

Exhibit 1

The Transportation Element shall be amended as follows:

II. TRANSPORTATION ELEMENT

Goal 2: Development and maintenance of a multimodal transportation system that meets the diverse circulation needs of Miami Lakes in a safe and efficient manner, reduces reliance on single-occupancy vehicles and protects the quality of life for all residents.

Objective 2.1: ~~ROADWAY~~ MOBILITY SYSTEM PLANNING AND IMPROVEMENT

Development of a safe, convenient, effective and sustainable~~energy-efficient roadway~~ transportation network and support infrastructure that supports multimodal mobility throughout Miami Lakes operating at or above the adopted level of service.

Measurement: Progress toward achieving the infrastructure improvements in Table 2-1 ~~Annual update of Town transportation capital project needs.~~

Policy 2.1.1: ~~Incorporate the capital improvement projects recommended in the Data and Analysis Support component to this Element to maintain adopted roadway level of service into the 5-year Schedule of Capital Improvements (SCI) contained in the Capital Improvements Element based on priority of need and availability of fiscal resources, and annually update the transportation portion of the SCI to address changing future roadway needs and enhancements. Pursue the mobility improvements identified in Table 2-1, and incorporate these improvements into the 5-year Schedule of Capital Improvements (SCI) contined in the Capital Improvements Element at appropriate times as priority of timing of these improvements is refined.~~

Policy 2.1.2: The Town shall make transportation planning a continuous process, and shall reflect changes by updating the Transportation Element. ~~Update the Transportation Master Plan for the Town on a regular basis, with efforts being directed toward maintaining and enhancing local mobility and community character. This Plan will seek to establish strategies to accommodate local mobility needs while enhancing the character of the~~

~~community and improving the quality of life for residents by providing viable alternatives to the automobile.~~

Policy 2.1.3: Coordinate with the Miami-Dade County Public Works Department, Miami-Dade County MPO, the Miami-Dade Expressway Authority, the Miami-Dade County School Board, and FDOT and other agencies and partners as appropriate to solve transportation and mobility issues ~~fund traffic congestion improvement studies as needed~~ throughout the Town.

Policy 2.1.4: ~~Establish strategies to encourage local traffic to use alternatives to the Florida Intrastate Highway System to protect its interregional and intrastate functions.~~ The Town shall include as a primary factor in planning the future street network the need to increase connectivity, specifically including between the east and west sides of Miami Lakes, and provide as many different route options as possible for moving between places.

Policy 2.1.5: Continue to provide appropriate controls, through the Land Development Code, of the connections and access points of driveways and local collectors with major collectors and all arterial roadways.

Policy 2.1.6: Through its Land Development Code and development review process, the Town ~~will continue to~~ shall ensure safe and convenient on-site pedestrian, bicycle and automobile circulation ~~traffic flow, and require developers to provide necessary motorized and non-motorized vehicle parking.~~

Policy 2.1.7: The Town shall work with the Miami-Dade Expressway Authority (MDX), Miami-Dade MPO and other appropriate agencies and partners to pursue new interchanges with the Gratigny Expressway at NW 67th Avenue and NW 87th Avenue.

Policy 2.1.8: In-lieu of traditional transportation concurrency, the Town shall mitigate the mobility impacts of development and redevelopment, and provide a portion of funding needed to implement the improvements identified in the Element, through a mobility fee.

Objective 2.2: ~~ROADWAY~~ MULTIMODAL LEVELS-OF-SERVICE

Achieve ~~Maintain~~ the adopted levels-of-service for vehicular, bicycle, pedestrian and transit modes ~~all arterial, collector and local roads in Miami Lakes.~~

Measurement: Progress toward achieving the adopted levels of service
~~Number of traffic impact studies submitted annually by development review applicants.~~

Policy 2.2.1: Monitor, coordinate and regulate, if necessary, the timing of development, construction of roadway improvements and implementation of other transportation programs to maintain the following roadway level of service (LOS) standards for all roadways within or bordering the Town: For purposes of capital improvements planning, the Town hereby adopts the following vehicular level of service (LOS) standards:

* ***East of Palmetto Expressway (inside urban infill area):*** All roads must operate at LOS "E" (100% of capacity at peak hour) or better, on an areawide basis except where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, then a road shall operate at no greater than 120% of its capacity at peak hour. Where extraordinary transit service such as commuter rail or express bus service exists, parallel roads within ½ mile shall operate at no greater than 150% of their capacity at peak hour.

* ***West of Palmetto Expressway (outside urban infill area):*** Major roadways must operate at LOS D (90% of capacity at peak hour) or better, except State urban Minor arterial roads which may operate at LOS "E" (100% of capacity at peak hour) or above. Where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, then a road shall operate at or above LOS E at peak hour. When extraordinary transit service such as commuter rail or express bus service exists, parallel roads within ½ mile shall operate at no greater than 120% of their capacity at peak hour.

* ***SIS Roadways:*** The following is the Florida Department of Transportation's LOS standard as outlined in FDOT Systems Planning Topic No. 525-000-006a: "It is the Department's intent to plan, design, and operate the SHS at a generally acceptable LOS for the traveling public. LOS standards for the automobile mode on the SHS during the peak hour(s) are "D" in urbanized areas and "C" outside urbanized areas. LOS standards represent goals for Department and other entities to achieve and maintain. No specific LOS standards are established for other highway modes (e.g. bus, pedestrian, bicycle)."

Policy 2.2.2: All applicants ~~(except those involving five single homes or less)~~ for comprehensive plan amendments, rezonings and/or site plan approvals are required to provide a mobility traffic impact analysis study, utilizing

professionally acceptable methodologies to demonstrate how the amendment will impact the Town's goal, objectives and policies of this element, prepared by a registered traffic engineer, as part of the development review process to show how the adopted LOS on area roadways will be maintained.

Policy 2.2.3: For purposes of capital improvements planning, the Town hereby adopts the following bicycle level of service standard: by 2030, the infrastructure identified on the Greenways and Trails Map (Map TE-7) shall be fully implemented. Fully implement the provisions of the September 2013 Commute Trip Reduction Plan (CTRP), including its Transportation Demand Management (TDM) and transit recommendations.

Policy 2.2.4: The Town will address roadway LOS deficiencies by requiring new development and redevelopment to build or pay for the construction of traffic improvements along Town roads that are necessary to maintain the adopted transportation LOS standards, and coordinating with Miami-Dade County and the State to correct the roadway LOS deficiencies that occur on non-Town roadways. For purposes of capital improvements planning, the Town hereby adopts the following pedestrian level of service standards:

* **Sidewalk Coverage:** By 2030, all arterials (except limited access expressways) and collectors, and all streets in the area designated Town Center Mixed-Use (TCMU) on the Future Land Use Map, shall have sidewalks at least eight feet wide on both sides of the street, or shall have a path at least ten feet wide separated from the vehicle lanes by a curb and/or swale. All public local streets, and private local streets built hereafter that are required to be built to Town standards for public streets, shall have sidewalks at least six feet wide on both sides of the street.

