



COMPREHENSIVE PLAN

SEPTEMBER 2018

ADOPTION INTENT

The Goals, Objectives, and Policies and the Data, Inventory, and Analysis of each plan element of the Comprehensive Plan are adopted.

SUMMARY OF PLAN AMENDMENTS

Establishment of the Plan

On January 18, 1989, the City Commission of the City of South Miami adopted the Comprehensive Plan by Ordinance No. 03-89-1418. This Comprehensive Plan replaces the previously adopted plan from 1981.

Amendment 90-1

On May 1, 1990, the City Commission adopted Amendment 90-1 by Ordinance No. 07-90-1448. This action amended the Traffic Circulation Element and the Capital Improvement Element with language set forth in the Stipulated Settlement Agreement, dated December 5, 1989, between the City of South Miami and the Florida Department of Community Affairs, which language resulted in a Final Order being issued on August 20, 1990, in order to find the adopted Comprehensive Plan and the amended language in compliance with statutory requirements found in Chapter 163, Part II, Florida Statutes.

In addition, the future land use designation for the Fernwood Subdivision (excluding FPL property) was redesignated from the LO (Low-Intensity Office) to the GR (General Retail) land use designation; and the adopted Future Land Use map was amended to reflect this land use redesignation.

Amendment 93-1

On September 7, 1994, the City Commission adopted Ordinance No. 11-94-1560, in order to redesignate the northern portion of the Bakery Centre property from the MO (Medium-Intensity Office) land use designation to the SR (Specialty Retail/Residential) land use designation, so that the property would be consistent with the surrounding land uses and be internally consistent.

1995 Evaluation and Appraisal Report (EAR)

On November 21, 1995, the City Commission adopted Ordinance No. 24-95-1597, regarding acceptance of the 1995 Evaluation & Appraisal Report for the 1989-1994 Planning Cycle, in accordance with Chapter 163, Part II, *F.S.*, and Chapter 9J-5, Florida Administrative Code, in order to assess and evaluate the success and effectiveness of the City of South Miami's Comprehensive Plan.

EAR-based Amendment Package No. 95-1 (DCA No. 96-1ER)

On April 1, 1996, the City Commission adopted Ordinance No. 04-96-1604, regarding the amendment of the Comprehensive Plan, in order to establish the Redevelopment & Infill District (RID). The purpose of this district is to eliminate concurrency requirements for traffic impacts on local, County and regional roadway networks in the district. This traffic concurrency exception area will permit more intensity and diversity of development and redevelopment within the district. The RID is comprised of the existing medical and office community located west of South Dixie Highway along Sunset Drive (S.W. 72 Street) and S.W. 62 Avenue and includes the commercial area around Progress Road and Commerce Lane.

EAR-based Amendment Package No. 95-1 (DCA No. 96-1ER)

On April 1, 1996, the City Commission adopted Ordinance No. 05-96-1605, regarding the amendment of the Comprehensive Plan, in order to establish the Transit-Oriented Development District (TODD). The purpose of the TODD is to permit more flexibility in the height of future development so that mixed-use, multi-story development and redevelopment projects may be encouraged with an emphasis on the quality of project design. The district is located directly adjacent to the South Miami Metrorail transit station and is comprised of two sub-sections, one to the northeast along South Dixie Highway and one to the southwest along Sunset Drive (S.W. 72 Street).

EAR-based Amendment Package No. 96-2ER (DCA No. 97-1ER)

On August 19, 1997, the City Commission adopted Ordinance No. 20-97-1641, regarding adoption of the remaining 16 EAR-based Amendments recommended by the 1995 Evaluation and Appraisal Report.

Remedial Amendment Package No. 98-1ER (DCA No. 98-R1)

On August 4, 1998, the City Commission adopted Ordinance No. 12-98-1660, which is in response to a Stipulated Settlement Agreement between the City and the Department of Community Affairs. The amendments pertained to the Land Use Element, the Transportation Element and the Housing Element.

Amendment 99-1(School Siting) (DCA No. 00-R1)

On March 7, 2000, the City Commission adopted Ordinance No. 01-00-1703 in order to include data, analysis, a new objective and two policies related to public school siting and collocation of public facilities as required by Florida Statute 166.3177(6)(a).

Amendment 99-2 (Intergovernmental Coordination Element) (DCA No. 00-R1)

On March 7, 2000 the City Commission adopted Ordinance No. 02-00-1704 in order to update the ICE objectives and policies as required by Fla, Statute 166.3177(6)(h).

Amendment 99-3 (Housing) (DCA No. 00-R1)

On March 7, 2000 the City Commission adopted Ordinance No. 03-00-1705 in order to respond to the housing amendment specified in the 1998 Stipulated Settlement Agreement executed between the City and the Department of Community Affairs. The agreement required the City to adopt specific policies related to affordable housing.

Amendment LPA-00-002 (CRA) (DCA-00-UIR1)

On November 7, 2000 the City Commission adopted Ordinance No.28-00-1730 in order to update the text of the Land Use Element concerning the Community Redevelopment Area and to designate the same area as an Urban Infill and Redevelopment Area

Amendment LPA-01-002 (DCA-01-1)

On October 16, 2001 the City Commission adopted Ordinance No. 26-01-1757 in order to update the Recreation/Open Space and Conservation Elements by adding and revising objectives and policies related to land acquisition for parks and recreational facilities, greenways and trails, and protection of native species.

2006 Evaluation and Appraisal Report

On January 5, 2006, the City Commission adopted Ordinance No. 01-06-1869, regarding acceptance of the 2006 Evaluation and Appraisal Report for the 1995 - 2005 Planning Cycle, in accordance with Chapter 163, Part II, *F.S.*, and Chapter 9J-5, Florida Administrative Code, in order to assess and evaluate the success and effectiveness of the City of South Miami's Comprehensive Plan.

EAR-based Amendment Package (DCA No. 10-1ER)

On April 6, 2010, the City Commission adopted Ordinance No. 09-10-2034, regarding the amendment of the Comprehensive Plan, in order to provide for a comprehensive Recreation and Open Space Master Plan. Impact fees are recommended for Transportation, Recreation and Open Space needs. The City is to conduct a Comprehensive Long Range Transportation Study to research areas of bicycle, pedestrian and other multi-modal transportation forms, as well as traffic calming in the residential neighborhoods. The amendment created a new Future Land Use Category: Residential / Limited Commercial District (Two Story).

Small Scale Amendment PB-10-013

On September 7, 2010, the City Commission adopted Ordinance No. 21-10-2046, in order to redesignate All-America Park from the Single Family Residential (Two Story) land use designation to the Parks and Open Space land use designation.

Small Scale Amendment PB-10-015

On September 7, 2010, the City Commission adopted Ordinance No. 22-10-2047, in order to redesignate Dison Park from the Single Family Residential (Two Story) land use designation to the Parks and Open Space land use designation.

Small Scale Amendment PB-10-016

On September 7, 2010, the City Commission adopted Ordinance No. 23-10-2048, in order to redesignate property located at 7435 SW 66 Avenue from the Educational (Four Story) land use designation to the Single Family Residential (Two Story) land use designation.

Small Scale Amendment PB-10-019

On October 5, 2010, the City Commission adopted Ordinance No. 36-10-2061, in order to redesignate Murray Park (south) from the Mixed Use Commercial Residential (Four Story) land use designation to the Parks and Open Space land use designation.

Small Scale Amendment PB-10-018

On October 5, 2010, the City Commission adopted Ordinance No. 37-10-2062, in order to redesignate Murray Park (north) from the Single Family Residential (Two Story) land use designation to the Parks and Open Space land use designation.

Small Scale Amendment PB-10-014

On October 19, 2010, the City Commission adopted Ordinance No. 39-10-2064, in order to redesignate Van Smith Park from the Single Family Residential (Two Story) land use designation to the Parks and Open Space land use designation.

Small Scale Amendment PB-10-035

On October 19, 2010, the City Commission adopted Ordinance No. 44-10-2069, in order to redesignate properties along the west side of SW 62 Avenue between SW 64 Street and SW 70 Street from the Mixed Use Commercial Residential (Four Story) land use designation to the Residential / Limited Commercial District (Two Story) land use designation.

Text Amendment (DCA 11-1-ESR) (Part 1)

On November 1, 2011, the City Commission adopted Ordinance No. 35-11-2108, in order to add a new Future Land Use Map category titled "Religious (Two-Story)".

Text Amendment (DCA 11-1-ESR) (Part 2)

On November 1, 2011, the City Commission adopted Ordinance No. 35-11-2110, in order to add a new Future Land Use Map category titled "Hospital".

Small Scale Amendment PB-12-015

On September 4, 2012, the City Commission adopted Ordinance No. 16-12-2132, in order to redesignate a property at 6781 Sunset Drive from the Public Institutional land use designation to the Religious (Two-Story) land use designation.

Small Scale Amendment PB-12-016

On September 4, 2012, the City Commission adopted Ordinance No. 17-12-2133, in order to redesignate a property at 6750 Sunset Drive from the Public Institutional land use designation to the Religious (Two-Story) land use designation.

Small Scale Amendment PB-12-018

On April 16, 2013, the City Commission adopted Ordinance No. 11-13-2158, in order to redesignate a property at 7031 SW 62 Avenue from the Transit Oriented Development District (TODD 4+4) land use designation to the Hospital land use designation.

Water Supply Facilities Work Plan & Text Amendments (DEO No. 15-3ESR)

On April 5, 2016, the City Commission adopted Ordinance No. 05-16-2238, in order to adopt a 20-year water supply facilities work plan and amend the Comprehensive Plan to strengthen coordination between water supply and local land use planning.

EAR-based Amendment Package (DEO No. 18-1ER)

On September 4, 2018, the City Commission adopted Ordinance No. 14-18-2303, regarding the EAR-base amendments of the Comprehensive Plan, in order to provide compliance with State Statutes and changes in local conditions.



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CHAPTER 1

FUTURE LAND USE ELEMENT

GOALS, OBJECTIVES, AND POLICIES

FLU GOAL 1 Maintain and Improve City's Neighborhoods

To maintain and improve the City's neighborhoods, and the quality of life of existing and future residents.

FLU OBJECTIVE 1.1 Future Land Use and Land Development Code Coordination

The City shall implement its Future Land Use Plan Map and land use categories through its Land Development Code. Uses that are inconsistent with the community character as set forth on the Future Land Use Map and land use categories shall be eliminated with proper respect for the vested rights of property owners. Amortization shall not be used to implement this objective.

FLU Policy 1.1.1

Future Land Use Categories

This section contains language which explains the intent of the future land use map. Zoning regulations which permit uses that are specifically permitted by this section and that also permit uses that are less intensive than those permitted by this section may be deemed to be consistent with the comprehensive plan. Zoning regulations that are more restrictive than the provisions of this section may also be consistent with the comprehensive plan. The terms "less intensive" and "more restrictive" in this section are not defined in this plan.

Nothing in this plan is intended, or has the effect of, limiting or modifying the right of any person to complete any planned development which has been issued a final planned development order which is in full force and effect and where development has commenced and is continuing in good faith, provided that all regulations and conditions as imposed by the City are met. Any legally granted variances to a development code regulation which implements this plan shall be deemed to be a legally granted variance to this plan and as such shall be deemed to be consistent with this plan. This variance provision shall apply to all elements and sections of this plan.

Vested Rights: Nothing contained herein shall be construed as affecting validly existing vested rights. It shall be the duty and the responsibility of the applicant alleging vested rights to affirmatively demonstrate the legal requisites of vested rights. Vested rights shall require a demonstration to the Mayor and City Commission of the City of South Miami that the applicant (1) has relied in good faith, (2) upon some act or omission of the government, and (3) has made such a substantial change in position or incurred such extensive obligations and expenses to the applicant's detriment as to create an undue hardship. The mere existence of zoning contrary to the South Miami Comprehensive Plan shall not be determined to vest rights. Development actions where all required approvals have been received, or orders and permits that preceded the official adoption of this Comprehensive Plan shall remain in full force and effect but subject to all applicable zoning laws and regulations of the City. The land development regulations to be adopted shall provide for specific standards to carry out these concerns.

Future Land Use Categories. The following land uses are included on the City's Future Land Use Map. The City's Land Development Code (LDC), which permits uses that are specifically permitted by this section and that also permits uses that are less intensive than those permitted by this section, may be deemed to be consistent with the comprehensive

plan. Zoning regulations that are more restrictive than the provisions of this section may also be consistent with the comprehensive plan. The terms "less intensive" and "more restrictive" in this section are not defined in this plan.

Single-Family Residential

The Single-Family land use category is intended to provide for one residential dwelling unit on each parcel of land. New parcels should have a minimum area equal to or larger than the median of the existing building sites in the surrounding area. In areas where existing platting is characterized by parcels larger than 10,000 square feet, zoning regulations should be consistent with surrounding parcel sizes. Sites large enough to be subdivided into parcels of 10,000 square feet or larger could be zoned accordingly, but only if such zoning would be compatible with surrounding development.

Duplex Residential

The Duplex Residential category is intended to provide for two residential dwelling units per parcel of land. Each dwelling unit should have its own direct access from the out-of-doors. Two-family structures should be developed at densities that do not exceed two dwelling units per 10,000 square feet.

Townhouse Residential

The Townhouse Residential category is intended to limit development to townhouse type dwelling units on parcels of land not less than 10,000 square feet in area. Each dwelling unit should have its own direct access from the out-of-doors, Townhouse dwelling units should be developed at densities that do not exceed one dwelling unit per 7,260 square feet of site area. Individual parcels which meet the minimum site size of 10,000 square feet in area could be developed for use as single-family residential dwelling units.

Multi-Family Residential

The Multiple-Family Residential land use category is intended to provide for residential densities of up to a maximum of 24 dwelling units per net acre. Multiple-family residential development shall be designed in order to create environmentally-sensitive and well-landscaped settings with pedestrian and multi-modal, transit oriented amenities. Zoning regulations shall be implemented to preserve the existing densities of developed properties within established districts. Designers should be encouraged to produce unique, flexible, multi-level projects, such as mixed-use developments, including retail and office uses on ground floor levels.

Business Office (Low Intensity and Volume)

The Business Office land use category is intended to provide for the development of very-low intensity office uses that typically experience a low volume of visitors or clients and have low trip generation rates. In addition, heavy landscaping and screening shall be provided for parking areas, trash storage and other site characteristics that might have a negative impact on adjacent residential uses. Further, sites shall be developed with adequate parking and vehicular access that does not rely on neighborhood streets. The City recognizes the sanctity of the residential neighborhoods and desires to protect them from potentially adverse uses. Consequently, no amendments to the Future Land Use Map shall be made which develops or expands a Business Office district into an area designated for residential development.

Commercial Retail and Office

The Commercial Retail and Office land use category is intended to provide for retail and retail service office use and office services that are characteristic of commercial development. Adopted zoning regulations shall reinforce the "no widenings" policy as set forth in the Transportation Element by encouraging the containment of development along existing State and County high-design roadway facilities. The City recognizes the sanctity of the residential neighborhoods and desires to protect them from potentially adverse uses. Consequently, no amendments to the Future Land Use Map shall be made which develops or expands a Commercial Retail and Office district into an area designated for residential development.

Mixed-Use Commercial/Residential

The Mixed-Use Commercial/Residential land use category is intended to provide for different levels of retail uses, office uses, retail and office services, and residential dwelling units with an emphasis on mixed-use development that is characteristic of traditional downtowns. Permitted heights and intensities shall be set forth in the Land Development Code. Regulations regarding the permitted height, density and intensity in zoning districts for areas designated as Mixed-Use Commercial/Residential shall provide incentives for transit-oriented development and mixed-use development. Zoning regulations shall reinforce "no widenings" policy set forth in the Transportation Element by encouraging use of the MetroRail system. The City adopts a F.A.R. of 1.6 for this land use category which is the existing F.A.R. in the Land Development Code for the corresponding zoning district. In addition, the City adopts a maximum residential density of 24 dwelling units per acre for this district. In order to ensure a mix of uses, the City requires that a minimum of two of the above uses must be developed within this category. For residential projects, at a minimum, at least one floor must allow retail or office. For retail projects, at a minimum, at least one floor must contain residential or office. For office projects, at a minimum, at least one floor must contain residential or retail.

Transit-Oriented Development District (TODD)

The Transit-Oriented Development District is intended to provide for the development of office uses, office services, office-related retail, retail, retail services, and residential uses in multi-story and mixed-use projects that are characteristic of transit-oriented developments. Permitted heights and intensities shall be set forth in the Land Development Code, including design standards. Zoning regulations shall encourage development within the TODD in conjunction with limiting new development within the Special Flood Hazard Area and other environmentally sensitive areas. The City shall pursue incentive programs for redevelopment including higher densities, flexible building heights and design standards to ensure that responsible, effective and aesthetically pleasing projects result.

Public Institutional Uses

The Public and Institutional land use category is intended to provide for public schools, municipal facilities, utilities, and similar uses. Areas designated public and institutional should not be used for other purposes without an amendment to this plan. Zoning regulations could permit public and institutional uses on sites not so designated by this plan.

Educational Uses

The Educational Uses land use category is intended to provide for public school uses. Areas designated as Educational should not be used for other purposes without an amendment to

this plan. Zoning regulations could permit public educational uses on sites not so designated by this plan. Public schools are hereby defined as public institutions of general education offering kindergarten through 12th grade education or some substantial portion thereof, and are owned and operated by the Miami-Dade County Public School system which also offers recreation opportunities.

Parks and Open Space

The Parks and Open Space land use category is intended to provide for public parks, park and open space areas, including those associated with public schools and other government entities. Sites designated Parks and Open Space should not be used for other purposes without an amendment to this land use plan. Zoning regulations could permit park and open space uses on sites not so designated by this plan. Zoning regulations should permit park-related buildings (e.g., indoor athletic and passive recreation facilities) on land designated as Parks and Open Space.

Residential / Limited Commercial District

The Residential/Limited Commercial District future land use map category is intended to allow for low-density residential development and limited commercial development in a transition area abutting single family homes. The maximum height of all new construction shall be two stories. Residential development shall be limited to townhouse development at a maximum of 5 units per acre. Commercial development shall be limited to a maximum floor-area-ratio of 0.80 and shall include only those retail and personal service (office) needs for the local neighborhood residential areas. The specific type of retail and office uses shall be set forth in the appropriate zoning use district in the Land Development Code. The Land Development Code shall provide for a mandatory no-construction buffer / landscape area and a required wall or fence at the rear of all properties facing or abutting single family residential.

Mixed use development is encouraged. Existing buildings and uses which are not consistent with the standards for this land use category or with standards for the zoning use district applied to this area may continue to exist and function but shall be subject to the non-conforming regulations set forth in Land Development Code Section 20-4.8.

Religious

The Religious land use category is intended to be applied to development projects and properties providing religious facilities and could also permit other ancillary uses implemented by the category, with building heights and intensities compatible with surrounding districts. Areas designated religious should not be used for other purposes without an amendment to this plan. Zoning regulations could permit religious uses on sites not so designated by this plan.

Hospital

The Hospital land use category shall be applied to development projects and properties providing hospital facilities with building heights and intensities compatible with existing uses, adjacent uses, and special uses.

FLU Policy 1.1.2

The City shall periodically review and, as appropriate, revise its land development regulations in order to: eliminate inconsistencies with the Comprehensive Plan and other

goals contained in City-adopted documents. Public input on the revisions shall be obtained through a variety of sources and activities. Revisions should implement recommendations contained in neighborhood or special area plans; ensure appropriate transitions between different neighborhoods and uses; ensure appropriate height and site development requirements; promote pedestrian friendly, mixed-use development and redevelopment; buffer neighborhoods from the encroachment of incompatible uses; provide additional standards regulating tear-downs and new construction, reconstruction or additions in developed single family residential neighborhoods in order to ensure that such development and redevelopment is compatible with the surrounding neighborhood; provide for appropriate incentives and bonuses, and; evaluate the costs and benefits of existing incentives and bonuses.

FLU Policy 1.1.3

In reviewing proposed amendments to this plan and the Zoning Map, compatibility with adjacent uses shall be the major determinant.

FLU Policy 1.1.4

There shall be no additional intrusion of retail or business uses into residential areas designated on the Future Land Use Map. Business office land use zoning regulations shall contain provisions to protect the quality of life in adjacent single-family residential neighborhoods.

FLU Policy 1.1.5

Although there are currently no military installations within or proximate to South Miami, the City shall adhere to State statutory requirements to ensure compatibility of new development and redevelopment with military operations if a military installation is located within or within one-half mile of its boundaries in the future.

FLU Policy 1.1.6

Enforce the City's zoning and other Land Development Code provisions.

FLU Policy 1.1.7

Discourage urban commercial sprawl by promoting growth in the core area surrounding the Metrorail Transit Station by creating a district for new growth which is contained and transit-oriented, thereby relieving the pressure for commercial rezonings outside of this core area.

FLU OBJECTIVE 1.2 Historic Preservation

Preserve historic buildings, sites and districts located within the City through the appropriate mechanisms.

FLU Policy 1.2.1

The Historic Preservation Board shall (1) review development proposals for historically designated properties and (2) encourage designation of significant properties to assure preservation of the City's limited historic resources.

FLU Policy 1.2.2

The historic character of Sunset Drive, as evidenced by its designation as a historic roadway both to the east and west of the City, should be continued within the City of South Miami via State or Federal designation.

FLU OBJECTIVE 1.3 Public Facilities

Assure adequate public facilities to serve new development.

FLU Policy 1.3.1

The development code shall include language that continues to require that the developers shall provide drainage, sewer connections and other public facilities as feasible in conformance with level-of-service standards and concurrent with the development. Development permits shall be conditioned on the provision of such facilities.

FLU Policy 1.3.2

The City shall seek to ensure bicycle and pedestrian connectivity in all areas within its boundaries, in accordance with neighborhood plans, and the Intermodal Transportation Plan.

FLU Policy 1.3.3

The City of South Miami, through the Land Development Code will coordinate the land uses and future land use changes with the availability of water supplies and water supply facilities.

FLU OBJECTIVE 1.4 Innovative zoning

Maintain and review a revised Land Development Code that includes innovative zoning techniques relative to the transition between residential and non-residential districts.

FLU Policy 1.4.1

The City shall utilize volumetric studies and mixed land use zoning categories to achieve creative development in the transition areas between commercial and residential land uses.

FLU OBJECTIVE 1.5 Public Schools

City shall continue to coordinate with Miami-Dade County Public Schools in accordance with the "Amended and Reinstated Interlocal Agreement for Public School Facility Planning in Miami-Dade

County", as it may be amended from time to time.

FLU Policy 1.5.1

The City shall participate with the Miami-Dade County Public Schools in review of criteria and standards necessary to assure adequate public school capacity, including new schools and expansion of existing schools.

FLU Policy 1.5.2

During pre-development program planning and site selection activities, the City shall coordinate with the Miami-Dade County Public Schools and continue to seek, where feasible and mutually acceptable, to collocate schools with other public facilities; such as parks, libraries, and community centers to the extent possible.

FLU OBJECTIVE 1.6 Increase Community Resiliency

Increase Community resiliency through land use and built environment decisions.

FLU Policy 1.6.1

The City of South Miami shall encourage greener, more energy-efficient and climate resilient construction practices by:

- a) requiring that the construction or renovation of City-owned facilities meets Florida Green Building Coalition, US Green Building Council Leadership in Energy and Environmental Design (LEED), or other acceptable commercial building standards;
- b) encouraging commercial developers and builders to require that the construction or renovation of commercial facilities meets Florida Green Building Coalition, US Green Building Council Leadership in Energy and Environmental Design (LEED), or other acceptable commercial building standards;
- c) encouraging and supporting personnel within the Planning and Zoning Department, Building Department, and Public Works Department to obtain and maintain LEED Green Associate certification;
- d) re-evaluating finish floor elevation standards with respect to projected sea level rise scenarios and flooding potential, and;
- e) incorporating building design specifications that increase resistance to more frequent and/or intense storm events.

FLU Policy 1.6.2

The City of South Miami shall expedite permitting for photovoltaic systems to promote the use of solar energy.

FLU Policy 1.6.3

The City of South Miami shall expedite permitting for the installation of alternative fuel and electric vehicle charging infrastructure.

FLU Policy 1.6.4

The City shall continue to review and evaluate the Land Development Code according to sustainable community development practices, such as those outlined in the criteria recommended by the United States Green Building Council's Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) certification, the Smart Growth Principals developed by Smart Growth America, the case studies of the Urban Land Institute, or by application of a national rating system for local governments, such as the STAR Community Index™ (STAR) and make recommendations on feasible revisions for incorporating increased sustainability.

FLU Policy 1.6.5

An integral part of the City planning processes shall be consideration for adapting the built environment to the impacts of climate change including resource management, flood control and stormwater management, community development and capital planning. Adaptation strategy options may include but are not limited to: protection; accommodation; managed retreat; avoidance, and/or other options.

FLU Policy 1.6.6

The City to consider Adaptation Action Areas based on best and most current available data.

FLU Objective 1.7 Opportunities for Community Participation with City-wide Resiliency

Increase opportunities for the community to learn about and participate in decision-making processes regarding resiliency and climate change adaptation.

FLU Policy 1.7.1

The City of South Miami shall provide information to the public and community stakeholders about the current and potential impacts of climate change and sea level rise, as well as mitigation, protection, accommodation and adaptation strategies.

FLU Policy 1.7.2

The City of South Miami shall continue to support public education and outreach programs addressing issues including but not limited to: energy efficiency; water conservation; solid waste reduction and recycling; composting; urban food production; urban forests; native landscaping; air quality, greenhouse gas reduction, and climate change adaptation and response planning.

FLU Objective 1.8 Greenhouse gas reduction strategies

The City shall implement greenhouse gas reduction strategies.

FLU Policy 1.8.1

In accordance with Section 255.2575, F.S. the City will construct all future municipal buildings to meet the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system, the Green Building Initiative's Green Globes rating system, the Florida Green Building Coalition standards, or a nationally recognized, high-performance green building rating system as approved by the Florida Department of Management Services.

FLU Policy 1.8.2

The City shall review and consider adopting Design Guideline provisions which encourage the use of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system, the Green Building Initiative's Green Globes rating system, the Florida Green Building Coalition standards, or a nationally recognized, high-performance green building rating system for both residential and commercial properties.

FLU Policy 1.8.3

Within two (2) years of adoption of this element, the City shall explore incentives for use of green building standards in new development and redevelopment.

FLU Policy 1.8.4

By 2020, the City shall develop a "Pedestrian and Bicycle Network Study" that will evaluate the cost, funding techniques and sources, and timeline necessary to create a pedestrian and bicycle network that links the City's parks, recreational and natural amenities, and business districts.

FLU Policy 1.8.5

The City shall continue to support transit ready commercial and multi-family development along major transportation corridors and the Metrorail corridor.

FLU Policy 1.8.6

The City shall continue to support the existing Miami-Dade County Transit bus routes that service the City.

FLU Policy 1.8.7

The City shall continue to participate in Miami-Dade County's curbside recycling program unless a better program is available.

FLU Policy 1.8.8

The City shall support urban food production.

FLU Objective 1.9 Encourage a Sense of Community

The City shall encourage a sense of community among the residents through community events, public art, and public spaces.

FLU Policy 1.9.1

The City shall facilitate and encourage special events aimed at drawing residents together.

FLU Policy 1.9.2

The City should try to coordinate a public art program with Miami-Dade County.

FLU Policy 1.9.3

Encourage farmer markets within the City.

FLU GOAL 2 Hometown District

To preserve and enhance the City's Hometown District (as identified in the City's Land Development Code) by continuing to foster its development and redevelopment as a vibrant, walkable, mixed-use town center as envisioned in the Hometown plans, Community Redevelopment Agency plans, and other plans that may be adopted by the City.

FLU OBJECTIVE 2.1 Encourage Development within Hometown District

Discourage urban commercial sprawl by enhancing downtown South Miami as the City's prime retail and commercial service center, in accordance with the Future Land Use Map. There shall be no major commercial rezonings of single-family residential properties.

FLU Policy 2.1.1

Continue to monitor parking usage to determine when and where additional municipal parking areas should be provided.

FLU Policy 2.1.2

Oppose street widenings that would either feed more through traffic into the downtown area or adversely impact its pedestrian amenities in downtown South Miami.

FLU Policy 2.1.3

By 2023, the City shall initiate an update to the Hometown District Master Plan.

FLU Policy 2.1.4

Shared parking regulations shall be adopted.

FLU GOAL 3 Transit-Oriented Development District (TODD)

Provide for increased intensity of mixed-use projects and flexible building heights in designated Transit-Oriented Development Districts (TODD), to the extent that development and redevelopment in these districts does not adversely impact surrounding primarily residential neighborhoods and uses.

FLU OBJECTIVE 3.1 Support higher densities and intensities in TODD

Support higher densities and intensities in the TODD areas to take advantage of the proximity of the Metrorail and create an area where residents can live and work in a pedestrian-oriented environment.

FLU Policy 3.1.1

Pursue traffic policies, parking policies and pedestrian amenity policies that enhance the mass transit and town center functions.

FLU Policy 3.1.2

The City shall maintain and, as appropriate, expand the Transit-Oriented Development Districts delineated on the Future Land Use Plan Map. Development and redevelopment in these districts shall occur in accordance with adopted development and redevelopment plans and the land development regulations, and shall not adversely impact surrounding neighborhoods and uses.

FLU Policy 3.1.3

The City shall, by 2022, review the TODD area and amend the Comprehensive Plan and zoning regulations to ensure they are designed to achieve the goals of the City, and especially, those associated with affordable housing and parking regulations.

FLU GOAL 4 Protect Natural Environment

To preserve and enhance the natural environmental characteristics of South Miami.

FLU OBJECTIVE 4.1 Coordinate land uses with the natural environment

Coordinate future land uses with topography, hydrology, flood maps, soil conditions and the availability of facilities and services. This objective is met if future land uses and development intensities are consistent with the Future Land Use Map and in compliance with other relevant development regulations of the City.

FLU Policy 4.1.1

Maintain the single-family land use and zoning in west central South Miami in order to protect the wellfields that abut the City near Ludlam Road; specifically, Nelson Homesites subdivision, Tranquility Estates subdivision, Linden Acres subdivision, Sunset Circle subdivision, the unplatted area immediately west of Sunset Circle, South Side Estates subdivision and the parcel area immediately south of South Side Estates.

FLU OBJECTIVE 4.2 Preserve Natural Resources

Preserve natural resources whenever possible. Natural resources shall be defined as specific communities of regional ecological significance.

FLU Policy 4.2.1

The Environmental Review and Preservation Board shall review development applications as identified in the Land Development Code to assure realistic protection and enhancement of natural features, particularly water bodies and tree stands.

FLU Policy 4.2.2

The City shall assist the Miami-Dade County Division of Environmental Resource Management in the protection and preservation of the Girl Scout Park as a "natural forest community," for as long as the park is designated by DERM as a "natural forest community."

FLU OBJECTIVE 4.3 Sewer Facilities

Assist the County in making land available for sewer facilities as required and coordinate with the County on connecting remaining areas of the City to public sanitary sewer.

FLU Policy 4.3.1

Reserve land for pump stations if required by the County's extension of sewer lines.

FLU Policy 4.3.2

Continue to coordinate with Miami-Dade County to schedule the implementation of the City's Sanitary Sewer Master Plan as funding is available.

FLU OBJECTIVE 4.4 Special Flood Hazard Area

Preserve floodplain areas via floodplain management and limiting development within the Special Flood Hazard Area.

FLU Policy 4.4.1

In coordination with the Transit-Oriented Development District, permit more intense development only in those areas which are located outside of the Special Flood Hazard Area.

FLU Policy 4.4.2

The City to consider the effectiveness of a Transfer of Development Rights program (TDR) that would allow building density and intensity to be transferred from areas including historically designated properties, the Special Flood Hazard Area and other environmentally sensitive areas, in order to permit development within the Transit-Oriented Development District, while reducing the permitted intensities within areas including the Special Flood Hazard Areas, historically designated properties, or other environmentally sensitive areas.

FLU GOAL 5 Revitalization of commercial areas outside of the Hometown District.

To achieve revitalization and renewal of areas designated as redevelopment areas.

FLU OBJECTIVE 5.1 Continue efforts of the Community Redevelopment Agency

Continue to support the South Miami Community Redevelopment Agency's (SMCRA) mission in order to spearhead efforts to work with citizens and stakeholders to improve the quality of life for citizens, businesses and property owners in the South Miami Community Redevelopment Area.

FLU Policy 5.1.1

Continue to implement and periodically update the South Miami Community Redevelopment Plan for the area generally bounded by SW 62nd Street to the north; Red Road to the east; Sunset Drive to the south; and SW 62nd Avenue to the west.

FLU Policy 5.1.2

Continue to implement priority SMCRA programs and projects, including but not limited to: "in-fill" housing, construction of multi-family units, substantial rehabilitation of housing (HUD Complex), and streetscape and infrastructure improvements.

FLU Policy 5.1.3

Support the continuation of SMCRA beyond its scheduled expiration in 2020.

FLU OBJECTIVE 5.2 Maximize redevelopment resources

Maximize resources for redevelopment by utilizing applicable federal, state, local and private incentive/funding programs.

FLU Policy 5.2.1

Maintain and support the South Miami Community Redevelopment Area's designation as an Urban In-fill and Redevelopment Area, pursuant to F.S. 163.2514.

FLU Policy 5.2.2

Obtain planning and implementation funding for the South Miami Community Redevelopment Area's mission from grants available through the Urban Infill and Redevelopment Area grant program, the Community Development Block grant program and other appropriate grant programs.

FLU OBJECTIVE 5.3 Support Bird Road Commercial Area

To preserve and enhance the Bird Road commercial area while ensuring the compatibility of commercial uses with the adjacent residential properties.

FLU Policy 5.3.1

The City will seek opportunities to support and promote the commercial uses in this corridor.

FLU OBJECTIVE 5.4 Support Commercial Areas along US 1

To preserve and enhance other commercial areas, including the east side of U.S. 1, while ensuring the compatibility of commercial uses with adjacent residential properties.

FLU Policy 5.4.1

The City will seek opportunities to support and promote the commercial uses in this corridor.

FLU Policy 5.4.2

The City will initiate a study of this corridor to determine the appropriate level of intensity of development, and the desired mix of uses, including housing.

FLU GOAL 6 Support the Economic Viability of the City

To support the economic viability of the City through an adequate tax base and development that allows for the efficient provision of City services.

FLU OBJECTIVE 6.1 Increase the City's tax base through appropriate development

Continue to increase the City's tax base and fiscal health through new development and redevelopment, increased property values, annexations, impact fees, grants, and other strategies as appropriate.

FLU Policy 6.1.1

Zone for new development and redevelopment in accordance with the Future Land Use Map, including multi-story and mixed-use districts.

FLU Policy 6.1.2

By 2020, and on a regular basis thereafter, the City shall re-evaluate the calculation levels of the park impact fee and consider the feasibility of enacting impact fees for other public services and facilities, as allowed by law. The fees shall be set at the level determined appropriate to cover the needs associated with the demand for services from the new development.

FLU Policy 6.1.3

The City shall seek to improve the delivery of services and reduce inefficiencies through a program of annexations that will result in more logical City boundaries and reduce enclaves.

FLU Policy 6.1.4

The City should cooperate with and assist private commercial property owners in the creation of economic development programs, such as a Business Improvement District.



COMPREHENSIVE PLAN

SEPTEMBER 2018

CHAPTER 2

TRANSPORTATION ELEMENT

GOALS, OBJECTIVES, AND POLICIES

TRA GOAL 1

To maintain an overall transportation system which does not adversely affect residential neighborhoods, discourages cut-through traffic in residential neighborhoods via traffic calming and other appropriate techniques, provides a parking management plan, takes into consideration needs for ride sharing, and that provides for the circulation needs of all sectors of the community in a safe, efficient, cost-effective and aesthetically pleasing manner.

TRA OBJECTIVE 1.1

Undertake only those improvements that both facilitate traffic flow and reduce adverse traffic impact on the neighborhoods, thereby making neighborhood streets safer. Measurability shall be no major street widenings. See Objective 1.3 for convenient and efficient motorized and non-motorized transportation.

TRA Policy 1.1.1

The City of South Miami, in its entirety, is located within the Miami-Dade County's Urban Infill Area, which is designated as a Transportation Concurrency Exception Area by Miami-Dade County. Miami-Dade County controls the roadway design and traffic pattern including signage and direction of all roads within the City. To a great extent, the City is not in control of its ability to manage the Level of Service (please refer to the Data, Inventory, and Analysis for a description of the Level of Service classification system). The City's level-of-service standards for roadways are as follows:

Principal Arterials	"F"
Minor Arterials	"F"
Miller Drive	"F"

1. The peak hour level-of-service standard shall be 150 percent of level of service D capacity for US-1.
2. The peak hour level-of-service standard for Bird Road shall be 120 percent of level of service E capacity.

TRA Policy 1.1.2

Continue to utilize the development plan review process to control roadway access points and on-site traffic flow.

TRA Policy 1.1.3

In accordance with applicable State requirements, the City shall review as necessary the impacts of its designation as a Transportation Concurrency Exception Area on Strategic Intermodal System facilities (SR 826) and the adopted level of service standards of the remaining transportation facilities.

TRA Policy 1.1.4

The City shall seek to reduce negative transportation impacts on neighborhoods through such strategies as traffic calming, reduced travel lanes, lower speed limits and stricter enforcement of speed limits, wider sidewalks, medians, and landscaping. In school areas, strategies to reduce adverse impacts of bus traffic through the provision of sidewalks, bicycle paths, and reconfigured bus loading areas should be considered and coordinated with Miami-Dade County Public Schools as appropriate.

