (GPM@psi)	540	320	370	500	515	940	-	-	-
Consump Use Permit Rating	All Wells are Now Plugged and Abandoned with combined capacity								

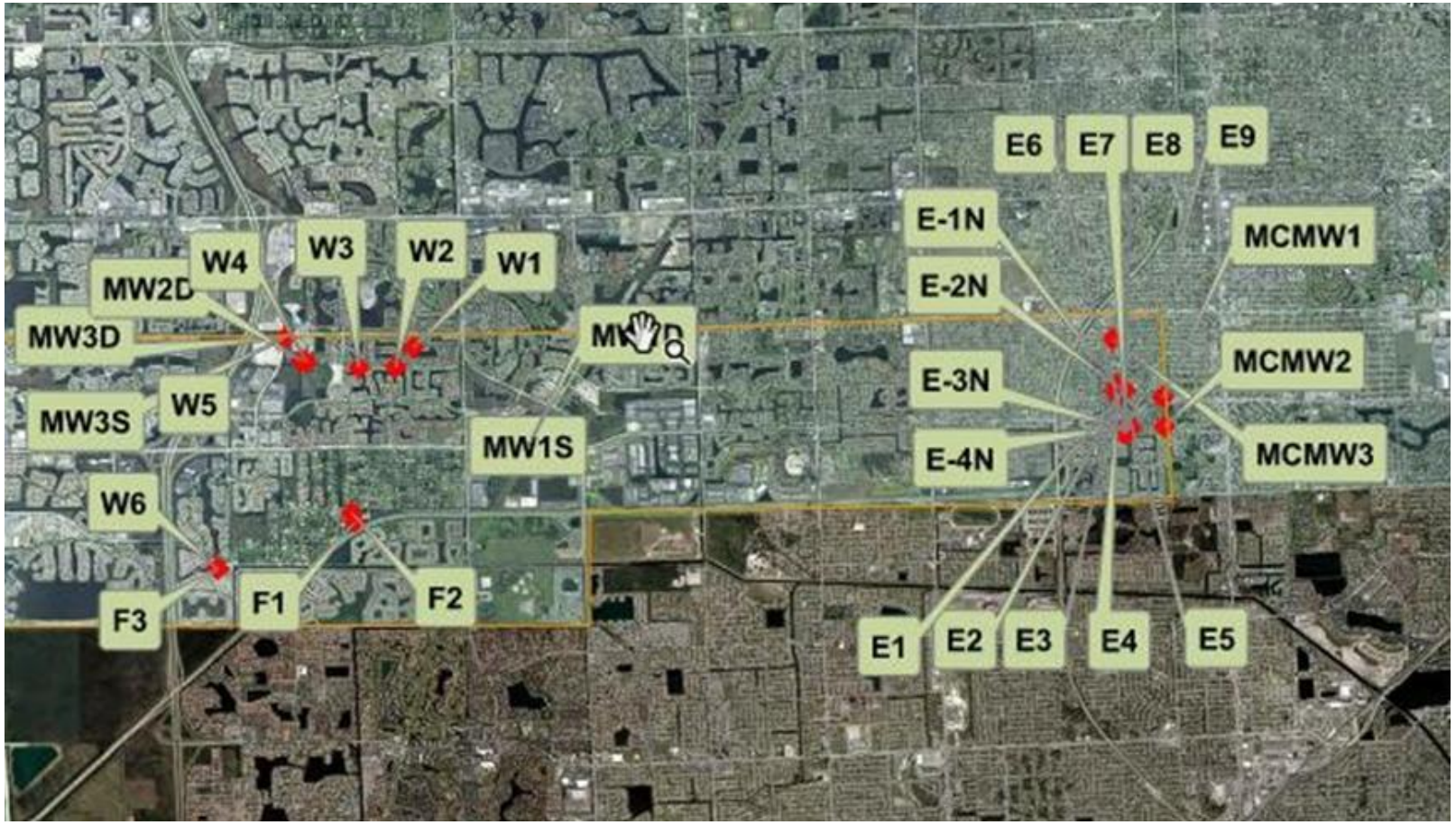


Figure 4-3 Groundwater Well Locations

Water Treatment Plants

East Water Treatment Plant

The EWTP was constructed in the 1950s and has undergone many modifications and expansions. The facility was originally constructed as a conventional lime softening treatment plant that utilizes up-flow, solids contact precipitators, followed by gravity dual media filters, disinfection, fluoridation, and treated water storage and pumping facilities. Over the past two years, this facility was modernized with the construction of a low-pressure membrane technology (nanofiltration) as a replacement of the lime softening process. Since May 27, 2019, the membrane process at the EWTP is now in full operation with 6 MGD capacity. The process is configured to permit controlled bypass and blending of raw water with permeate to enhance treated water stability and efficiency of source water utilization. The old lime softening facility (5.7 MGD capacity) has now been decommissioned and demolished.

West Water Treatment Plant

The WWTP was constructed in 1996 with an initial capacity of 4.5 MGD of Nanofiltration (NF) treatment. In 2003, the plant was expanded by 3.0 MGD, to a total of 7.5 MGD. In 2007, construction of plant modifications increased the total plant capacity to 9.25 MGD. The most recent expansion, bringing on-line new Floridan wells, and reverse osmosis (RO) membrane treatment, was operational in 2012 and expanded the total plant capacity to 11.75 MGD. The plant utilizes both a low-pressure membrane softening process (nanofiltration) and a medium pressure brackish water reverse osmosis process and blends the two (2) permeate streams together before distribution. Unlike the EWTP, this facility is not equipped for raw water bypass/blending.

Water Treatment Process

Nanofiltration Process (This applies to both East and West Water Treatment Plants)

The nanofiltration process incorporates raw water from the Biscayne wellfield. Scale inhibitor is added to prevent membrane fouling; and the conditioned feed water is then pre-filtered through a bank of cartridge filters to remove silt and other small particulates from the water. Filtered water is then pressurized by vertical turbine pumps to the feed pressure required by the membrane assemblies. The membrane pressure vessels are arranged in a two-stage array, which means that the concentrate from the first stage becomes the feedwater to the second stage. This two-stage configuration is needed to improve finished water recovery and reduce treatment loss. The permeate water is then sent to degasifiers from which it is discharged to a clear well where sodium hypochlorite is added for disinfection, caustic soda is added for pH adjustment, and fluoride is added for dental health. Water is then transmitted to ground storage prior to the distribution system. Concentrate from the membrane process is discharged to injection wells for disposal at a depth of approximately 3,500 feet.

Reverse Osmosis Process (This applies to the West Water Treatment Plant Only)
The reverse osmosis system is similar to the nanofiltration system but incorporates a different design due to the higher concentrations of dissolved solids present in the Floridan aquifer. A scale inhibitor and sulfuric acid are added to adjust pH and prevent membrane fouling. The conditioned feed water is then pre-filtered through a separate bank of two (2) micro cartridge filters to remove silt and other particulates from the water. Filtered water is then pressurized by a vertical turbine pump to the feed pressure required by the membrane assemblies (typically, 150-180 psi). The reverse osmosis (RO) system requires a higher feed pressure and brackish water membrane elements to remove salinity and other contaminants needed to meet regulatory standards. The RO system is also arranged in a two-stage array with energy recovery, to improve finished water recovery and reduce treatment loss. The purified water that permeates the membranes is directed to a degasifier tower to remove dissolved gases, such as hydrogen sulfide, before blending with the nanofiltration permeate in the clear well. Concentrate stream generated from the membrane treatment process is disposed of via two (2) on-site injection wells that are approximately 3,500 feet deep. The typical recovery of both membrane systems is approximately 80%, which means that 80% of the raw water is purified, and 20% of the raw water is concentrated and disposed.

Storage and Pumping Facilities
The City has approximately 10 million gallons (MG) in potable water storage capacity in the system. Upon project completion at East WTP (a new 2 MG tank will replace the existing tank) the City will have a combined capacity of 11.25 MG. The WWTP has 4.25 MG ground storage tank capacity. Each WTP also has high service pumping facilities appropriately sized to meet peak demands. Offsite storage is provided by a 2 MG storage and repumping facility (SRF) located along Douglas Road, and a 3 MG storage and repumping facility located on the west side of I-75. Each off-site storage facility consists of a concrete ground storage tank and high service pumping facilities. To achieve additional redundancy, the City is also planning additional storage capacity at the EWTP when the lime softening facilities are demolished. **Table 4-5** presents the summary of the City's existing storage and pumping facilities.

Table 4-5 Summary of Storage and Pumping Facility

Facility	Storage (MG)	Pumping Capacity (MGD)	Firm Pumping Capacity (MGD)
East WTP	1.5	11.5	8.6
Douglas Road SRF	2	11	7
West WTP	4	28	22
I-75 SRF	3	11	7
Total Capacities	11	61	45

Transmission and Distribution System

The potable water distribution system within the City, including remote storage and high service pump stations is interconnected in a looped configuration. This provides reliable service to residents throughout the service area. The water distribution system is designed to deliver adequate flow and pressure to customers. The existing transmission and distribution system consist of approximately 442 miles of pipe ranging in size from 2 to 24 inches in diameter and predominantly constructed of polyvinyl chloride (PVC) and ductile iron (DI). The transmission and distribution system are in relatively good condition; however, water main improvements are underway via the East Redevelopment Transmission and Distribution Main Improvement Program to replace undersized and/or aging water mains located in eastern Miramar with larger diameter mains. Fire hydrants are also added throughout the area.

The City has several other programs to provide preventive maintenance for the water transmission and distribution system. The water valve replacement program provides routine maintenance and exercising of valves in the transmission and distribution system to ensure proper functioning. The meter exchange program has replaced the old manual read customer meters with new automatic read meters that drastically improve meter reading operations. The galvanized iron and polybutylene pipe replacement program systematically replaces piping in the water system that is approaching the end of its useful life.

Customer Connections

The City's water system provided potable water services to 34,043 customer accounts in 2019. About 97.45% are residential and 2.55% non-residential.

Interconnects with Adjacent Utility Agencies

The City maintains a total of five (5) interconnections: three (3) with Pembroke Pines, one (1) with BCWWS, and one (1) with Miami-Dade Water and Sewer Department (MDWASD). These interconnects are described in **Table 4-6**. The three (3) interconnects with the City of Pembroke Pines are along Pembroke Road; at Palm Avenue, at 136th Avenue, and at SW 178th Avenue. The BCWWS connection is located at 25th Street and 68th Avenue, to provide emergency service to the eastern service area from Broward County's District 3B storage and booster pump facility. MDWASD interconnect that was constructed in 2008 is located at the corner of Flamingo Road and Honey Hill Road.

Table 4-6 Water Supply Interconnections

Interconnect with	Location Description	Size	Capacity (MGD)[1]	Metered
City of Pembroke Pines	Pembroke Rd and Palm Ave	12"	2.5	No
	Pembroke Rd and SW 133rd Ave	12"		No
	Pembroke Rd and SW 178th Ave	12"		No

Broward County	SW 68th Ave and SW 25th St	8"	1.5	Yes
Miami Dade WASD	Flamingo Rd/Honey Hill Rd	6"	1	Yes

[1] Note: The capacities are estimated based on pipe diameter.

Water Conservation

The City has implemented a number of water conservation elements including limitation of irrigation hours, use of xeriscape principles, requirement of ultra-low volume plumbing in new construction, a water conservation-based rate structure, a leak detection program, rain-sensor overrides for new lawn sprinkler systems, and public education programs. Detailed information on each of these elements is provided below.

a. Limitation of Irrigation Hours - The City's Code of Ordinances (Section 21-48) sets forth requirements for restriction or curtailment of water usage at such times that an "emergency situation" is declared by the SFWMD and affects the City. Under these conditions, irrigation is limited to the hours of 4:00 AM to 6:00 AM and specific days of the week based upon a property's address.
   City's Code of Ordinances (Section 21-272) states that "the potable water system on the premises supplies water for only ordinary domestic type uses ... and does not supply water to any irrigation piping system..." Thus, irrigation supply is limited to non-potable sources.
b. Reclaimed Water Program - City's Code of Ordinances (Section 21-294 – 21-296) states that where reclaimed water is available, its use is required for irrigation purposes. Where there exists available reclaimed water service, an existing individual irrigation system shall be connected to the reclaimed water system within twelve (12) months of availability. Any existing master irrigation system(s) shall be connected to the available reclaimed water service within ninety (90) days of availability.
c. Use of Florida Friendly Landscape Principals - The City adopted Ordinance No. 93-4 in response to this requirement and falls under the jurisdiction of Broward County Code of Ordinances Sections 39-77, 39-80(i) and 39-85(b). Florida Friendly Landscape principles encourage using low-maintenance plants and environmentally sustainable practices.
d. Requirement of Ultra-low Volume Plumbing in New Construction - The City has adopted the South Florida Building Code (FBC), which contains plumbing flow restriction requirements. Section 6 of the Broward County Code prohibits a City within its jurisdiction from enacting standards different from the SFBC.
   Water Conservation Based Rate Structure - The City has a volumetric (conservation-based) rate structure, which includes tier rate structure with higher use, as a means of water savings. The specific rate tiers by usage type, with three (3) rate levels: The current rates, which were adopted and approved for 2023 are shown in **Table 4-7**. Unaccounted-for-water summaries are submitted to the District annually. The most recent report showed that unaccounted is a little shy of 10%. The estimates of average loss (due to leaks,

hydrant flushing, storage maintenance and other losses, also called non-revenue water) in public supply systems in the United States range from 12 to 16%.

Table 4-7 Monthly Water Service Charge - Single Service

	Rate per 1,000 Gallons
Service Charge	$22.27 flat
First 5,000	$5.29
Next 10,000	$6.48
Next 15,000	$8.14

Source: City of Miramar

e. Rain Sensors Overrides for New Lawn Sprinklers Systems - The City has adopted the SFBC, which requires the installation of rain sensors on new irrigation systems. Additionally, the City abides by all of the Broward County Zoning Code regulations, which include Section 39-78 regarding rain sensors on automatic lawn sprinkler systems.
f. Water Conservation Public Education Programs - The City has partnered with Broward County to provide a comprehensive public education program to inform residents and businesses on the importance of water conservation. The City includes water conservation literature in the monthly water bills, and pamphlets on water conservation are available at Utility Billing where customers pay their bills. In addition, City employees provide information at schools and public events and provide conservation kits, which include water saving devices.

The City operates a well-maintained and appropriately sized water system, which has the capacity to serve current and future demands. The City maintains a high level of service and reliability through treatment process redundancy, storage and pumping facilities, interconnects, and an extensive distribution system. In addition, many programs are in effect to con-serve water, to preserve water resources and to maximize treatment and production efficiency.

The permitted water supply allocation and treatment facilities are being reviewed to account for future growth and to maintain compliance with current and future regulations. Ongoing permit renewal activities will seek to expand use of alternative water supplies and use offsets to account for future increases in Biscayne Aquifer withdrawals. The City plans to continue to diversify the array of alternative water supplies, such as reclaimed water and the Floridan aquifer as previously mentioned in Chapter 2. It is anticipated that the majority of the additional potable water demands over the next twenty (20) years will be due to the buildout character of planned communities, and future redevelopment of historic areas.

Water Demand Projections

The City's historical water demand data for its two (2) water treatment plants was obtained from the City's Monthly Operating Reports (MORs). **Table 4-8** presents the historical annual finished water usage of the City's system since 2002. The West WTP has a capacity of 9.25 MGD for nanofiltration and 2.5 MGD for the reverse osmosis. In the past couple of years, the City embarked on the conversion of the existing East Water Treatment Facility from lime softening to nanofiltration with a treatment capacity of 6 MGD. Currently, the City has a total water treatment capacity of 17.75 MGD.

The SFWMD requires that the per-capita demand rate be used for the purposes of water demand projections and should be the most representative of the anticipated demands. This per capita demand rate can be generally estimated as the average over the past five years. However, in 2011 the per- capita demand rate started to trend upward and was not indicative of the historical usage rates. This may be attributed to water loss coupled with a marked increase in commercial/industrial development.

Table 4-8 Historical Water Demand

Year	Service Population	Average Daily Production (ADP) (MGD)	Maximum Daily Production (MDP) (MGD)	Max-Day Peaking Factor	Treatment Design Capacity (MGD)	Percent Treatment Plant Utilization	Average Per Capita Demand (GPCD)
2009	113,842	10.13	11.17	1.10	15.25	73%	89
2010	114,484	10.48	12.44	1.19	15.25	82%	92
2011	115,763	11.68	12.46	1.07	15.25	82%	101
2012	117,055	12.39	13.27	1.07	15.25	87%	106
2013	118,361	13.48	14.46	1.07	17.45	83%	114
2014	119,525	13.76	14.67	1.07	17.45	84%	115
2015	120,981	13.10	14.45	1.10	17.45	83%	108
2016	122,115	13.22	14.68	1.11	17.45	84%	108
2017	123,258	13.48	14.98	1.11	17.45	86%	109
2018	124,412	13.35	15.01	1.12	17.75	85%	107
2019	125,576	13.13	14.67	1.12	17.75	83%	105

Level of Service and City Standards

Since the development of the western service area, the City has adopted a level of service standard of 325 gallons per day (gpd) per Equivalent Residential Connection (ERC). This level of service continues to be representative of the current residential usage, of which the persons per household continues to remain steady at approximately 3.3, based on City and US Census statistics. **Table 4-9** presents the current City level of standards (LOS) and expressed in Equivalent Residential Connections (ERCs).

Table 4-9 Level of Service (325 GPD per ERC)		
Type of Use	**Unit of Measure**	**ERCs per Unit**
Single Residential Unit	Each	1
Apartments	Each	0.5
Duplexes, Townhouses and Mobile Homes	Each	0.7
Gas station (fueling only)	Fuel Pump	0.5
Vehicular Repair	Per Bay	0.5
Laundry	Per Machine	1.51
Restaurant/Cafeteria	Per Seat	0.113
Restaurant (24 hour)	Per Seat	0.189
Restaurant (Fast Food)	Per Seat	0.057
Bar, Cocktail lounge	Per Seat	0.057
Place of Worship	Per Seat	0.011
Private School	Per Student	0.04
Dentist/Doctor Office	Per Doctor/Dentist	0.943

Population and Water Demand Projections

Needs assessments were developed based on current utility operations and the existing customer base, compared to population projections through 2045. The population modeling was performed by Broward County Planning and Development Management Division (BCPDMD) using the Broward County Traffic Analysis Zones (TAZ) and municipal forecasts updated in 2017 to develop the projected populations based on the University of Florida's BEBR (Bureau of Economic and Business Research) Bulletin 175, "Detailed Population Projections by Age, Sex, Race, and Hispanic Origin, for Florida and Its Counties, 2020-2045, With Estimates for 2015" to Broward County's 2017 Traffic analysis Zones (TAZ) and municipalities. The demographic forecast model update is detailed in, "Broward County and Municipal Population Forecast and Allocation Model (PFAM), 2017 (BCPDMD, 2017) based on the original PFAM developed in 2012 and updated in 2014.

Results from the previous exercise and results were compared with the 2018 LEC Update and the City decided to use the data from that study with minor modification due the inclusion of Country Club Ranches which is currently unserved by the City. The City does not currently serve this area and residents are dependent on private wells. **Table 4-10** summarizes projected populations for 2020 through 2045.

Table 4-10 City of Miramar Service Population Projection (2020-2040)			
Planning Year	**2018 LEC Water Supply Population Projection**	**Additional Service Area - Country Club Ranches**	**City Service Area Population**
2020	128,105		128,105
2025	134,007	1,500	135,507
2030	138,662	2,000	140,352
2035	142,425		142,425
2040	145,576		145,756
2045	No Data		148,766

Development Projection

The results of the Broward County Population Projections were also compared to City planning information for consistency. The City is expected to experience moderate growth due to infill development and densification during the short-term planning period. However, for long-term planning (beyond 2040) redevelopment and intensification of land use will likely occur within the Transit-Oriented Corridor. Therefore, all existing undeveloped and underdeveloped land are tabulated and summarized by land use type (residential and commercial/industrial). The land use map and tabulations, and ERC and occupancy estimations are summarized in **Table 4-11**.

Table 4-11 Summary of Potential Development		
Type of Development	**Estimated Water Demand**	**Units**
Non-Residential Development	650,855	thousand gallons/day
Residential Development	881,185	thousand gallons/day
Total	1,532,040	MGD
Equivalent ERC	4,714	units

Per Capita Estimation

Based on recent projection by the City's Planning Division, much of the development will occur in the central part of the City, i.e., within the Miramar Regional Activity Center, including over 2,800 residential units, 400,000 square feet of commercial, restaurant and entertainment uses, and 300 hotel rooms. This should occur within the next 5 to 15 years. The Regional Activity Center alone is expected to generate a net demand of about 0.60 MGD from its current land use.

Another area of development and a subject of land use amendment is the area known as MITAC (Miramar Innovation and Technology Center) which is another multi-use development with a projected additional demand of about 0.22 MGD.

In order to plan for future development, which will likely include a mix of residential and commercial development, a per-capita usage rate of 110 gallon per day is used. This per capita rate incorporates the most recent water usage and current demand patterns, expected water loss recovery, and the anticipated increases in population and commercial development.

Average and Maximum Day Demand Projections

The average daily production (ADP) and maximum daily production (MDP) values have been tabulated and averaged based upon MOR summaries in Table 3-1. An examination of the 5-year record indicates maximum day to average day ratio of 1.12. The max-day peaking factor is applied to peak the water demand in order to plan for treatment system capacity expansions. **Table 4-12** shows the projected average and maximum daily finished water demands. **Table 4-13** shows actual and projected finished water demands. The groundwater allocations (Biscayne and Floridan Aquifer System) are limited by source and by wellfield under the City's current permit which expires on March 14, 2036. **Table 4-14** shows actual and projected raw water demands by source.

Table 4-12 Actual and Projected Finished Water Demands

Planning Year	Population Estimate	Finished Water Demands		
		Annual (MG)	Average Day (MGD)	Per Capita Use
Actual Water Use				
2010	114,484	3,825.92	10.48	92
2011	115,763	4,264.27	11.68	101
2012	117,055	4,521.60	12.39	106
2013	118,361	4,921.02	13.48	114
2014	119,525	5,020.80	13.76	115
2015	120,981	4,780.45	13.1	108
2016	122,115	4,825.43	13.22	108
2017	123,258	4,921.34	13.48	109
2018	124,412	4,871.90	13.35	107
2019	125,576	4,790.76	13.13	105
Projected Water Use				
2020	128,105	5,143.42	14.09	110
2025	135,507	5,440.61	14.91	110
2030	140,662	5,647.58	15.47	110
2035	142,425	5,718.36	15.67	110
2040	145,576	5,844.88	16.01	110

2045	148,766	5,972.95	16.36	110

Table 4-13 Projected Raw Water Demands

Planning Year	Finished Water Annual Demand (MG)	Raw: Finished Ratio	Raw Water Demands		
			Annual (MG)	Average Day (MGD)	Maximum Month (MGM)
2020	5,143.42	1.20	6,192.47	16.97	516.04
2025	5,440.61	1.20	6,623.27	18.15	551.94
2030	5,647.58	1.20	6,762.16	18.53	563.51
2035	5,718.36	1.20	6,876.07	18.84	573.01
2040	5,844.88	1.20	6,956.50	19.06	579.71
2045	5,972.95	1.20	7,039.87	19.29	586.66

Table 4-14 City of Miramar Allocation by Source (Expires 3/14/2036)

Wellfield	Allocation		
	Annual, MG	Monthly, MG	Daily, MGD
Biscayne	5,529.75	493.07	15.15
Floridan	1,149.75	95.81	3.15
Total	6,679.50	588.88	18.30

Note: the total allocation shows 18.3 MGD which incorporates the reuse off credit.

Based on current permit, the City's allocation of 6,679.50 million gallons will expire in 2036. A comparison of **Table 4-14** and **Table 4-13** will indicate a deficiency by 2030. This is shown graphically in **Figure 4-4**. It cannot be overemphasized that the limiting factor to meeting future finished water requirement to year 2030 and beyond is not only the treatment capacity of the two treatment plants but also raw water allocations. It is therefore prudent to consider requesting an increase in the allocation by this year 2020 and start expansion studies of the current plant operations at the WWTP of reverse osmosis. Additional water allocation may be in order from Biscayne aquifer through offset credit with the City's reclaimed water program. Most likely, an additional water allocation can be applied for Floridan aquifer withdrawal.

Reclaimed Water Facility Update

The City has implemented a reclaimed water treatment program at its Wastewater Reclamation Facility (WWRF). Currently, the City's WWRF has a permitted reuse capacity of 5.0 million gallons per day (MGD) and distribution pipeline that serves reuse customers east of I-75. The WWRF has a permitted wastewater treatment capacity of 12.7 MGD. In 2019, a project was started to construct 2.5 MGD of additional reclaimed water treatment capacity with additional filter tank and a reuse tank. This will bring the total capacity of the WWRF reclaimed water facility to 7.5 MGD. This project is scheduled to be completed in September 2020.

Facility Capacity Analysis

The existing permitted treatment capacities of the EWTP and WWTP total 17.75 MGD, with the EWTP capacity of 6.0 MGD and the WWTP capacity of 11.75 MGD, respectively. Under a do-nothing scenario and based on the projections shown previously, the existing water plants can accommodate growth beyond 2030. However, current regulations stipulate that the treatment capacity of water plants should be planned to have a 25% buffer in the system, something currently missing in the existing plants.

Figure 4-4 shows a graphical representation of raw and finished water projection over the planning horizon. It also gives an indication of when these investments would need to be implemented. It should be noted that the target dates are when the treatment facility would have been in operation. Hence when planning expansion, a reasonable allowance is given for planning, budgeting and construction periods.

Impacts of Demand Projections on Groundwater Allocations

As shown in **Figure 4-4**, the City's water treatment facilities possess the capacity and flexibility to meet the future planning horizon. The current allocation and treatment capacity can support growth up to 2030 under the current growth scenario. Alternative water supply or offset needs to be explored at this stage to guarantee sustainable growth for the City. As shown, in **Figure 4-4**, the water allocation would need to be increased and properly sized to maximize use of the treatment capacity potential of the existing water plants.

