City of Doral Comprehensive Plan

2016 Update
Goals, Objectives, and Policies

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City of Doral
Comprehensive Plan
Goals, Objectives and Policies

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INTRODUCTION

The State of Florida Growth Management Act authorizes local governments to plan for and guide their development and growth through the comprehensive plan and land development regulations. The Comprehensive Plan is adopted to guide through "principles, guidelines, standards and strategies" the orderly and balanced future economic, social, physical, environmental, and fiscal development of an area. In Florida, the comprehensive plan is considered to be the local government constitution for all future development within the local government jurisdictional boundaries. Also, like the Florida or US Constitutions, the comprehensive plan is "hard law" because it is legally binding and not a policy statement.

The specific authority and requirement for municipalities to do comprehensive planning in Florida derives from Chapter 163, Florida Statutes. In 1985, the State Legislature amended Chapter 163 through the adoption of the Local Government Comprehensive Planning and Land Development Regulation Act to create the nation's most comprehensive planning system. The legislation required all local governments to adopt a local comprehensive plan consistent with state statutory standards including Rules 9J-5 and 9J-11 of the Florida Administrative Code. In 2011, Rule 9J-5 of the Florida Administrative Code was repealed by the Florida Legislature (HB 7207). The standards originally included a concurrency requirement that prohibited the issuance of local development permits unless adequate public facilities, like roads, were available concurrent with the impacts of the development. In addition to adopting a comprehensive plan, local governments are required to adopt land development regulations (LDRs) to implement the Goals, Objectives and Policies (GOPs) in the local comprehensive plan. According to Section 163.3167(1)(c), Florida Statutes, local governments have the power and responsibility to implement the comprehensive plan by the adoption of appropriate LDRs. As indicated above, if the comprehensive plan is the "constitution" then the LDRs would be the "statutes". It is important to note, that the LDRs (at least the zoning regulations) have been described as a "mechanism by which the comprehensive plan is implemented, and involves the exercise of discretionary powers within limits imposed by the plan" (Machado v. Musgrove, 519 So. 2d at 632). Furthermore, the LDRs are "enacted to provide specific legislative standards that must be applied to the general provisions of the Plan and enforced to regulate the various land use categories in the Plan" (Keene v. Zoning Board of Adjustment, 22 So. 3d 665, 668-69).

On June 24, 2003, the City was incorporated and adopted, under Section 8.03 of its new charter, the Miami-Dade County Comprehensive Development Master Plan (CDMP) as an interim comprehensive plan to serve until a new plan for Doral, tailored to the unique growth and development needs of the community could be prepared and adopted. The interim CDMP continued to be in effect until 2006 when the City Council formally adopted by ordinance its first Comprehensive Plan and Land Development Regulations. The City's LDRs, which contain zoning, subdivision and other local development regulations, takes its purpose and direction from the GOPs adopted in this Comprehensive Plan. As indicated, the LDRs must be fully consistent with the adopted Comprehensive Plan and also further its goals, objectives and policies. Since its adoption the Comprehensive Plan has been amended on several occasions.

The City of Doral 2016 Comprehensive Plan Update is divided into two (2) components consistent with the state statutory standards:

The "Comprehensive Plan: Part I – Goals, Objective and Policies (GOPs)" is formally adopted by ordinance by the City Council. The intent of the goals, objectives, and policies contained within this Comprehensive Plan is to provide the overall policy framework from which zoning and other land development regulations (or code) are developed and implemented consistent with the state statutory standards. Together, the Plan and implementing tools will ensure that the development patterns for future land uses within Doral match the community vision and quality-of-life expectations of its residents.

The "Comprehensive Plan: Part II – Data, Inventory, and Analysis (DIA) Reports" is a separately bound document and is used to provide supporting data and conclusions as the foundation for the GOPs. The DIA section of the comprehensive plan is not formally adopted by the City Council.

The GOPs contained herein are organized into ten (10) elements (chapters). Each element addresses an important aspect of land development and growth in the City of Doral including, but not limited to, green, future land use, transportation, housing, infrastructure, parks and recreation, educational facilities, intergovernmental coordination, and capital improvements. Eight (8) of these elements are mandated by Section 163.3177 Florida Statutes and the other two (2) (green and public school facilities) are optional elements. The Future Land Use Element contains the official 2030-Future Land Use Map (FLUM) and specific definitions for the various future land use categories referenced in the FLUM. The City's official Zoning Map and Land Development Code must be consistent with the FLUM and accompanying land use category specifications contained in the Future Land Use Element.

The Comprehensive Plan for the City of Doral has been prepared in accordance with State requirements to encourage significant opportunities for public involvement throughout the process. During the preparation of the original plan, the City sponsored two City Council Visioning Workshops and five Citizen Workshops held to develop consensus for the long-range vision of the community. The topics for the five Citizen Workshops were: community identity and issues, parks and recreation, transportation, land use and zoning, and a wrap-up session. The recommendations from these workshops are incorporated throughout the Comprehensive Plan. During the update of the 2016 Comprehensive Plan there were two (2) community and two (2) Council workshops. The Planning and Zoning Department also met with residents and interested stakeholders individually to explain the comprehensive plan update process.

The 2016 Comprehensive Plan Update incorporates a number of individual amendments approved by the City Council since 2013 and 2006, respectively. Primary among these was the adoption of a new Green Element, based on the City's double award-winning Green Master Plan in 2009. The update includes revisions to the Future Land Use Element to address the city's rapid growth, future redevelopment efforts along the major corridors and minimize potential conversion of industrial lands to non-commercial uses

that will erode the economic base of the City. Other significant changes include additional objectives and policies to further the city commitment to protecting the local and regional water resources through the City's adopted "Water Supply Facilities Work Plan". The updated plan also includes new floodplain management policies to reflect recent changes in the National Flood Insurance Program (NFIP) and to further the City's Community Rating System (CRS) ranking. The improvement in the CRS ranking will result in a financial benefit to our residents with flood insurance policy residing in the Special Flood Hazardous Areas (SFHA). The Schedule of Capital Improvements (SCIs) tables in the CIE were updated to reflect the most recent financial and capital projects information.

STATEMENT OF LEGISLATIVE INTENT

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

1. Nothing in this Comprehensive Plan shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist under applicable law.

2. Nothing in this Comprehensive Plan shall be construed or implied to constitute an abrogation or removal of any private, regulatory, or governmental covenant or special condition in effect on any private or public property located within the City of Doral.

3. This Comprehensive Plan is intended to set general guidelines and principles concerning its purposes and contents. The Plan is not a substitute for specific implementation mechanisms that are contained in the City of Doral's Land Development Code (LDC).

4. The City Council recognizes that any application for development approval may bring into conflict and necessitate a choice between different goals, objectives, policies, priorities, and provisions of the Plan. While it is the intent of the City Council that the Future Land Use Element be afforded a high priority, other elements must be taken into consideration given the City Council's responsibility to provide for the multitude of needs of the City's growing and diverse community. Recognizing that the City Council and City agencies will be required to balance competing goals, objectives, and policies of this Plan, the primary intention of the Plan is to protect the public health, safety and welfare.

5. The terms "shall" and "will" are construed as mandatory in this Plan, subject, however, to this Statement of Legislative Intent. The term "should" is construed as directory and not mandatory. Wherever implementation responsibility is not explicitly stated within a particular objective or policy in this Plan, that responsibility lies with the City of Doral to the extent that the objective or policy specifies implementation.

6. Wherever the term "acres" is used in this Comprehensive Plan, it shall be taken to mean "gross acres", unless otherwise specified. In addition, standard practice rounding convention may be used in determining whether parcels meet the size or acreage standards contained in this Plan.

I. GREEN ELEMENT

Goals, Objectives and Policies

Goal: To conserve our natural resources, minimize greenhouse gas emissions, enhance community health and education, nurture city neighborhoods, and promote carbon-neutral business growth to ensure that a lush green sustainable legacy will be left for future generations of Doral residents.

Objective 1.1 **Sustainable Land Use and Design**
Continuous updating of the Future Land Use Element and Land Development Code to incorporate the latest and most feasible and/or cost-effective green development design techniques, policies, and incentives as the cornerstone for the City's drive toward a sustainable future.

Evaluation Measure: Completion of a Low Impact Development (LID) Master Plan by 2016.

Policy 1.1.1: Continue to provide for, and promote, viable mixed use development opportunities in downtown Doral and outlying traditional neighborhood centers on the City's Future Land Use and Zoning Maps.

Policy 1.1.2: If the data is available, by July 2018, develop a system of "Community Sustainability Indicators" to measure Doral's progress in maximizing energy efficiency, reducing greenhouse gas emissions and increasing resource conservation. Measure the indicators and report the results in the Annual Budget each year starting in 2018.

Policy 1.1.3: Where appropriate, place higher densities in close proximity to transit stops. By January 2018, complete a study with recommended actions of land use and zoning densities near transit access points in Doral measuring them against a minimum transit viability density standard of 7 units per acre.

Policy 1.1.4: Search for evolving opportunities in the Future Land Use Element (FLUE) and LDC for additional cluster residential development and energy-efficient, multi-story homes on smaller lots.

Policy 1.1.5: Continue to expand options for accessory live/work spaces in appropriate land use categories and zoning districts.

Policy 1.1.6: For mixed use and commercial areas, ensure flexible regulations are in place to increase appropriate sidewalk commerce like street vendors, sidewalk dining and walk-up windows.

Policy 1.1.7: Continue to allow multi-vendor farmer's markets in commercial areas and remove any unnecessary zoning barriers to sale of local farm produce by street vendor's downtown and in selected mixed use locations.

Policy 1.1.8: Ensure that solar facilities, rain collection systems and small wind turbines for homes and other buildings in appropriate locations are permitted and can be sited under City zoning regulations without undue delay. Review side/rear yard setback and height requirements in all zoning districts and determine ways these renewable facilities can be installed with the least impact on neighbors.

Objective 1.2 **Expand Mobility and Connectivity**

Substantial expansion of mobility options conveniently available to Doral residents and visitors, and improved interconnectedness of the local multi-modal transportation systems within the City and with the regional mobility network.

Evaluation Measure 1: # of miles of bike paths developed annually.

Evaluation Measure 2: Increase in route miles and ridership on buses serving the Doral area.

Policy 1.2.1: To the greatest extent possible, implement the road and multi-modal capital projects contained in the CIE 5-Year Schedule of Capital Improvements herein.

Policy 1.2.2: Coordinate with DTPW (Department of Transportation and Public Works) and MPO to increase transit service. Continue to expand the Doral Trolley Circulator System according to ridership needs, future growth and coordination with the County transit system.

Policy 1.2.3: Work with FDOT and MDC Public Works to prepare a study of the traffic signalization system in Doral including comprehensive signal timing recommendations to optimize traffic flows and reduce congestion and energy usage. Also, work with MDC Public Works on a replacement program for all older incandescent signals and streetlights in Doral with LED or other types of low energy light sources.

Policy 1.2.4: Incorporate criteria into the LDC requiring multi-modal connectivity to the adjacent and areawide mobility system for all new or amended development projects.

Policy 1.2.5: Maintain a Bicycle and Pedestrian Coordinator on staff to monitor the implementation of the Bicycle and Pedestrian Master Plan for the City.

Policy 1.2.6: Continue to give high priority in the Capital Improvements Element and annual City Budget to the construction of bicycle paths and supporting facilities recommended in the approved Parks Master Plan.