TRA Policy 1.1.5

The City shall continue to identify projects to support and fund mobility, enhance alternate modes of transportation, including bicycles, and ensure connectivity in its Capital Improvements Schedule, in accordance with State requirements. These projects shall include City-funded projects and projects funded by other agencies that will demonstrably impact the City's roadway Level of Service Standard.

TRA OBJECTIVE 1.2

Achieve coordination of the Future Land Use Plan and this Element. See policies for measurability.

TRA Policy 1.2.1

Avoid adding any additional vehicular traffic lanes, with the exception of minor non-intrusive intersection improvements that foster improved traffic operations and management for all modes of transportation, including bicycles, in conformance with the Land Use Plan recommendations that call for protecting and enhancing both the neighborhoods and downtown.

TRA Policy 1.2.2

Continue to review and refine the land development code to assure adequate on-site transportation, parking and traffic circulation.

TRA Policy 1.2.3

By 2020, the City shall examine the specific parking regulations associated with the Transit Oriented Development Districts and the Hometown District in order to determine the extent to which such provisions are compatible with the goals of those areas and if the standards and regulations should be modified.

TRA Policy 1.2.4

The City shall implement strategies to increase public awareness of the availability of parking facilities in the City, and the linkages between these parking facilities and destinations.

TRA Policy 1.2.5

The City shall implement strategies recommended in the most recent Downtown Parking Study to increase usage of parking spaces in the Hometown District.

TRA Policy 1.2.6

The City shall consider parking to be part of the required infrastructure for new development, and new developments are responsible for ensuring that appropriate parking is planned accordingly. Discourage over-construction of parking, which does harm to the tax base by misusing valuable land.

TRA OBJECTIVE 1.3

Coordinate City transportation planning with regional agencies to facilitate all convenient and efficient modes of transportation. See policies for measurability.

TRA Policy 1.3.1

Work with the MPO and other regional transportation planning officials to secure changes in their work plans to incorporate the recommendations of the City of South Miami Intermodal Transportation Plan and the South Miami Complete Streets Policies & Design Manual.

TRA Policy 1.3.2

The City shall undertake facility and program improvements (such as the Trolley and other transportation modes), as necessary and in coordination with other agencies, to enhance use of Metrorail and buses including adequate access to the Metrorail Transit Station and support the extension of such services, to facilitate convenient and efficient transportation.

TRA Policy 1.3.3

Work with the MPO to enhance bus service.

TRA Policy 1.3.4

The City shall periodically evaluate the operation of the local Trolley Service to determine whether it should be maintained and/or expanded.

TRA Policy 1.3.5

The City shall coordinate with other agencies, including Miami-Dade County Public Schools, Miami-Dade County, and surrounding jurisdictions to mitigate negative transportation impacts on neighborhoods that might result from school traffic or specific projects.

TRA Policy 1.3.6

The City shall coordinate with the Miami-Dade County Transportation Planning Organization, Miami-Dade Transit, the Florida Department of Transportation, and other agencies as appropriate in order to ensure the timely provision of a pedestrian overpass that will connect the Metrorail Station to the downtown area east of US-1. In addition, the City shall provide pedestrian friendly crosswalks at all intersections.

TRA OBJECTIVE 1.4

Protect existing street rights-of-way including access points.

TRA Policy 1.4.1

Although no road widenings of vehicular lanes on collectors or arterials are recommended by the City at this time, use development plan reviews and other means to protect existing rights-of-way, in order to prohibit any further pavement widening.

TRA Policy 1.4.2

Use the site plan and plat process to control curb cuts on public streets.

TRA OBJECTIVE 1.5

The City of South Miami, in its entirety, is located within the Miami-Dade County's Urban Infill Area, which is designated a Transportation Concurrency Exception Area. Maintain this designation unless an alternative, such as a Transportation Concurrency Management Area, is deemed more appropriate as the result of the South Miami Intermodal Transportation Plan or other plans or studies.

TRA Policy 1.5.1

A proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with adopted Comprehensive Plan and it meets the following criteria pursuant to Section 163.3180 of the Florida Statutes:

1. If the project would result in an increase in peak-period traffic volume on a State Highway System [SHS] roadway that is operating below any adopted level-of-service standard, which increase would exceed two (2) percent of the capacity of the roadway at the adopted standard, the City shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resultant increase in traffic volume does not exceed two (2) percent.

TRA Policy 1.5.2

The City of South Miami shall include in its concurrency management program appropriate rules that address this policy and are consistent with requirements contained in Chapter 163, Part II of Florida Statutes.

TRA Policy 1.5.3

The City of South Miami will continue to update the City's adopted Comprehensive Plan as needed when specific information becomes available from the Transportation Planning Organization, Miami-Dade County government and State of Florida departments and agencies.

TRA Policy 1.5.4

Regarding the City of South Miami Maintenance Responsibility Map, the City of South Miami will work to prevent any road widening of vehicular lanes of SW 56th Street (Miller Road) and SW 67th Avenue (Ludlum Drive) pursuant to Policy 1.2.1, and in order to achieve consistency with the Miami-Dade County CDMP. Please note that these roadways serve only residential uses in the City of South Miami and should not be designated by the County for higher capacity and lane expansion within City limits.

TRA GOAL 2

To foster a transportation system network which supports all modes of transportation including vehicular, pedestrian, bicycle and transit.

TRA OBJECTIVE 2.1

Continue to refine and develop detailed plans for new sidewalks and additional bikeways as part of the South Miami Intermodal Transportation Plan.

TRA Policy 2.1.1

Continue to refine and update a detailed bikeway plan including access to the Metrorail Transit Station and adequate on-site storage requirements through land development code site plan requirements and as part of the South Miami Intermodal Transportation Plan.

TRA Policy 2.1.2

The City of South Miami should implement the recommendations of the South Miami Intermodal Transportation Plan. The City shall seek federal, State and local funds to design, construct and implement the prioritized traffic improvements. The City shall address bicycle and pedestrian connectivity throughout the City.

TRA Policy 2.1.3

By 2020, the City shall develop a "Pedestrian and Bicycle Network Study" that will evaluate the cost, funding techniques and sources, and timeline necessary to create a pedestrian and

bicycle network that links the City's parks, recreational and natural amenities, and business districts.

TRA OBJECTIVE 2.2

Increase Community resiliency through transportation and transportation infrastructure decisions/choices that increase sustainability.

TRA Policy 2.2.1

The City shall assist in coordinating transportation-related adaptation policies across jurisdictional boundaries and ensure consistency among broader planning and plan implementation efforts. Specifically, strategies for preparing for sea level rise, such as increasing road surface elevation standards, subsurface stabilization, stormwater management and drainage, and adjustment of bridge heights to allow for navigation, should be collaboratively assessed and implemented.

TRA Policy 2.2.2

The City shall, when possible, increase bicycle and pedestrian connections between residential areas and public/civic areas, such as schools, libraries and parks, and enhance street networks for greater connectivity and multimodal use in order to:

- a) reduce motor vehicle traffic;
- b) reduce greenhouse gas emissions; and
- c) increase neighborhood health and safety.

TRA Policy 2.2.3

Off-street parking areas shall be located and designed in a manner that supports and does not conflict with pedestrian and bicycle activity.

TRA Policy 2.2.4

The City shall increase bike racks and bike storage facilities to increase bike utilization through the development review process and capital improvements review.



COMPREHENSIVE PLAN

SEPTEMBER 2018

CHAPTER 3

HOUSING ELEMENT

GOALS, OBJECTIVES AND POLICIES

HOU GOAL 1

To assure the availability of desirable, sound, and affordable housing for all current and future residents of the City of South Miami with special focus on infill and redevelopment and to include additional housing units in the Hometown District. It is recognized that the choice of residence location and housing type rests with the individual and that the City's role is to implement policies that expand locational and cost choices.

HOU OBJECTIVE 1.1

The City shall support public and private efforts to provide at least 100 additional housing units, and aspire for the creation of more units, by 2023. Additionally, the City shall seek to provide an adequate supply of housing units that are affordable to households of all incomes, including the middle income sector, in proportions that are reflective of the City's housing demands and needs in residential projects and communities.

HOU Policy 1.1.1

Utilize the Future Land Use Plan and zoning map to assure a diversity of housing types.

HOU Policy 1.1.2

Continue a municipal development application review process that minimizes delay yet assures quality control.

HOU Policy 1.1.3

By 2020, the City shall seek funding for a Housing Study or a housing finance agency to further identify specific needs of the City's current housing supply and affordable housing needs of the City.

HOU Policy 1.1.4

The Comprehensive Plan will be updated to incorporate recommendations set forth in a new Housing Study and/or goals established by a new housing finance agency.

HOU Policy 1.1.5

The City shall adopt and implement programs to support the creation and rehabilitation of affordable housing, such as an inclusionary zoning requirement, a bonus program, a low interest loan program, a grant program or a Transfer of Development Rights program based on the provision of affordable housing.

HOU Policy 1.1.6

By 2023, the City shall investigate the range of housing available in the City and review the Land Development Code for any impediments to the development of projects that offer a broad range of housing prices and types. If a housing study is pursued, it should include an assessment of the range of housing available.

HOU OBJECTIVE 1.2

The City shall seek to correct existing hazardous units in the City as needed.

HOU Policy 1.2.1

Enforce the City codes to achieve correction of substandard housing.

HOU Policy 1.2.2

Provide referrals to County HUD for use of County Community Development Block Grant (CDBG) funds for housing rehabilitation loans.

HOU Policy 1.2.3

By 2020 the City shall enact an ordinance to establish more stringent standards for "tear downs" and design guidelines for new development in established neighborhoods.

HOU Policy 1.2.4

By 2025, the City shall develop programs to encourage rehabilitation of historic buildings.

HOU Policy 1.2.5

By 2020, the City shall review, and amend as necessary, the Land Development Code regulations for changes that will lead to more affordable housing, such as reduced minimum lot size, provisions for accessory units, and reduced parking requirements.

HOU OBJECTIVE 1.3

The City and its Community Redevelopment Agency shall continue to coordinate with public and private agencies to meet the affordable housing needs of low and moderate-income residents through the implementation of specific programs, in accordance with adopted plans.

HOU Policy 1.3.1

Utilize the Future Land Use Plan and zoning maps, making special use of mixed-use districts, to provide for areas which promote very-low-income, low-income, and moderate-income households, while attempting to avoid the concentration of these household in specific areas of the City.

HOU Policy 1.3.2

Utilize existing Federal, State, County, municipal, and private programs to assist individuals with home ownership through such means as subsidies, loans, loan guarantees, counseling or through other similar means, including such programs as the County Surtax Mortgage Program.

HOU Policy 1.3.3

The City's Community Redevelopment Agency will implement its housing program in order to provide for the construction of affordable housing units in accordance with its adopted Redevelopment Plan.

HOU Policy 1.3.4

The City's Community Redevelopment Agency will provide additional incentives to private developers to construct projects with affordable housing units.

HOU Policy 1.3.5

The City will support and assist the efforts of organizations to construct at least five affordable housing units per year.

HOU Policy 1.3.6

The City will support the County's development in the Rapid Transit Zone in order to encourage mixed-use/residential multi-family projects and encourage the construction or funding of affordable housing units.

HOU Policy 1.3.7

The City will work with the South Florida Regional Planning Council to help implement a regional policy to produce affordable housing units.

HOU OBJECTIVE 1.4

Operate sensitive historic preservation programs.

HOU Policy 1.4.1

The City's Historic Preservation Board [HPB] shall perform the requisite historic preservation activities for South Miami in conformance with the current City ordinances; no historically-designated buildings in the City should be demolished and alterations should maintain the historic character and integrity of a resource.

HOU OBJECTIVE 1.5

The City shall consider the adoption of voluntary or mandatory zoning regulations as promulgated by Miami-Dade County to produce additional affordable housing units Citywide.

HOU Policy 1.5.1

The City will coordinate with the Miami-Dade County on affordable housing policy and consider funding a Housing Study or take other appropriate action to further identify affordable housing needs of the City.

HOU Policy 1.5.2

The City shall support the establishment of area wide affordable housing goals, and participate as appropriate in the development and implementation of the South Florida Regional Planning Council's Regional Affordable Housing Strategy.

HOU OBJECTIVE 1.6

Greenhouse Gas Reduction: The City shall support energy efficiency and the use of renewable energy resources in existing housing and in the design and construction of new housing.

HOU Policy 1.6.1

The City shall encourage support for residential construction that meets the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system, the Green Building Initiative's Green Globes rating system, the Florida Green Building Coalition standards, or other nationally recognized, high-performance green building rating system. In addition, all construction in the City is to be in conformance with the Florida Building Code.

HOU Policy 1.6.2

The City shall educate South Miami residents on home energy reduction strategies.

HOU Policy 1.6.3

The City shall not prohibit the appropriate placement of photovoltaic panels. The City shall develop and adopt review criteria to establish the standards for the appropriate placement of photovoltaic panels.



COMPREHENSIVE PLAN

SEPTEMBER 2018

CHAPTER 4

**INFRASTRUCTURE
ELEMENT**

GOALS, OBJECTIVES AND POLICIES

INF GOAL 1

To provide and maintain the public infrastructure in a manner that will insure public health, safety and quality of life.

INF OBJECTIVE 1.1

The City's Public Works Department shall technically assist the County in providing adequate sewage disposal in conformance with regional environmental policies as appropriate; and, the City will continue to coordinate with the County on implementation of the City's Sanitary Sewer Master Plan.

INF Policy 1.1.1

The City shall cooperate with the County on programs to extend the sanitary sewer system to those properties still served by septic tanks as identified in the City's Sanitary Sewer Master Plan.

INF Policy 1.1.2

Continue the City policy of requiring major new development to tie into sanitary sewers, if feasible, as defined in Chapter 24 of the Miami-Dade County Code.

INF Policy 1.1.3

Cooperate with the County on any program to reduce groundwater infiltration into the existing sewer lines.

INF Policy 1.1.4

Sanitary sewer level-of-service for areas serviced by sewers shall be as follows: The systems shall maintain the capacity to collect and dispose of 102 percent of average daily sewer demand for the preceding 5 years.

INF Policy 1.1.5

In areas of the City not served by sanitary sewer, septic tanks shall be acceptable and shall be the level of service standard for those areas.

INF Policy 1.1.6

The City shall work with the County to schedule the implementation of the City's Sanitary Sewer Master Plan, as funding is available.

INF OBJECTIVE 1.2

Maintain solid waste collection services to residents and businesses within the City at the current level-of-service. See policy for measurability.

INF Policy 1.2.1

Pursuant to the City's interlocal agreement with Miami-Dade County for use of the County Solid Waste Management System, the County shall insure that the System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, collectively maintain an amount of solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long-term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated non-committed waste flows.

INF Policy 1.2.2

Monitor the demand at the County Transfer Facility to assure adequate capacity for the City.

INF Policy 1.2.3

The City and County will continue to coordinate and participate in a recycling program.

INF OBJECTIVE 1.3

The City shall continue to implement an environmentally sensitive program of drainage improvements to correct deficiencies through its citywide Stormwater Drainage Improvement Program.

INF Policy 1.3.1

The City shall continue to implement improvements to avoid major ponding and direct outfall problems through its Stormwater Drainage Improvement Program, and by requiring new development, including single family development, to perform drainage calculations to ensure no net increase in runoff.

INF Policy 1.3.2

The City's adopted Level of Service Standard for stormwater drainage shall be protection from the degree of flooding that would result from a flood that has a one-percent chance of being equaled or exceeded in any given year.

INF OBJECTIVE 1.4

The City will continue to coordinate with the County in upgrading substandard water mains and laterals within the City.

INF Policy 1.4.1

The City shall monitor water pressure in the distribution system as necessary and cooperate with the County on a program to set priorities for replacing undersized lines, thereby correcting existing deficiencies and meeting future needs (i.e., the area of the lowest water pressure receives highest priority).

INF OBJECTIVE 1.5

The City shall cooperate with the County in its maintenance of the current water level-of-service.

INF Policy 1.5.1

The adopted South Miami LOS standard for potable water is:

Regional Treatment. The System shall operate with a rated maximum daily capacity that is no less than 2% above the maximum daily flow for the preceding year, and an average daily capacity 2% above the average daily system demand for the preceding 5 years.

Water Quality. Shall meet all county, state and federal primary potable water standards.

User LOS. Maintain capacity to produce and deliver 117.57 gallons per capita per day systemwide.

Countywide Storage. Storage capacity for finished water shall equal no less than 15% of countywide average daily demand (County).

Minimum Fire-Flow LOS.

Single Family Residential Estate – 500 gal/min

Single Family Residential (min. 7,500 SF lots) – 750 gal/min

Multi-Family Residential – 1,500 gal/min

Semi-professional offices – 1,500 gal/min

Hospital/Schools – 2,000 gal/min

Business/Industry – 3,000 gal/min

INF Policy 1.5.2

Implementation of the City's 20-Year Work Plan through coordination with the SFWMD and MDWASD shall ensure that adequate water supplies and public facilities are available to serve the water supply demands of any population growth that the City may experience. The City coordinates with MDWASD in development permitting and capacity allocations and through the resources provided by MDWASD.

INF Policy 1.5.3

The City shall coordinate the planning of potable water and sanitary sewer facilities, water supply sources, demands, other services and level-of-service standards through the sharing of data with the Miami-Dade County Water and Sewer Department, Miami-Dade County Department of RER, South Florida Water Management District, and through the 2013 Lower East Coast Water Supply Plan Update, as necessary.

INF Policy 1.5.4

If, in the future there are issues associated with water supply, conservation or reuse the City will immediately contact WASD to address the corresponding issue(s). In addition, the City

will follow adopted communication protocols with WASD to communicate and/or prepare an appropriate action plan to address any relevant issue(s) associated with water supply, conservation or reuse.

INF OBJECTIVE 1.6

Assist the County in implementing its proposed water conservation program.

INF Policy 1.6.1

Assist the County in implementing its water conservation program including plumbing inspections and Florida Friendly park or median plantings.

INF Policy 1.6.2

On April 5, 2016, the City adopted into its Comprehensive Plan by reference its 20-year Water Supply Facilities Work Plan (Work Plan) as required by section 163.3177(6)(c), F.S. In compliance with state law, this action was done within 18 months after the South Florida Water Management District approved its 2013 Lower East Coast Water Supply Plan Update. The Work Plan will be updated, at a minimum, every 5 years. The City's Work Plan is designed to: assess current and projected potable water demands; evaluate the sources and capacities of available water supplies; and, identify those water supply projects, using all available technologies, necessary to meet the City's water demands for a 20-year period.

INF Policy 1.6.3

Comply with the City's 20-Year Work Plan adopted April 5, 2016, and incorporate such Work Plan by reference into the City of South Miami Comprehensive Plan.

INF Policy 1.6.4

Coordinate appropriate aspects of its Comprehensive Plan with the South Florida Water Management District's regional Water Supply Plan Update adopted October 10, 2013 and with the Miami-Dade County 20-Year Water Supply Facilities Work Plan Update adopted February 4, 2015. The City shall amend its Comprehensive Plan and Work Plan as required to provide consistency with the District and County plans.

Monitoring Measure

The Work Plan shall remain consistent with the Miami-Dade County 20-Year Water Supply Facilities Work Plan, which is compatible with the Miami-Dade County Water Use Permit renewals and with the projects listed in the South Florida Water Management District's Lower East Coast Regional Water Supply Plan. The Work Plan will be updated, at a minimum, every 5 years and within 18 months after the South Florida Water Management District's approval of an updated Lower East Coast Regional Water Supply Plan.

INF OBJECTIVE 1.7

Cooperate with the County, Regional and State agencies in the protection of natural groundwater aquifer recharge.

INF Policy 1.7.1

Continue to require natural infiltration of stormwater runoff into the groundwater through development code reviews of new construction and drainage system improvements.

INF GOAL 2

To maintain or establish processes to assure coordination and communication with other governmental entities for the purpose of increasing resiliency to the impacts of climate change.

INF OBJECTIVE 2.1

Increase resiliency to the impacts of climate change through the review and implementation of mitigative infrastructure projects and policies.

INF Policy 2.1.1

The City of South Miami shall, by 2020, conduct a review and identify feasible regulations that require new construction, redevelopment, additions, retrofits or modifications of property to incorporate porous materials, reduce total impervious area, and employ other techniques to reduce run-off, capture and reuse rain water, and recharge the Biscayne Aquifer.

INF Policy 2.1.2

The City shall identify public investments and infrastructure at risk from sea level rise and other climate change related impacts by 2020, and update this assessment every five (5) years. Specifically, the City shall analyze vulnerability to facilities and services, including but not limited to: buildings; water and wastewater infrastructure, transmission lines and pumping stations; stormwater systems; roads, bridges, and all transportation and transit infrastructure; power generation facilities and power transmission infrastructure; critical infrastructure such as City Hall, police and fire stations.

INF Policy 2.1.3

The City shall coordinate with Miami-Dade County in improving the resiliency of existing water resources and water and wastewater infrastructure to climate change impacts, while improving energy efficiency and reducing greenhouse gas emissions.

INF Policy 2.1.4

The City of South Miami shall consider, where feasible, the installation of backflow preventers or other appropriate devices on drainage systems that discharge to Brewer Canal and Snapper Creek in coordination with the appropriate agencies.

INF Policy 2.1.5

The City of South Miami shall construct the additional stormwater drainage infrastructure necessary to accommodate projected increases in stormwater, including drainage wells, injection wells, swales, bioswales and other related structures.

INF OBJECTIVE 2.2

Conserve and protect potable water resources by optimizing the utilization of water resources through effective water management practices.

INF Policy 2.2.1

The City shall maintain and improve land development code and other regulations that include: 1) water conservation-based irrigation requirements; 2) water conservation-based plant species requirements derived from the South Florida Water Management District's list of native species and other appropriate sources; 3) lawn watering restrictions; 4) mandatory use of high-efficiency water saving devices for substantial rehabilitation and new construction; and 5) other water conservation measures, as feasible.

INF Policy 2.2.2

The City shall promote education programs for residential, commercial and other uses which will discourage waste and conserve potable water.

INF OBJECTIVE 2.3

Ensure resiliency of existing and future water resources; water, wastewater and storm water transmission, disposal and treatment systems and infrastructure; and energy infrastructure to the impacts of climate change.

INF Policy 2.3.1

Coordinate with Miami-Dade County to assess the adequacy of water supply and water/wastewater facilities and infrastructure to effectively capture, store, treat, and distribute and reuse potable water under changing climate conditions, such as changes in rainfall patterns, sea level rise, and increased flooding.

INF Policy 2.3.2

Coordinate adaptive management implementation strategies for water and wastewater resources that address the potential impacts of climate change for long term operations.

INF Policy 2.3.3

Evaluate cost/benefit analysis for implementing adaptive management strategies including; planning, siting, construction, replacement and maintenance of public infrastructure as well as fortification or retrofitting of existing infrastructure.

INF Policy 2.3.4

Work with Miami-Dade County to develop water demand projection scenarios that account for potential changes in demands if temperatures increase and drought conditions become more frequent or persistent.

INF Policy 2.3.5

Work with Miami-Dade County to evaluate infiltration and inflow programs to strategically reduce the flow of groundwater and stormwater and stormwater to wastewater collection and treatment facilities.

INF Policy 2.3.6

New transmission lines shall not reduce property values and harm the tax base or threaten public health.

INF Policy 2.3.7

Power and distribution lines shall be placed underground where feasible.



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CHAPTER 5

CONSERVATION ELEMENT

GOALS, OBJECTIVES, AND POLICIES

CON GOAL 1

To preserve and enhance the significant natural features in South Miami.

CON OBJECTIVE 1.1

In order to help achieve compliance with State Departmental Environmental Regulations on air quality, include appropriate landscaping provisions in a revised development code, and include public landscaping and bikeway improvements in the general fund.

CON Policy 1.1.1

Continue to both require landscaping as a part of new private development and landscape public areas in order to minimize air pollution.

CON Policy 1.1.2

The Transportation Element emphasizes use of expressways by commuters in order to minimize traffic idling on streets within South Miami; work with the Transportation Planning Organization (TPO) in this regard.

CON Policy 1.1.3

Continue to encourage the use of Metrorail, bicycles and other alternatives to the automobile through capital improvements.

CON OBJECTIVE 1.2

Utilize drainage Best Management Practices to minimize water pollution particularly in the Snapper Creek Canal and Orr wellfield cone of influence; supplement with improvement projects.

CON Policy 1.2.1

Development projects (and any City drainage projects) shall use retention and subsurface drains that are acceptable to the South Florida Water Management District and the Miami-Dade County RER Division of Environmental Resource Management (DERM).

CON Policy 1.2.2

The City shall cooperate with State and County agencies in protecting the wellfield that abuts the City's western boundary; include in revised development code as necessary, including hazardous waste controls. (See Land Use Plan and Infrastructure Elements.)

CON Policy 1.2.3

The City shall cooperate with the Miami-Dade Water and Sewer Department in the extension of sanitary sewer lines in order to replace septic tank usage (particularly in the Brewer Canal Corridor).

CON Policy 1.2.4

Cooperate with the Miami-Dade County RER DERM to eliminate any future leaking underground tanks or clean-up sites.

CON Policy 1.2.5

The City shall continue to preserve its natural areas and open space to ensure the protection and enhancement of groundwater quality and recharge capacity.

CON OBJECTIVE 1.3

Continue to protect, restore and enhance remaining tree stands, natural plant communities, and other significant vegetation and wildlife habitats.

CON Policy 1.3.1

The City will continue to monitor and preserve vegetative communities and the natural functioning of the City's soils, canals and wildlife habitat.

CON Policy 1.3.2

Retain the natural features of Fuchs, Dante Fascell and Brewer Parks.

CON Policy 1.3.3

The City shall undertake the acquisition of natural areas and open space, using a variety of grant funding methods, in coordination with Federal, State, and County agencies and non-profit organizations.

CON OBJECTIVE 1.4

Assist the County in implementation of its proposed water conservation program.

CON Policy 1.4.1

The City shall assist the County in its proposed water conservation program through plumbing requirements, and Florida friendly plant materials in medians and parks.

CON Policy 1.4.2

The City shall support, as appropriate, Miami-Dade County's development and implementation of the Water Supply Facilities Work Plan required by Florida Statute, and the water conservation effort of other agencies. Moreover, the City shall coordinate, as appropriate, with Miami-Dade County to assist in efforts to achieve its Five Year Water Efficiency Plan goal. The City shall strive to assist the applicable agencies through enhanced enforcement of water conservation regulations and increased public outreach in order to reduce per capita consumption of its residents.

CON Policy 1.4.3

The City will encourage the use of high efficiency toilets, showerheads, faucets, clothes washers and dishwashers that are Energy Star rated and WaterSense certified in all retrofitted residential and commercial projects.

CON Policy 1.4.4

The City will encourage the use of high efficiency toilets, showerheads, faucets, clothes washers and dishwashers that are Energy Star rated and WaterSense certified in all new residential and commercial projects, as required by the Miami-Dade County Water Use Efficiency Standards Ordinance 08-100 (Effective Date January 1, 2009) and Manual.

CON Policy 1.4.5

The City shall require the use of sub-metering for all multi-unit residential development which will include: separate meter and monthly records kept of all major water-using functions such as cooling towers and individual buildings in all new and redeveloped multi-family residential projects.

CON Policy 1.4.6

The City will encourage the use of Florida Friendly Landscape guidelines and principles; gutter downspouts, roof runoff, and rain harvesting through the use of mosquito resistant rain barrels and directing runoff to landscaped areas; drip irrigation or micro-sprinklers; and the use of porous surface materials (bricks, gravel, turf block, mulch, pervious concrete, etc.) on walkways, driveways and patios.

CON Policy 1.4.7

The City will participate, when warranted, in the SFWMD's Water Savings Incentive Program (WaterSIP) for large-scale retrofits as recommended by the 2013 Lower East Coast Water Supply Plan Update.

CON Policy 1.4.8

The City shall submit a water conservation plan to the County as required by the Miami-Dade County Code, Section 32-83.1. Said Plan shall be updated for the County's approval every five years following submittal and Conserve Florida Guide generated reports shall be filed annually at the close of the fiscal year.

CON Policy 1.4.9

The City shall require all future developments to comply with the landscape standards in Sections 18-A and 18-B, Code Miami-Dade County.

CON OBJECTIVE 1.5

Increase community resiliency by reducing heat island effect, increasing carbon sequestration, managing stormwater runoff and conserving freshwater.

CON Policy 1.5.1

To reduce heat island effect and encourage carbon sequestration, the City shall continue to maintain and enhance its tree canopy through such efforts as implementation and periodic updates of the zoning code and land development regulations, urban forestry grants, and other actions.

CON Policy 1.5.2

The City shall, in cooperation with local academic, governmental, and non-profit organizations, perform a tree canopy study by 2020 to determine tree canopy and extent.

CON Policy 1.5.3

By 2020, the City shall explore and report on feasible options to increase the number of new street trees planted, and increase the tree canopy coverage 20% between 2020 and 2025.

CON Policy 1.5.4

The City shall encourage and accommodate the use of Low Impact Development (LID), the incorporation of innovative stormwater management techniques such as bioretention, vegetated swales, rain gardens, and permeable pavements, etc., where feasible to preserve open space.

CON Policy 1.5.5

The City of South Miami shall work with Miami-Dade County to evaluate stormwater management operations in the context of sea level rise to improve the ability of these systems to adapt.

CON Policy 1.5.6

The City shall encourage and accommodate the use of reflective roofing and green roofs to contribute to reduced heat island effect and enhanced stormwater management.

CON Policy 1.5.7

When source water is available, the City shall support the use of reclaimed water for irrigation and other uses, with the goal of reducing demands on the Biscayne Aquifer.

CON Policy 1.5.8

The City of South Miami shall continue to participate in regional water conservation initiatives in coordination with the South Florida Water Management District, Miami-Dade County and other agencies.

CON Policy 1.5.9

The City shall continue to participate and strive to improve our rating in the National Flood Insurance Program's Community Rating System to protect the City's floodplain.

CON Policy 1.5.10

The City shall provide educational materials on the strategic placement of landscape materials to reduce energy consumption.

CON Policy 1.5.11

The City shall support the efforts of state environmental and planning agencies to jointly develop, assess, and recommend a suite of planning tools and climate change adaptation strategies for local municipalities to maximize opportunities to adapt and protect from the impacts of climate change.

CON Policy 1.5.12

The City shall develop programs and tools to support the expansion of the use of solar energy systems on all new construction and retrofitting of existing buildings.

CON Policy 1.5.13

By 2020, the City shall review and amend the Land Development Code provisions to reduce the amount of impervious coverage and increase the permeability of surface drainage.

CON Policy 1.5.14

Promote creation of micro grids to support emergency power resilience.



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CHAPTER 6

**RECREATION AND OPEN SPACE
ELEMENT**

GOALS, OBJECTIVES, AND POLICIES

REC GOAL 1

To ensure the availability of adequate park facilities and open space for the citizens of South Miami.

REC OBJECTIVE 1.1

The City shall provide at least four acres of recreation and open space per 1,000 residents, and coordinate with other public and private agencies in the provision of recreational opportunities to current and future residents.

REC Policy 1.1.1

Retain the existing park acreage (includes City and School Board property recreation acreage) and facilities, thereby providing a level-of-service standard of 4 acres per 1,000 population.

REC Policy 1.1.2

Continue budget emphasis upon park facility maintenance plus enhancement projects (i.e. playgrounds, shelters, restrooms, lighting); undertake acquisition of land, park facilities and amenities for a balanced park system to meet the diverse leisure and recreation needs of current and future City residents and visitors; and take advantage of all fundraising opportunities such as grants, donations, sponsorships, impact fees, and required dedications to support capital and operating needs.

REC Policy 1.1.3

Monitor citizen views on park and open space facility needs and usage as a basis for facility and program planning.

REC Policy 1.1.4

The City will utilize the Park Master Plan as a guide/roadmap to continue to plan, improve and expand the park, open space, and recreation opportunities available to the City residents and visitors.

REC Policy 1.1.5

The City shall utilize impact fees per City Code and other mechanisms by which all private development is assessed its fair share of the costs associated with providing recreation and open space land and services.

REC Policy 1.1.6

The City shall monitor the availability of adequate park space to meet the demand generated by the issuance of residential, multi-family residential, or the residential component of a mixed-use development building permits on an ongoing basis as part of its Concurrency Management System.

REC Policy 1.1.7

Every residence shall be within a 10 minute walk of a park.

REC OBJECTIVE 1.2

Through coordination with public and private agencies, the City shall make certain that existing supplemental recreational and open space facilities in the City plus ~~two~~ nearby County parks remain available at reasonable hours and conditions.

REC Policy 1.2.1

The City shall work with the County school and park officials to assure that their recreation facilities continue to help meet South Miami citizen needs.

REC Policy 1.2.2

Participate in planning for greenways and trails, in conjunction with State, County and other local government jurisdictions.

REC Policy 1.2.3

The City Recreation Department shall continue to work with various sports leagues or other similar organizations to assure that their recreational programs are available to all residents in the City of South Miami.

REC OBJECTIVE 1.3

To retain public access to all City parks, open space and community centers including shoreline access at canal-front parks.

REC Policy 1.3.1

The City shall continue to assure full public access, within the hours set forth in the City Code, to its parks, park shorelines along the canals and community centers and undertake opportunities for additional waterfront recreation facilities, when suitable properties become available.

REC Policy 1.3.2

The City shall assist the Miami-Dade County Division of Environmental Resource Management in the protection and preservation of the Girl Scout Park as a "natural forest community," for as long as the park is designated by DERM as a "natural forest community."

REC OBJECTIVE 1.4

Objective: Assure the provision and preservation of open space to aid in community resiliency to climate change. This objective shall be measured by implementing its supporting policy.

REC Policy 1.4.1

The City shall maintain and improve land development code standards and incentives to achieve and maintain open space. Regulations shall address site perimeters, parking lots and buffers



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CHAPTER 7

**INTERGOVERNMENTAL COORDINATION
ELEMENT**

GOALS, OBJECTIVES, AND POLICIES

INT GOAL 1

To maintain or establish processes to assure coordination and communication with other governmental entities for the purpose of addressing and resolving issues of mutual interest that arise from the local government's Comprehensive Plan and plans of others.

INT OBJECTIVE 1.1

The City shall review as needed the comprehensive plans of other jurisdictions which impact the City of South Miami, in order to identify and resolve conflicts with the City's Comprehensive Plan, including concurrency related issues.

INT Policy 1.1.1

The City shall review as needed the comprehensive plans of Miami-Dade County, the City of Coral Gables, the Village of Pinecrest and other abutting jurisdictions.

INT Policy 1.1.2

The City will review as needed the plans and reports of special district service providers, including but not limited to: Miami-Dade Water and Sewer Department; the South Florida Water Management District; and the South Florida Regional Planning Council.

INT Policy 1.1.3

The City will coordinate with service providers listed in Table 7-1 that have no regulatory authority over the use of land to develop recommendations that improve coordination of the City's concurrency management methodologies, systems, and levels-of-service.

INT Policy 1.1.4

The City will coordinate with staff of the independent special district authorities in order to resolve conflicts and to identify appropriate amendments to the City's Comprehensive Plan.

INT Policy 1.1.5

The City shall coordinate the City's adopted Comprehensive Plan with the Plans of the school board, the SFWMD, and other units of local government providing services but not having regulatory authority over the use of land, and with the comprehensive plans of adjacent municipalities, with the state comprehensive plan and with the South Florida Water Management District's 2013 Lower East Coast Regional Water Supply Plan update.

INT Policy 1.1.6

The City shall coordinate the planning of potable water and sanitary sewer facilities, water supply sources, demands, other services and level-of-service standards with the Miami-Dade County WASD, Miami-Dade County Department of Regulatory and Economic Resources, South Florida Water Management District, and through the 2013 Lower East Coast Water Supply Plan Update, as necessary.

INT Policy 1.1.7

The City does not provide water to other local governments but will negotiate or renew interlocal agreements with water supply providers ensuring contractual agreement of the adopted level of service standards, service area, populations and time periods for services provided.

INT OBJECTIVE 1.2

The City will identify and implement procedures to allow for joint planning areas and the resolution of issues generated in joint planning areas.

INT Policy 1.2.1

The City shall confer with Miami-Dade County and other jurisdictions, as appropriate, to establish a coordinated approach to the consideration of future annexation efforts and to the delivery of municipal services to enclaves (unincorporated areas).

INT Policy 1.2.2

The City will review the appropriateness of submitted annexation requests specifically to determine the levels of service to be provided, the cost of annexation to taxpayers, revenue estimates, expenditures, consistency and compatibility of development patterns, and the contiguity of purposed boundaries.

INT Policy 1.2.3

The City shall coordinate with officials from Miami-Dade County, the City of Coral Gables and the Village of Pinecrest; the Florida Department of Transportation; the South Florida Water Management District; and the South Florida Regional Planning Council in order to establish a planning process to identify, review, and address issues of mutual interest relating to abutting boundaries and to enter into agreements with these jurisdictions in regards to appearance, compatibility, service delivery and mutual aid.

INT Policy 1.2.4

The City may use the South Florida Regional Planning Council's dispute resolution process when necessary to mediate the resolution of conflicts with other local governments and regional agencies as it pertains to land uses and the goals, objectives, and policies of the Comprehensive Plan.

INT Policy 1.2.5

The City will participate as a member of the Miami-Dade Planners Technical Committee and will encourage implementation of co-operative policies and procedures as may be developed by the Committee.