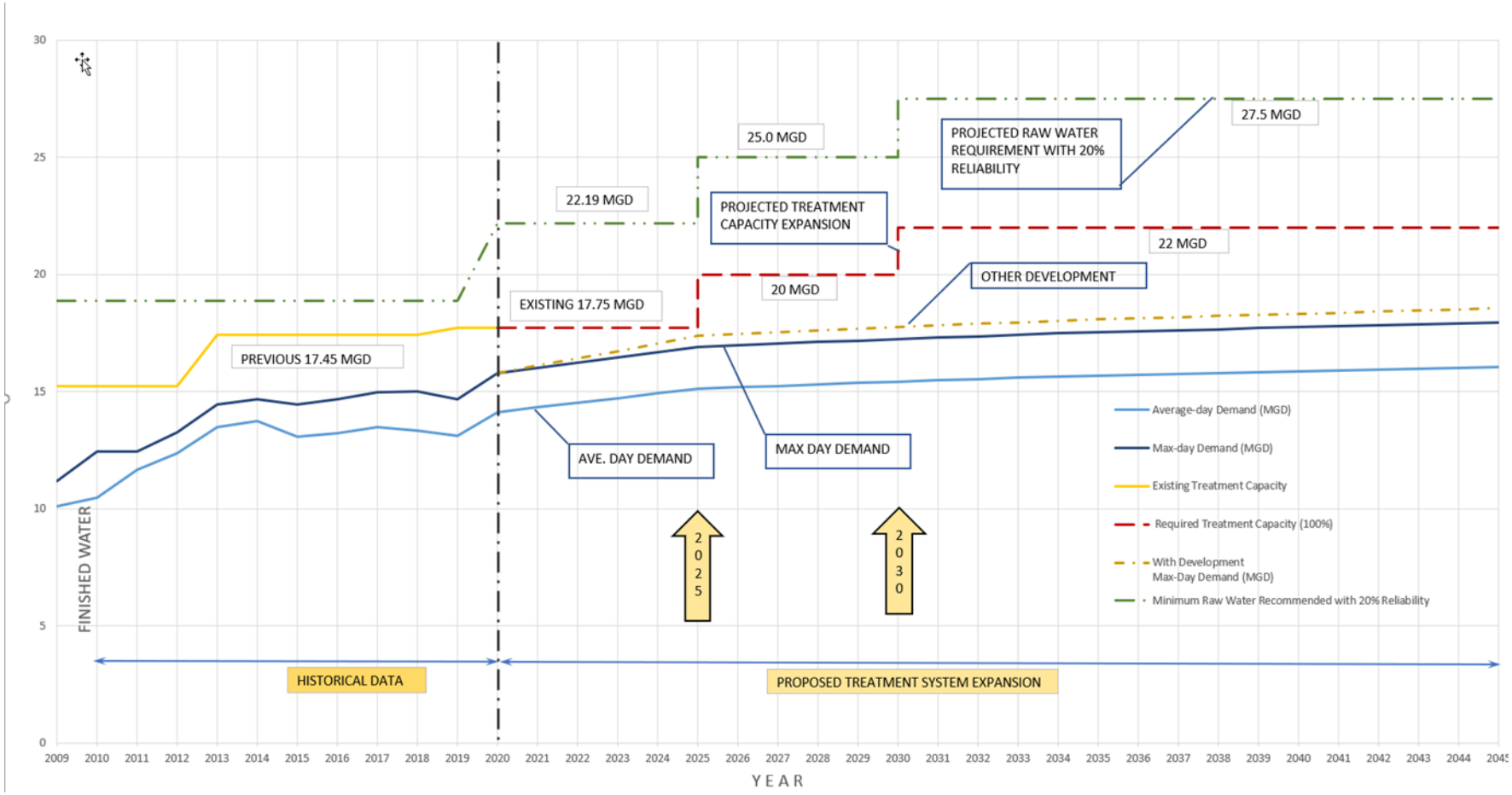


Figure 4-4 Finished and Raw Water Projections

Capital Improvements Program

Until the early 1990s, the City of Miramar primarily consisted of residential and commercial development east of Palm Avenue (formerly generally known as the Eastern Service Area). With significant interest voiced by western property owners for the development of land located-ed between Palm Avenue and the City's western development boundary, the City has since observed substantial growth within this previously near-vacant corridor. Much of the infrastructure required for such growth has been constructed and/or paid for by special assessments or impact fees collected from developers.

With a water treatment capacity at 17.75 MGD, there is enough treatment capacity to meet the buildout demands of the system over the next 20 years. However, improvements to the facilities are needed in order to improve treatment efficiency and operational reliability. In addition, expansion of the reuse system is also in the City's best interest to promote alternative water supplies, reuse, and replenishment of the Biscayne aquifer. The City has heavily invested in upgrading water services in the eastern portion of the City, i.e., Historic Miramar.

Strategic Funding Analysis and Financial Feasibility

In the past, the City of Miramar implemented special assessment programs to finance a water facility to serve the western development areas west of Palm Avenue and constructed the West WTP and the WWRF. With the City nearing buildout, these assessment programs are no longer the primary funding source. To fund current and future water system improvements, the City has decided to fund projects primarily from user rates, impact fees, and the State of Florida's Revolving Fund Program which are generally low interest bearing. With these additional investments, the City is able to meet it current and future financial obligations with minimal impact on water rates as compared to its neighboring jurisdictions in Broward County.

Water System Capital Improvements

The City maintains a Capital Improvement Program (CIP) and provides funding required in addressing capacity expansion, renewal and replacement, and general upgrades. The City has implemented large capital projects as follows:

1. Water Meter Repair and Replacement – an ongoing project that is intended to be pursued on a continuing basis as part of the City water loss program.
2. East Water Treatment Plant Process Enhancement – scheduled to be completed in 2020
3. Eastern Miramar Fire Hydrant & Line Improvements –completed in 2019
4. Reuse Water Treatment Expansion – scheduled to be completed in 2020
5. Reuse Water Distribution System Expansion – an ongoing initiative
6. Country Club Ranches Water Main Project – design in progress and will be implemented in small phases. Construction to commence in 2021.

Water Meter Repair and Replacement

This is an ongoing project that started in 2014 and is aimed at maintaining accuracy in readings and billing. This project involves the replacement and refurbishment of radio-read meters to promote water accountability and operational efficiency. The purchase of meters and meter parts will be an on-going effort to phase out old and broken meters and replacing radio transmitters on an as-needed basis. The intent is to implement automated meter reading city wide.

East Water Treatment Plant Process Enhancement

This program is to modify the treatment process of the plant that would allow the plant to improve treatment reliability, contaminant removal efficiency, and meet future water quality requirements. This requires the full conversion from lime softening to nanofiltration. The utilization of the membrane treatment at the East Water Facility now allows the City to standardize its operation with common processes already employed at the West Water Treatment Facility.

Eastern Miramar Fire Hydrant and Lines Improvement Project

This project was implemented to upgrade aged and under-sized water mains and install new fire hydrants in Historic Miramar to increase capacity and to improve fire-fighting capability through in the installation of over 160 fire hydrants. The project is bounded by Pembroke Road to the north, Tarpon Drive and Utopia Drive to the west, Embassy Boulevard and SW 36th Street to the south and SW 68th Avenue to the east.

Reuse Water Treatment Expansion

The aim is to expand current capacity from 5.0 MGD to 7.5 MGD. This project is currently on-going and scheduled to be completed in 2020. With this project, the City will meet the goals and objectives as defined in the City's Comprehensive Plan by reducing dependency on a traditional water source (Biscayne aquifer) and fresh surface water with provision of up to 2.5 MGD reclaimed water to users who are currently using or plan to use groundwater or surface water for irrigation.

Reuse Water Pipeline Expansion

This project incorporates additional system infrastructure west of I-75 within the City's reclaimed water service area and includes a crossing under the I-75 corridor. Currently the City supplies reuse water from Palm Avenue to communities east of I-75.

Country Club Ranches

This area covering about 700 acres has rural character and water is independently withdrawn from the aquifer by residents. This project aims to provide potable water main distribution system to this area on a phased basis. Currently, Phase 1 is in design and should be ready for bid and construction by 2021. The entire neighborhood is divided into multiples phases and planned to be implemented and completed within a 10-year period or so.

Asset Management Strategy

Aging water infrastructure can bring with it risks that can include potential equipment or system failure and regulatory compliance issues. When it comes to improving aging water infrastructure, new construction is always an option. However, it is often the most expensive option. As a part of its asset management program, the City consider the three R's – repair, rehabilitate, or replace (R&R) based on five different factors:

- Life-Cycle Cost
- Criticality
- Future Growth
- Level of Service Improvements
- Energy Efficiency

As utilities age, increasing funds are often required to be allocated to R&R in order to address the aspects of age and obsolescence of assets. Many utilities typically target R&R funding in the range of 5 to 10 percent of annual operating revenue (in this case, water system revenue). The City typically adopts these guidelines as part of its annual budgeting process.

Capital Improvements Investments Plan

The City has prepared financially and technically for the previously mentioned water system capital improvement projects. The current Capital Program includes requisite improvements and budgeting to address ongoing renewal and replacement needs of the existing systems, as well as provide for treatment capacity expansion to meet projected water demands for the future. In addition to the above, capital improvement plans, the City would need to pursue expansion of the current WWTP to add capacity by another 2.25 MGD by 2025 and another 2 MGD expansion by 2030 with the corresponding expansion of its raw water source. The current CIP Program would need to be updated to accommodate these projects.

Recommended Goals, Objectives, and Policies

The City will manage its water resources and related infrastructure using collaborative, equitable, and cost-effective integrated approach that optimizes its potable water supplies, wastewater treatment and reclamation facility, existing infrastructure to meet the needs of its residents, visitors, and businesses. To this end, the City has adopted the following objectives and policies:

- Promote water conservation programs and initiatives in conjunction with Broward County.
- Increase sustainability of water supply through protection and enhancement of wellfields and treatment facilities.
- Increase reclaimed water production up to a minimum of 80% of wastewater capacity over the 10-year planning window to promote regional goals of aquifer recharge. In addition, pursue the potential to become a regional supplier of reclaimed water.

- Investigate other alternative water supplies, including groundwater recharge, canal recharge, concentrate recovery, and wetlands restoration.
- Coordinate and collaborate with state, regional and local agencies to promote integrated water resources management strategies.
- Implement and regulate infrastructure based on planned availability of resources to meet the City's development vision.
- Develop an integrated water and sewer masterplan for short-, medium- and long-term capital improvements program that are cost-effective, equitable and sustainable.
- Implement a robust and aggressive water loss program especially in the neighborhood service lines where most of the leaks are coming from.
- Evaluate and proactively review Capital Improvements Project on an annual basis to ensure that it addresses present infrastructure deficiencies and future needs.
- In coordination with Broward County, the City aims to plan and implement adaptation strategies for short and long-term climate change event and impact.
- Review and evaluate the City's level of service standards (for potable water and sanitary sewer facilities) to meet and sustain the City's development plans and objectives.

It is expected that the City will continue to grow at a sustained moderate population rate within the next 10 years. The current challenge is to increase its raw water allocation and increase its water treatment capacity to accommodate future development growth and provide a buffer and redundancy to the drinking water system and further elevate the City's level of service. In the meantime, the City needs to focus on maintaining and hardening its existing infrastructure assets including water loss control in the distribution system. The City will also continue to collaborate with regulatory agencies and its regional partners to ensure that the City is making necessary plans to comply with future requirements while providing the City's residents, visitors, and businesses with quality service.

Regulatory Compliance

Current water and wastewater infrastructure meet all known requirements of various agencies having jurisdictions, such as the:

- Florida Department of Environmental Protection
- Broward County Environmental Protection and Growth Management Department
- United States Army Corps of Engineers
- United States Environmental Protection Agency
- Broward County Health Department
- South Broward Drainage District
- South Florida Water Management District
- City of Miramar Building Department

- City of Miramar Engineering Department
- Construction right-of-way requirements from the Florida Department of Transportation and other Broward County agencies

Water System

Drinking water supply is subject to both federal and state regulations that are intended to protect public health and ensure aesthetic quality. The Florida Department of Environmental Protection (FDEP) has the primary role of regulating public water systems in Florida. Authority derives from Chapter 403, Part IV, Florida Statutes, and by delegation of the federal program from the U.S. Environmental Protection Agency. The department has promulgated a number of rules in the Florida Administrative Code.

The City's finished water is compliant with present federal and state primary standards. The City continually monitors levels of different drinking water contaminants as required by the Primary Drinking Water Standards. **Table 4-15** presents a summary of the 2018 water quality data with the list of contaminants detected in the City's drinking water. The water quality data was obtained from the City's 2018 Water Quality Report.

Reuse Regulations

The City has implemented a reuse water treatment program at its Wastewater Reclamation Facility (WWRF). The current capacity if 5.0 MGD and work are underway for its expansion to 7.5 MGD, which is anticipated to be completed by September 2020. Reclaimed water is primarily used for irrigation purposes only. Over the last decade, the City has expanded its reuse water to residential communities and commercial areas between Palm Avenue and I-75. With the completion of the expansion project, reuse water will be available to areas west of I-75 upon project completion. This expansion offsets the additional withdrawals from the City's Biscayne wellfields over the base withdrawal base conditions and satisfied the City's permit conditions with the SFWMD.

Table 4-15 City of Miramar Water Quality Data						
Contaminant	**Units**	**Violation of MCL**	**MCLG**	**MCL**	**Level Detected**	**Range of Results**
Microbiological Contaminants (Primary)						
Total Coliform Bacteria	positive	No	5%	5%	N/A	
Radioactive Contaminants (Primary)						
Alpha Emitters (2018)	pCi/L	No	0.00	15	1.5	0.4 – 1.5
Combined Radium (2018)	pCi/L	No	0.00	5	0.8	0.2 - 0.8
Lead and Copper						
Copper per tap (2018)1	ppm	No	0.00	AL 1.3	0.714	ND-0.714
Lead per tap (2018)1	ppm	No	0.00	AL 0.015	0.044	ND-0.044
Inorganic Contaminants						
Fluoride	ppm	No	4	4	0.796	0.582-0.796
Barium	ppm	No	2	2	0.004	ND-0.0044
Sodium	ppm	No	N/A	160	28.2	18.8-28.2
Nitrate	ppm	No	10	10	0.192	ND-0.192
Disinfectant/Disinfection By-Product (D/DBP) Parameters						
Chlorine/Chloramine	ppm	No	4	4	3.5	1.3-4.00
Total Trihalomethanes	ppb	No	0	80	45.6	9.92-42.9
Haloacetic Acids (HAAs)	ppb	No	0	60	31.4	0.91-29.2

Regional Issues

2018 Lower East Coast Water Supply Plan Update
In 2024, the District's Governing Board approved the 2023-2024 Lower East Coast Water Supply Plan Update. The LEC Planning Area encompasses about 6,500 square miles and it includes all of Broward, Miami-Dade and Palm Beach counties, most of Monroe County, and portions of Hendry and Collier counties. The plan contains an assessment of projected water demands and potential water sources to meet these demands through 2040. The LEC Planning Area has one of the fastest growing populations in the country. The region is home to 6.2 million people and supports a large seasonal population, tourism and golf, and substantial agricultural industry. The population is expected to grow to 7.3 million by 2045. Hence, future water demands will largely be influenced by population growth.

To meet the future needs through 2045, the LEC Planning Area depends on the following:

- Construction of potable water supply development projects by Public Water Supply (PWS) utilities;
- Implementation of the Comprehensive Everglades Restoration Plan (CERP) Restoration Strategies and other water resource development projects to provide additional storage;
- Implementation of LOSOM and Construction of Comprehensive Everglades Restoration Plan (CERP) capital projects identified in MFL prevention and recovery strategies.

Successful implementation of the 2023-2024 LEC Plan Update requires close collaboration with agricultural interests, local and tribal governments, utilities, and other stakeholders. Coordination efforts should ensure that water resources in the LEC Planning Area continue to be prudently managed and available to meet demands while also protecting natural systems.

Broward County Climate Action Plan
The Broward County Climate Action Plan Water Supply Actions are intended to maintain adequate water supply through conservation and adaptation, development of decision support tools necessary to build community resilience and increase the resilience of natural systems through integrated water resource management.
The 11 actions that are proposed include:

- Continue local water conservation programs
- Include climate change in updates of Lower East Coast Plan
- Investigate regionalization of water supply
- Monitor and protect wellfields
- Develop alternative water supply strategies
- Model the sustainable use of the aquifer
- Evaluate impacts of flooding of contaminated sites

- Evaluate reuse water interaction with and impacts to the natural systems
- Implement reuse strategies
- Evaluate reuse considering sea level rise
- Increase percentage of pervious areas

Regional Water System
Current water supply source options in the LEC Planning Area include surface water, groundwater (fresh and brackish), reclaimed water, and seawater.

Groundwater / Aquifers
The predominant potable water source to support population growth is the Surficial Aquifer System (SAS) in the southeastern Florida peninsula. The Biscayne Aquifer, which is part of the SAS, is one of the most productive aquifers in the world. Hydrologic analyses indicate that roughly two-thirds of the water in the aquifer underlying urban Broward County is the result of rainfall infiltration, the remaining one-third is from lateral seepage from the Everglades. Groundwater inflows from the Everglades to the coast form a significant portion of recharge to the SAS. These recharge characteristics, influenced by the region's unique geology, create water supply advantages as well as vulnerabilities for the entire region.

The Floridan Aquifer System is part of a large network of zones that stretch throughout Florida and into other states. Traditionally, the FAS is subdivided into two major, regionally continuous producing zones, the brackish Upper Floridan aquifer (UFA) and more saline Lower Floridan aquifer (LFA), separated by a middle confining unit. The UFA can be further divided into two regional sub-units, the upper producing zone at the top of the FAS and the Avon Park Permeable Zone (APPZ) in the upper portion of the Avon Park Formation. The FAS receives most of its recharge from outside of the LEC Planning Area in central and northern Florida. Several FAS zones under artesian pressure in South Florida. Throughout the LEC Planning Area, water from all portions of the UFA is non-potable due to salinity, requiring desalination or blending to meet potable standards.

Primarily, the City of Miramar's water supply comes from the Biscayne (SAS) aquifer, while the recently constructed Floridan wells draw from the APPZ. The water quality of the Biscayne wells is moderately hard and highly colored, relatively low chloride concentrations, and salinity less than the potable standard of 500 mg/L. The water quality of the Floridan wells is hard and odorous, with higher sodium and chloride concentrations, and salinity generally be-tween 1,500 mg/L and 2,500 mg/L.

Surficial Sources
Major surface water bodies in the LEC Planning Area include Lake Okeechobee and hydraulically connected surface water bodies, the Loxahatchee River and Estuary, Lake Worth Lagoon, and the Everglades. South of Lake Okeechobee, the Southern Everglades

is divided into surface water management basins. In terms of water management, the SFWMD groups the LEC Planning Area into three hydrologically related areas:

- Lake Okeechobee Basin/Lake Okeechobee Service Area (encompassing portions of Martin, Okeechobee, Palm Beach, Hendry, Glades, and Lee counties) including the Everglades Agricultural Area (EAA)
- Water Conservation Areas (WCAs), and Everglades National Park; and
- Lower East Coast Canals and Service Areas.

The City is located inside Conservation Area 3. There are no major surface water bodies inside or near the City limits. However, these major surface water bodies provide and indirect impact to the City's water supply through the canal system, which is a major direct source of recharge to the surficial aquifers. More about the regional canal system is detailed below.

Canals

A regional system of canals provides a means to move water from one location to another. Water in the Lower East Planning Coastal Area is generally transported from north to south and west to east, from Lake Okeechobee through water control structures to the EAA canals and into the WCAs. Located south of Lake Okeechobee and north of the Everglades, Storm-water Treatment Areas (STAs) reduce excess phosphorus from stormwater runoff through the natural filtering of native vegetation before water enters protected wetlands. Water moves from the WCAs via structures and canals to Everglades National Park and the urbanized coastal basins. Water from WCA-1 also moves through the G-94 culverts, the Hillsboro Canal, and the C-51 Canal to the Lake Worth Drainage District. When canal elevations are greater than surrounding groundwater, water in coastal canals provides recharge to the Biscayne aquifer, enhancing groundwater supplies and helping replenish water in lakes, rivers, and wetlands. Surface water inflows to the LEC Planning Area come through the Central and South-ern Florida Flood Control Project (C&SF) canals.

Outflows of surface water in the LEC Planning Area are largely directed through water control structures, many of which were constructed as part of the C&SF Project. Flows and stages in Lake Okeechobee and most of the region's canals are operated consistent with regulation schedules for multiple purposes. The amount of stored water is of critical importance to both the natural ecosystems and the developed areas in the LEC Planning Area. Management of surface water storage capacity involves balancing two conflicting conditions: 1) drought conditions may occur during periods of deficient rainfall, and 2) flooding may occur due to excessive rainfall, especially during the wet season.

Overall, the canals are primarily used for flood control; however, secondary uses include drainage of land for development, discharge of excess water to and from the WCAs, prevention of saltwater intrusion, and recharge of wellfields. The result is a

highly managed, intricate system of canals and retention ponds with control structures and pumps that maintain the balance between flood prevention and over drainage.

The major canal with the greatest impact to the City of Miramar and its water supplies is the C-9 (Snake Creek) canal. The C-9 Canal drains a relatively large basin with an area of approximately 98 square miles. The majority of this basin lies within southern Broward County (59 mi2) and the remainder lies in northern Miami-Dade County (39 square miles). In addition, the C-9 Basin is split into a western sub-basin (53 square miles), and an eastern (45 square miles) sub-basin, of which the entire City of Miramar is located within these East and West boundaries. The total length of the C-9 Canal (approximately 20 miles) is almost evenly divided between the two counties.

The flow in the C-9 Canal is normally to the east with a final discharge into the estuarine Dum-foundling Bay via SFWMD control structure S-29 (Miami-Dade County). Several seepage control canals and structures determine the volume and rate of flow in the waterway. The L-33 Canal is oriented in a north-south direction and makes a connection at the westernmost end of the C-9 Canal (west of US 27). The S-30 is immediately to the east of the confluence of the L-33 and C-9 canals and either allows water to move east or stores it west of the structure. The S-32 is located below the Broward County line and along with S-30 and S-9XS (see C-11 Basin, Section III.J.1) determine the L-33 Canal's stage which, in turn, controls the rate of seepage from WCA 3B (Cooper and Lane 1987).

A small north-south oriented canal, the North Fork of the C-9 Canal (also Flamingo Canal), exists on the west side of Flamingo Road and runs parallel along the roadway until making an open connection to the C-9 Canal (Cooper and Lane 1987). Flow is normally to the south and water originates in portions of the C-11 Basin in Pembroke Pines. Some water may be diverted to the C-8 Canal (Miami-Dade County) by way of a secondary canal along NW 67th Avenue. Beyond the Flamingo Canal, six north-south oriented secondary canals also exist in the western sub-basin.

The SFWMD controls the operations of the main canal and structures. Within Broward County, the South Broward Drainage District is the main local management body (see Section 1, Figure 1.4). Miami-Dade County does not have a system of dependent and independent districts. During the 1970s and 1980s, the C-9 West Basin was much less populated than other areas of the county. Rapid expansion into this area occurred throughout the 1990's and 2000's, as the Cities of Miramar and Pembroke Pines expanded west. The open land and agricultural lands were redeveloped into residential areas. The urban and residential development in this area improved the flooding hazards caused by low elevation and poor soil drainage but introduced substantial increases in water demands for irrigation and potable water use.

Issues and Concerns

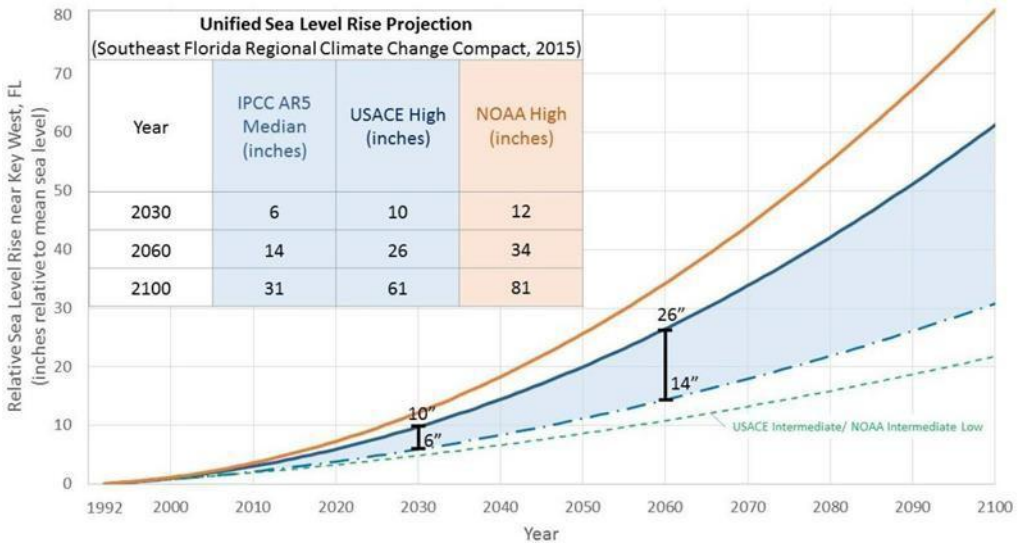
Southeast Florida is widely considered one of the most vulnerable regions to the impacts of climate change and sea level rise due to several unique geographic

characteristics, including low land elevations, flat topography, a porous geology, and dense coastal development. In combination, climate change and sea level rise are expected to present significant challenges relating to water resource planning, management and infrastructure for communities throughout the region, which includes Palm Beach, Broward, Miami-Dade and Monroe Counties.

The City of Miramar understands that water resource resilience requires the integration of water supply and climate change considerations. Chief among the key factors affecting communities in South Florida are sea level rise, saltwater intrusion, extreme weather conditions, and infrastructure investments.

Sea Level Rise

Sea level rise has significant implications for water management and water supply planning in southeast Florida, the rate of which is accelerating. During the previous century, the global rate of sea level rise averaged approximately 0.063 inch (1.6 mm) per year. The rate of rise increased to an average of 0.067 inch (1.7 mm) per year during the second half of the last century, followed by a more significant increase to 0.130 inch (3.3 mm) per year measured during the last decade. This trend of rising sea level is reinforced by local tide data which documents an increase in regional sea level of about 9 inches during the last 100 years. While there continues to be uncertainty about the overall extent of sea level rise that might be realized in the coming century, the Fourth National Climate Assessment (NCA, USGCRP, 2018) report presents a probable range of 1 to 6 feet by 2100. In Southeast Florida, partner counties in the Southeast Florida Regional Climate Change Compact, inclusive of Broward, Palm Beach, Miami-Dade, and Monroe counties, have collectively agreed to use modified guidance developed by the U.S. Army Corps of Engineers (USACE) and a planning scenario of 9 to 24 inches additional sea level rise by 2060, consistent with projections presented in the 2014 NCA, **Figure 4-5** below. This unified sea level rise projection has been formally adopted by Palm Beach, Broward, Miami-Dade and Monroe Counties and is now being used to inform planning processes and project design throughout the region. As the impacts of historic sea level rise are already being realized and acceleration of the rate of rise is expected to com- pound local impacts and vulnerabilities, it is prudent that planning processes begin to formally reflect consideration of sea level rise as a future condition with recognized implications for near-term and longer- term planning decisions.



Source: Broward County Water Supply Facilities Workplan, Draft, 2019

Figure 4-5 Unified Sea Level Rise Projection

Saltwater Intrusion

As the impacts of historic sea level rise are already being realized and acceleration of the rate of rise is expected to compound local impacts and vulnerabilities, it is prudent that planning process begin to be formally reflect consideration of sea level rise as a future condition with recognized implications for near-term and longer-term planning decisions.

Sea level rise produces varied challenges with respect to water resources sustainability, water management, and water/wastewater facilities and infrastructure. Impacts include saltwater contamination of coastal wellfields, infiltration of groundwater with chloride levels into wastewater collection systems, impairing normal operations and maintenance as well as opportunities for beneficial use of reclaimed water as an alternative water supply. Water management systems are also at risk with systems constrained by rising groundwater and tail water elevations which reduce soil storage and discharge capacity, with increased potential for both inland and coastal flooding and less opportunity for long-term storage of stormwater for beneficial reuse.