* **Detached sidewalks:** By 2030, 90 percent of all lineal street footage in Miami Lakes (excluding limited access expressways and ramps thereto) shall include sidewalks separated from the vehicle lanes by a swale/street tree planting area with appropriate street trees.

* **Accessibility:** By 2030, all sidewalks, crosswalks and similar pedestrian facilities in rights-of-way controlled by the Town shall be compliant with Americans with Disabilities Act (ADA) standards.

Policy 2.2.5: For purposes of capital improvements planning, the Town hereby adopts the following transit level of service standard: the Town's Moover transit circulator system shall have scheduled headways of no greater than 25

minutes, and shall maintain 85 percent on-schedule stop performance. The Town, in cooperation with other public and private agencies, will use one or more of the following strategies, when feasible, to encourage local traffic to use alternatives to the SIS:

- ~~a. Work with the Miami Dade County MPO to coordinate a corridor study on NW 154th Street, near the Palmetto Expressway, to identify potential operational solutions near the major congestion point.~~
- ~~b. Work with Miami Dade County, adjacent landowners and other appropriate parties to ensure the intended multi-modal nature of the new section of NW 87th Avenue north of NW 154th Street is implemented fully.~~
- ~~c. Support and coordinate with Miami Dade County in the design and building of enhancements (widening) of NW 154th Street to relieve congestion along the roadway, particularly between NW 82nd Avenue and NW 89th Avenue.~~
- ~~d. Maintain and improve the Miami Lakes Moover local bus circulator system through improvements in routes and scheduling, implementation of GPS technology and creative marketing techniques to increase ridership.~~
- ~~e. Limit or eliminate the gating of local streets, thereby protecting the Town's grid street network.~~
- ~~f. Look at traffic control enforcement tools intended to keep signalized intersections clear during all phases of the signal.~~
- ~~g. Formally designate all or a portion of Miami Lakes as a Transportation Management Area (TMA) as one means to mitigate peak-hour traffic impacts through programs stressing demand-side strategies such as increased transit service, van pooling, flexible work hours or ridesharing programs are implemented to off set poor level of service conditions.~~
- ~~h. Work with the Miami Dade Transit Agency to study existing transit routes within the Town and determine the feasibility of improving service time (i.e. shorter headways) and/or the feasibility of introducing new service along heavily traveled corridors within Miami Lakes.~~
- ~~i. Create a transportation master plan for Miami Lakes to improve the quality of life for residents by providing viable alternatives to the automobile.~~
- ~~j. Improvements to roadways within the Town to include bicycle facilities that could encourage bicycling as a viable alternative to the automobile for trips up to one mile in length.~~

Policy 2.2.6:

In order to increase the vehicle capacity and speed characteristics of NW 57th Avenue, the Town will explore opportunities to reduce the number of signalized intersections along NW 57th Avenue, including working in

~~partnership with Miami-Dade County, the FDOT and the City of Miami Gardens. Analyze the current traffic concurrency determination methodology utilized by the Town, and consider appropriate modifications to enhance the accuracy and effectiveness of the methodology, as well as consider alternative methods to evaluate transportation impacts of development that take greater consideration of infrastructure related to means of transportation other than the automobile.~~

Objective 2.3: RIGHT-OF-WAY PRESERVATION

~~Protect and reserve existing and future rights-of-way, for automobile, truck, transit, bicycle and pedestrian travel needs, to prevent structural encroachments and ensure adequate ultimate roadway widths for maintenance of adopted level-of-service standards infrastructure identified in this Comprehensive Plan, consistent with this element, the 2025 Miami-Dade County MPO Long Range Transportation Plan and the Land Development Code (LDC).~~

~~*Measurement: Amount of right-of-way, easements and other necessary rights acquired for the purpose of mobility infrastructure. Number of zoning, site plan and plat reviews for required setbacks and right-of-way reservation.*~~

~~*Measurement: Number of right-of-way permits issued annually.*~~

Policy 2.3.1: Ensure all new construction and redevelopment projects comply with required setbacks through diligent zoning and site plan review, subject to legally-approved variances, and require dedication of rights of way consistent with Town, County and MPO requirements.

Policy 2.3.2: Require all property owners and/or contractors, the Florida Department of Transportation, and Miami-Dade County to submit a permit application that will be reviewed and approved by the Town, prior to commencement of any work within road rights-of-way.

Policy 2.3.3 All new development, and all redevelopment to an extent that that all site improvements are required to brought into full compliance according to the Land Development Code, shall be required to dedicate any right-of-way or easement necessary to accommodate mobility infrastructure and other planned right-of-way features (including, but not limited to, sidewalks, greenways, trails, swales, landscaping, vehicle lanes, medians, street furniture, bus stop and other transit infrastructure), prior to issuance of a permit authorizing such work. Mobility infrastructure and planned right-of-way features shall include any specifically included in the Comprehensive

Plan, or plans, designs, guidelines or standards adopted pursuant to one or more of the policies of the Comprehensive Plan.

Objective 2.4: ROAD AND STREETSCAPE DESIGN COMPLETE STREETS

Development of a street system designed to fulfill the civic, social and mobility roles of each street, including providing infrastructure to promote and encourage all modes of transportation, and reduce reliance on single occupant vehicles. Maintain and enhance the landscape, open space and built features of Miami Lakes roadway and street corridors, to positively inform visitors of their presence in Miami Lakes, and reflect the unique and pleasing aesthetic qualities of the Town.

Measurement: Modal split of trips in Miami Lakes.

Policy 2.4.1: The Town shall pursue a policy of Complete Streets, including designing new streets and improvements to existing streets and rights-of-way that fulfill the civic, social and mobility functions of each street, and accommodate all modes of transportation (i.e. walking, bicycling, transit, ride-sharing and private automobile. Prepare design regulations for Town roadways and streets, consistent with the Community Design Element in this Plan and the future Miami Lakes Community Design Manual, and incorporate them into the Land Development Code by December 2004.

Policy 2.4.2: The Town shall pursue the development and publication of a Complete Streets Design Manual, which shall include typical cross-sections, designs and standards for the different types of streets in Miami Lakes. This document shall take account of the policies in the Comprehensive Plan, any neighborhood or other similar planning efforts, the Beautification Master Plan, the Greenways and Trails Master Plan, existing planned capital improvements, land use context (both existing and planned) and other such relevant factors to develop appropriate standards. The Town Code shall be amended as necessary to implement the Complete Streets Design Manual. All future arterial and major collector roads will adhere to the conceptual design guidelines as presented in the Community Design Element of the Comprehensive Plan.

Policy 2.4.3: Design an entry identification monument for the Maintain entry features to the Town and place it at primary roadway entry points into Miami Lakes.

Policy 2.4.4: Whenever possible, street designs should include a swale/street tree planting area, planted with appropriate street trees, between the vehicle lanes and the sidewalk, and where there are more than two total through lanes, a grass and landscaped median should be included.