INT OBJECTIVE 1.3

The City will identify and establish joint processes with other local agencies for collaborative planning on population projections, school siting, facilities subject to concurrency, facilities with countywide significance, and problematic land uses.

INT Policy 1.3.1

The City will coordinate with the Miami-Dade County Regulatory and Economic Resources Department in order to develop countywide population projections that include expected growth and/or changes; said changes to be shown in the South Miami Comprehensive Plan.

INT Policy 1.3.2

The City will advise the Miami-Dade County Public School System of population projections used in its Comprehensive Plan as it relates to the future needs for school improvements and school expansions in South Miami.

INT Policy 1.3.3

The City will annually review the Miami-Dade County Public Schools' 5, 10, and 15-year facility plans for siting of new schools and the expansion or contraction of existing schools within the City's jurisdiction for consistency with the City's Comprehensive Plan. This review will be done at the staff level and by attendance if necessary at public hearings conducted by the Miami-Dade County Public School System for specific site plans.

INT Policy 1.3.4

The City will notify the Miami-Dade County Public Schools of any proposed land use amendments to the Comprehensive Plan which could impact the Board's long-range facility plans.

INT Policy 1.3.5

The City shall continue to coordinate with Miami-Dade County Public Schools in accordance with the Amended and Reinstated Interlocal Agreement for Public School Facility Planning in Miami-Dade County, and as it may be periodically updated.

INT Policy 1.3.6

Charter schools shall serve the neighborhoods in which they are situated.

INT Policy 1.3.7

The City will coordinate with the appropriate agencies in order to assure adequate provision of county wide facilities. These agencies shall include, but not be limited to: Miami-Dade Waste Collection - for waste disposal; the Miami-Dade County Transportation and Public Works Department and the Transportation Planning Organization - for mass transit; and the Miami-Dade County Transportation and Public Works Department and the Florida Department of Transportation - for maintenance of roads and bridges.

INT Policy 1.3.8

The City will coordinate with the emergency management program of Miami-Dade County by notifying the County of any current or future land use policies or population changes which would affect hurricane shelters or emergency evacuation routes.

INT Policy 1.3.9

The City shall coordinate with the following agencies to assure that its concurrency data and levels-of-service for roadways, drainage and potable water supply are appropriate: Florida Department of Transportation, Miami-Dade County Water and Sewer Department, South Florida Water Management District, and South Florida Regional Planning Council.

INT Policy 1.3.10

The City will review its locational standards on problematic or incompatible land uses in order to determine if conflicts exist between its regulations and neighboring jurisdiction regulations, and to consider how to resolve any conflicts found.

INT Policy 1.3.11

The City may participate with Miami-Dade County, the South Florida Regional Planning Council, and other appropriate committees, in order to promote a more efficient regional approach to problematic or incompatible land uses.

INT Policy 1.3.12

The City will participate with Miami-Dade County in the planning and implementation of the County's Hazard Mitigation Plan, as it impacts the City of South Miami.

INT OBJECTIVE 1.4

The City will implement a program to identify and resolve conflicts between its regulations and the land use of neighboring jurisdictions.

INT Policy 1.4.1

The City will notify and solicit comments from adjacent jurisdictions of any requests for comprehensive plan land use amendments, rezonings, Development of Regional Impact proposals or amendments, or site plan approvals. In addition, the City will notify and solicit comments from Miami-Dade County Public Schools on the same type of requests which impact school enrollment, enrollment projections, or school facilities.

INT Policy 1.4.2

The City will notify neighboring jurisdictions and ~~the~~ Miami-Dade County Public Schools of any proposals to expand or create a Community Redevelopment Area, CDBG target area or a historic district if it impacts the adjacent jurisdictions or school enrollment, enrollment projections, or school facilities.

INT Policy 1.4.3

The City will notify and solicit comments from adjacent jurisdictions and Miami-Dade County Public Schools of its existing standards or proposed regulations being considered for problematic or incompatible land uses.

INT Policy 1.4.4

The City shall support, as appropriate, Miami-Dade County's development and implementation of the Water Supply Facilities Work plan required by Florida Statute, and the water conservation effort of other agencies. Moreover, the City shall coordinate, as appropriate, with Miami-Dade County Water and Sewer Department to assist in efforts to achieve its Five Year Water Efficiency Plan goal of 117.5 gallons per capita per day.

INT Policy 1.4.5

The City will coordinate with the South Florida Water Management District concerning its jurisdictional authority as necessary and support its efforts concerning the 2013 Lower East Coast Water Supply Plan Update, ACCELER8 Everglades and CERP and the Biscayne Bay Coastal Wetlands Project to protect an Outstanding Florida Water-Biscayne Bay. The City hereby adopts by reference: (1) the Miami-Dade County Comprehensive Development Master Plan Amendments adopted February 4, 2015, (2) the Miami-Dade WASD 20-year Water Supply Facilities Work Plan Update (2014-2033) Support Data (November 2014), (3) the 2013 Lower East Coast Water Supply Plan Update (LEC) approved by the South Florida Water Management District (SFWMD) on October 10, 2013 and additional information found within Water Use Permit 13-00017-W are herein incorporated by reference.

INT OBJECTIVE 1.5

The City shall coordinate with federal, State, and local agencies to increase the health, safety, welfare and economic independence of all residents, including residents with special needs.

INT Policy 1.5.1

The City shall coordinate with federal, State and local agencies, as appropriate, in order to protect the health, safety and welfare of its children.

INT Policy 1.5.2

The City shall coordinate with federal, State, and local agencies, as appropriate, in order to strengthen the economic independence of families, particularly those of low and moderate income.

INT Policy 1.5.3

The City shall coordinate with federal, State and local agencies, as appropriate, in order to improve the quality of life and independence of the elderly.

INT Policy 1.5.4

The City shall coordinate with federal, State, and local agencies and health care facilities and organizations (including South Miami Hospital), as appropriate, in order to ensure the health of the population and a healthy environment.

INT Policy 1.5.5

The City shall coordinate with federal, State and local agencies in protecting the public safety of its residents through crime prevention, fire and rescue services, traffic safety enhancements, and emergency management.

INT Policy 1.5.6

The City shall continue to coordinate with federal, State and local agencies, as appropriate, in order to promote and provide economic opportunities for unemployed and economically disadvantaged residents in the promotion of quality education, workforce training programs, increased job opportunities, and job creation.

INT Policy 1.5.7

The City shall continue to coordinate with federal, State and local agencies, including the Greater Miami Convention and Visitor's Bureau, as appropriate, in promoting responsible tourism in the State and region.

INT GOAL 2

Increase Community resiliency through continued coordination and cooperation.

INT OBJECTIVE 2.1

The City shall strive to make sustainability and climate resiliency decisions on the most current, applicable and credible information available; and through coordination and cooperation make sustainability and climate resiliency efforts more effective.

INT Policy 2.1.1

The City of South Miami shall coordinate with Miami-Dade County and other appropriate agencies in the implementation of adaptive management strategies to improve the climate change resiliency of water and wastewater transmission, disposal and treatment systems and infrastructure and resources.

INT Policy 2.1.2

The City shall continue to coordinate with local, County, regional, State and federal agencies and other non-governmental entities and academic institutions in the ongoing assessment of climate change and sea level rise, and continue to collaborate in the identification and implementation of appropriate mitigation, protection, accommodation and adaptation strategies.

INT Policy 2.1.3

The City shall coordinate with Miami-Dade County, and other participating agencies and counties in the Southeast Florida Regional Climate Change Compact, in the identification of modeling resources and development of initiatives and goals to address climate change.

INT Policy 2.1.4

The City shall continue to coordinate regionally with southeast Florida counties and municipalities, academia, and local, regional, State and federal agencies in the analysis of sea level rise, drainage, storm surge and hurricane impacts and the planning of mitigation and adaptation measures.

INT Policy 2.1.5

The City shall continue to actively monitor the Southeast Florida Regional Climate Change Compact, and shall coordinate with neighboring municipalities to share technical expertise, assess regional vulnerabilities, advance agreed upon mitigation and adaptation strategies and develop policies and programs.

INT Policy 2.1.6

The City shall support cooperative efforts to engage the support of federal agencies, such as National Oceanic and Atmospheric Administration, U.S. Geological Survey, Federal Emergency Management Agency, Environmental Protection Agency, the U.S. Department of Interior, U.S. Department of Energy, and the U.S. Army Corps of Engineers, that can provide technological and logistical support to further state, regional, county, and local planning efforts in the assessment of climate change vulnerabilities and adaptation strategies.

INT Policy 2.1.7

The City shall promote partnerships between local government agencies, universities, professionals and practitioners to foster an environment for connecting scientific research and education with practical applications that will contribute to the resiliency and adaptation within the built and natural environments to the impacts of climate change.

INT OBJECTIVE 2.2

The City shall plan and coordinate response for emergency preparedness and/or post-disaster management in the context of climate change.

INT Policy 2.2.1

The City shall ensure adequate planning and response for emergency management in the context of climate change by maximizing the resilience and self-sufficiency of, and providing access to, public structures, schools, hospitals and other shelters and critical facilities.

INT Policy 2.2.2

The City shall continue to communicate and collaboratively plan with other local, regional, state and federal agencies on emergency preparedness and disaster management strategies including incorporating climate change impacts into updates of local mitigation plans, water management plans, shelter placement and capacity, review of major traffic ways and evacuation routes, and cost analysis of post disaster redevelopment strategies.

INT Policy 2.2.3

The City shall consider the public health consequences of climate change, such as extreme temperatures and vector-borne diseases, and take steps to build capacity to respond to or support other agency responders.

INT OBJECTIVE 2.3

The City will support climate change and sea level rise initiatives.

INT Policy 2.3.1

Support the MDWASD and SFWMD in any efforts to evaluate the consequences of sea level rise, changing rainfall and storm patterns, temperature effects, and cumulative impacts to existing structures and existing legal uses.

INT Policy 2.3.2

Participate in the Southeast Florida Regional Climate Change Compact to support regional planning efforts and initiatives to adapt to rising sea level in the LEC Planning Area.

INT Policy 2.3.3

Work collaboratively with the MDWASD, other utilities and SFWMD to identify the utility wellfields and other users at potential risk of saltwater intrusion within the LEC Planning Area.



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CHAPTER 8

**CAPITAL IMPROVEMENT
ELEMENT**

GOALS, OBJECTIVES, AND POLICIES

CIP GOAL 1

To undertake capital improvements necessary to keep its present public facilities in good condition and to accommodate new development, within sound fiscal practices.

CIP OBJECTIVE 1.1

The Capital Improvement Element, and the five-year Capital Improvements Schedule and Plan incorporated into the Element by reference, shall be used as the basis for detailing the City's public facility deficiencies and planning corrective capital projects.

CIP Policy 1.1.1

The City's operating budget shall continue to accommodate annual systematic maintenance and replacements of public facilities and City equipment.

CIP Policy 1.1.2

City Staff review and engineering studies, and the Comprehensive Plan, shall form the basis for an annual preparation of a five-year capital improvements program.

CIP Policy 1.1.3

The City's fiscal policies for directing capital expenditures shall be prioritized in accordance with the goals, objectives and policies of the Comprehensive Plan.

CIP Policy 1.1.4

In setting priorities, the following kinds of criteria will be used:

1. Public safety implications: A project to address a threat to public safety will receive first priority.
2. Level-of-service or capacity problems: Next in priority would be projects needed to maintain the stated Level-of-Service Standard or that otherwise further the goals, objectives and policies of the Comprehensive Plan.
3. Ability to finance: A third criteria is the budgetary impact; will it exceed budget projections?
4. New development: Redevelopment and tax base enhancement projects are next in priority.
5. State projects: City projects in support thereof.
6. Quality of life projects: Lowest priority would be those projects not in Categories 1-5 above, but would enhance the quality of life.

CIP Policy 1.1.5

The City shall annually review the capital improvements plans of other agencies having jurisdiction over infrastructure and services which impacts its adopted Level of Service Standards in order to monitor its ability to meet its Level of Service standards through the planning period, and ensure the financial feasibility of the Comprehensive Plan. Projects deemed necessary to maintain the Level of Service standards as a result of this review shall be referenced in the Five-Year Capital Improvements Plan and schedule.

CIP Policy 1.1.6

The City of South Miami Capital Improvements Plan, and the Capital Improvements Schedule included therein, contains a schedule of projects that the City shall implement in order to maintain its adopted Level of Service standards or otherwise achieve the goals, objectives and policies and/or ensure the financial feasibility of the Comprehensive Plan. The Capital Improvements Plan is hereby adopted by reference as part of the Capital Improvements Element.

CIP Policy 1.1.7

Appropriate mechanisms will be developed and adopted with the South Florida Water Management District and Miami-Dade County in order to assure that adequate water supplies are available to all water users. Furthermore, the City will be responsible for monitoring the availability of water supplies for all water users and for implementing a system that links water supplies to the permitting of new development. Prior to approval of a building permit or its functional equivalent, the City shall consult with WASD to determine whether adequate water supplies to serve new development will be available no later than the anticipated date of issuance by the City of a certificate of occupancy or its functional equivalent.

CIP Policy 1.1.8

The City shall provide monthly data to the Miami-Dade County WASD, as required by such entity, to track the amount of water to be allocated for new use.

CIP Policy 1.1.9

The City shall incorporate capital improvements affecting City levels of service by referencing the Capital Improvements Schedules of Miami-Dade County, state agencies, regional water supply authorities and other units of government providing services but not having regulatory authority over the use of land into its 5-Year Schedule of Capital Improvements. The City Capital Improvement Element Schedule shall be maintained and updated annually and shall demonstrate that level of service standards will be maintained during the next five-year planning period.

CIP Policy 1.1.10

The City shall evaluate the costs and benefits of climate change adaptation alternatives in the location and design of new infrastructure as well as the fortification or retrofitting of existing infrastructure.

CIP Policy 1.1.11

The City shall commit funding to climate change adaptation and resiliency projects.

CIP OBJECTIVE 1.2

City officials shall continue to utilize a concurrency management system that uses both the Future Land Use Plan and financial analyses of the kind contained herein as a basis for reviewing development applications, in order to maintain an adequate facility level-of-service.

CIP Policy 1.2.1

Adequate level-of-service standards as established in the adopted objectives and policies contained in this Comprehensive Plan shall be the measure for the financial analysis required under this Element.

CIP Policy 1.2.2

The City shall continue to monitor the impact of land use intensity regulations and development upon traffic flow.

CIP OBJECTIVE 1.3

Continue development code and concurrency management system mechanisms whereby public facility requirements generated by new development are adequately funded in a timely manner at the same time assuring implementation of improvements recommended in the other elements and the facilities necessitated by previously issued development orders.

CIP Policy 1.3.1

The land development code shall continue to specify that no development permit shall be issued unless assurance is given that the public facilities necessitated by the project (in order to meet the level-of-service standards established in the FLUE and other Elements) will be in place concurrent with the impacts of the development.

CIP Policy 1.3.2

By 2023, the City shall re-evaluate the calculation levels of the park impact fee and consider the feasibility of enacting impact fees for public safety, police and other services, as appropriate.



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CHAPTER 1

FUTURE LAND USE ELEMENT

DATA, INVENTORY, AND ANALYSIS

CHAPTER 1

I. INTRODUCTION

The purpose of the Future Land Use Element is the designation of future land use patterns as reflected in the goals, objectives and policies contained in the City of South Miami's Comprehensive Plan. The supporting data provides a broad survey of current land use patterns, natural land features, and availability of public facilities for existing and future development. Future land use patterns are depicted on the *Future Land Use Map* (Map 1.2).

All goals, objectives and policies contained within the entire Comprehensive Plan are to be interpreted in a way which is consistent with the Future Land Use Map. Florida law requires that all South Miami land development regulations be consistent with the Future Land Use Map, related explanatory text, and with the goals, objectives and policies of this Land Use Element.

Planning Timeframes

The City of South Miami Comprehensive Plan provides guidance on development and redevelopment over two planning periods: a 5-Year short-term planning period ending FY 2023 and a long-term planning period ending FY 2036.

II. LOCATION OF SOUTH MIAMI

The City of South Miami is located in the southern portion of Miami-Dade County. The urban area, which includes South Miami, together with other municipalities within Miami-Dade, Broward, and Palm Beach counties, form the lower east coast region of Florida. Urban development within the region has been concentrated on a narrow area between the Atlantic Ocean on the east and the Everglades to the west, creating a pattern that includes almost one-third of the population of Florida.

Bounded on the east in part by the City of Coral Gables, and its University of Miami, and bounded on the south by the Village of Pinecrest and unincorporated portions of the County, the City of South Miami is within easy access to major transportation corridors and is a part of one of the most rapidly growing areas of the County.

The City of South Miami covers an irregular, rectangular-shaped area which is approximately defined by Bird Road on the north, Davis Road on the south, Red Road on the east and Ludlam Road on the west. The City of South Miami is also noncontiguous between Miller Drive and Bird Road with portions of the City divided by sections of unincorporated Miami-Dade County.

III. POPULATION AND PROJECTIONS

The City’s population according to the 2010 U.S. Census was 11,657. By 2035, the City is expected to continue to be built-out with virtually no vacant residential lands or change in density with the exception of the Transit Oriented Development District (TODD) and Hometown District areas. There are several sources available for population projections – the Florida Housing Data Clearinghouse (Shimberg Center) and the U.S. Census American Community Survey. However, only the Florida Housing Data Clearinghouse projects population beyond the current year through 2035. The population estimates are shown in Table 1-1 below. The American Community Survey indicates that the City of South Miami has grown only by 4.3% since 2010 with a current population estimate of 12,156. The Shimberg Center, on the other hand, has indicated that the City has grown by 17.1% since 2010 with a current population estimate of 13,655. By 2035, the Shimberg Center indicates that the City’s population is expected to be around 19,378 residents which represents a 66.2% growth from 2010. The Shimberg Center’s projections are based on current trends and estimates. Potential population increases are expected to come from redevelopment of properties that include a multi-family residential component in locations where residential does not exist currently and from increases in persons per household.

**Table 1-1
Projections: Population, South Miami, 2010 - 2035**

Year	Population	% Change from 2010 Population
2010	11,657*	0
2015	13,655**	+ 17.1%
	12,156^	+ 04.3%
2020	15,170**	+ 30.1%
2025	16,632**	+ 42.7%
2030	18,086**	+ 55.1%
2035	19,378**	+ 66.2%

Source: *2010 U.S. Census; **Florida Housing Data Clearinghouse (FHDC); ^2011-2015 American Community Survey 5-year Estimates.

IV. LAND USE ANALYSIS AND DATA

A. EXISTING LAND USE

The City of South Miami is a small town in the middle of a major metropolitan area. South Miami has an established small town residential character made up of distinct single-family neighborhoods. Multiple-family housing is scattered throughout the City at the periphery of single family neighborhoods. The City is virtually built out.

The Future Land Use Element supports the City’s desire to maintain and protect the character of its stable single family residential neighborhood while encouraging redevelopment of the Downtown areas within the Hometown Overlay District and TODD.

Existing land use patterns are depicted on *Map 1.1 Existing Land Use*. The data and land use categories depicted on the Existing Land Use Map and in Table 1-2 below are supplied by the Miami-Dade County GIS Services. An analysis of Existing Land Use indicates that single family residential uses make up approximately 53% and multi-family uses make up 4.5% of the total land area. Thus, residential land uses make up approximately 57.5% of the total land area of the City. Vacant lands make up 1.0% of the total City acreage indicating that the City is over 99% developed. General retail / service business development makes up 6.41% of the total City acreage. The character of the various existing land uses is discussed below.

**Table 1-2
Existing Land Use**

EXISTING Land Use	Acres	Percentage of Total Acres
Single Family Residential (SFR)	783.80	53.10%
Multi-Family Residential (MFR)	66.02	4.47%
General Retail/Services (GR/S)	94.60	6.41%
Industrial (I)	4.76	0.32%
Community Facilities (CF)	74.78	5.07%
Parks and Recreation (P&R)	42.06	2.85%
Private Recreation (PR)	5.00	0.34%
Terminal (T)	17.08	1.16%
ROW	336.16	22.78%
Parking (P)	3.47	0.23%
Water (W)	33.79	2.29%
Vacant (V)	14.44	0.98%
TOTAL ACREAGE	1,475.97	100.00%

Source: Miami-Dade County GIS Services; Calvin, Giordano & Associates

Residential (SFR, MFR)

Existing residential land uses include single family and multi-family residential land uses which account for approximately 57.5% of the land area of the City. Residential is the largest land use category within the City.

Commercial (GR/S, I)

Existing Commercial land uses include general retail/services and industrial land uses which account for approximately 6.73% of the land area of the City. The commercial areas of the City are primarily in the Hometown District Overlay or the TODD. There are other general retail and neighborhood serving retail areas in the City as well.

Community Facilities, Parks and Recreation (CF, P&R, PR)

Existing community facilities land use, park and recreation land uses and private recreation facilities and land uses account for approximately 8.26% of the land area of the City. Community facilities include public and institutional uses.

Other (T, ROW, P, W)

Other existing land uses within the City include road right-of-way, transit right-of-way, parking land use and water. These existing land uses account for approximately 26.47% of the land area of the City.

Vacant (V)

The City is over 99% built-out. There are only 14.44 acres of vacant land within the City. Most of the vacant lands are small parcels spread through the residential areas of the City and previously developed parcels. There are also several within the commercial areas of the City.

Adjacent Existing Land Uses

Most of the adjacent existing land uses surrounding the City of South Miami are similar to the land uses within the City and are within unincorporated Miami-Dade County, City of Coral Gables, and Village of Pinecrest. Single family land use is the predominant adjacent land use. Several adjacent land uses to point out include the institutional land use associated with the University of Miami which is north of U.S. 1 and east of SW 57th Avenue; high density residential land use located northwest of the City boundary at SW 48th Street; and commercial and high-density land use southwest of the City boundary along U.S. 1

B. FUTURE LAND USE

Map 1.2 Future Land Use designates future land uses in the City. The Future Land Use Map guides future development according to the vision of residents and property owners in the City. The Future Land Use Map serves as the basis for zoning designations provided in the Land Development Code. Table 1-3 shows the distribution of future land uses in the City. Approximately 77.51% of the total land area is designated for residential uses with the majority of the residential uses designated as Single Family Residential. Commercial designated uses account for 2.22%. Mixed uses and Transit Oriented Development uses together account for approximately 11.02% of the total land area. Future Land use acreages are based on gross density.

**Table 1-3
Future Land Use**

FUTURE LAND USE DESIGNATION	Acres	Percentage of Total Acres
Commercial Retail and Office (CRO)	32.78	2.22%
Duplex Residential (DR)	4.00	0.27%
Educational (E)	18.97	1.29%
Mixed-Use Commercial / Residential (MUCR)	71.59	4.85%
Multiple-Family Residential (MFR)	47.33	3.21%
Parks and Open Space (P&OS)	55.87	3.79%
Public / Institutional (P/I)	42.83	2.90%
Business Office (BO)	32.06	2.17%
Single Family Residential (SFR)	1,060.65	71.89%
Townhouse Residential (TR)	31.48	2.14%
Transit Oriented Development District (TODD)	58.94	4.00%
Residential / Limited Commercial (R/LC)	6.10	0.41%
Hospital (H)	1.39	0.09%
Religious (R)	11.38	0.77%
TOTAL	1,475.35	100%

Source: Miami-Dade County GIS Services; Calvin, Giordano & Associates

Residential (DR, MFR, SFR, TR)

The City's predominately residential character is reflected in the fact that approximately 77.51% of the total land area of the City is designated residential on the City's Future Land Use Map. Single family residential designated land use is the largest category within the residential land use which accounts for approximately 71.89% of the land use in the City. Other residential designations on the Future Land Use Map include Duplex Residential, Multiple-Family Residential, and Townhouse

Residential. Any changes to residential areas are not likely to be significant during the next planning period.

Commercial (CRO)

Commercial designated land use on the City's Future Land Use Map account for 2.22% of the total land area. This designation includes the Commercial Retail and Office category.

TODD and Mixed Use (MUCR, BO, TODD, R/LC)

The City's Future Land Use Map has several mixed-use categories and one transit oriented development district. The mixed-use designations include Mixed-Use Commercial/Residential, Business Office, and Residential/Limited Commercial. Mixed-Use Commercial/Residential is the largest mixed-use designation accounting for approximately 4.85% of the City's total land area. The Transit Oriented Development District (TODD) accounts for 4.00% of the City's total land area. While the overall percentage of total land area is not expected to change, the TODD areas are where most of the redevelopment potential is within the City.

Other (E, P/I, P&OS, H, R)

Other future land use designations in the City include Educational, Park and Open Space, Public and Institutional, Hospital, and Religious. Park and Open Space the largest designation in this category accounting of 3.79% of the City's total land area. The City is actively seeking to acquire more park and open space land to maintain level of service standard and to increase the recreation opportunities of the City and its residents.

Adjacent Future Land Uses

Similar to existing land uses, the adjacent future land uses surrounding the City of South Miami are similar to the future land uses within the City. The most predominant adjacent land use is low density residential. Business and office future land uses follow along adjacent U.S. 1 and along SW 40th Street. Medium density residential is north west of the City boundary at SW 48th Street and high density residential land use is south west of the City boundary along U.S. 1.

V. Adequacy of Public Facilities

a. Transportation

The South Florida Regional Planning Council has established LOS "D" as the appropriate LOS standard except in special cases where a level of service LOS "E" is acceptable. Special cases include central business district locations and streets where existing development precludes widening.

Except for U.S. 1/Dixie Highway and Bird Road, all South Miami roadways where counts are available are at level of service (LOS) "D" or worse. Existing levels of service are detailed in Table 1-1 of the Transportation Element.

The South Florida Regional Planning Council LOS "D" standard is not accepted as City of South Miami policy. The LOS "D" standard would require major widenings that would adversely affect the residential character of the City. It would also further congest downtown due to additional traffic using Sunset Drive and Red Road. Instead, it is recommended that commuter traffic should use high design arterials that do not pass through residential areas. Furthermore, non-attainment of higher

standards could ultimately freeze development permits. The following service levels are set for both 24-hour and peak-hour periods:

Principal Arterials	LOS "F"
Minor Arterials	LOS "F"
Collectors	LOS "F"

The Transportation Element can be reviewed for more information regarding the transportation systems, needs and level of service standards for the City.

b. Potable Water and Wastewater

Potable Water. The City of South Miami is served by public water lines. The Miami-Dade Water and Sewer Department is responsible for water supply, treatment and transmission. New development and redevelopment are not expected to significantly increase needs for water service.

Wastewater. About one-third of the City of South Miami is served by sanitary sewers. This area is located primarily between 64th Street on the north and 80th Street on the south, and between 57th Avenue on the east and 63rd Avenue on the west, as illustrated in Figure 4.1 of the Infrastructure Element. The Miami-Dade Water and Sewer Department (WASD) is responsible for the collection system and the treatment plant. South Miami generates much less than one percent of the capacity of the Central District Treatment Plant at Virginia Key, which serves the area. Demand on existing collection facilities is not expected to increase, since the City's population is not expected to increase significantly during the planning periods.

The portion of South Miami not served by sanitary sewers is served by septic tanks. For the most part, soil conditions in the City are suitable to septic tank operation. It is a matter of regional policy to ultimately eliminate the use of septic tanks on lots smaller than one acre. The City has prepared a Sanitary Sewer Master Plan in conjunction with Miami-Dade County to ultimately connect the entire City to the County system.

c. Solid Waste

The City of South Miami operates residential garbage and trash pick-up services. Garbage and trash is trucked to the Miami-Dade County Transfer Station at 72 Street. From there it is sent to one of several County disposal facilities. City solid waste constitutes less than one percent of the County's total capacity. Other than the periodic replacement of collection vehicles, the solid waste collection system should continue to operate at a satisfactory level during the five and ten-year planning periods.

d. Drainage

The City of South Miami is responsible for storm drainage except along State and County roads. Drainage facilities include swales, French drains, structural storm drains and run-off into canals. On-site detention of the first inch of rainfall is required of new construction and redevelopment. Future development in South Miami is unlikely to significantly increase drainage problems. In fact, future redevelopment should improve drainage problems by replacing existing inadequate on-site detention facilities with adequate detention facilities.

e. Parks

The City of South Miami is fortunate to offer a wide variety of park, open space, and recreation opportunities for its residents. Park, open space, and recreation opportunities are important to the City and therefore the City has established a higher level of service standard for park and open space land than Miami-Dade County and other nearby municipalities. In addition, the City's population continues to grow and the dynamics of the population continues to change resulting in changing park, open space, and recreation needs. The City has prepared a Park Master Plan to help direct the City's approach to meeting these needs. In addition, the City does have a Park Impact Fee requirement for new development which assists in mitigating the impact of new residential development on existing City park and open space facilities.

The City of South Miami has sixteen (16) park and recreation facilities throughout the City. The City park and open space system includes twelve (12) parks, a girl scout little house reserve facility under lease agreement, a community center, an aquatic center, and a county-owned senior center with programs operated by the City. There are four (4) Miami-Dade Public School sites in the City that offer open space opportunities. In total, approximately 51.61 acres of parkland are available within the City for residents to enjoy. Outside of the City limits are additional options for park and recreation including other public school sites, state and national park facilities within close proximity to the City and available for City residents to enjoy. The Park and Recreation Element can be reviewed for more detailed information about the City's park, open space, and recreation facilities.

f. Public Schools

Four (4) public schools are within the City of South Miami, one private-public partnership program school and one public school immediately adjacent to the City, but outside the City's limits. All of the schools have attendance zones serving South Miami residents. The following is a list of the schools:

- J.R.E Lee Opportunity Center
- Ludlam Elementary
- South Miami K through 8
- South Miami Middle School
- Somerset Academy
- South Miami High School
- David Fairchild Elementary

PUBLIC SCHOOL UTILIZATION/CAPACITY. The following table, Table 1.4, illustrates the number of students, capacity, and current utilization percentage for each school listed above. The utilization percentage is an indication of over or under capacity of the original design capacity of the school. The data presented is from the Miami-Dade County Public Schools' 2016-2017 utilization report.

The data in Table 1.4 indicates that 3 of the 4 public schools servicing South Miami residents are currently under design capacity. South Miami Middle School is currently the only over-design capacity school which is currently at 120% capacity.

Table 1.4
South Miami Public School Utilization Report

School Name	Address	Membership	Permanent Capacity	% util. Capacity	Reloc Capacity	Total Capacity	% Util Total
*J.R.E. Lee Opportunity Center	6521 S.W. 62 nd Ave. South Miami, FL 33143	-	-	-	-	-	-
Ludlam Elementary	6639 S.W. 74 th St. South Miami, FL 33143	364	446	82%	-	446	82%
South Miami K-8	6800 S.W. 60 th St. South Miami, FL 33143	857	788	109%	198	986	87%
South Miami Middle School	6750 S.W. 60 th Street South Miami, FL 33143	963	760	127%	40	800	120%
South Miami High School	6856 SW 53rd St, Miami, FL 33155	2,142	2,311	93%	143	2,454	87%
David Fairchild Elementary	5757 SW 45 th Street, Miami, FL 33155	585	650	90%	-	-	-

Note: J.R.E Lee Opportunity Center is a hybrid private-public partnership program for incoming sixth graders. The alternative education center was not listed in the Geographic Areas of the Utilization Report dated 10/19/2016.

Source: Miami Dade County Utilization Report by Geo Areas prepared by Miami-Dade Public Schools dated 10/19/2016. Information for David Fairchild Elementary is from August 2018.

VI. HISTORIC PRESERVATION

Historic properties are recognized and protected by preservation regulations adopted by the City and administered by the Historic Preservation Board. Currently, one district and eleven individual properties have been designated. The volunteer board strives to protect other significant and engage owners in preservation efforts. The Florida Master Site File includes 40 records for the City: one (1) resource group; and 39 structures.

VII. NATURAL RESOURCES

a. Water Bodies, Floodplain, and Wetlands

The Brewer Canal system and the Snapper Creek/C-2 Canal are the only significant water bodies in the City. Both canals are Biscayne Aquifer recharge sources. Presently, Miami-Dade County only monitors the Snapper Creek/C-2 Canal. See Figure 5.2, which shows these water bodies. The Snapper Creek/C-2 Canal and Brewer Canal system are identified by the Florida Department of Environmental Protection as impaired water bodies (WBID 3293). These systems exceed standards in bacterial fecal coliform concentrations. The State, in coordination with the County, has an extensive monitoring program in place and the State is addressing impaired waterbodies on a regional – and basin by basin – basis to reduce pollutant loads. The City shall continue to coordinate with the Miami-Dade Water and Sewer Department on connecting the septic tanks within the City. See the Conservation Element for more information on water bodies within the City.

The Flood Zone Map (Figure 5.1) identifies the flood zones within the City as mapped by the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). Portions of the City fall within the Special Flood Hazard Area (SFHA). The SFHA is defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. Mandatory flood insurance purchase requirements and floodplain management standards apply within the SFHA. The Florida Building Code regulates construction as it relates to flood zones. The City’s Flood Damage Prevention Ordinance strives to minimize public and private losses due to flood conditions, and the South Florida Water Management District and Miami-Dade Regulatory and Economic Resource (RER) Department regulate the discharge of stormwater run-off and the use of natural drainage features. See the Conservation Element for City of South Miami

September 2018

more information on the Floodplains within the City.

The City of South Miami has a very small amount of wetlands, however, they are not significant enough to be identified on the National Wetlands Inventory. Most of the City's existing wetlands are located along South Miami's canal system, within the canal right-of-ways. Therefore, these wetlands are maintained and monitored by Miami-Dade County. Any wetlands in the City are regulated at the federal level through the U.S. Army Corps of Engineers, at the State Level through the Florida Department of Environmental Protection or the South Florida Water Management District, and at the local level through the Miami-Dade County Division of Environmental Resource Management.

b. Soils and Topography

The soils and topography of the City of South Miami are illustrated on Figure 5.3 – Soils and Figure 5.4 – Topography and Cones of Influence. The most prevalent soil type in the City is Urban Land reflective of the developed nature of the City. Similar to most of South Florida, the City of South Miami is primarily flat and below 15 feet in elevation. See the Conservation Element for more information.

c. Natural Habitats

There is no critical habitat (as defined by the U.S. Fish and Wildlife Service) supporting imperiled species in South Miami due to the full development pattern and limited water bodies. However, two (2) federally endangered species are known to live in the South Miami area – Bonneted Bats (*Eumops floridana*) and Miami Cave Crawfish (*Procamberus milleri*). As a result of the adoption of Ordinance 89-8 on February 21, 1989, effective March 3, 1989, by the Miami-Dade County Board of County Commissioners, the City-owned property at 6609 S.W. 60th Street, consisting of approximately three (3) acres of pineland, has been designated as a Natural Forest Community and is under protection as a preserve area. Removal or destruction of any trees and understory may be prohibited, or under special restrictions and limitations involving the approval of and coordination with various County agencies and environmental groups. Any clearance activities or proposals concerning this property will require compliance with the Miami-Dade County RER Division of Environmental Resources Management. See the Conservation Element for further information.

VIII. Resiliency

The City has already begun to establish a foundation to build resiliency into the City. This Comprehensive Plan update provides the opportunity to continue these actions. Many forces challenge resiliency—an ever-increasing population, a vehicle centric population, sprawling development patterns, finite natural resources, and aggressive exotic flora and fauna—to name a few. Of the many forces challenging resiliency, climate change is a critical issue. Climate change brings varying precipitation patterns increasing the potentials for drought or flood; it has the potential to increase storm and hurricane intensity; it causes prolonged periods of high temperatures threatening vulnerable members of the community and greatly increasing energy use; the increased sea temperatures compromise the viability of the protective reef systems off the South Florida coast; it creates conditions to introduce and increases the presence of tropical diseases that had not historically been concerns; and it is causing rising sea levels.

