

City of South Miami Comprehensive Plan



The City Commission of the City of South Miami, Florida adopted the Comprehensive Plan on January 18, 1989 for submittal to the Florida Department of Community Affairs pursuant to Chapter 9J-5 of the Florida Administrative Code.

Preparation of the document was aided through financial assistance received from the State of Florida under the Local Government Comprehensive Planning Assistance Program authorized by Chapter 86-187, Laws of Florida and administered by the Florida Department of Community Affairs.

ADOPTION INTENT

Only the following portions of this document were adopted by the City Commission:

1. Goals, Objectives and Policies contained in each element.
2. Capital Improvement Element (CIE) Implementation section.
3. Future Land Use Map (FLUM), as amended from time to time.
4. Future Traffic Circulation Map, as amended from time to time.
5. New Monitoring Updating and Evaluation Procedures.

EDITOR'S NOTE

The City of South Miami Comprehensive Plan was adopted on January 18, 1989. This printed document, entitled the City of South Miami Comprehensive Plan, is comprised of two kinds of components.

Volume I

The first are *adopted* components which include the Goals, Policies and Objectives sections, Capital Improvements Element Implementation section, the Future Land Use Map, the Future Traffic Circulation Map and the Monitoring, Updating and Evaluation Procedures section (see adoption intent above).

These *adopted* components are local law.

Volume II

The second are *support* components which include all other portions, such as descriptive text, data, analyses, tables, figures, graphs and technical maps. *Support* components comprise the majority of the printed content in the Comprehensive Plan; however, these *support* components are not adopted as law.

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.

Volume I: Goals, Objectives & Policies

December 2010

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**FUTURE LAND USE ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**CHAPTER 1
FUTURE LAND USE
ELEMENT**

**FUTURE LAND USE ELEMENT
GOALS, OBJECTIVES AND POLICIES**

FLU GOAL 1

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

FLU OBJECTIVE 1.1

The city shall implement its Future Land Use Plan Map through its land development regulations. Uses that are inconsistent with the community character as set forth on the Future Land Use Map 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

By 2010, the City shall review and, as appropriate, revise its land development regulations in order to: eliminate inconsistencies with the Comprehensive Plan; implement recommendations contained in neighborhood or special area plans and/or charrettes; 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 1.1.2

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

FLU Policy 1.1.3

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

FLU Policy 1.1.4

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 OBJECTIVE 1.2

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

FLU Policy 1.2.1

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The Historic Preservation Board shall review all new development proposals 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 with the City of South Miami via State or Federal designation.

FLU OBJECTIVE 1.3

Assure adequate public facilities to serve new development. See policy for measurability.

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 feasible public facilities 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 Comprehensive Long Range Transportation Study.

FLU OBJECTIVE 1.4

Maintain and review a revised 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 mixed land use zoning categories to achieve creative development in the transition areas between commercial and residential and to achieve the goals set forth in the public charrettes.

FLU Policy 1.4.2

As a part of the development code review, refine provisions relative to open space, stormwater management and on-site traffic flow; give particular attention to on-site parking requirements based upon the policies that back-up the Future Land Use Map.

FLU OBJECTIVE 1.5

City shall continue to coordinate with Miami-Dade County Public Schools in accordance with the 2003 "Interlocal Agreement for Public School Facility Planning in Miami-Dade County", as it may be amended from time to time.

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FLU Policy 1.5.1

The City shall participate with the Miami-Dade Public School System 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 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 GOAL 2

To preserve and enhance the City's Hometown District 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

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

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 GOAL 3

To achieve a tax base adequate to support a high level of municipal services via increased 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 neighborhoods and uses.

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FLU OBJECTIVE 3.1

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 3.1.1

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

FLU Policy 3.1.2

Enforce the City's zoning and other land development codes.

FLU Policy 3.1.3

Pursue traffic policies, parking policies and pedestrian amenity policies that enhance downtown, and thereby the tax base.

FLU Policy 3.1.4

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 3.1.5

By 2010, the City shall evaluate the feasibility of enacting additional impact fees for parks, transportation, public safety, and other services, as appropriate.

FLU Policy 3.1.6

By 2010, 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 GOAL 4

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

FLU OBJECTIVE 4.1

Coordinate future land uses with topography, 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.

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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 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 all new development applications 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 Metropolitan Dade County Department 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

Assist the County in making land available for sewer facilities as required; can not be measurable in advance of County plans.

FLU Policy 4.3.1

Reserve land for pump stations if required by the County's extension of sewer lines, which in turn is a water quality protection program.