Policy 1.2.7: Continue to ensure bicycle and pedestrian facilities are fully integrated into each project, and interconnected with adjacent and area bikeways and sidewalks. Require all commercial, industrial and multi-family developments to have adequate and secure bike racks.

Policy 1.2.8: By July 2016 implement the principles of FDOT's "12 Steps Towards Walkable Communities" and "Healthy Street Design" into the City's Land Development Code (LDC), 5-Year Capital Improvement Program and development review criteria.

Policy 1.2.9: Continue to identify local half-section and quarter section line road corridors that are currently discontinuous, but could be connected in the future.

Objective 1.3 **Smart Buildings and Places**

Significant reduction in energy consumption and greenhouse gas emissions generated by Doral's build environment, coupled with substantial increase in utilization of renewable energy sources.

Evaluation Measure 1: Number of green certified buildings built and/or renovated in the City.

Evaluation Measure 2: Number of renewable energy systems installed in buildings.

Evaluation Measure 3: Number of on-site water conservation systems permitted.

Policy 1.3.1: Investigate possible incentives that would encourage all new buildings in the City to obtain a certain percentage of its average daily energy usage from renewable sources.

Policy 1.3.2: Incorporate site design standards into the LDC requiring private development projects to orient and landscape homes and other buildings to minimize direct daily sunlight on walls and windows in the rainy season, and maximize rooftop solar exposure year-round.

Policy 1.3.3: Evaluate potential incentives to assist existing buildings in the City to upgrade high energy usage systems like air-conditioning and water heating to energy efficient units with high Energy Star or other recognized ratings. Also, examine ways to help homeowners and businesses make existing building shells more energy-efficient through better insulation, sealing cracks and replacement of windows.

Policy 1.3.4: Work with FPL to expand the utilization of its Energy Audit Program by Doral businesses and residents.

Policy 1.3.5: All buildings shall utilize low water use bathroom and shower facilities, including toilets, in compliance with the highest industry standard in water-conserving plumbing fixtures.

Objective 1.4 **Enhance Natural Open Space and Landscape**

Continue to expand community parklands and make Doral's landscape cover even greener and shadier while significantly reducing surface "heat islands" in the City.

Evaluation Measure 1: Annual Increase in the amount of open space and park land.

Evaluation Measure 2: Expansion of landscape shade covering previously exposed paved "heat islands" by 10% per year.

Policy 1.4.1: Preservation and enhancement of the City's tree canopy is paramount. Ensure that retention of existing tree cover and close coordination with the County's DERM is a high priority in development review by the City.

Policy 1.4.2: Evaluate the City's current Landscape Code in comparison to the Florida Friendly (FF) Landscape Irrigation and Design Standards prepared by the Florida Department of Environmental Protection. By January 2016, adopt by ordinance any new or amended provisions necessary to bring the Code into full compliance with FF principles and standards. The revision should also include stronger requirements for shading of paved surfaces such as walkways, sidewalks and parking lots.

Policy 1.4.3: Adopt Florida Friendly Landscape Standards for all City parks and public building sites. Prepare an assessment by January 2018 of landscape improvements needed to ensure the landscapes in all parks and other significant City parcels are Florida Friendly.

Policy 1.4.4: Look for opportunities to preserve and expand open green space in the City. Revisit current standards for open space, parking, and local roadway dimensions with an eye toward reducing impervious area. Incentives for multi-story, cluster housing and structured parking should also be explored. Also, consider reducing parking space requirements for private developments within ½ mile of a transit stop.

Policy 1.4.5: Review, and amend as necessary, the Street Tree Master Plan to focus on effective shading of the sidewalk system in the City.

Policy 1.4.6: Continue to require at least 10% of all required surface parking be pervious and/or heat-reflective using techniques and materials such as open cell pavers, managed turf, porous pavement and other viable options.

Policy 1.4.7: Coordinate with the Florida Department of Environmental Protection (FDEP) and Miami-Dade County Division of Environmental Resources Management (DERM) to develop a program to remove non-native, invasive plant species from City lands.

Policy 1.4.8: Continue to sponsor an annual 'Tree Giveaway" event with the goal to distribute at least 2,000 Florida Friendly native trees per year to local residents along with planting and care suggestions.

Policy 1.4.9 By July 2016, incorporate the adopted Low Impact Development Master Plan recommendations into the City's Land Development Code.

Policy 1.4.10: Encourage community gardening and urban agriculture within Doral by amending the Land Development Code to allow these traditional sustainable activities in residential and commercial areas on a compatible basis with surrounding development.

Objective 1.5 **Conserve and Nurture Healthy Water Resources**
Achieve significant annual reductions in the average potable water usage by residents, visitors and businesses, and steady improvement in the water quality of Doral's surface water bodies.

Evaluation Measure: Annual improvement in surface water quality in the city canal system.

Policy 1.5.1: Implement the recommendations of the City's 10-Year Water Supply Facilities Work Plan updated and adopted in 2015, and use its long-range conservation strategies as the basis to reduce water usage citywide by 16% to 126.82 gallons per capita per day or lower by 2025.

Policy 1.5.2: Ensure that the LDC allows buildings to incorporate and/or retrofit structural rain water harvesting features such as cisterns and rain barrels. Make such features a high priority in the Green Points System to be developed for future review of land development projects. Permit limited administrative building setback encroachments for such features.

Policy 1.5.3: Review water-saving strategies and standards recommended by the U.S. EPA Water Sense Program, and implement any appropriate revisions to the City's applicable building policies and procedures to meet the Program goals and objectives.

Policy 1.5.4: Require that all automatic landscape irrigation systems in the City be equipped with a fully-operational rain shut-off device.

Policy 1.5.5: Work with the MDC Water and Sewer Department (WASD) to examine opportunities within Doral to utilize reclaimed water on area golf courses, parks and medians, and if feasible, identify an initial public demonstration project.

Policy 1.5.6: Coordinate with the South Florida Management District (SFWMD) and other agencies responsible for canals within the City to protect and improve surface water quality. The City Engineer will assess water quality in area water bodies annually and identify any projects or policies to manage and treat urban runoff in the City.

Policy 1.5.7: The City currently sweeps over 2500 miles of local roadways every 2 weeks. Maintain this program, and expand as necessary, in order to keep pollutants out of Doral's waterways and produce steady improvement in surface water quality.

Policy 1.5.8: Ensure, by ordinance if necessary, that all new car washes in Doral utilize best management practices as recommended by DERM and provided in Chapter 62-660-803, Florida Statutes,

Objective 1.6 **Community Waste Recycling and Reuse**

Facilitate the growth of a "waste miser" community culture as point of pride among Doral adults and children alike, marked by aggressive recycling and reuse of discarded equipment, products and other solid waste resources.

Evaluation Measure: Increase in amount of solid waste recycled by City government by 5% per year.

Policy 1.6.1: Coordinate with the MDC Solid Waste Management, which assesses the current recycling and reuse rates and practices in the City, and provides cost-feasible recommendations to substantially increase future reuse of waste products by City government and in the wider Doral community.

Policy 1.6.2: Increase the number of citywide recycling bins in commercial, public and mixed use areas. Incorporate bin and enclosure designs that are aesthetically-pleasing.

Policy 1.6.3: Work with the MDC Solid Waste Management to assess the effectiveness of curbside recycling in the City, and identify strategies and programs to increase the volume of recyclable waste citywide.

Policy 1.6.4: Ensure that the latest deconstruction best management practices are employed at all demolition and redevelopment sites in the City, and investigate incentives for the recycling of all construction debris from demolition and building sites.

Objective 1.7 **Green Capital Improvements**

Development of a 'Green Component' in the City's Annual Budget and Capital Improvements Element which establishes higher priorities for sustainable projects and products.

Evaluation Measure: Number of capital projects built and installed that reduces greenhouse gas emissions, save energy and conserve water and other resources.

Policy 1.7.1: At the start of the budget preparation process each year, department heads will include, among existing criteria, sustainability factors such as low greenhouse gas emissions, energy savings, conservation of natural resources and long-term cost-effectiveness when considering programs and projects.

Policy 1.7.2: All planned City buildings and facilities will be constructed and/or rebuilt to meet, at a minimum, the LEED Certification Standard or higher.

Policy 1.7.3: Ensure that the annual Capital Improvements Element Update required by the State contains projects which are consistent with this Element and consideration given to a high level of sustainability in terms of greenhouse gas emissions, energy savings and resource conservation.

Policy 1.7.4: Identify and pursue all feasible federal, State and regional grant funding opportunities for green capital improvements such as the Energy Efficiency and Conservation Block Grant sponsored by the U.S. HUD and DOT.

Objective 1.8 **Community Learning and Outreach**

Spearhead an aggressive community information program utilizing all forms of media readily-available to make it easy for property owners, residents and businesses to learn about the City's green policies and activities, and sustainable practices that they can implement to help the environment and save real dollars.

Evaluation Measure: Number of "hits" on the 'Green' and 'Personal Mobility' sections of the City's website.

Policy 1.8.1: Utilize the City's website to inform and advocate for Doral's Green City projects, policies and achievements. Continue to provide a website area to track Doral's green progress, and provide education and suggestions on best green practices, such as recycling and water conservation. Provide list of green educational videos, and local seminars and speakers on sustainable living. Disseminate this information also at the annual Eco-Fair, and at public parks and governmental offices.

Policy 1.8.2: By July 2019, develop a 'Personal Mobility' section on the City's website with easy-to-use links to Miami-Dade County information on ride-sharing and carpooling opportunities; transit routes, times and connections; and bicycle and pedestrian paths.

Policy 1.8.3: As part of the City's annual Eco-Fair recognize sustainable residential, commercial and mixed use buildings constructed or renovated in Doral over the past year.

Policy 1.8.4: Pursue low-impact, passive development of the City's 48 acre Environmental Park to demonstrate and inform City adults and

school about our natural resources and their vital importance to community sustainability.

Policy 1.8.5: Work with the Miami-Dade County School Board and local charter and private schools to incorporate educational modules into the basic curriculum that address natural, community and personal sustainability principles and practices.

Policy 1.8.6: Provide community education opportunities for residents and businesses on green building maintenance practices, Florida Friendly landscape programs, energy-saving techniques and resource conservation ideas.

Policy 1.8.7: Give residents and businesses multiple easily-accessible venues to learn about feasible water-conserving techniques and concepts. Encourage them to take advantage of regional and county water conservations programs including Residential Plumbing Fixture Kit, Shower Head Exchange and other similar programs.

Policy 1.8.8: Through the website and other means, regularly inform Doral citizens on what the City is doing to conserve resources, and ways residents and businesses can recycle more and save money. Readily advertise conservation opportunities like free, recycled mulch at the County's Resource Recovery Facility (Waste-to-Energy Plant Facility) on NW 58th Street. Summarize monthly recycling "happenings and ideas" in the City newsletter.

Objective 1.9 **Promote Green Business and Job Growth**

Help take Doral's role as a regional job center to the next level by working in partnership with our vital business community to accelerate ALL potential job growth opportunities with a special emphasis on green industries.

Evaluation Measure: Increase in the average annual job growth by at least 5 %.

Policy 1.9.1: In coordination with local business groups such as the Chamber of Commerce, work to assess the City's current employment trends and resources, and recommends specific joint projects and programs to keep the Doral business sector competitive and sustainable.

Policy 1.9.2: The City will continually examine its planning, zoning and building regulations to clarify any unclear or conflicting regulations, remove unnecessary requirements and expedite development approvals.