Policy 2.4.5: With the exception of limited access expressways, all new street construction, and improvements and reconstruction of existing streets, must be designed such that lane widths when finished are no greater than ten feet.

Policy 2.4.6: The Complete Streets Design Manual pursuant to Policy 2.4.2 shall consider the Beautification Master Plan and other plans for the aesthetic enhancement of the Town's streets and other public and semi-public spaces.

Policy 2.4.7: New developments or redevelopment in which internal streets are proposed (whether public or private) shall implement the Town's complete street design standards.

Policy 2.4.8: The Town shall utilize crowd-sourcing and other innovative reconnaissance methods to help identify "incomplete streets" and opportunities to integrate multi-modal infrastructure on existing streets.

Policy 2.4.9: The Town shall pursue the use of adaptive traffic signal technology at appropriate corridors and intersections, including NW 154th Street west of the Palmetto Expressway. When utilized, adaptive traffic signals shall consider multimodal mobility, and shall account for the needs of transit vehicles, pedestrians and bicyclists.

Objective 2.5: **TRANSIT SERVICE**

Double the share of trips in Miami Lakes via transit between 2015 and 2030. Provide efficient public transportation services throughout Miami Lakes and smooth inter-connection of those services with the regional transit system based upon major trip generators and attractors, safe and convenient transit terminals and stops, land use patterns and accommodation of the special needs of the transportation of disadvantaged persons.

Measurement: Ridership of the Miami Lakes Moover bus circulator system.

Measurement: Number of boardings and alightings of Miami-Dade Transit routes at stops in Miami Lakes.

Measurement: Changes in the modal split of trips over time in Miami Lakes, as measured in the decennial Census, the American Community Survey and other relevant statistics on resident and commuters in Miami Lakes.

- Policy 2.5.1:** Maintain and improve the Miami Lakes Moover local bus circulator system through improvements in routes and scheduling, implementation of GPS technology and creative marketing techniques to increase ridership.
- Policy 2.5.2:** Coordinate with the Miami-Dade County Transit Agency and MPO to assess the feasibility of establishing frequent transit service between ~~the new Medley Metrorail Stations~~ and other premium transit, and commercial and industrial areas of Miami Lakes, possibly including the establishment of a centrally located park-n-ride lot in the Town. If feasible and acceptable to the Town, continue working with the transit agencies to implement the new service.
- Policy 2.5.3:** ~~As future development and redevelopment occurs in west Miami Lakes,~~ Coordinate with the Miami-Dade County Transit Agency in land use planning and development review decisions to ensure that adequate transit service will be provided as development and redevelopment projects build-out.
- Policy 2.5.4:** An assessment of transit service impacts and needs will be included in all development review applications requesting comprehensive plan amendments, rezonings and site plan approval.
- Policy 2.5.5:** Consider development of a park-and-ride and one or more intermodal transportation nodes within the Town.
- Policy 2.5.6:** ~~Through coordination with the Miami-Dade County Transit Agency,~~ Establish annual quantifiable indicators to measure improvement in overall mobility in Miami Lakes. Factors to be measured may include modal split, annual transit trips per capita, automobile occupancy rates, and other relevant indicators.
- Policy 2.5.7:** Work with the School Board to improve transportation systems, ~~including traffic congestion,~~ including transit, bikeways and sidewalks, within a 2-mile radius of all schools located in Miami Lakes.
- Policy 2.5.8:** The Town shall encourage future land uses that promote public transportation in the Town Center and other commercial/industrial areas.

- Policy 2.5.9:** ~~The Town will coordinate with Miami-Dade County Transit Agency to ensure that their minimum level of service standards are maintained within the Town.~~ The Town will pursue installation of queue jumps at key locations in the Town, in order to enhance transit service by helping to keep buses on schedule.
- Policy 2.5.10:** The Town shall work to enhance transit stops within the Town, including the addition of benches and shelters, based upon the locations with the highest existing and potential use.
- Policy 2.5.11:** Through the site plan review process, ensure that the highest densities and intensities of uses on each site are concentrated so as to encourage use of transit and other alternative travel modes, such as concentration near major intersections or commercial areas, and provision of pedestrian connections between existing and potential concentrations of residents and employment to transit stops and commercial areas.
- Policy 2.5.12:** Work with the Miami-Dade Transit Agency to study existing transit routes within the Town and determine the feasibility of improving service time (i.e. shorter headways).
- Policy 2.5.13:** If ridesharing is legalized by Miami-Dade County, explore the feasibility using ridesharing services as “feeder” systems for transit services in Miami Lakes, thereby potentially reducing diversion of transit routes from main routes and increasing frequency.
- Policy 2.5.14:** If ridesharing is legalized by Miami-Dade County, explore the feasibility of using subsidized ridesharing as a replacement of the Town’s current on-demand transportation service, to determine if an equal or greater number of persons can be served at greater cost efficiency.

Objective 2.6: BICYCLE AND PEDESTRIAN CIRCULATION

Maintain and enhance the pedestrian and bicycle system within the Town to provide easy access to all areas of Miami Lakes for walkers, runners and bicyclists, in a safe and efficient manner.

Measurement: Amount of grant money received for implementation of bicycle and pedestrian enhancements.

Measurement: Complete sidewalk network for Town by year 20320.

- Policy 2.6.1:** The area designated as Town Center Mixed-Use (TCMU) on the Future Land Use Map shall be a pedestrian-oriented area. Development regulations shall be aimed to create a walkable environment, including pedestrian oriented streetscape, buildings near to the street edge, methods to reduce overall parking requirements in order to limit aggregate parking supply, and similar regulatory strategies. Continue to implement the Town's sidewalk improvement program to provide a complete and inter-connected sidewalk network throughout the Town.
- Policy 2.6.2:** The Town shall improve pedestrian connectivity across NW 67th Avenue/Ludlam Road within the TCMU area by reducing vehicle lane widths of NW 67th Avenue within the TCMU area to 10 feet (in order to reduce pedestrian crossing distances and reduce automobile speeds on NW 67th Avenue during non-peak traffic times) and by establishing at least two additional sanctioned pedestrian crossings (besides at Main Street). As part of the Greenways and Trails Master Plan, analyze the existing bicycle circulation system in Miami Lakes and develop a capital improvement program to improve the current facilities, extend the system to unserved areas within the Town and inter-connect with the regional bikeway system. As part of the study, assess whether bikeways should be placed in pavement adjacent to vehicular travel lanes or should be separated from vehicular travel lanes by a buffer.
- Policy 2.6.3:** Review the land development code and, if appropriate, identify amendments to provide enhanced bikeway and sidewalk facilities from private development projects, and on-site bicycle parking facilities at all multi-family, commercial and industrial sites which are redeveloped or newly developed.
- Policy 2.6.4:** The Land Development Code shall include incentives for providing bicycle parking on sites directly adjacent to designated off-road greenway and trail facilities, such as reduced vehicular parking requirements. Review existing parking standards and, if appropriate, consider new standards that provide for space reduction and/or credit for those developments that provide bicycle facilities.
- Policy 2.6.5:** Seek enhancement grants from all appropriate and through the MPO, FDOT and other available sources to fund implementation of the bicycle and pedestrian improvements identified in this Element in Miami Lakes.
- Policy 2.6.6:** Work with public, private and nonprofit partners the MPO/State Bicycle and Pedestrian Coordinator to promote public education of the benefits of

walking and bicycling through distribution of information available on-line and printed materials.