FLU OBJECTIVE 4.4

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

Building density and intensity may be transferred from areas within the Special Flood Hazard Area, in order to permit development within the Transit-Oriented Development District, while reducing the permitted intensities within the Special Flood Hazard Areas.

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FLU Policy 4.4.3

Develop a Transit-Oriented Development District and floodplain overlay map in conjunction with new regulatory mechanisms to implement the preservation of the floodplain and encourage development within the Transit-Oriented Development District.

FLU GOAL 5

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

FLU OBJECTIVE 5.1

Continue to utilize the South Miami Community Redevelopment Agency 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

Implement and periodically update the South Miami Community Redevelopment Plan for the area generally bounded by SW 62nd Avenue 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

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 OBJECTIVE 5.2

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

FLU Policy 5.2.1

Maintain the South Miami Community Redevelopment Area's designation as an Urban Infill 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 from grants available through the Urban Infill and Redevelopment Area grant program, the Community Development Block grant program and other appropriate grant programs.

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

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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.

Planned unit development zoning regulations which permit buildings to be higher than stated in this plan may be deemed consistent with this plan, provided such regulations do not permit the overall floor area on a site to be greater than could occur if the height limits of this plan were observed.

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 applicants 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.

To reflect repeated public concerns expressed at the charrettes and public hearings regarding the preponderance of land development regulations, the land use categories are reduced to reflect the traditional land use designations utilized by the planning profession. Regulation of specific uses and intensities will be included under provisions in the Land Development Code.

Single-Family Residential (Two Story)

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 of 10,000 square feet. 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.

Lot of Record: If the owner of a platted lot in any district does not own a parcel or tract of land immediately adjacent to such lot, or if the deed or instrument under which such owner acquired title to such lot was of record prior to application of any zoning regulations to the premises, or if such lot were created and first recorded in compliance with the zoning regulations in effect on the lot at the time of recording, and if such lot does not conform to the requirements of such regulations as to the width of lot and lot area and lot width regulations shall not prevent the owner of such lot

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from erecting a single-family dwelling or making other improvements on the lot, provided such improvements conform in all other respects to the applicable zoning regulations provided that such platted lot is not less than fifty feet in width and has a frontage of at least fifty feet. The term "platted lot" as used herein shall mean a full and complete separate parcel designated as a lot, parcel, or tract as part of a subdivision plat recorded in the public records of Miami-Dade County, Florida.

Zoning regulations shall not require any special hearing or approval process for lots that meet the requirements set forth herein.

Duplex Residential (Two Story)

The duplex residential category is intended to provide for two residential dwelling units per parcel of land. Each dwelling unit should have its own at-grade 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 (Two Story)

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 at-grade 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. Zoning regulations which implement the townhouse category shall prohibit two-family structures; and, one single-family structure may be permitted to secure a vested right to use any legally created parcel which does not meet the minimum lot size requirements of this plan and/or the zoning ordinance.

Multi-Family Residential (Four Story)

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. Zoning regulations for the proposed Park View Townhouse area should include an option whereby townhouse developments could be permitted at densities not to exceed 24 dwelling units per acre.

Residential Office (Two Story)

The residential office land use category is intended to provide for the development of very-low intensity office structures that are similar in development characteristics to single-family homes. Development characteristics shall include but not be limited to height, mass, volume, parking and landscaping. Buildings shall not exceed two stories. In addition, heavy landscaping and screening shall be provided for parking areas, trash storage and other non-residential site characteristics.

Commercial Retail and Office (Two-Story)

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

FUTURE LAND USE ELEMENT GOALS, OBJECTIVES AND POLICIES

Element by encouraging the containment of development along existing State and County high-design roadway facilities.

Mixed-Use Commercial/Residential (Four-Story)

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 MetroRail system. Pursuant to the recommendation by the Department of Community Affairs to include a Floor Area Ratio (F.A.R.) in the Comprehensive Plan (as opposed to the provisions in the Land Development Code), 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. 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. 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] (Flexible Height up to 8 Stories)

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. The City shall pursue incentive programs for redevelopment including flexible building heights and design standards to insure that responsible, effective and aesthetically pleasing projects result.

Public Institutional Uses (Four-Story)

The public and institutional land use category is intended to provide for public schools, municipal facilities, utilities, churches, temples, synagogues 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 (as a subcategory of the public institutional land use designation)

The "educational uses" land use sub-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 Dade County Public School system. Building heights shall not exceed the maximum permitted heights in the surrounding zoning districts; and in no case shall a building exceed four stories in height.

Parks and Open Space

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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. 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. Land exchange may precede amendment to this plan providing that levels-of-service established in the Recreation and Open Space Element are maintained; this provision is included for the purpose of providing for land use designation of future park reconfiguration. Zoning regulations should permit park-related buildings (e.g., indoor athletic and passive recreation facilities) on land already designated as Parks and Open Space.