Objective 1.10 **Lead by Example**

Continue to provide inspired community leadership not only by educating and suggesting what citizens can do to sustain our future, but by setting the bar high, and showing how an organization can become green and save its clients - residents and businesses – real dollars in each annual budget.

Evaluation Measure: Reduction in greenhouse gas emissions and increase in energy savings by 5% per year.

Policy 1.10.1: Achieve the Silver Level or higher by January 2018 under the Green City Certification program administered by the Florida Green Building Coalition.

Policy 1.10.2: Continue to fund an on-going staff position entitled "Sustainability Coordinator" to facilitate the implementation of the policies and activities recommended in this Element and with the Green City application filed by Doral with the Florida Green Building Coalition (FGBC).

Policy 1.10.3: Monitor energy use by the City on a bi-annual basis and provide a report to the City Council in July every year. Identify areas of City buildings and operations where long-term energy savings can be achieved and/or resources conserved. Propose energy-saving projects for City buildings, parks and other facilities during the budget process starting in 2016 including conversion of incandescent light fixtures to LED or other energy-saving type.

Policy 1.10.4: Miami-Dade County has adopted a Climate Action Plan. Actively work with the County and area cities on regional sustainable projects and programs.

Policy 1.10.5: By July 2017, develop and implement an Environmentally-preferred Purchasing (EPP) Program based on EPA's 5 guiding EPP principles. Following EPP policy approval and adoption, document the implementation by each applicable department of EPP into their actual purchasing process for credit towards Green City certification.

Policy 1.10.6: Enhance community health by continuing to sponsor and expand the 'Get Fit Doral' Program, which encourages adults and kids to exercise and play on a regular basis, and sponsors activities and programs focused on that goal through the Parks Department.

Policy 1.10.7: By July 2018, the Parks and Recreation Department will develop a 7-year landscaping program to achieve full compliance with, and implementation of, Florida Friendly landscape and irrigation principles in all Doral community parks and other City-owned properties.

Policy 1.10.8: Continue to expand Doral's commitment to "Green Fleet" principles in the operation of its vehicle fleet including use of alternative fuel and hybrid vehicles, and green maintenance practices.

Policy 1.10.9: Assess the feasibility of organizing and operating a carpool and preferred parking program for City employees which would facilitate the development of carpools and offer preferred parking at City Hall and other potential benefits for carpoolers. Preferred parking could also be offered to employees driving hybrids and other very efficient vehicle types to work.

II. FUTURE LAND USE ELEMENT

Goals, Objectives and Policies

Goal: Transform Doral's Future Land Use Plan into a clear and creative visionary blueprint to effectively guide the City's residents, businesses and civic leaders in the important on-going challenge of shaping Doral into THE premier place to live, work and play in Southeast Florida.

Objective 2.1: **Future Land Use Map**
Adoption and implementation of the Future Land Use Map (p. 14) and the Element goals, objectives and policies herein as the official and primary standard governing land use, residential density and non-residential intensity in the City of Doral.

Evaluation Measure #1: Preparation and adoption of a Low Impact Development Master Plan by 2016.

Evaluation Measure #2: Preparation and implementation of the Doral Boulevard Land Use Study by 2017.

Evaluation Measure #3: Preparation of Cultural Resources Development Plan by 2018.

Policy 2.1.1: Doral's future development goal is to be a premier place to live, work and play, and to accomplish that the City is dedicated to maintaining and developing extraordinary community features and facilities associated with "#1 Great Cities" around the world including outstanding place and building design, plentiful parks, excellent schools and community education opportunities, beautiful streets, interesting cultural and artistic venues, smart technology, environmental conservation, efficient government services, and easily-accessible vehicular and personal mobility. All land use amendments shall contribute to the enhancement of these '#1 Great City' features and facilities.

Policy 2.1.2: The following future land use categories contained in the City's Future Land Use Map are identified, and the use and development standards for each defined below: Important features and special areas are also described.

* *Estate Density Residential (EDR)* - The residential densities allowed in this category shall not exceed 6 dwelling units per gross acre. This density category is characterized solely by detached

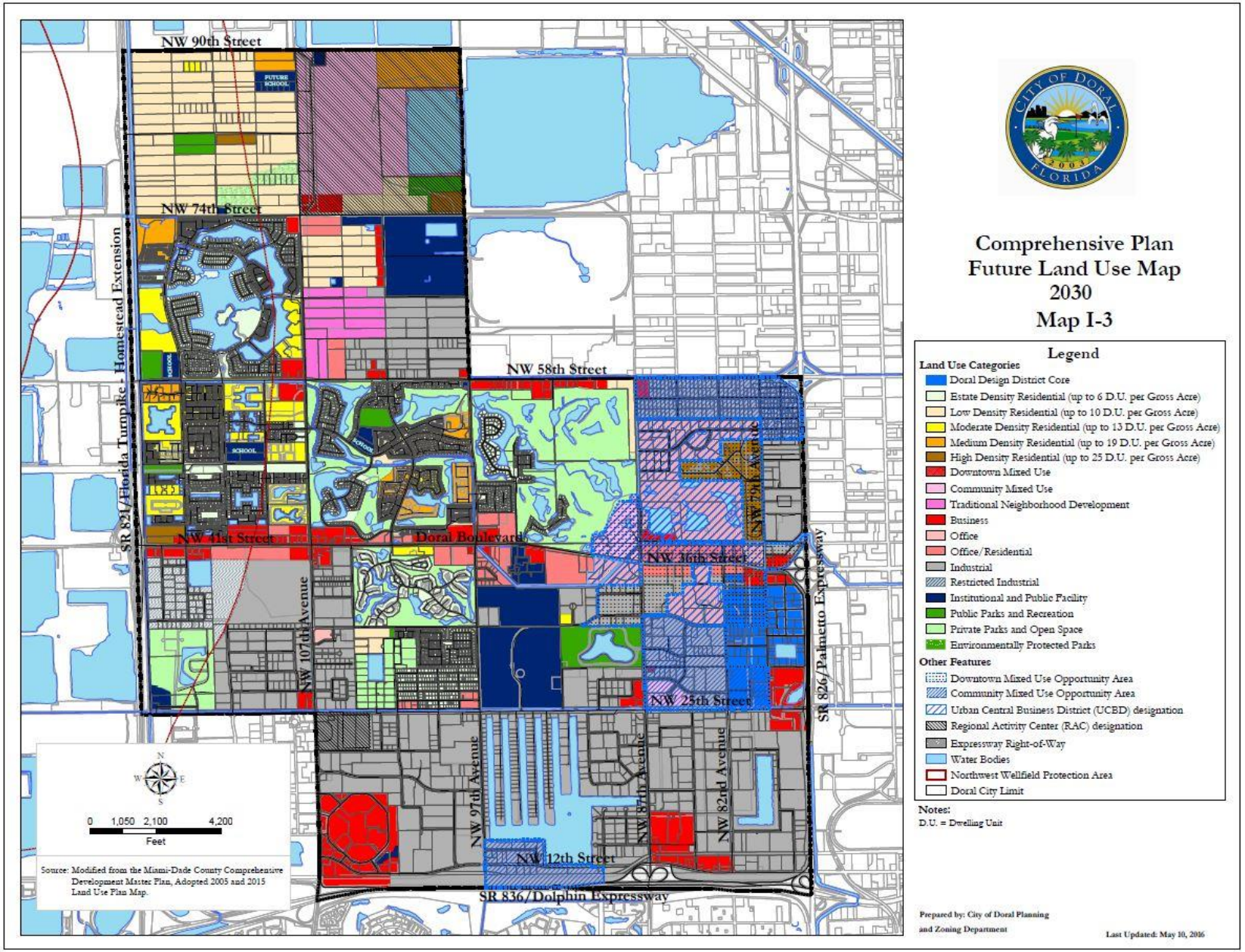
single-family homes on relatively large lots. No attached residential units are allowed in this category. Building height is limited to 2 stories.

* *Low Density* Residential *(LDR)* - The residential densities allowed in this category shall not exceed 10 dwelling units per gross acre. This density limit may be exceeded by up to 1 additional unit per acre if a project contains a minimum of 30% detached single-family housing. The LDR category is generally characterized by detached single-family housing, fee-simple townhomes and low-rise condominiums/apartments with extensive surrounding open space or a mixture of both housing types, provided that the maximum gross density is not exceeded. No residential use of any kind is allowed in the 250' wide Low Density area immediately west of the Business land use area along the (theoretical) NW 102nd Avenue between (theoretical) NW 73rd Street and (theoretical) NW 67th Street. Hotel condominiums are allowed on the LDR strip along NW 87th Avenue and NW 58th Street adjacent to the Doral Resorts Private Parks Open Space (PPOS) parcel. Building height is limited to 3 stories.

* *Moderate Density Residential (MoDR)* - The residential densities allowed in this category shall not exceed 13 dwelling units per gross acre. This density limit may be exceeded by up to 2 additional units per acre if a project contains a minimum of 20% detached single-family housing. The types of housing typically found in areas designated moderate density include detached single-family homes, townhouses and low-rise condominiums/apartments. Building height is limited to 6 stories.

* *Medium Density Residential (MeDR)* - The residential densities allowed in this category shall not exceed 19 dwelling units per gross acre. The types of housing typically found in areas designated medium density include low- and mid-rise condominiums/apartments. Building height is limited to 8 stories.

* *High Density Residential (HDR*) - The residential densities allowed in this category shall not exceed 25 dwelling units per gross acre. The types of housing typically found in areas designated high density include mid- and high-rise condominiums/apartments. Building height is limited to 10 stories.


NW 90th Street
NW 74th Street
NW 58th Street
NW 41st Street
Doral Boulevard
NW 36th Street
NW 25th Street
NW 12th Street
SR 821/Florida Turnpike - Homestead Extension
NW 107th Avenue
NW 97th Avenue
NW 87th Avenue
NW 82nd Avenue
NW 79th Avenue
SR 826/Palmetto Expressway
SR 836/Dolphin Expressway
0 1,050 2,100 4,200
Feet
Source: Modified from the Miami-Dade County Comprehensive Development Master Plan, Adopted 2005 and 2015 Land Use Plan Map.
Comprehensive Plan
Future Land Use Map
2030
Map I-3
Legend
Land Use Categories
Doral Design District Core
Estate Density Residential (up to 6 D.U. per Gross Acre)
Low Density Residential (up to 10 D.U. per Gross Acre)
Moderate Density Residential (up to 13 D.U. per Gross Acre)
Medium Density Residential (up to 19 D.U. per Gross Acre)
High Density Residential (up to 25 D.U. per Gross Acre)
Downtown Mixed Use
Community Mixed Use
Traditional Neighborhood Development
Business
Office
Office/Residential
Industrial
Restricted Industrial
Institutional and Public Facility
Public Parks and Recreation
Private Parks and Open Space
Environmentally Protected Parks
Other Features
Downtown Mixed Use Opportunity Area
Community Mixed Use Opportunity Area
Urban Central Business District (UCBD) designation
Regional Activity Center (RAC) designation
Expressway Right-of-Way
Water Bodies
Northwest Wellfield Protection Area
Doral City Limit
Notes:
D.U. = Dwelling Unit
Prepared by: City of Doral Planning and Zoning Department
Last Updated: May 10, 2016

* *Downtown Mixed Use (DMU)* - This land use category allows retail, service, office and residential uses. It is limited only to parcels 10 acres or greater in size and is designed to provide for the horizontal and vertical integration of a diversity of urban-oriented uses at the city center. The City Council may consider DMU applications less than 10 acres in size if the property is adjacent to an existing DMU parcel, and located south of NW 58th Street, east of NW 87th Avenue, north of NW 33rd Street and west of NW 79th Avenue. A mix of commercial and residential uses are permitted and required for every DMU site. Hotel and related hospitality uses are allowed as part of the commercial mix. In terms of location, areas designated as DMU should be within the city center area defined above for parcels less than 10 acres in size. Other DMU sites can be considered west of NW 87th Avenue provided they are located at major intersections along Doral Boulevard and meet or exceed the 10-acre size minimum. The conceptual site design and community connectivity plans for DMU sites shall identify strategic locations where vertical mixed use shall occur to facilitate multimodal options. At these locations, retail/commercial service businesses are encouraged to be located on the ground floor with office/residential uses above. This shall not preclude horizontal mixed use development where the conceptual site design and community connectivity plans demonstrate that the functional arrangement of such uses achieves the purpose of the DMU category.