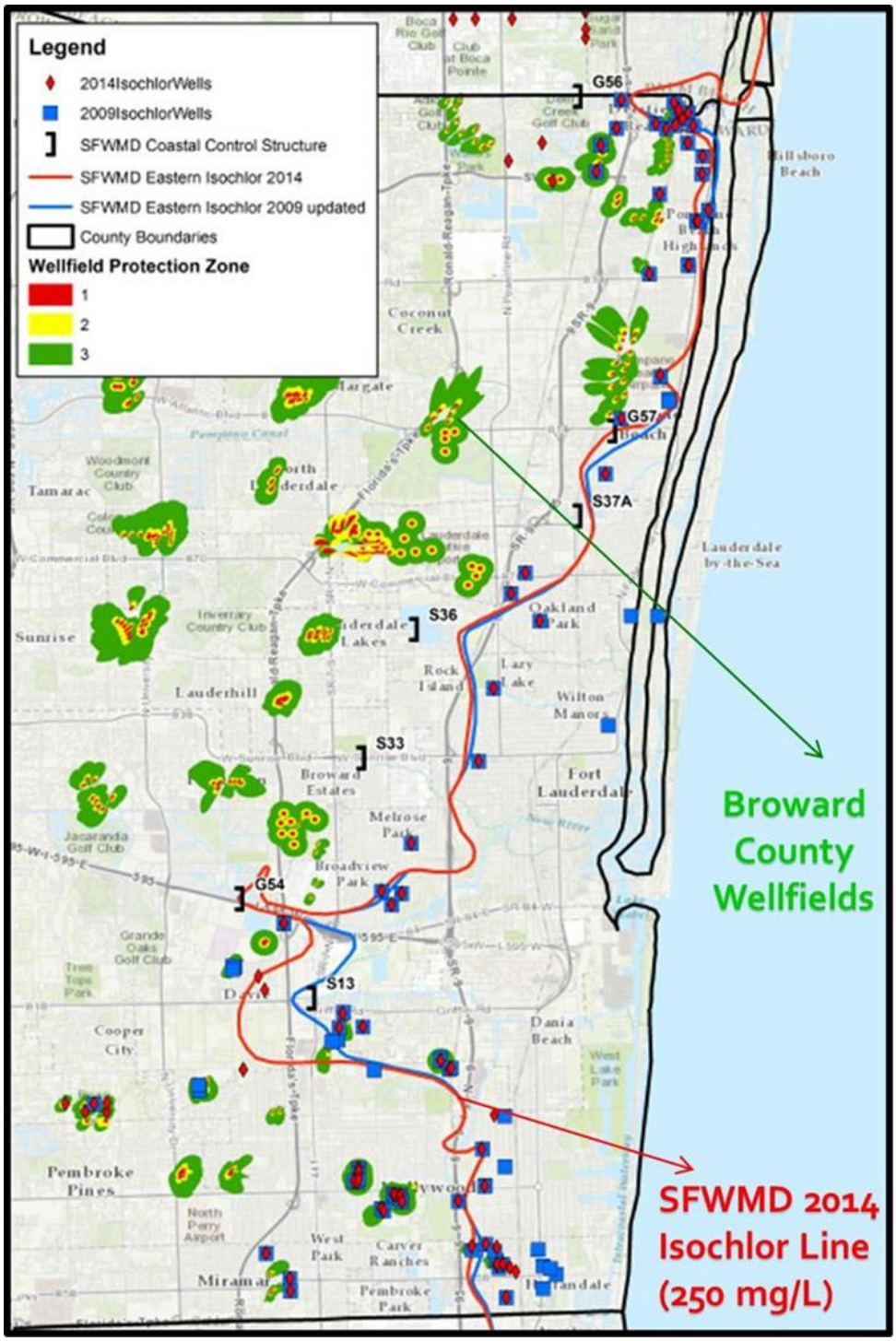
These realities necessitate consideration of plans and investments that may be needed to compensate for loss of existing water supplies through relocation of wellfields and the development of alternative water supplies while also seeking opportunities to expand regional water storage opportunities. These investments and considerations are in addition to concurrency planning for population growth and water demands that are typical requirements for water supply planning requirements.

The impacts from climate change, including increased frequency and severity of droughts, and increased sea level rise will constrain existing wellfields and challenge water resource planning, management and infrastructure protection for all

communities in the LEC region. This is especially true in Broward County where sea level rise is documented to have substantially accelerated the rate of saltwater intrusion of the coastal aquifer and where as much as 40% of the coastal wellfield capacity is considered vulnerable to saltwater contamination. Therefore, it is imperative that local governments, including Broward County, begin to formalize the integration of water supply and climate change considerations as part of their coordinated, long-term planning efforts.

Hydrologic modeling has revealed that sea level rise, when combined with coastal wellfield pumping, has accelerated the movement of the front, doubling the rate at which the front has progressed during the last several decades at certain locations. It is expected that sea level rise will constitute an increasingly significant influence on the rate of saltwater migration during the decades to come and that critical wellfield capacity will be lost with an additional 2-foot increase in sea level, the extent of which will vary along the coast. Conditions will be further influenced by temporal hydrologic conditions and responses in water management operations. It is therefore prudent for water utilities throughout the region (both inland and coastal) to consider adaptation plans that might include wellfield relocation or expansion of western wellfields as part of planned efforts to meet shared regional water demands. Continuation of groundwater monitoring and modeling efforts will be critical to predicting the movement of the front under sea level rise scenarios anticipated over the next several decades and adaptation efforts should continue to be refined in accordance with predicted and realized trends. Regional and local data will be important in informing decision-making.

The mapping of the current saltwater intrusion front is elaborated based on the end of dry season data available at 93 monitoring stations supported by local governments throughout the region, the USGS, and the SFWMD. The current Saltwater Intrusion Line for Broward County, **Figure 4-6** was last updated in 2014.



Source: Broward County Water Supply Facilities Workplan, Draft, 2019

Figure 4-6 Broward County Saltwater Intrusion Line

Extreme Weather Event and Water Supplies

As extreme events increase in frequency and severity, comprehensive planning should consider impacts and risks associated with drought, water shortages and reduced groundwater tables, all of which can hasten saltwater intrusion and exacerbate water

supply impacts. Conversely, more intense rainfall will cause flooding, increased runoff, impacts to the natural systems and provide less recharge potential for wellfields. Integrated water resource management strategies will help to mitigate for these impacts, particularly those projects that can serve to provide additional long-term storage of stormwater runoff and redistribution of excess rainfall during dry periods and drought. Regional surface water reservoirs and below ground aquifer storage and recovery (ASR) systems are potentially viable AWS projects and climate adaptation strategies.

Infrastructure Development

With increasing climate disruptions, there is a need to diversify water supply sources, improve treatment technologies and to support the development of adaptive stormwater and wastewater infrastructure design criteria to ensure long-term sustainability of key facilities. Conversely, alternative water treatment technologies generally have a high energy demand and carbon footprint that can exacerbate climate change impacts. Strategic infrastructure planning should incorporate these constraints and work within with the goals, objectives, and policies of Broward County's and the City's Comprehensive Planning process and Water Supply Facilities Work Plans to provide for long-term sustainability and a balanced approach to future development.

Increases in groundwater deviations, as both direct and indirect response to sea level, will challenge the function of drainage systems and is expected to exacerbate flooding, for even mild storm events. Conditions will be more severe with extreme rainfall events increasing damage to low-lying utility infrastructure and contribution to prolonged surface water flooding. Planning for the combined influences of storm events, high tides and sea level rise on drainage system functions and other public infrastructure is a critical need as is the assessment of viable water supplies and impacts to the natural systems from prolonged droughts.

Regional Issues Impacting the City of Miramar

Source Water Monitoring

As mentioned previously, the City currently utilizes the Biscayne and Floridan aquifers as a water source for municipal water supply. The City itself has a total of eight (8) surficial monitoring wells for the East and West plants that are sampled monthly for water level, chlorides, conductivity, total dissolve solids (TDS), and temperature. It is important for the City of Miramar to monitor the surficial aquifer water levels and saltwater intrusion at City's own monitoring wells, and to keep abreast of significant changes to neighboring utilities water supplies in order to be prepared for any necessary actions to protect and preserve the City's water supply.

As the Sentinel Network model is updated, the City will need to evaluate the effects upon the water system and take appropriate action to safeguard the water supply reliability. These observations may lead the SFWMD to re-quest weekly monitoring from more

stations, including utility production wells, to determine the extent of the saltwater intrusion and its impact on the aquifer and potable water quality from the affected utility.

Reclaimed Expansion

Beneficial use of reclaimed water as an alternative water supply has been encouraged by the SFWMD. In 2008, the Florida Legislature enacted an ocean outfall statute (Subsection 403.086(9), F.S.) requiring the elimination of the use of six ocean outfalls in southeastern Florida as the primary means for disposal of treated domestic wastewater. In addition, the affected wastewater utilities have to reuse at least 60 percent of the outfall flows by 2025. The objectives of this statute were to reduce nutrient loadings to the environment and to achieve the more efficient use of water for water supply needs. Although the City of Miramar does not have an ocean outfall, reclaimed water does provide a more efficient use in recharging the surficial aquifer than deep well disposal.

The City's goal is to continue to provide larger volumes of reclaimed water to current permitted irrigation users that utilize surficial aquifer sources. Depending on how and where reclaimed water is supplied, and the results of groundwater modeling scenarios, the City will likely be eligible for partial or full credits for supplying reclaimed water that will allow the retirement of water use permits as an alternative water supply.

Wellfields Protection

Wellfields, especially from Biscayne aquifer, are a major water supply source hence the need to protect those investments. Saltwater intrusion is an irreversible process; once it enters well it would almost be impossible to reverse. It is also very expensive to relocate wellfields including associated infrastructure such as pipelines, treatment plants, and processes. Other sources of water such as the Floridan aquifer or concentrate recovery are very expensive to develop and operate.

The City also recognizes that the West WTP is in low lying area, that may be prone to flooding and/or increases in salinity if sea level rise from climate change causes a water level elevation of the surrounding canals. A projected sea level rise of approximately 9-24 inches by 2060 as adopted by the regional authorities, may have serious consequences on plant operation. The West wells and treatment facility would be expected to have a service life of approximately 50 years, which would correspond to a time period somewhere between 2040 and 2060. As part of future planning, the City may need to investigate new areas for a wellfield and treatment facility.

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

Introduction

The City of Miramar has the responsibility for planning, regulating, designing, constructing, operating and maintaining a wastewater collection system within the City's corporate limits. Additionally, the City must comply with regulatory programs at various levels (federal, state, county, and local) relative to the treatment and disposal of wastewater. Therefore, to most effectively fulfill its responsibilities, provide a high level of service to its residents, promote quality surface waters, practice water conservation, accommodate growth and economic development, and protect public health, safety and the environment, the City has defined the need for a Wastewater Master Plan. The Wastewater Master Plan, of which this element's analysis is based upon, identifies capital improvements that meet the needs of the City's service area through the planning period 2045.

Background

The original wastewater collection system and wastewater treatment plant for the City of Miramar was constructed in 1955. At the time, Treatment Plant No. 93 (TP 93) consisted of an Imhoff tank and trickling filter. In 1960, the plant was converted to a high-rate trickling filter plant and an additional plant was also constructed. By 1963, a third high-rate trickling filter plant was installed to provide a total plant capacity of 3 million gallons per day (mgd). In the early 1970s, nutrient and dissolved oxygen concentrations indicated that the coastal freshwater canals were failing to meet Broward County water quality standards and a county-wide planning effort commenced. The 1978 Broward County 201 Facilities Plan proposed a regional system wherein large portions of the county would be served by three major secondary sewage treatment plants – the north district by Broward County Utilities District No. 2 (TP 10), the central-Fort Lauderdale area by a new pure oxygen activated sludge plant near Port Everglades (TP 53), and the southern Broward County area by a new 36 mgd pure oxygen activated sludge plant in Hollywood. Funding was received for construction of a 20-in force main from TP 93 to Hollywood for the treatment and disposal of raw wastewater and the Miramar plant was taken out of service.

By the early 1990s, Miramar was quickly approaching its reserve capacity of 5.5 mgd at the Hollywood Southern Regional Wastewater Treatment Plant (SRWWTP) and vacant land in the western area of the City prompted considerable interest on the part of developers. Such development would require water and sewer services beyond capacities that existed at the time. Therefore, in 1993, the City evaluated alternatives for short- and long-term wastewater treatment and disposal. Based on the results of that analysis, the City entered into short-term agreements with both the City of

Pembroke Pines and the City of Hollywood (second amendment to the Large User Agreement) to provide wastewater treatment to newly developed areas of the City until the new WWRF was constructed and placed into operation in 1997. Subsequent modifications and expansions have resulted in the City being increasingly self-reliant for wastewater collection, transmission, treatment and disposal services through the WWRF. As of January 2011, the City re-routed all wastewater flows to the WWRF and officially reduced its reserve capacity with the SRWWTP to 1.665 mgd. This reserve capacity is maintained for emergency use such as extreme wet weather events when the transmission system is stressed. Through valving at the Miramar Master Pump Station, wastewater can be diverted at a rate of nearly 11 mgd to the SRWWTP. Over the last five years, diversions to the SRWWTP have averaged about 0.12 mgd.

Wastewater Service Area

The City's wastewater service area (**Figure 4-7**) includes all the developed land within city limits except for the area known as Country Club Ranches, which is currently served by septic tanks. It is understood that this area is to remain unsewered through the end of the planning period in 2045.

The wastewater service area differs from the water service area only in the inclusion of the northeast corner of Miramar. This area is part of Broward County's District 3BC service area and receives water service from the County. This area received sewer service from the City under the phased Historic Miramar Infrastructure Improvements (HMII) program. Phases 1 and 2 of the HMII were completed in 2007 and 2012, respectively. Phase 3 was completed in 2021. All areas in District 3BC within Miramar are now connected to the City's sewer system.

Water Service Area Population

As part of its 2020 Water Supply Plan (WSP), the City prepared population projections of its water service area through 2045. These were based on the projections in the 2018 Lower East Coast Water Supply Plan Update (LEC Update) prepared by the SFWMD. The LEC Update projections were modified to account for the City's plans to provide water service to the Country Club Ranches area in phases. Of the estimated 3,500 residents, 1,500 will receive water service by 2025 and the remaining by 2030. The modified projections are presented in **Table 4-16**.

Table 4-16 Water Service Area Population Projections

Planning Year	2018 LEC Water Supply Population Projection	Additional Service Area – Country Club Ranches	City Water Service Area Population
2020	128,105		128,105
2025	134,007	1,500	135,507
2030	138,662	2,000	140,352
2035	142,425		142,425
2040	145,576		145,756
2045	No Data		148,766

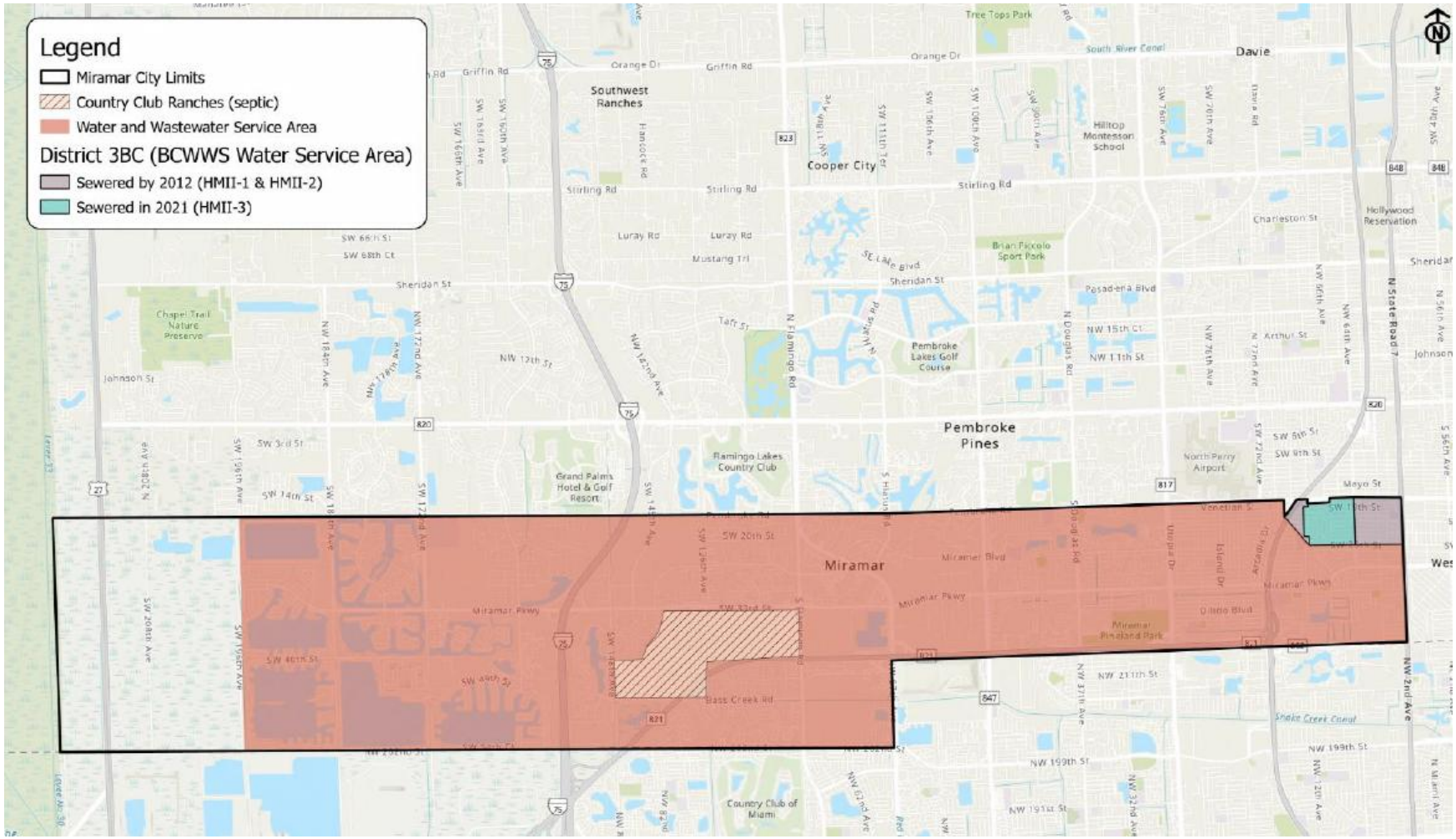


Figure 4-7 Wastewater Service Area

In 2023, Brown and Caldwell used Census data to prepare updated population projections, which the City submitted to the SFMWD. These projections assume that half of the Country Club Ranches residents will receive water service by 2025 and the remaining by 2030.

Wastewater Service Area Population

To project the City's wastewater service area population, the City's water service area population projections were modified by adding the population of District 3BC in Miramar (**Table 4-17**) and subtracting that of Country Club Ranches. **Table 4-18** presents the resulting population projections for the wastewater service area. From 2020 to 2045, the population is expected to grow from about 132,000 to 153,000, a growth of about 16%.

Table 4-17 TAZ Population Forecast in District 3BC

TAZ ID	% of TAZ Population within District 3BC	2020	2025	2030	2035	2040	2045
742	100%	2,420	2,664	3,251	3,574	3,808	4,069
743	100%	2,161	2,417	2,585	2,716	2,826	2,960
802	100%	107	107	107	107	107	107
872	5%	282	280	277	275	273	271
873	100%	723	714	714	703	697	689
Previously Sewered (HMII Phases 1 and 2):10		3,208	3,444	4,028	4,342	4,569	4,822
Recently Sewered (HMII Phase 3):11		2,485	2,738	2,906	3,034	3,142	3,274
Total:		5,693	6,182	6,934	7,375	7,711	8,096

Table 4-18 Wastewater Service Area Population Projections

Service Area	2020	2025	2030	2035	2040	2045
Water Service Area	128,715	137,714	141,519	143,845	145,581	147,328
Deduction for Country Club Ranches	0	-569	-1,860	-1,999	-2,120	-2,260
District 3BC Service Area in Miramar	3,208	6,182	6,934	7,375	7,711	8,096
Wastewater Service Area	131,923	143,327	146,593	149,222	151,172	153,163

Historic Wastewater Flows

Table 4-19 presents monthly average daily flow (MADF) and annual average daily flow (AADF) received at the WWRF from 2011 through 2021. The average flowrate during this period was 9.7 mgd. Influent flows have increased slightly since 2011, but this increase of about 0.5 mgd is within the range of normal year-to-year variation during this period.

Table 4-19 Monthly Average Daily Flow (mgd)											
Month	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
January	8.0	8.2	8.6	9.5	9.5	10.8	9.2	9.0	9.2	9.4	8.9
February	8.4	8.8	8.6	9.4	9.2	11.0	9.0	8.7	9.5	9.4	9.2
March	7.8	8.3	8.2	8.8	9.6	9.7	8.9	8.7	9.1	8.9	9.0
April	8.1	9.0	8.8	8.8	9.0	9.2	9.3	8.7	9.3	8.7	8.8
May	7.9	10.7	9.9	8.8	9.9	9.8	9.4	10.8	9.4	11.2	8.8
June	8.6	10.0	10.8	11.0	8.8	9.3	11.6	9.9	10.9	10.6	9.1
July	7.6	9.4	10.9	10.7	8.2	9.1	10.4	9.5	10.2	10.7	10.5
August	9.3	10.5	9.7	9.9	10.1	10.0	10.3	10.2	12.2	9.5	10.0
September	9.7	10.7	9.8	10.1	11.7	9.7	11.7	10.4	9.5	11.0	9.8
October	11.9	9.8	10.1	9.2	11.3	10.0	11.8	9.3	9.7	12.9	9.6
November	10.0	8.6	10.1	9.2	11.2	9.3	10.1	9.2	9.3	14.6	10.5
December	9.1	8.7	10.0	9.1	11.9	9.9	9.4	8.9	10.0	9.6	8.9
AADF	8.9	9.4	9.6	9.5	10.0	9.8	10.1	9.4	9.9	10.5	9.4

Collection and Transmission System

The City of Miramar's wastewater collection system was originally constructed in 1955 and transported wastewater to Treatment Plant No. 93 (TP 93) for primary treatment. As the City developed westward in the 1960's and 1970's, the City expanded the wastewater collection system as well as TP 93. In 1978, Broward County proposed a regional wastewater system to address surface water quality concerns within the County. The City of Miramar subsequently began transporting all wastewater from its MPS east to the Southern Regional Wastewater Treatment Plant (SRWWTP) as part of a Large User Agreement with the City of Hollywood. TP 93 was subsequently decommissioned.

Continual population and land expansion westward through the 1990's was mirrored by expansion of the City's wastewater collection and transmission system. As the City approached its Large User capacity limit, the need for the City's own wastewater treatment plant was realized. The WWRF was constructed and subsequently placed into service in 1997. Initially, wastewater flow from areas west of Palm Avenue were transmitted to the WWRF for treatment, and wastewater collected east of Palm Avenue continued to be conveyed to the SRWWTP for treatment via the MPS. The BPS was commissioned in 2002 to improve hydraulic conditions within the wastewater system and divert a portion of the flow from the MPS to the WWRF. The City's wastewater collection and transmission system continued to expand while the City reduced its reliance on the SRWWTP. Today, wastewater is only transmitted to the SRWWTP during emergencies; the City maintains an emergency capacity allocation of 1.665 mgd (annual average).

Over the last five years, the average discharge from the City to the SRWWTP was approximately 0.12 mgd. The region known as District 3BC is the most recent area to convert from septic to sewer as part of the City's Historic Miramar Infrastructure Improvements (HMII) Program completed in 2021. The area known as County Club Ranches, which has an estimated 3,500 residents, is the only area that is currently serviced by septic tanks and is anticipated to remain unsewered through the year 2045. The Country Club Ranches area has a future land use designation that does not permit more than 1 dwelling unit per acre. The City is expected to continue to grow throughout the planning period.

Existing System

Data from the City's Geographic Information System (GIS) database and City maintenance records were used to develop an asset inventory of the wastewater collection and transmission system. The City maintains a network of approximately 270 miles of gravity sewer, 81 miles of force main, 136 City-owned lift stations, including the MPS and BPS, and several privately owned and maintained lift stations. **Figure 4-8** presents the existing wastewater collection and transmission system.

Recommended Capacity Improvements

Capacity-related improvements for the City were identified as potential methods to address system deficiencies predicted by the hydraulic model. In addition to the four simulations discussed in the previous section, a hydraulic analysis was conducted to predict the impact of proposed developments in Miramar. The conclusions of the analysis were presented separately in the technical memorandum titled "Hydraulic Impact of Proposed Miramar Development" (March 2024). The improvements presented here include all those needed to completely resolve modeled capacity deficiencies assuming connection of all proposed developments. These projects have been identified for planning purposes only. Feasibility studies of improvements as well as the basis of design reports should be undertaken prior to implementation. Additional modeling may be needed in the future to confirm the hydraulic impact of potential improvements as conditions change. Required pump sizes provided in this report are approximate. The model, based on the GIS data available, does not account for friction and minor losses within lift station yard piping, and the required pump head may differ from what was predicted. Future analysis will be necessary during detailed design to determine pump operating points.

Although 40 lift stations experienced wet well surcharging in the model due to transmission system capacity deficiencies, only fourteen of these were identified for capacity upgrades. In much of the City, system capacity was found to be limited by force main size. Seventeen force main improvement projects have been identified to resolve modeled surcharges and overflows.

Improvements were prioritized and assigned recommended implementation timeframes based on the size of impact and level of urgency. Projects needed to resolve

modeled overflows under current peak flow conditions are recommended as near-term improvements to be completed within 0-5 years. Force main improvements needed to resolve modeled surcharges under current peak flow conditions are recommended to be completed within 5-10 years. Projects required to resolve remaining modeled surcharges or overflows under 2045 peak flow conditions are recommended to be completed in 20+ years. Recommended projects have been prioritized in order to maximize cost-effectiveness of improvements.