Residential / Limited Commercial District (Two Story)

The Residential/Limited Commercial District (Two Story) 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.

**TRANSPORTATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**CHAPTER 2
TRANSPORTATION
ELEMENT**

**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, 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 1.5 for non-motorized transportation systems and 1.3 for convenient and efficient 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 Transportation Concurrency Exception Area. 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 D capacity for US-1.
2. The peak hour level-of-service standard for Bird Road shall be 120 percent of E capacity.
3. The City will not issue any new-construction permit which would have the effect of lowering the level-of-service on Bird Road or US-1 below the levels specified above, unless such permits are issued pursuant to a development of regional impact (DRI) approval granted prior to the effective date of this plan.

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 annually review the impacts of its designation as a Transportation Concurrency Exception Area on Strategic Intermodal System facilities and the adopted level of service standards of transportation facilities funded in accordance with Section 339.2812, F.S.

TRA Policy 1.1.4

By 2008, the City shall seek federal, State and local funds to conduct a Comprehensive Long Range Transportation Study. The Study shall: evaluate the feasibility of designating the City as a Transportation Concurrency Exception Area; address all State requirements pertaining

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

to transportation concurrency exception areas and management areas; update traffic count information and current roadway Levels of Service; address intergovernmental coordination issues relating to transportation: address bicycle and pedestrian connectivity throughout the City; evaluate the maximum ridership, capability of MetroRail: and evaluate the provision of more uniform parking requirements, and parking issues Citywide.

TRA Policy 1.1.5

The City shall continue to identify projects to support and fund mobility, enhance alternate modes of transportation, 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 Policy 1.1.6

By 2010, the City shall evaluate the feasibility of enacting additional impact fees for transportation, as appropriate.

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 traffic lanes, with the exception of minor non-intrusive intersection improvements that foster improved traffic operations and management, 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 parking and traffic flow through site plan reviews.

TRA Policy 1.2.3

By 2010, the City shall examine the specific parking bonus provisions and percentages associated with the Transit Oriented Development Districts in order to determine the extent to which such provisions have been effective in furthering redevelopment and transit goals, and if they should be reduced or otherwise adjusted in order to lessen the parking deficit. The Parking Board shall be involved in any decision making.

TRA Policy 1.2.4

The city shall investigate 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

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

The City shall implement strategies recommended in the 2004 Downtown Parking Study to increase the available 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 adequate parking is planned accordingly. The Parking Board shall be involved in any decision making.

TRA Policy 1.2.7

The City shall seek to reduce negative transportation impacts on neighborhoods through such strategies as traffic calming, reduced travel lanes, 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 OBJECTIVE 1.3

Coordinate City transportation planning with regional agencies to facilitate convenient and efficient motorized 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 plans to widen State and County roadways within the City of South Miami.

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 to facilitate convenient and efficient "motorized" transportation.

TRA Policy 1.3.3

Work with the MPO to achieve bus service to major employment concentrations.

TRA Policy 1.3.4

The City shall annually evaluate its 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.

**TRANSPORTATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

TRA Policy 1.3.6

The City shall coordinate with the Miami-Dade County Metropolitan 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 collector or arterial widenings 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

Continue to refine and develop detailed plans for new sidewalks and additional bikeways as part of the Comprehensive Long Range Transportation Study.

TRA Policy 1.5.1

Continue to refine and update a detailed bikeway plan including access to the Metrorail Transit Station and adequate on-site storage requirements through development code site plan requirements and as part of the Comprehensive Long Range Transportation Study.

TRA OBJECTIVE 1.6

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 Comprehensive Long Range Transportation Plan or other plans or studies.

TRA Policy 1.6.1

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. The proposed development is located within the established Redevelopment and Infill District [RID]; and

**TRANSPORTATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

2. If the project would result in an increase in peak-period traffic volume on a Florida Interstate Highway System [FIHS] 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 1.6.2

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 1.6.3

The Redevelopment and Infill District [RID] will continue to be included in the adopted Future Land Use Map. Boundary changes will require an amendment to this Plan. See Figure 2.10 which indicates the boundaries of RID and TODD.