The base density allowed in the DMU category is limited to no more than 25 dwelling units per gross acre and maximum building height is eight (8) stories. All DMU project land use applications must be accompanied by a conceptual site design and community connectivity plan. Additional density up to 35 dwelling units per gross acre and height greater than 8 stories may be granted by the City Council for projects that exhibit creative excellence in exceeding the minimum standards contained in Section 86-83 of the City's Code. A workforce housing density bonus of up to 30% of total units may be granted by the City Council for the provision of at least two-thirds (2/3) of the approved bonus units as workforce housing in compliance with Miami-Dade County Code Chapter 17, Article IX, as amended, or applicable workforce housing regulations adopted by the City in the future. Landscaped open space in DMU must comprise a minimum of 10% of a project site. Floor area ratio (FAR) shall be limited to 0.5 for the first floor and 0.25 for each additional floor above, exclusive of structured parking.

Governmental and non-profit offices, parks, public facilities and recreational facilities are allowed in DMU. All zoning applications

seeking to develop or redevelop within this category must be accompanied by a site-specific master development plan showing, at a minimum, the proposed uses, residential density, non-residential intensity, public realm improvements, building mass, internal transportation system, parks and open space, art-in public place typical building street orientation and elevation, and external public connectivity of the proposed development.

* *Community Mixed Use (CMU)* - The purpose of this multiple use category is to provide a flexible land use palette for high activity nodes north, south and west of Doral's downtown, and at other special locations in the City such as gateways. It allows retail, service, office and residential uses and is limited to parcels 10 acres in size or greater, except for parcels with frontage on Doral Boulevard which can be seven (7) acres or greater in size. A mix of commercial and residential uses are permitted and required for CMU sites. Areas that may be deemed as appropriate by the City Council for the CMU designation and associated CMU projects are within the Community Mixed Use Opportunity Area (CMUOA) depicted on the FLUM. Retail and commercial service businesses and hotels may develop on single-use parcels within a mixed use setting in which no building is a distance of more than 330 feet from another building containing a different single use type or mixed use located on the same side of the street.

The base density allowed in the CMU category is limited to no more than 19 dwelling units per gross acre and maximum building height is 8 stories. Additional density up to 25 dwelling units per gross acre and height up to 10 stories may be granted by the City Council for projects that exhibit creative excellence in exceeding the minimum standards contained in Section 86-83 of the City's Code. A workforce housing density bonus of up to 30% of total units may be granted by the City Council for the provision of at least two-thirds (2/3) of the approved bonus units as workforce housing in compliance with Miami-Dade County Code Chapter 17, as amended, Article IX or applicable workforce housing regulations adopted by the City in the future. Landscaped open space in CMU must comprise a minimum of 15% of a project site. Floor area ratio (FAR) shall be limited to 0.5 for the first floor and 0.25 for each additional floor above, exclusive of structured parking.

Governmental and non-profit offices, parks, public facilities and recreational facilities are allowed in CMU. All zoning applications seeking to develop or redevelop within this category must be accompanied by a site-specific master development plan showing, at a minimum, the proposed uses, residential density, public realm

improvements, internal transportation system, non-residential intensity, building mass, parks and open space, typical street orientation and building elevations, and external connectivity of the proposed development.

* *Traditional Neighborhood Development (TND)* - The TND concept incorporates a broad mixture of uses, unique design, hierarchy of streets, and focus on pedestrian activity, low scale community support activities, and use of community buildings and open spaces as the focal point of the neighborhood. TND areas mandate the vertical and horizontal integration of uses such as residential, business, office, civic, public facilities, education and childcare, artisan and home occupations. Residential density cannot exceed 18 dwelling units per gross residential acre and all types of housing are allowed, including detached single-family units. Building height is limited to no more than eight (8) stories. The floor area ratio shall not exceed 4.0. A conceptual master development plan is required for zoning approval.

The following criteria must be met in order to achieve the TND land use designation:

1. Site must be under single-ownership, cannot be located adjacent to Estate Density Residential areas and must be comprised of at least 40 contiguous gross acres; and

2. Public parks must be provided on-site equal to at least 50 percent the City's parks level-of-service standard; and

3. Civic uses, such as meeting halls, schools, day care centers and cultural facilities must comprise at least 2 percent of the developed area; and

4. Business, office and light industrial uses not vertically mixed with residential cannot comprise greater than 50 percent of the gross land area; and

5. Site must have an internal public spine road system and be connected to a minimum of two (2) separate external public roads.

* *Business (B)* - This category accommodates the full range of sales service activities including retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, theaters, medical buildings, nursing homes, entertainment and cultural facilities, amusement and commercial recreation establishments and university and college facilities. Building height is limited to no more than six (6) stories and

landscaped open space must comprise a minimum of 15% of a project site. Floor area ratio (FAR) is limited to 0.5 for the first floor and 0.25 for every additional floor, exclusive of structured parking. In the Business land use strip immediately west of the Miami-Dade County Resource Recovery Facility along (theoretical) NW 102nd Avenue, uses that exhibit 24-hour site usage such as hotels, motels, hospitals, and nursing homes are not allowed.

* *Office (O)* – This category accommodates corporate, commercial and professional offices, hotels, medical buildings, and entertainment and cultural facilities. Five (5) percent of the floor area of Office parcels may contain retail and services uses. The maximum height allowed in this category is 14 stories and landscaped open space must comprise a minimum of 15% of a project site. Floor area ratio (FAR) is limited to 0.5 for the first floor and 0.25 for every additional floor, exclusive of structured parking.

* *Office and Residential (OR)* - Uses allowed in this category include a mixture of both professional and clerical offices, hotels, motels and residential uses. The maximum density allowed is 16 units per gross residential acre. When residential uses are mixed with office uses, the overall scale and intensity shall be no greater than that which would be approved if the parcel was a parcel in either office only or residential use only, whichever is higher. Within the OR category, retail and service uses designed to primarily serve on-site businesses and residents may be integrated within a project in an amount not to exceed 10 percent of the total floor area. Building height is limited to no more than eight (8) stories and landscaped open space must comprise a minimum of 15% of a project site. Floor area ratio (FAR) is limited to 0.5 for the first floor and 0.25 for every additional floor, exclusive of structured parking.

* *Industrial* - This category allows industries, manufacturing operations, warehouses, mini-warehouses, office buildings, flex space showrooms with attached distribution/storage building areas, distribution centers, merchandise marts, public facilities, hospitals, medical buildings, hotels, convention facilities, restaurants, banks, university and college facilities and hotels. No rock quarrying or ancillary uses, amusement centers, entertainment, health/exercise and sport facilities are allowed in Industrial. Within this category, retail and service uses may be integrated within a project (land under unified control) in an amount not to exceed 15 percent of the total floor area. Building height is limited to the width of the public right-of-way fronting the subject property and landscaped open

space must comprise a minimum of 15% of a project site. Floor area ratio (FAR) is limited to 0.5 for the first floor and 0.25 for every additional floor, exclusive of structured parking.

* *Restricted Industrial (RI)* - Areas designated "RI" are parcels where the range of uses and design of facilities are governed by special groundwater protection regulations. This category primarily affects wellfield protection areas designated in Chapter 24-43(5) of the Miami-Dade County Code, as amended. Building height is limited to no more than four (4) stories and landscaped open space must comprise a minimum of 15% of a project site. Floor area ratio (FAR) is limited to 0.5 for the first floor and 0.25 for every additional floor, exclusive of structured parking.

* *Institutional and Public Facility (IPF)* - The IPF category allows major community institutional uses, public facilities and utilities, including hospitals, non-profit medical facilities, universities and colleges, regional water-supply, wastewater and solid waste utility facilities, religious institutions, governmental offices and facilities, public schools, police and fire stations and libraries. Building height in the IPF category is limited to no more than six (6) stories and landscaped open space must comprise a minimum of 15% of a project site. Floor area ratio (FAR) is limited to 0.5 for the first floor and 0.25 for every additional floor, exclusive of structured parking.

Public and non-profit institutional projects greater than 10 acres in size, located in a self-contained, master-planned setting may include adult living facilities for the elderly as an accessory use not to exceed 25% of the gross area of the project site.

* *Public Parks and Recreation (PPR)* - This land use category includes all public parks, developed (with recreational facilities) and undeveloped. Related and ancillary facilities are also allowed such as community centers, typical public recreational facilities, meeting rooms and office/storage space for parks administration and operation. Certain commercial activities ancillary to recreational uses and related to the resources of the park, such as boat supply stores, fuel docks, or tennis and golf clubhouses are also permitted. Other commercial recreation, entertainment or cultural uses may also be considered for approval in the PPR category if they would enhance the quality, utility or enjoyment of the site and its natural, historical or archeological resources and facilities. The floor area ratio for ancillary commercial, administrative, recreation, cultural and entertainment buildings shall not exceed 0.2.

* *Private Parks and Open Space (PPOS)* - The PPOS category identifies private parks and open space areas, including private membership golf courses, cemeteries, and golf-oriented resorts. Privately owned golf courses open to the public are also contained in this category. Golf courses are allowed to have ancillary uses such as clubhouses, pro shops, other recreational facilities, administrative offices, maintenance facilities, meeting rooms, lounge, small gift shop, private restaurant (owner-operated only) and ballrooms. Golf-oriented resorts in this category may also include hospitality facilities reasonably related to the resort use such as health spas and hotel rooms. The floor area ratio for ancillary uses and hospitality facilities shall not exceed 0.25.

* *Environmentally-Protected Parks (EPP)* - This category includes existing lands that are environmentally sensitive and/or exhibit unique archeological features. All EPP areas shall be managed consistent with the goals, objectives and policies for development of the applicable environmental resources or protection area. Accordingly, resource-enhancing facilities including boardwalks, nature trails, canoe trails and launches, and interpretive facilities may be provided in these areas. The floor area ratio for incidental uses shall not exceed 0.1.

* *Water Bodies* - Water bodies depicted on the FLUM are not intended for any land use and are not counted toward gross density determinations for adjacent land areas unless they are inland waters wholly owned by the applicant.

* *Community Mixed Use Opportunity Areas* – Parcels depicted as being within a Community Mixed Use Opportunity Area may be an appropriate site~~s~~ for redesignation to CMU. The Opportunity Areas are not formal land use designations and do not represent a land use change. The current underlying land use designation for the various parcels within these areas applies. The underlying land use designation within a CMU Opportunity Area~~s~~ may only be changed when the City, on its own initiative, or upon application from the respective property owner(s) applies for an amendment to the Future Land Use Map. Such applications will be considered by the City Council in accordance with the requirements set forth in Chapter 163, Florida Statutes. The City reserves legislative discretion to adopt or deny any such amendments. The fact that a property may be situated within a Community Mixed Use Opportunity Area does not create or establish: (1) any vested rights for or to development; or (2) any expectation of a future use of the property.