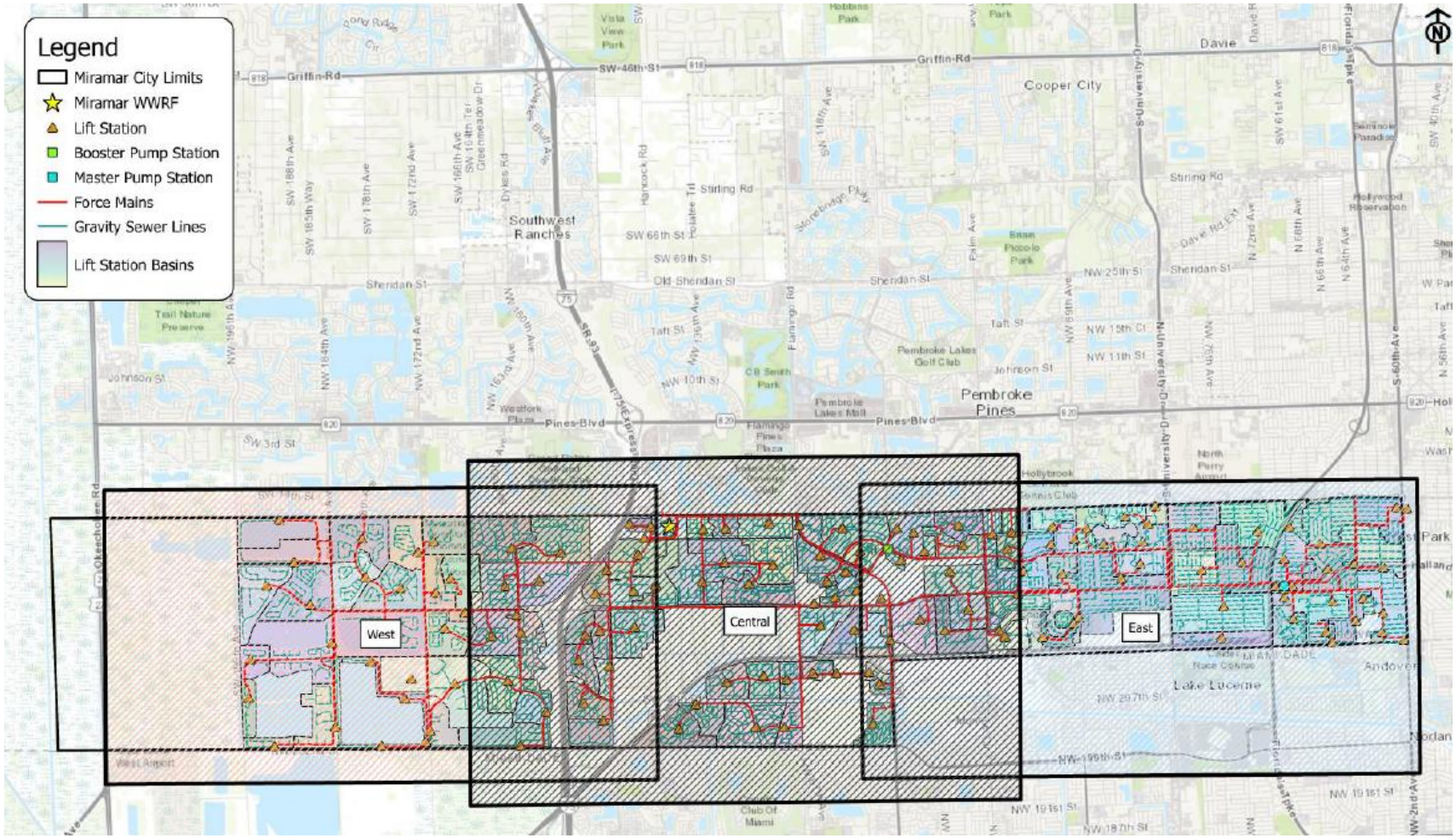


Figure 4-8 Wastewater Collection & Transmission Lines

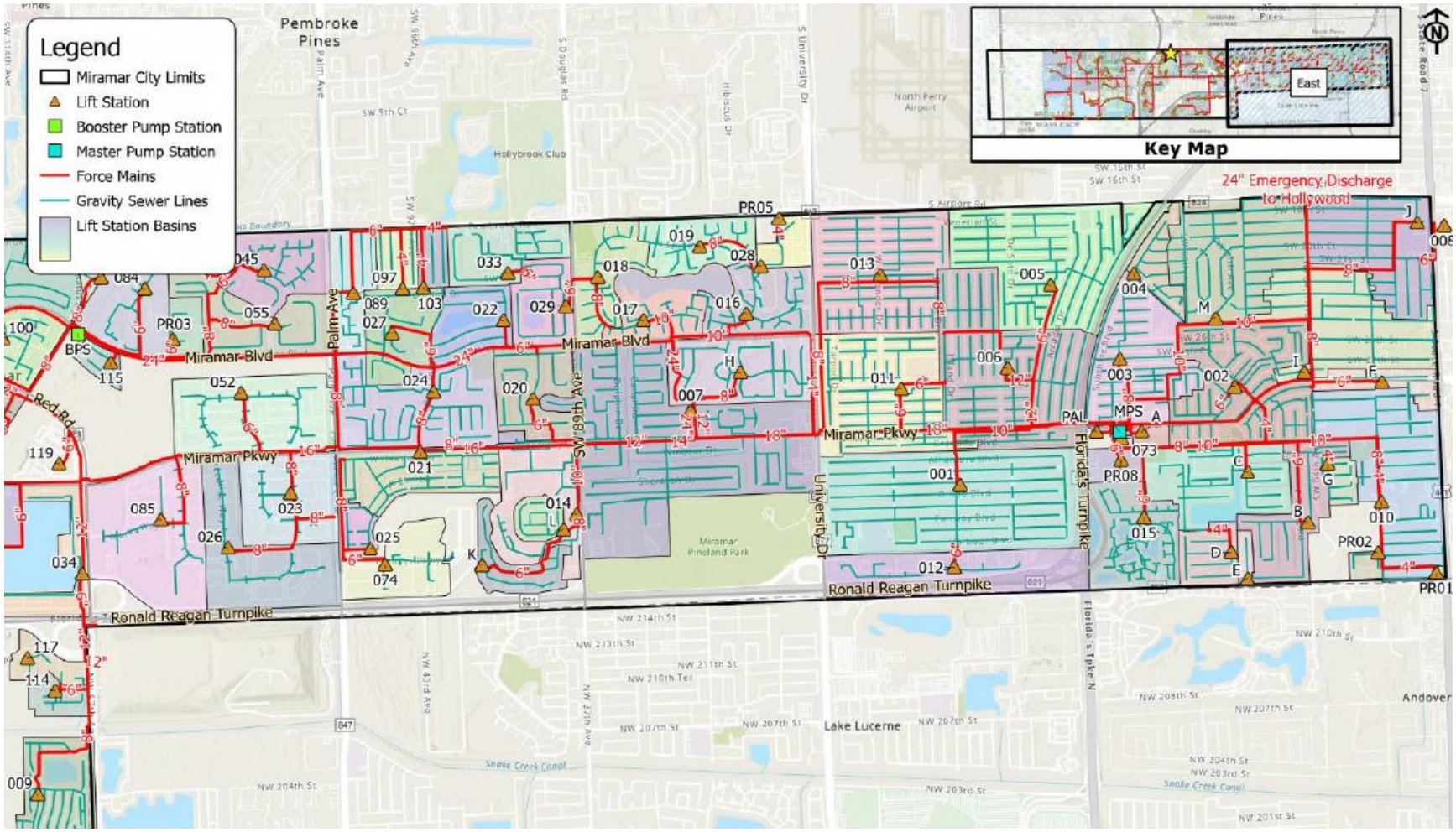


Figure 4-8 (A) Eastern Miramar

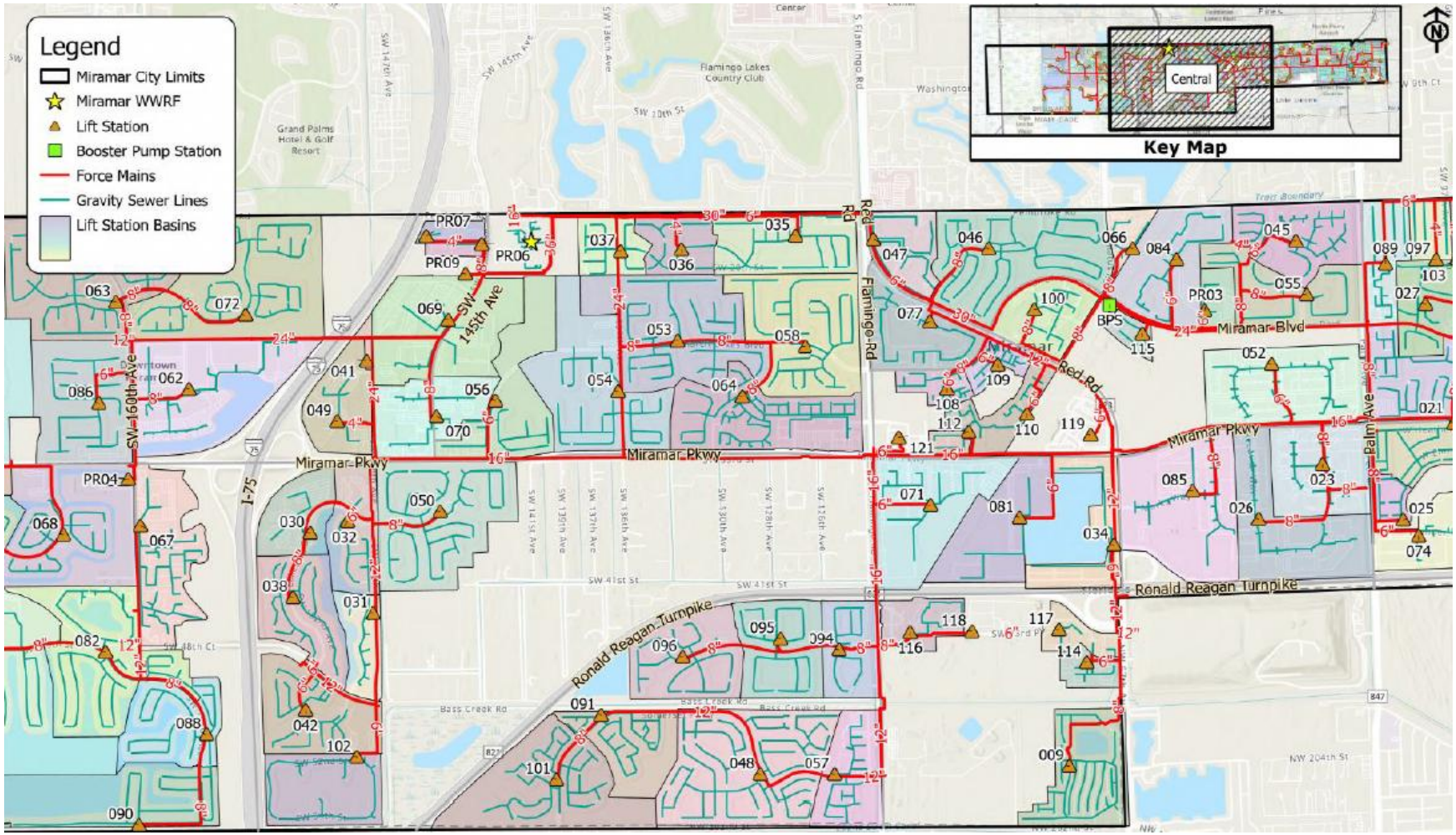


Figure 4-8 (B) Central Miramar

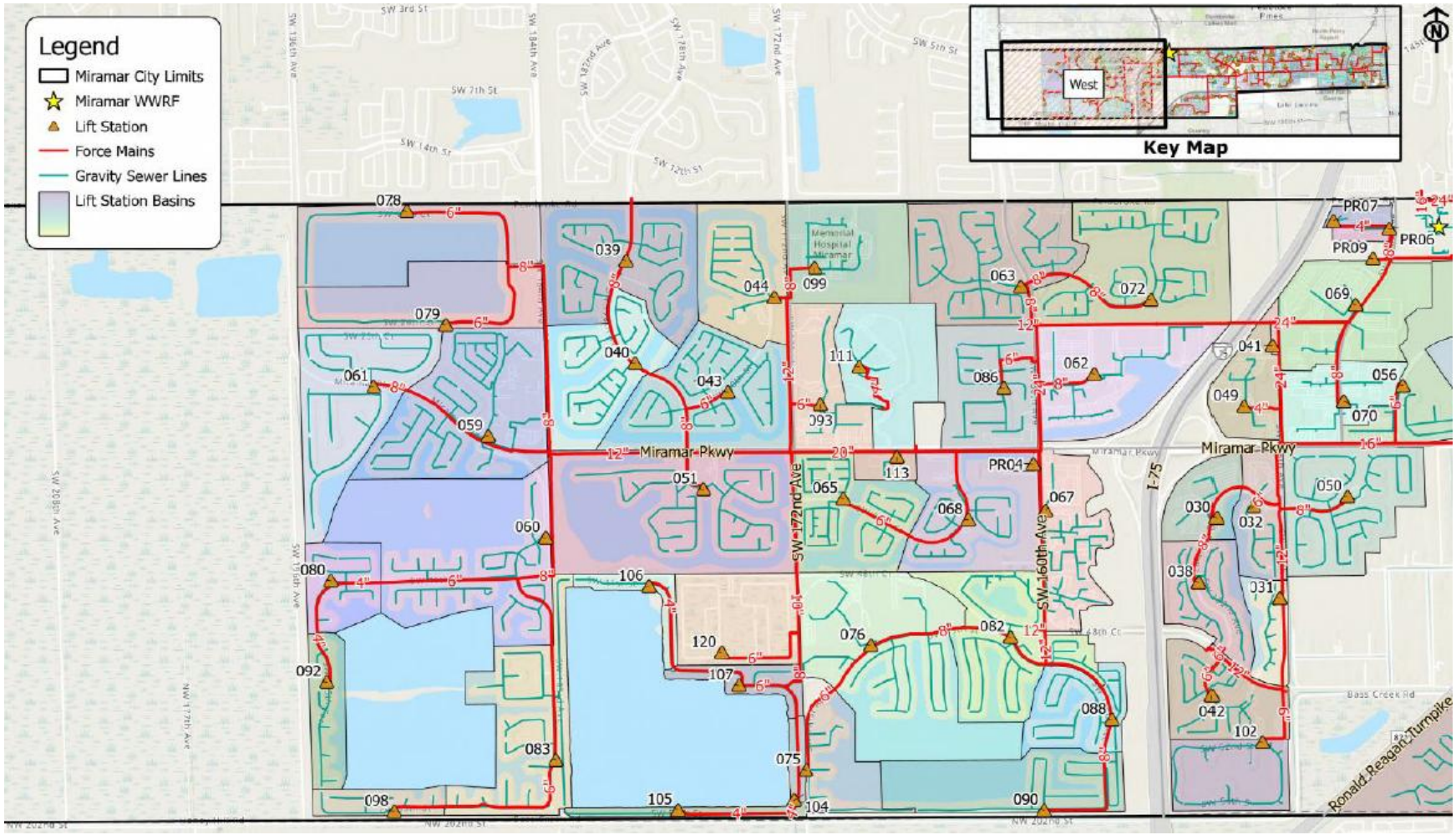


Figure 4-8 (C) Western Miramar

Not all modeled surcharges are resolved after the first group of projects; the priority is addressing lift stations that have the potential to overflow. Force main improvements are prioritized over lift station capacity upgrades due to their ability to provide relief to multiple lift stations.

Recommended Force Main Improvements

Force main improvements may include the installation of new force mains or redirection/upgrades of existing force mains. Several force main projects identified provide relief to multiple lift stations. Among the force main improvements are two projects recommended to address surcharging at the MPS. The first, CAP-FM-01A, is an upgrade of the 18-inch MPS discharge force main on Miramar Parkway. This force main was installed between 1965 and 1974 and is nearing the end of its useful life. It is recommended that the nearly two miles of 18-inch force main on Miramar Parkway from the MPS to Tara Road be replaced with a 24-inch force main. In addition, to accommodate anticipated growth in Historic Miramar and reduce reliance on the City of Hollywood's system, the City has identified the need for a second master pump station (CAP-LS-01). The force main for the new master pump station is included under Project CAP-FM-01B. Based on estimated peak hour flowrates, the recommended diameter of the force main is 16 inches. It is noted that because these projects are interrelated, required force main sizes will depend on whether one or both projects are implemented.

Transmission system capacity west of Interstate 75 is constrained by the size of the existing force mains. Force main upgrades are recommended to avoid potential surcharges or overflows at 18 lift stations in this area. Seven of the 15 recommended force main improvement projects (CAP-FM-05, -06, -07, -08, -09, - 10, and -13) are west of I-75. These projects have been listed separately for clarity. However, they are interdependent and can be combined as practical.

The 16" force main on Miramar Parkway between Flamingo Road and SW 136th Avenue is another project that offers high value for cost. Upgrading this force main would alleviate problems for over a dozen lift stations (CAP-FM-04).

In other areas of the system, new connections are recommended to redirect flow to force mains with more available capacity, improving overall system capacity with minimal or no new force main (CAP-FM-02, - 03, and -10). Projects CAP-FM-11 and -12 include substantial lengths of new force main but provide cost effective solutions by redirecting flow to existing larger force mains.

Recommended Renewal and Replacement Projects

Recommended renewal and replacement projects for force mains lend themselves to implementation on an annual or otherwise recurring basis. These projects were grouped into implementation timeframes as part of an overall Force Main Rehabilitation Program. It is anticipated that improvement projects will be comprised of a combination

of field assessments, point repairs, lining, and full replacements. Program costs were developed with the intention of establishing minimum annual capital improvement funds dedicated to force main rehabilitation.
For purposes of establishing an annual budget, the following assumptions were made:

- 5% of all pipes sized 12 inches in diameter or greater will be evaluated using a direct condition assessment technology, such as the Pure SmartBall or PipeDiver tools manufactured by Xylem.
- Two point repairs per 1,500 linear feet of pipe will be performed.
- 2% of all force mains will be replaced per year, in kind.

Direct condition assessments of buried piping can assist the City in making investment decisions by prioritizing force mains identified as high risk for rehabilitation efforts. Non-destructive direct condition assessments are classified as external or internal and vary from low level screening to high level, more expensive screening. Condition assessments include acoustic, visual assessments, laser/sonar, and electromagnetic inspections. The types of data that can be collected from these assessments include wall thickness (and associated wall loss), areas of corrosion, corrosion potential, areas of air pockets or leaks, pipe stress/anomalies, and internal pipe profile.

After a pipe has been assessed (externally or internally), areas for point repairs can be identified. Point repairs may include replacement of a pipe segment or installation of a repair sleeve or clamp. The type of repair is dependent upon pipe material, pipe size, and criticality of service. Point repairs vary widely in cost. For purposes of establishing a budget for this work, $8,000 per point repair was assumed. All underground infrastructure will eventually reach the end of its useful service life. It is recommended that the City budget annually for replacement of piping. A nominal 2% per year is recommended such that all force main piping in the service area is replaced over the next 50 years. As funding varies from year to year, this amount can be increased in response. Risk scores were used to prioritize force main segments for renewal and replacement projects. Estimated renewal and replacement costs by five-year planning periods are presented in **Table 4-20**.

Table 4-20 Force Main Renewal and Replacement Costs by Planning Period

Phase	Planning Period (Years)	Condition Assessment		Point Repairs		Pipe Replacements		Total cost over 5 Years
		Linear Feet	Total Cost	Linear Feet	Total Cost	Linear Feet	Total Cost	
1	0 to 5	44,981	$1,250,000	36,225	$193,000	39,918	$10,644,000	$12,088,000
2	5 to 10	42,779	$1,189,000	43,029	$229,000	78,438	$18,043,000	$19,462,000
3	10 to 15	43,453	$1,208,000	43,793	$234,000	73,952	$17,445,000	$18,888,000
4	15 to 20	28,904	$804,000	37,069	$198,000	76,104	$17,110,000	$18,111,000
5	20+	0	$0	0	$0	76,104	$17,110,000	$17,110,000

Water Reclamation Facility

The Miramar Wastewater Reclamation Facility (WWRF) is a secondary activated sludge treatment facility receiving domestic wastewater generated within the City's service area. This section presents a description of the WWRF, including its history, treatment process, and current operating permits. Additionally, the capacity analysis and the renewal and replacement (R/R) evaluation of existing infrastructure and major equipment at the WWRF are summarized to identify R/R projects considered necessary to maintain operation of the facilities through the planning year 2045. Project cost estimates are provided in 2023 dollars and include contractor profit and overhead, permit fee allowances, and contingencies, as well as fees for engineering, permitting and construction management services.

The WWRF is located at 13900 Pembroke Road, Miramar. It was constructed and placed into operation in 1997, originally permitted by the FDEP to treat up to 7.4 mgd AADF. It has since undergone several capacity upratings and is currently rated at 12.7 mgd AADF / 14.4 mgd TMADF. The WWRF was expanded in 2010. Notable upgrades include:

- A fifth aeration basin
- Modifications to the existing four aeration basins
- Modifications to the existing blower building
- A fourth clarifier
- Modifications to the existing sludge pumping station
- One new injection well pump
- A fourth generator
- Replacement of the existing plant PLC network

An aerial of the Miramar WWRF as it exists in 2023 is presented in **Figure 4-9**.

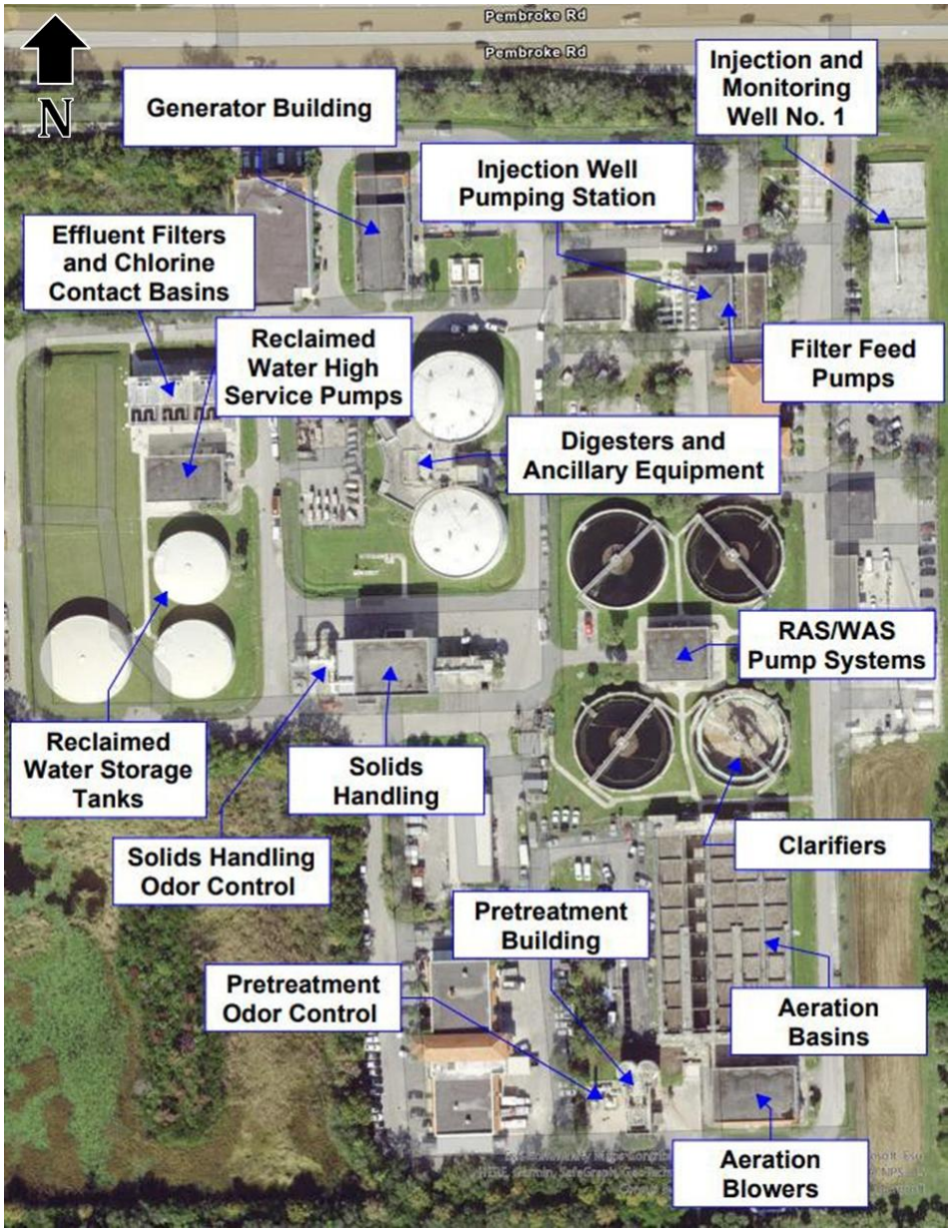


Figure 4-9 WWRF Site Aerial

Operating Permits

The current permitted capacity of the WWRF is 12.7 million gallons per day (mgd) on an Annual Average Daily Flow (AADF) basis. FDEP issued the current operating permit for the City of Miramar WWRF on January 31, 2023, with an expiration date of July 9, 2028. The WWRF is also permitted by Broward County through the Resilient Environment Department under license no. WWTP-1700-22. The license expires on June 30, 2023. Additionally, the WWRF is subject to the following permits:

- Underground Injection Control Class I Injection Well System Operation Permit issued by the FDEP. The Permit (UIC Permit Number 125256-011-012-UO/1M)

was issued on April 15, 2019, and expires April 15, 2024. The licensed capacity for each injection well is 18.5 mgd.

- License to Operate Air Pollution Source issued by the Broward County Resilient Environment Department (License No. AO-02451-21) in relation to the Sodium Hydroxide (Caustic Soda) material used in the plant. The license was issued on October 5, 2021, and expires October 5, 2023.
- Hazardous Material Management Facility License issued by the Broward County Resilient Environment Department (License No. WHS-02451-22). The license was issued on June 01, 2022, and expires on May 31, 2024.

Facility Capacity Evaluation

The treatment process and hydraulic capacity of the WWRF were evaluated in 2022 to determine if an uprating would be possible. This process evaluation considered 2017 through 2021 plant operating data, Class I Reliability requirements, current performance levels for the WWRF, regulatory guidelines, and engineering judgment typically utilized in the design and operation of municipal wastewater treatment plants. These considerations were combined to present a comprehensive review of the existing treatment facilities. This process evaluation indicated that the WWRF has reliably treated the City's wastewater flows for the last 5 years.

Renewal and Replacement Evaluation

A renewal and replacement (R/R) evaluation of existing infrastructure and major equipment at the City's WWRF was conducted in 2021/2022 to identify (R/R) projects considered necessary to maintain operation of the facilities through the planning year 2045. The R/R evaluation included major mechanical, structural, and electrical assets of the WWRF. Preliminary asset data were obtained from the City's computerized maintenance management system, Lucity. The asset list primarily included aboveground structures and equipment and represented key unit processes as identified by City staff for which field assessments were performed for each process area. Evaluated assets at the WWRF were organized by process area and replacement planning period to create individual renewal and replacement projects. Each renewal and replacement project at the WWRF through the planning period is presented in **Table 4-21**. The total estimated renewal and replacement costs by five-year planning periods.

Table 4-21 WWRF R/R Projects			
Project ID Number	**Project Name**	**OPPC**	**Project Description**
0 to 5 years			
RR-WWRF-01	Digester Building Phase 1	$7,815,000	Replace Boiler Assemblies No. 1 and 2 and Circulation Pumps, Diesel Tanks No. 1 and 2, Heat Exchanger No. 2 and 3, Waste Gas Burner System, Digester No. 2 Mixers and Floating Cover, Digester Pressure Valves, and Building Exhaust Fans.
RR-WWRF-02	Hypochlorite Building Phase 1	$698,000	Replace Hypochlorite Tanks No. 1-3, 5 and 6, and Metering Skid No.2
RR-WWRF-03	Generator Building Phase 1	$1,836,000	Replace Generator No. 3
RR-WWRF-04	Aeration Basins Phase 1	$1,448,000	Replace Aeration Basins No. 1-5 Influent Mixers and Diffuser Assemblies and Aeration Basin No. 5 Effluent Mixer
RR-WWRF-05	Blower Building Phase 1	$2,743,000	Replace Aeration Blower Assemblies No. 4 and 5 and Building Exhaust Fans
RR-WWRF-06	IWPS Phase 1	$2,158,000	Replace Injection Well Strainers No.1-4, Injection Well Pump No. 2, and Exhaust Fan No. 3
RR-WWRF-07	Monitoring Well Phase 1	$1,550,000	Repair Monitoring Well No. 1
RR-WWRF-08	Reuse Modules Phase 1	$551,000	Replace Effluent Filter No. 1, Fill and Reject Actuator No. 1, and Filter Composite Sampler No. 1
RR-WWRF-09	Reuse High Service Station Phase 1	$798,000	Replace Reuse Distribution Pumps No. 1 and 2
RR-WWRF-10	RAS/WAS Phase 1	$960,000	Replace RAS Pumps No. 1-6
RR-WWRF-11	Clarifiers Phase 1	$9,681,000	Rehabilitate Clarifiers No. 1-3
RR-WWRF-12	Solids Building Phase 1	$2,810,000	Replace Belt Thickeners, Wash Water Pumps No. 1 and 2, Polymer Bulk Storage Tank and Day Tank, and Polymer Transfer Pumps
RR-WWRF-13	Solids Odor Control Phase 1	$915,000	Rehabilitate Solids Odor Control Scrubber Towers No. 1 and 2 and replace Scrubber Fan and Chemical Feed Pumps No. 1-4
RR-WWRF-14	Pre-Treatment Odor Control Phase 1	$533,000	Rehabilitate Pre-Treatment Scrubber Towers No. 1 and 2 and Recirculation Pump No. 3. Replace Scrubber Fan and Caustic Storage Tank.