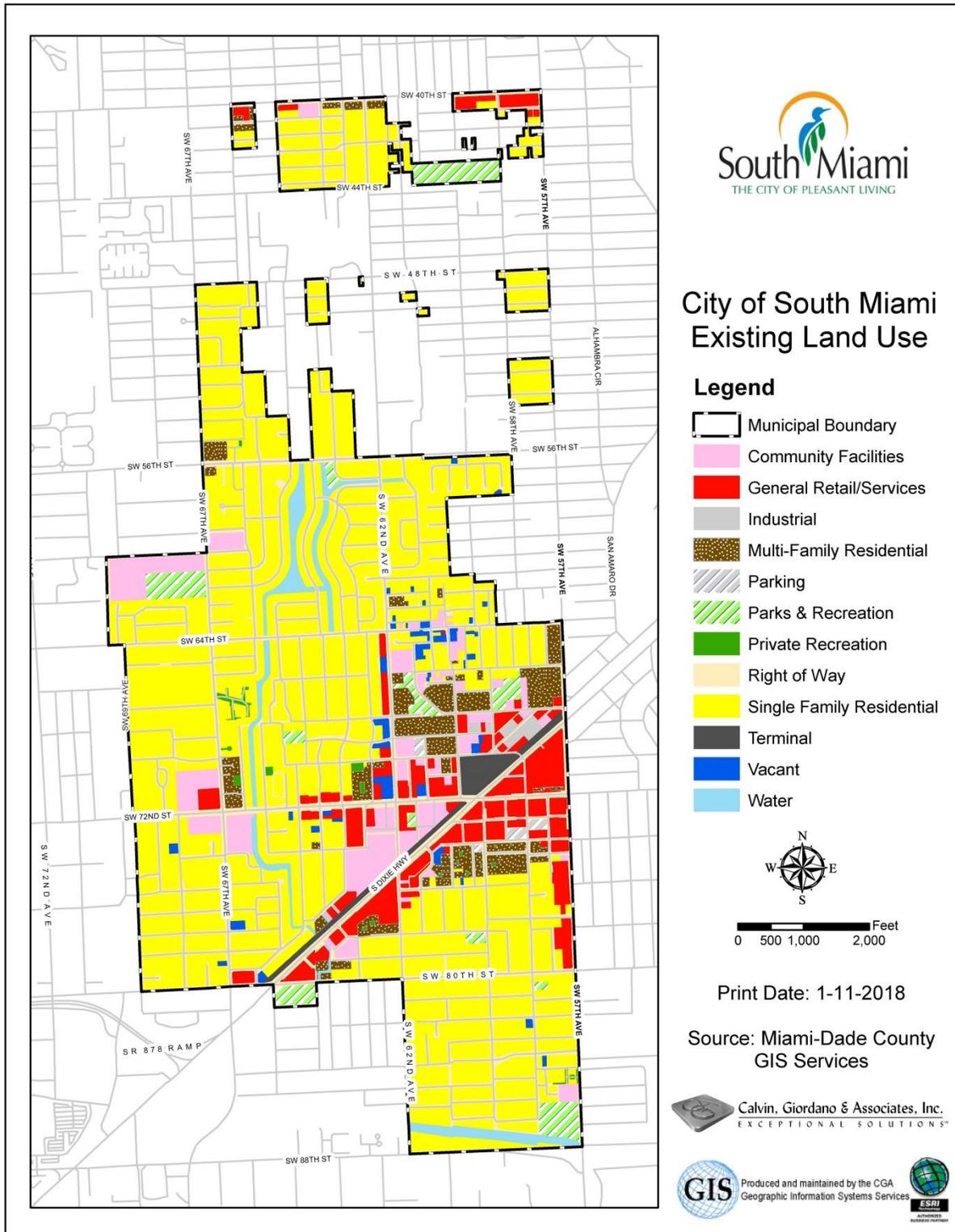
Rising seas have the potential to be enormously disruptive and destructive both physically and economically if not addressed in a systemic way that is integrated throughout all City functions and plans. Rising seas cause saltwater intrusion into our freshwater source for potable water; it

increases storm surges; it jeopardizes the viability of protective nearshore freshwater vegetative systems; it decreases the functionality of our stormwater drainage systems; it intrudes into our septic tank drainage fields and storm and sewer systems where leaks occur in the aging infrastructure; and it creates routine flooding in our neighborhoods and roadways. All of these impacts will only increase in frequency and intensity over time if solid actions are not identified and implemented. Throughout this Comprehensive Plan, resiliency Goals, Objectives, and Policies have been incorporated into the elements to strengthen and build on the foundation the City has already begun.

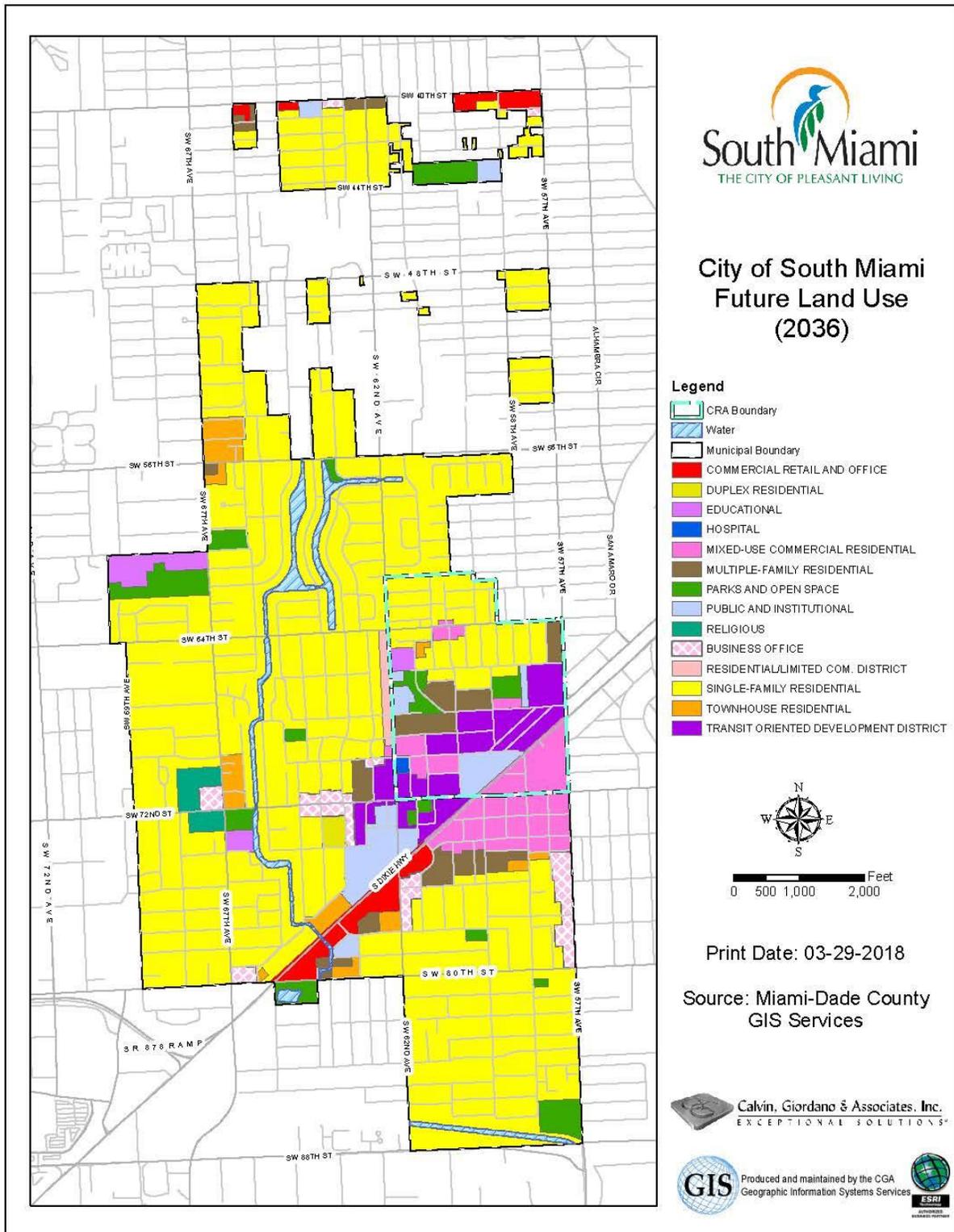
IX. Development Potential

The City is almost built-out with only 14.44 acres of vacant land. The only development that is expected over the next planning horizon is redevelopment of existing developed properties. Redevelopment is expected to be at or near existing densities in the single-family areas, but at greater densities in the TODD and Mixed Use Commercial/ Residential (Four Story) districts. As discussed above in the Population and Projections section, the only changes in population are expected through redevelopment at greater densities and increases in persons per household.

Map 1.1 Existing Land Use



Map 1.2 Future Land Use Map





COMPREHENSIVE PLAN

SEPTEMBER 2018

CHAPTER 2

**TRANSPORTATION
ELEMENT**

DATA, INVENTORY, AND ANALYSIS

DATA, INVENTORY AND ANALYSIS

INTRODUCTION

A local government which has all or part of its jurisdiction included within the urban area of a Metropolitan Planning Organization (MPO) pursuant to Section 339.175, F.S., shall prepare and adopt a transportation element consistent with the provisions of this Rule and Chapter 163, Part II, F.S. Within a designated MPO area, the transportation elements of the local plans shall be coordinated with the long-range transportation plan of the MPO. The purpose of the transportation element shall be to plan for a multimodal transportation system that places emphasis on public transportation systems.

TRANSPORTATION PLANNING AREA

The City of South Miami is located within the Central Planning Zone Area defined by the Miami-Dade's Metropolitan Planning Organization (MPO). The City of South Miami falls under Miami-Dade County's designated Transportation Concurrency Exception Areas (TCEA). A TCEA is a compact geographic area designated to support the urban infill and redevelopment to circumvent the adverse impacts of concurrency requirements. The Miami-Dade County MPO projects an increase in population in the Central Planning Area; but since the City is almost 100% developed, not much change is expected, and the anticipated future growth will be mostly redevelopment.

As part of the TCEA, the Level of Service for major state roadways in the City of South Miami is LOS E+20, meaning that where mass transit service having headways of 20 minutes or less is provided within a ½-mile distance, roadways shall operate at no greater than 120 percent of their capacity.

EXISTING TRANSPORTATION SYSTEM

The City of South Miami's road network is connected by a number of arterial and collector streets that serve both the north/south and east/west travel movements. State Road 826 (Palmetto Expressway) runs north and south less than one mile to the west of the City of South Miami with interchanges at Miller Drive and Sunset Drive. State Road 878 (Snapper Creek Expressway) runs east and west from the southwest corner of the City west to State Road 874 (Don Shula Expressway). State Road 874's principal function is to connect US-1/South Dixie Highway to State Road 976. US-1/South Dixie Highway is a diagonal State Road arterial that connects the City of South Miami to the City of Coral Gables to the northeast and the Village of Pinecrest to the southwest. The Roadway Maintenance Responsibility map (2.3) depicts the general roadway network and labels the major streets.

State Roadways

US-1/South Dixie Highway/State Road 5: US-1 is a six-lane divided principal county arterial that traverses the City diagonally in the northeast and southwest direction. The roadway has some access controls through limited cross street intersections and left turn restrictions at certain intersections.

Red Road/West 57th Avenue/State Road 959: Red Road is an arterial facility that serves the residential areas in the northern and central parts of the City and the commercial area in the southern portion of the City. The road is two lanes from just north of U.S. 1 to Bird Road. From north of U.S. 1 south to S.W. 74th Street the road expands out to four lanes with on-street parking

sections in the downtown segment. Red Road is a state road facility north of US-1 and a county roadway south of US-1.

Bird Road/SW 40th Avenue/State Road 976: This is a six-lane divided roadway forming the northern boundary of the City. This State Road is an important facility that carries a high percentage of traffic through the City. Bird Road has an interchange with SR 826 (Palmetto Expressway) with adjacent land uses that are primarily commercial. Bird Road becomes a County facility just east of Red Road.

Sunset Drive/SW 72nd Avenue/State Road 986: This minor arterial provides direct access through the City to the downtown including the Shops at Sunset Place. Sunset Drive is an important east west roadway that accommodates a significant amount of through traffic. Sunset Drive is a four-lane divided road, except the portion east of U.S. 1 which is only two lanes and is functionally classified as a Miami Dade County roadway. This segment is characterized by dense commercial land use in the eastern part of the City. It provides direct access to the South Miami Metrorail Station. Sunset Drive is designated as an historic highway both east and west of the City of South Miami and is functionally classified as a State Road between the Florida Turnpike and SW 69th Avenue.

Miami Dade County Roadways

Ludlam Road/SW 67th Avenue: This two-lane collector forms a portion of the City's western boundary. This north south roadway facility serves a number of through trips as a collector. Ludlam Road is functionally classified as a Miami Dade County roadway.

S.W. 62nd Avenue: This collector facility serves mostly local traffic since the roadway extends only a short distance beyond the northern City limits. SW 62nd Avenue is a two-lane roadway from S.W. 66th Street to Bird Road with the adjacent land use being primarily residential. From S.W. 62nd Street to U.S. 1 the road is expanded to four lanes with predominantly commercial land uses. The remainder of the roadway from U.S. 1 to its southern terminus is two lanes with residential land use.

S.W. 48th Street: This residential County collector does not extend beyond the Florida East Coast Railroad tracks just west of the City boundaries and serves primarily local trips. The road is two lanes throughout the City and land use along the road is residential.

Miller Road/SW 56th Street: This is also a County collector roadway but it serves more through trips than S.W. 64th Street and S.W. 80th Street. It has an interchange with the Palmetto Expressway, extends into western Dade County, and also provides access to the University of Miami to the east of the City. The roadway is two lanes through the City expanding to a four-lane divided design at the Ludlam Road intersection at the western boundary of the City.

Hardee Road/S.W. 64th Street: This is a local residential County collector similar to S.W. 80th Street. This road does not extend beyond the Palmetto Expressway. Therefore, traffic on the road is limited to primarily local trips. The road is two lanes through the City.

Davis Road/SW 80th Street: This two-lane residential County collector street forms part of the City's southern boundary. S.W. 80th Street also connects to the Snapper Creek Expressway providing access to western Dade County.

Kendall Drive/SW 88th Street: This is the southernmost arterial in the City forming a portion of the southern City boundary. The road is a major Countywide east/west traffic facility serving the

southern limits of the City. In the City of South Miami, this roadway is two lanes with an expansion to six lanes outside the City.

Local Roadways

The remaining streets in the City of South Miami's road network are considered local roadways. These local roads, which are on a grid system, provide a connected street system intended for high traffic of local origin or destination, but which receives significant and adverse cut-thru traffic by commuters seeking to bypass the congestion that occurs along US-1/South Dixie Highway.

Highway Functional Classification

The Florida Department of Transportation (FDOT) is responsible in the State of Florida for the functional classification of roadways into the hierarchy defined by the United States Department of Transportation (USDOT). This hierarchy stratifies the range of mobility and access functions that roadways serve. Additionally, the physical layout and the official designation of some roadways dictate the classification of certain roadways based on their functions, responsible agency and level of usage. The following classifications are utilized to typify roadways:

PRINCIPAL ARTERIALS - are defined as roadways serving major centers of metropolitan areas and regional activity centers, provide a high degree of mobility, and directly serve abutting land uses. These facilities accommodate heavy volumes of traffic and channel traffic between other principal arterials and through the urban area.

MINOR ARTERIALS - are defined as roadways that provide service for trips of moderate length, serve geographic areas that are smaller than their higher arterial counterparts and offer connectivity to the higher arterial system. In an urban context, they interconnect and augment the higher arterial system, provide intra-community continuity and carry local bus routes. These facilities tend to carry moderately heavy traffic and channel traffic to community activity centers.

COLLECTOR STREETS - are defined as roadways that gather traffic from local roads and funnels them to the arterial network. Within the context of functional classification, collectors are broken down into two categories: Major Collectors and Minor Collectors. Collectors carry moderately low traffic volumes and serve to channel traffic from neighborhoods to the arterial network or to other neighborhood activity centers. These residential streets should not be re-designated to avoid potential road widenings.

Existing Level of Service (LOS) Standards

The South Florida Regional Planning Council has established Level of Service (LOS) "D" as the appropriate LOS standard except in special cases where a level of service LOS "E" is acceptable (for more information about the LOS categories, please see below). Except for US-1/Dixie Highway and Bird Road, all South Miami roadways where counts are available are at level of service (LOS) "D" or worse. Existing levels of service are detailed in Table 1-1 of the Transportation Element. Special cases include central business district locations and streets where existing development precludes widening. The South Florida Regional Planning Council LOS "D" standard is not accepted as City of South Miami policy. The LOS "D" standard would require major widenings that would adversely affect the residential character of the City. It would also further congest downtown due to additional traffic using Sunset Drive and Red Road. Instead, it is recommended that commuter traffic use high design arterials that do not pass through residential areas. Furthermore, non-attainment of higher standards could ultimately freeze development permits. The following service levels are set for both 24-hour and peak-hour periods:

Principal Arterials	LOS "F"
Minor Arterials	LOS "F"
Collectors	LOS "F"

The Transportation Element can be reviewed for more information regarding the transportation system, needs and level of service standards for the City.

LEVEL OF SERVICE STANDARDS (LOS)

Level of Service (LOS) standards can be determined for various public facilities. Within the urbanized area, level of service measurements are maintained for the automobile, however the Miami-Dade Long Range Transportation Plan for the Year 2040 also places special emphasis on meeting multimodal transportation needs. Therefore, the TPO’s Long Range Transportation Plan (LRTP) conducted an inventory of existing conditions for all roads within the TPO’s long range street network, including those in the City of South Miami.

Automobile Level of Service. *The Traffic Engineering Handbook* (Institute of Transportation Engineers, 2009) defines level of service for roadways (based upon the motorist’s perspective) as:

“A qualitative measure that characterizes operational conditions within a traffic stream and perception of these conditions by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience.”

This definition can be further simplified as the ratio of traffic volume to roadway capacity. The six different levels of service are described below:

LOS A – Represents free-flow conditions. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to drivers is excellent.

LOS B – Allows speeds at or near free-flow speeds, but the presence of other users begins to be noticeable. Freedom to select speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream relative to LOS A.

LOS C – Has speeds at or near free-flow speeds, but the freedom to maneuver is noticeably restricted (lane changes require careful attention on the part of drivers). The general level of comfort and convenience declines significantly at this level. Disruptions in the traffic stream, such as an incident (for example, vehicular crash or disablement), can result in significant queue formation and vehicular delay. In contrast, the effects of incidents at LOS A or LOS B are minimal, with only minor delay in the immediate vicinity of the event.

LOS D – Represents the conditions where speed begins to decline slightly with increasing flow. The freedom to maneuver become more restricted and drivers experience reductions in physical and psychological comfort. Incidents can generate lengthy queues because the higher density associated with the LOS provides little or no space to absorb disruptions in traffic flow.

LOS E – Represents operating conditions at or near the roadway’s capacity/ Even minor disruptions to the traffic stream, such as vehicles entering from a ramp or vehicles changing lanes, can cause delays as other vehicles give way to allow such maneuvers. In general, maneuverability is extremely limited, and drivers experience considerable physical and psychological discomfort.

LOS F – Describes a breakdown in vehicular flow. Queues form quickly behind points in the roadway where the arrival flow rate temporarily exceeds the departure rate, as determined by the roadway’s capacity. Such points occur at incidents and on- and off-ramps, where incoming traffic results in capacity being exceeded. Vehicles typically operate at low speeds under conditions and are often required to come to a complete stop, usually in a cyclic fashion. The cyclic formation and dissipation of queues is a key characterization of LOS F. It should also be noted that while LOS F is defined by HCM, many practitioners, researchers and academics do not refer to LOS F as an actual level of service. Often it is characterized as “condition F” because, effectively, it offers no service.

EXISTING ROADWAY LEVEL OF SERVICE

The following table shows the existing level of service for the key arterial and collector roadways in the City of South Miami.

**Table 1-1 (2016) EXISTING PEAK HOUR TRAFFIC CONDITIONS
CITY OF SOUTH MIAMI**

Roadway Name	Location	Classification	Adopted Level of Service	Lanes	Adopted LOS E+20 Capacity	Pk Hr Pk Dir Volumes 2016	Existing Level of Service 2015
Bird Road	W of Red Road	Major	E+20	6LD	3624	2218	C
Miller Road	W of Red Road	Collector	E+20	2LU	960	1530	F
Sunset Drive	W of Dixie Hwy	Minor Arterial	E+20	4LD	2040	2514	F
Kendall Drive	W of SW 67 Ave	Collector	E+20	4LD	2400	2469	F
Ludlam Drive	S of Kendall Drive	Collector	E+20	2LU	960	979	F
	N of Sunset Drive	Collector	E+20	2LU	960	774	D
Red Road	S of Kendall Drive	Minor Arterial	E+20	2LU	960	640	C
	N of Dixie Hwy	Minor Arterial	E+20	2LU	960	1237	F
Dixie Hwy	N of Kendall Drive	Principal Arterial	E+20	6LD	3624	2581	C
	N of Sunset Drive	Principal Arterial	E+20	6LD	3624	2940	C

Note:

1) The peak hour peak direction volume is directly taken from the *FDOT Traffic Information DVD 2016*.

2) The adopted level of service standard thresholds is based on the *FDOT Generalized Table 4-7 for Peak Hour Directional Volumes*.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached (2012 FDOT Quality/Level of Service Handbook Tables).

FUTURE ROADWAY 5 YEAR LEVEL OF SERVICE

The following table shows the future short-term future level of service for the key arterial and collector roadways in the City of South Miami.

**Table 1-2 (2021) FUTURE PEAK HOUR TRAFFIC CONDITIONS
CITY OF SOUTH MIAMI**

Roadway Name	Location	Classification	Adopted Level of Service	Lanes	Adopted LOS E+20 Capacity	Pk Hr Pk Dir Volumes 2021	Future Level of Service 2021
Bird Road	W of Red Road	Major	E+20	6LD	3624	2274	C
Miller Road	W of Red Road	Collector	E+20	2LU	960	1569	F
Sunset Drive	W of Dixie Hwy	Minor Arterial	E+20	4LD	2040	2578	F
Kendall Drive	W of SW 67 Ave	Collector	E+20	4LD	2400	2531	F
Ludlam Drive	S of Kendall	Collector	E+20	2LU	960	1004	F
	N of Sunset Drive	Collector	E+20	2LU	960	794	D
Red Road	S of Kendall Drive	Minor Arterial	E+20	2LU	960	656	C
	N of Dixie Hwy	Minor Arterial	E+20	2LU	960	1268	F
Dixie Hwy	N of Kendall Drive	Principal Arterial	E+20	4LD	3624	2646	C
	N of Sunset Drive	Principal Arterial	E+20	6LD	3624	3014	D

Note:

- 1) The peak hour peak direction volume is directly taken from the *FDOT Traffic Information DVD 2016*. Future volumes are projected based on an annual growth rate of 0.5%.
 - 2) The adopted level of service standard thresholds is based on the *FDOT Generalized Table 4-7 for Peak Hour Directional Volumes*.
- ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached (2012 FDOT Quality/Level of Service Handbook Tables).

FUTURE ROADWAY 2040 LEVEL OF SERVICE

The following table shows the future 2040 level of service for the key arterial and collector roadways in the City of South Miami.

**Table 1-3 (2040) FUTURE PEAK HOUR TRAFFIC CONDITIONS
CITY OF SOUTH MIAMI**

Roadway Name	Location	Classification	Adopted Level of Service	Lanes	Adopted LOS E+20 Capacity	Pk Hr Pk Dir Volumes 2040	Future Level of Service 2040
Bird Road	W of Red Road	Major	E+20	6LD	3624	2500	C
Miller Road	W of Red Road	Collector	E+20	2LU	960	1725	F
Sunset Drive	W of Dixie Hwy	Minor Arterial	E+20	4LD	2040	2834	F
Kendall Drive	W of SW 67 Ave	Collector	E+20	4LD	2400	2783	F
Ludlam Drive	S of Kendall	Collector	E+20	2LU	960	1104	F
	N of Sunset Drive	Collector	E+20	2LU	960	873	E
Red Road	S of Kendall Drive	Minor Arterial	E+20	2LU	960	721	C
	N of Dixie Hwy	Minor Arterial	E+20	2LU	960	1394	F
Dixie Hwy	N of Kendall Drive	Principal Arterial	E+20	4LD	3624	2909	C
	N of Sunset Drive	Principal Arterial	E+20	6LD	3624	3314	D

Note:

- 1) The peak hour peak direction volume is directly taken from the *FDOT Traffic Information DVD 2016*. Future volumes are projected based on an annual growth rate of 0.5%.
 - 2) The adopted level of service standard thresholds is based on the *FDOT Generalized Table 4-7 for Peak Hour Directional Volumes*.
- ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached (2012 FDOT Quality/Level of Service Handbook Tables).

CAPITAL IMPROVEMENT PROJECTS

After review of the FDOT 5 Year Work Program, the following list of roadway capital improvements have been programmed which in some cases affect the future level of service.

Table 1-4 ROADWAY CAPITAL IMPROVEMENT PROJECTS

FDOT Projects							
Project Name	Location	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total
SR 976/Bird Rd Intersection Improvement MPO Item No. DT4363861	At SW 97 th Avenue		\$580,000	\$65,000			\$645,000
SW 67 th Avenue - Trail Improvements FDOT Item No. NM16	Miami River Greenway	\$608,000					\$608,000
SW 67 th Avenue - Bicycle Facility Improvements FDOT Item No. 4198231	Blue Road					\$116,000	\$116,000
SW 72 nd Street - Pedestrian Facility Improvements FDOT Item No. NW116	SW 67 th Avenue					\$324,000	\$324,000
SW 67 th Avenue FDOT Item No. NW11	M-Path Green Link					\$8.012 M	\$8.012 M
SW 137 th Avenue - Widen to 6 lanes MPO Item No. PS0000017	Sunset Drive	\$650,000					\$650,000
SR 976/Bird Rd MPO Item No. DT4348454	From SR 821 to US1	\$670,000					\$670,000
SW 64 th Street - FDOT Item No. NM113	SW 72 nd Avenue	\$294,000					\$294,000
Total Cost of FDOT Projects							\$11.3 M

PUBLIC TRANSPORTATION SYSTEM

Six bus routes from Miami-Dade Transit travel through the City of South Miami. The following are the route numbers, service areas and features.

Route	Service Areas	Features
37	City of Hialeah, Dept. of Children & Families, Hialeah Metrorail station, Tri-Rail Airport station, Miami International Airport (MIA) Metrorail station, Douglas Road (SW 37 Avenue), Douglas Road Metrorail station, City of South Miami via Sunset Drive, Cocoplum Circle, South Miami Metrorail station	Wheelchair Bike Metrorail MIA Transit connections
40	40B extends to 152 Avenue & SW 56 Street, SW 132 Avenue/18 Street (40) (no Sat. & Sun. service), Bird Road, Douglas Road Metrorail station	Wheelchair Bike Metrorail
56	WEEKDAY SERVICE ONLY. Curry Middle School, John A. Ferguson High School, SW 162 Avenue/47 Street, Miller Road, University Metrorail station, City of Coral Gables via Ponce de Leon and LeJeune Road, University of Miami Campus, Doctors Hospital, Miami Children's Hospital	Wheelchair Bike Metrorail
57	WEEKDAY SERVICE ONLY. Tri-Rail Airport Station, Miami International Airport (MIA) Metrorail station, South Miami Metrorail station, Red Road (NW/SW 57 Avenue), Busway at SW 152 Street, SW 152 Street Park & Ride Lot, Jackson South Hospital	Wheelchair Bike Metrorail
72	West Kendall Transit Terminal/Park & Ride Lot, SW 56 St/140 Ave (Route 72), South Miami Metrorail Station.	Wheelchair Bike Metrorail
73	Miami Gardens Dr & NW 73 Ave Park & Ride Lot, Town of Miami Lakes, Hialeah, Palmetto Metrorail Station, Milam Dairy Road (NW 72 Avenue), US Postal Annex, Dadeland Mall, Dadeland South Metrorail station.	Wheelchair Bike Metrorail

Additionally, the City of South Miami has its own trolley system which complements the Miami-Dade County Transit system. The City's trolley route circulates a total of 1.5 miles with a total duration of 20-25 minutes for the entire route. The trolley has stops at the following locations:

- 5995 Sunset Drive (Mack Cycle)
- 7031 SW 62nd Avenue (Larkin Hospital)
- 59 Place s/o SW 69 Street (US Post Office)
- 68 Street e/o SW 58 Place (Shops at Sunset Place)
- 57 Avenue N/O San Remo (CVS)

The trolley route can be seen in the below map which includes the transit stops.



EXISTING MODAL SPLIT AND VEHICLE OCCUPANCY RATES

According to journey-to-work data collected from the US census, single-occupant automobile trips account for approximately 82.2% of all trips to and from work reported by residents in South Miami. Carpools account for approximately 6.2%, public transit for approximately 7.8%, and walking for approximately 4.6% of all trips. Residents working at home total 2.0% of the population. For those commuting by private automobile, including carpooling, average vehicle occupancy for City of South Miami residents was 1.07 persons, which is less than the 1.10 reported for Miami-Dade County.

MULTIMODAL TRANSPORTATION

The City of South Miami adopted the South Miami Intermodal Transportation Plan (SMITP) in December of 2014. The goal of the SMITP is to develop an interconnected network plan of multimodal streets that promote sustainable transportation and identify design solutions that:

- Provide for multiple transportation modes, such as pedestrian, bicycle, transit, and automobile, and include environmentally sustainable, context-sensitive solutions;
- Recognize the differences between street types; and

- Support flexibility to accommodate future needs and allow change to occur incrementally within budgetary constraints.

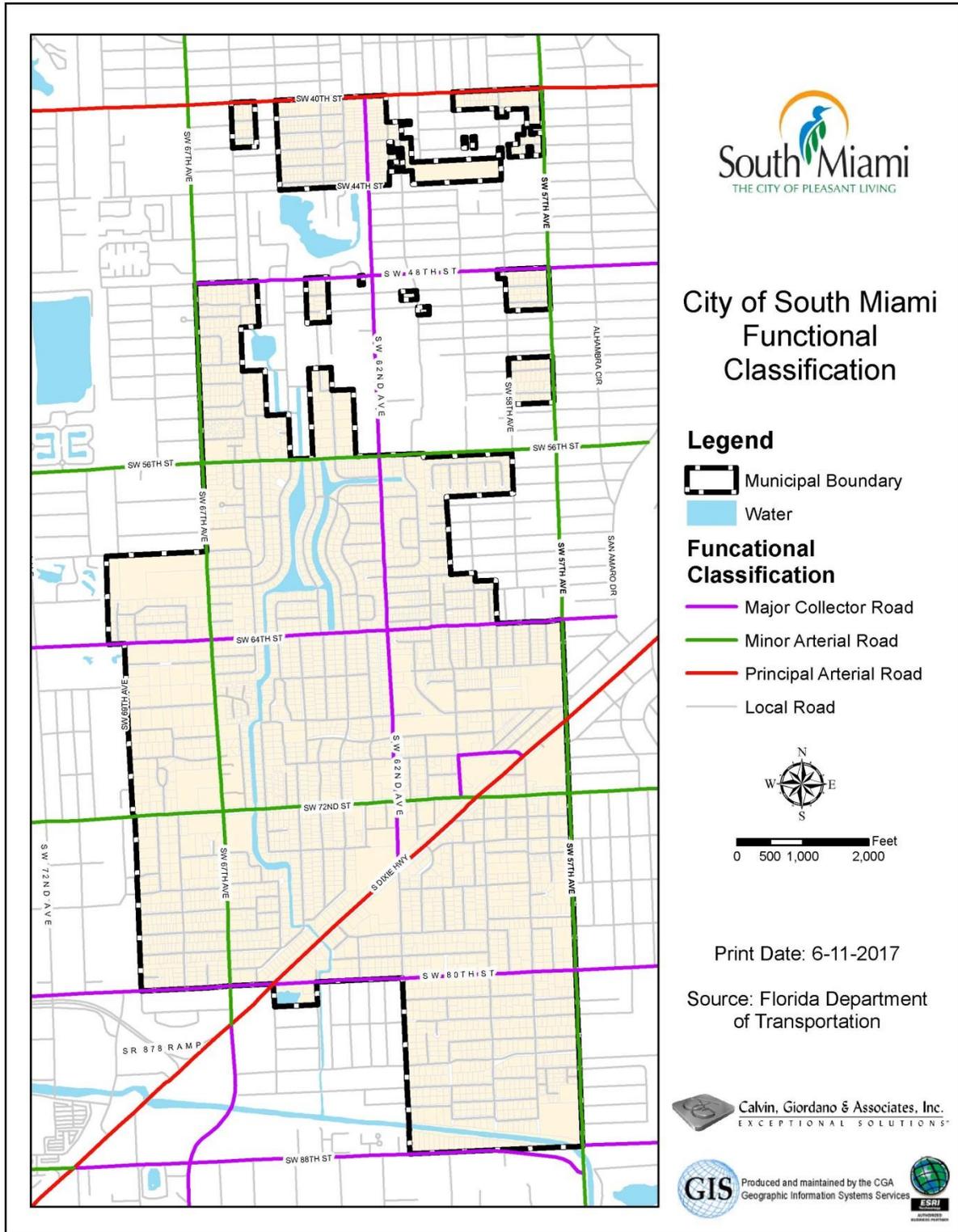
Complete Streets design also encourages a shift in the City’s modal split increasing the use of transit, biking, and walking. By diversifying modes of transportation, like transit and rail, more people can move through a corridor by means other than solely using motor vehicles.

**Table 1-5
5 YEAR CRASH HISTORY (2012-2017)- CITY OF SOUTH MIAMI**

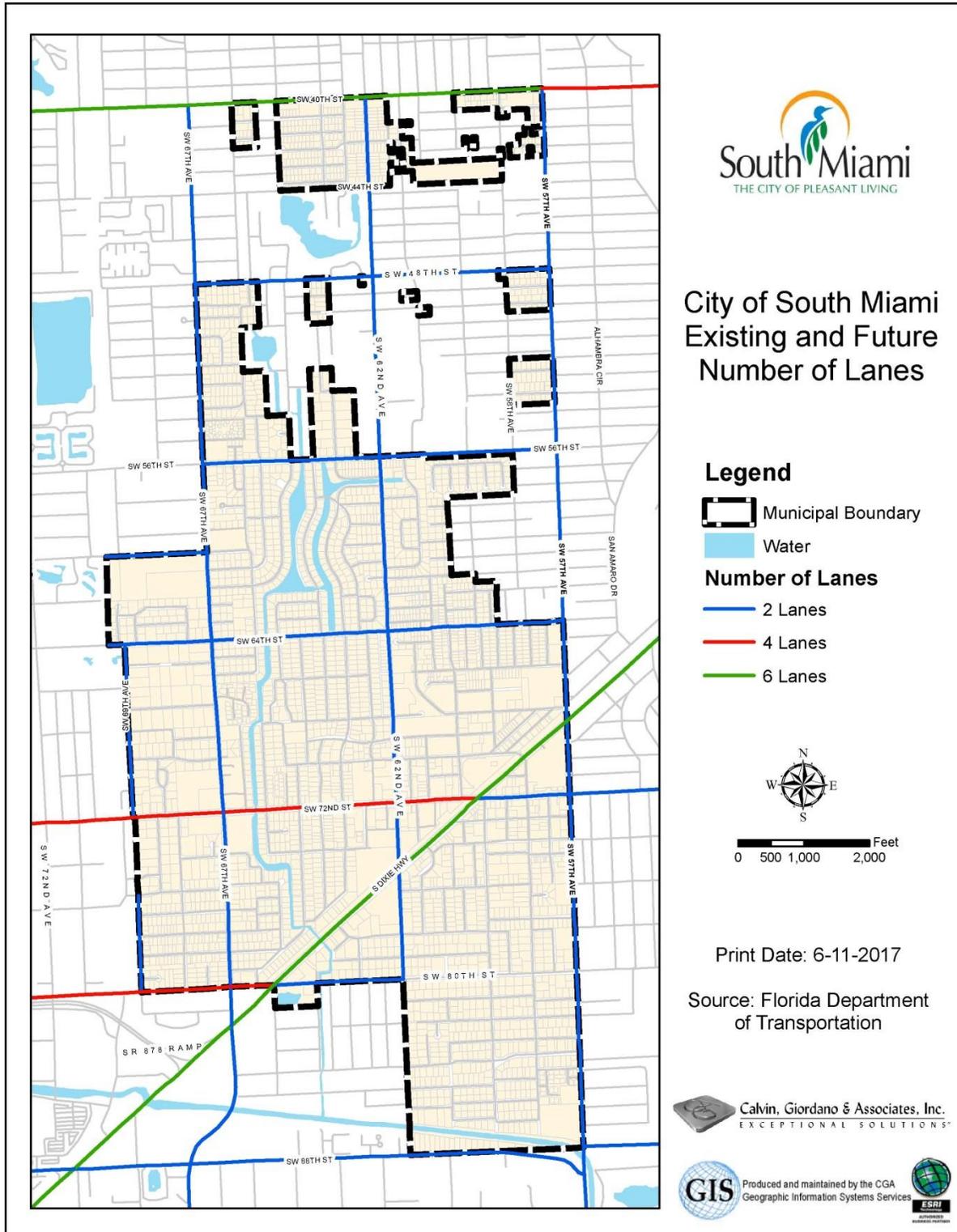
HIGH CRASH LOCATIONS CITY OF SOUTH MIAMI		
Road	Intersection	2012-2017
U.S. 1	Red Road	251
	Sunset Drive	154
	Davis Road / SW 80 th Street	196
Ludlam Road	Miller Road	128
	Sunset Drive	67
	Davis Road / SW 80 th Street	35
Red Road	Bird Road	356
	Miller Road	60
	Sunset Drive	131
	Davis Road / SW 80 th Street	37
	Kendall Drive	38