* *Regional Activity Center (RAC*) - The Foreign Trade Zone (FTZ) site located at the southeast corner of NW 25th St. and NW 107th Av. and certain lands located in Section 8 (Township 53 South, Range 40 East), as depicted on the adopted FLUM, are hereby designated as "Chapter 380 Regional Activity Centers" pursuant to Chapter 28-24.014(10)(b)2, Florida Administrative Code.

* *Urban Central Business District (UCBD)* – The downtown core area roughly described as the 120-acre Beacon City Center site located east of NW 87th Avenue between NW 54th Street and NW 48th Street, the 50-acre Ryder Shoma site on Doral Boulevard west of NW 82nd Avenue, and the 200-acre Downtown Doral South (formerly known as Doral Resort) site located east of NW 87th Avenue between NW 48th Street and NW 41st Street, and west of NW 82nd Avenue between NW 48th Street and Doral Boulevard (NW 36/41 Street), as depicted on the adopted FLUM, is hereby designated as "Urban Central Business District" pursuant to Chapter 28-24.014(10)(b)1, Florida Administrative Code.

* *Doral Décor District (DDD)* - This land use category establishes the core area of the Doral Decor District as envisioned and defined in the Doral Design District Master Plan (adopted August 2010). The Décor District Core is generally bounded by NW 37th Street on the north, NW 25th Street on the south, SR 826 (Palmetto Expressway) on the east, and NW 82nd Avenue to the west. The DDD~~C~~ category allows industries, manufacturing operations, warehouses, mini-warehouses, offices, showrooms, distribution centers, merchandise marts, utility maintenance yards, utility plants, public facilities, hospitals, medical buildings, hotels, convention facilities, restaurants, banks, cultural facilities, entertainment and similar uses. No rock quarrying or ancillary uses are allowed. Retail and service uses (in addition to the above mentioned uses) designed to serve local businesses and residences within the category may be permitted in the category in an amount not to exceed 10% of the total floor area of the entire category. Residential uses comprised of work/live units, lofts and multi-family units are but are limited by the District-wide maximum of 5 units per gross acre for all District parcels combined. In addition, no more than 20 units per acre are permitted for any one single parcel. Building height is limited to the width of the public-right-of-way fronting the subject property and landscaped open space must comprise a minimum of 10% of a project site. The floor area ratio (FAR) for Décor District parcels will be as per the FAR standards contained in the adopted Doral Design District Master Plan.

Policy 2.1.3: Ancillary uses and activities such as clubhouses and private restaurants owned by a homeowners' association, neighborhood community centers, small daycare centers, low-impact public facilities and utilities, and parks and recreational facilities are allowed in each residential category above.

Policy 2.1.4: All building height restrictions enumerated in the future land use categories within this element are subject to any additional limitations imposed by the flight operations of Miami International Airport (MIA).

Policy 2.1.5: Churches are allowed in all land use categories on the FLUM; however, if planned in or near neighborhoods, adverse impacts to the tranquility of the residents around the church and in the surrounding neighborhood must be minimized to the maximum extent possible.

Policy 2.1.6: Small-scale public facilities and utilities less than 1 acre in size intended to serve the immediate needs of the residential community may be permitted on compatible sites in all residential land use categories subject to adequate design and buffering as determined by the City

Policy 2.1.7: Home occupations may be approved in all residential land use categories as a conditional use provided the activity is secondary and incidental to the primary residential use, maintains a residential appearance, does not adversely impact the surrounding neighborhood and complies with all other applicable criteria contained in the City Land Development Code (LDC).

Policy 2.1.8: Congregate living facilities, group homes, foster homes, nursing homes and day care facilities shall be allowed in all residential land use categories provided they are consistent with the LDC. A maximum of 2.5 occupants in these types of facilities shall be considered one (1) dwelling unit for purposes of determining allowable density.

Policy 2.1.9: Development of new detached single-family neighborhoods with lots large enough to accommodate growing families are a very high priority of the City Council in considering future residential development in Doral. All residential land use and zoning applications must make every effort to incorporate significant levels of detached single-family units in their housing mix.

Policy 2.1.10: Fully-gated residential communities are discouraged in the City of Doral. Future residential projects must provide a "spine" public

road system through the development with multiple connections to separate links of the surrounding public road system.

Policy 2.1.11: There shall be no conversion of Industrial lands to residential, except for special occasions when 50% or more of the immediate area surrounding the industrial parcel has been developed residential. Only in this case shall the City Council consider the conversion of industrial use to residential. This conversion, if approved, shall require extensive buffering in order to separate the uses and protect the new residential development. This policy shall not apply to the DMU core area bounded by NW 58th Street on the north, NW 79th Avenue on the east, NW 33rd Street on the south and NW 87th Avenue on the west.

Policy 2.1.12: By 2018, develop a Cultural Resources Development Plan which lays out a strategy and implementation program to encourage private developers, non-profit groups, and/or governmental agencies, in partnership with the City where feasible, to build a range of cultural facilities in Doral such as museums, public gardens, art galleries/festivals, amphitheater, indoor theater and cultural center. Consider the creation of an "Arts" District.

Policy 2.1.13: Discourage land use patterns indicative of urban sprawl in the Future Land Use Map and any amendment applications by dictating compact development, mixed-use where appropriate, and efficient use of public facility capacity and resources, while protecting single-family neighborhoods.

Policy 2.1.14: Implement the adopted citywide Odor Control Ordinance to regulate the generation of offensive or obnoxious odors by any property owner defining prohibited odors, providing for compliant tracking and event odor testing, and setting standards for nuisance determination.

Policy 2.1.15: Transfer of Development Rights (TDRs) from parcels dedicated for public community parks and schools to lands outside of a proposed development may be allowed, provided that any density increase in receiving parcels is not more than 20% above the density limit of the associated future land use category. Receiving parcels shall be places that are appropriate for extra development because of their proximity to jobs, shopping, schools, transportation, and other urban services, including moderate, medium or high density residential areas as well as lands designated for mixed use development. Specific City Council approval of all such transfers is required. If public funds were used to purchase the park or school, and the purchase price included the development rights, then the development rights shall

not be transferred. When a receiving site is located in the Low Density Residential category, the minimum 30% detached single-family housing requirement shall not apply; however, the developer shall make every effort to incorporate significant levels of detached single-family units in their housing mix.

Policy 2.1.16: Building height in the new Land Development Code will be calculated using 1 story equal to 10 feet in height to the roof line. Architectural features may be approved up to 20 feet above the roofline by the Planning and Zoning Director.

Policy 2.1.17: All lawful existing land uses are deemed to be compatible with this Future Land Use Element provided such uses are in full compliance with their respective valid development orders and approvals, and the use does not cause substantial public harm, as determined by the City Council. In addition, currently valid development orders, development permits and vested rights approvals are also deemed to be compatible with this Future Land Use Element provided they have and maintain valid currency/capacity reservations for all required public facilities, including roadways, and the proposed use will not cause substantial public harm, as determined by the City Council.

Policy 2.1.18: Code enforcement and other available regulatory measures shall be used to prevent incompatible land uses from locating adjacent to or near otherwise stable and viable uses, especially residential neighborhoods. The rezoning process may be used to discourage residential development in close proximity to industrial zoned areas and areas with unacceptable noise and/or odor levels. Incompatible non-residential land uses within established residential neighborhoods may be given incentives to adaptively reuse or replace structures to uses that are compatible with the residential area. Where it is physically not feasible to separate incompatible land uses such as residential and non-residential, buffering shall be required to promote a smooth land use transition. Buffering shall be specified in the Land Development Code and may include the following:

a) Physical barriers, including berms, hedges or other landscaping, as well as walls or fences aesthetically designed for screening purposes. Physical barriers may also include densely vegetated open space; and/or
b) The development of a transitional use between the incompatible uses. For example, a low intensity office development could be used to buffer a retail commercial center and a residential area.

Policy 2.1.19: Encourage Miami-Dade County to dedicate the east 40 feet of NW 102nd Avenue (theoretical) along the west edge of the Resource Recovery Facility parcel and install a buffer.

Policy 2.1.20: All parcels within the Doral Décor District Core must adhere to the development standards in the approved Doral Design District Master Plan.

Policy 2.1.21: By 2017, prepare a Specific Land Use Plan for Doral Boulevard to put in place the appropriate land use controls to ensure this unique corridor will develop and redevelop in the future as our aesthetically-pleasing and pedestrian-friendly destination Mainstreet. The study must address the proper mix of land use categories and policies to accommodate future building design, sustainability, local traffic, transit, bicycles, street activity, pedestrians and beautification.

Policy 2.1.22: Prepare an Economic Development Study by 2017 focusing on emerging industry clusters in the city, such as production studios and other target areas.

Policy 2.1.23: By 2018, the City of Doral shall develop and implement the Art-In-Public Places Master Plan.

Objective 2.2: **Land Development Code**

Maintain, and revise as necessary, an effective Land Development Code (LDC) that clearly implements the goals, objectives and policies of this Element, and the adopted Comprehensive Plan as a whole, and regulates development quality and impacts.

Evaluation Measure #1: By 2019, prepare a City Design Manual.

Policy 2.2.1: Incorporate the recommendations, themes and standards contained in the approved Doral Boulevard Street Beautification Master Plan into the City Code.

Policy 2.2.2: All future development in Doral must adhere to the Doral City Design Manual due for completion by 2018. In the interim, the highest standards contained in the County's Urban Design Manual and City Code Chapter 86 will be utilized in review of proposed developments.

Policy 2.2.3: Implement standards designed to provide incentives for the renovation and construction of Class "A" office space within Doral in the Land Development Code.

Policy 2.2.4: Provide for a code enforcement system in the LDC that maintains and enhances the quality standards of the community, and is very responsive to resident and business owner inquiries and needs.

Policy 2.2.5: Continue to include appropriate regulations in the LDC to properly address stormwater drainage issues that may be attributed to local topography, flooding frequency, soil and other applicable environmental conditions including minimum design criteria for stormwater management improvements, such as performance standards for maximum lot coverage and on-site retention areas, and ensure implementation through development approvals. In addition, provide for adequate drainage and stormwater management, open space, vehicle parking and safe, convenient on-site traffic flow.

Policy 2.2.6: Coordinate regulations for the subdivision of property in Doral with the Miami-Dade County Public Works Department and ensure that proposed subdivisions provide public road interconnections both with existing neighborhoods in the area and opportunities to connect to future adjacent subdivisions.

Policy 2.2.7: All townhouse development in Doral must incorporate a fee-simple ownership structure, garages, generous parks and open green space, and a well-landscaped, architecturally-pleasing building facade and streetscape.

Policy 2.2.8: Code Enforcement shall regularly investigate any areas that show signs of potential "blight". Should any "blighted" areas be identified in the future, the City will coordinate with Miami-Dade County on strategies to assist property owners in bringing the area(s) up to minimum standards.