		5 to 10 years	
RR-WWRF-15	Aeration Basins Phase 2	$399,000	Replace Aeration Basins No. 1, 2 and 4 Effluent Mixers
RR-WWRF-16	Blower Building Phase 2	$3,993,000	Replace Aeration Blower Assemblies No. 1-3
RR-WWRF-17	Generator Building Phase 2	$3,753,000	Replace Generators No. 1 and 2 and Diesel Day Tanks No. 1-3
RR-WWRF-18	Hypochlorite Building Phase 2	$106,000	Replace Metering Skids No. 1 and 3
RR-WWRF-19	IWPS Phase 2	$1,395,000	Replace Injection Well Pumps No. 1 and 4, Effluent Composite Sampler, and Exhaust Fan No. 4
RR-WWRF-20	Pre-Treatment Phase 1	$307,000	Replace Grit Collector No. 1
RR-WWRF-21	Reuse Modules Phase 2	$574,000	Replace Effluent Filter No. 2, Fill and Reject Actuator No. 2, and Filter Composite Samplers No. 2 and 3
RR-WWRF-22	Reuse High Service Station Phase 2	$419,000	Replace Reuse Distribution Pump No. 3 and Exhaust Fans
RR-WWRF-23	Clarifiers Phase 2	$3,227,000	Rehabilitate Clarifier No. 4
RR-WWRF-24	Solids Building Phase 2	$78,000	Replace Belt Thickener Polyblend Feed Assemblies No. 1-3 and Belt Press Polyblend Feed Assemblies No. 1-3
RR-WWRF-25	Digester Building Phase 2	$54,000	Replace Digester Hot Water Pumps
RR-WWRF-26	Solids Odor Control Phase 2	$408,000	Replace Solids Tower Recirculation Pumps No. 1-4
		10 to 15 Years	
RR-WWRF-27	Aeration Basins Phase 3	$133,000	Replace Aeration Basin No. 3 Effluent Mixer
RR-WWRF-28	Hypochlorite Building Phase 3	$387,000	Replace Hypochlorite Tanks No. 4, 7, and 8
RR-WWRF-29	Pre-Treatment Phase 2	$307,000	Replace Grit Collector No. 2
RR-WWRF-30	Pre-Treatment Odor Control Phase 2	$72,000	Replace Scrubber Tower Recirculation Pumps No. 1, 2, and 3
RR-WWRF-31	RAS/WAS Phase 2	$234,000	Replace WAS Pumps No. 1 and 2
RR-WWRF-32	Digester Building Phase 3	$53,000	Replace Heat Exchanger No. 1
		15 to 20 years	
RR-WWRF-33	Generator Building Phase 3	$1,863,000	Replace Generator and Diesel Day Tank No. 4
RR-WWRF-34	IWPS Phase 3	$666,000	Replace Injection Well Pump No. 3

RR-WWRF-35	Pre-Treatment Phase 3	$1,228,000	Replace Grit Pumps No. 1 and 2 and Grit Classifiers No. 1 and 2
RR-WWRF-36	Pre-Treatment Odor Control Phase 3	$52,000	Replace Chemical Feed Pumps No. 1-4
RR-WWRF-37	Reuse Filters Phase 3	$1,406,000	Replace Effluent Filter No. 3, Fill and Reject Actuator No. 2, and Filter Feed Pumps No. 1 and 2
RR-WWRF-38	Reuse High Service Station Phase 3	$399,000	Replace Reuse Distribution Pump No. 4
RR-WWRF-39	Solids Building Phase 3	$3,272,000	Replace Belt Presses No. 1 and 2, Wash Water Pumps No. 1 and 2, and Thickened Sludge Pumps No. 1 and 2
RR-WWRF-40	Digester Building Phase 4	$3,620,000	Replace Digester No. 1 Mixers and Digester No. 1 and 2 Recirculation and Transfer Pumps
		20+ years	
RR-WWRF-41	Pre-Treatment Phase 4	$828,000	Replace Mechanical Bar Screens No. 1 and 2

Regulatory Considerations

Although the requirements for the collection, transmission, treatment, and disposal of domestic wastewater and biosolids at the WWRF have not drastically changed over the last two facility permit cycles, ongoing regulatory actions and discussions have prompted uncertainty with respect to some future utility practices. This section explores recent rule revisions as they pertain to wastewater systems, rules currently in development, and likely and/or possible regulatory changes and their potential impacts.

Applicable Regulations

Amendments to Section 62-600 (Domestic Wastewater Facilities) of the Florida Administrative Code (FAC) have been proposed and are expected to be ratified in the 2023 legislative session. The amendments, primarily designated as 62-600.705 Collection and Transmission Systems, impart additional reporting requirements for wastewater treatment facility permit renewals related to the prevention of sanitary sewer overflows, collection and transmission system leakages, and inflow and infiltration. These requirements include the following provisions:

- Power Outage Contingency Plan
- Pipe Assessment, Repair and Replacement Action Plan (Collection System Action Plan)

The Power Outage Contingency Plan will require a description of the utility's general program and protocols to mitigate the impacts of power outages on the facility's collection/transmission system and pump stations, including any applicable mutual aid agreements. Submission of the power outage contingency plan will be required with facility applications for permit renewal or substantial permit revisions.

The Collection System Action Plan must have at least a five-year planning horizon to mitigate sanitary sewer overflows and pipe leaks to the extent technically and economically feasible. This plan must include a deliberate, proactive approach to evaluating at least 25 percent of the collection/transmission system during the planning period. Other requirements include record keeping activities such as the use of GIS mapping, an electronic maintenance management system, and a program for routine maintenance, cleaning and emergency repairs. A summary report of all actions shall be submitted annually and include documentation of transactions or allocations of expenditures on pollution mitigation and prevention for the wastewater system.

Lastly, as part of this rule revision, an amendment to Section 62-600.720, Operation and Maintenance Manual, requires the emergency response plan portion of the manual to address cybersecurity preparedness, response and recovery, and a vulnerability assessment.

These revisions are likely to have a modest impact on the City by requiring the development of the Power Outage Contingency Plan and the Collection System Action Plan for the next WWRF facility permit renewal in 2028. Although details of the

anticipated complexity of these plans are not known at this time, budget estimates for these items have been included in the Capital Improvements Plan.

Recommended Regulatory-Driven Improvements

A key element of a Master Plan is identification of capital improvement needs that are required for compliance with existing regulations along with potential capital improvements for anticipated regulations. Based on a review of the recommended regulatory-driven improvements previously described a detailed cost breakdown for inclusion into the City of Miramar's Capital Improvements Program is provided in **Table 4-22**. It is noted that the Collection System Action Plan is already included as part of the Gravity System Assessment and Rehabilitation costs described in Section 3.5. It is anticipated that an upfront cost for the preparation of formal program documentation will be required, and the yearly costs associated with carrying out the plan will be included as part of the Gravity System Assessment and Rehabilitation Program.

Table 4-22 Recommended Regulatory-Driven Improvements

Process Component	Immediate Cost	Costs on a Five- Year Basis	Planning Period (Years)				
			0 to 5	5 to 10	10 to 15	15 to 20	20+
Power Outage Contingency Plan	$50,000	$20,000	$70,000	$20,000	$20,000	$20,000	$20,000
O&M Manual Updates	$50,000	$10,000	$60,000	$10,000	$10,000	$10,000	$10,000
Needs Analysis Updates	$0	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000
Collection System Action Plan	$10,000	$0	$10,000	$0	$0	$0	$0

Wastewater System Capital Improvements Program

The Capital Improvement Program (CIP) summarizes probable project costs for recommended wastewater improvements identified in previous chapters. These improvements are required to address future growth, renewal and replacement needs, and regulatory requirements. The CIP includes wastewater capital improvements through the planning year 2045 and provides a suggested implementation schedule based on the capacity, compliance, or condition concerns underlying each recommendation.

Capital Improvements Program

Table 4-23 summarizes recommended improvements by project type, operational component, and planning period. Projects were grouped by implementation timeframes and do not consider the feasibility for funding. Implementation timeframes are presented based upon a determination of needs.

Table 4-23 Capital Improvement Program					
Type of Improvement	**Asset Type**	**Project ID Number**	**Project Name**	**Project Description**	**Project Cost**
Planning Period: 0 to 5 years (Total: $184,082,000)					
Regulatory	WWRF	REG-WWRF-01	WWRF Regulatory Improvement Phase 1	Power Outage Contingency Plan, O&M Manual Updates, Needs Analysis Updates, and Collection System Action Plan	$150,000
Capacity	Force Mains	CAP-FM-01 through 10	Force Main Capacity Improvement Phase 1	CAP-FM-01A, CAP-FM-01B, CAP-FM-02A, CAP-FM-02B, CAP-FM-03, CAP-FM-04, CAP-FM-05, CAP-FM-06, CAP-FM-07, CAP-FM-08 CAP-FM-09, CAP-FM-10	$36,540,000
	Lift Stations	CAP-LS-01 through 08	Lift Station Capacity Improvement Phase 1	Second MPS, LS-056, LS-011, LS-020, LS-044, LS-061, LS-065, LS-076	$16,882,000
	WWRF	CAP-WWRF-01	Anaerobic Digester No. 3	Third digester to provide secondary anaerobic digester capacity.	$18,677,000
Renewal and Replacement	Force Mains	RR-FM-01	Force Main Rehabilitation Phase 1	In situ assessments, point repairs, and pipe replacements	$12,088,000
	Gravity System	RR-GS-01	Gravity System Rehabilitation Phase 1	Sewer inspection and rehabilitation	$5,311,000
	Lift Stations	RR-LS-01	Lift Station Rehabilitation Phase 1	LS-001, LS-004, LS-005, LS-006, LS-007, LS-008, LS-009, LS-010, LS-012, LS-013, LS-022, LS-025, LS-026, LS-027, LS-028, LS-029, LS-030, LS-031, LS-032, LS-033, LS-034, LS-035, LS-036, LS-037, LS-038, LS-039, LS-040, LS-041, LS-042, LS-043, LS-045, LS-046, LS-047, LS-049, LS-050, LS-051, LS-052, LS-053, LS-054, LS-056, LS-057, LS-058, LS-059, LS-060, LS-062, LS-063, LS-064, LS-066, LS-067, LS-068, LS-069, LS-070, LS-071, LS-072, LS-073, LS-074, LS-075, LS-077, LS-078, LS-079, LS-080, LS-081, LS-082, LS-084, LS-088, LS-00A, LS-00C, LS-00D, LS-00E, LS-00F, LS-00G, LS-00I, LS-PAL, LS-MPS	$58,508,000
		RR-PG-01	Portable Generator Rehabilitation Phase 1	PG-02, PG-04, PG-05, PG-07	$440,000

	WWRF	RR-WWRF-01 through 14	WWRF Rehabilitation Phase 1	WWRF-01, WWRF-02, WWRF-03, WWRF-04, WWRF- 05, WWRF-06, WWRF-07, WWRF-08, WWRF-09, WWRF-10, WWRF-11, WWRF-12, WWRF-13, WWRF-14	$34,496,000
Facility Improvement	Lift Stations	FI-PG-01	Portable Generator Improvements	Purchase of Additional Portable Generators	$990,000
Planning Period: 5 to 10 years (Total: $81,705,000)					
Regulatory	WWRF	REG-WWRF-02	WWRF Regulatory Improvement Phase 2	Power Outage Contingency Plan, O&M Manual Updates, Needs Analysis Updates, and Collection System Action Plan	$40,000
Capacity	Force Mains	CAP-FM-11 and 12	Force Main Capacity Improvement Phase 2	CAP-FM-11, CAP-FM-12	$2,020,000
	WWRF	CAP-WWRF-02	Aeration Basin No. 6	Sixth aeration basin to provide secondary biological treatment capacity. Includes RAS pump upgrades.	$16,688,000
Renewal and Replacement	Force Mains	RR-FM-02	Force Main Rehabilitation Phase 2	In situ assessments, point repairs, and pipe replacements	$19,462,000
	Gravity System	RR-GS-02	Gravity System Rehabilitation Phase 2	Sewer inspection and rehabilitation	$5,311,000
	Lift Stations	RR-LS-02	Lift Station Rehabilitation Phase 2	LS-085, LS-086, LS-087, LS-089, LS-090, LS-091, LS-092, LS-093, LS-094, LS-095, LS-096, LS-097, LS-098, LS-099, LS-100, LS-101, LS-102, LS-103, LS-104, LS-111, LS-00B, LS-00H, LS-00M, LS-MBPS	$23,031,000
		RR-PG-02	Portable Generator Rehabilitation Phase 2	PG-08, PG-09, PG-10, PG-12	$440,000
	WWRF	RR-WWRF-15 through 26	WWRF Rehabilitation Phase 2	WWRF-15, WWRF-16, WWRF-17, WWRF-18, WWRF-19, WWRF-20, WWRF-21, WWRF-22, WWRF-23, WWRF-24, WWRF-25, WWRF-26	$14,713,000
Planning Period: 10 to 15 years (Total: $34,485,000)					
Regulatory	WWRF	REG-WWRF-03	WWRF Regulatory Improvement Phase 3	Power Outage Contingency Plan, O&M Manual Updates, Needs Analysis Updates, and Collection System Action Plan	$40,000
	Force Mains	RR-FM-03	Force Main Rehabilitation Phase 3	In situ assessments, point repairs, and pipe replacements	$18,888,000
	Gravity System	RR-GS-03	Gravity System Rehabilitation Phase 3	Sewer inspection and rehabilitation	$5,311,000

Renewal and Replacement	Lift Stations	RR-LS-03	Lift Station Rehabilitation Phase 3	LS-105, LS-106, LS-107, LS-108, LS-109, LS-110, LS-112, LS-00J, LS-00K, LS-00L	$8,620,000
		RR-PG-03	Portable Generator Rehabilitation Phase 3	PG-13, PG-14, PG-20, PG-21	$440,000
	WWRF	RR-WWRF-27 through 32	WWRF Rehabilitation Phase 3	WWRF-27, WWRF-28, WWRF-29, WWRF-30, WWRF- 31, WWRF-32	$1,186,000
Planning Period: 15 to 20 years (Total: $40,516,000)					
Regulatory	WWRF	REG-WWRF-04	WWRF Regulatory Improvement Phase 4	Power Outage Contingency Plan, O&M Manual Updates, Needs Analysis Updates, and Collection System Action Plan	$40,000
Capacity	Lift Stations	CAP-LS-07	Lift Station Capacity Improvement Phase 4	LS-113	$862,000
Renewal and Replacement	Force Mains	RR-FM-04	Force Main Rehabilitation Phase 4	In situ assessments, point repairs, and pipe replacements	$18,111,000
	Gravity System	RR-GS-04	Gravity System Rehabilitation Phase 4	Sewer inspection and rehabilitation	$5,311,000
	Lift Stations	RR-LS-04	Lift Station Rehabilitation Phase 4	LS-114, LS-115, LS-116, LS-117, LS-021, LS-024	$3,246,000
		RR-PG-04	Portable Generator Rehabilitation Phase 4	PG-22, PG-23, PG-25, PG-26	$440,000
	WWRF	RR-WWRF-33 through 40	WWRF Rehabilitation Phase 4	WWRF-33, WWRF-34, WWRF-35, WWRF-36, WWRF- 37, WWRF-38, WWRF-39, WWRF-40	$12,506,000
Planning Period: 20+ years (Total: $50,945,000)					
Capacity	Force Mains	CAP-FM-13 through 15	Force Main Capacity Improvement Phase 5	CAP-FM-13, CAP-FM-14, CAP-FM-15	$10,360,000
	Lift Stations	CAP-LS-08 through 13	Lift Station Capacity Improvement Phase 5	LS-038, LS-049, LS-052, LS-053, LS-057, LS-090	$4,716,000
Regulatory	WWRF	REG-WWRF-05	WWRF Regulatory Improvement Phase 5	Power Outage Contingency Plan, O&M Manual Updates, Needs Analysis Updates, and Collection System Action Plan	$40,000
Renewal and Replacement	Force Mains	RR-FM-05	Force Main Rehabilitation Phase 5	In situ assessments, point repairs, and pipe replacements	$17,110,000
	Gravity System	RR-GS-05	Gravity System Rehabilitation Phase 5	Sewer inspection and rehabilitation	$5,311,000
		RR-LS-05	Lift Station Rehabilitation Phase 5	LS-002, LS-003, LS-015, LS-016, LS-017, LS-018, LS-023, LS-048, LS-055, LS-083, LS-118, LS-119, LS-120,	$11,260,000

Lift Stations			LS-121	
	RR-PG-05	Portable Generator Rehabilitation Phase 5	PG-27, PG-28, PG-29, PG-30, PG-31, PG-32, PG-33, PG-34, PG-35, PG-36, PG-37, PG-38	$1,320,000
WWRF	RR-WWRF-41	WWRF Rehabilitation Phase 5	WWRF-41	$828,000

IV(c). Solid Waste Sub-Element

Existing Conditions

Solid Waste Facilities
Miramar has a long-term interlocal agreement with the Broward County Solid Waste Authority (BCSWA) to utilize the County's waste disposal system and coordinate unified waste management goals.

Miramar's has contracted with Waste Pro to haul municipal waste, recyclables, yard trash, and other hazardous waste until April 30, 2029. Residential and commercial waste is hauled to the South Florida Resource Recovery Facility, located at 4400 South State Road 7, and residential recyclables to Reuter Recycling, located at 20701 Pembroke Road. Other waste is hauled to the Waste Management Oakes Road facility, located at 3250 SW 50th Avenue. Estimated current solid waste produced by Miramar is approximately 358,000 tons per year. Broward County, according to the 2020 Florida Department of Environmental Protection's Solid Waste Management Report, collected approximately 4,100,847 tons of solid waste. The BCSWA has projected that approximately 5,320,000 tons of solid waste is being collected in 2025 and will increase to approximately 7,200,000 tons by 2065. The BCSWA estimated that Miramar generated approximately 285,609 tons of solid waste in 2020.

Waste Disposal Reduction and Recycling
In order to increase its ability to comply with the Florida Solid Waste Act which mandated solid waste reduction by local governments of at least 30% by 1994, Miramar participates in the County's overall solid waste reduction program. The County program has met the 30% reduction goal through a combination of waste-to-energy facilities and local recycling programs. City residents recycle newspapers, office paper, glass, aluminum cans, plastics and paper cartons. Curbside pick-up of recycled materials is provided on a weekly or more frequent basis. Yard waste is also picked up on a regular basis for mulching and re-use at the County facility.

Analysis of Existing Conditions
The South Florida Resource Recovery Center, operated by WIN Waste Innovations, can process 944,985 tons/year of solid waste disposal. The Reuter Recycling facility, operated by Waste Management, can provide 2,065,900 tons/year of waste processing and 273,750 tons/year of recycling processing. The Waste Management Oakes Road facility, operated by Waste Management, can provide 1,861,500 tons/year of miscellaneous (C&D, Class III waste, yard trash, clean debris, recovered materials) waste processing.

Level of Service

Table 4-25 shows the adopted solid waste level-of-service (LOS) standards for the City which are consistent with the adopted Broward County standards.

Table 4-25 Solid Waste Facility Level of Service

Land Use		Level of Service
Residential		8.9 lbs. per unit per day
Industrial	Factory / Warehouse	2 lbs. per 100 sq. ft. per day
	Office Building	1 lbs. 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		10 lbs. per room & ½ 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

Future Solid Waste Generation and Needs

The BCSWA estimates that Miramar will produce an approximate 495,000 tons of solid waste by 2065. The proposed 2025 BCSWA Master Plan proposes expanding and maximizing existing facilities, implementing further waste reduction strategies, and investing in new facilities to keep up with long-term solid waste disposal demand. The City has sufficient disposal capacity in place to meet the demands of its residents and businesses at the adopted level of service through the short-term planning period. However, the City should continue to coordinate with the BCSWA to maximize existing facilities and investigate or implement new waste reduction strategies for the long-term planning period.

IV(d). Stormwater Management/Aquifer Recharge Sub-Element

Existing Conditions

Responsible Agencies
The South Florida Water Management District (SFWMD) operates and maintains the primary canal in Miramar, the Snake Creek Canal (C-9 Canal). The City of Miramar is responsible for secondary and tertiary canals east of University Drive where most of the development has already occurred. The South Broward Drainage District is responsible for secondary and tertiary canals west of University Drive. The Broward County Natural Resource Division also monitors and regulates drainage design criteria. The specific responsibilities of these agencies are detailed below.

Area Drainage Basins
The SFWMD operates multiple major canals in eastern Broward County, most originally constructed as a part of the Central and Southern Flood Control Project (C&SF Project) to provide flood protection to the low-lying areas. The canals also provide an additional source of water supply. However, the CS&F Project altered the regional hydropatterns, depleted the natural regime, and allowed the intrusion of exotic species such as melaleuca, brazilian pepper, and kudzu. In addition to the canals, a series of water conservation areas (WCAs) were created by levees to protect the urbanized areas along the east coast from stormwater flooding. Broward County contains WCAs 2 (A&B) and 3 which cover 790 square miles, approximately 65% of the County's total area. WCA 3 abuts the City's western boundary.

Miramar is situated within the C-9 Canal Basin. This basin provides flood protection to 98 square miles in Broward and Dade Counties. The C-9 Canal supplies water to recharge wellfields and for irrigation. It controls seepage from Water Conservation Area 3 and maintains ground water elevations west of S-29 (a gated spillway) adequate to prevent saltwater intrusion from the Atlantic Ocean. When the C9 Canal was designed, southwest Broward County was projected to remain primarily agricultural. The C-9 Basin is divided by Flamingo Road into two sub-basins, the Eastern C-9 and the Western C-9. The Eastern C-9 Basin was designed for essentially unlimited inflows. The Western C-9 Basin was only designed to drain the first three-quarters of an inch of runoff per day. The low elevations of southwestern Broward County relative to the east make the western basin prone to flooding. According to the SFWMD, unlimited gravity inflow to the C-9 is currently allowed in the western basin if development limitations are met. The conditions for issuance of permits in the western Canal 9 Basin by SFWMD under Rule 40E-41.063 are listed below.

1) For design purposes the 100-year, 25-year and 10-year flood frequency elevations are established as 7.3 feet, 6.8 feet and 6.5 feet mean sea level, respectively.
2) For systems designed to be pumped from fully diked areas, discharge shall be limited to three-fourths of an inch per twenty-four hours, or the criteria in Rules 62-330.301 and 62-330.302, F.A.C. whichever is more restrictive. In addition, no pumping shall be permitted when Canal 9 stages exceed the 24-year peak elevation of 6.8 feet mean sea level.
3) All direct connections to Canal 9 shall be designed to prevent lowering of the groundwater table below elevation 2.5 feet mean sea level. All indirect connections to Canal 9 shall be designed to prevent lowering of the groundwater table by installing the discharge facilities at a discharge elevation no lower than six inches below average existing ground elevation for the project. Nothing in this subsection shall be construed to preclude the construction and operation of discharge facilities designed to temporarily lower the groundwater table below these elevations immediately prior to the arrival of a major storm event.
4) Fill Encroachment Criteria
    a) The volume encroached by development between average existing ground surface and elevation 7.0 feet mean sea level shall not exceed 2.0 feet times the total area of the property.
    b) For diked areas with on-site retention of runoff, the area diked shall not exceed the encroachment volume specified in paragraph (a) divided by the difference between average existing ground elevation within the dike and elevation 5.75 feet mean sea level. This will require all such projects on land of average elevation less than 3.75 feet mean sea level to preserve some area outside of the dikes with no fill. The preserved area shall be located so as to preserve natural basin flow patterns for lands outside the dike.

C-9 Basin within Miramar

The SFWMD controls the design frequency and allowable runoff for this canal. The design frequency for the entire basin is the 100+ year storm event. The allowable discharge into the C-9 is essentially unlimited inflow by gravity connection east of Red Road; the conveyance capacity is 20 cubic feet per second per square mile pumped, unlimited gravity. West of Red Road, specific development limitations must be adhered to.

Secondary Canals and Basins

The South Broward Drainage District has its own system of basins. It controls the pumpage of seven (7) basins that include all or part of Miramar from University Drive west. **Table 4-26** displays the six basins and their approximate locations, sizes and control elevations.

Table 4-26 South Broward Drainage District Basins			
Basin Name	**Approximate Location**	**Size (square miles)**	**Control Elevation**
S-1	Between SW 72nd Ave & Douglas Rd	6.5	2.5
S-2	Between Douglas Rd & Flamingo Rd	7.5	2.7
S-12	South of the C-9 Canal	2.5	3.0
S-3	Between Flamingo Rd & I-75 / 172nd Ave, north of C-9 Canal & SW 25th St	9	3.0
S-4	Between I-75 & 172nd Ave, south of SW 25th St / Pembroke Rd	3.25	3.5
S-5	Between 172nd Ave & U.S. 27	12.25	Sub-basin 1: 4.0 Sub-basin 2: 4.25 Sub-basin 3: 4.5
S-6	West of U.S. 27	1.75	N/A

Source: South Broward Drainage District Facility Report, April 2021; South Broward Drainage District Basin Characteristics Report

Surface Water

Miramar does not contain any large natural lakes or rivers. However, several small man-made lakes are present as a result of local mining and land development activities. **Figure X** shows all waterbodies and canals in Miramar.

Flooding

Figure X shows the various levels of floodplains located in the City according to FEMA. The areas subject to 100-year flooding are located primarily in the Country Clubs area, natural conservation areas, and Historic Miramar. Historic Miramar has been an area of particular concern, having experienced multiple flooding events and has been identified in the City's Capital. The Historic Miramar Drainage Infrastructure Improvements Project is programmed into six (6) phases of which three (3) have been completed, is aimed at upgrading and improving the existing drainage infrastructure in the Historic Miramar, to alleviate flooding, and supports the City's goal of enhancing the level of service for residents within the service area. The following provides more details on the different phases

- Phase I - (Bounded by Countyline Road, State Road 7/US441, SW 64 Avenue and SW 25 Street) included the construction of underground utilities (stormwater, sewer, water) and roadway resurfacing. This project was completed in 2007 at a cost of $10 million.
- Phase II - (Bounded by SW 25 Street, State Road 7/US441, SW 64 Avenue and Pembroke Road) included the construction of sewer, drainage system and roadway resurfacing. The project was completed in June 2010 at a cost of $700,000. The sewer system was certified by Broward County and work on the sewer service connections was completed in late 2013.

- Phase III - (Bounded by SW 25 Street, SW 64 Avenue, Pembroke Road, and the Florida Turnpike) included the construction of drainage pipes, exfiltration system, and structures. The project commenced in January 2017 and was completed in 2020 at a cost of $8.7 million.
- Phase IV - (Bounded by County Line Road, SW 64 Avenue, Miramar Parkway, and the Florida Turnpike) includes the construction of drainage pipes, exfiltration system, structures, and swale regrading. Several outfalls will also be replaced as part of the project. The project is currently under construction which commenced in November 2022 and completed in 2024. The construction cost is approximately $14 million.

Many of these problem areas are still being addressed through stormwater management improvements installed by the City of Miramar and through the city's current stormwater management program.

Aquifer Recharge

The aquifer is recharged during the dry season by flooding the Snake Creek Canal with water from the Water Conservation Areas. There are no areas in Miramar recognized or adopted as "prime groundwater recharge areas" by the SFWMD. Recharge also occurs citywide as a result of on-site retention and detention requirements in the City's Land Development Code and in SFWMD regulations for existing and new development.