TRA Policy 1.6.4

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

TRA Policy 1.6.5

Regarding the Future Traffic Circulation Map, the City of South Miami will work to secure changes in the County's recent re-designation of SW 56th Street (Miller Road) and SW 67th Avenue (Ludlum Drive) to prevent any road widening, pursuant to Policy 1.2.1, and in order to achieve consistency with the Metro-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 Policy 1.6.6

In accordance with applicable State requirements, the City shall annually review the impacts of its designation as a Transportation Concurrency Exception Area on Strategic Intermodal System facilities and the adopted level of service standards of transportation facilities funded in accordance with Section 339.2812, F.S. This review will entail, at a minimum, the preparation and/or examination of updated traffic count information for key roadway segments in order to determine current roadway Levels of Service, and how they have improved or deteriorated since the last count was conducted. In addition, the potential impacts of proposed developments and redevelopment on roadway Levels of Service shall be evaluated on an ongoing basis.

**HOUSING ELEMENT
GOALS, OBJECTIVES AND POLICIES**

CHAPTER 3

**HOUSING
ELEMENT**

**HOUSING ELEMENT
GOALS, OBJECTIVES AND POLICIES**

HOU GOAL 1

To assure the availability of 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 housing units in the Hometown District. It is recognized that the choice of location rests with the individual and that the City's role is to implement policies that expand 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 200 additional units, by 2015. 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 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

The City shall continue to address affordable housing and redevelopment needs in its Community Redevelopment Area through 2010-2015 through such activities as a charrette process, the Single Family Infill Program, the Multi-Family Housing Master Plan, and the Residential Rehabilitation Grant Program.

HOU OBJECTIVE 1.2

The City shall seek to correct existing hazardous units in the city by 2015.

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 2010 the City shall enact an ordinance to establish more stringent standards for "tear downs" and new development in established neighborhoods, and by 2015, the City shall seek to encourage rehabilitation of historic buildings.

**HOUSING ELEMENT
GOALS, OBJECTIVES AND POLICIES**

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 which 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 New 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 and the County will jointly support development in the Rapid Transit Zone in order to encourage mixed-use/residential multi-family projects containing 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.

**HOUSING ELEMENT
GOALS, OBJECTIVES AND POLICIES**

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 or altered unsympathetically.

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

When additional development permissions that will result in the addition of ten or more units are granted, the new development should designate 20 percent of the new units as low and moderate housing units. For developments of less than ten units, the developer shall contribute a funding set-aside for low and moderate income units.

HOU Policy 1.5.2

In consideration of a developer's provision of affordable housing, the City shall consider granting a density increase proportional to the number of units provided but not exceeding a 20% increase, to the extent that such an increase is compatible with surrounding development and site characteristics.

HOU Policy 1.5.3

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.

**INFRASTRUCTURE ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**CHAPTER 4
INFRASTRUCTURE
ELEMENT**

**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; and, the City will urge the County to extend sewers into the Brewer Canal Corridor by 2010.

INF Policy 1.1.1

The City shall cooperate with the County on programs to extend the sanitary sewer system to those houses still served by septic tanks and with lot sizes of less than one acre particularly in the Brewer Canal area north of Sunset Drive.

INF Policy 1.1.2

Continue the City policy of requiring major new development to tie into sanitary sewers, if feasible.

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 sewered areas shall be as follows: the project flow plus the maximum day flow (the average of the five highest daily flows) of the preceding calendar year shall not exceed 98 percent of the county treatment system's rated capacity. Otherwise, septic tanks shall be the level-of-service.

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 Metropolitan 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, for a minimum of five years, 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

**INFRASTRUCTURE ELEMENT
GOALS, OBJECTIVES AND POLICIES**

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

INF Policy 1.2.3

The City and County shall formalize a 30 percent 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 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 receive 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 County shall provide a level-of-service such that the project flow plus the maximum day flow (the average of the five highest daily flows) of the preceding calendar year shall not exceed 98 percent of the County treatment system's rated capacity.

INF OBJECTIVE 1.6

Assist the County in implementing its proposed water conservation program.

**INFRASTRUCTURE ELEMENT
GOALS, OBJECTIVES AND POLICIES**

INF Policy 1.6.1

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

INF Policy 1.6.2

The City shall support, as appropriate, Miami-Dade County Water and Sewer Department (WASD) 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 WASD to assist in efforts to achieve its Five Year Water Efficiency Plan goal of 155 gallons per capita per day.

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.

**CONSERVATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**CHAPTER 5
CONSERVATION
ELEMENT**

**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 Metropolitan Planning Organization [MPO] 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

The City's review of development applications (and any City drainage projects) shall use retention and subsurface drains, that are acceptable to the South Florida Water Management District and the Dade County 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

**CONSERVATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

Cooperate with the Dade County 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 character 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 xeriscape 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 of 155 gallons per capita per day.