Policy 2.2.9: Any development orders approved by the City for property within ½ mile of the County's Resource Recovery Facility (RRF) boundary shall contain a condition requiring development order applicants, successors and assigns to place in all land and building transaction documents a notice to buyers, users, lessees and renters informing them the subject property is located adjacent to, or near, the RRF and describing the potential unpleasant impacts that could impact the property and submission of a waiver and release of liability.

Policy 2.2.10: Amend the Land Development Code to require commercial buildings along major corridors such as Doral Boulevard to adhere to a "build to" frontage line at the right-of-way edge with parking in the rear.

Policy 2.2.11: Amend the Land Development Code to require dedication of "beautification easements" along Doral Boulevard consistent with the Doral Boulevard Beautification Master Plan which will also accommodate transit, bikeway and pedestrian facilities.

Policy 2.2.12: All site plans shall provide information which commits the applicant to the preservation of specimen trees consistent with Section 24-49.2(11) of the County Code, as amended.

Policy 2.2.13: All prohibited plant species shall be removed from the site prior to any development consistent with Section 24-49.9 of the County Code, as amended.

Policy 2.2.14: All developed areas shall be maintained to prevent the growth and accumulation of prohibited plant species.

Objective 2.3: **Public Facility Levels-of-Service (LOS)**

Make sure suitable land is available for roads and infrastructure needed to support proposed development and redevelopment, and the expansion of necessary public facility capacity and services concurrent with the impacts of development.

Evaluation Measure: Enforcement of the public facility LOS standards on all land use and zoning applications.

Policy 2.3.1: The adopted level-of-service standards in this Plan shall be required to be maintained throughout the planning, design and construction phases of development approvals in the City.

Policy 2.3.2: Require that all new development and redevelopment maintain the adopted level-of-service standards for public facilities in this Plan. The City shall only approve new development orders if the available public facilities and services needed to support the development will be available concurrent with the impacts of such development, as consistent with the Levels of Service Standards and Concurrency Management System in the Capital Improvements Element of this Plan.

Policy 2.3.3: Work with county and regional utility service providers, as needed, to help locate suitable land for expansion of their operations and services.

Policy 2.3.4: Annually verify that the Five-Year Schedule of Capital Improvements in the Capital Improvements Element is updated to accommodate the development anticipated by the FLUM at the adopted LOS standards for public facilities.

Policy 2.3.5: Work with the private sector, internet providers and telephone companies to identify any fiber optic cable deficient and wireless

opportunity areas in the City, and jointly develop a program to help correct deficiencies and capitalize on wireless network ideas to enhance the high-speed connection of Doral's businesses, neighborhoods and civic areas to each other and the world.

Objective 2.4: **Schools and Collocation with Public Facilities**

Help the Miami-Dade County School Board and local charter school developers provide the high-quality elementary, secondary and college level education facilities and resources necessary to fully meet the future needs of Doral's school age and adult population.

Evaluation Measure: Number of annual contacts and meetings with the County School Board staff.

Policy 2.4.1: Public schools are allowed in all land use categories shown on the adopted Future Land Use Map and all zoning districts contained in the LDC.

Policy 2.4.2: As provided for in the Interlocal Agreement between Doral and the Miami-Dade County School Board, the City will work with the School Board to plan future public school sites in the city and ensure adequate lands are available, proximate to neighborhoods, to accommodate the present and future student population of the City.

Policy 2.4.3: Utilize every opportunity to collocate public facilities, such as parks, libraries, and community centers, with schools.

Policy 2.4.4: Consistent with the provisions of the Interlocal Agreement between Doral and the School Board, the City will consider the individual and cumulative impacts of land use plan amendments and rezoning applications that increase residential density on existing and planned public elementary and secondary schools, and solicit input from the School Board on local school impacts well before the hearings for subject amendments or applications.

Policy 2.4.5: The City will provide an expedited development review process for all proposed public schools within Doral.

Policy 2.4.6: As part of the Interlocal Agreement between Doral and the School Board, engage in collaborative planning and decision-making on population projections and public school siting to accomplish coordination between the City's adopted Comprehensive Plan and the long range plans of the School Board.

Policy 2.4.7: Encourage universities, colleges and non-profit education providers to establish college-level and adult education facilities in Doral.

Policy 2.4.8: Work closely with the School Board to investigate methods to apply at the development approval stage to ensure that charter schools in the City remain in operation, or if forced to close, an alternative plan is triggered to make sure the quality and size of the school is replicated in another nearby location.

Policy 2.4.9: Actively work with Miami-Dade Aviation Department (MDAD) to ensure that currently imposed MIA flight path zones within Doral are enforce consistent with Miami-Dade County requirements.

Objective 2.5: **Environmental and Historical Resources**
Protection and enhancement, to the maximum extent possible, of all environmentally important natural systems and historical resources existing in the City.

Evaluation Measure #1: City ownership of the 51-acre environmental tract by 2017.

Policy 2.5.1: Ensure that the Land Development Code incorporates all relevant wetland, environmental protection and native upland protection requirements from the Miami-Dade County Department of Regulatory and Economic Resources, South Water Florida Management District, and the Florida Department of Environmental Protection, and that the applicable permitting requirements of these agencies are met in considering all development applications in the City.

Policy 2.5.2: Protect all identified historical and archeological structures and sites within the City through appropriate land development regulations, comprehensive review of development applications and public acquisition decisions. Until such time as the city-wide survey of historic resources and adopt of protective regulations in the land development code is completed, a survey for historic resources shall be required of each development application before issuance of a development permit.

Policy 2.5.3: Attempt to reach an agreement with the land owner of the 51-acre environmental tract northwest of the intersection of NW 107th Avenue and NW 74th Street to transfer ownership (by 2019) to the City for use as an environmental passive park.

Policy 2.5.4: Actively support all public efforts to purchase environmentally valuable parcels for preservation, education and passive recreation. Investigate and sponsor grant applications for this purpose.

Policy 2.5.5: Protect and enhance the native flora and fauna of the City through strong community landscaping guidelines, low impact development design standards, land development regulations and code enforcement.

Policy 2.5.6: Implement the regulations specified in the Conservation Element of this Plan protecting surface water, groundwater and air quality by enforcing the standards for these resources established by applicable regional, state and federal environmental agencies and regularly examine any adverse environmental consequences that may occur and strengthen deficient policies as necessary in the future.

Policy 2.5.7: Maintain the pristine water quality and limit land use and development within Northwest Wellfield Protection that is inconsistent with Section 24-43(5) of the County Code.

Objective 2.6: **Hurricane Evaluation and Disaster Preparedness**
Coordinate with Miami-Dade County, State of Florida, FEMA, and US Army Corps of Engineers (Jacksonville District) in addressing the evacuation, structural integrity, and pre and post disaster-preparedness needs of Doral.

Policy 2.6.1: Coordinate with Miami-Dade County in implementing the approved Local Mitigation Strategy (LMS), by assessing the vulnerability of governmental, medical and public safety sites and structures in the City to storm damage, and in developing an action plan, if necessary, to address wind stability and flood protection for key buildings.

Policy 2.6.2: Ensure designated City employees are in compliance with the National Incident Management System programs, procedures and policies applicable to a disaster emergency and long-term post-disaster redevelopment.

Policy 2.6.3: Continue to implement the City's Comprehensive Emergency Management Plan addressing disaster-preparedness, hurricane evacuation, and post-disaster redevelopment plans, procedures and personnel duties.

Policy 2.6.4: Following the National Response Framework principles, respond to all types of disasters and emergencies with the primary mission of saving lives, and protecting property and the environment.

Activate procedures under mutual aid agreements with Miami-Dade County and other area cities when necessary based on event severity. In the case of hurricanes, the City will also immediately implement the recovery policies contained in its adopted Hurricane Preparedness and Recovery Plan.

Policy 2.6.5: All proposed large-scale amendments to this Comprehensive Plan and/or zoning applications shall be evaluated for their impact on hurricane evacuation routes and times, and effect on currently available off-site shelter capacities. Roadway improvements and shelter improvements shall be required, if deemed necessary, to mitigate negative impacts and phased with new residential development.

III. TRANSPORTATION ELEMENT

Goals, Objectives and Policies

Goal: Provide for a safe, convenient, effective, and energy efficient multimodal transportation system, which is intricately related to the land use pattern and improves the level of mobility of all of the City's residents and visitors.

Objective 3.1: **Coordination with Future Land Use Element**
The transportation system shall be coordinated with the goals, objectives, and policies of the Future Land Use Element including coordination with the land use map, population densities, housing and employment patterns, projected development, and other similar characteristics of land use that have an impact on transportation systems.

Evaluation Measure: Update the Transportation Master Plan by September 2016 and every five (5) years thereafter.

Policy 3.1.1: Aggressively implement the recommended improvements and strategies contained in the most recently updated citywide Transportation Master Plan on an annual basis in order to address current and future roadway deficiencies, and enhance transit and other mobility opportunities.

Policy 3.1.2: Through the development review process, the City shall ensure provision of adequate, properly designed, and safe systems for vehicle access to roads, which at a minimum address:

a) adequate storage and turning bays;
b) spacing and design of median openings and curb cuts; ~~and~~
c) driveway access and spacing;
d) right-of-way for necessary road and transit improvements;
e) roadway operational needs; and
f) street lighting.

Policy 3.1.3: Through the development review process, ensure safe and convenient on-site traffic flow, which considers needed motorized and non-motorized vehicle parking.

Policy 3.1.4: Ensure development does not encroach upon dedicated or planned rights-of-way.

Policy 3.1.5: When appropriate for commercial and industrial projects, condition development orders with provisions that achieve reduction of traffic and increase the vehicle occupancy rate for work trips

through implementation of transportation demand management measures.

Policy 3.1.6: Preserve existing rights-of-way to the extent that they continue to be necessary, and require that new rights-of-way be dedicated in perpetuity in connection with future development, where they are necessary to maintain the City's minimum level of service standards. Right-of-way dedications will be obtained by the City through the development review process or by public acquisition, when deemed necessary.

Policy 3.1.7: Implement effective travel demand management (TDM) strategies, including but not limited to:

- Dissemination of information regarding carpooling and vanpooling programs and benefits and public transit services to local businesses;
- Education and training of employers and employees for participation in FDOT's South Florida Commuter Services program; and
- Education of employers and businesses about TDM programs such as compressed work week, flex time and staggered work hours.

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Policy 3.1.8: Provide parking strategies for development to implement the City's transportation goals and objectives including the following:

a) Reduced parking requirements for shared parking agreements between mixed-use developments or nearby comparable uses;
b) Preferential parking for carpooling and low-emission vehicles;
c) Customized parking ratio requirements to reflect local conditions; and
d) Initial site planning and continuing provision of adequate parking in commercial centers especially as center uses change through time.

Policy 3.1.9 To reduce traffic congestion, analyze the feasibility of managed lanes, grade-separated intersections, reversible lanes, one-way pairs, alternative parking policies and transportation demand management for implementation in Doral as part of the Transportation Master Plan update.

Policy 3.1.10: New developments and redeveloped parcels must construct the adjacent roadway network to the greatest extent feasible in order to improve connectivity in all possible directions.

Objective 3.2: **Roadway Level of Service**

All roadways within the City shall operate at or above the roadway level of service standards contained herein. The City shall coordinate with Miami-Dade County, the Miami-Dade Metropolitan Planning Organization (MPO), Miami-Dade Expressway Authority (MDX), the Florida Turnpike Authority and the FDOT to ensure adopted roadway level of service standards in the City are maintained.

Evaluation Measure: Maintenance of roadway level of service.