Policy 2.6.7: Implement the—greenway and trails, bicycle, pedestrian and other improvements as indicated on Maps TE-7 And TE-8 recommendations of the Miami Lakes Greenways and Trails Master Plan.

Policy 2.6.8: All development and substantial redevelopment shall include constructing, reconstructing or repairing, as necessary, sidewalks on rights-of-way abutting the development/redevelopment site. If necessary, any required improvements shall include widening the sidewalk consistent with that required by this Element for the street in question. If necessary, a right-of-way or easement dedication shall be required, consistent with Policy 2.3.3. The Land Development Code shall be amended to implement this policy.

Policy 2.6.9: When supported by appropriate analysis, conditions may be imposed on applications for conditional uses and variances as mitigation for transportation impacts, including but not limited to constructing, reconstructing or repairing sidewalks abutting the site, striping bicycle lanes abutting the site, installing pedestrian street crossing facilities, installing street trees, etc., even where the extent of proposed physical improvements (if any) would not otherwise trigger requirements to bring site improvements into conformance with the current requirements of the Land Development Code.

Policy 2.6.10: The Town shall pursue development of a non-motorized mobility corridor between the western end of the Town and the portion of the City of Hialeah to the west of I-75, by means of the existing NW 154th Street right-of-way bridge over I-75. Such corridor shall remain closed to automobile traffic.

Objective 2.7: INTERGOVERNMENTAL COORDINATION

Coordinate the Town's Transportation Element and ~~Roadway~~ Capital Improvement Program with Miami-Dade County, the Miami-Dade County School District, MPO, MDX, and ~~and~~ FDOT and other appropriate agencies and organizations to ensure project and improvement consistency with regional and statewide plans and programs.

~~Measurement: Annual number of state or county transportation projects within Miami Lakes reviewed for consistency with the Town's Transportation Element.—Degree of consistency between the Town's Transportation Element and the MPO Long Range Transportation Plan.~~

~~Measurement: Regular attendance at monthly MPO Board and committee meetings by Town staff.~~

Policy 2.7.1: Transmit the Town's Transportation Element of the Comprehensive Plan to all affected agencies ~~Miami-Dade County, Miami-Dade County MPO and FDOT District VI~~ upon plan adoption.

Policy 2.7.2: Review state and county ~~road~~ transportation and mobility improvement projects within the Town to ensure compatibility with the goals, objectives and policies of this element.

Policy 2.7.3: Prepare and submit transportation grant proposals to all appropriate and available sources ~~the MPO and/or FDOT~~ for qualified projects in Miami Lakes when applicable grant programs are available.

Objective 2.8: **INTERNAL CONSISTENCY WITH OTHER PLAN ELEMENTS CONGESTION REDUCTION**

Take targeted actions to ease traffic congestion and make the most efficient use of the existing vehicle transportation network. Coordinate the Town's transportation system with the other Elements contained in this Comprehensive Plan to ensure that the system is adequate to serve the planned population densities, housing and employment patterns, and future land uses at or above the adopted level of service standards.

Measurement: Annual assessment of future roadway conditions and development of alternative improvements to maintain and enhance LOS. Change in peak hour vehicular levels of service (LOS).

Policy 2.8.1: The Town shall prioritize targeted vehicular traffic infrastructure improvements that can be implemented relatively quickly to reduce vehicular congestion at trouble spots. Such priority projects include, but are not necessarily limited to:

a) a "slip ramp" creating a direct connection from northbound NW 77th Court to the Palmetto Express southbound, adjacent to NW 154th Street but not mixing with other NW 154th Street traffic;

b) Lengthen the existing right turn lane from northbound NW 77th Court to eastbound NW 154th Street;

c) On northbound NW 67th Avenue at NW 167th Street, convert the existing right turn lane into a northbound through lane, and adding a new right turn lane (from NW 67th Avenue to NW 167th Street); and,

d) Install adaptive traffic signals on the NW 154th Street corridor west of the Palmetto Expressway.

~~Utilize the Future Land Use Map, Zoning Map and approved development orders to annually project future traffic volumes in the Town and evaluate alternatives to maintain adopted levels of service on arterial and collector roads, in coordination with the Miami-Dade County MPO and FDOT.~~

Policy 2.8.2: Fully implement the provisions of the September 2013 Commute Trip Reduction Plan (CTRP), including its Transportation Demand Management (TDM) and transit recommendations.

Policy 2.8.3: Limit or eliminate the gating of local streets, thereby increasing connectivity.

Policy 2.8.4: Use traffic enforcement tools to keep signalized intersections clear during all phases of the signal.

Policy 2.8.5: Work with the Miami-Dade School Board to adjust school start and dismissal times to lessen the impact of school traffic on peak hour congestion.

Policy 2.8.6: Work with the Miami-Dade School Board to encourage alternative means of transportation to school, including awareness of the Moover and other transit options, and walking and bicycling to school.

Add new Table 2-1:

Table 2-1: Planned Mobility Improvement Projects

Study	Project Description	Location	Street Name	From	To	Cost Estimate	Existing Outside Funding	Potential Outside Funding	Town Cost	Quantity	Unit	Comment
Miami Lakes Greenways and Trails Master Plan 2014	Bike Lane Only	NW 158th St	NW 158th Street	NW 59th Avenue	NW 57th Avenue	\$5,000.00	-	\$2,500.00	\$2,500.00	0.26	Miles	-
	Bike Lane plus Sidewalk - Add Bike lanes (w/o drainage/curb alterations) plus sidewalk to east and west sides of road (2 sides)	NW 60th Ave	NW 60th Avenue	Miami Lakes Drive	NW 138th Street	\$450,000.00	-	\$225,000.00	\$225,000.00	0.77	Miles	-
	Bike Lane plus Sidewalk - Add Bike lanes (w/o drainage/curb alterations) plus sidewalk to north side of road (1 side)	NW 163rd St	NW 163rd Street	NW 58th Avenue	NW 57th Avenue	\$85,800.00	-	\$45,000.00	\$40,800.00	0.26	Miles	-
	Bike Lane plus Sidewalk - Add Bike lanes (w/o drainage/curb alterations) plus sidewalk to north side of road (1 side)	NW 59th Ave	NW 59th Avenue	NW 158th Street	NW 167 Street	\$125,000.00	-	\$65,000.00	\$60,000.00	0.38	Miles	-
	On-Street Striping and Sign Improvements - Pavement markings and signing improvements; Add Bike Sharrows	Big Cypress Dr	Big Cypress Drive	Twin Sabal Drive	S. Miami Lakeway	\$52,000.00	-	\$26,000.00	\$26,000.00	0.52	Miles	-
	On-Street Striping and Sign Improvements - Pavement markings and signing improvements; Add Bike Sharrows	Commerce Way/Oak Lane	Commerce Way/Oak Lane	NW 87th Avenue	NW 79th Court	\$11,900.00	-	\$6,000.00	\$5,900.00	11.9	Miles	-
	On-Street Striping and Sign Improvements - Pavement markings and signing improvements; Add Bike Sharrows	NW 146th Ter	NW 146th Terrace	NW 92nd Avenue	NW 89th Avenue	\$2,100.00	-	\$1,000.00	\$1,100.00	0.21	Miles	-
	On-Street Striping and Sign Improvements - Pavement markings and signing improvements; Add Bike Sharrows	NW 149th Ter	NW 149th Terrace	NW 92nd Avenue	NW 87th Avenue	\$5,000.00	-	\$2,000.00	\$3,000.00	0.49	Miles	-