Source: Signal Four Analytics - April 2017

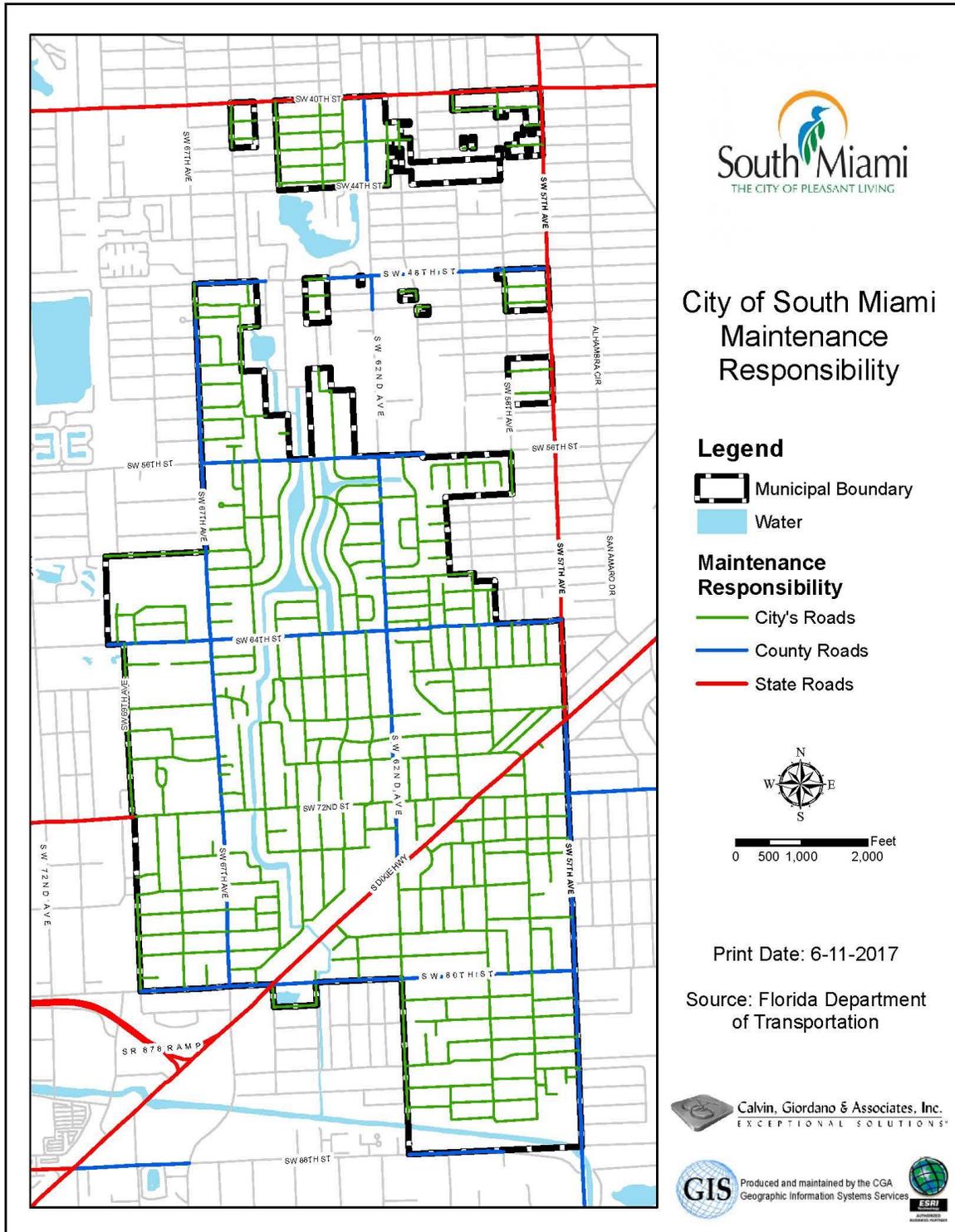
Map 2.1 Functional Classification



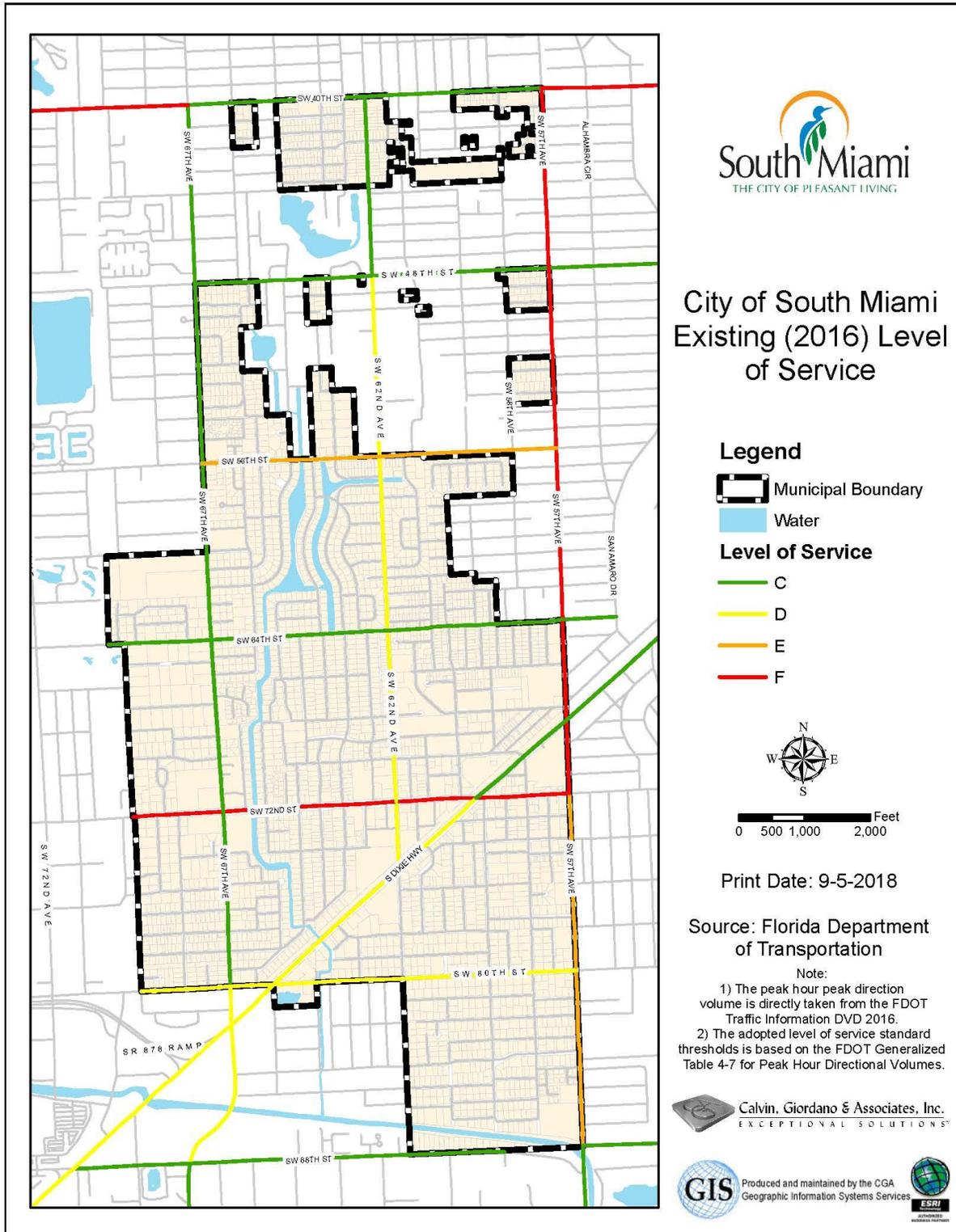
Map 2.2 Number of Lanes



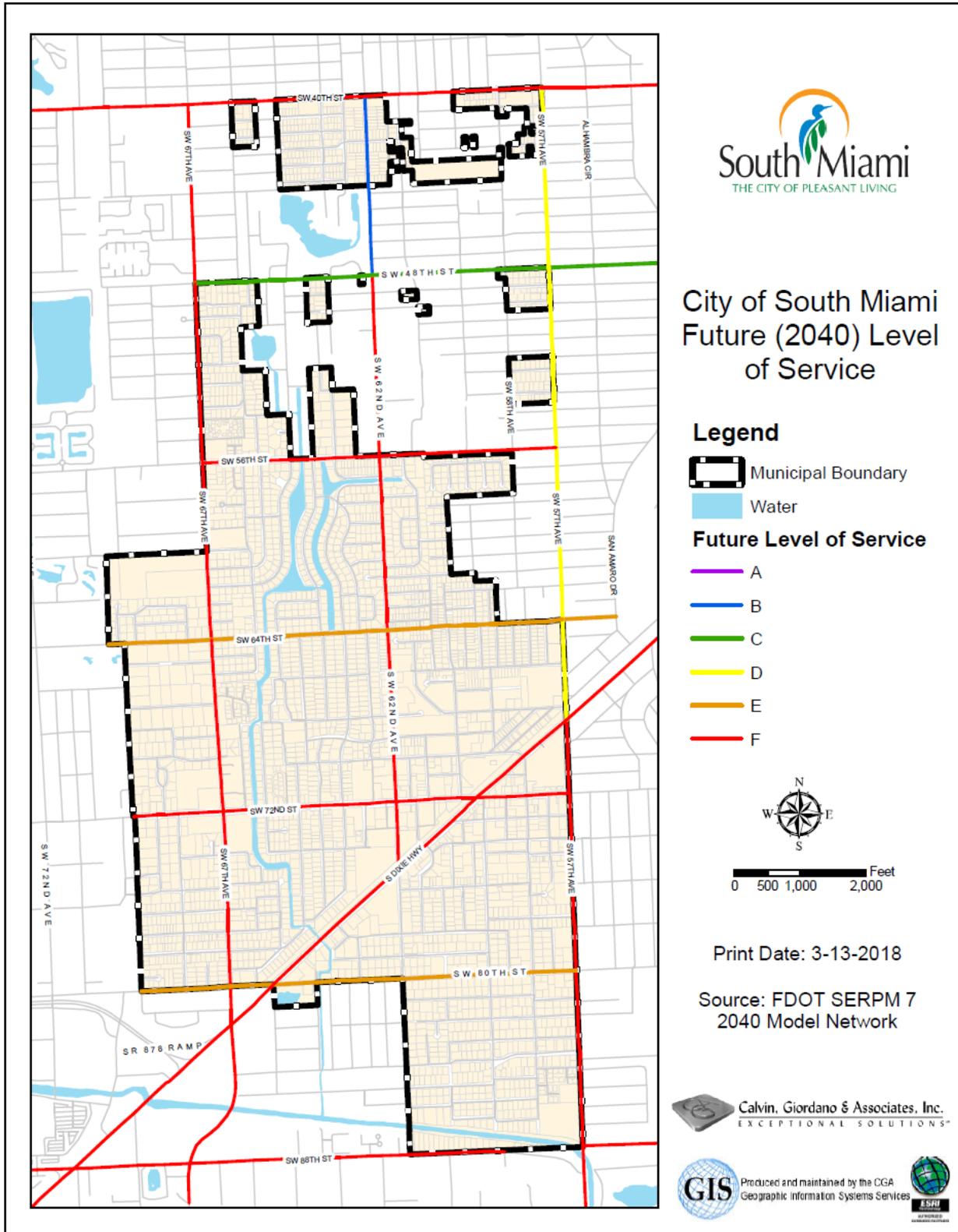
Map 2.3 Maintenance Responsibility



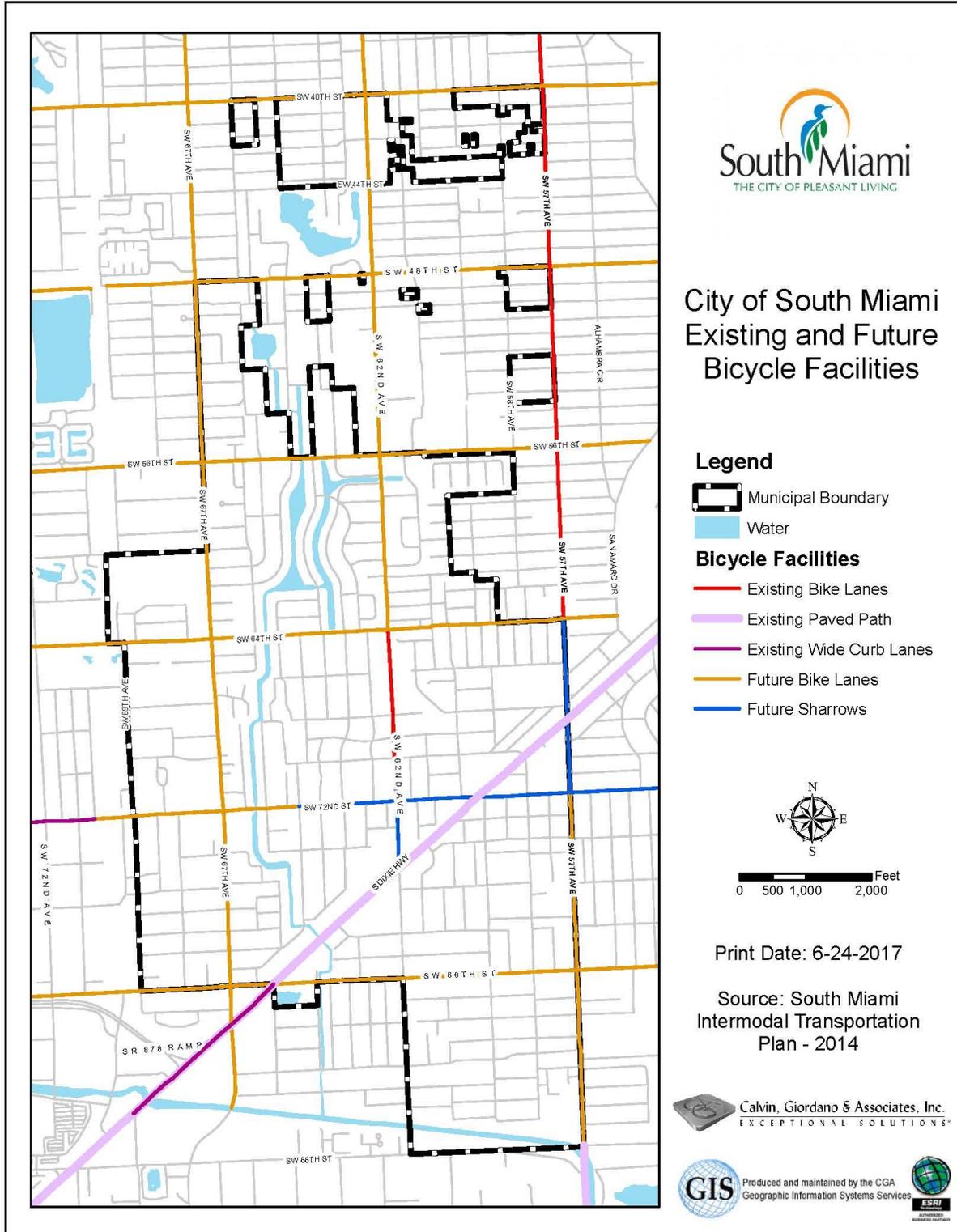
Map 2.4 Existing LOS



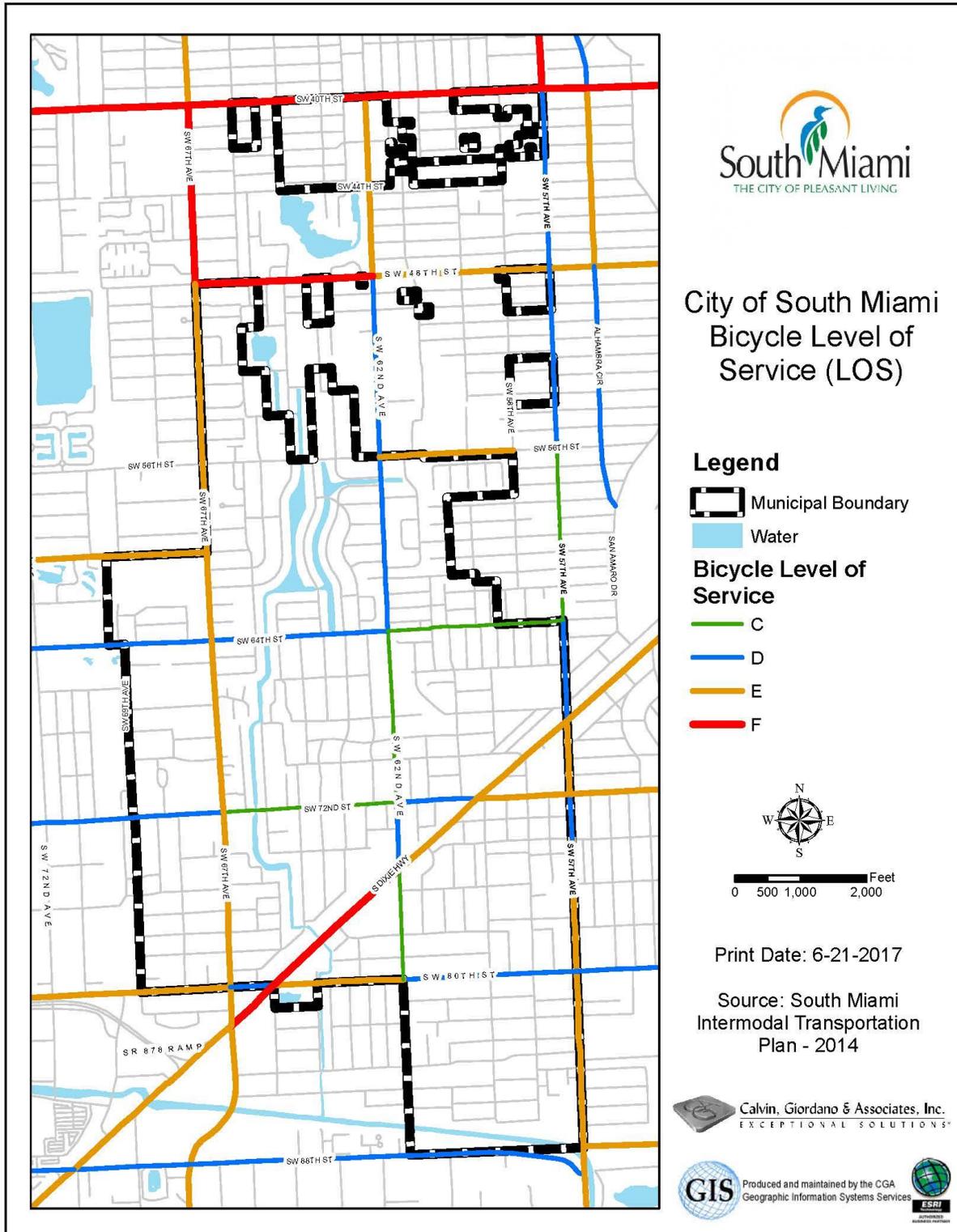
Map 2.5 Future LOS



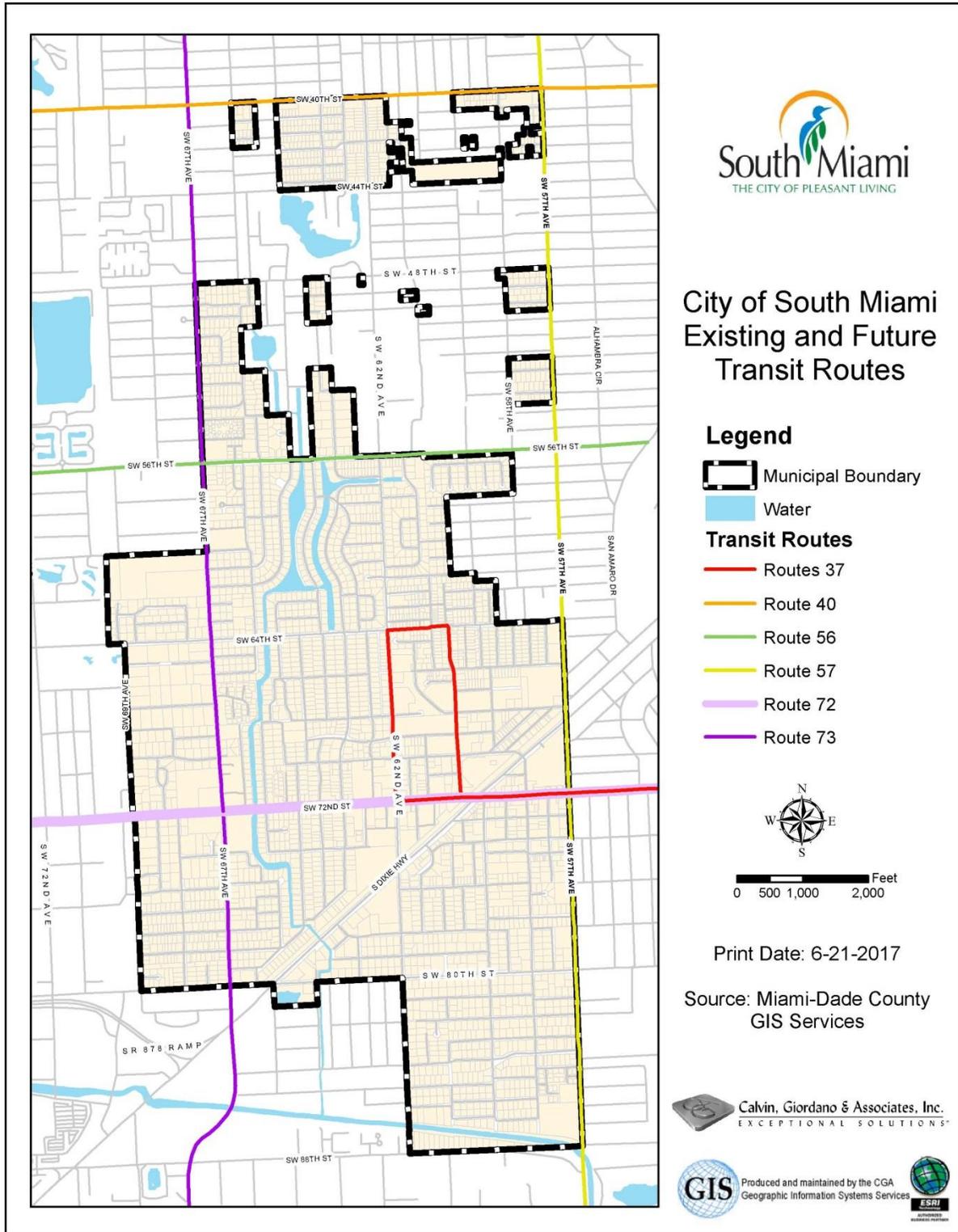
Map 2.6 Bicycle Facilities



Map 2.7 Bicycle LOS



Map 2.8 Transit Routes





COMPREHENSIVE PLAN

SEPTEMBER 2018

CHAPTER 3

HOUSING ELEMENT

DATA, INVENTORY, AND ANALYSIS

CHAPTER 3

PURPOSE

The purpose of the Housing Element is to provide guidance for the development of appropriate plans and policies to meet identified or projected deficits in the supply of housing for moderate income, low income and very-low income households, group homes, foster care facilities and households with special housing needs. These plans and policies address government activities, as well as provide direction and assistance to the efforts of the private sector.

Assuring the continued provision of affordable housing is an ongoing challenge as the City is almost completely built out. However, the City has made efforts to maintain an affordable housing stock through infrastructure improvements and proactive code compliance which extend the lifespan of the City and provide for continuance of a quality area.

HOUSING INVENTORY

Information from the U.S. Census Bureau and the Florida Housing Data Clearinghouse (Shimberg Center) has been used to provide many of the following comparative characteristics between the City and Miami-Dade County as this is the best available data.

Housing Type: Residential use is a major development characteristic of South Miami. The 4,955 total housing units reported for the City in 2015 comprised 0.49 percent of the County's total housing stock of 998,833 reported units. As of June 2017, there were 844 acres that had an existing land use of residential. This represents approximately 57 percent of the City's total land area of 1476 acres.

The 2011-2015 American Community Survey (U.S. Census) determined approximately 38 percent (1,871 units) of housing units in South Miami were multi-family (2 or more), while single-family homes made up 62 percent (3,084 units) of the City's housing stock. The same survey by the Census Bureau identified 56 mobile home units in the City. However, there are no mobile homes existing today. Total units and the percentage of housing inventory by type of unit are shown in Table 3-1.

**Table 3-1
Dwelling Units by Structure Type, 2015**

Dwelling Units	South Miami	South Miami	Miami-Dade County	Miami-Dade County
	Number	Percent	Number	Percent
SINGLE FAMILY:	3,084	62%	504,330	50.4%
<i>1, detached</i>	2,833		405,953	
<i>1, attached</i>	251		98,377	
MULTI-FAMILY:	1,871	38%	494,503	49.6%
<i>2</i>	50		20,666	
<i>3 or 4</i>	125		35,242	
<i>5 to 9</i>	83		51,791	
<i>10 to 19</i>	298		67,651	
<i>20 or more</i>	1,239		305,520	
MOBILE HOMES	56		13,144	
OTHER	20		489	
TOTAL	4,955	100%	998,833	100%

Source: 2011-2015 American Community Survey 5-Year Estimates (U.S. Census)

Housing Tenure: Housing tenure refers to the occupancy of a unit, either owner-occupied or renter-occupied. The 2010 U.S. Census reported 55 percent of households in South Miami were owner-occupied. (Statewide, Florida’s homeownership rate is 67.7 percent.) The remaining 45 percent were renter-occupied households. Housing tenure characteristics are detailed in Table 3-2.

**Table 3-2
Households by Tenure, 2010**

Tenure	South Miami	South Miami	Miami-Dade County	Miami-Dade County
	# of Households	Percent	# of Households	Percent
Owner Occupied	2,573	55%	483,874	55.6%
Renter Occupied	2,126	45%	383,478	44.2%
Total Occupied Units	4,699	100%	867,352	100%

Source: 2010 U.S. Census

Housing Vacancy: Table 3-3 shows the housing vacancy characteristics for South Miami and Miami-Dade County as reported in the 2010 Census. At the time of the Census, 475 housing units in South Miami were vacant. This represents a vacancy rate of 9.2 percent for the City out of 5,174 housing units reported at that time, which is about the same as the overall Miami-Dade County rate of 12.3 percent. There were 38 vacant housing units for sale and 273 vacant units for rent.

**Table 3-3
Housing Vacancy, 2010**

Status	South Miami	South Miami	Miami-Dade County	Miami-Dade County
	# of Units	Percent	# of Units	Percent
For rent	273	57%	37,848	31.0%
For sale	38	8%	16,156	13.2%
Other	95	20%	24,425	20.0%
For migrant workers	0	0%	41	0%
Seasonal, recreational, occasional use	36	8%	38,302	31.4%
Rented or sold, not occupied	33	7%	5,311	4.4%
TOTAL	475	100%	122,083	100%

Source: 2010 U.S. Census

Housing Age: The age of housing structures is distributed relatively evenly throughout the past several decades, with the exception of the 1950's which accounts for 38.8% of the current units. Table 3-4 lists the age of housing structures reported by the U. S. Census Bureau. Approximately 60% of all housing units are over 50 years old. Many of these are in sound condition, others have gone through renovations, and some are being demolished and replaced with new structures.

**Table 3-4
Age of Housing Structures**

Year Built	South Miami	South Miami	Miami-Dade County	Miami-Dade County
	# of Units	Share by Decade	# of Units	Share by Decade
2010-2015	55	1.1%	9,227	0.9%
2000-2009	635	12.8%	143,228	14.3%
1990-1999	363	7.3%	120,731	12.1%
1980-1989	210	4.2%	154,249	15.4%
1970-1979	696	14.0%	191,022	19.1%
1960-1969	679	13.7%	133,681	13.4%
1950-1959	1,923	38.8%	148,946	14.9%
1940-1949	302	6.2%	59,113	5.9%
1939 or earlier	92	1.9%	38,636	3.9%
TOTAL	4,955	100%	998,833	100%

Source: 2011-2015 American Community Survey 5-Year Estimates (U.S. Census Bureau), 2016

Monthly Housing Rent: Table 3-5 compares the monthly gross rents for specified renter-occupied housing units in the City with the Miami-Dade County totals for the year 2015. The median rent paid by City households in 2010 was \$1,103 per month, compared to a countywide median rent of \$1,112, and a statewide median rent of \$1,002. Rents in the City are about the same as the County as a whole. In Miami-Dade County and the surrounding metro area, the HUD Fair Market Rent in 2016, representing rent for a typical modest apartment, was \$774 for a studio apartment, \$975 for a one-bedroom, \$1,250 for a two-bedroom, \$1,671 for a three-bedroom, and \$1,987 for a four-bedroom unit. Municipality-specific information for 2016 is not available.

**Table 3-5
Monthly Gross Rent, Renter-Occupied Housing Units, 2015**

Contract Rent	South Miami	South Miami	Miami-Dade County	Miami-Dade County
	# of Units	Percent	# of Units	Percent
Less than \$500	115	7.3%	32,247	8.6%
\$500-999	521	32.9%	118,453	31.5%
\$1,000-1,499	511	32.3%	138,105	36.7%
\$1,500-1,999	278	17.6%	57,888	15.4%
\$2,000-2,499	66	4.2%	17,762	4.8%
\$2,500-2,999	17	1.1%	5,571	1.5%
\$3,000 or more	76	4.8%	5,333	1.5%
TOTAL	1,584	100%	375,359	100%
Median rent per month	\$1,103		\$1,112	

Source: 2011-2015 American Community Survey 5-Year Estimates (U.S. Census), 2016

Housing Value: Based on figures delineated from the Miami-Dade County Property Appraiser, the average just value (fair market value) for a single-family home in South Miami in 2016 was \$453,831, which is significantly more than the countywide average (\$335,332). Statewide, the average value of a single-family home in Florida in 2016 was \$219,681. Condominiums had a lower reporting value in South Miami. In 2016, the average value of condominiums in South Miami was \$172,394, compared with the County average condominium value of \$288,271. Table 3-6 shows the value of owner-occupied housing units in the City as reported by the U.S. Census Bureau.

**Table 3-6
Median Home Value, 2015**

Value	South Miami	
	# of Units	Percent
Less than \$50,000	40	1.5%
\$50,000-99,999	11	0.4%
\$100,000-149,999	123	4.8%
\$150,000-199,999	146	5.6%
\$200,000-299,999	563	21.8%
\$300,000-499,999	872	33.7%
\$500,000-999,999	738	28.5%
\$1,000,000 or more	95	3.7%
TOTAL	2,588	100%

Source: 2011-2015 American Community Survey 5-Year Estimates (U.S. Census), 2016

Median Sales Price: The average sales price for a single-family home in South Miami was \$579,601 in 2016. The median sales price that year was \$500,000, compared to a countywide and statewide median sales price of \$289,000 and \$212,000 respectively. Table 3-7 charts the median sales price for single family homes and condominiums in South Miami and Miami-Dade County from 2010 through 2016. Sale prices have steadily risen since the 2008 Recession and have now passed the 2006 previous high mark.

**Table 3-7
Median Home Sales Prices, 2010-2016**

Year	Single Family		Condominium	
	South Miami	Miami-Dade County	South Miami	Miami-Dade County
2010	362,000	\$210,000	120,000	\$185,000
2011	349,900	\$199,000	162,523	\$165,000
2012	360,000	\$210,000	128,400	\$170,000
2013	427,500	\$245,000	156,500	\$200,000
2014	435,000	\$261,990	140,000	\$221,000
2015	532,500	\$281,000	225,000	\$248,500
2016	500,000	\$289,000	215,000	\$225,000

Source: Miami-Dade County Property Appraiser tax roles, compiled by Shimberg Center (FHDC)

Monthly Owner-Occupied Costs: Of the total number of owner-occupied housing units in South Miami, 65.5% (1,696 units) were mortgaged and 34.5% (892 units) were not mortgaged according to the U.S. Census Bureau in 2015. Table 3-8 shows the monthly owner costs of owner-occupied housing units in the City in 2015 and 27.7% of the City's owners with mortgaged units are paying over \$3,000 in monthly cost compared to only 13.2% of owners in Miami-Dade County overall.

**Table 3-8
Monthly Costs of Owner-Occupied Housing Units, 2015**

Mortgage Status and Elected Monthly Costs	South Miami	South Miami	Miami-Dade County	Miami-Dade County
	# of Units	Percent	# of Units	Percent
Mortgaged Units	1,696	100%	294,099	100%
<i>Less than \$500</i>	25	1.5%	2,887	1.0%
<i>\$500-999</i>	74	4.4%	34,725	11.8%
<i>\$1,000-1,499</i>	173	10.2%	78,273	26.7%
<i>\$1,500-1,999</i>	355	20.9%	73,270	24.9%
<i>\$2,000-2,499</i>	299	17.6%	43,192	14.7%
<i>\$2,500-2,999</i>	301	17.7%	22,705	7.7%
<i>More than \$3,000</i>	469	27.7%	39,047	13.2%
Non-Mortgaged Units	892	100%	158,727	100%
<i>Less than \$250</i>	63	7.1%	15,378	9.7%
<i>\$250-399</i>	71	8.0%	31,615	19.9%
<i>\$400-599</i>	200	22.4%	39,824	25.1%
<i>\$600-799</i>	210	23.5%	26,386	16.6%
<i>\$800-999</i>	112	12.6%	15,329	9.7%
<i>More than \$1,000</i>	236	26.5%	30,195	19.0%
TOTAL REPORTED UNITS	2,588	100%	452,826	100%

Source: 2011-2015 American Community Survey 5-Year Estimates (U.S. Census)

AFFORDABLE HOUSING NEEDS

Cost Burden: Cost-burdened households pay more than 30 percent of income for rent or mortgage costs. Data for this section has been supplied by the Florida Housing Data Clearinghouse. The data indicates that 2,798 households within the City (50%) paid more than 30% of income for housing compared to 53% of County. Statewide, 42% of households are considered cost burdened.

**Table 3-9
Amount of Income Paid for Housing
Household by Cost Burden, 2015**

A. Owner-Occupied Households, 2015								
	NO COST BURDEN		COST BURDEN					
	0% - 30%		30% - 50%		50% or more		Total Owners	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
South Miami	2,132	70%	572	19%	344	11%	3,048	100%
Miami-Dade County	288,027	55.0%	111,915	21.2%	126,575	24.0%	526,517	100%

B. Renter-Occupied Households, 2015								
	0% - 30%		30% - 50%		50% or more		Total Renters	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
South Miami	622	25%	677	27%	1,205	48%	2,504	100%
Miami-Dade County	155,027	37.4%	107,612	26.0%	151,963	36.6%	414,602	100%

Source: Miami-Dade County and Town of Surfside data from Shimberg Center – Florida Housing Data Clearinghouse.

Per Table 3-9, South Miami had slightly lower percentages of residents with a housing cost burden than Miami-Dade County. In addition, according to the U.S. Census Bureau, the 2015 median household income in South Miami was higher than that of Miami-Dade County (\$58,047 compared to \$43,129). Many City residents choose to purchase homes at a higher value due to locational amenities, resulting in a self-imposed cost burden, rather than the forced cost burden experienced throughout Miami-Dade County.

Household Income: In Table 3-10, household income is measured as a percentage of the median income for the County or area, adjusted for size. In South Miami and the surrounding metro area, the HUD-estimated median income for a family of four is \$48,100 in 2016. Data for this section has been supplied by the Florida Housing Data Clearinghouse. Of the 5,552 households identified by the U.S. Census Bureau in South Miami in 2015, 2,186 (39.3 percent) were both cost-burdened and in the low or very-low income bracket.

**Table 3-10
Households by Tenure, Income, and Cost Burden, 2015**

Households, 2015			
	Household Income as a Percentage of Area Median Income (AMI)		
	0 - 50% AMI	50.01 - 80% AMI	80.01 +
	Very Low	Low	Moderate +
No Cost Burden	154	295	2,305
At 30% or More Cost Burden	279	427	543
At 50% or More Cost Burden	1,210	270	69

Source: Florida Housing Data Clearinghouse (Shimberg Center)

Elderly Households: According to the Florida Housing Data Clearinghouse, 1,182 households in South Miami (21.3 percent) were headed by a person age 65 or older in 2015. In comparison, 29.6 percent of households statewide were headed by elderly persons. In South Miami, 842 elderly households (71.2 percent) own their homes, while 509 elderly households (43 percent) pay more than 30 percent of income for rent or mortgage costs.

HOUSING CONDITIONS

Substandard Housing: Individual housing units may be considered substandard if the unit has a lack of complete plumbing for exclusive use of the residents, lack of complete kitchen facilities, lack of central heating, and is overcrowded. The U.S. Census Bureau provides data regarding these interior conditions of the housing stock. Table 3-11 contains a summary of the measures of substandard housing conditions for South Miami and Miami-Dade County. The American Community Survey 5-Year Estimates indicate that out of 4,221 occupied housing units, 135 housing units (3.2 percent of all units) in South Miami were statistically overcrowded, meaning they housed more than one person per room, compared to a countywide percentage of 5.9 percent. In addition, the City had five (5) reporting units lacking complete kitchen facilities and five (5) reporting units lacking complete plumbing facilities which are similar to county numbers percentagewise. However, because South Miami is in the subtropics, the City does not consider units without heating a substandard condition. Code enforcement operations have proven effective in ensuring that substandard housing conditions are taken care of in a timely manner.

**Table 3-11
Condition of Housing Stock Summary, 2015**

Substandard Condition	South Miami	South Miami	Miami-Dade County	Miami-Dade County
	# of Units	Percent	# of Units	Percent
Overcrowded (more than one person per room)	135	3.2%	49,683	5.9%
Lacking complete kitchen facilities	5	0.1%	5,964	0.7%
Lacking central heating (No Fuel Used)	199	4.7%	41,251	4.9%
Lacking complete plumbing facilities	5	0.1%	3,107	0.4%

Source: 2011-2015 American Community Survey 5-Year Estimates (U.S. Census), 2016

Assisted Housing Inventory: Chapter 163.3177(f), F.S. requires local housing elements to provide an inventory of renter-occupied housing developments currently using federal, state, or local subsidies. Assisted housing units in South Miami as reported by the Florida Housing Data Clearinghouse are included below in Table 3-12.

**Table 3-12
Assisted Housing Inventory**

Inventory of Federally, State, and Locally Assisted Rental Housing			
Development Name	Address	Total Number of Units	Total Number of Assisted Units
Metro South Senior	6101 Sunset Drive	91	91
Site 310 and 311	5960 SW 66 th Terrace	106	103
South Miami Plaza	6701 SW 62 nd Avenue	97	97
TOTALS		294	291

Source: Florida Housing Data Clearinghouse (Shimberg Center)

Community Residential Facilities: Chapter 163.3177(f), F.S. requires local housing elements to provide an inventory of group homes licensed by the Florida Department of Children and Family Services. A “community residential home” means a dwelling unit licensed to serve residents who are clients of the Department of Elderly Affairs, the Agency for Persons with Disabilities, the Department of Juvenile Justice, or the Department of Children and Family Services. The City of South Miami has five (5) Group Homes in 2017.