**RECREATION AND OPEN SPACE ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**CHAPTER 6
RECREATION AND OPEN SPACE
ELEMENT**

**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 recreation acreage) and facilities, thereby providing a level-of-service standard of 4 acres per 1,000 population. See Table 6-3 for facility standard guidelines.

REC Policy 1.1.2

Continue the recent budget emphasis upon park facility maintenance plus enhancement projects such as lighting and rest rooms; undertake additional acquisition of property for recreation and open space as additional population warrants, in conjunction with a variety of available funding options, including but not limited to grants, impact fees, and required dedications.

REC Policy 1.1.3

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

REC Policy 1.1.4

By 2010, the City shall identify and seek to secure funding from appropriate and available funding sources in order to conduct a comprehensive Recreation and Open Space Master Plan in order to: revisit and clarify park standards, including the adopted Level of Service Standard; identify the specific recreation and open space needs of City residents; develop a strategic plan for comprehensive improvements to the existing and planned recreation and open space system; identify additional opportunities to enhance the recreation and open space system through grants, impact fees, and other appropriate sources; identify appropriate staffing levels and community involvement strategies; evaluate the inventory of City-owned land, and the feasibility of using such lands in the creation of new "pocket parks"; evaluate the feasibility of establishing a land bank for parks, and; establish a schedule for the Plan's periodic update.

REC Policy 1.1.5

By 2010, the City shall evaluate the feasibility of instituting impact fees 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.

**RECREATION AND OPEN SPACE ELEMENT
GOALS, OBJECTIVES AND POLICIES**

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 OBJECTIVE 1.2

Through coordination with public and private agencies, the City shall make certain that the six 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 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

The City Recreation Department shall continue to coordinate its programming with such quasi-public facilities as the YMCA.

REC Policy 1.2.3

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

REC Policy 1.2.4

The City Recreation Department shall coordinate with the South Florida Sports League 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 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. Undertake opportunities for additional waterfront recreation facilities, when suitable properties become available.

REC Policy 1.3.2

**RECREATION AND OPEN SPACE ELEMENT
GOALS, OBJECTIVES AND POLICIES**

The City shall assist the Metropolitan Dade County Department 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."

**INTERGOVERNMENTAL COORDINATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**CHAPTER 7
INTERGOVERNMENTAL COORDINATION
ELEMENT**

**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 annually review 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 annually review 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 annually review 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 the above listed service providers 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 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

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

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 Planning 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 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 Public Schools' 5, 10, and 15-year facility plans for siting of new schools and the expansion 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 at public hearings conducted by the Miami-Dade Public School System for specific site plans.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

INT Policy 1.3.4

The City will notify the School Board 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 2003 Interlocal Agreement for Public School Facility Planning in Miami-Dade County, as it may be periodically updated.

INT Policy 1.3.6

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 Transit Department and the Metropolitan Planning Organization - for mass transit; and the Miami-Dade Public Works Department and the Florida Department of Transportation - for maintenance of roads and bridges.

INT Policy 1.3.7

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 1.3.8

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 1.3.9

The City will review its locational standards on problematic (unwanted) 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 1.3.10

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 the location of problematic or unwanted land uses.

INT Policy 1.3.11

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.

**INTERGOVERNMENTAL COORDINATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

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 and the School Board of any requests for land use amendment, variance, conditional uses or site plan approvals which impact property within 500 feet of a public school or within 500 feet of the boundaries of an adjacent jurisdiction.

INT Policy 1.4.2

The City will notify neighboring jurisdictions and the School Board of any proposals to expand or create a Community Redevelopment Area, CDBG target area or a historic district if it impacts property within 500 feet of a public school or adjacent jurisdiction.

INT Policy 1.4.3

The City will notify and solicit comments from adjacent jurisdictions and the School Board 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 155 gallons per capita per day.

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

**INTERGOVERNMENTAL COORDINATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

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 a healthy environment, and the health of the population.

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.

**CAPITAL IMPROVEMENT ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**CHAPTER 8
CAPITAL IMPROVEMENT
ELEMENT**

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 operating budget shall continue to accommodate annual systematic replacements such as police cars, trash trucks and street overlaying.

CIP Policy 1.1.2

Staff 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

CAPITAL IMPROVEMENT ELEMENT GOALS, OBJECTIVES AND POLICIES

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 2008/09-2012/13 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 2008/09-2012/13 Capital Improvements Plan is hereby adopted by reference as part of the Capital Improvements Element.

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 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

**CAPITAL IMPROVEMENT ELEMENT
GOALS, OBJECTIVES AND POLICIES**

By 2010, the city shall evaluate the feasibility of enacting impact fees or park land dedication, park capital improvements, public safety, police and other services, as appropriate.