	<u>On-Street Striping and Sign Improvements</u> - Pavement markings and signing improvements; Add Bike Sharrows	<u>NW 153rd Ter</u>	<u>NW 153rd Terrace</u>	<u>NW 92nd Avenue</u>	<u>NW 89th Avenue</u>	<u>\$2,500.00</u>	-	<u>\$1,500.00</u>	<u>\$1,000.00</u>	<u>0.25</u>	<u>Miles</u>	-
	<u>On-Street Striping and Sign Improvements</u> - Pavement markings and signing improvements; Add Bike Sharrows	<u>NW 79th Court</u>	<u>NW 79th Court</u>	<u>Oak Lane</u>	<u>NW 154th Street</u>	<u>\$3,000.00</u>	-	<u>\$1,500.00</u>	<u>\$1,500.00</u>	<u>0.3</u>	<u>Miles</u>	-
	<u>On-Street Striping and Sign Improvements</u> - Pavement markings and signing improvements; Add Bike Sharrows	<u>NW 80th Ave</u>	<u>NW 80th Avenue</u>	<u>NW 77th Court/Palmetto Frontage Road</u>	<u>Commerce Way/Oak Lane</u>	<u>\$15,000.00</u>	-	<u>\$7,000.00</u>	<u>\$8,000.00</u>	<u>0.15</u>	<u>Miles</u>	-
	<u>On-Street Striping and Sign Improvements</u> - Pavement markings and signing improvements; Add Bike Sharrows	<u>NW 92nd Ave</u>	<u>NW 92nd Avenue</u>	<u>NW 146th Terrace</u>	<u>NW 153rd Terrace</u>	<u>\$4,500.00</u>	-	<u>\$2,000.00</u>	<u>\$2,500.00</u>	<u>0.45</u>	<u>Miles</u>	-
	<u>On-Street Striping and Sign Improvements</u> - Pavement markings and signing improvements; Add Bike Sharrows	<u>Twin Sabal/Sabal/Leaning Pine Drive</u>	<u>Twin Sabal/Sabal/Leaning Pine Drive</u>	<u>Big Cypress Drive</u>	<u>Bamboo Street</u>	<u>\$6,400.00</u>	-	<u>\$3,000.00</u>	<u>\$3,400.00</u>	<u>0.64</u>	<u>Miles</u>	-
	<u>On-Street Striping and Sign Improvements Plus Sidewalk</u> - Pavement Markings and signing improvements; Add Bike Sharrows plus add sidewalk on south side	<u>W 142nd Street</u>	<u>NW 142nd Street</u>	<u>NW 60th Avenue</u>	<u>NW 57th Avenue</u>	<u>\$98,800.00</u>	-	<u>\$50,000.00</u>	<u>\$48,800.00</u>	<u>0.38</u>	<u>Miles</u>	-
	<u>On-Street Striping and Sign Improvements plus Traffic Calming</u> - Pavement markings and signing improvements; Add Bike Sharrows plus traffic calming along corridor	<u>NW 146th Street</u>	<u>NW 146th Street</u>	<u>NW 89th Avenue</u>	<u>NW 87th Avenue</u>	<u>\$8,000.00</u>	-	<u>\$4,000.00</u>	<u>\$4,000.00</u>	<u>0.38</u>	<u>Miles</u>	-
	<u>On-Street Striping and Sign Improvements plus Traffic Calming</u> - Pavement markings and signing improvements; Add Bike Sharrows plus traffic calming along corridor	<u>NW 89th Avenue Palmetto</u>	<u>NW 89th Avenue Palmetto</u>	<u>Frontage Road</u>	<u>NW 154th Street</u>	<u>\$18,000.00</u>	-	<u>\$9,000.00</u>	<u>\$9,000.00</u>	<u>0.88</u>	<u>Miles</u>	-
	<u>Add Path</u> (Off-Street - Along Street)	<u>NW 154th Street</u>	<u>NW 154th Street</u>	<u>NW 89th Avenue</u>	<u>NW 87th Avenue</u>	<u>\$62,500.00</u>	-	<u>\$30,000.00</u>	<u>\$32,500.00</u>	<u>0.25</u>	<u>Miles</u>	-