Mobile Homes: Chapter 163.3177(f), F.S. requires local housing elements to provide an inventory of existing mobile homes. Although 56 mobile homes were identified by the U.S. Census Bureau in the 2011-2015 American Community Survey, the City has neither mobile home parks nor any more mobile homes.

Historically Significant Housing: Chapter 163.3177(f), F.S. requires local housing elements to provide an inventory of historically significant housing listed on the Florida Master Site File, National Register of Historic Places, or designated as historically significant by a local ordinance. The Florida Master Site File includes 40 records for the City: one (1) resource group; and 39 structures. The City has designated one historic district with thirty buildings and eleven properties have been individually designated.

Farmworker Housing: There are no rural or farmworker households within the City.

NEEDS ASSESSMENT

Population Projections: Chapter 163.3177(f), F.S. requires that an affordable housing assessment be performed.

The Florida Housing Data Clearinghouse (Shimberg Center) has supplied data to be used in this section of the Housing Element. The data suggests that the City population will continue to grow over the next 20 years with the possibility of a 66% growth rate between 2010 and 2035. Table 3-12 illustrates the population projections prepared by the Shimberg Center. This increase is only likely to happen with significant redevelopment.

**Table 3-13
Population Projections, 2010-2035**

	2010	2015	2020	2025	2030	2035
South Miami	11,657	13,655	15,170	16,632	18,086	19,378

Source: Florida Housing Data Clearinghouse

Although the City is expected to have an adequate supply of existing and newly constructed residential units to meet future demand, some of the households will be faced with a cost burden. The following tables provide a more detailed needs assessment as supplied by the Florida Housing Data Clearinghouse.

Affordable Housing Demand: Table 3-14 presents the very-low, low, and moderate-income housing needs estimates and projections through 2035.

**Table 3-14
Projected Housing Affordability by Income, South Miami, 2010-2035**

Year	Household Income as a Percentage of Area Median Income (AMI)			
	0-50% AMI	50.01-80% AMI	80.01-120% AMI	120.01+% AMI
	Very-Low	Low	Moderate	Above Moderate
2010	1,392	840	474	1,993
2015	1,643	992	562	2,355
2020	1,838	1,110	628	2,625
2025	2,022	1,222	686	2,854
2030	2,212	1,329	730	3,051
2035	2,369	1,425	797	3,293

Source: Florida Housing Data Clearinghouse (Shimberg Center)

The analysis suggests that 1,562 of the additional households projected through 2035 will have an income less than 80 percent of the area median income. Overall, these projections point out the stability of income and population in the Town.

CONCLUSION

A major goal of the City is to achieve a range of housing that accommodates both existing and future residents' affordable and a variety of housing opportunities. The City desires to explore housing options through the completion of a Housing Study or a housing finance agency.



COMPREHENSIVE PLAN

SEPTEMBER 2018

CHAPTER 4

**INFRASTRUCTURE
ELEMENT**

DATA, INVENTORY, AND ANALYSIS

CHAPTER 4

INTRODUCTION

This section deals with five subject areas as follows:

1. Wastewater or sanitary sewer
2. Solid waste
3. Drainage
4. Potable water
5. Natural groundwater aquifer recharge

For each sub-element, there is a description of the existing situation and an analysis or needs assessment section.

South Miami is somewhat unique in that Miami-Dade County provides sewage collection, water distribution and solid waste. This means the principal City infrastructure responsibility is drainage.

SANITARY SEWER

Existing Conditions

Service Area of Sanitary Sewers: Sanitary sewers serve over one-third of the City's land area as shown in Figure 4.1. This includes all of the commercial and higher density residential areas. The serviced area is about one-half residential and one-half commercial/institutional. An 18-inch force main from South Miami connects with a 24-inch force main at the Coral Gables line near the University of Miami.

Unserved Areas: The remaining two-thirds of the City is served by on-site septic tank systems that function well given the current soil conditions in South Miami.

Sanitary Sewer Master Plan: The City has prepared a Sanitary Sewer Master Plan in conjunction with a consultant and Miami-Dade Water and Sewer Department. The Plan identifies areas within the City limits that are currently not serviced by a public sanitary sewer system, evaluates these areas, and makes recommendations for improvements and upgrades to the County facilities in order to serve these areas properly in the face of sea level rise due to climate change.

Responsible Entity: The Miami-Dade Water and Sewer Department (MDWASD) is responsible for the collection system as well as the ultimate treatment of areas served by sanitary sewers within the City.

Current Demand, Plant Capacity and Level of Service: The City generates about 1,000,000 gallons per day for a level of service of 100 gallons per person per day. The Central District Wastewater Treatment Plant has an annual average permitted capacity of 143 mgd. Currently there is adequate treatment capacity for a ten-year planning period.

The County’s LOS standard requires that the “system” shall maintain the capacity to collect and dispose 102 percent of average daily sewage demand for the preceding 5 years. A comparison of the projected treatment capacity to the 102 percent of the previous year’s average annual daily flow (AADF) requirement, from 2016 to 2026, is presented below. According to the County’s data, the capacity of the MDWASD sanitary sewer system will continue to remain below the 102 percent requirement through 2026. The below table confirms the availability of the sanitary sewer system to meet the needs of South Miami in the short-term and long-term planning periods.

**Table 4-1
Miami-Dade County Current and Projected Wastewater System Capacity 2016-2026**

County WWTP Capacities		Actual County Flow (mgd)	Total Permitted Capacity / Projected County Flows (mgd)		
	2016 Plant Capacity (mgd)	Dec. 2015	2022	2024	2026
North	120.0	89.3	120.0 / N/A ¹	120.0 / N/A ¹	85.0 / N/A ¹
Central	143.0	120.0	143.0 / N/A ¹	143.0 / N/A ¹	83.0 / N/A ¹
South	112.5	97.1	121.0 / N/A ¹	131.0 / N/A ¹	131.0 / N/A ¹
West	N/A	N/A	N/A	N/A	102.0 / N/A ¹
Total	375.5	306.4	384.0 / 321.1	394.0 / 326.3	401.1 / 331.6

Source: Miami-Dade Water and Sewer Department, 2016; ¹County only has projected data for total regional system

Demand or Need: The demand on the existing public collection and treatment system is not expected to significantly increase since the City’s population is not projected to increase and there is limited vacant land available for commercial or institutional development. However, the City and County are working jointly to implement the City’s Sanitary Sewer Master Plan which will bring more users and demand to the County’s system as septic tank properties are connected to the County’s system due in part to sea level rise affecting groundwater levels. The County has the capacity for this increased use.

Needs Assessment and Analysis

Infiltration: The principal immediate problem facing the existing collection system continues to be infiltration of groundwater into the lines, however sea level rise is expected to raise groundwater levels to a point that the collection system and the septic tank systems will be impacted. The City is planning for this through the Sanitary Sewer Master Plan. Miami-Dade Water and Sewer Department continues to address infiltration in the wastewater system to minimize flows into the wastewater treatment plants and prevent pump stations from being placed in moratorium status.

Implementing the Sanitary Sewer Master Plan: The City is currently doing the design work for one of the sub-areas identified in the Sanitary Sewer Master Plan, and will continue with the design work and implementation of the Plan’s recommendations as funding becomes available.

SOLID WASTE

Existing Conditions

Collection System: The City of South Miami operates solid waste pickup on the following schedule throughout the City:

Residential garbage	twice a week
Residential trash	once a week
Residential bulk trash	once a week

The Public Works Department trucks transport all collections to a transfer station located at 2900 S.W. 72nd Avenue and operated by the Miami-Dade Public Works Department. Annual collections average 10,000 cubic yard of garbage and trash. The City pays an annual refuse disposal fee to the County.

Level of Service Standards: The County solid waste disposal system shall maintain a minimum capacity of five (5) years, or capacity as determined by Miami-Dade County to be sufficient. A generation rate of seven (7) pounds per person per day may be used for calculation.

Disposal: The capacity of the 72nd Street transfer station is adequate to meet South Miami's future needs which are not expected to change from the current refuse generation. The County compacts the refuse and then trucks it from this transfer station to one of several County disposal facilities. The City's solid waste generation constitutes less than one percent of the County system's capacity

Pursuant to the Miami Dade County concurrency information center, as a result of recycling and available facilities in Broward County, existing landfill capacity will not be exhausted in Miami-Dade County for the foreseeable future.

Needs Assessment and Analysis

Other than the need to systematically replace the collection vehicles, the solid waste collection and disposal system should continue to operate satisfactorily for the five- and ten-year planning periods.

Based on information supplied by the Miami-Dade County Department of Solid Waste Management (Table 4-2), the existing disposal capacity at the North Dade Landfill and the South Dade Landfill and the Resource Recovery Plan appear to have adequate capacity to meet the City of South Miami's needs for the foreseeable future.

**Table 4-2
Miami-Dade County Solid Waste Facility Capacity**

	South Dade Landfill	North Dade Landfill	Resources Recovery Facility and Ashfill
Built out Capacity in Tons	23,208,000	13,526,000	8,060,000
Tons in Place (June 30, 2016)	17,547,000	11,984,000	5,765,000
Remaining Capacity in Tons	1,261,000	1,541,000	2,295,000
Last Year's Disposal Tonnage (7/1/15 - 6/30/16)	390,626	190,478	160,879
Estimated Average Disposal Rate per Year in Tons	400,800	183,900	168,500

Source: Miami-Dade County Department of Solid Waste Management, 2016; Landfill Capacity Analysis for DSWM Active Landfills, July 1, 2016.

DRAINAGE

Existing Conditions

Responsible Entity: The City of South Miami is responsible for storm drainage, except along State and County roads, and the canal system which are under County and SFWMD jurisdiction. See Land Use Element for existing land use data for the City.

Types of Facilities: The following types of facilities are found within the City:

- swales and other natural detention areas
- French drains and slab covered trenches
- structural storm drains
- runoff directly into canals

The structural facilities are limited to County and State roads. The canal system drains into Snapper Creek Canal (a SFWMD facility), which passes along the City's southern edge in route to Biscayne Bay. The City's facilities are limited to a few catch basins with French drains or trenches, one small canal and a street drain at the Shops at Sunset Place.

More specifically, the principal facilities are as follows:

- Structural storm drains on:
 - Sunset Drive (62nd Avenue to Red Road) and U.S. 1 - State
 - Red Road (U.S. 1 to Sunset Drive) and Bird Road - County
 - One City street adjacent to Shops at Sunset Place
- Ludlam - Glades Canal - County (DERM)
- Subsidiary Brewer Canal (Miller Road to 63rd Avenue) - City
- Snapper Creek Canal - SFWMD

Design Capacity:

- The Snapper Creek canal system (including the Brewer Canal) is designed to accommodate a 100-year storm in the South Miami part of the basin.
- The State road drainage system is designed to accommodate a 20-year storm
- The County road drainage system street adjacent to Shops of Sunset Place are designed to accommodate a 10-year storm
- On-site detention facilities (private): 100% on-site detention
- City catch basins and French basins in residential areas: one in 10-year storm of 24 hour duration.

Terrain: South Miami has the flat topography typical of South Florida. Elevations range from 8 to 15 feet above sea level, with 10 as the predominant level.

On-site Detention: The City uses the County Department of Environmental Resources Management (DERM) to assist in reviewing drainage plans for commercial or multifamily building projects. The general DERM and City standard or existing level of service for onsite detention is to require the first one inch of rainfall to be detained on-site. The City structural facility level of service is to accommodate a once in 10 years storm of 24-hour duration. Otherwise, the City is not currently involved in drainage facility regulation. Florida Building Code requires the retention of all runoff on site for all new projects regardless of conditions. This requirement is realized on a one-by-one basis at the time of permitting and construction. No project will receive final approval or a Certificate of Occupancy until a sealed letter from a registered engineer is submitted and accepted certifying that all runoff will be retained on site.

Capacity Analysis, Problems and Deficiencies: Given the flat terrain and heavy summer rainfall, there are no significant drainage problems in South Miami. There is some minor ponding after heavy rains throughout the City as conditions change and the City is continually addressing these issues. The City Public Works Department does not have any more specific data relative to the City's drainage system and needs. The County analyzes the current capacity and demand of their canal in the context of a specific development application; they have not done so recently for the Brewer Canal.

Needs Assessment and Analysis

Due to environmental concerns about some existing systems plus the occasional ponding after heavy rains, the City prepared a Stormwater Management Master Plan in 2012. The Master Plan evaluated the stormwater infrastructure for the sub-basins within the City and analyzed potential flood protection projects that can be constructed given the City's historical yearly stormwater improvement allocations. The Plan also describes stormwater regulations and criteria that will be considered for all proposed improvements.

POTABLE WATER

Existing Conditions

Service Area: The entire City is served by public water lines; however, some individual areas have yet to connect to the system. After review of County records, it has been determined they are incomplete with respect to self-supply systems. See Future Land Use Element for existing land use.

Responsible Entity: The Miami-Dade Water and Sewer Department is responsible for water supply, treatment and transmission.

Current Demand and Plant Capacity: The City will continue to use less than 2,000,000 gallons per day (MGD) or 117.57 gallons per capita per day given its stable population. Potable water for the City is provided by the Alexander-Orr Water Treatment Plant operated by Miami-Dade County WASD. This facility has an annual average permitted capacity of 214.74 mgd. Currently, there is adequate treatment capacity for the planning period.

Water Supply Facilities Work Plan: The purpose of the City of South Miami 20-Year Water Supply Facilities Work Plan (Work Plan) is to identify and plan for the water supply sources, as well as facilities, needed to serve the existing and new development within the local government's jurisdiction. Chapter 163, Part II, F.S., requires local governments to prepare and adopt Work Plans into their Comprehensive Plans within 18 months after the water management district approves a regional water supply plan. South Miami adopted their Work Plan in April 2016.

On a regional level, the City falls within the South Florida Water Management District (SFWMD) and within the SFWMD's Lower East Coast (LEC) Planning Area. The *2013 Lower East Coast Water Supply Plan Update* (2013 LEC Plan Update), approved by the SFWMD in September 2013, is one of five, long-term comprehensive regional water supply plan updates the SFWMD has developed for its planning areas. The planning horizon for the 2013 LEC Plan Update is 2010-2030.

Current Level of Service: The adopted South Miami LOS standard for potable water is:

Regional Treatment. The System shall operate with a rated maximum daily capacity that is no less than 2% above the maximum daily flow for the preceding year, and an average daily capacity 2% above the average daily system demand for the preceding 5 years.

Water Quality. Shall meet all county, state and federal primary potable water standards.

User LOS. Maintain capacity to produce and deliver 117.57 gallons per capita per day systemwide.

Countywide Storage. Storage capacity for finished water shall equal no less than 15% of countywide average daily demand (County).

Minimum Fire-Flow LOS.

- Single Family Residential Estate – 500 gal/min
- Single Family Residential (min. 7,500 SF lots) – 750 gal/min
- Multi-Family Residential – 1,500 gal/min
- Semi-professional offices – 1,500 gal/min
- Hospital/Schools – 2,000 gal/min
- Business/Industry – 3,000 gal/min

Water Conservation and Reuse: The City of South Miami works in coordination with Miami-Dade WASD, SFWMD and State efforts aimed at promoting conservation through a variety of means including:

- Water Use Efficiency requirements included in the Code of Miami-Dade County
- Limiting Irrigation Hours;
- Florida-Friendly Landscape Ordinance;
- Rain Sensor Ordinance;
- Water Conservation Rate Structure;
- Leak Detection and Repair Program;
- Public Education;
- Offering low-cost kits to its customers to reduce water use in their homes (High Efficiency Fixtures)
- The Green Task Force, a resident and professional advisory committee, which works in close association with the City Commission on sustainability and transportation issues, recommending strategies, policies and initiatives.

The City of South Miami is in full support of water reuse initiatives under consideration by both the SFWMD and Miami-Dade County. More information regarding the City's Water Conservation and reuse efforts can be found in the City of South Miami 20-Year Water Supply Facility Work Plan,

Natural Resource Impact: There is no water system impact upon the City's natural resources. The County monitors the wellfield impact upon the aquifer.

Problems: There are no anticipated problems during the planning period relative to wellfields or treatment facilities. The level of service is adequate.

Needs Assessment and Analysis

The County has indicated that at this time, there are no planned water main projects within the City of South Miami.

NATURAL GROUNDWATER RECHARGE

Groundwater

It is particularly important to achieve maximum infiltration of stormwater into the soil and ultimately to Biscayne Aquifer. The concerns here are both recharging this source for the County's potable water wells and also preventing saltwater intrusion from the ocean. There are no County wells within South Miami.

Aquifer Recharge

There are two principal kinds of recharge sources within the City:

- the Brewer and Snapper Creek Canals (and their tributaries)
- the drainage structures designed for infiltration plus natural infiltration from lawns and swales.

However, there are no classified prime water recharge areas within the City.

Regulations Governing Natural Drainage Features

In addition to the County, regional and State controls relative to drainage and groundwater recharge, the City's principal control tools are the zoning and building codes. The zoning code sets the coverage requirements that assure some pervious lawn or landscaped area, including the landscaping of parking lots. The City must review all new construction and major alterations with a special concern for the preservation of natural features including trees. The City also reviews the landscaping and site plans. The South Florida Building Code and County standards specify the kind of on-site detention and drainage structures that assure some groundwater infiltration in the case of new development. See Drainage Sub-element.



COMPREHENSIVE PLAN

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CHAPTER 5

CONSERVATION ELEMENT

DATA, INVENTORY, AND ANALYSIS

CHAPTER 5

INTRODUCTION

Urban areas exist as a part of a natural environment. The preservation and management of this natural environment has become a fundamental goal of communities throughout the country. Even largely developed communities like South Miami must continually monitor and safeguard their natural resources in order to ensure a high level of environmental quality in the future.

This Conservation Element presents an analysis of the City's natural environment. Resource systems and their use are identified and the potential for conserving and protecting those valuable assets is addressed. Statements of goals, objectives and policies regarding conservation of the natural environment conclude the Element. These statements provide direction for City programs which address the conservation and use of local resources.

EXISTING CONDITIONS

Climate

The entire south Florida region is a warm, subtropical climate. The subtropical marine climate is characterized by warm weather, usually abundant rainfall, and light but persistent winds. Another distinguishing attribute is the length of the rainy season, which in the subtropical marine climate lasts for five or six months.

- **Precipitation.** Water resources of south Florida are dependent mostly upon the rainfall in the region. The water needs of South Miami and all of Miami-Dade County are almost solely dependent upon the rainfall amount. This precipitation supplies regional water resources and adequately recharges the Biscayne Aquifer. Annual rainfall in Miami-Dade County averages nearly 60 inches per year, with approximately 45 inches occurring during the late summer and early fall.
- **Temperature.** Seasonal temperature variations play an important role in the ecosystem by directly affecting the loss of water to the atmosphere through evaporation and transpiration. The yearly average temperature range is approximately 20 degrees Fahrenheit, from the high 60's during the winter to the high 80's in the summer. Temperatures in the area of the City are generally moderated by trade winds.
- **Winds.** Winds play a significant role in the region's hydrologic process due to their influence on the rate of evaporation from surface waters, soils, and vegetation. Trade winds stabilize the temperature and humidity, allowing drier air to blow off the Atlantic Ocean from east to west. Wind velocities in the City are generally characterized by light gusts, although high wind speeds occur with passing storms and frontal systems. Extreme high winds are associated with tropical storms and hurricanes. The annual hurricane season begins June 1 and lasts until November 30. During the summer and fall months, prevailing winds are usually from the east, with varying wind patterns during the remainder of the year.

Water Bodies

The Brewer Canal system and the Snapper Creek/C-2 Canal are the only significant water bodies in the City. Both canals are Biscayne Aquifer recharge sources. Presently, Miami-Dade County only monitors the Snapper Creek/C-2 Canal. See Figure 5.1, which shows these water bodies. The Snapper Creek/C-2 Canal and Brewer Canal system are identified by the Florida Department of Environmental Protection as impaired water bodies (WBID 3293). These systems exceed standards in bacterial fecal coliform concentrations. The State, in coordination with the County, has an extensive monitoring program in place and the State is addressing impaired waterbodies on a regional – and basin by basin – basis to reduce pollutant loads. The City shall continue to coordinate with the Miami-Dade Water and Sewer Department on connecting the septic tanks within the City.

An additional impact to surface water quality in the City is stormwater runoff. There are no intense water using mining, industrial or manufacturing facilities in the City. Surface water management is regulated at the Federal, State and local level. The discharge of stormwater run-off and the use of natural drainage features for individual development projects are regulated through the South Florida Water Management District and/or Miami-Dade Division of Environmental Resources Management (DERM), and local land development regulations. The City is a co-permittee on the Miami-Dade County Municipal Separate Storm Sewer Systems (MS4s) permit issued by FDEP pursuant to Rule 62-624, F.A.C. This permit requires municipalities to track, report on, and use the Best Management Practices on their municipal stormwater collecting and conveyance systems to minimize pollutant discharges into their surface water systems.

Flood Plains

The Flood Zone Map identifies the flood zones within the City as mapped by the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). See Figure 5.1, Flood Insurance Rate Map. The following flood zones occur within the City:

Federal Emergency Management Agency Flood Zones	
Zone	Description
AH	Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are between one and three feet. Base Flood Elevations (BFEs) derived from detailed hydraulic analyses are shown in this zone. Mandatory flood insurance purchase requirements and floodplain management standards apply. Within the City, the base flood elevations designations within zone AH are 7 and 9 feet.
AE	Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Base Flood Elevations (BFEs) are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply. Within the City the base flood elevations designations within zone AH is 11 feet.
X	Areas of minimal flood hazard, outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood. Mandatory flood insurance purchase requirements and floodplain management standards do not apply.

Portions of the City fall within the Special Flood Hazard Area (SFHA). The SFHA is defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or

exceeded in any given year. Mandatory flood insurance purchase requirements and floodplain management standards apply within the SFHA.

The Florida Building Code regulates construction as it relates to flood zones (minimum standards only). The City's Flood Damage Prevention Ordinance strives to minimize public and private losses due to flood conditions, and the South Florida Water Management District and Miami-Dade Regulatory and Economic Resource Department regulate the discharge of stormwater run-off and the use of natural drainage features.

Air Quality

Air quality in the City is generally considered good by the Florida Department of Environmental Protection (FDEP), other than infrequently for ozone. Miami Dade County offers its residents an Air Quality Notification Service that can be customized for each resident's own needs. Due to prevailing climate and meteorological conditions, Miami-Dade County traditionally experiences better air quality than most other metropolitan areas in the nation. This is primarily due to the prevailing atmospheric conditions, trade winds, and convective wind activity common to South Florida that mix and diffuse air pollutants. Nonetheless, adverse meteorological conditions, including limited vertical mixing and slow air-mass movement, do contribute to occasional buildup of emissions at ground level which have resulted in infrequent exceedances of the National Ambient Air Quality Standards (NAAQS) for ozone in Miami-Dade County.

The Air Quality Index (AQI) was developed by the Environmental Protection Agency (EPA) to provide accurate and easily understandable information to communities about daily air pollution levels. The AQI provides EPA with a uniform system of measuring pollution levels for the major air pollutants regulated under the Clean Air Act (CAA). The Clean Air Act of 1970 defined six criteria pollutants and established ambient concentration limits to protect public health and welfare. The criteria pollutants are (1) ozone, (2) carbon monoxide, (3) nitrogen dioxide, (4) particulates, (5) sulfur dioxide and (6) lead.

The FDEP *2012 AIR MONITORING REPORT* states that "The national ambient air quality standards (NAAQS) are met throughout Florida, (with the exception of a small area in Tampa where the lead standard is violated)." Florida counties are in attainment for all pollutants with the exception of Orange County, Duval County, the Tampa Bay area including Hillsborough and Pinellas Counties, and Southeast Florida including Miami-Dade, Broward, and Palm Beach Counties which continue to be classified by the Environmental Protection Agency as attainment/maintenance areas for the pollutant ozone and a portion of Hillsborough County which is classified as a nonattainment area for lead.

The *FDEP 2016 Annual Air Monitoring Network Plan* reports that Florida has created a robust and comprehensive air monitoring network comprised of more than 220 monitors at 101 sites that are strategically positioned across the state to measure air quality. There are 10 ambient air monitoring station within Miami Dade County.

Due primarily to the location of the City of South Miami astride Dixie Highway, vehicular emissions continue to pose the greatest threat to local air quality. Protection and conservation of local ambient air quality in the City can best be achieved by increased use of transit, car pools and non-motorized modes of transportation. Continued efforts to increase vegetative cover along Dixie Highway and other area roadways will also assist in the protection of air quality in the future.

Air quality is a regional and countywide issue, requiring the participation and cooperation of all levels of government. The City should continue to coordinate and cooperate with the State and the County on the air quality monitoring and protection programs with the goal to improve air quality in the County and the airshed to meet all standards set by the US EPA, and to reduce human exposure to air pollution. Auto paint shops produce significant hydrocarbon pollution in certain parts of the City and are regulated by the County.

Soils

As illustrated in Figure 5.3 Soils Map, the most prevalent mapped coverage in South Miami is Urban Land and Udorthents. .

Hazardous Waste

Waste generators, solid waste facilities, above and underground storage tanks, and dry cleaning facilities are licensed by the Florida Department of Environmental Protection (FDEP). Current information on these facilities is available through the Florida Department of Environmental Protection Division of Waste Management. Information on contaminated sites is also available through the U.S. Environmental Protection Agency (EPA) Resource Conservation Recovery Act (RCRA), Superfund, National Priorities List and the brownfield databases.

Within Miami-Dade County the Division of Environmental Resource Management (DERM) Pollution Remediation Section is currently contracted with the Florida Department of Environmental Protection (FDEP) to inspect all petroleum storage facilities in the County and oversee the cleanup of petroleum contamination in accordance with Chapters 62-761 and 62-770, Florida Administrative Code (F.A.C.), the stationary tank rule and the petroleum contamination cleanup criteria rule, respectively. The primary responsibility of DERM is to provide the technical oversight, management, and administrative activities necessary to prioritize, assess, and clean-up sites contaminated by discharges of petroleum and petroleum products from stationary petroleum storage systems.

A database search identifies that at this time there are no sites in the Town listed on the U.S. Environmental Protection Agency's (EPA) Federal Superfund list or the National Priorities List (NPL). There are no designated or candidate brownfields in the Town. Within the Town several sites are recognized by FDEP as having or had contamination issues.

Soil Erosion

There are no known areas with significant soil erosion problems in South Miami. The City is relatively flat, see figure 5.4 Topography Map, and is nearly built out lending to minimal erosion issues.

Commercially Valuable Minerals

The lime rock which underlies the City of South Miami represents a significant mineral resource. There are, however, no commercial mining or mineral extraction activities in the City.

Wildlife, Marine Habitats and Vegetative Communities

There is no critical habitat supporting imperiled species, as defined by State or Federal provisions,

in South Miami due to the full development pattern and limited water bodies. However, two (2) federally endangered species are known to live in the South Miami area – Bonneted Bats (*Eumops floridana*) and Miami Cave Crawfish (*Procamberus milleri*). As a result of the adoption of Ordinance 89-8 on February 21, 1989, effective March 3, 1989, by the Miami-Dade County Board of County Commissioners, the City-owned property at 6609 S.W. 60th Street, consisting of approximately three acres of pineland, has been designated as a Natural Forest Community and is under protection as a preserve area. Removal or destruction of native trees and understory may be prohibited, or under special restrictions and limitations involving the approval of and coordination with various County agencies and environmental groups. Any clearance activities or proposals concerning this property will require compliance with the Miami-Dade County Division of Environmental Resources Management. Further, by ordinance, the City has adopted provisions to protect wildlife (as defined by City Code) and the environment by making it unlawful to harm, capture, or kill wildlife or introduce into the airspace certain insecticides and biocides that may harm wildlife or their food supply.

Wetlands

The City of South Miami has a very small amount of wetlands, although there are none recognized on the National Wetlands Inventory. Most of the identified wetlands are located along South Miami's canal system, within the canal right-of-ways. Therefore, these wetlands are maintained and monitored by Miami-Dade County. Any wetlands in the City are regulated at the federal level through the U.S. Army Corps of Engineers, at the State Level through the Florida Department of Environmental Protection or the South Florida Water Management District, and at the local level through the Miami-Dade County Division of Environmental Resource Management.

POTENTIAL FOR CONSERVATION OF LOCAL RESOURCES

Air: Increased use of mass transit and other alternative modes of transportation can help reduce vehicle emissions and preserve and improve local air quality.

Flood Plains: The City participates in the National Flood Insurance Program (NFIP) and the Community Rating Service (CRS) program, in order to reduce the risk of potential flood damage to persons and property.

Water: Increased use of conservation measures such as Florida Friendly landscaping and the replacement of inefficient plumbing devices would serve to substantially reduce future local water demand. These and other such water conservation measures are supported by the Miami-Dade Water and Sewer Department.

Soil: Most of South Miami is now fully developed. Soil conservation opportunities are, therefore, quite limited.

Natural Habitat and Vegetative Communities: The potential for further conservation and protection measures remains limited other than the Environmental Review and Preservation Board's ability to protect tree stands or other vegetation, in conjunction with the Miami-Dade County Division of Environmental Resources Management.

WATER NEEDS AND SOURCES

The Miami-Dade Water and Sewer Department (WASD) is responsible for the provision of potable water to the City. The South Florida Water Management District is charged with management of the Biscayne Aquifer, from which the potable water is drawn. The Water Management District is also responsible for monitoring and regulating water flows through the Snapper Creek Canal.

Water for South Miami residents is drawn from wellfields located west of the City, and treated and stored at the Alexander Orr Treatment Plant. Per the County's Adopted 2015 Water Supply Facilities Work Plan, City water consumption has been estimated at approximately 117.5 gallons per day per capita or less than 2,000,000 gallons per day. The consumption total and rate are not expected to exceed 2 MGD over the next ten years, due to the fact that the City is now almost completely built-out. Additional information regarding water usage in the City is contained in the Infrastructure Element; WASD does not anticipate any problems in supplying water service to the City in the future. A small portion of the western edge of the City does fall within the external limits of the wellfield protection zone, See Figure 5.5 Wellfield Protection Areas.

There are no industrial uses in South Miami. Of the 2,000,000 gallons per day of consumption, less than one third is generated by other non-residential uses such as commercial and hospitals.

Figure 5.1 FEMA Floodplains

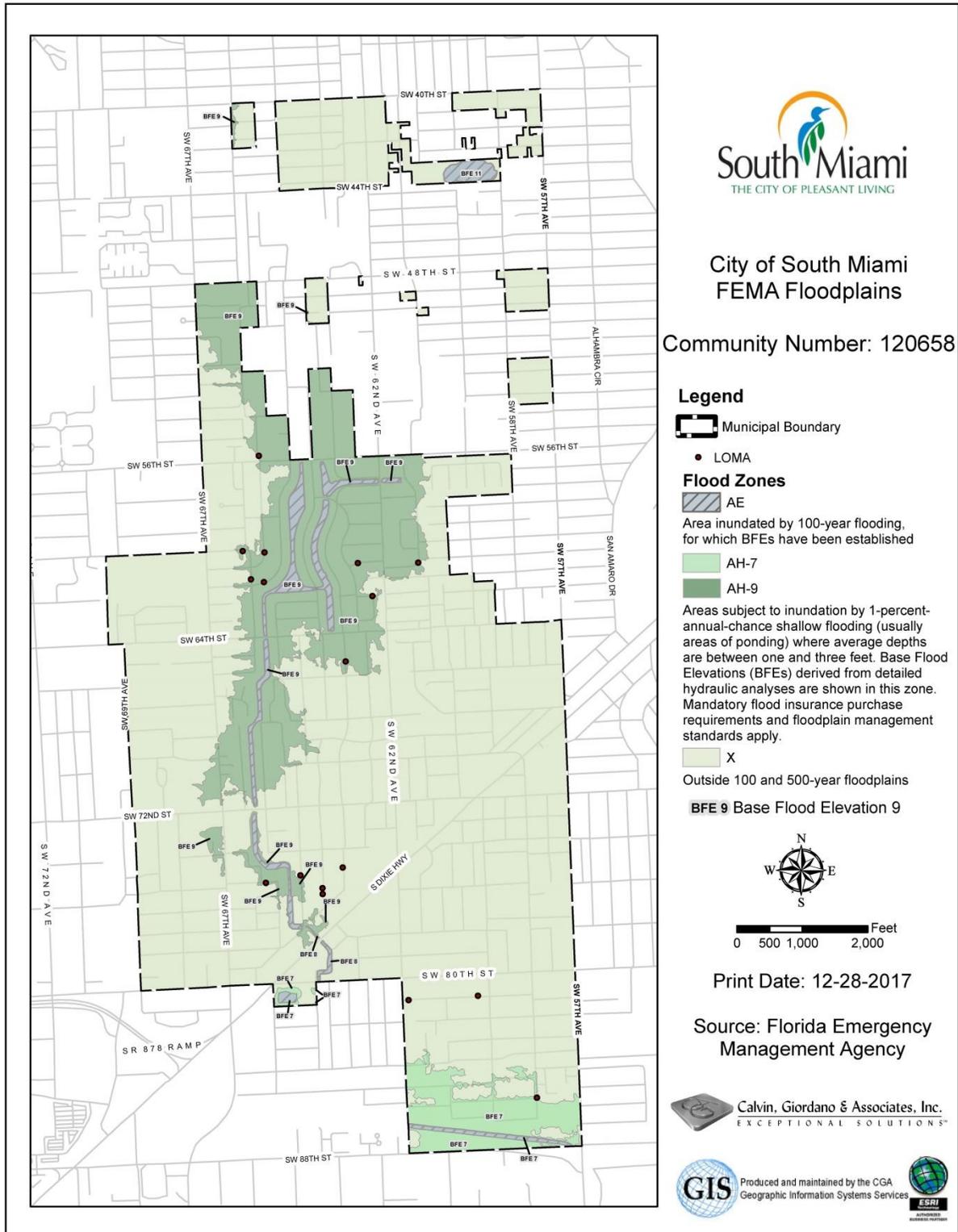


Figure 5.2 Waterbodies

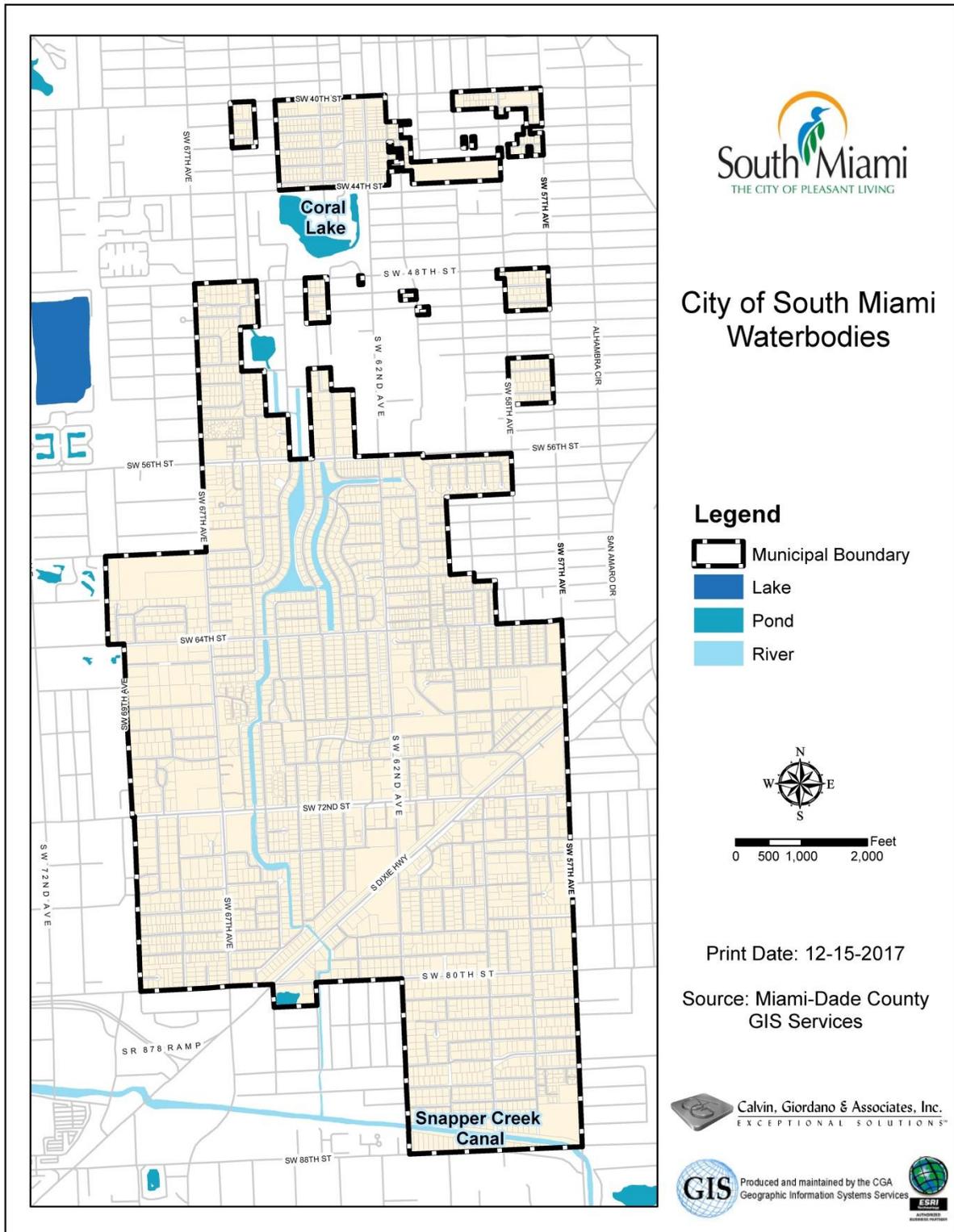
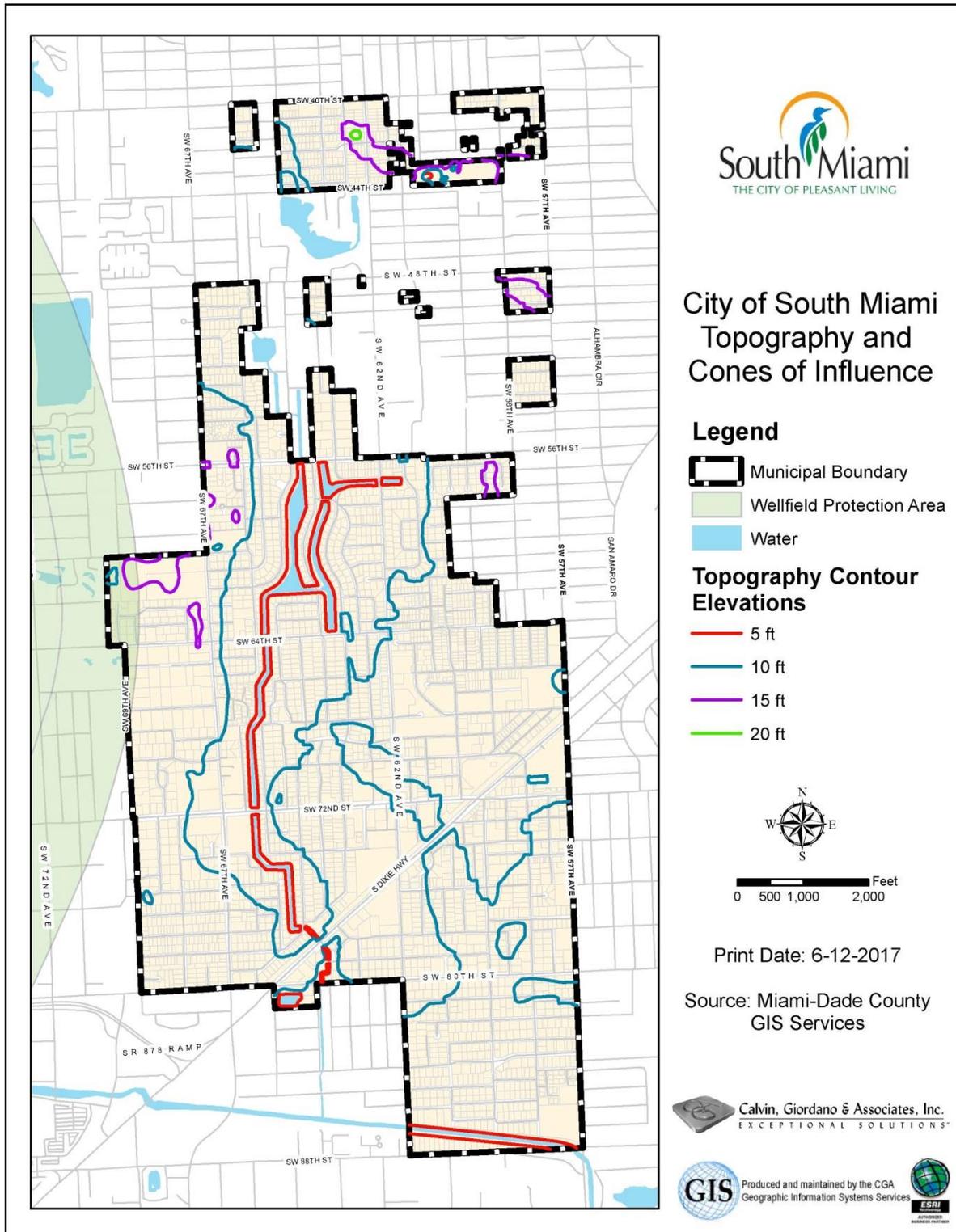


Figure 5.4 Topography and Cones of Influence





COMPREHENSIVE PLAN

SEPTEMBER 2018

CHAPTER 6

**RECREATION AND OPEN SPACE
ELEMENT**

DATA, INVENTORY, AND ANALYSIS

DATA, INVENTORY AND ANALYSIS

INTRODUCTION

The purpose of the Recreation and Open Space Element as set forth in Section 163.3177(6)(e), Florida Statutes (F.S.), is to plan for a comprehensive system of public and private sites for recreation, including, but not limited to, natural reservations, parks and playgrounds, parkways, open spaces, waterways, and other recreational facilities. The City's Recreation and Open Space Element provides an analysis of the existing resources and policies necessary to ensure the adequacy of future parkland and recreation opportunities for all residents. It is intended that this Element serve as a guide for public policy decisions regarding the provision of a wide variety of local recreation facilities and programs.