Level of Service

Table 4-27 lists the adopted stormwater level-of-service (LOS) for property within the City of Miramar.

Table 4-27 Stormwater Level of Service (LOS) Standards

Roadways of less than eighty (80) feet width	Have crown elevations at or above the elevation for the respective area depicted on the ten year "Flood Criteria Map."
Roadways of eighty (80) feet or greater width	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	Lowest floor elevation no lower than one (1) foot above base floor or eighteen (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.

Floodplain 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 the design rainfall volume minus off site discharge occurring during design rainfall.
Best Management Practices	Prior to discharge to surface or ground water, BMP's will be used to reduce pollutant discharge.

City Maintenance and Enhancement Operations

In 1998, the City of Miramar enacted a new Stormwater Utility Fee and Management Program. The Utility Fee is assessed annually on all developed residential and non-residential parcels to finance the programmed improvements and operations of the Stormwater Management Division of the Public Works Department. The schedule is reassessed based on the prior year experience, and adjusted, as necessary, to improve future maintenance and enhancement of the stormwater system.

Future Stormwater Management Needs

Following detailed analysis of drainage and aquifer recharge problem areas, the City has programmed the capital improvements shown below to solve drainage issues in Historic Miramar.

- Phase V - (Bounded by Miramar Parkway, SW 64 Avenue, SW 25 Street, and the Florida Turnpike) will include the construction of drainage pipes, exfiltration system, structures and swale regrading. The project is anticipated to enter the design phase in Fiscal Year 2024 and construction cost is anticipated at approximately $12 million.
- Phase VI - (Bounded by the Florida Turnpike, Pembroke Road, University Drive and County Line Road) will include the construction of drainage pipes, exfiltration system, structures and swale regrading. Design of this project is anticipated to commence in 2027.

The City will also continue to strictly enforce requirements contained in its Land Development Code and in applicable SFWMD permitting regulations. The completion of stormwater management projects over the period will enable the City to maintain the adopted level-of-service standard for this public facility system. Funding for these

projects is expected from a combination of General Fund revenues and stormwater utility fees.

V. Conservation Element

Introduction

Responsibility for conserving and protecting Miramar's natural resources is divided among various federal, state, regional and local agencies. Authorization for the permitting of activities which could potentially affect the quality of air, water, or other natural resources generally lies with state and/or regional agencies, although Broward County also plays an important role.

The major conservation concern in Miramar is the protection and wise use of natural resources during existing and future periods of high growth and urbanization. The City's primary influence on conservation is through the Future Land Use Element, Intergovernmental Coordination Element, Land Development Code, and Subdivision Regulations.

Existing Conditions

The City of Miramar is a non-coastal community having no marine or estuarine habitats. Significant man-made water bodies include the C-9 (Snake Creek) Canal, a Class III primary canal operated and maintained by the SFWMD. There are numerous man-made lakes, and a system of secondary and tertiary canals maintained both by the South Broward Drainage District and the City.

Surface Water Bodies

There are currently no natural rivers, bays or lakes present in the City of Miramar. However, several man-made lakes have formed because of quarrying or development activities within the City. These artificial lakes are depicted on **Figure 5-1**.

As a result of the Central and South Florida (C&SF) Flood Control Project, Miramar features a series of canals which had a primary objective of flood protection. The C-9 Canal, a major drainage facility in the SFWMD's regional water control system, traverses Miramar's southern central border area from west to east. Several smaller drainage canals are laced throughout the City. These smaller canals generally interconnect the City's various drainage basins to the C-9 Canal. The C-9 Canal eventually terminates by discharging directly into the Intracoastal Waterway and eventually the Atlantic Ocean. **Figure 5-1** also shows the primary and secondary canals in the city.

Groundwater Resources

There are three (3) aquifer systems underlying Broward County; the shallow Surficial Aquifer System, the Intermediate Aquifer System, and the deep Floridan Aquifer System. The principal water-bearing unit of the Surficial Aquifer System is the Biscayne Aquifer. According to the SFWMD, this is a highly productive source of high quality

potable water in eastern Broward County. Miramar secures all of its raw water from the Biscayne Aquifer. The City presently taps this aquifer with a series of well-established eastern wellfields and recently constructed west-central wellfields.

Surface Water Quality

The canal system can be used for ground water recharge because of the high permeability of the Biscayne Aquifer and the proximity of the aquifer to the surface. However, this makes the Biscayne Aquifer extremely susceptible to both saltwater intrusion and contamination from the surface. The regional canal system is utilized to hold water at sufficient control elevations to maintain groundwater levels as a hydraulic barrier to protect wellfields from saltwater intrusion. Miramar's wellfields are currently safe from saltwater intrusion because of the distance of the City's wellfields from the more easterly saltwater intrusion line. Sea-level rise has increasingly caused concern that, as ocean water rises, the water could gradient from fresh to salty at a more in-land location. This could affect the quality of the water recharging into the aquifer and potentially slow or stop natural water flow towards the Atlantic Ocean.

Surface water quality in Miramar is monitored by multiple local and state agencies. There are currently 15 monitoring stations along the C-9 Canal in and around Miramar according to the National Water Quality Monitoring Council's Water Quality Portal. **Table 5-1** lists the water quality monitors along the C-9 Canal. Minimum and maximum levels for surface water parameters established in the Broward County Code Section 27-195. While quarry operations have ceased within Miramar, the City continues to monitor water quality in the C-9 Canal and has instituted a regular stormwater facility maintenance program which includes enhanced stormwater retention/detention and street sweeping.

Table 5-1 Surface Water Quality Monitors

Station ID	Station Name	Owned
21FLWPB_WQX-G4SE0075	C-9 @ NW 57th Ave	FL Dept. of Environmental Protection, Southeast District
21FLWPB_WQX-G4SE0070	Snake Creek Canal (East)	
21FLWPB_WQX-G4SE0069	Snake Creek Canal (East)	
USGS-02286200	SNAKE CREEK CANAL AT NW67 AVE NR HIALEAH, FL	USGS Florida Water Science Center
21FLDADE-SK09	Snake Creek Canal (C-9)	Dade Environmental Resource Management (Florida)
21FLGW_WQX-32980	SF10-LR-2022 C-9	FL Dept. of Environmental Protection
21FLGW_WQX-58393	Z6-CN-15009 SNAKE CREEK CANAL	FL Dept. of Environmental Protection

21FLWPB_WQX-28040382	SNAKE CR CNL-2.0 MI W STATE RD82	FL Dept. of Environmental Protection, Southeast District
USGS-255724080203601	G -2318	USGS Florida Water Science Center
21FLWPB_WQX-G4SE0071	Snake Creek Canal (West)	FL Dept. of Environmental Protection, Southeast District
21FLWPB_WQX-G4SE0061	C9-4 Snake Creek Canal (West	FL Dept. of Environmental Protection, Southeast District
21FLGW_WQX-34117	SF10-SS-2019 UNNAMED SMALL STREAM	FL Dept. of Environmental Protection
USGS-02286181	SNAKE CREEK CANAL BELOW S-30 NR HIALEAH, FLA	USGS Florida Water Science Center
21FLWPB_WQX-G4SE0019	Snake Creek Canal (West) SF Canal Study C9-1	FL Dept. of Environmental Protection, Southeast District
21FLBROW-32	Snake Creek Canal at US 27	Broward Co Dept of Natural Resource Protection

Wetlands

Approximately 65% of Broward County is contained within a SFWMD Water Conservation Area. Miramar's western border includes a portion of Water Conservation Area 3. Originally, all of western Miramar was predominantly wetlands. The C&SF Project created a series of canals which subsequently drained most of the surface water from western Miramar.

Broward County maintains a wetlands map that identifies several areas in Miramar. There are multiple wetlands identified throughout Miramar, as shown on **Figure 5-2**. The SFWMD owns a large strip of land in western Miramar between U.S. 27 and Water Conservation Area 3A. This area is considered a wetlands buffer strip for Water Conservation Area 3A. The buffer strip is used to control flood elevations and protect the native ecosystems in the Everglades. Along with this, SFWMD has purchased additional acres between U.S. 27 and SW 196th Ave for the same conservation purpose. Additionally, some parcels between U.S. 27 and SW 196th Ave have been permanently conserved by private developers for development east of SW 196th Ave.

Wellfield Protection/Groundwater Quality/Aquifer Recharge

Wellfields in Broward County are regulated by the County's Wellfield Protection Ordinance. The Ordinance restricts and regulates land uses around potable water wells to prevent contamination. **Figure 4-3** in the Potable Water Sub-Element shows the various cones-of-influence around the City's wellfields.

The Florida Department of Environmental Protection (DEP) monitors the County's ground water quality with stations placed at specific wells throughout the County. The

National Groundwater Quality Monitoring Network updates current sampling data from these wells. The City also monitors water quality from groundwater wells that supply the City's potable water. The SFWMD identifies natural recharge areas in Broward County for aquifers. According to the District, Miramar has no high or prime recharge areas for aquifers. The regional canal system is replenished by local rainfall and from water stored in the Water Conservation Areas, which in turn, is used to recharge the urban wellfields and groundwater.

Air Quality

Miramar cooperates with Broward County in a county-wide air quality sampling program. No monitoring stations are located within Miramar. No significant recorded air quality exceedances have occurred in the regional airshed, which includes Miramar. Ozone exceedances have occurred in Broward County in the past, but the County was last designated as an Ozone Nonattainment Zone in 1994 (Environmental Protection Agency, 2025). The County has not received this classification since. This Plan's focus on road improvements and increased transit service concurrent with development should help maintain or improve future air quality.

Floodplains

According to the countywide composite of the Federal Emergency Management Agency's Flood Insurance Rate Map, there are two zone designations in Miramar: Zone AH and AE. FEMA defines Zone AH and AE as "areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet." Areas within the AE zone consist of submerged open spaces, conservation areas or preserves, and lakes and other water bodies. Areas within AH consist of shallow conservation land, undeveloped land, low-lying developed areas, poorly draining developed areas, and estate neighborhoods. **Figure 5-3** shows the flood zone designations of the entirety of the City.

The rest of the City is classified also as Zone X, defined as an area "of minimal flooding." **Figure 5-3** in the Conservation Element shows the designated floodplain configurations in Miramar.

In addition to regional drainage regulations imposed by the SFWMD and South Broward Water Control District, the City has a local ordinance that regulates development practices in a designated Floodplain Management District. The boundaries of the Floodplain Management District include areas of special hazard identified by the Federal Emergency Management Agency in its Flood Insurance Study and Rate Maps.

In addition to the above provisions, the Land Development Code regulates base floor elevations in areas of special flood hazard. New residential and non-residential construction must be no lower than one (1) foot above the base flood elevation or 18 inches above the highest point of the adjacent road crown elevations, whichever is

higher. The Code contains special development conditions for subdivisions and for development in floodways.

Minerals

The only commercially valuable mineral found in Miramar is limestone. Limestone, sand, shell and marl formations are predominant in eastern Miramar, while peat covers most of central and west Miramar. Limestone also occurs at depth over most of western Miramar and is often permitted to be mined for use as fill for new development. **Figure 5-4** shows the location of mineral formations in Miramar.

Soil Conditions

Soil types were determined by the Florida Soil Survey Geographic Database. The Lauderhill-Dania Association is predominant in western Miramar. It is a hydric soil that oxidizes easily when it is exposed to air. Soil erosion can become a problem, if water remains drained for long periods of time. To develop in areas where this soil is predominant, it is necessary to replace this soil with a soil type that will not be subject to subsidence. **Figure 5-5** depicts the soil types within the City.

Much of central Miramar Consist of Plantation-Sanibel Muck, which is in a similar association to soils in the Lauderhill-Dania Association; Margate-Basinger-Immokalee fine sands; Udorthents; and Matlacha. Soils found in eastern Miramar include the Dade-Urban Land Association, Immokalee-Urban Land-Pompano Association, the Immokalee-Urban Land Association, and Matlacha. Most of this soil association area has been developed with very few flat woods remaining.

Flora and Fauna Conditions

Most of Miramar's native vegetation has already been disturbed by land development in the east, and the Central and South Florida (C&SF) Project in the west that drained the natural watershed. There are a few remaining stands of pine flatwoods in the east, and wetlands in the central and western areas. Miramar Pineland Park and Snake Warrior's Island Natural Area were identified and designated as an Environmentally Sensitive Land (ESL) by Broward County due to their highly preserved pineland ecosystems.

The regional canal system has disrupted the natural hydro pattern. The modifications to the hydroperiod have also allowed for the invasion and succession of exotic species such as Melaleuca and Brazilian Pepper. These species create a monoculture by crowding out native plants. One of the most serious threats to the Everglades is the spread of Melaleuca. Melaleuca is resistant to fire and flooding, and cutting the roots increases its growth. The loss of native vegetation, primarily pine flatwoods, to development means that natural habitat for native animal species is also dwindling. Those species now found in eastern Miramar are those well-adapted to urban living, such as sparrows, grackles, sea gulls, mockingbirds, cardinals, and mourning doves. Egrets and herons are found along canals and other water bodies. Gray squirrels, raccoons and opossums are among the fauna inhabiting the remaining wooded areas.

There are no animal or plant species listed by governmental agencies as endangered, threatened, or of special concern known to be present in Miramar. If any such species are identified as development occurs, all county, state and federal environmental protection regulations are required to be adhered to.

Commercial Uses of Natural Resources

Five inactive limestone quarries were located in central and western Miramar east of Flamingo Road. **Table 5-1** and **Figure 5-6** display the location and condition of these quarries.

Table 5-1 Inactive Quarries

Name of Quarry	Redevelopment	Location
Capaletti's Pit No. 1 (June Rose)	Miramar Business Center, Crosstown Shoppes, Miramar Commerce Park	Southwest corner of the intersection of Hiatus Road and Miramar Parkway.
Capaletti's Pit No. 3	Undeveloped	South of Pembroke Road and west of 196th Avenue.
Miramar Rock (Sunset Lakes)	Sunset Lakes	North of the Dade County Line and east of 196th Avenue.
Vulcan Materials (Harbour Lakes)	Harbour Lake	South of Pembroke Road and east of the 196th Avenue.
Rozzo	Lake Sunset Falls, Riviera Isles, Silver Lakes (Portion)	North of the Dade County Line and centered on southwest 172nd Avenue.

Almost all previous quarries have been converted into developments: three into residential developments and one into industrial developments. One quarry, Capaletti's Pit No. 3, has remained undeveloped and will most likely remain so.

Conservation/Recreational Use of Natural Resources

In recent years, the City has utilized the Broward County Environmentally Sensitive Land (ESL) Program to purchase a unique 90-acre tract of slash pine flatwoods situated west of University Drive and adjacent to Miramar High School. Miramar Pineland Park and Snake Warrior's Island Natural Area were identified and designated as an Environmentally Sensitive Land (ESL) by Broward County due to their highly preserved pineland ecosystems. Miramar Pineland Park is the largest remaining stand of natural pine canopy indicative of Miramar's native upland ecosystem. **Figure 5-7** depicts the natural sensitive lands in Miramar, according to the Broward County Land Use Plan.

In addition, Miramar has designated the tract of land between U.S. 27 and Broward County Water Conservation Area 3A as a Conservation land use on its future land use map. This area includes approximately 800 acres of land. Limited uses are permitted in this land use category that do not impair the natural environment or further disturb the current natural ecosystem. The SFWMD uses this area as a buffer strip for the Everglades to control water levels. It is anticipated that additional land between U.S. 27 and SW 196th Ave are designated as conservation as well, due to SFWMD ownership and unique ecosystem characteristics.

Cultural Resources

Archeological sites are designated and protected if they are identified as having local or regional site significance or preservation quality. There are five (5) conditions that can create significance for a site, and six (6) preservation quality rankings that determine the current state of the site. The Florida Master Site File contains a list of all adopted Archeological Sites. Currently, fourteen (14) sites have been designated in Miramar. Specific information regarding these sites is presented in **Table 5-2.**

Table 5-2 Archeological Sites

Florida Master File Site Number	Site Name	Site Location	Environmental Setting	Site Type	Site Function	Preserve Quality
8BD20	C-9 Canal site	34-51-40	Everglades (tree island)	Midden	Habitation	4
8BD22	Pembroke Site	24-51-40	Everglades (tree island)	Black dirt midden	Habitation	3
8BD1867	Miramar Oaks	25-51-41	Everglades exposed limestone island	Island	Habitation, Ceremonial	2
8BD2112	Miramar Oaks 2	25-51-41	Everglades limestone ridge	Midden	Habitation	3
8BD2570	Monarch Lakes #1	26,27-51-40	Everglades (tree island)	Midden	Cemetery	3
8BD2571	Monarch Lakes #2	27-51-40	Everglades (tree island)	Midden	Habitation	3
8BD2572	Monarch Lakes #3	26,27-51-40	N/A	Midden	Habitation	1
8BD2573	Monarch Lakes #4	26-51-40	N/A	Midden	Habitation	1
8BD2878	Blockbuster #1	33-51-40	Everglades (tree island)	Midden	Habitation, Mortuary	2
8BD2879	Blockbuster #2	29-51-40	Everglades (tree island)	Black dirt midden	Resource extraction camp	3
8BD2880	Blockbuster #3	29-51-40	Everglades sandy ridge	Black dirt midden	Resource extraction camp	4

8BD2881	Blockbuster #4	29-51-40	Everglades sand ridge	Black dirt midden	Resource extraction camp	4
8BD2917	Miramar Park	29-51-40	Everglades (wetland)	Midden	Campsite, Extractive Site	N/A
8BD3278	Floyd Site	33-51-40	Everglades (tree island)	Midden	Campsite, Extractive Site	N/A

Source: Florida Department of State, Division of Historical Resources

Water Conservation Plan

The City of Miramar has developed and implemented water conservation measures, key elements being:

- Water shortage measures meant to reduce water consumption when SFWMD issues a water shortage order. This includes restricting landscape irrigation to the hours between 4:00 p.m. to 10:00 a.m., implementing odd and even day watering cycles.
- Year-round landscape irrigation measures meant to unnecessary or wasteful water consumption on landscaping and associated activities.
- Use of reclaimed water throughout portions of Miramar for landscaping purposes.
- Encourage the use of xeriscapes to reduce irrigation.
- An ordinance which requires ultra-low volume plumbing fixtures on all new construction is also enforced citywide (South Florida Building Code). Further, the City participates with Broward Water Partnership to provide water efficient water fixtures to those who qualify.
- Periodic distribution of information signs, press releases, and messages about water conservation.

VI. Recreation and Open Space Element

Introduction

South Florida residents have access to an abundance of natural recreation resources in the region. The Atlantic Ocean and its sandy beaches offer opportunities for boating, fishing, swimming and other marine activities. The Everglades, located on the western edge of Miramar, with its diverse plant and animal life provides wonderful opportunities for nature study. The public agency primarily responsible for providing recreational opportunities and open space within the City of Miramar is the Department of Parks & Recreation which operates recreational programs for all city residents and is responsible for the maintenance and improvement of all the municipal recreational lands and facilities.

The Broward County Land Use Plan requires that municipalities in Broward County provide a minimum of three (3) acres of local level parks for each 1,000 city residents. The City of Miramar has adopted a higher level-of-service standard of four (4) acres per 1,000.

Existing Conditions

Within the City limits and the immediate vicinity, there are a variety of public and private recreation sites available to Miramar residents. A listing of park sites in Miramar along with an inventory of the facilities provided is contained in **Table 6–1 and Figure 6-1**.

City-Owned Recreational Facilities

The City currently owns 534.47 acres of park land. There are 134.7 acres of neighborhood parks, 254.53 acres of community parks, 336.6 acres of regional park land and 104.43 acres of open space. The City also operates recreation facilities of various types in its parks as shown in **Table 6–1**.

School and Church Joint-Use Sites

Through leasing arrangements with the County School Board and a local church, Miramar has supplemented its current usable park acreage with fourteen (14) additional joint-use school sites as well as St. Bartholomew's Catholic Church/Forcina Field, amounting to 97.7 acres of active recreation facilities. Generally, the leasing arrangements allow City residents to use the facilities during periods when school and/or religious services are not in session.

Table 6-1 Existing Parks and Facilities						
Name	**Location**	**Class**	**Acreage**	**Owner**	**Use**	**Description of Facilities**
19 St Park	SW 19 St/60 Ter	N	0.29	City	Activity	1 playground
Ansin Sports Complex	10801 Miramar Blvd	C	21.73	City	Activity	Recreation center, four basketball courts, 1 covered playground, 1 track and race field, 2 netball courts, jogging path, and grass sports fields
Beauty Park	Miramar Pkwy/SW 64 Ave	N	0.33	City	Passive	1 water fountain
Beekman Street Park	Beekman St/Tara Rd	N	2.1	City	Activity	1 basketball court; 1 playground
Bernard Park	2350 S Sherman Cir	N	1.53	City	Activity	1 playground, jogging path
Calhun Center	6700 Miramar Parkway	N	1.15	City	Activity	N/A
Vicki Coceano Youth Center	2001 Douglas Rd	C	3.32	City	Activity	Early Childhood Center
Coconut Palm Elementary	13601 Monarch Lakes Blvd	S	4	School Board	Activity	2 basketball courts
Coral Cove Elementary	5100 SW 184 Ave	S	2.5	School Board	Activity	2 basketball courts
Country Club Ranches Park	4700 SW 143 Ave	N	2.05	City	Activity	1 playground; 1 pavilion
Country Lakes West Archeological Site	N/A	O	6.34	Private	Resource	Open Space
Cultural Arts Center[1]	2100 Civic Center Pl	C	4.78	City	Activity	Cultural Arts Center, botanical garden, jogging path with exercise stations

Dolphin Bay Elementary	16450 Miramar Pkwy	S	2.5	School Board	Activity	2 basketball courts
Eagle Woods Mitigation Area	N/A	O	29.5	Private	Resource	Open Space
Escada Tracts (A2 & A4)	N/A	O	1.98	Private	Resource	Open Space
Everglades High	17100 SW 48 Ct	S	15.5	School Board	Activity	1 track; 2 baseball fields; 8 tennis courts; 4 basketball courts
Fairway Park	3700 Largo Dr	N	5	City	Activity	1 basketball court; 1 tennis court; 4 paddleball courts; 1 shuffleboard court, fitness trail; playground; community center; community garden
Flamingo Estates Park	2000 SW 137 Way	N	7.21	City	Activity	1 tennis court; 1 football/soccer field;1 baseball field; 1 playground; 1 volleyball court, ½ basketball court, fitness trail, jogging path
Forcina Field	8001 Miramar Pkwy	N	4.89	Church	Activity	1 baseball/softball field; 1 soccer field; 2 basketball courts
Forzano Park	2001 Douglas Rd	N	10.02	City	Activity	3 football/soccer fields; 1 pavilion
Frankie Avalon Park[1]	7667 Venetian St	N	0.2	City	Activity	1 gazebo; 2 shuffleboard courts
Future Park 1 (Adj HS)	Bass Creek Rd	O	20.8	City	-	Open Space
Future Park 2 (Adj MS)	Bass Creek Rd	O	14.4	City	-	Open Space
Glades Middle	16700 SW 48 Ct	S	6.45	School Board	Activity	1 track; 2 baseball fields; 4 basketball courts
Harbour Lakes Open Space & Park	SW 185 Avenue	N	46.19	City	Activity	1 playground, 1 jogging path

Huntington Entrance Park	SW 148 Ave/Lakeside Dr	N	2.53	City	Passive	1 pavilion
Huntington Park North	14851 Bass Creek Rd	N	1.93	City	Activity	1 playground
Huntington Park South	14850 Bass Creek Rd	N	6.81	City	Activity	1 tennis court; 1 basketball court; 1 playground; 1 pavilion
Island Park	2925 SW 178 Ave	N	7.61	City	Activity	1 playground, 2 pavilions, jogging path
Lakeshore Park	8501 S Sherman Cir	C	9.38	City	Activity	9 tennis courts, 4 paddleball courts, 3 basketball courts, 2 pavilions, 1 playground, jogging path
Linear Park North	Utopia Dr	N	3	City	Activity	Jogging/fitness path
Linear Park South	Utopia Dr	N	2	City	Activity	1 pavilion, jogging/fitness path
Miramar Pinelands Park	University Dr	R	159.11	County	Resource	ESL Passive
Miramar Aquatic Complex[1]	6920 SW 35 St	C	1.3	City	Activity	Pool Complex
Miramar Athletic Park	6200 SW 33 St	C	5.71	City	Activity	2 baseball fields; 1 football/soccer field
Miramar Civic Center	6920 SW 35 St	C	4.78	City	Activity	Recreation center; early childhood center
Miramar Elementary School	6831 SW 26 St	S	3.6	School Board	Activity	2 basketball courts
Miramar High	3601 SW 89 Ave	C	16.53	School Board	Activity	3 baseball fields; 3 tennis courts; 2 basketball courts; 1 tennis courts; 1 football/soccer field; 2 basketball courts; 1 track

Miramar Isles Park	SW 35 St/SW 63 Ave	N	0.58	City	Activity	1 playground; 1 basketball court
Miramar Multi-Service Center[1]	6700 Miramar Pkwy	C	4.7	City	Activity	Recreation Center; Early Childhood Center
Miramar Parkway Open Space 1	N.W. corner of 160th Ave and Miramar Parkway	O	3.46	Private	Passive	Open Space
Miramar Parkway Open Space 2	N.E. corner of 172nd Ave and Miramar Parkway	O	2.5	Private	Passive	Open Space
Miramar Regional	16801 Miramar Pkwy	R	172	City	Activity	2 baseball fields, 6 football/soccer fields, 9 pavilions, 1 amphitheater, 2 playgrounds, 2 basketball courts, 1 volleyball court, 1 aquatic complex, 1 skatepark, 1 dog park, 1 memorial
Miramar Senior Center	7667 Venetian St	C	1.45	City	Activity	Recreation Center; Community Center
Miramar Youth Enrichment Center	7000 Miramar Pkwy	C	5	City	Activity	Recreation Center; 2 basketball courts; 1 gymnasium, 6 tennis courts
Monarch Lakes North Open Space	N of Coco Palm Elem	O	13.88	Private	Resource	Open Space
Monarch Lakes West Open Space	W of Coco Palm Elem	O	5.27	Private	Resource	Open Space

Monarch Lakes Main Open Space	S. of Utility Plant	C	75.01	City	Activity	1 playground, 2 pavilions, 1 jogging path
Monarch Lakes South Open Space	South side of Monarch Lakes Blvd	C	2.52	Private	Activity	1 playground, 3 tennis courts, 2 basketball courts
Monarch Lakes East Open Space	Near Flamingo Rd / Red Rd Intersection	O	1.10	Private	Passive	Open Space
New Renaissance Middle	10701 Miramar Blvd	S	5.84	School Board	Activity	2 basketballs; 4 tennis courts;1 track
Annabel C. Perry Elementary	6850 SW 34 St	S	2.1	School Board	Activity	1 basketball court
Henry D. Perry Middle School	3400 Wildcat Way	N	5.34	School Board	Activity	5 tennis courts; 1 track; 2 basketball courts; 6 racquetball courts
Perry Park	N/A	C	1.0	City	Activity	N/A
Progress Park	Miramar Pkwy/SW 64 Ave	N	0.53	City	Passive	1 water fountain
River Run Park	9400 Miramar Blvd	N	8.17	City	Activity	1 tennis court, 2 racquetball/paddleball courts, 1 playground, 1 fishing dock, 2 pavilions, 1 gazebo, jogging/fitness trail
Riviera Isles Western Open Space	CLW Plat Parcel J	O	22.51	Private	Resource	Open Space
Riviera Isles Eastern Open Space	CLW Plat Parcel M	O	21.22	Private	Resource	Open Space
Sawyer Park	7719 Venetian St	N	0.4	City	Activity	1 playground

Sheraton Park	8500 Sheraton Dr	N	1.73	City	Activity	1 basketball court, 1 playground, jogging path
Shirley Branca Park	6900 Miramar Pkwy	N	2.25	City	Passive	1 pavilion
Silver Falls Open Space	N/A	O	2.8	Private	Resource	Passive
Silver Lakes Elementary	2300 SW 173 Ave	S	2.25	School Board	Activity	2 basketball courts
Silver Lakes Sports Complex	17450 SW 23 St	C	10.34	City	Activity	5 baseball fields
Silver Lakes Tennis Complex	3302 SW 176 Ter	N	8.37	City	Activity	8 lighted tennis courts, 1 basketball court, 1 pavilion
Silver Shores Elementary	1701 SW 160 Ave	S	2.63	School Board	Activity	2 basketball courts; 1 baseball field
Silver Shores Park	15700 Pembroke Rd	C	16.23	City	Activity	Community center, 2 pavilions, 2 tennis courts, 2 basketball courts, 2 football/soccer fields, 2 volleyball courts, 1 playground, jogging path
Silver Shores Open Space Tracts	N/A	O	6.14	Private	Resource	Open Space
Snake Warrior's Island	SW 62 Ave/SW 35 Ct	R	5.5	County	Resource	Passive Preserve
Sunset Lakes Elementary	18400 SW 25 St	S	4.1	School Board	Activity	2 basketball courts; 1 baseball field
Sunset Lakes Elementary Open Space	18400 SW 25 St	S	3.2	School Board	Resource	Open Space

Sunset Lakes Park / Community Center	3601 SW 186 Ave	C	24.04	City	Activity	Community center/gymnasium, 2 soccer/football fields, 2 basketball courts, 1 playground, jogging path
Sunset Lakes Open Space Tracts	N/A	O	3.95	Private	Resource	Open Space
Veterans Memorial Park	6200 SW 33 St	N	0.5	City	Resource	1 monument
Vizcaya Park	14200 SW 55 St	C	20	City	Activity	Community center, 2 basketball courts, 2 football/soccer field, 4 pavilions, 2 playgrounds
		Total Acreage	**907.66**			

Note: N = Neighborhood Park
C= Community Park
R = Regional Park
O = Open Space
[1] Parks or Facilities not featured in the 2021 Park Recertification List

Source: Broward County Park Recertification List, City of Miramar

County Park Sites

The County owns two (2) large preserve sites, Snake Warrior Island which is 55 acres and Miramar Pinelands Park which is 159 acres. Snake Warrior Island is an important archeological preserve and Miramar Pineland Park is the largest remaining stand of natural pine canopy indicative of Miramar's native upland ecosystem.