	<u>Add Path (Off-Street - Along Street)</u>	<u>NW 162nd Street</u>	<u>NW 162nd Street</u>	<u>NW 87th Avenue</u>	<u>NW 82nd Avenue</u>	<u>\$125,000.00</u>	-	<u>\$65,000.00</u>	<u>\$60,000.00</u>	<u>0.5</u>	<u>Miles</u>	-
	<u>Add Path (Off-Street - Along Street)</u>	<u>NW 77th Avenue/NW 167th Street</u>	<u>NW 77th Avenue/NW 167th Street</u>	<u>Miami Lakes Drive</u>	<u>NW 57th Avenue</u>	<u>\$320,000.00</u>	-	<u>\$160,000.00</u>	<u>\$160,000.00</u>	<u>2.56</u>	<u>Miles</u>	-
	<u>Add Shared-Use Path (Off-Street - Along Canal)</u>	<u>Canal/NW 139th Street</u>	<u>Canal/NW 139th Street</u>	<u>NW 60th Avenue</u>	<u>NW 142nd Street</u>	<u>\$285,000.00</u>	-	<u>\$145,000.00</u>	<u>\$140,000.00</u>	<u>0.57</u>	<u>Miles</u>	-
	<u>Add Shared-Use Path (Off-Street - Along Canal)</u>	<u>Canal/NW 170th Street</u>	<u>Canal/NW 170th Street</u>	<u>West of NW 89th Avenue</u>	<u>NW 89th Avenue</u>	<u>\$130,000.00</u>	-	<u>\$65,000.00</u>	<u>\$65,000.00</u>	<u>0.26</u>	<u>Miles</u>	-
	<u>Add Shared-Use Path (Off-Street - Along Canal)</u>	<u>Canal/NW 77th Court (North of NW 154th Street)</u>	<u>Canal/NW 77th Court (North of NW 154th Street)</u>	<u>NW 154th Street</u>	<u>NW 76th Place</u>	<u>\$365,000.00</u>	<u>\$200,000.00</u>	<u>\$165,000.00</u>	<u>\$0.00</u>	<u>0.73</u>	<u>Miles</u>	-
	<u>Add Shared-Use Path (Off-Street - Along Canal)</u>	<u>Canal/NW 77th Court (South of NW 154th Street)</u>	<u>Canal/NW 77th Court (South of NW 154th Street)</u>	<u>West of NW 89th Avenue</u>	<u>NW 154th Street</u>	<u>\$1,060,000.00</u>	<u>\$600,000.00</u>	-	<u>\$460,000.00</u>	<u>2.12</u>	<u>Miles</u>	<u>2014 TAP Application Funding - construction only FM# 436618-1</u>
	<u>Add Shared-Use Path (Off-Street - Along Canal)</u>	<u>Canal/South of Bamboo Street</u>	<u>Canal/South of Bamboo Street</u>	<u>Bamboo Street</u>	<u>NW 67th Avenue</u>	<u>\$300,000.00</u>	-	<u>\$150,000.00</u>	<u>\$150,000.00</u>	<u>0.6</u>	<u>Miles</u>	-
	<u>Intersection Corner and Sign Improvements - Corner improvements including widening the curb ramp to be the width of the path and to add signage to mark off paths as bike routes</u>	<u>Miami Lakes Drive</u>	<u>Miami Lakes Drive</u>	<u>NW 89th Avenue</u>	<u>NW 57th Avenue</u>	<u>\$1,025,000.00</u>	-	<u>\$525,000.00</u>	<u>\$500,000.00</u>	<u>41</u>	<u>Each</u>	-
	<u>Intersection Corner and Sign Improvements - Corner improvements including widening the curb ramp to be the width of the path and to add signage to mark off paths as bike routes</u>	<u>NW 67th Avenue</u>	<u>NW 67th Avenue</u>	<u>W 84th Street</u>	<u>NW 167th Street</u>	<u>\$375,000.00</u>	-	<u>\$200,000.00</u>	<u>\$175,000.00</u>	<u>15</u>	<u>Each</u>	-
	<u>Widen Narrow Path to 10 to 12 feet</u>	<u>NW 87th Avenue</u>	<u>NW 87th Avenue</u>	<u>SR 924</u>	<u>NW 154th Street</u>	<u>\$250,000.00</u>	-	<u>\$125,000.00</u>	<u>\$125,000.00</u>	<u>0.99</u>	<u>Miles</u>	-
	<u>Widen Narrow Path to 10 to 12 feet</u>	<u>S. Miami Lakeway</u>	<u>S. Miami Lakeway</u>	<u>67th Ave (westward)</u>	<u>Miami Lakes Drive</u>	<u>\$250,000.00</u>	-	<u>\$125,000.00</u>	<u>\$125,000.00</u>	<u>1.6</u>	<u>Miles</u>	-
	<u>Greenway Trail and safe route to school</u>	<u>Miami Lakeway North and Miami Lakeway South (east of NW 67th Avenue)</u>	<u>S Miami Lakeway</u>	<u>67th Ave (eastward)</u>	<u>64th Ave</u>	<u>\$320,000.00</u>	<u>\$200,000.00</u>	-	<u>\$120,000.00</u>	<u>8500</u>	<u>Feet</u>	<u>FDOT grant funding FM # 425857-2</u>

-	-	-	-	-	-	-	-	-	-	-	-	-
Total for Greenways and Trail	-	-	-	-	-	<u>\$5,760,500.00</u>	<u>\$1,000,000.00</u>	<u>\$2,205,500.00</u>	<u>\$2,555,000.00</u>	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
Replacement Bus Program	-	<u>3</u>	-	-	-	<u>\$750,000.00</u>	-	-	<u>\$750,000.00</u>	<u>3</u>	<u>each</u>	-
-	-	-	-	-	-	-	-	-	-	-	-	-
Road Improvements	<u>Capacity Enhancements</u>	<u>Palmetto Expwy Interchanges</u>	<u>Palmetto Expwy Interchange</u>	<u>at Ludlam Road</u>	-	<u>Funded by FDOT</u>	-	-	<u>\$0.00</u>	-	-	-
	<u>Capacity Enhancements</u>	<u>Palmetto Expwy Interchanges</u>	<u>Palmetto Expwy Interchange</u>	<u>at Red Road</u>	-	<u>Funded by FDOT</u>	-	-	<u>\$0.00</u>	-	-	-
	<u>FDOT Imprvements - changes to lane configuration, sidewalks, bicycle lanes, pedestrian signal heads, crosswalks</u>	<u>NW 154th St (Vicinity of Palmetto Expy)</u>	<u>NW 154th St</u>	-	-	<u>Funded by FDOT</u>	-	-	<u>\$0.00</u>	-	-	-
	<u>Add second right turn lane</u>	<u>Adjacent to Miami Lakes (East Fire Station)</u>	<u>NW 67th Avenue</u>	<u>South of NW 167th St</u>	<u>NW 167th St</u>	<u>Funded by Miami-Dade County</u>	-	-	<u>\$0.00</u>	-	-	-
	<u>Adaptive (smart) traffic signals</u>	<u>Varies</u>	-	-	-	<u>\$360,000.00</u>	-	-	<u>\$360,000.00</u>	<u>12</u>	<u>each</u>	-
	<u>Narrow NW 67th Avenue travel lanes/expand medians and add two pedestrians crossings within Town Center</u>	<u>Town Center</u>	<u>NW 67th Avenue</u>	<u>Miami Lakes Drive</u>	<u>Miami Lakeway North</u>	<u>\$410,000.00</u>	-	-	<u>\$410,000.00</u>	-	-	-
	<u>Extend NW 59th Avenue south to Miami Lakes Drive</u>	<u>West of NW 57th Avenue and north of Miami Lakes Drive</u>	<u>NW 59th Avenue</u>	<u>Miami Lakes Drive</u>	<u>Biscayne Canal</u>	<u>\$5,800,000.00</u>	-	-	<u>\$5,800,000.00</u>	-	-	-
	<u>Add underpass of Palmetto Expressway south of Miami Lakes Drive</u>	<u>NW 146th St & Palmetto Exwy</u>	<u>NW 146th St</u>	<u>NW 77th Ct.</u>	<u>NW 77th Ave</u>	<u>\$3,900,000.00</u>	-	-	<u>\$3,900,000.00</u>	-	-	-
-	<u>Extend right turn lane 150 feet</u>	<u>Adjacent to Miami Lakes West Fire Station</u>	<u>NW 77th Ct.</u>	<u>South of Miami Lakes Drive</u>	<u>Miami Lakes Drive</u>	<u>\$120,000.00</u>	-	-	<u>\$120,000.00</u>	-	-	-
	<u>Add underpass of Palmetto Expressway north of Miami Lakes Drive</u>	<u>Under Palmetto Expressway, north of Miami Lakes Drive</u>	<u>Undetermined</u>	<u>NW 77th Ct.</u>	<u>Northbound Palmetto Frontage Rd</u>	<u>\$3,800,000.00</u>	-	-	<u>\$3,800,000.00</u>	-	-	-
	<u>Add Lane to Windmill Gate Road</u>	<u>Windmill Gate Road & NW 67th</u>	<u>Windmill Gate Rd.</u>	<u>NW 67th Ave</u>	<u>Fox Den Ct.</u>	<u>\$400,000.00</u>	-	-	<u>\$400,000.00</u>	-	-	-