South Miami is located in a region which affords outstanding opportunities for outdoor recreation. The warm climate of South Florida allows year-round access to the wide array of natural and man-made resources. These include the Atlantic Ocean, the Everglades, the Florida Keys, a County park system and a full range of sport and leisure-time activities.

Residents of South Miami also enjoy easy access to various cultural facilities and programs prevalent throughout the region. These and other area attractions provide an impressive supplement to the fine system of parks, open spaces, facilities and programs offered by the City of South Miami and contribute greatly to the overall quality of life enjoyed by City residents.

EXISTING CONDITIONS

An Overview

South Miami residents are served by a variety of public recreation facilities and programs. The South Miami Parks and Recreation Department runs a series of successful recreation programs and with the assistance of the City's Public Works Department, maintains the City park facilities and open spaces. Local schools, religious institutions, civic groups, and apartment developments also play an important role in providing recreation opportunities within the City.

The City of South Miami has sixteen (16) park and recreation facilities throughout the City. The City park and open space system includes twelve (12) parks, a girl scout little house reserve facility under lease agreement, a community center, an aquatic center, and a county-owned senior center with programs operated by the City (See Figure 6.1). There are four (4) Miami-Dade Public School sites in the City that offer open space opportunities. In total, there is approximately 51.61 acres of parkland available within the City for residents to enjoy. Outside of the City limits there are additional options for park and recreation including other public school sites, state and national park facilities that are within close proximity to the City and available for City residents to enjoy. Existing park and recreation facilities of the City as well as nearby facilities are discussed below in more detail

CITY FACILITIES

Pocket Parks – Small sites that are tucked into residential and commercial areas for limited use purposes – usually only passive recreation. City pocket parks include:

Dog Park: Is a 0.13-acre pocket park located at 6380 SW 78th Street and includes dog play structures, a chickee hut, benches and a water fountain.

Dison Park: This pocket park facility is a 0.59-acre site located at 8021 SW 58th Avenue and includes a gazebo and picnic area.

Jean Willis Park: This pocket park facility is a 0.63-acre site located at 7220 SW 61st Court and includes a gazebo and picnic area.

Small Parks - Small parks in the 1 to 2-acre range and that can accommodate more activities than the pocket parks. Small City parks include:

Van Smith Park: Is a passive recreation park on 1.14 acres located at 7800 SW 59th Avenue and includes walking trails, natural areas, and picnic area.

Brewer Park: Is an active recreation park on 1.29 acres located at 6300 SW 56th Street and includes ½ basketball court; tot lot; two (2) tennis courts; a gazebo; picnic area; observation deck; water fountain; and parking.

All-American Park: Is a 1.40-acre park site located at 6820 SW 64th Avenue and includes a picnic area, open green space, and native vegetation.

Neighborhood Parks – Medium size parks, between 3 to 8 acres in size, are multifaceted and reflect the neighborhoods they are situated in. These types of parks are both active and passive and include the following:

Murray Park: Is an active recreation park on 4.08 acres located at 5800 SW 66th Street and includes athletic playing fields; two (2) basketball courts; youth t-ball field; playground, picnic area, restrooms, parking, and water fountain. Murray Park also includes the Gibson-Bethel Community Center and the Murray Park Aquatic Center.

Marshall Williamson Park: This neighborhood park is situated on 3.22 acres of parkland at 6125 SW 68th Street and includes two (2) tennis courts, a playground and tot lot, a gazebo, picnic area, restroom, and water fountain.

Girl Scout Little House: Is a 4.06-acre passive recreation site that is subject to a lease agreement with the Girl Scouts of America effective until 2053. The site contains a historic building and nature-based recreation.

Fuchs Park: This neighborhood park is situated on 5.00 acres of parkland at 6445 SW 81st Street and includes a sand volleyball court, playground, a pavilion, picnic area, parking, restrooms, and a water fountain.

Dante Fascell Park: Is an active recreation park on 7.73 acres located at 8600 SW 57th Avenue and includes a ½ basketball court; two (2) handball courts; a sand volleyball court; six (6) tennis clay courts; a playground and tot lot; walking/jogging trail; two (2) pavilions; picnic area; restrooms; water fountain; and parking facilities.

Community Parks – The largest size park in the City and are over 8 acres in size. These sites can accommodate larger uses and have multiple fields and courts to handle tournaments and league sports. South Miami community parks include:

Palmer Park: This 8.57-acre community park is located at 6100 SW 67th Avenue and includes the following amenities – five (5) baseball fields; two (2) batting cages; athletic playing fields; a tot lot; concession stand; picnic areas; restrooms; and parking facilities.

South Miami Park: Is the largest park in South Miami. It is a 10.00-acre site located at 4300 SW 58th Avenue. The facilities here include athletic playing fields, portable restroom facilities and picnic area.

Community Center, Aquatics Center and Senior Center

Gibson-Bethel Community Center, located at 5800 SW 66th Street, opened in 2003 and is adjacent to Murray Park. The facility is approximately 22,000 SF and features a fitness center, indoor basketball and volleyball court, multipurpose room, arts and craft room, classroom/meeting space, restroom, locker/shower facilities, vending machines and parking.

Murray Park Aquatic Center, located at 6701 SW 58th Place, opened in 2014 and is within Murray Park. The aquatic center features a splash pad, zero depth entry outdoor pool, restroom and locker facilities, and limited parking. The pool operates 6-months throughout the year, from mid-March to mid-September.

South Miami Senior Center, located at 6701 SW 62nd Avenue, offers a wide variety of services such as counseling and support groups, information and referral, health and wellness activities, and recreational and social programs.

Miami-Dade Public Schools sites

In addition to the City parks and parkland, there are also four (4) Miami-Dade County Public School properties within the City which can be utilized for recreational opportunities by City residents. The school sites are as follows:

J.R.E Lee Opportunity Center – 6521 SW 62nd Avenue (3 basketball courts, 0.27 acres);

Ludlam Elementary School - 6639 SW 74th Street (2 basketball courts, 1 multi-use field, 1.90 acres);

South Miami K-8 Center - 6800 SW 60th Street (3 basketball courts, 1 baseball/softball field, 1 multi-use field, 1.20 acres);

South Miami Middle School - 6750 SW 60th Street (3 basketball courts, 0.40 acres)

POTENTIAL FACILITIES

Proposed Trails

There are three (3) multi-purpose trails that are currently in development as green corridors traversing the region and running through or adjacent to the City. The three (3) proposed trails are as follows:

The Underline is a proposed ten-mile stretch of open space beneath the Metrorail system between Brickell Station and Dadeland South Station being developed by a public-private partnership between the Miami-Dade Parks and Transit departments and the Friends of the Underline. The Underline is proposed to be a world-class urban trail and linear park. Within the City, the Underline site encompasses over 11 acres that run parallel to US-1 / South Dixie Highway

Ludlam Trail is a proposed 6-mile multi-use trail within a former FEC railroad corridor located adjacent to the City's west side. The area adjacent to the City's boundary could, if incorporated into the City's plan, add 3 acres of open space and park land and is in close proximity to South Miami Elementary School, South Miami Middle School and Palmer Park.

Snapper Creek Trail is a proposed 6-mile multi-use trail running parallel to Snapper Creek Canal and currently owned by the South Florida Water Management District. The proposed trail runs along the southern boundary of the City and could add 4.17 acres of park land to the City. Dante Fascell Park is located adjacent to the Snapper Creek Trail.

Blueways

Blueways are open space, water trails that offer water based recreation opportunities. The City of South Miami contains an extensive system of navigable canals amounting to approximately 25 acres of blueways. The many canals throughout the City are currently used by residents for water-based activities such as kayaking, canoeing, paddle-boarding, and fishing, however, there are currently no formal, non-motorized boat launches or points of public access to the canals. The canals are currently within properties owned by the County and the South Florida Water Management District and would require formal use agreements with the City should the City desire to have public access points from the several City parks that are adjacent to the blueways. This is an option that the City can explore in the future.

Private School sites

There currently are several private school sites within the City which could be utilized for recreational opportunities by City residents through joint-use agreements between the City and the schools. The City is currently pursuing the joint-use agreements. The schools are as follows:

University Christian Children's Center – 6750 Sunset Drive (0.5 acres);

Happi-Tymes Preschool South Miami Christian - 6767 Sunset Drive (1.00 acres)

REGIONAL FACILITIES

In addition to the park, open spaces, and recreation facilities provided by the City, residents of South Miami are also able to utilize County, State and National parks that are within close proximity to the City. These additional parks add a tremendous amount of diversity to the recreational opportunities available to City residents. Highlights of County, State, and National Parks are listed below:

County Parks

A. D. Barnes Park (3401 SW 72 Avenue) is a 65-acre park located just to the west of the City boundary on SW 40 Street/ Bird Road and offers City residents a while variety of park activities – both passive and active. Park facilities include basketball courts, swimming pool, campgrounds, fishing pier, nature center, picnic shelters and pavilion, playground, splash playground, educational facilities and restrooms.

Matheson Hammock Park (9610 Old Cutler Road) is located approximately 3.0 miles southeast of the City and affords City residents with the closest public park to access Biscayne Bay. Matheson Hammock Park is the oldest park within the County’s system and is located on 500 acres adjacent to Biscayne Bay. Park facilities include a boat launch, marina, fishing pier, natural hammock areas, picnic areas and shelters, a restaurant, and restroom facilities.

Continental Park (10000 SW 82 Avenue) is located approximately 4.0 miles southwest of the City and is a large active recreation park. Park facilities include baseball fields, basketball courts, tennis courts, playground and tot lot, recreation center, picnic pavilions and shelters, and restroom facilities.

Tropical Park (7900 SW 40 Street) is located just west of the City boundary between Bird Road and Miller Drive at 7900 SW 40th Street. Tropical Park is a large multi-use park located on a former horse track. The Ronald Reagan Equestrian Center and Mary Abreu Community Center are located within Tropical Park. The extensive recreational facilities include: baseball fields, basketball courts, concession buildings, exercise course, nature trails, picnic shelters and pavilions, playground, racquetball courts, restrooms, soccer field, softball field, track and field, dog park, and tennis courts.

State

Bill Baggs Cape Florida State Park (1200 South Crandon Boulevard) is located approximately 15 miles northeast of the City on the southern tip of Key Biscayne and offers a wide variety of activities. Recreation opportunities include a beach, bicycling, camping, boating, kayaking, canoeing, fishing, and hiking. Facilities include picnic pavilions, playgrounds, restroom and shower facilities, nature trails, a historic lighthouse, and concession building.

John Pennekamp Coral Reef State Park (102601 Overseas Highway) is located 50 miles south of the City on Key Largo and is the first undersea park in the United States and encompasses approximately 70 nautical square miles. The park also includes mangrove swamps and tropical hammocks in addition to the undersea coral reef areas. Recreation opportunities include a beach, camping, boating, kayaking, canoeing, fishing, snorkeling and diving, wildlife viewing, and hiking. Facilities include a visitor’s center, boat launch, boat tours, picnic pavilions, playgrounds, restroom and shower facilities, nature trails, and concession building.

National

Biscayne National Park (9700 SW 328th Street, Homestead, FL) is located 26 miles south of the City at 9700 SW 328th Street, Homestead, FL. The park provides for a multitude of recreational activities including fishing, diving, snorkeling, wildlife watching, and boating. The park is mostly water and is primarily accessed by boat.

Everglades National Park (40001 State Road 9336, Homestead, FL) is located 35 miles southwest of the City in Homestead, Florida. Everglades National Park is the largest subtropical wilderness in the United States and therefore offers very unique recreation opportunities for City residents. Biking, bird watching, camping, canoeing, kayaking, fishing, geocaching, hiking, paddle boarding, and slough slogging are just a few of the many recreational opportunities available within the Everglades National Park. Additional park entrances can be found along U.S. 41 Tamiami Trail in Miami (the Shark Valley entrance) and Oyster Bar Lane in Everglades City (the Gulf Coast entrance).

**Table 6-1
City of South Miami Park and Recreation Acreage**

FACILITY	ACREAGE
Pocket Parks	
Dog Park	0.13
Dison Park	0.59
Jean Willis Park	0.63
Small Parks	
Van Smith Park	1.14
Brewer Park	1.29
All-American Park	1.40
Neighborhood Parks	
Murray Park	4.08
Marshall Williamson Park	3.22
Girl Scout Little House	4.06
Fuchs Park	5.00
Dante Fascell Park	7.73
Community Parks	
Palmer Park	8.57
South Miami Park	10.00
Public Schools	
J.R.E Lee Opportunity School	0.27
Ludlam Elementary School	1.90
South Miami Elementary School	1.20
South Miami Middle School	0.4
TOTAL:	51.61

Source: Calvin, Giordano & Associates, Inc. 2017

**Table 6-2
City of South Miami Potential Park and Open Space Acreage**

FACILITY	ACREAGE
Trails	
Underline Trail	11.17
Snapper Creek Trail	4.17
Ludlam Trail	3.00
Blueways	
Northern Blueway	15.94
Central Blueway	4.53
Snapper Creek Blueway	4.65
Private Schools	
University Christian Children’s Center	0.50
Happi-Tymes Preschool South Miami Christian	1.00
TOTAL:	44.96

Source: Calvin, Giordano & Associates, Inc. 2017

Recreation Programs

The City of South Miami offers an extensive selection of organized sports and recreation programs for community residents in various age groups. The various programs include: after-school programs, aquatic classes and swim lessons, summer and one-day camps, fitness classes and programs, youth athletics, and youth tennis camps and lessons. The City’s website – www.southmiamifl.gov – can be accessed for more information on the recreational program offered by the City.

NEEDS ASSESSMENT AND ANALYSIS

Overview

The City of South Miami is fortunate to offer a wide variety of park, open space, and recreation opportunities for its residents. As part of the South Florida community, residents of South Miami are also able to utilize numerous county, state and national park and recreation facilities that are nearby. Park, open space, and recreation opportunities are important to the City and therefore the City has established a higher level of service standard for park and open space land than Miami-Dade County and other nearby municipalities. Additionally, the City’s population continues to grow and the dynamics of the population continues to change resulting in changing park, open space, and recreation needs. The City has prepared a Park Master Plan to help direct the City’s approach to meeting these needs. In addition, the City does have a Park Impact Fee requirement for new development which assists in mitigating the impact of new residential development on existing City park and open space facilities.

Level of Service (LOS)

The City currently has 51.61 acres of park land per Table 6-1. The City currently utilizes a four (4.0) acres per one thousand (1,000) permanent population as the park, open space, and recreation LOS. Utilizing the 2010 U.S. Census population figure for the City along with population projections, the City's current LOS and projected LOS are shown in Table 6-3. The City's LOS could show a deficit by 2020. Therefore, the City is currently exploring options to increase park and open space acreage through the City's recently completed Park Master Plan which is described below in more detail.

**Table 6-3
Projected Park LOS**

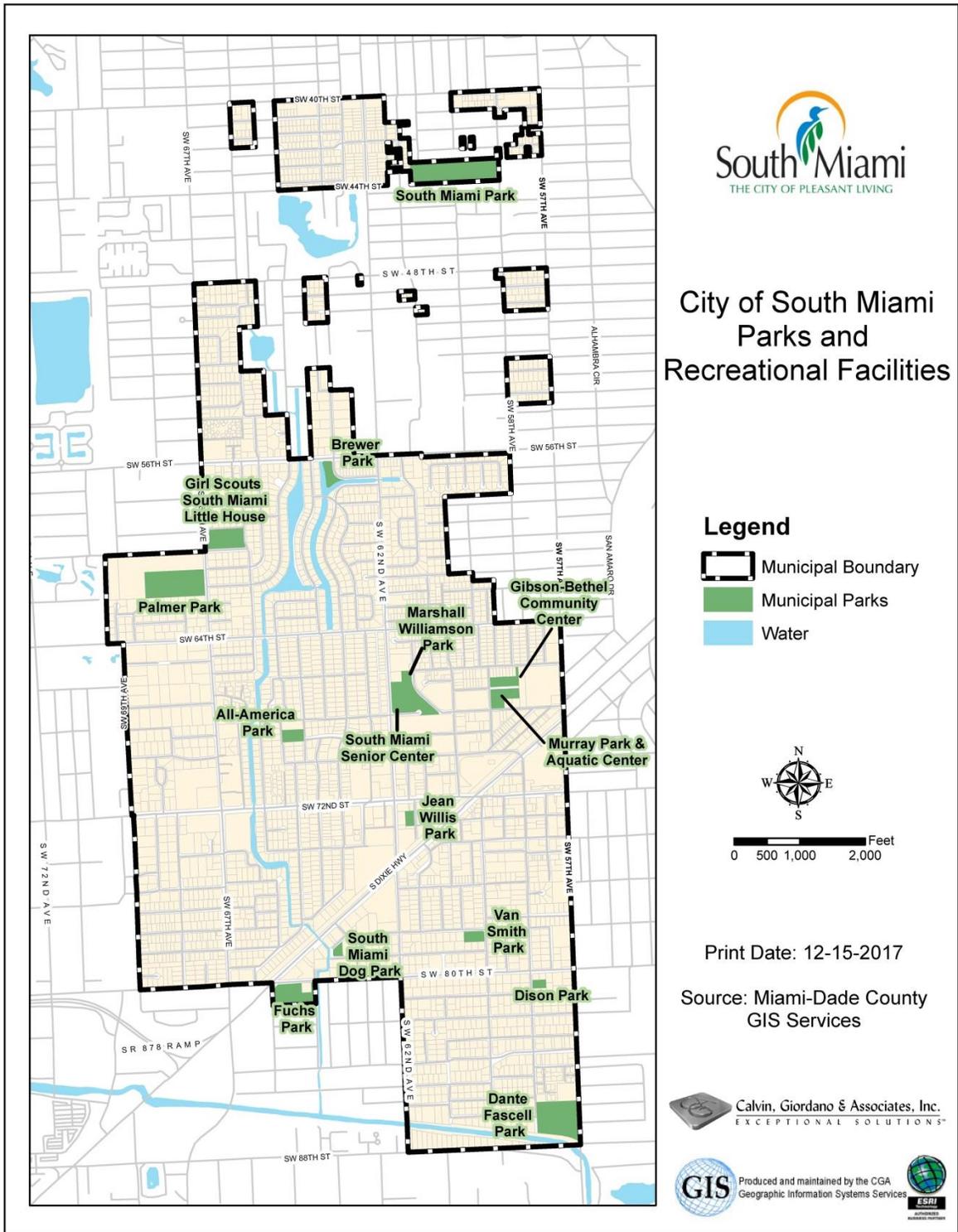
Year	Population (Projected)	LOS Standard	Acres Needed	City Park Acreage	Surplus Acreage
2010	11,657*	4.0/1,000	46.63	51.61	+4.98
2015	12,156^	4.0/1,000	48.62	51.61	+2.99
	13,655**	4.0/1,000	54.62	51.61	-3.01
2020	15,170**	4.0/1,000	60.68	51.61	-9.07
2025	16,632**	4.0/1,000	66.53	51.61	-14.92
2030	18,086**	4.0/1,000	72.34	51.61	-20.73

Sources:* 2010 U.S. Census; ^2011-2015 American Community Survey 5-Year Estimates; ** Florida Housing Data Clearinghouse (FHDC), 2016

City Park Master Plan – Meeting the Demand

In order to meet the growing demand and changing needs of the City's population, the City hired a consultant to prepare a park master plan to help guide park, open space and recreation planning for the next 10 years. The master plan was completed and adopted in 2017.

**Figure 6.1
Parks and Recreational Facilities**





COMPREHENSIVE PLAN

SEPTEMBER 2018

CHAPTER 7

**INTERGOVERNMENTAL COORDINATION
ELEMENT**

DATA, INVENTORY, AND ANALYSIS

CHAPTER 7

I. INTRODUCTION

The purpose of the Intergovernmental Coordination Element is to identify and resolve incompatibilities between South Miami's comprehensive planning processes and those of other governmental entities with interests in or related to the City's area of concern. The areas of concern for South Miami include adjacent municipalities, Miami-Dade County, Miami-Dade County Public Schools, the South Florida Water Management District, South Florida Regional Planning Council, state government, federal government, and utility companies.

Specific coordination needs within each of the elements of the City's Comprehensive Plan are also identified. Coordination mechanisms that would benefit from improved or additional mechanisms to satisfying the desired goal are also identified, as appropriate.

II. EXISTING COORDINATION CONDITIONS

The City of South Miami currently has either formal or informal coordination agreements, or interacts through standard operating procedures under statutory authority, with the following agencies or jurisdictions:

Municipal Government

- City of Coral Gables
- Village of Pinecrest
- Other municipalities

Miami-Dade County Departments

- Fire Rescue Department (FRD)
 - Office of Emergency Management (EM)
- Miami Dade Property Appraiser (MDPA)
- Parks, Recreation and Open Spaces Department (PROSD)
- Police Department (PD)
- Public Housing and Community Development (PHCD)
- Regulatory and Economic Resources Department (RERD)
 - Environmental Resource Management Division (DERM)
 - Planning Division (Plan)
 - Office of Historic Preservation (HP)
- Solid Waste Management Department (SWMD)
- Transportation and Public Works Department (TPWD)
 - Miami Dade Transit (MDT)
- Transportation Planning Organization (TPO)
- Water and Sewer Department (WASD)

Schools

- Miami-Dade County Public Schools

Other

- Miami-Dade League of Cities
- Green Corridor

Florida Departments and Agencies

Department of Business and Professional Regulation
Department of Children and Family Services
Department of Economic Opportunity (DEO)
Department of Environmental Protection (DEP)
Department of Transportation
Division of Emergency Management
Division of Historic Resources
South Florida Regional Planning Council (SFRPC)
South Florida Water Management District (SFWMD)

United States Departments and Agencies

Department of Commerce, Census Bureau
Environmental Protection Agency (EPA)
Federal Emergency Management Agency (FEMA)
U.S. Postal Service
Department of Transportation

Regulated Utilities

AT&T
Atlantic Broadband
Comcast Cable
Florida Power & Light

III. EVALUATION OF EXISTING COORDINATION**Strategic Regional Policy Plan**

The Strategic Regional Policy Plan for South Florida has been reviewed and considered during the process of preparing this Comprehensive Plan. The City of South Miami Comprehensive Plan conforms to the Regional Policy Plan.

Areas of Critical State Concern

There are no areas of critical state concern in the City of South Miami.

City Comprehensive Plan

Specific coordination issues in each Element are identified below and summarized in Table 7-1.

FUTURE LAND USE ELEMENT

The City coordinates with Miami-Dade County Planning Division on Comprehensive Plan issues and development applications. In addition, interagency coordination within this element includes communicating development projections with the Miami-Dade Department of Emergency Management (DEM) in order to assist in their hurricane evacuation planning.

The following abbreviations are used in Table 7-1.

AE - Advise and Encourage

CA - City Agency

FN - Formal Notice

OA - Outside Agencies

TA - Technical Assistance

AP - Approval, Permit

FA - Formal Agreement

IN - Informal Notice

PM - Periodic Meetings to Coordinate Programs

TABLE 7-1

COORDINATING AGENCIES

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	City Office with Primary Responsibility For Coordination
MUNICIPALITIES:					
City of Coral Gables	Comprehensive planning	AE	Informal coordination	Effective	Planning, City Manager
Village of Pinecrest	Comprehensive planning	AE	Informal coordination	Effective	Planning, City Manager
Other Municipalities	Police Assistance	FA	Responsive upon Requests	Effective	Police Department
MIAMI-DADE COUNTY DEPARTMENTS AND AGENCIES:					
Fire Rescue Department	Fire-rescue services	FA	Interlocal Agreement	Effective	Police Department
Office of Emergency Management (EM)	Emergency management planning	PM, AE	Informal coordination	Effective	City Manager
Miami-Dade Property	Tax revenues	PM, TA	Interlocal Agreement	Effective	City Manager, Finance

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	City Office with Primary Responsibility For Coordination
Appraiser					
Parks, Recreation and Open Spaces Department	Open space areas, regional plans	PM, AE	Informal coordination	Effective	Parks and Recreation
Police Department	Police Resources	FA	Responsive upon Request	Effective	Police Department
Public Housing and Community Development	Affordable housing; Grants	AE	Informal coordination	Effective	City Manager; Park and Recreation; Planning
Regulatory and Economic Resources Department					
Environmental Resources Management (DERM) Division	Water quality, air quality, noise impact, septic tanks, water use permits, wastewater management	IN, PM	Interlocal Agreement	Effective	Public Works, City Manager
Planning Division	Comprehensive Planning	AE	Informal coordination	Effective	Planning Director
Office of Historic Preservation	Historic Preservation	AE, FN	Informal coordination	Effective	City Manager, Planning
Solid Waste Management Department	Waste management	FA	Interlocal Agreement – Curbside Recycling Program	Effective	Public Works

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	City Office with Primary Responsibility For Coordination
Transportation Public Works Department	Highway construction, right of way, alignments, access control transit	PM, TA	Informal coordination	Effective	Public Works
Miami-Dade Transit (MDT)	Transit	AE	Interlocal Agreement and Informal coordination with City Trolley	Effective	City Manager
Transportation Planning Organization (TPO)	Transportation planning	PM, AE	Informal coordination	Effective	Planning
Water and Sewer Department (WASD)	Water quality, water facility development, wastewater treatment, wastewater management	AP, TA	Interlocal Agreement	Effective	Public Works
SCHOOLS:					
Miami-Dade County Public Schools	School facilities and concurrency	FA	Interlocal Agreement	Effective	City Manager, Finance
OTHER:					
Miami-Dade League of Cities	Intergovernmental issues	AE, PM	Monthly meetings	Effective	City Mayor
FLORIDA DEPARTMENTS AND AGENCIES:					

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	City Office with Primary Responsibility For Coordination
Department of Business and Professional Regulation	Various licenses	AP	Informal coordination	Effective	Building, Planning, Code Enforcement
Department of Children and Family Services	Group homes, foster care facilities	FN, OA	Informal coordination	Effective	Building, Planning
Department of Economic Opportunity	Comprehensive Plan	AP, TA	Oversight of Comprehensive Plan, EAR, Regulation of Land Development Code	Effective	Planning
Department of Environmental Protection	Water management, water quality, air quality, solid waste, septic tanks, water facility development, water use permits, wastewater management	AP	Permitting, informal coordination	Effective	Public Works, City Manager
Division of Emergency Management	Mutual Aid Agreement	OA, TA	Informal coordination	Effective	City Manager
Division of Historic Resources	Historic lands and buildings	TA, AE	Informal coordination	Effective	Planning

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	City Office with Primary Responsibility For Coordination
Department of Transportation	Transportation planning, highway construction, right of way, alignments, access control transit	AE, TA	Informal coordination	Effective	Public Works
South Florida Regional Planning Council	Comprehensive planning	TA, AE, AP	Review of Comprehensive Plan and EAR	Effective	Planning
South Florida Water Management District	Stormwater management, wetlands mitigation, water use, Water Supply Facilities Work Plans	TA, AE, AP	Quarterly meetings	Effective	Public Works, Planning
UNITED STATES DEPARTMENTS AND AGENCIES:					
Commerce, Census Bureau	Decennial Census	TA	Informal coordination	Effective	Planning
Environmental Protection Agency	Hazardous waste sites	TA, AP	Informal coordination	Effective	Public Works
Federal Emergency Management Agency	Hurricane mitigation	AE, PM, TA	Informal coordination	Effective	Public Works, Planning
U.S. Postal Service	Address development, mail delivery	OA	Informal coordination	Effective	City Manager, Planning

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	City Office with Primary Responsibility For Coordination
Transportation	Transportation planning	AE, AP, PM, TA	Informal coordination	Effective	Public Works, Planning
REGULATED UTILITIES:					
AT&T	Telephone service	OA	Informal coordination	Effective	Public Works
Atlantic Broadband	Cable, telephone and Internet services	OA	Informal coordination	Effective	Public Works
Comcast Cable Television	Cable services, underground utilities	OA	Informal coordination	Effective	Public Works
Florida Power and Light Company	Underground utilities	OA	Informal coordination	Effective	Public Works

Source: City of South Miami & Calvin, Giordano & Associates, 2017

TRANSPORTATION ELEMENT

The City coordinates with the Florida Department of Transportation on capital improvements and level of service for U.S.1, Sunset Drive (SR 986), Red Road (SR 959) and Bird Road (SR 976). The City coordinates with the Miami-Dade Transportation Planning Organization (TPO) on capital improvements and level of service for SW 62nd Avenue, SW 67th Avenue, SW 48th Street, SW 56th Street, SW 64th Street and SW 80th Street, Miami-Dade County Transit (MDT) in regards to the South Miami Metrorail station and the various Metrobus routes throughout the City including the SoMi Shuttle, that connect City residents and employees to downtown Miami and other locations in the region. The City needs better coordination with the County to regulate cut-through traffic.

HOUSING ELEMENT

The City monitors the housing and related activities of the Miami-Dade County, Miami-Dade Housing Agency (MDHA), South Florida Regional Planning Council and nearby local jurisdictions. The City works with the U.S. Department of Commerce to ensure accurate population and housing information is provided for the Census. Additionally, the City has dialogue with the Florida Department of Children and Family Services to ensure an accurate inventory for any subsidized rental housing and group homes that may exist within the City. An inventory of historically significant housing is required for the Comprehensive Plan, and therefore periodic coordination and communication with the State's Division of Historic Resources, Florida Master Site File is necessary.

INFRASTRUCTURE ELEMENT

The City is a retail customer of the Miami-Dade County Water and Sewer Department (WASD) and therefore must coordinate with WASD on a regular basis. The City coordinates it's Water Supply Facilities Work Plan with the Miami-Dade County Water and Sewer Department 20-Year Water Supply Facilities Work Plan and the South Florida Water Management District's Lower East Coast Water Supply Plan Update. The City coordinates with Miami-Dade County on sanitary sewer service and potential sanitary sewer service expansion as well as on solid waste collection and issues.

RECREATION AND OPEN SPACE ELEMENT

The City coordinates with Miami-Dade County Parks Department and Miami-Dade Public Schools on recreational issues and joint-use agreements.

CONSERVATION ELEMENT

Within this element interagency coordination includes communicating development projections with the Miami-Dade Department of Emergency Management (DEM) and Homeland Security (HS) in order to assist in their hurricane evacuation planning. Also Water Supply Facilities Work Plan and air and water quality issues are coordinated. Land use, as it relates to the discharge of

stormwater and to the use of natural drainage, is regulated through the South Florida Water Management District (SFWMD).

The City is a retail customer Miami-Dade WASD. The City is also working with WASD's Water Use Efficiency Section to identify the water conservation best management practices (BMPs) applicable to the City and to continue implementation of the City's Water Conservation efforts as required by Miami-Dade County Ordinance 06-177.

CAPITAL IMPROVEMENT ELEMENT

The City coordinates with Miami-Dade County Public Schools, WASD, the MPO, and FDOT to ensure projects affecting level of service are included in the annual update of the 5-Year Capital Improvements Plan.



COMPREHENSIVE PLAN

SEPTEMBER 2018

CHAPTER 8

CAPITAL IMPROVEMENT ELEMENT

DATA, INVENTORY, AND ANALYSIS

CHAPTER 8

INTRODUCTION

Chapter 163 of the Florida Statutes states that the purpose of the Capital Improvement Element is to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities as well as to outline components for construction, extension, or increase in capacity of public facilities for a minimum period of at least five (5) years, and ensure adequacy of those facilities to meet established acceptable levels of service.

INVENTORY OF CAPITAL IMPROVEMENT NEEDS

The City of South Miami is a built-out, established community that was incorporated in 1927. The City has been successful in maintaining its required level of service and infrastructure. Enhancements and continued maintenance to the current network will continue to be a needed priority of the City. To accomplish this priority, the Capital Improvement Element and the Capital Improvement Plan, which is a component of the City's Annual Budget, are reviewed and updated annually to assess the need for projects required to maintain the City's infrastructure and adopted levels of service.

An inventory of the City's infrastructure and public facilities are discussed below.

Water and Wastewater

Potable Water. The City of South Miami is served by public water lines. The Miami-Dade Water and Sewer Department is responsible for water supply, treatment and transmission. New development and redevelopment are not expected to significantly increase needs for water service.

Wastewater. About one-third of the City of South Miami is served by sanitary sewers. This area is located primarily between 64th Street on the north and 80th Street on the south, and between 57th Avenue on the east and 63rd Avenue on the west, illustrated in Figure 4.1 of the Infrastructure Element. The Miami-Dade Water and Sewer Department (WASD) is responsible for the collection system and the treatment plant. South Miami generates much less than one percent of the capacity of the Central District Treatment Plant at Virginia Key, which serves the area. Demand on existing collection facilities is not expected to increase, since the City's population is not expected to increase significantly during the planning periods (i.e., the five-year planning period ending FY23 and the long-term planning period ending FY36).