Analysis of Existing Conditions

Park Facility Types

Parks are typically defined according to land area, equipment and facilities, and population served. **Table 6-2** presents the defining characteristics of park facilities.

Table 6-2 Site Guidelines For Recreation Resources / Facilities

	Neighborhood Park	Community Park	Open Space	Regional Park
Location	Neighborhood area, adjacent to elementary school when feasible	Serve group of neighborhoods, adjacent to Jr. and Sr. high school when feasible	-	Periphery of an urban area
Service Area	1/4 ~ 1/2 miles	1/2 ~ 3 miles	1/4 ~ 1/2 mile	30 minutes to 1 hour (driving)
Population Served	Up to 5,000	Up to 5,000	-	Over 100,000
Area per 1000 Pop.	2 acres	2 acres	1 acre	20 acres
Park Adjoining School	Min. of 2 acres	Min. of 5 acres	-	-
Separate Park	Min. of 5 acres	Min. of 20 acres	Min. of 1/10 acre	Min. of 250, acres upward to thousands
Facilities	Play apparatus area, recreation buildings, sports fields, paved multi-purpose courts, senior citizens area, picnic area, open or free play area, landscaping	All the facilities found in a neighborhood park plus facilities to service the entire family. Pools, softball/baseball fields, tennis courts, play areas, picnic areas, passive and active recreation building	Passive, trails, memorial optional	Camping, nature and bridle paths, picnicking, and other facilities not requiring intensive developing

Level-of-Service Standards
The Comprehensive Plan establishes a level of service for local parks of four (4) acres per 1,000 residents.

Future Park and Recreation Needs

Citywide Park Land Needs
A summary of the park acreage required to serve the existing and projected city population is provided below in **Table 6–3.** The population figures were obtained from BEBR. The existing/committed park acreage was calculated based on four (4) acres per 1,000 population, the adopted in the Miramar Comprehensive Plan.

Table 6-3 Citywide Park Level of Service

	Population[1]	Required Park Acreage (4 acres per 1000)	Existing / Committed Park Acreage	Surplus (acres)
2025	136,241	544.96	907.66	362.7
2030	139,464	557.86		349.8
2035	143,963	575.85		331.8
2040	145,963	583.85		323.8
2045	148,898	595.59		312.1
2050	151,770	607.08		300.6

The existing/committed park acreage for 2020-2025 assumes that all parks tabulated in **Table 6-1** are maintained. **Table 6-3** shows a surplus of 362.7 acres in developed and committed park acreage in 2025, and a large portion of the surplus should continue into the planning period of 2050. Should the agreement between Broward County Schools and the City be nulled, the existing / committed park acreage would decrease to 852.99 acres. Nonetheless, the City would still have a surplus of parks throughout the planning period.

Recreation Facilities
was deleted as the information in included in Table 6-1 which compares the number of recreation facilities provided by type in the City parks compared with to the requirement for each type of facility.

Greenways
The City of Miramar has several important existing park and open space elements which can be considered greenways. Linear Park spans approximately 1.5 miles of University Drive from Pembroke Road south to Countyline Road. This park is a green pedestrian pathway fronting Canal 1 along the east side of University Drive and featuring shaded benches, exercise trails and landscaped open water view areas. Island Park in the Silver Lakes development, offers a similar potential for greenway inter-connection.

Over the planning period, the City will work with FDOT, Broward County and neighboring municipalities to enhance greenway opportunities within Miramar, as well as interconnect the City's system to any regional greenway projects which are planned and implemented.

Programmed Improvements

Based on the surplus park acreage and facilities, capital budgeting will be evaluated periodically to ensure facilities are maintained and enhanced to meet future park demands.

VII. Intergovernmental Coordination Element

Existing Conditions

The City of Miramar interacts with many local, regional, state and federal agencies and entities in order to coordinate land use issues, infrastructure and service provision. For example, the City of Miramar interacts with the Florida Department of Transportation, the Metropolitan Planning Organization and Broward County directly and ad hoc on an as needed basis in the planning, construction, and maintenance of City roads. **Table 7-1** details the agencies and types of coordination mechanisms with each.

The City's borders are adjacent to four other municipalities (Pembroke Pines, Hollywood, Miami Gardens, West Park), unincorporated Miami-Dade counties, and Broward County Water Conservation Area 3A. The four local municipalities include Pembroke Pines and Hollywood to the north, West Park to the east, and Miami Gardens to the south. The Water Conservation Area is managed by the SFWMD.

Adjacent Municipalities

The City has unofficial reciprocal agreements with the cities of Hollywood and Pembroke Pines and Broward County to provide notification of zoning alterations and land use amendments within 600 feet of common boundaries. No such agreement has been established with Miami-Dade County. Furthermore, several interlocal agreements exist with Hollywood for the provision of public services such as potable water and wastewater treatment.

Broward County

The numerous services provided to Miramar by Broward County include establishing levels of service standards for public facilities, supplying additional services to meet deficiencies, and providing forums for coordination with other municipalities in the County.

Table 7-1 Intergovernmental Agencies				
Subject	**Entity**	**Coordinating Mechanism**	**Relationship**	**Responsible Office**
Growth Management - Local Planning	Broward County Planning Council	Land Use Plan Certification and Amendment Processes	Broward County Charter	Miramar Planning Department
Growth Management - Comprehensive Planning	Florida Department of Economic Opportunity	Comprehensive Planning	Ad Hoc Contact	DEO
Historical and Archaeological Sites	Broward County Historical Commission	Land Use Plan Certification and Amendment Processes	Broward County Charter	BCHC
Historical and Archaeological Sites	Florida Department of State, Division of Historical Resources	Comprehensive Planning and Development Review	Ad Hoc Contact	Division of Historical Resources
Land Use, Roads	Broward County Planning Council	Trafficways Plan	Broward County Charter	Miramar Planning Manager
Land Use, Roads, Interlocal Agreements	Broward County	TAC, TCC, CCLG	Committee Member	Miramar Planning Department
Land Use, Roads	Dade County	SFRPC	Represented on SFRPC by Broward County Appointees	SFRPC
Land Use, Roads	City of Hollywood	TAC, TCC, CCLG Interlocal Agreements	Committee Member	Miramar Planning Department
Land Use, Roads	City of Pembroke Pines	TAC, TCC, CCLG Interlocal Agreements	Committee Member	Miramar Planning Department
Potable Water; Solid Waste	Broward County Solid Waste and Recycling Services; Broward County Water and Wastewater Services	Interlocal Agreements	Ad Hoc Contact	Public Works Dept.
Regional Parks	Broward County Parks & Recreation Division	Parks Advisory Board	Represented on committee by County Commission appointees	Broward County Parks & Recreation Division
School Locations, Lease Agreements	Broward County School Board	Tech. Advisory Comm., Interlocal Agreements	Ad Hoc Contact	City Planning Dir. And Comm. Services Dept.
Stormwater Management	South Broward Water Control Drainage District	Monthly Meeting	Board of Supervisors elected by landowners	SBDD

Stormwater Management, Dredge and Fill Permits	SFWMD	Permitting Process	Ad Hoc Contact	SFWMD
Transportation Network	Broward County Planning Council	Broward County Trafficways Plan	Broward County Charter	Miramar Planning Department
Transportation Plans; Transit Planning	Broward County MPO; Broward County Transit	Monthly MPO Meetings	TCC Member	DPEP; TCC
Transportation	FDOT	MPO	MPO representation by Broward Commissioners and Ad Hoc Contact	DPEP
Wastewater Treatment	City of Hollywood Public Works Dept.	Interlocal Agreement	Ad Hoc Contact	Miramar Public Works Dept.
Water & Air Quality, Dredge & Fill Permits	Broward County Natural Resource Division	Monthly Meeting	Ad Hoc Contact	Broward County Natural Resource Division
Water Supply System; Septic Tank Permits	Broward County Public Health Unit	Permitting Process	Ad Hoc Contact	Broward County Public Health Unit
Wellfield Protection	Broward County Water Management Division	Water Advisory Board; DNRP	Ad Hoc Contact	DNRP
Wetlands	FL Department of Natural Resources Environmental Protection; DNRPEP	Permitting Process	Ad Hoc Contact	FDNREP
Coordinate Utilities, Construction, Locate Easements	Cable / Fiber Utility	Utility Coordinating Committee, DRC	Committee Member	Utility Coordinating Committee
Coordinate Utilities, Construction, Locate Easements	City Gas Co.	Utility Coordinating Committee, DRC	Committee Member	Utility Coordinating Committee
Coordinate Utilities, Construction, Locate Easements	Florida Power and Light	Utility Coordinating Committee, DRC	Committee Member	Utility Coordinating Committee

Intergovernmental Structure

Table 7-1 summarizes Miramar's intergovernmental relationships by subject area and the listing immediately following the table describes the responsibilities of each agency.

Public Service Organizations

Broward County Division of Urban Planning (DUP) - This Office serves as the County's planning agency for the Broward County Comprehensive Plan.

Broward County Natural Resource Division (NRD)- This Office provides several environmental services to Broward County municipalities. Their offices include enforcement administration, air quality, biological resources, environmental monitoring, land use and permitting, pollution prevention and remediation and water resources.

Broward County Historical Commission - All archaeological sites are ranked by site significance and preservation quality and recorded by this commission.

Broward County Transit Division - This Office plans and operates the County's transit system in Broward County including bus routes, headways, and bus stop/shelter locations.

Broward County Solid Waste and Recycling Services – This Office operates and maintains solid waste disposal facilities for the entire County.

Broward County Water and Wastewater Services – This Office provides potable water service to unincorporated Broward County and some municipalities. The northeast corner of Miramar is provided additional potable water service by this office.

Florida Department of Health in Broward County, Environmental Health Section - This unit licenses mobile homes parks and recreational vehicle parks and provides routine inspections for health and safety in the parks.

Broward County School Board - The School Board plans, operates and maintains all public school facilities and services throughout the County.

South Broward Drainage District (SBDD) – This Office provides operation, maintenance and control of surface water elevations for drainage basins in south Broward County.

County Coordination Organizations

Broward County Development Review Committee (DRC) - This committee implements the Broward County Land Development Code ensuring that essential services are available and meet established minimum criteria.

Broward County Office of Intergovernmental Affairs (IGA) - The IGA provides information that is in the best interest of the County to lobbyists and governmental agencies.

Broward County League of Cities Technical Advisory Committee (TAC) - This committee, sponsored by the Broward County League of Cities, provides an important forum for county municipalities to discuss and consider action on planning and other policy issues of general interest.

Broward County Legislative Delegation Office -This office serves as a communication resource between Broward County citizens and federal, state and local governments.

Broward County Planning Council (PC) - This Council updates and regulates the County's land use plan. It also certifies and recertifies land use plans for municipalities in Broward County and maintains the Broward County Trafficways Plan.

City/County Liaison Group (CCLG) - This coordinating group brings together local elected officials to discuss issues and solve problems of local governments. Transportation is a major issue for this group.

Metropolitan Planning Organization (MPO) - This organization coordinates transportation plans, programs and projects within Broward County. The Technical Coordinating Committee is the advisory body comprised of representatives from the municipalities.

Broward Water Advisory Board (BWAB) - This committee addresses water supply, water resource management and wellfield protection.

Miami-Dade County

No formal agreements exist with Miami-Dade County. However, the City does coordinate with Miami-Dade County on future land use amendments, large-scale development impacts, and transportation improvements relating to areas and facilities affecting lands under County jurisdiction.

Independent Special Districts

Special Assessment Districts have previously been created in Miramar to require concurrency and development of necessary public facilities. No area specific special assessment districts exist at this time, but the City does charge a drainage assessment.

Water Management District

South Florida Water Management District (SFWMD) - The District provides initiatives and programs to regulate the quality of and the efficient usage of groundwater and surface water in south Florida. This includes conservation programs, designations of

high and prime recharge areas, permitting raw water withdrawals and on-site stormwater management systems.

Regional Planning Agencies

South Florida Regional Planning Council (SFRPC) - The Council was established to coordinate regional planning and growth management between Broward, Miami-Dade and Monroe Counties. Each County has appointees on the Council to represent their municipalities.

State Agencies

Florida Agency for Health Care Administration, Division of Health Quality Assurance - The agency licenses all state Assisted Living Facilities, formerly known as Adult Congregate Living Facilities, and Adult Day Care Centers.

Florida Department of Environmental Protection - This department has a Groundwater Quality Monitoring Network that provides information on specific wells located throughout the State. It is also responsible for the Florida Natural Areas Inventory - Ecologically significant areas are identified by this organization to be considered in the protection planning process, including Red Road, Pembroke Road, University Drive, US 27, I-75, Florida's Turnpike, and State Road 7 in the City of Miramar.

Florida Department of Children and Families - Among many responsibilities, this agency licenses family group homes and family foster home facilities.

Florida Agency for Persons with Disabilities – Among many responsibilities, this agency licenses long term residential care facilities and centers for independent living.

Florida Department of State, Division of Historical Resources - This office records all historical standing structures and other sites of distinction in the Florida Master Site File.

Florida Department of Transportation (FDOT) - This department provides for the planning, construction and maintenance of interstate and many intrastate roads throughout Florida.

Florida Division of the U.S. Department of Agriculture, Soil Conservation Survey - This state agency is located in Jacksonville and provides soil surveys and related services for counties within Florida.

FLORIDACOMMERCE

Ron DeSantis GOVERNOR
J. Alex Kelly SECRETARY

May 8, 2025

RESPONSE VIA EMAIL ONLY

Mr. Nixon Lebrun, AICP
Director
City of Miramar
Communit and Economic Development Department
2200 Civic Center Plance
Miramar, Florida 33025

RE: EAR Based Amendment

Dear Mr. Lebrun:

Thank you for submitting the proposed comprehensive plan amendment package for the City of Miramar. The reference number for this amendment is 25-01ER**.**

The submission package appears to be complete, and your proposed plan amendments will be reviewed pursuant to Chapter 163.3184(4)(d), Florida Statutes. Once the review is underway, you may be asked to provide additional supporting documentation by the review team to ensure a thorough review. The State Land Planning Agency's Objection, Recommendation and Comment (ORC) report will be mailed to you on or about July 7, 2025.

Pursuant to 163.3184(4)(e)1. If the local government fails to hold the second hearing and adopt the amendments with 180 days after receipt of the state land planning agency's report, the amendments shall be deemed withdrawn unless extended by agreement with notice to the state land planning agency and any affected person that provided comments on the amendment.

Pursuant to 163.3184(4)(e)2. All comprehensive plan amendments adopted by the governing body, along with the supporting data and analysis, shall be transmitted within 10 working days after the final adoption hearing to the state land planning agency and any other agency or local government that provided timely comments under subparagraph (c). If the local government fails to transmit the comprehensive plan amendments within 10 working days after the final adoption hearing, the amendments are deemed withdrawn.

If you have any questions, please contact Terri Stoutamire, Plan Processor at (850) 717-8513 or by email at terri.stoutamire@commerce.fl.gov. You may also contact Keith Davie, Regional Planning Administrator, who will be overseeing the review of the amendments, at (850)717-8536.

Sincerely,

Donna Harris, Senior Plan Processor
Bureau of Community Planning and Growth

DH/ts
cc: External Agencies

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ATTACHMENT 1

MIRAMAR
BEAUTY AND PROGRESS
EST 1955

City of Miramar
An Equal Opportunity Employer

Mayor

Wayne M. Messam

Vice Mayor

Yvette Colbourne

City Commission

Maxwell B. Chambers

Avril Cherasard

Carson Eddy Edwards

City Manager

Dr. Roy L. Virgin

"We're at the Center of Everything"

Building planning & Zoning Department

2200 Civic Center Place
Miramar, Florida 33025

Phone (954) 602-3264

May 8, 2025

Florida Department of Economic Opportunity
Attn: Donna Harris, Senior Plan Processor
Bureau of Community Planning and Growth
Caldwell Building
107 East Madison Street, MSC 160
Tallahassee, FL 32399-6545

Subject: *City of Miramar Proposed 2045 Evaluation and Appraisal Review Based Comprehensive Plan Amendments (Coordinated State Review Process)*

Dear Ms. Harris,

The City of Miramar (the "City") is pleased to submit electronically to the Bureau of Community Planning and Growth of the Department of Commerce (the "Bureau") the proposed 2045 Evaluation and Appraisal Review ("EAR") based Amendments to the City of Miramar Comprehensive Plan, pursuant to s. 163.3191, Florida Statutes ("F.S."), to include two (2) planning periods, a 10-year and a 20-year, and to reflect changes in state requirements and the City's local conditions since the last update of the Comprehensive Plan, which took place in 2010 (the "EAR-Based Amendments). The uploaded transmittal package, which shall be reviewed under the Coordinated State Review Process as provided in s. 163.3184(4), F.S. consists of:

1. The text of the proposed EAR-Based Amendments in strike-through/underline format;
2. The proposed 2045 Future Land Use Map ("FLUM");
3. The current FLUM;
4. A combined/comparative view of both the proposed 2045 FLUM and the existing FLUM;
5. The enacting ordinance (Temporary Ordinance No. 1844), which the City Commission passed on first reading; and
6. The Staff Report/City Manager's Memo; and

Electronic copies of the EAR-Based Amendments have also been provided in PDF format to the appropriate review agencies (as listed below).

In a correspondence, dated April 9, 2024, the Bureau reminded the City that its Evaluation and Appraisal Notification Letter was due on June 1, 2024. In a correspondence dated May 9, 2024, the City notified the Bureau of its intent to amend its Comprehensive Plan, pursuant to s. 163.3191, F.S. The Bureau acknowledged receipt of the City's Letter on May 20, 2024 and, in a correspondence dated May 21, 2024, set the transmittal deadline for May 9, 2025.

In coordination with its consultant, Keith Engineering, the City organized three (3) neighborhood-level community meetings to gather public input on January 27, 28 and 29, 2025.

As required by s. 163.3174, F.S., and s. 303.6 of the City's Land Development Code ("LDC"), the Planning and Zoning Board, sitting as the local planning agency, reviewed the proposed EAR-Based Amendments at two (2) duly noticed public hearings on March 18, 2025 and April 8, 2025, and, after due consideration of all matters, unanimously recommended that the City Commission authorized the transmittal of the proposed EAR-Based Amendments to the Bureau for review under the Coordinated State Review Process. On May 7, 2025, pursuant to s. 163.3184(4), F.S., and s. 303.8 of the City's LDC, the City Commission reviewed the proposed EAR-Based Amendments at its regularly scheduled May 7, 2025, public meeting following the notification procedures of s. 163.3184(11), F.S., and, after due consideration of all matters, unanimously voted to authorize the transmittal of the proposed EAR-Based Amendments to the Bureau and to all other reviewing agencies for review under the Coordinated State Review Process.

Should you have any questions regarding the transmittal package, please feel free to contact Frensky Magny, AICP, Senior Planner, Building Planning and Zoning Department, 2200 Civic Center Place, Miramar, FL, 33025, by phone at (954) 602-3271 or email: Fmagny@miramarfl.gov

Sincerely,

Nixon Lebrun, AICP, CFM
Building, Planning and Zoning Department Director

c: Dr. Roy L. Virgin, City Manager
Kevin L. Baker, Deputy City Manager
Shaun D. Gayle, Assistant City Manager
Pam E. Booker Pettis, City Attorney
Burnadette Norris-Weeks, Esq. City Attorney
Norman C. Powell, ESQ, City Attorney
Barbara Blake Boy, Executive Director, Broward County Planning Council
Isabel Cosio Carballo, Executive Director, South Florida Regional Planning Council
Mark Elsner, Water Supply Bureau Chief, Water Supply Implementation Unit, South Florida Water Management District
Cesar Martinez, District Planning and Environmental Administrator, State of Florida Department of Transportation, District 4
Alissa S. Lotane, State Historic Preservation Officer, Florida Department of State
Jason Andreotta, Environmental Specialist, Florida Department of Environmental Protection

Attachments: City of Miramar *Proposed* EAR-Based Amendments
City of Miramar *Proposed* 2045 Future Land Use Map
City of Miramar *Current* Future Land Use Map
Comparative View of Current & Proposed FLUMs
City of Miramar Temporary Ordinance No. 1844
City of Miramar Staff Report

FLORIDACOMMERCE

Ron DeSantis GOVERNOR
J. Alex Kelly SECRETARY

July 7, 2025

The Honorable Wayne M. Messam
Mayor, City of Miramar
2200 Civic Center Place
Miramar, Florida 33025

Dear Mayor Messam,

FloridaCommerce has completed its review of the proposed comprehensive plan amendment for the City of Miramar (Amendment No. 25-01ER), which was received on May 8, 2025. FloridaCommerce has reviewed the proposed amendment in accordance with the state coordinated review process set forth in sections 163.3184(2) and (4), Florida Statutes (F.S.), for compliance with Chapter 163, Part II, F.S.

The attached Objections, Recommendations and Comments Report outlines FloridaCommerce's findings concerning the amendment. FloridaCommerce has identified three objections and has included recommendations regarding measures that can be taken to address the objections. FloridaCommerce is also providing four comments. The comments are offered to assist the local government but will not form the basis for a determination of whether the amendment, if adopted, is "In Compliance" as defined in section 163.3184(1)(b), F.S. Copies of comments received by FloridaCommerce from reviewing agencies, if any, are also enclosed.

The City should act by choosing to adopt, adopt with changes or not adopt the proposed amendment. For your assistance, the procedures for final adoption and transmittal of the comprehensive plan amendment are enclosed.

The second public hearing, which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of FloridaCommerce's attached report, or the amendment will be **deemed withdrawn** unless extended by agreement with notice to FloridaCommerce and any affected party that provided comment on the amendment pursuant to section 163.3184(4)(e)1., F.S. **The adopted amendment must be transmitted to FloridaCommerce within ten working days after the final adoption hearing or the amendment shall be deemed withdrawn pursuant to section 163.3184(4)(e)2., F.S.**

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FloridaCommerce staff is available to assist the City to address the objections and comment. If you have any questions related to this review, please contact Christina Nazaire, Planning Analyst, by telephone at (850)-717-8532 or by email via Christina.Nazaire@Commerce.fl.gov.

Sincerely,

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/cn

Enclosures: Objections, Recommendations, and Comments Report
Procedures for Adoption
Reviewing Agency Comments

cc: Nixon Lebrun, AICP, CFM, Building, Planning and Zoning Department Director, City of Miramar
Isabel Cosio Carballo, MPA, Executive Director, South Florida Regional Planning Council

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Objections, Recommendations and Comments Report
Proposed Comprehensive Plan Amendment
Miramar 25-01ER

The Florida Department of Commerce ("FloridaCommerce") has identified three objections and four comments regarding Miramar's ("City") proposed comprehensive plan amendment. The objections and comments are provided below, along with recommended actions the City could take to resolve issues of concern. If the City adopts the plan amendment without adequately addressing the objections, FloridaCommerce may find the amendment not in compliance with Chapter 163, Part II, Florida Statutes (F.S.), pursuant to section 163.3184(4)(e)4., F.S. Comments are offered to assist the local government and will not form the basis for a compliance determination.

FloridaCommerce staff has discussed the basis of the report with local government staff and is available to assist the Town to address the objections and comment.

I. Objection

Objection 1*: Planning Horizons*

The proposed amendment does not update the City's Comprehensive Plan to comply with statutory requirements relating to the City's planning period, does not establish coordination of and consistency between the elements, and does not contain relevant and appropriate data and analysis.

Chapter 2023-31, Laws of Florida, modified section 163.3177(5)(a), F.S., requires local governments to increase the two required planning periods in their comprehensive plans from 5-year and 10-year planning periods to 10-year and 20-year planning periods. While the City's Plan should contain a long-term planning period covering a period from now until 2045, the proposed 2045 planning horizon does not meet the requirements of Chapter 2023-21, Laws of Florida. The amendment does not include a short term 10-year planning period, and a minimum 20-year planning horizon for the comprehensive plan. Furthermore, the Comprehensive plan does not address the planning for public facilities, transportation and housing for a minimum 20-year planning period and does not address the 10-year housing analysis as required in section 163.3177(1)(f)3., F.S.

The proposed Amendment 25-01ER does not update the City's Comprehensive Plan elements to address the required planning periods based upon relevant and appropriate data and analysis, consistent with the requirements of section 163.3177(1)(f), F.S., that all mandatory and optional elements of the comprehensive plan and plan amendments shall be based upon relevant and appropriate data and an analysis by the local government. Coordination of the elements of the local comprehensive plan shall be a major objective of the planning process, and the elements shall be consistent. Where data is relevant to several elements, consistent data shall be used, including population estimates and projections unless alternative data can be justified for a plan amendment through new supporting data and analysis. Updates to the required elements and optional elements of the comprehensive plan must be processed in the same plan amendment cycle.