		<u>Ave</u>										
<u>Total for Road Improvements</u>	-	-	-	-	-	<u>\$14,790,000.00</u>	-	-	<u>\$14,790,000.00</u>	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Sidewalk Improvement</u>	<u>Widen sidewalks from 6' to 8' on both sides</u>	<u>NW 82nd Ave</u>	<u>NW 82nd Ave</u>	<u>NW 154th Street</u>	<u>NW 170th St</u>	<u>\$110,000.00</u>	-	-	<u>\$110,000.00</u>	<u>1.02 X 2 = 2.04 miles</u>	-	-
	<u>Widen sidewalks from 6' to 8' on west side of street</u>	<u>NW 67th Avenue</u>	<u>NW 67th Avenue</u>	<u>NW 138th St</u>	<u>NW 167th St</u>	<u>\$100,000.00</u>	-	-	<u>\$100,000.00</u>	<u>1.8 miles</u>	-	-
	<u>Widen sidewalks from 6' to 8' on both sides of road</u>	<u>NW 87th Ave</u>	<u>NW 87th Ave</u>	<u>NW 154th Street</u>	<u>NW 170th St</u>	<u>\$110,000.00</u>	-	-	<u>\$110,000.00</u>	<u>1.02 miles X 2 = 2.04 miles</u>	-	-
	<u>Widen sidewalk from 5' to 8' on north side of road</u>	<u>NW 154th St</u>	<u>NW 154th St</u>	<u>NW 89th Avenue</u>	<u>NW 57th Avenue</u>	<u>\$280,000.00</u>	-	-	<u>\$280,000.00</u>	<u>3.53 miles</u>	-	-
	<u>Widen sidewalk from 5' to 8' on both sides</u>	<u>Miami Lakeway N</u>	<u>Miami Lakeway N</u>	<u>Miami Lakes Dr</u>	<u>NW 67th Avenue</u>	<u>\$100,000.00</u>	-	-	<u>\$100,000.00</u>	<u>.63 miles X 2 = 1.26 miles</u>		-
	<u>ADA Sidewalk Master Plan Improvements</u>	<u>Town-wide</u>	-	-	-	<u>\$2,000,000.00</u>	-	-	<u>\$2,000,000.00</u>	-	-	-
	<u>Sidewalk Additions in Business Parks</u>	<u>Business Park East, Business Park West & Technical Education Center Area</u>	<u>Various</u>	<u>Various</u>	<u>Various</u>	<u>\$2,100,000.00</u>	<u>\$1,000,000.00</u>	-	<u>\$1,100,000.00</u>	-	-	<u>2013 TAP Application Funding - construction only FM# 435509-1</u>
<u>Total Sidewalk Improvement</u>						<u>\$4,800,000.00</u>	<u>\$1,000,000.00</u>	<u>\$0.00</u>	<u>\$3,800,000.00</u>			
-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Grand Total</u>						<u>\$26,100,500.00</u>	<u>\$2,000,000.00</u>	<u>\$2,205,500.00</u>	<u>\$21,895,000.00</u>			

The Capital Improvement Element shall be amended as follows:

* * *

Policy 8.1.7: Assess a pro rata share of the public facility costs necessary to accommodate the impacts of new development at the adopted levels-of-service through the enforcement of existing public facility funding mechanisms, ~~and impact fees~~ and a mobility fee. Public facilities include potable water, sanitary sewer, solid waste, drainage, parks, public schools and transportation and mobility capital facilities and equipment ~~roadways~~.

* * *

Policy 8.2.1: Prior to the issuance of new development orders, ensure capital revenues and/or secured developer commitments are in place to provide all public facilities that are subject to concurrency at adopted level-of-service standards.

* * *

Policy 8.3.1:

Sanitary Sewer, Solid Waste, Drainage and Potable Water: Prior to the issuance of any development order for new development or redevelopment, sanitary sewer, solid waste, drainage and potable water facilities needed to support the development at adopted LOS standards all must meet one of the following timing requirements:

1. The development order includes the condition that at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or
2. The necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent.
3. Prior to the issuance of a building permit, the City will consult with the Miami-Dade Water and Sewer Department to ensure adequate water supplies will be available to serve proposed development no later than the issuance of the certificate of occupancy.

Parks & Recreation: Prior to the issuance of any development order for new development or redevelopment, parks and recreation public facilities needed to support the development at adopted LOS standards must meet one of the following timing requirements:

1. The necessary facilities and services are in place or under actual construction; or
2. The development order includes the condition that at the time of the issuance of a certificate of occupancy or its functional equivalent, the acreage for the necessary facilities and services to serve the new development is dedicated or acquired by the local government, or funds in the amount of the developer's fair share are committed; and
 - a. The development order includes the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted 5-year schedule of capital improvements; or
 - b. The necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent; or
 - c. The necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent.

~~Transportation Mobility: Mobility impacts of development and redevelopment shall be mitigated through a mobility fee to adopted and maintained as part of the Land Development Code. Development and redevelopment shall not be subject to a transportation concurrency system, except development exercising vested rights granted prior to adoption of the mobility fee into the Land Development Code. Prior to the issuance of any development order for new development or redevelopment, transportation public facilities needed to support the development at adopted LOS standards must meet one of the following timing requirements:~~

- ~~1. The necessary facilities and services are in place or under construction; or~~
- ~~2. The development order includes the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted five-year schedule of capital improvements.~~

- ~~3. The necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction no more than three years after the issuance of a certificate of occupancy or its functional equivalent; or~~
- ~~4. The necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent.~~

Public School Facilities: Prior to the issuance of any development order for new residential development or redevelopment, public school facilities needed to support the development at adopted school LOS standards must meet the following timing requirement:

1. The necessary public school facilities and services are in place or under actual construction within three years after issuance of final subdivision or site plan approval, or the functional equivalent.
2. The necessary facilities and services are guaranteed in an enforceable development agreement, directed to projects in the first three years of the Miami-Dade County Public Schools District Facilities Work Program, and satisfy the demand created by that development approval. The development's impact may be mitigated through a combination of one or more appropriate proportionate share mitigation options provided in Policy 9.2.4 of the Education Facilities Element, and in accordance with Section 163.3180 (13)(e)1, F.S.