Policy 3.2.1: The minimum acceptable average daily and peak period operating level of service for all City streets within the City of Doral shall be Level of Service D.

Policy 3.2.2: All major County roadways must operate at LOS D or better, except where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, then a roadway 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 at LOS D.

Policy 3.2.3: All Florida Department of Transportation Strategic Intermodal System (SIS) roadways within the City, must operate at LOS D or better (at peak hour), except where 1) exclusive through lanes exist, roadways may operate at LOS E (at peak hour), or 2) such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E (at peak hour). Constrained or backlogged limited and controlled access SIS roadways operating below the foregoing minimums must be managed to not cause significant deterioration.

Policy 3.2.4: Complete the system of section, half-section, and quarter-section line public roadways to the fullest extent possible.

Policy 3.2.5: Actively work with the Federal government, Miami-Dade County, and other landowners along NW 97th Avenue between NW 41st and NW 90th Streets, and NW 102 Avenue between NW 58th and NW 90th Streets to obtain the necessary right-of-way for expansion to a minimum of 4 lanes on an expedited basis.

Policy 3.2.6: The City will coordinate with the MPO and FDOT to implement operational and capacity improvements on NW 107th Avenue between NW 12th and NW 90th Streets, NW 97th Avenue between NW 12th and NW 90th Streets, and Doral Boulevard between State

Road 826 and the Florida Turnpike. Also support the County's corridor study to determine the operational characteristics of NW 25th Street between the HEFT and SR 826 including signal timings, signal synchronization and access management to develop strategies to improve operation efficiencies for truck traffic in the corridor.

Policy 3.2.7: Encourage through the Land Development Code development of frontage and rear access roads to reduce the number of drive-cuts and amount of traffic on arterial roadways such as Doral Boulevard.

Policy 3.2.8: The City will support the FDOT in the development of strategies to encourage local traffic to utilize alternative routes to SIS roads in order to protect interregional and intrastate functions of the SIS.

Policy 3.2.9: The City shall monitor and ensure adherence to the adopted level of service standards and the availability of public transportation facility capacity prior to the issuance of any development order for new development or redevelopment, pursuant to the Concurrency Management System detailed in Policy 10.4.2 of the Capital Improvement Element of this Comprehensive Plan.

Policy 3.2.10: The City will continue to monitor the LOS on segments that are projected to operate lower than their adopted LOS and will program the recommended improvements into the Capital Improvements Plan through coordination with FDOT, Miami-Dade County and Miami-Dade MPO.

Policy 3.2.11: The City will support Miami-Dade County, Miami-Dade MPO, Miami-Dade Expressway Authority, Florida Turnpike Enterprise and FDOT to implement projects identified on the Long-Range Transportation Plan and Transportation Improvement Plan including:

- NW 58th Street between NW 97th Avenue and SR 826
- NW 41st Street/ NW 36th Street between NW 97th Avenue and NW 87th Avenue
- NW 25th Street between the Florida Turnpike and SR 826
- Planned park and ride facilities at the Medley MetroRail Station and at NW 12th Street and the Florida Turnpike
- NW 25th Street and Florida Turnpike connection via NW 117th Avenue

Policy 3.2.12: By 2018, prepare a citywide Street Right-of-Way Plan to accommodate future traffic growth, enhanced transit service, bike/pedestrian needs and beautification. The recommendations of

the Doral Boulevard Beatification Master Plan, Transit Mobility Plan and Bikeway Network Plan should be considered in establishing future right-of-way needs.

Policy 3.2.13: On an annual basis, the Public Works Department will evaluate intersections with highest crash rates for possible redesign to increase vehicle, bicycle and pedestrian safety.

Policy 3.2.14: By 2019, prepare a Way-finding Signage Program" for the City to help visitors to Doral more easily find public buildings, parks and significant commercial destinations.

Objective 3.3: **Intergovernmental Coordination**
Effective coordination of the transportation system with the plans and programs of the South Florida Regional Transportation Authority (SFRTA), the Miami-Dade Metropolitan Planning Organization (MPO), Miami-Dade County, Miami-Dade Expressway Authority, Florida Turnpike Enterprise, and the Florida Department of Transportation's (FDOT).

Evaluation Measure: Number of coordination meetings with transportation agencies.

Policy 3.3.1: The City shall coordinate the transportation system with other local, county, and state agency's transportation plans and programs through participation in the MPO and its respective committees.

Policy 3.3.2 Coordinate with Miami-Dade Transit and the Miami-Dade MPO to develop strategies to address multimodal connections within the City, particularly to the NW 74th Street Metrorail Station and planned Dolphin Terminal at the Florida Turnpike and NW 12th Street.

Policy 3.3.3: Continue to coordinate with Miami-Dade County on "No Thru Truck" restrictions in order to minimize the negative effects of truck traffic in ~~on~~ the residential areas of the City.

Policy 3.3.4: Assure that future right-of-way requirements are consistent with the City's Comprehensive Plan, Miami-Dade County, the MPO, and FDOT needs for future capacity improvements through coordination efforts.

Objective 3.4: **Safe Pedestrian Environment**
Provide a safe, convenient, continuous, and comfortable pedestrian environment as part of the transportation system that promotes walking.

Evaluation Measure: Increase in sidewalk miles as part of roadway construction projects thereby improving the pedestrian environment by 2018.

Policy 3.4.1: Implement the pedestrian recommendations and projects contained in the 2014 Doral Transit Mobility Plan including filling sidewalk gaps and installing sidewalks around transit stops, school and other public facilities, major development sites and other priority locations where warranted.

Policy 3.4.2: All streets within the City shall, where feasible, include sidewalks on both sides.

Policy 3.4.3: Sidewalks shall be kept clear of signs, furniture, fire hydrants, transit benches, and utilities poles/boxes and other pedestrian obstacles to the greatest extent possible in order to maintain an acceptable clear width for the sidewalk.

Policy 3.4.4: Request that sidewalks be installed and/or repaired as part of any state or county roadway widening or improvement project.

Policy 3.4.5: Work with the FDOT and Miami-Dade County to provide traffic control and design features to enhance pedestrian safety and comfort along all appropriate state and county facilities.

Policy 3.4.6: Increase the number of residents walking to work by five (5) percent of all work trips by 2020 through provision of sidewalks and other pedestrian infrastructure.

Policy 3.4.7: Develop safe routes to schools for children within the City that walk or bike to school, including sidewalks, pedestrian activated signal crossings, school zone signage and other pedestrian safety measures.

Policy 3.4.8: Prioritize streetscape design projects by the City and private development with a strong emphasis on adding large canopy trees along un-shaded walkways, shared-use paths and at bus stops.

Policy 3.4.9: Install mid-block pedestrian crossings at bus stops and other roadway segments where crosswalk spacing exceeds ¼ mile.

Policy 3.4.10: Enhance the pedestrian experience by providing amenities along walkways such as seating, shade, pocket parks, plazas and public art.

Objective 3.5: **Enhance Bicycle Environment**

Provide a safe, convenient, continuous and comfortable bicycle environment as part of the transportation system that is conducive to all skill levels of bicycling.

Evaluation Measure: Implementation of the Doral Bikeway Network Plan to increase the number of miles of bicycle lanes, routes, and paths by 2020.

Policy 3.5.1: Implementation of the Doral Bikeway Network Plan and Transit Mobility Study recommendations to expand the interconnected bicycle system within the City by obtaining "bikeway" easements from property owners, encouraging private developers to build paths and constructing paths with City funds.

Policy 3.5.2: Require private development to incorporate public easements for bicycle paths and trails recommended in the Bikeway Network Plan into residential and non-residential development plans.

Policy 3.5.3: Increase the number of bicycle trips to work by City residents by one percent of all work trips through provision of bicycle facilities by 2020.

Policy 3.5.4: Re-orient the bicycle path system to multi-modal transportation use by facilitating origin-destination trips, and improving connectivity within Doral, and linkages to adjacent and regional bikeway networks.

Policy 3.5.5: Amend the Land Development Code as necessary to ensure bicycle racks are required to be provided at major transit generators such as commercial, industrial, public facilities and mixed use areas.

Policy 3.5.6: By 2016, prepare a feasibility study for a bike-sharing pilot program in Doral. If feasible, implement the program by 2018.

Policy 3.5.7: Ensure bicycle signalization phasing is applied at key intersections along established bicycle routes.

Objective 3.6: **Public Transit**

Ensure a safe, convenient, and efficient public transportation system within Doral for residents, businesses, and visitors with particular emphasis on adequate service for the local "transportation disadvantaged" population within the City.

Evaluation Measure: Increase in transit level of service and service area coverage.

Policy 3.6.1: Implement the Doral Trolley system recommendations contained in the 2014 Transit Mobility Plan and Doral Transit System Performance Report by 2020. Analyze the route and stop system to improve ridership and eliminate underperforming stops.

Policy 3.6.2: Coordinate annually with Miami-Dade Transit to ensure the provision of efficient public transit services based upon the City's existing and proposed major trip generators and attractors.

Policy 3.6.3: Encourage land uses and densities that promote public transportation in designated public transportation corridors including Doral Boulevard and NW 87th Avenue, consistent with the Future Land Use Element.

Policy 3.6.4: Work closely with Miami-Dade Transit to develop NW 87th Avenue as an exclusive transit feeder route to the NW 74th Street Metrorail station from Downtown Doral and Doral Boulevard.

Policy 3.6.5: Submit requests, as necessary, to Miami-Dade Transit for consideration of improvements to the existing transit system including, but not limited to, increased routes, frequency of service, and accuracy of scheduling and timed transfers at select major land uses within the City.

Policy 3.6.6: By January 2017, the City shall establish land use, site and building design guidelines for development adjacent to public transit corridors, including Doral Boulevard and NW 87th Avenue, to assure adequate right-of-way for enhanced transit service and the accessibility of new development to public transit.

Policy 3.6.7: Coordinate with Miami-Dade Transit and the Miami-Dade MPO to establish measures for the acquisition and preservation of existing and future public transit rights-of-way and any appropriate exclusive public transit corridors in the City of Doral.

Policy 3.6.8: Increase the transit modal split from the current less than 1 percent to 2 percent by 2020 for all commuting residents of the City of Doral. The City will work with Miami-Dade Transit to improve transit service with the City to make public transit a more viable option and increase the modal split and annual transit trips per capita for Doral residents.

Policy 3.6.9: The City will work with Miami Dade Transit to coordinate transit service to avoid duplication and study existing transit routes within the City and determine the feasibility of providing new service along heavily traveled corridors within Doral, improving service times.

Policy 3.6.10: Coordinate with Miami-Dade Transit to evaluate the feasibility of rapid bus service between Doral Boulevard and areas of southwest Miami-Dade County where a large portion of employees in Doral reside.

Policy 3.6.11: Conduct a feasibility study by 2018 of enhanced levels of transit service, including rapid bus and rail options, for Downtown Doral, Doral Boulevard and NW 87th Avenue.

Policy 3.6.12: Develop a specific annual capital program to provide weather-resistant and attractive transit shelters at Doral Trolley and shared MetroBus stops meeting ADA requirements. Five (5) shelters should be renovated and/or constructed annually with first priority given to stops along Doral Boulevard. Secure "public transit" easements from adjacent property owners and developers for enlarged shelters located outside of sidewalks.

Policy 3.6.13: Include and fund the transit, bikeway and pedestrian improvements recommended in the Transit Mobility Study in the City's annual Capital Budget and Five-Year Capital Improvement Program beginning in FY 2015-16.