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Additionally, the proposed Amendment 25-01ER also does not update the Comprehensive Plan planning periods based upon relevant and appropriate data and analysis of permanent and seasonal population estimates and projections consistent with the requirements of sections 163.3177(1)(f)3., and 163.3177(2), F.S. The proposed Amendment 25-01ER does not update the Comprehensive Plan elements to be coordinated and consistent based upon updated population estimates and projections consistent with the requirements of sections 163.3177(1)(f)3., and 163.3177(2), F.S., and does not update the Comprehensive Plan elements to be coordinated and consistent based upon updated population estimates and projections consistent with the requirements of sections 163.3177(1)(f)3., and 163.3177(2), F.S.

The proposed Amendment 25-01ER update to the Comprehensive Plan (Future Land Use, Housing, Infrastructure, and Transportation Elements) is not based upon relevant and appropriate data and analysis of public facilities (potable water, sanitary sewer, solid waste, stormwater and transportation facilities) addressing the following for the required updated planning periods: (1) current and projected demand upon public facilities based upon relevant and appropriate population estimates and projections; (2) current and projected designed capacity of public facilities; (3) current and projected operating levels of service of public facilities; (4) identification of any improvements that are needed to public facilities, including the timing and scope of such improvements, in order to achieve and maintain the adopted level of service standards of public facilities; and (5) coordination of any need improvements with the Capital improvements Element. The City should revise proposed Amendment 25-01ER to be based upon relevant and appropriate data analysis of public facilities for the planning period.

Lastly, the proposed Amendment 25-01ER update to the Future Land Use Element is not based upon relevant and appropriate data and analysis consistent with the requirements of Section 163.3177(6)(a)2., F.S., for the required planning periods. The proposed Amendment 25-01ER update to the Housing Element is not based upon relevant and appropriate data and analysis consistent with the requirements of section 163.3177(6)(f)2., F.S., for the required planning periods.

Statutory Authority: Sections 163.3177(1)(f), 163.3177(1)(f)3., 163.3177(2), 163.3177(5)(a), 163.3177(6)(a)2., 163.3177(6)(b), 163.3177(6)(c), 163.3177(6)(d), 163.3177(6)(e), 163.3177(6)(f)2., 163.3177(6)(g), 163.3178, 163.3184(4) and 163.3191, F.S.

Recommendation: The City must revise the amendment to include an update to the Comprehensive Plan to ensure the Plan contains at least two planning periods in accordance with the requirements set forth by section 163.3177(5)(a), F.S. The necessary update must also be based upon relevant and appropriate data and analysis. The Plan must include one planning period to cover at least the first 10-year period occurring after the plan amendment adoption and another planning period must cover at least a 20-year period. The update to the planning periods must also consider the following:

- Data and analysis of the permanent and seasonal population estimates and projections;
- Coordination of and consistency between all of the elements of the Comprehensive Plan; and
- Data and analysis of public facilities (potable water, sanitary sewer, solid waste, stormwater and transportation facilities.

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Objection 2: ***Intensity Standards***

The City proposes to defer the intensity standards for the Commerce, Recreation and Open Space, Institutional, Utilities and Conservation land use designations to the City of Miramar Land Development Code and Zoning Map. If adopted, this change would not provide meaningful and predictable standards for non-residential development within the City's Comprehensive Plan, which is inconsistent with sections 163.3177(1), F.S. and 163.3177(6)(a)1., F.S.

Statutory Authority: Sections 163.3177(1), F.S., 163.3177(6)(a)1., F.S., and 163.3184(4), F.S.

Recommendation: Prior to adoption, the amendment must be revised to include intensity standards for each non-residential future land use category that maintain consistency between the City's Comprehensive Plan and its zoning districts, and to support the establishment of meaningful and predictable standards for development.

Objection 3: ***Five Year Capital Improvements Schedule***

Section 163.3177(3)(a)4., F.S. requires that local governments include an updated Five-Year Capital Improvements Schedule in any comprehensive plan that includes federal, state, or local government publicly funded projects as well as privately funded projects for which the local government has no fiscal responsibility. All projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding. The proposed 25-01ER amendment deletes the Five-Year Capital Improvements Schedule from the Comprehensive Plan.

Statutory Authority: Sections 163.3177(3)(a)4., F.S., 163.3177(4)(a)., F.S., and 163.3184(4), F.S.

Recommendation: Prior to adoption, the amendment must be revised to include the 2025/2026 through 2029/2030 Five-Year Capital Improvements Schedule in the Capital Improvements Element of its Comprehensive Plan to satisfy the statutory requirement.

II. Comment

Comment 1: ***Industrial Land Use Development Restrictions***

Proposed Policy 1.1.3, located in the Future Land Use Element states:

"Discourage FLUM amendments, rezonings or other methods that would place residential units into or adjoining industrial land use designations."

The City should include an exemption to this policy for amendments approved under the "Live Local Act.

Comment 2: ***Internal Inconsistencies***

Policies 3.2.2 in the Future Land Use Element and 1.2.1 both refer to a 2040 planning horizon, however the proposed comprehensive plan refers to a 2045 planning horizon. The City should

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update both policies to reflect a consistent long-term planning horizon throughout the comprehensive plan.

Comment 3: ***Septic System Conversion to Central Sanitary Sewer System Service***

The proposed amendment is not consistent with the requirements of section 163.3177(6)(c)3., F.S. Chapter No. 2023-169 amended section 163.3177(6)(c)3., Florida Statutes (F.S.), to require the Infrastructure Element to consider the feasibility of providing sanitary sewer services to any development of more than 50 residential lots, whether built or unbuilt, with more than one onsite sewage treatment and disposal system (OSTDS) per one acre within a 10-year planning horizon, and to identify the wastewater facility (capacity, projected flows for the next 20 years, and timeline for construction of the sanitary sewer system) that could receive the sanitary sewer flows after connection. Section 163.3177(6)(c)3., F.S., requires that each comprehensive plan must be updated to include the required element by July 1, 2024, and as needed thereafter to account for future applicable developments. The proposed Amendment 25-01ER does not include the information required by section 163.3177(6)(c)3., F.S. In addition, please see the enclosed comments (letter dated June 6th, 2025) from the Florida Department of Environmental Protection (FDEP).

Comment 4: ***Intergovernmental Coordination***

FloridaCommerce recommends that the City coordinate with the Florida Department of Transportation and the Florida Department of Environmental Protection to address their comments regarding the proposed amendment.

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SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS

FOR STATE COORDINATED REVIEW

Section 163.3184(4), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit electronically using FloridaCommerce's electronic amendment submittal portal "**Comprehensive Plan and Amendment Upload**" (***https://fldeo.my.salesforce-sites.com/cp/***) **or** submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council, Water Management District, Department of Transportation, Department of Environmental Protection, Department of State, the appropriate county (municipal amendments only), the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only), and the Department of Education (amendments relating to public schools), and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package.

_____ Summary description of the adoption package, including any amendments proposed but not adopted.

_____ Ordinance number and adoption date.

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government.

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact.

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendment, an adopted future land use map, **in color format,** clearly depicting the parcel, its existing future land use designation and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required.

_____ Copy of executed ordinance adopting the comprehensive plan amendment(s).

Suggested effective date language for the adoption ordinance for state coordinated review:

> "The effective date of this plan amendment, if the amendment is not timely challenged, shall be the date the state land planning agency posts a notice of intent determining that this amendment is in compliance. If the amendment is timely challenged, or if the state land planning agency issues a notice of intent determining that this amendment is not in compliance, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance."

_____ List of additional changes made in the adopted amendment that the FloridaCommerce did not previously review.

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment.

_____ Statement indicating the relationship of the additional changes not previously reviewed by the FloridaCommerce to the ORC report from the FloridaCommerce.

ATTACHMENT 2

MEMORANDUM

AGENDA ITEM #III.C

DATE: MAY 19, 2025

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: LOCAL GOVERNMENT COMPREHENSIVE PLAN (LGCP) PROPOSED AND ADOPTED AMENDMENT CONSENT AGENDA

Pursuant to the 1974 Interlocal Agreement creating the South Florida Regional Planning Council (Council), the Council is directed by its member counties to "assure the orderly, economic, and balanced growth and development of the Region, consistent with the protection of natural resources and environment of the Region and to protect the health, safety, welfare, and quality of life of the residents of the Region."

In fulfillment of the Interlocal Agreement directive and its duties under State law, the Council reviews local government Comprehensive Plan amendments for consistency with the *Strategic Regional Policy Plan for South Florida (SRPP).* Pursuant to Section 163.3184, Florida Statutes as presently in effect, Council review of comprehensive plan amendments is limited to 1) adverse effects on regional resources and facilities identified in the SRPP and 2) extra-jurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the Region. The Council's review of amendments is conducted in two stages: (1) proposed or transmittal and (2) adoption. Council staff reviews the contents of the amendment package once the Department of Economic Opportunity certifies its completeness.

A written report of the Council's evaluation pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the State Land Planning Agency within 30 calendar days of receipt of the amendment.

Recommendation

Find the proposed and adopted plan amendments from the local governments listed as not causing adverse impact to state or regional resources/facilities and without extra-jurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the Region.

Approve this report for transmittal to the local governments with a copy to the State Land Planning Agency.

South Florida Regional Planning Council
1 Oakwood Boulevard, Suite 250, Hollywood, Florida 33020
954-924-3653 Phone, 954-924-3654 FAX
www.sfregionalcouncil.org

PROPOSED AMENDMENTS

- **Miami-Dade County 25-02ESR**
  Proposes changes to Comprehensive Development Master Plan (CDMP) to add ±6.17 acres to the application site for a total ±97.65 gross acres (±89.39 net acres), and to redesignate the entire ±97.65 gross acres from "Estate Density Residential" and "Business and Office" to "Low Density Residential with One Density Increase (DI-1)" (6 to 13 dwelling units per gross acre) and "Business and Office". Miami-Dade placed the following restrictions: a) to cap all townhomes at the workforce housing sales price in addition to keeping 20% at workforce housing income limit; b) a pump station shall be provided by the applicant to accommodate the basin as a whole; and c) use landscaping and trees that can provide benefits and utility for stormwater management and stormwater runoff.

- **Monroe County 25-02ACSC**
  Proposes amending the Future Land Use Map (FLUM) land use designation for a 1.19-acre property located at 104001 Overseas Highway, Key Largo, from Residential Medium, more particularly described as Lots 1 through 8, Block 7 Largo Sound Village, as proposed by Gustavo Solis.

- **Monroe County 25-03ACSC**
  Proposes amending the County's Future Land Use Element (FLUE) and the Housing Element to modify the requirements related to the 300 Keys Affordable Housing Initiative Early Evacuation Unit Building Permit Allocations. The proposed amendment removes 1-for-1 takings for the Affordable Workforce Housing Early Evacuation Initiative.

- **City of Hollywood 25-01ESR**
  Proposes establishing a new 'Commercial Recreation' land use category in the Future Land Use Map, with language that mirrors the BrowardNext Comprehensive Plan.

- **City of Hollywood 25-02ESR**
  Proposes creating the Commercial Recreation Land Use category within the City's Comprehensive Plan. This is a text amendment that is a companion to the map amendment (25-01ESR).

- **City of Miramar 25-01ER**
  Proposes Evaluation and Appraisal Report (EAR) based text amendments to the City's Comprehensive Plan to include two (2) planning periods with 10-year and 20-year horizons, to reflect changes in State requirements and to update the City's local conditions since the last update of the Comprehensive Plan, in 2010. The proposed amendment would: rewrite the Future Land Use Element, emphasizing protections for residential neighborhoods from incompatible uses, improving resilience, and encouraging transit-oriented development and mixed-use development; and provide density bonuses for developments providing affordable housing units. The amendment would also encourage economic development through periodic updates of the City's Economic Development Plan, support of the historic area of Miramar, and coordination with local businesses.

- **City of North Lauderdale 25-01ER**
  Proposes Evaluation and Appraisal Report (EAR) based text amendments to all the City's Comprehensive Plan Elements, including, but not limited to, Future Land Use, Housing, Transportation, Infrastructure, Conservation, Intergovernmental Coordination, and Capital Improvements. The amendment would also provide density bonuses for the inclusion of workforce affordable housing within the mixed-use residential zoning.

ADOPTED AMENDMENTS

- **Miami-Dade County 24-01ESR**
  Adopts an amendment to Miami-Dade County's Comprehensive Development Master Plan (CDMP) rezoning ±239 acres zoned "Agriculture" outside of the Urban Development Boundary (UDB) to "Environmental Protection" to serve as a mitigation bank for properties requiring wetland mitigation credits. Rezoning approved on the conditions that the applicant is limited to one unit for maintenance of the mitigation bank, will provide a one-time $100,000 donation to UF/IFAS for youth agricultural outreach programming, a 25-foot vegetative buffer to protect the adjacent agricultural lands and mitigation bank from runoff, and protection of the existing Round Hammock Natural Forest Community and other Environmentally Endangered Lands (EEL).

- **Miami-Dade County 24-02ESR**
  Adopts an amendment to Miami-Dade County's Comprehensive Development Master Plan (CDMP) to expand the Urban Development Boundary (UDB) to include the entirety of 13 13-acre bifurcated parcel. Specifically, 8 acres outside the UDB designated as "Agriculture" is rezoned as "Special District", the remaining 5 acres within the UDB will retain its zoning of "Industrial and Office". Extending the UBD is supported in this case as the property is within ½ of the Bus Rapid Transit Corridor, bifurcated by the UBD, and dedicates 30% of planned units to workforce housing within 140% of Area Median Income.

- **Miami-Dade County 25-01ESR**
  Adopts an amendment to Miami-Dade County's Comprehensive Development Master Plan and Future Land Use Map, increasing the allowable densities within a ½ mile of the Douglas Road Metrorail station in support of Miami-Dade's Transit Oriented Development strategy.

- **Monroe County 25-01ACSC**
  Adopts an amendment to the Monroe County Future Land Use Map (FLUM) from Residential Medium (RM) to Commercial (COMM), for a 0.43-acre property located at 24150 Overseas Highway, Summerland Key, more particularly described as a portion of Lot 1, Dobie's subdivision. as requested by Spottswood, Spottswood, Spottswood, and Sterling PLCC, on behalf of Macie J Jarzebowski.

- **Islamorada, Village of Islands 24-04ACSC**
  Adopts an amendment to the Future Land Use Map from Residential Medium (RM) to Mixed Use (MU) for the subject property known as Windley Cove, located on Windley Key.

- **City of Miami Beach 24-01ESR**
  Adopts an amendment to allow a modest floor area ratio (FAR) increase in specific areas of the City to incentivize property owners to change transient uses, such as hotels and short-term rentals, into permanent residential housing. The amendment generally applies to existing transient uses in the West Avenue Overlay, all RM-2 and RM-3 properties on the Collins Avenue corridor between 47th Street and 63rd Street, and all R-PS4 properties on Ocean Drive between 1st Street and 5th Street.

The amendment does NOT affect the maximum allowable residential density. The proposed amendment does not affect an area located in an area of critical state concern.

- **City of Miami Beach 25-01ESR**
  Adopts an amendment to the City's Housing Element to require that the Land Development Regulations be amended to create a definition for a housing impact statement and create a process for the review of statements as part of the development review process.

- **City of Sweetwater 24-01ESR**
  Adopts an amendment to the Future Land Use Element updating specific density incentives for projects that address the housing needs of the elderly, active-duty military, and/or veterans, and the workforce population.

** **Staff Note:** Due to the different time requirements for Agencies' responses, some comments may not have been received. Of the Agencies that have submitted comments, those comments do not reflect potential adverse regional or extra-jurisdictional impacts.

No concerns or technical assistance comments reflecting potential adverse regional or extra-jurisdictional impacts were received from local governments or partner agencies.

ATTACHMENT 2

Harris, Donna

From: Plan_Review <Plan.Review@dep.state.fl.us>
Sent: Friday, June 06, 2025 5:18 PM
To: DCPexternalagencycomments
Cc: Plan_Review
Subject: [EXTERNAL] - Miramar 25-01ER Proposed

CAUTION - "This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe."

To: Donna Harris, Senior Plan Processor, Florida Commerce Bureau of Community Planning and Growth

Re: Miramar 25-01ER – State Coordinated Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

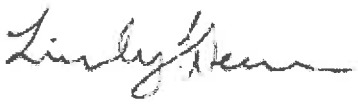
Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction. However, the Department offers the following technical assistance regarding consistency with s. 163.3177, F.S.:

During the 2023 legislative session, the Florida Legislature passed House Bill (HB) 1379, Laws of Florida Chapter No. 2023-169, which revised s. 163.3177, F.S., requiring local government comprehensive plans to address the following:

- Within the general sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge element, local governments must address the upgrading of wastewater treatment facilities and prioritize advanced waste treatment (AWT), and, for local governments not included within a designated Rural Area of Opportunity, a section considering the feasibility of providing sanitary sewer services within a 10-year planning horizon to any development of more than 50 built or unbuilt residential lots with a density of more than one onsite sewage and disposal system (OSTDS; aka septic system) per acre must be included by July 1, 2024 (s. 163.3177(6)(c)3, F.S.)

Based on the Department's records, the City of Miramar has not addressed the above requirements, specifically the inclusion of the wastewater feasibility analysis described in s. 163.3177(6)(c)3, F.S. If applicable developments exist within the jurisdiction, the City must update their general sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge element to include the required information as soon as possible to address the potential noncompliance with s. 163.3177, F.S.

Please submit all future amendments by email to Plan.Review@FloridaDEP.gov. If your submittal is too large to send via email or if you need other assistance, contact Lindsay Weaver at (850) 717-9037.





Harris, Donna

From: Hymowitz, Larry <Larry.Hymowitz@dot.state.fl.us>
Sent: Friday, June 06, 2025 2:51 PM
To: DCPexternalagencycomments; Davie, Keith
Cc: fmagny@miramarfl.gov; Walia, Kent; Carver, Jennifer; McCall, Bre-Shara; Kehres, Katherine; Morales, Martha; Edwards, Roya; Gillyard, Tatiana
Subject: [EXTERNAL] - City of Miramar 25-1ER EAR Based Amendment - FDOT District Four Review Comments

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Pursuant to Section 163.3184(4), Florida Statutes, (F.S.) in its role as a reviewing agency as identified in Section 163.3184(1)(c), F.S., the Florida Department of Transportation (FDOT) reviewed the City of Miramar EAR based Comprehensive Plan Amendment, which is transmitted under the State Coordinated Review (SCR) process. The City's proposed EAR-based amendment updates the existing Comprehensive Plan consistent with changes to Florida Statutes and include 10-year and 20-year planning horizons. FDOT applauds the City for updating their Comprehensive Plan that addresses the needs of its citizens via goals, objectives and policies that support congestion management via multimodal supportive infrastructure and the safety of all road users, especially the vulnerable users.

Based on a review of the City's amended Plan, FDOT is providing the following technical assistance comments consistent with Section 163.3168(3), Florida Statutes. The technical assistance comments will not form the basis of a challenge. These comments can strengthen the local government's comprehensive plan to foster a vibrant, healthy community and are designed to ensure consistency with the Community Planning Act in Chapter 163, Part II, F.S.

Future Land Use Element (FLUE)

Technical Assistance Comment #1 – TOD Supportive Policies

Objective 1.8 and 1.9 and the subsequent policies support transit-oriented development (TOD), but do not include FDOT as a coordinating partner. The FLUE includes proposed policies specifically supporting TOD, public transportation access, and multimodal connectivity along the intersection of University Drive and Miramar Parkway, and within the City's Transit Oriented Corridor Activity Center. Notably, FLUE Policy 1.8.10 recognizes the area along University Drive and Miramar Parkway as a future local activity center, the University Drive Activity Center (UDAC).

Recommendation #1 for Technical Assistance Comment #1

University Drive is a State maintained roadway. Any development that could potentially impact the operations on the State Highway System (SHS) should be coordinated with FDOT prior to approval. Please consider adding a policy that requires coordination with FDOT on any planning/development activity within the UDAC that could potentially impact the operations on the SHS.

Additionally, the City should coordinate with the FDOT District Four Community Planning Coordinator, Larry Hymowitz (larry.hymowitz@dot.state.fl.us), to ensure the close integration of transportation and land use. This improved level of coordination could offer new and enhanced opportunities to assist the City with the latest and appropriate guidance and strategies to enhance and preserve the SHS.

Recommendation #2 for Technical Assistance Comment #1

The Florida TOD Guidebook[1] provides model comprehensive plan goals, objectives, and policies designed to advance transit and TOD planning, and outlines a process for local governments to effectively plan for TODs. FDOT encourages the City to utilize this, and other available resources that include best practices for the planning and implementation of any potential TOD in the City of Miramar.

Technical Assistance Comment #2 – Grammar

The intention of Policy 1.10.14, paragraph 2, is to allow for bonus residential development based on income categories and notes that for "everyone (1)" low-income, moderate-income, and very low-income unit, six, nine and 19 bonus units, respectively, will be allowed. As read, the term "everyone" could create confusion with the intended "every one."

Recommendation for Technical Assistance Comment #2

To avoid confusion with the interpretation of Policy 1.10.14, paragraph 2, consider removing "everyone" as the meaning of the paragraph does not appear to rely on its use.

Technical Assistance Comment #3 – Complete Streets

Objective 1.11 Mobility, references consistency with the Broward Complete Streets Guidelines with development/redevelopment on lands owned by the City; however, there is no specific reference to coordination with the FDOT District Four Complete Streets Coordinator.

Recommendation for Technical Assistance Comment #3

FDOT recommends that the City add language to Objective 1.11 and/or the supporting policies to encourage coordination with the FDOT District Four Complete Streets/Bicycle-Pedestrian Coordinator regarding any Complete Streets project that could have an impact on the operations of the SHS.

Mobility Element (ME)

Technical Assistance Comment #4 – Data, Inventory, and Analysis

The proposed EAR-based amendments to the Comprehensive Plan do not include accompanying data, inventory, or analysis (DIA) that reflect the transportation changes in local conditions, per F.S. 163.3191(3). Furthermore, DIA that is available on the City's website, is from 2010. As such, the goals, objectives, and policies do not appear to be based on relevant and appropriate data and analyses per F.S. 163.3177(1)f.

Recommendation #1 for Technical Assistance Comment #4

Please include updated DIA with the adopted amendment package to support the proposed comprehensive plan goals, objectives, and policies.

Technical Assistance Comment #5 – Concurrency Districts

ME Objective 4.2 references Transportation Concurrency Management Areas (TCMAs), Concurrency Districts, via text descriptions, however, there are no accompanying maps. Additionally, no transportation maps were included in the amendment package per F.S. 163.3177(6)(b)1.

Recommendation #1 for Technical Assistance Comment #5

The ME should optimally include an updated future land use and transportation map series that includes the subject Concurrency Districts.

Technical Assistance Comment #6 – Vision Zero

Goals I and III include objectives and policies related to safety of all road users; however, there are no references to the Broward Safety Action Plan, FDOT's Target Zero Action Plan, or other safety plans. Both action plans highlight strategies for eliminating fatal and serious injury crashes.

Recommendation for Technical Assistance Comment #6

Consider adding a new policy in the Comprehensive Plan that acknowledges the MPO's Safety Action Plan, the State's Target Zero Action Plan, and coordination with the FDOT District Four Complete Streets/Bicycle-Pedestrian Coordinator. Example of new policy language is as follows:

> *"The City shall review the need for implementation of a Vision Zero Plan to reduce/eliminate fatalities and serious injuries in the City, including coordination with the FDOT District Four Complete Streets/Bicycle-Pedestrian Coordinator, and the FDOT Safety Office regarding implementable strategies from the Broward Safety Action Plan and the State's Target Zero Action Plan."*

FDOT offers numerous tools, data and additional resources that can aid the City in achieving safety objectives (https://www.fdot.gov/agencyresources/target-zero).

Technical Assistance Comment #7 – Pedestrian and Bicyclist Outreach

The ME includes multiple references to improvements geared towards pedestrian and bicyclist mobility, however, there is no mention of education or outreach components.

Recommendation for Technical Assistance Comment #7

FDOT recommends that the City add a new policy related to pedestrian and bicycle outreach and education. For implementation purposes, coordinate with the FDOT District 4 Pedestrian and Bicycle Coordinator and Community Traffic Safety Team, regarding community outreach activities as well as resources available to agencies to address pedestrian and bicycle safety, education and enforcement. Example of new policy language is as follows:

> *"The City shall expand on its safety initiative through educational and outreach activities geared towards the nonmotorists that walk and bike in the City, as well as the motorists that travel on the roads within the City. Additionally, the City shall coordinate with the FDOT District 4 Pedestrian and Bicycle Coordinator and Safety Coordinator, regarding community outreach activities as well as resources available to agencies to address pedestrian and bicycle safety, education and enforcement"*

The District 4 Community Traffic Safety Team Coordinator works with the State Safety Office and local/regional partners to implement safety related community events, high visibility enforcement funding, free bicycle helmets, pedestrian and bicycle trainings, etc. More information on Community Traffic Safety Teams can be found at https://fdotsafetyresources.com/ctst/community-traffic-safety-team-ctst/, and https://www.fdot.gov/Safety/programs/yourcommunity.shtm.

Technical Assistance Comment #8 – Access Management

Access management is the coordinated planning, regulation, and design of access between roadways and land development. No specific policies related to access management were observed in the Comprehensive Plan.

Recommendation for Technical Assistance Comment #8

FDOT recommends that the City include an access management policy that specifically addresses access management on the roadway network facilities. Example of new policy language is as follows:

> *"The City shall consult with FDOT regarding planning, regulation, and design of multimodal access between roadways on the State Highway System and adjacent land development to enhance the safety and efficiency of the transportation system."*

Examples of other more proactive policies could include:

> *Policy x.x.xx: The City shall establish access management standards in the land development regulations to ensure appropriate access to the City's transportation system. Standards may include the requirement of joint-use driveways and/or cross access easements to access sites.*
>
> *Policy x.x.xx: The City shall preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roads.*

Additionally, FDOT approval is required for any access connections, median opening modifications, signalization, or modifications to existing access connections resulting from changes of land use adjacent to SHS facilities. As a result, FDOT recommends that the City coordinate directly with the FDOT District Access Management Manager for District Four (D4AccessManagement@dot.state.fl.us) regarding any access modifications along SHS facilities. For reference, Florida Administrative Code 14-96 and 14-97 provide standards for the State Highway System Access Control Classification System and Access Management. Additional information is available on the State's Access Management Guidelines website (https://www.fdot.gov/planning/systems/systems-management/access-management), which includes the FDOT 2023 Multimodal Access Management Guidebook and the 2024 Multimodal Access Management Applications Guide.

Capital Improvement Element (CIE)

Technical Assistance Comment #9 – Schedule of Capital Improvements

Policy 1.1.1, Policy 1.1.19, as well as other policies in the CIE, reference the Schedule of Capital Improvements; however, the Schedule of Capital Improvements is not included in the amendment package.

Recommendation for Technical Assistance Comment #9

Please include the Schedule of Capital Improvements in the amendment package for reference. As noted in Florida Statutes 163.3177(3)(a)4, a schedule of capital improvements should include, "…any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding."

We request FloridaCommerce include these technical assistance comments in the ORC report to the City of Miramar. Once the amendment is adopted by the City, FDOT requests a digital copy with the supporting data, inventory, and analysis be sent to d4-planningreviews@dot.state.fl.us. If you have any questions, please do not hesitate to contact me at (954) 777-4663 or larry.hymowitz@dot.state.fl.us.

Thank you.

Larry Hymowitz
Planning Specialist, Policy and Mobility Planning Section
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Together our actions have the power to save lives!

[1] https://www.scribd.com/document/369407446/Florida-TOD-Guidebook-2012