The Town, in cooperation with Miami-Dade County and the Miami-Dade School Board, shall coordinate new residential development with future availability of public school facilities consistent with the adopted LOS standards for public school concurrency, by reviewing residential development orders for their impact on LOS standards.

The adopted LOS standard for all Miami Lakes public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) Capacity (with relocatable classrooms). This LOS standard shall be applicable in each public school concurrency service (CSA) area, defined as the public school attendance boundary established by the Miami-Dade County Public Schools.

All public school facilities should continue to maintain or decrease their percent utilization of FISH capacity (with relocatable classrooms). Public school facilities that achieve 100% utilization of Permanent FISH capacity (no relocatable classrooms) should no longer utilize relocatable classrooms except as an operational solution.

The application of the above requirements must ensure the availability of public facilities and services needed to support development concurrent with the impacts of such development.

* * *

Policy 8.3.5: As indicated in the applicable Elements of this Comprehensive Plan, the Town of Miami Lakes has adopted the following minimum LOS standards:

Miami Lakes Level-of-Service Standards

FACILITIES	LEVEL OF SERVICE STANDARDS						
Sanitary Sewer	<p><i>Regional Plants.</i> Regional wastewater treatment plants shall operate with a physical capacity of no less than the annual average daily sewage flow.</p> <p><i>Effluent.</i> Effluent discharged from wastewater treatment plants shall meet all federal, state, and county standards.</p> <p><i>System.</i> The system shall maintain capacity to collect and dispose of 102 percent of average daily sewage demand for the preceding five years.</p> <p>Maintain the sanitary sewer standard of 81.9 gallons/capita/day.</p>						
Potable Water	<p><i>Regional Treatment.</i> The regional treatment system shall operate with a rated maximum daily capacity of no less than 2% above the maximum daily flow for the preceding year, and an average daily capacity of 2% above the average daily system demand for the preceding 5 years.</p> <p><i>Delivery.</i> Water shall be delivered to users at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi. Unless otherwise approved by the Miami-Dade Fire Department, minimum fire flows based on the land use served shall be maintained as follows:</p> <table> <tr> <td><i>Land Use</i></td><td><i>Min. Fire Flow (gpm)</i></td></tr> <tr> <td>Single Family Residential Estate</td><td>500</td></tr> <tr> <td>Single Family and Duplex; Residential</td><td>750</td></tr> </table>	<i>Land Use</i>	<i>Min. Fire Flow (gpm)</i>	Single Family Residential Estate	500	Single Family and Duplex; Residential	750
<i>Land Use</i>	<i>Min. Fire Flow (gpm)</i>						
Single Family Residential Estate	500						
Single Family and Duplex; Residential	750						

	<p>on minimum lots of 7,500 sf</p> <p>Multi-Family Residential; 1,500</p> <p>Semi-professional Offices</p> <p>Hospitals; Schools 2,000</p> <p>Business and Industry 3,000</p> <p><i>Water Quality.</i> Water quality shall meet all federal, state and county primary standards for potable water.</p> <p><i>Countywide Storage.</i> Storage capacity for finished water shall equal no less than 15% of the countywide average daily demand.</p> <p>Maintain the potable water standard of 91 gallons/capita/day.</p>
Solid Waste	<p>The County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall, for a minimum of five (5) years, collectively maintain a 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 at a minimum standard of 9.9 pounds/capita/day.</p>
Drainage	<p><i>Water Quality Standard.</i> Stormwater facilities shall be designed to meet the design and performance standards established in Ch. 62-25, 25.025, F.A.C., with treatment of first 1" of rainfall runoff to meet water quality standards required by Ch. 62-302, 862-302.500. F.A.C.</p> <p><i>Water Quantity Standard.</i> Where two or more standards impact a specific development, the most restrictive standard shall apply.</p> <p>a. Post-development runoff shall not exceed the pre-</p>

	<p>development runoff rate for a 25-year storm event, up to and including an event with a 24-hour duration.</p> <p>b. Treatment of the runoff from the first 1 inch of rainfall onsite or the first 0.5 inch of runoff, whichever is greater.</p>
Recreation and Open Space	<p><i>Urban Open Space.</i> 1.75 acres per 1,000 population</p> <p><i>Neighborhood and Community Parks.</i> 3.25 acres per 1,000 population.</p>
Public Schools	100% utilization of Florida Inventory of School Houses (FISH) Capacity (With Relocatable Classrooms) in each concurrency service area (CSA).

<u>MULTIMODAL MOBILITY LEVELS OF SERVICE FOR STATE, COUNTY AND TOWN ROADS</u>	
<p><u>For purposes of capital improvements planning, the Town hereby adopts the levels of service standards for vehicles, bicycles, pedestrians and transit as enumerated in Policies 2.2.1, 2.2.3, 2.2.4 and 2.2.5 of the Transportation Element.</u></p>	
Within the Urban Infill Area (UIA) [±]	Adopted level of service (LOS) within the UIA is LOS E (100% of capacity at peak hour) or better except where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, then a road shall operate at no greater than 120% of its capacity at peak hour. Where extraordinary transit service such as commuter rail or express bus service exists, parallel roads within ½ mile shall operate at no greater than 150% of their capacity at peak hour.
Within Urban Development Boundary (UDB), but Outside Urban Infill Area (UIA)	All major roadways must operate at LOS D (90% of capacity at peak hour) or better, except State urban minor arterials (SUMA), which may operate at LOS E (100% of capacity at peak hour) or above. Where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, then a road shall operate at or above LOS E at peak

	hour. When extraordinary transit service such as commuter rail or express bus service exists, parallel roads within ½ mile shall operate at no greater than 120% of their capacity at peak hour.
SIS Roadways	The following is the Florida Department of Transportation's LOS standard as outlined in FDOT Systems Planning Topic No. 525-000-006a: "It is the Department's intent to plan, design, and operate the SHS at a generally acceptable LOS for the traveling public. LOS standards for the automobile mode on the SHS during the peak hour(s) are "D" in urbanized areas and "C" outside urbanized areas. LOS standards represent goals for Department and other entities to achieve and maintain. No specific LOS standards are established for other highway modes (e.g. bus, pedestrian, bicycle)."

(1) Urban Infill Area is located east of (and includes) NW and SW 77th Avenues and SR 826.

* * *

Policy 8.3.7: Any proposed development that is deemed to generate a de minimus impact (as defined in subsection 163.3180(6), F.S. shall not be required to establish transportation concurrency.

Policy 8.3.8 A comprehensive plan amendment shall be required to eliminate, defer, or delay construction of any road or mass transit facility or service that is needed to maintain the adopted level of service (LOS) standard.