The portion of South Miami not served by sanitary sewers is served by septic tanks. For the most part, soil conditions in the City are suitable to septic tank operation. It is a matter of regional policy to ultimately eliminate the use of septic tanks on lots smaller than one acre and areas where septic systems are threatened by sea level rise affecting groundwater levels. The City has prepared a Sanitary Sewer Master Plan in conjunction with Miami-Dade County to ultimately connect the entire City to the County system.

Solid Waste

The City of South Miami operates residential garbage and trash pick-up services. Garbage and trash is trucked to the Miami-Dade County Transfer Station at 72 Street. From there it is sent to one of several County disposal facilities. City solid waste constitutes less than one percent of the County's total capacity. Other than the periodic replacement of collection vehicles, the solid waste collection

system should continue to operate at a satisfactory level during the next planning periods. Alternatives to this system such as composting and recycling should continue to be encouraged.

Drainage

The City of South Miami is responsible for storm drainage except along State and County roads. Drainage facilities includes swales, French drains, structural storm drains and run-off into canals. On-site detention of the first inch of rainfall is required of new construction and redevelopment. Future development in South Miami is unlikely to significantly increase drainage problems. In fact, future redevelopment should improve drainage problems by replacing existing inadequate on-site detention facilities with adequate detention facilities.

Transportation

The City of South Miami's road network is connected by a number of arterial and collector streets that serve both the north/south and east/west travel movements. State Road 826 (Palmetto Expressway) runs north and south less than one mile to the west of the City of South Miami with interchanges at Miller Drive and Sunset Drive. State Road 878 (Snapper Creek Expressway) runs east and west from the southwest corner of the City west to State Road 874 (Don Shula Expressway). State Road 874's principal function is to connect US-1/South Dixie Highway to State Road 874. US-1/South Dixie Highway is a diagonal State Road arterial that connects the City of South Miami to the City of Coral Gables to the northeast and the Village of Pinecrest to the southwest. The fourth map depicts the general roadway network and labels the major streets.

The Transportation Element can be reviewed for more information regarding the transportation systems and needs of the City, but it is important to note that, given the County and the State's control of the roadway systems and their respective improvements, the City is limited in its abilities to adequately respond to transportation needs.

Parks and Recreation

The City of South Miami is fortunate to offer a wide variety of park, open space, and recreation opportunities for its residents. Park, open space, and recreation opportunities are important to the City and therefore the City has established a higher level of service standard for park and open space land than Miami-Dade County and other nearby municipalities. Additionally, the City's population continues to grow and the dynamics of the population continues to change resulting in changing park, open space, and recreation needs. The City has prepared a Park Master Plan to help direct the City's approach to meeting these needs. In addition, the City does have a Park Impact Fee requirement for new development which assists in mitigating the impact of new residential development on existing City park and open space facilities.

The City of South Miami has sixteen (16) park and recreation facilities throughout the City. The City park and open space system includes twelve (12) parks, a girl scout little house reserve facility under lease agreement, a community center, an aquatic center, and a county-owned senior center with programs operated by the City. There are four (4) Miami-Dade Public School sites in the City that offer open space opportunities. In total, there is approximately 51.61 acres of parkland available within the City for residents to enjoy. Outside of the City limits there are additional options for park and recreation including other public school sites, state and national park facilities that are within close proximity to the City and available for City residents to enjoy.

**Table 8-1
City of South Miami Park and Recreation Acreage**

FACILITY	ACREAGE
Pocket Parks	
Dog Park	0.13
Dison Park	0.59
Jean Willis Park	0.63
Small Parks	
Van Smith Park	1.14
Brewer Park	1.29
All-American Park	1.40
Neighborhood Parks	
Murray Park	4.08
Marshall Williamson Park	3.22
Girl Scout Little House	4.06
Fuchs Park	5.00
Dante Fascell Park	7.73
Community Parks	
Palmer Park	8.57
South Miami Park	10.00
Public Schools	
J.R.E Lee Opportunity School	0.27
Ludlam Elementary School	1.90
South Miami Elementary School	1.20
South Miami Middle School	0.4
TOTAL:	51.61

Source: Calvin, Giordano & Associates, Inc. 2017

Public Education and Healthcare Systems

Public Schools serving the City of South Miami are the responsibility of Miami-Dade Public Schools and are handled on a County-wide basis. There are several public schools that are located within the City’s boundaries. Students from the City attend the following public schools:

- Elementary
 - South Miami
 - Ludlam
- Middle
 - South Miami
- Senior
 - South Miami

Health care facilities within the City of South Miami include the following:

- South Miami Hospital/Baptist Health South Florida – 6200 SW 73rd St.
- Larkin Community Hospital – 7031 SW 62nd Avenue
- South Miami Children’s Clinic – 6701 SW 58th Place

TIMING AND PRIORITY OF CAPITAL IMPROVEMENT NEEDS

The City annually prepares and adopts operating budgets for its various departments. Through the budget process, capital improvement needs are considered and funds are allocated.

Timing and location of public facilities is determined by needs projected by the various departments of the City, and in the case of multi-jurisdictional facilities such as state roads or potable water, by coordination with the affected agencies. Capital facilities will be planned and constructed in accordance with the established Schedule of Capital Improvements. This program is a five-year schedule of improvements which is supported by a projection of revenues to ensure its feasibility. Improvements included in the 5-year program include those items called for by the various departments of the City.

There are four stimuli which prompt City departments to call for capital improvements:

- Anticipated demand through growth
- Coordination of City plans with those of State agencies and water management districts, and other outside agencies
- Demand for improvements created by facility breakdown or by life expectancy of the facility
- Maintenance of level of service standards

LEVEL OF SERVICE STANDARDS

Potable Water

Regional Treatment. The System shall operate with a rated maximum daily capacity that is no less than the Miami-Dade County standard of 2% above the maximum daily flow for the preceding year, and an average daily capacity 2% above the average daily system demand for the preceding 5 years.

Water Quality. Shall meet all county, state and federal primary potable water standards.

User LOS. Maintain capacity to produce and deliver 117.57 gallons per capita per day systemwide.

Countywide Storage. Storage capacity for finished water shall equal no less than 15% of countywide average daily demand (County).

Minimum Fire-Flow LOS.

Single Family Residential Estate – 500 gal/min

Single Family Residential (min. 7,500 SF lots) – 750 gal/min

Multi-Family Residential – 1,500 gal/min

Semi-professional offices – 1,500 gal/min

Hospital/Schools – 2,000 gal/min

Business/Industry – 3,000 gal/min

Wastewater

The County's LOS standard requires that the "system" shall maintain the capacity to collect and dispose of 102 percent of average daily sewage demand for the preceding 5 years.

Solid Waste

The County solid waste disposal system shall maintain a minimum capacity of five (5) years, or capacity as determined by Miami-Dade County to be sufficient. A generation rate of seven (7) pounds per person per day may be used for calculation.

Drainage

Design Capacity:

- The Snapper Creek canal system (including the Brewer Canal) is designed to accommodate a 100-year storm in the South Miami part of the basin (a 100-year storm is defined as a storm with a 1% chance of occurring in any given year).
- The State road drainage system is designed to accommodate a 20-year storm (which is defined as a storm that has a 0.2% chance of occurring in any given year).
- The County road drainage system street adjacent to Shops at Sunset Place are designed to accommodate a 10-year storm (which is defined as a storm that has a 0.1% chance of occurring in any given year).
- On-site detention facilities (private): 100% on-site detention
- City catch basins and French basins in residential areas: one in 10-year storm of 24-hour duration.

Transportation

Except for U.S. 1/Dixie Highway and Bird Road, all South Miami roadways where counts are available are at level of service (LOS) "D" or worse. Existing levels of service are detailed in Table 1-1 of the Transportation Element.

The South Florida Regional Planning Council has established LOS "D" as the appropriate LOS standard except in special cases where a level of service LOS "E" is acceptable. Special cases include central business district locations and streets where existing development precludes widening.

The South Florida Regional Planning Council LOS "D" standard is not accepted as City of South Miami policy. The LOS "D" standard would require major widenings that would adversely affect the residential character of the City. It would also further congest downtown due to additional traffic using Sunset Drive and Red Road. Instead, it is recommended that commuter traffic should use high design arterials that do not pass through residential areas. Furthermore, non-attainment of higher standards could ultimately freeze development permits. The following service levels are set for both 24-hour and peak-hour periods:

Principal Arterials	LOS "F"
Minor Arterials	LOS "F"
Collectors	LOS "F"

Note: The surrounding communities of Coral Gables and Pinecrest use the same LOS standards.

Park and Recreation

The City currently has 51.61 acres of park land per Table 8-1. The City currently utilizes a four (4.0) acres per one thousand (1,000) permanent population as the park, open space, and recreation LOS. Utilizing the 2010 U.S. Census population figure for the City along with population projections, the City's current LOS and projected LOS are shown in Table 8-2. The City's projected LOS is showing a deficit is possible by 2020. Therefore, the City is currently exploring options to increase park and open space acreage. In order to meet the growing demand and changing needs of the City's population, the City hired a consultant to prepare a park master plan to help guide park, open space and recreation planning for the next 10 years. The master plan was completed and adopted in 2017.

**Table 8-2
Projected Park LOS**

Year	Population (Projected)	LOS Standard	Acres Needed	City Park Acreage	Surplus Acreage
2010	11,657*	4.0/1,000	46.63	51.61	+4.98
2015	12,156^	4.0/1,000	48.62	51.61	+2.99
	13,655**	4.0/1,000	54.62	51.61	-3.01
2020	15,170**	4.0/1,000	60.68	51.61	-9.07
2025	16,632**	4.0/1,000	66.53	51.61	-14.92
2030	18,086**	4.0/1,000	72.34	51.61	-20.73

Sources:* 2010 U.S. Census; ^2011-2015 American Community Survey 5-Year Estimates; ** Florida Housing Data Clearinghouse (FHDC), 2016

FINANCIAL RESOURCES

The following is an outline of revenue sources:

Property or Ad Valorem Taxes: This is the source for over one-third of the City's General Fund revenues. Due to modest but steady growth of the tax base, this source has been increasing at a rate of about 6 percent per year.

Other Taxes: Electricity, telephone and gas franchise taxes constitute about 11 percent of the City's revenues. These sources showed steady modest increases until the last several years when they stabilized.

Licenses and Permits: This revenue source tends to be more variable since building permit fees are dependent on the number and scale of buildings in any given year. Typically, this source provides less than 6 percent of the revenues.

Intergovernmental Revenues: These are primarily revenues from the State through a variety of sources, the largest being the State sales tax. This source has been gradually increasing and constitutes about 9 percent of total City revenues.

Charges for Services: Although self-explanatory, among the larger examples are parking meter revenues, which is pertinent if a parking deck is constructed, and solid waste fees. This category is about 15 percent of the budget.

Miscellaneous General Fund Revenues: Fines, interest, rentals, etc. constitute the remaining 10 percent of the budget.

PROJECTED REVENUES AND EXPENDITURES

In accordance with the City of South Miami Charter, Article IV, Section 2, Budget, the City Manager shall prepare and submit to the Commission a proposed annual budget. This specific Charter Section further details the annual budget adoption procedure as follows:

- A. *The City Manager shall submit to the Commission, an annual budget together with an explanatory message 60 days prior to the beginning of the fiscal year. The budget, budget message, and all supporting schedules shall be a public record open to public inspection by anyone.*
- B. *At the meeting of the Commission where the budget and budget message are submitted, the Commission shall determine the time and place for public hearings on the budget, where, interested persons shall be given an opportunity to be heard. The City Clerk shall post a notice of the place and time not less than five days after the date of posting at which time the Commission will hold a public hearing.*
- C. *After the conclusion of said public hearings, the Commission may insert new items or may increase, decrease or delete the items of the budget. If the total of proposed expenditures are increased thereby, then and in that event, the City Clerk shall post a notice setting forth the nature of the proposed increase and listing a place and time not less than five days after the date of posting of the public hearing thereon.*
- D. *The budget shall be adopted by three or more affirmative votes of the City Commission before the first day of the new fiscal year. Should the Commission take no final action on or prior to the date, the budget, as submitted, shall be deemed to be finally adopted by the Commission, provided that if the provision for funds in any Department or Departments exceeds (10%) of the previous year's budget, then as to that Department or Departments the Commission shall be deemed to have approved the previous year's budget.*
- E. *A copy of the budget as finally adopted shall be certified by the City Manager and the budget so certified shall be filed for the use of all Offices and Departments.*

According to the Charter Article IV, Section 2 (F) (Modifications) (1) **Transfer of Appropriation** - At the request of the City Manager, the Commission may at any time transfer, by resolution, any unencumbered appropriation balance or portion thereof between general classification of expenditure within an Office or Department. At the request of the City Manager and within the last three months of the budget year, the Commission may transfer by Resolution any unencumbered appropriation balance or portion thereof from one Office or Department to another.

The following tables illustrate the adopted revenue and expense for FY2017-18 and projected revenues and expenses based upon a projected 1.76% (Average CPI for the past 10-years) overall increase yearly FY2018-19 to FY2021-22.

**Table 8-3
Projected General Fund Revenues (FY17-18 to FY21-22)**

Department	%	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Property Tax	32%	6,046,964	6,153,390	6,261,690	6,371,896	6,484,041
Utility Tax	11%	2,180,535	2,218,912	2,257,965	2,297,705	2,338,145
Business Taxes	4%	729,908	742,754	755,827	769,129	782,666
Franchise Tax	11%	2,020,317	2,055,874	2,092,058	2,128,878	2,166,346
Permits/License/Inspection	6%	1,135,650	1,155,637	1,175,976	1,196,674	1,217,735
Intergovernmental	9%	1,763,262	1,794,295	1,825,875	1,858,010	1,890,711
Services Revenues	15%	2,875,705	2,926,317	2,977,820	3,030,230	3,083,562
Fines & Forfeitures	6%	1,109,160	1,128,682	1,148,546	1,168,761	1,189,331
Interest Income	1%	127,156	129,394	131,672	133,989	136,347
Rents & Royalties	2%	310,006	315,462	321,014	326,664	332,413
Misc. Revenues	1%	226,217	230,199	234,250	238,373	242,569
Transfers – In	2%	449,893	457,811	465,868	474,078	482,411
Total General Fund	100%	18,974,773	19,308,729	19,648,563	19,994,377	20,346,278

Source: Calvin, Giordano and Associates, Inc. (Based upon City of South Miami Independently Audited Fiscal Year 2015-16)

**Table 8-4
Projected General Fund Expenditures (FY17-18 to FY21-22)**

Department	%	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
General Government	22%	\$3,851,710	\$3,919,500	\$3,988,483	\$4,058,681	\$4,130,113
Public Safety	41%	\$7,185,845	\$7,312,316	\$7,441,013	\$7,571,975	\$7,705,242
Public Works	18%	\$3,210,138	\$3,266,637	\$3,324,129	\$3,382,634	\$3,442,169
Culture and Recreation	11%	\$1,953,439	\$1,987,820	\$2,022,806	\$2,058,407	\$2,094,635
Debt Service	0%	\$72,087	\$73,356	\$74,647	\$75,961	\$77,297
Transfers – Out	8%	\$1,414,007	\$1,438,894	\$1,464,218	\$1,489,989	\$1,516,212
Total General Fund	100%	\$17,687,227	\$17,998,523	\$18,315,297	\$18,637,646	\$18,965,668

Source: Calvin, Giordano and Associates, Inc. (Based upon City of South Miami Independently Audited Fiscal Year 2015-16)

CAPITAL IMPROVEMENT IMPLEMENTATION ELEMENT

Five-Year Schedule of Capital Improvements

A capital improvement program (CIP) is a schedule for capital expenditures to be incurred each year over a fixed period of years (usually 5 years) to meet anticipated capital needs. It is revised annually and adopted by the City Commission typically with the first year converting into the annual capital budget.

The CIP 5-Year Plan (Table 8-5 below) must be consistent with the Capital Improvements Element of the Comprehensive Plan and it addresses the projects required to maintain and improve, where applicable, at a minimum the adopted Level of Service standards in accordance with State Statutes. Furthermore, the 5-Year Plan must reflect the goals, objectives and policies of this Comprehensive Plan and its implementation strategies, particularly LOS standards.

Since the City is 98.5% built out the projects in the City's 5-Year Plan for FY 17-18 reflect ongoing maintenance, system improvements and expansion of existing facilities. Projects include: Continued implementation of the Stormwater Master Plan projects specifically in the SW 59th Avenue area; road infrastructure and traffic calming projects; Citywide park improvements specifically a stand-alone playground shade structure at Brewer Park and park acquisition funds for expansion of park land; and beginning of design and construction of sewer upgrades and expansion based on the Citywide Sanitary Sewer Master Plan.

Table 8 - 5

CAPITAL IMPROVEMENT PROGRAM 5-YEAR PLAN								
PROJECT DESCRIPTION	SOURCE	FY 17	Estimated Expenses FY 17	FY 18	FY 19	FY 20	FY 21	FY 22
TRAFFIC CALMING								
Pinecrest Villas/ Snapper Creek Traffic Calming - Construction (Between SW 62 AVE, SW 80 ST & US † Between SW 80 ST to SW 87 ST, From SW 57 AVE to SW 62 AVE)	PTP	150,000	5,000	145,000				
Twin Lakes/Bird Estates Traffic Calming - Construction (Between 61 AVE & 64 AVE, From SW 40 ST to SW 44 ST; Between SW 56 ST to SW 64 ST, From SW 62 AVE to SW 67 AVE)	PTP	175,000	90,024	80,000				
Traffic Study for SW 64th St and 59th Place	CIP			25,000				
Traffic Study for 65 Terr and 65 Street and 65 AVE	CIP				25,000			
Traffic Calming for SW 78th Street and 62nd Ave	PTP			50,000				
Miscellaneous Traffic Calming	CIP	50,000		50,000				
ROADWAY & DRAINAGE IMPROVEMENTS								
Citywide Drainage Improvements	SWDTF	60,000	11,290	50,000	50,000	50,000	50,000	50,000
	LOGT	20,000	8,000					
Citywide Roadway & Drainage Phase 6 - Construction Part 2: SW 59 AVE	PTP			100,000				
	LOGT			30,000				
	SWDTF			100,000				
	TMDL			100,000				
SW 60th Ave and SW 83rd Street Intersection Improvements	CIP			70,000				
	SWDTF			30,000				
SW 68 ST & SW 65 AVE - Design and Construction	SWDTF	15,000	15,000					
	LOGT	85,000	85,000					
SW 60 ST & SW 65 AVE - Design and Construction	SWDTF	10,000	10,000					
	LOGT	75,000	75,000					
ROAD INFRASTRUCTURE								
South Miami Intermodal Transportation Plan - Contingency	PTP	100,000		50,000	75,000	75,000	75,000	75,000
SW 64 ST Bike Lane and Road Improvements (SW 62 AVE to SW 57 AVE)	CDBG	336,000		336,000				
	PTP	84,000	100,000					
SW 64 ST Bike Lane and Roadway Improvements (SW 62 AVE to SW 69 AVE)	PTP	50,000		50,000				
	CIP	200,000	100,000	100,000				
62 AVE Design and Roadway Reconstruction (85 ST to 70 ST), including Sidewalk improvement between SW 78 ST to SW 80 ST	TAP					480,000		
	PTP					120,000		
Citywide Sidewalk Repairs	PTP	40,000	20,000	20,000	20,000	20,000	20,000	20,000
	PTP	30,000	23,445	10,000	20,000	20,000	20,000	20,000
Citywide Street Improvements	LOGT	10,000		10,000	25,000	25,000	25,000	25,000
	LOGT			60,000	60,000	60,000	60,000	60,000
Citywide Street Resurfacing Program (Various locations)	PTP	60,000	60,000					
Road Resurfacing - SW 59 PL (74 ST to 76 ST)	LOGT	50,000	50,000					
Road Resurfacing - SW 68 AVE (72 ST to 76 TR)	PTP	40,000	40,000					
Road Resurfacing - SW 76 TR (69 AVE to 67 AVE)	PTP	85,000	85,000					
Road Resurfacing - SW 61ST (62 PL to 62 AVE)	PTP	40,000	40,000					
Road Resurfacing & Reconstruction - SW 82 ST (62 AVE to 60 AVE)	PTP	35,000	35,000					
	LOGT	35,000	35,000					
Road Resurfacing & Reconstruction - SW 63 AVE (78 ST to 80 ST)	PTP		40,000					
Road Resurfacing & Reconstruction - SW 79 ST (Canal to 59 AVE)	PTP		150,000					
Road Resurfacing - SW 66 ST (67 AVE to 66 CT)	PTP			50,000				
Road Resurfacing & Reconstruction - SW 49 TERR (65 AVE to 67 AVE)	CIP					125,000		
Road Resurfacing & Reconstruction - SW 64 PL (56 ST to 54 ST)	CIP					125,000		
Road Resurfacing & Reconstruction - SW 55 ST (64 AVE to Cul-de-Sac)	CIP				85,000			
Road Resurfacing - SW 51TR (65 AVE to 67 AVE)	CIP					50,000		
Road Resurfacing - SW 52 TR (65 AVE to 67 AVE)	CIP					50,000		
SW 58 AVE Intersection at US 1 - Design and Construction	PTP	60,000						
	CIP				200,000			
Citywide Neighborhood Greenways Sharrows and signs	PTP	50,000	50,000	100,000	100,000			
SW 73 ST Sidewalk Extension	CIP	15,000		50,000				
PARKS								
Citywide Parks Improvement - Miscellaneous	CIP	50,000	34,537	50,000	50,000	50,000	50,000	50,000
Citywide Parks Master Plan - Improvements	CIP	300,000	116,324	200,000	300,000	300,000	300,000	300,000
Brewer Park - Perimeter Tennis Court Fencing System	CIP	50,000	66,250					
Dante Fascell Park - Ranch Style Perimeter Fence	CIP	75,000	115,000					
Dante Fascell Park - Revamp Parking Lot and gate	CIP	150,000	28,395	125,000				
Dante Fascell Park - New Utility Shed	CIP	5,000						
Dante Fascell Park - Tennis Court Resurfacing	CIP				55,000			55,000
GB Community Center -Relocate Fitness Room & Multipurpose Room-New rubber flooring on 2nd level and other misc. projects.	CIP	75,000	15,468					
GB Community Center - Restroom Renovation	CIP			10,000				
GB Community Center - Basketball Gymnasium Improvements	CIP				75,000			
GB Community Center - Kitchen Renovation	CIP				20,000			
Marshall Williamson Park - Outdoor Fitness Zone w/ support facilities	FRDAP				65,000			
Palmer Park - New Dugout Roofs	CIP	15,000	10,530					
Palmer Park - Drainage Improvements	CIP	250,000	60,871	200,000				
Palmer Park - Playground Structure Replacement (2-5 Year Olds)	FRDAP	50,000	41,288					
Security fence around the back of Van Smith Park	CIP	20,000	20,000					
South Miami Park - New playground structure w/ rubberized surface and shade structure	CIP				140,000	500,000		
South Miami Park: Restroom w/ Concession Stand Building (design)	CIP				150,000			
South Miami Park Multi Phase field	CIP				100,000	500,000		
South Miami Park Construction Phasing plan	CIP			50,000				
South Miami Park Trees	CIP				50,000			
South Miami Park: Walking/Jogging Trail (asphalt)	CIP			50,000				
South Miami Park: Volleyball/Tennis and/or Basketball Court w/ support facilities	FRDAP				65,000			
Dison Park - New swing set w/ free-standing play equipment and support facilities	FRDAP				50,000			
Misc. Park Furniture	CIP			15,000	15,000	15,000	15,000	15,000

CAPITAL IMPROVEMENT PROGRAM 5-YEAR PLAN								
PROJECT DESCRIPTION	SOURCE	FY17	Estimated Expenses FY17	FY 18	FY 19	FY 20	FY 21	FY 22
MISCELLANEOUS								
Citywide Sewer Upgrades - Design	GOB	150,000	164,000					
	CIP	350,000	134,000		515,000			
Citywide Directional Street Signs & Posts	PTP	300,000	250,000					
Transit Improvements (Bus shelters)	PTP	80,000	163,917		40,000	40,000		
Citywide Landscaping Program	TTF	20,000		5,000	15,000	15,000	15,000	15,000
City Welcome Signs	CIP	300,000	300,000	250,000	200,000			
Citywide Landscaping Maintenance	CIP	40,000		100,000	100,000	100,000	100,000	100,000
	CIP			20,000				
Shade Trees for South Miami Park	TTF			20,000				
New Pay Stations	CIP	50,000		250,000	50,000	50,000		
Citywide Striping	CIP		8,762	15,000				
Cost Benefit Study for Community Center and Pool	CIP							
Orchids	CIP	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Rubber Mulch for Tree Grates - Downtown Area	CIP	25,000	25,000					
Digital Encoder for Public Meeting Broadcast	CIP				12,000			
HD Cameras for Broadcasting Public Meetings from the Chambers	CIP		13,000					
Fence around 6609 SW 60 ST P roperty (Girl Scouts)	CIP							
Parking Repairs to 6609 SW 60 ST Property (Girl Scouts)	CIP			50,000				
Middle School - Palmer Park perimeter road stacking lane	CIP	50,000	26,704					
Firewall Services to Accomodate Increased Security	CIP	110,000						
Landscape Sunset Dr (US 1to SW 69th Ave) (phase # 1)	CIP			250,000	250,000			
Wi-Fi Antennas for Public Access Downtown	CIP			150,000				
Wi-Fi Antennas for Public Access Dante	CIP			50,000				
Wi-Fi Antennas for Public Access Palmer	CIP							
Wi-Fi for Officers Parking lot	LEFTF			15,000				
2 Power Outlets for Electrical Vehicles	CIP	25,000	13,743	20,000				
Solar for Public Works Building	CIP			25,000				
Solar for Community center	CIP				50,000			
Solar for Pool	CIP			50,000				
Solar For Marshal Williamson Building	CIP				15,000			
Solar for City Hall	CIP					50,000		
Solar for Public Works Building	CIP					25,000		
Police Flag Pole	LEFTF			10,000				
Downtown Improvements	CIP			500,000				
Beautification Study for D/T	CIP				100,000			
Proposed Park	PADOM			250,000				
Engineering Study for Undergrown Utility	CIP			0				
TOTAL CAPITAL IMPROVEMENTS BY YEAR		4,505,000	2,740,547	4,401,000	3,147,000	2,850,000	735,000	790,000

**Schedule,
Monitoring and
Evaluation**



COMPREHENSIVE PLAN

SEPTEMBER 2018

**SCHEDULE,
MONITORING AND EVALUATION**

MONITORING AND EVALUATION OF THE COMPREHENSIVE PLAN

Schedule and Evaluation of Amendments, Public Participation Procedures, and Monitoring Tools

This section of the report establishes the future public participation and regular review schedule for the continued monitoring, updating and evaluation of the Comprehensive Plan.

Schedule for Plan Amendments

Florida statutes provide for semi-annual plan amendment cycles. Due to the low volume of plan amendments, the City generally has not followed such a schedule; instead, plan amendment requests are processed when they are submitted by applicants or when the City identifies the need for an amendment and initiates such. The City also adheres to the periodic review (i.e., the Evaluation and Appraisal Review (EAR)) schedule identified by state statute, which is currently every seven (7) years. In each of these cases, the evaluation and public participation shall be as identified below.

Public Participation Procedures

The following procedures to allow for public participation shall be followed for Plan amendments:

* A minimum of an LPA public hearing and two (2) City Commission public hearings shall be scheduled for changes to the Comprehensive Plan. Either the LPA or the Commission may also decide to hold a planning workshop on the proposed amendment(s).

* Notice of the LPA and Commission hearings shall be provided as required by current Florida law.

* The City shall also seek public participation on the proposed plan amendments via, (at a minimum), publication of one (1) legal notice of the City's desire to obtain the direct involvement of individuals and groups in the plan amendment process. The notice should state that the City welcomes the participation of those with a special interest in the plan amendments, as well as those with a general interest. The notice shall be published in a newspaper of general circulation with additional effort for public announcement. The notice shall invite participation by:

- i. reviewing proposed plan amendment drafts and related studies;
- ii. attending the public participation workshops and participating in discussions subject to any workshop procedural rules; and
- iii. presenting to the LPA written material containing relevant facts, ideas and comments.

* The proposed plan amendment draft and related studies should be made available for public review.

Evaluation of Plan Amendments

Regardless of the manner in which an amendment is initiated, a status report will be provided by the staff and presented to the Local Planning Agency (LPA). Status reports for amendments shall include an evaluation of the amendment's compliance and compatibility with the Plan's Goals, Objectives and Policies, and (when appropriate), a concurrency analysis to ensure compliance with LOS standards specified in the Plan or Land Development Code, and an updating of the relevant supporting studies. Amendments proposed as part of an EAR shall comply with statutory requirements and, to the extent feasible, provide dates by which the goals, objectives and policies shall be achieved. To the extent that obstacles to the implementation of the goals, objectives and policies are identified, the City Commission shall identify priorities for implementation.

The LPA will conduct the workshop(s) and public hearing as described in the Public Participation Procedures (above). The LPA will submit a report on the amendment to the City Manager and the City Commission, which may be accompanied by recommended amendments. A summary of public comments shall also be provided.

Monitoring Program

This section outlines the various tools and means by which the City will monitor its progress in achieving the goals and objectives of each element of the Comprehensive Plan during the current planning period.

1. Future Land Use Element

- * Research historic properties for local significance and the possibility of local designation.
- * Communicate with the appropriate Miami-Dade County department(s) as well as other Federal, State and other agencies, as needed, to ensure adequate water supply and, where possible, sewer connections for new development.
- * Maintain membership in professional organizations such as the American Planning Association to keep abreast of current planning concepts and tools.
- * Develop programs to educate residents about climate change and adaptation techniques.
- * Track the development in the flood zones by type of construction and dollar value on an annual basis.

2. Transportation Element

- * Traffic Studies will be obtained for new development, pursuant to the Land Development Code requirements.
- * A parking study will be completed in 2018 and updated periodically.
- * The South Miami Intermodal Transportation Plan and the Complete Streets Policies & Design Manual will be used as guides in developing the Capital Improvement Budget and when evaluating grant opportunities.

* Development Agreements for new, private commercial or mixed-use development will include consideration for bicycle storage and rider amenities.

3. Housing Element

* The most recent U.S. Census data will be utilized to calculate the “cost burden” of housing and how it is changing, and the distribution of the number of units by value, type and age.

* The City will keep abreast of changes in Federal housing programs and financing programs.

* The City will keep abreast of any Miami-Dade County housing programs and policies.

* Educational tools on reducing water and energy usage will be developed for distribution to residents and property owners.

4. Infrastructure Element

* The City’s Sanitary Sewer Master Plan will be used as a guide for future improvement plans.

* The City will promote and, to the extent possible, enforce the Miami-Dade County Water Use Efficiency Five-Year Plan.

5. Conservation Element

* The City will track the number of tree removal permits issued annually and the number of trees planted as part of new development.

* The City will track the number of new sewer connections made annually.

* The City will seek funding sources for additional public landscaping projects.

* Educational materials on Florida Friendly landscaping will be developed and made available to property owners.

6. Recreation and Open Space Element

* The most recent U.S. Census and reliable population forecasts will be used to determine and project the need for parks and open space.

* The Parks and Recreation Master Plan will serve as a guide for future programming and improvement plans.

7. Intergovernmental Coordination Element

* The City elected officials and staff will participate with the appropriate relevant regional professional organizations, Federal and State agencies, and Miami-Dade County committees and work groups.

* When appropriate, formal agreements among the necessary governmental bodies will be developed to ensure the effective and efficient delivery of services.

* The City will communicate and cooperate with adjoining jurisdictions to inform them of relevant land use changes and development projects, and ensure compatibility with the adjoining area.

8. Capital Improvement Element

* The Five-Year Capital Improvement Plan is the basis for the Capital Improvement Element. The five-year plan is prepared annually as part of the City's budget process, which includes public participation. The plan is based, in part, on the Sanitary Sewer Master Plan and the Parks and Recreation Master Plan.

* Concurrency analyses prepared for development applications will also be used as a basis for determining capital improvement needs.



COMPREHENSIVE PLAN

SEPTEMBER 2018

Appendix

Acronyms within the City of South Miami Comp Plan

FUTURE LAND USE ELEMENT

Future Land Use DIA

- CF – Community facilities
- CRO – Commercial retail and office
- DR – Duplex residential
- E – Educational
- FLU – Future Land Use
- GR/S – General retail/services
- H – Hospital
- I – Industrial
- LOS – Level of Service
- MFR – Multi-family residential
- MUCR – Mixed-Use Commercial/Residential
- PI – Public and Institutional
- P&R – Park and recreation
- PR – Private recreation
- R – Religious
- RER – Regulatory and Economic Resource
- RLC – Residential/Limited Commercial
- RO – Residential office
- ROW – Right-of-way
- SFR – Single family residential
- TR – Townhouse residential
- TROW – Transit right-of-way

TODD – Transit-Oriented Development District

V – Vacant

WASD – Water and Sewer Department

Future Land Use GOP

CRA – Community Redevelopment Agency

FLU – Future Land Use

LEED –Leadership in Energy and Environmental Design

SMCRA – South Miami Community Redevelopment Agency

TDR – Transfer of Development Rights

TODD – Transit Oriented Development District

USGBC – United States Green Building Council

TRANSPORTATION ELEMENT

Transportation DIA

FDOT – Florida Department of Transportation

LOS – Level of Service

SMITP – South Miami Intermodal Transportation Plan

TCEA – Transportation Concurrency Exception Areas

TPO – Transportation Planning Organization

USDOT – United State Department of Transportation

Transportation GOP

DRI – Development of Regional Impact

SHS – State Highway System

TRA –Transportation

HOUSING ELEMENT

Housing DIA

FHDC – Florida Housing Data Clearinghouse

F.S. – Florida Statutes

HUD – Housing and Urban Development

Housing GOP

CDBG – Community Development Block Grant

HPB – Historic Preservation Board

HOU – Housing

HUD – Housing and Urban Development

LEED – Leadership in Energy and Environmental Design

USGBC – United States Green Building Council

INFRASTRUCTURE ELEMENT

Infrastructure DIA

AADF – Average Annual Daily Flow

DERM – Division of Environmental Resources Management

DSWM – Department of Solid Water Management

MDWASD – Miami-Dade Water and Sewer Department

SFWMD – South Florida Water Management District

WASD – Water and Sewer Department

Infrastructure GOP

INF – Infrastructure

LOS – Level of Service

WASD – Water and Sewer Department

CONSERVATION ELEMENT

Conservation DIA

AQI – Air Quality Index

BFE – Base Flood Elevation

CAA – Clean Air Act

CRS – Community Rating Service

DERM – Division of Environmental Resources Management

EPA – Environmental Protection Agency

F.A.C – Florida Administrative Code

FDEP – Florida Department of Environmental Protection

FEMA – Federal Emergency Management Agency

MS4s – Municipal Storm Sewer Systems

NAAQS – National Ambient Air Quality Standards

NFIP – National Flood Insurance Program

NPL – National Priorities List

SFHA – Special Flood Hazard Area

WASD – Water and Sewer Department

Conservation GOP

CON – Conservation

DERM – Division of Environmental Resource Management

LID – Low Impact Development

RER – Regulatory and Economic Resource

SFWMD – South Florida Water Management District

TPO – Transportation Planning Organization

PARK & RECREATION ELEMENT

Park and Recreation DIA

FEC – Florida East Coast

FHDC – Florida Housing Data Clearinghouse

F.S. – Florida Statutes

LOS – Level of Service

Park and Recreation GOP

REC – Recreation and Open Space

INTERGOVERNMENTAL COORDINATION ELEMENT

Intergovernmental Coordination DIA

AE – Advise and Encourage

AP – Approval, Permit

BMPs – Best Management Practices

CA – City Agency

DEM – Department of Emergency Management

DEO – Department of Economic Opportunity

DEP – Department of Environmental Protection

DERM – Division of Environmental Resource Management

EM – Office of Emergency Management

EPA – Environmental Protection Agency

FA – Formal Agreement

FDOT – Florida Department of Transportation

FEMA – Federal Emergency Management Agency

FN – Formal Notice

FRD – Fire Rescue Department

HP – Office of Historic Preservation
HS – Homeland Security
IN – Informal Notice
MDHA – Miami-Dade Housing Agency
MDPA – Miami Dade Property Appraiser
MDT – Miami Dade Transit
OA – Outside Agency
PD – Police Department
PHCD – Public Housing and Community Development
PLAN – Planning Division
PM – Periodic Meetings to Coordinate Programs
PROSD – Parks, Recreation and Open Spaces Department
RERD – Regulatory and Economic Resources Department
SFRPC – South Florida Regional Planning Council
SFWMD – South Florida Water Management District
SWMD – Solid Waste Management Department
TA – Technical Assistance
TPO – Transportation Planning Organization
TPWD – Transportation and Public Works Department
WASD – Water and Sewer Department

Intergovernmental Coordination GOP

INT – Intergovernmental Coordination
LEC – Lower East Coast Water Supply Plan Update
MDWASD – Miami-Dade Water and Sewer Department
SFWMD – South Florida Water Management District
WASD – Water and Sewer Department

CAPITAL IMPROVEMENT ELEMENT

Capital Improvement DIA

CIP – Capital Improvement Program

EAR – Evaluation & Appraisal Report

LOS – Level of Service

WASD – Water and Sewer Department

Capital Improvement GOP

CIP – Capital Improvement Program

FLUE – Future Land Use Element

WASD – Water and Sewer Department