Objective 3.7: **Transportation System Coordination with Airport**
Coordination with the Miami International Airport to ensure consistency with the City's transportation system, land development code, and comprehensive plan.

Evaluation Measure: Coordination efforts with Miami International Airport including meetings and consideration in Land Development Code.

Policy 3.7.1: Coordinate with the Miami International Airport to ensure all expansion and operations are consistent with the City's Future Land Use and Conservation Elements.

Policy 3.7.2: To the fullest extent possible, work with Miami-Dade County, Miami-Dade Expressway Authority, FDOT, Florida Turnpike Enterprise and the Miami International Airport to ensure that access to the airport is properly integrated with other modes of surface transportation.

Objective 3.8: **Public Safety near the Airport**
Enforce applicable Federal Aviation Administration (FAA) regulations to ensure public safety in areas of the City affected by Miami International Airport operations.

Evaluation Measure: Adoption and enforcement of FAA rules and regulations.

Policy 3.8.1: No obstructions to aircraft operations shall be erected in the Miami International Airport clear zones nor be allowed to penetrate the approach surface, transition surfaces, horizontal surfaces, or conical surfaces.

Policy 3.8.2: Enforce the Flight Path Protection Ordinance as adopted on October 15, 1990, and outlined in Chapter 333, Florida Statutes, as amended.

IV. HOUSING ELEMENT

Goals, Objectives and Policies

Goal: A wide-range of housing options and prices that meet the needs of present and future residents and workers of the City of Doral.

Objective 4.1: **Land Use and Site Design**
Ensure a sufficient, well-distributed housing inventory and a variety of residential densities are available within the City to accommodate projected housing needs.

Evaluation Measure: Annual assessment of the future land use element and map, land development code, and official zoning map to ensure a variety of land use and zoning designations are available to allow for new single-family, multi-family, and mixed use development, and redevelopment.

Policy 4.1.1: Through the City's adopted Future Land Use Map and land use designations, promote a mix of residential land use categories and densities throughout the City.

Policy 4.1.2: Continue to implement the adopted Land Development Code, including appropriate architectural standards and site design regulations to improve the functional and aesthetic quality of the City's residential and mixed use development.

Policy 4.1.3: Encourage a significant mix of workforce housing and create incentives to promote workforce housing in the review of new development proposals, including a workforce housing density bonus of up to 30% of total units for the provision of at least two-thirds (2/3) of the approved bonus units as workforce housing.

Policy 4.1.4: Promote a balance of housing types, densities, and ownership opportunities in new developments and redevelopment proposals, including consideration of increased densities in exchange for inclusion of single-family detached residential neighborhoods.

Policy 4.1.5: Require a diverse mix of housing types north of NW 58th Street, including significant amounts of detached and expandable single-family housing.

Policy 4.1.6: Allow a variety of housing types, including manufactured and mobile homes that are certified for hurricane protection, in

residential land use and zoning categories to meet the needs of very low-, low-, and moderate-income households.

Policy 4.1.7: Implement zoning regulations that promote innovative residential features, such as live-work units, single-room occupancy, and accessory apartments, to increase affordable housing opportunities for small households, especially within mixed use land use designations.

Policy 4.1.8: Increase the City's residential potential within designated areas such as the DMU and CMU land use categories to promote mixed use development.

Policy 4.1.9: Require appropriate buffers between the non-residential (industrial, commercial/retail and institutional uses) and residential developments (residential uses).

Policy 4.1.10: Implement adopted impact fees and/or other regulatory mechanisms within the City's Code to ensure new residential developments and redevelopment projects supply their fair share of their parks and recreation impact.

Policy 4.1.11: Enforce regulations within the City Code to ensure new residential developments are designed with adequate parking for residents and guests.

Policy 4.1.12: By July 2017, establish minimum floor area requirements for residential units in multi-family and mixed use districts that promote a variety of housing sizes to meet the needs of a wide range of income levels.

Policy 4.1.13: By January 2017, ensure that permitted uses and density provisions allow for very low, low, and moderate income households, mobile homes, manufactured homes, group homes and foster care facilities, and households with special housing needs to be adequately dispersed throughout the City. This will be accomplished through land development regulations allowing higher densities in appropriate areas like downtown, smaller dwelling unit sizes, expedited permitting for such uses, and provision of public facilities and services to viable sites.

Policy 4.1.14: Minimize potential blight of existing residential neighborhoods through the use of good land use planning, urban design, landscaping in development review, and pro-active code enforcement.

Policy 4.1.15: Preserve the existing housing stock and enhance existing neighborhoods by identifying unsafe or substandard structures, advising property owners of available rehabilitation programs available through the County and pursuing prompt, corrective action.

Policy 4.1.16: Should any "blighted" areas be identified in the future, the City will coordinate with Miami-Dade County on strategies to assist property owners in bringing the area(s) up to minimum standards.

Objective 4.2: **Existing Housing Stock**
Strive for the elimination of substandard housing and the stabilization and improvement of existing neighborhoods by enforcing City codes and regulations, and identifying potential historically significant housing.

Evaluation Measure # 1: Number of substandard units identified and corrected.

Evaluation Measure #2: Inventory of historically significant structures completed.

Policy 4.2.1: Protect existing and future residential neighborhoods from excessive truck and through traffic.

Policy 4.2.2: Increase and improve the affordable housing supply, including workforce housing, through revitalization of existing neighborhoods, including continued and improved maintenance of City facilities, such as drainage, roadway surfaces, and landscaping.

Policy 4.2.3: Adopt definitions of "Standard" and "Substandard" housing for use in assessing and maintaining the City's housing stock and directing code enforcement activities.

Objective 4.3: **City Housing Activities**
Ensure affordable housing opportunities, including workforce housing, for current and future residents and for households with special housing needs.

Evaluation Measure: Number of newly constructed and rehabilitated affordable housing units, including workforce housing in the City.

Policy 4.3.1: Promote homeownership and emphasize owner-occupied residential use in mixed-use and newly developing areas.

Policy 4.3.2: Investigate methods for the City to increase the amount of detached single-family development within the City.

Policy 4.3.3: Actively participate with Miami-Dade County and not-for-profit organizations in their efforts to provide affordable and workforce housing programs and development.

Policy 4.3.4: Actively pursue opportunities to utilize federal, state, and local affordable housing and other subsidy programs to provide residents with home repair and/or home purchase opportunities.

Policy 4.3.5: By March 2018, examine the feasibility and legal implications of developing regulations that require a certain percentage of units of new development or redevelopment to be set aside for low or moderate income housing. Consider awarding density bonuses for the provision of affordable and/or workforce housing in new development and redevelopment, on infill sites, or within mixed-use developments.

Policy 4.3.6: Ensure that adequate sewer and water service is available to support the location of higher density affordable and/or workforce housing opportunities.

Policy 4.3.7: By July 2017, develop incentives for developers of affordable and workforce housing projects, such as density bonuses, expedited permitting, and reduced permit fees.

Policy 4.3.8: By January 2018, work with Miami-Dade Transit and local developers to establish a private shuttle-bus program to provide service between workforce areas outside the City and the Metro-rail station, transportation hubs and major employment areas within the City, including downtown.

Policy 4.3.9: By July 2017, consider additional incentives for affordable and/or workforce housing projects near transit and employment centers. This may be accomplished through such mechanisms as density incentives, zoning overlays and reduced permit fees.

Objective 4.4: **Intergovernmental Coordination**
Work with federal, state, regional, and county agencies to further affordable housing opportunities within the region.

Evaluation Measure: Maintenance of ongoing coordination efforts.

Policy 4.4.1: Participate with Miami-Dade County in a regional solution (i.e., "Regional Fair Share") to ensure the availability of adequate

affordable housing for all income ranges within a reasonable commute distance from employment centers.

Policy 4.4.2: Coordinate with Miami-Dade County and the South Florida Regional Council to investigate opportunities for affordable and workforce housing options in the City and surrounding areas, and participate in task forces or committees to develop appropriate strategies and initiatives.

Policy 4.4.3: Coordinate with the South Florida Regional Council, the Miami-Dade County Department of Housing and Community Development, and appropriate federal and state agencies to identify additional resources for addressing affordable and workforce housing needs in the City of Doral and the surrounding region.

Policy 4.4.4: Participate in a regional tracking system, under the direction of the South Florida Regional Council, to identify affordable and workforce housing supply and sites.

Policy 4.4.5: The City will continue to work with the South Florida Regional Council on developing affordable and workforce housing strategies.

Policy 4.4.6: Continue the working relationship with the Miami-Dade County Department of Housing and Community Development and disseminate the Authority's affordable housing information and brochures locally at City and other public facilities within Doral.

Objective 4.5: **Private Sector Partnerships**
Decrease the cost and increase the efficiency for private developers seeking to provide affordable housing.

Evaluation Measure: Adoption of land development regulations and appropriate policies that assist private developers with providing affordable housing.

Policy 4.5.1: Streamline the permitting process, and investigate the possibility of waiving or reducing fees, for private sector development with a substantial affordable and/or workforce housing component.

Policy 4.5.2: Provide technical assistance and referral services to private sector representatives that are interested in providing affordable and workforce housing.

Policy 4.5.3: Seek opportunities to create partnerships with private sector developers and not-for-profit organizations to increase the

availability of affordable and workforce housing within the City and the region.

Objective 4.6: **Special Needs Housing**
Provide opportunities for appropriate assisted living facilities within the City.

Evaluation Measure: Number of assisted care facilities constructed in Doral.

Policy 4.6.1: Provide for group homes, foster homes, and assisted living facilities (ALFs) within residential neighborhoods while regulating their distribution to minimize potential adverse impacts.

Policy 4.6.2: Promote assisted living facilities (ALFs) in the residential and mixed use areas of the City.

V. INFRASTRUCTURE ELEMENT

Goals, Objectives, and Policies

A. Potable Water Sub-Element

Goal 5A: Provide potable water facilities that meet the City's demands in a manner that promotes the public health, sanitation, environmental protection, and operational efficiency.

Objective 5A.1: **Potable Water Level of Service (LOS)**
Continue to coordinate with Miami-Dade County Water and Sewer Department (WASD) to provide potable water facilities to meet the existing and projected demands based on level of service (LOS) standards consistent with State Statues and implement procedures to ensure that any future potable facility deficiencies are corrected.

Evaluation Measure: Level of service for potable water facilities and provision of adequate facilities prior to development.

Policy 5A.1.1: The level of service standard for potable water is as follows:

- *Regional Treatment.* The regional treatment system shall operate with a rated capacity no less than two percent above the maximum daily flow for the preceding year.
- *User LOS.* The system shall maintain the capacity to produce and deliver 126.82 gallons per capita per day.
- *Water Quality.* Water quality shall meet all federal, state, and county standards for potable water.

Policy 5A.1.2: The LOS standards adopted in Policy 5A.1.1 shall be used as the criteria to measure the available capacity of the potable water system. A development order will not be approved unless adequate capacity will be available concurrent with the impacts of development based on the following:

- The necessary facilities and services are in place at the time the final development order is issued; or
- The final development order is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur; or
- The necessary facilities are under construction at the time the final development order is issued; or
- The necessary facilities and services are guaranteed in an enforceable development agreement and guarantees the

necessary facilities and services will be in place at the time of development.

Policy 5A.1.3: Water supply and distribution mains must assure adequate flow for Miami-Dade County Fire/Rescue and consumer needs. Miami-Dade County requires water pressure between 20 and 100 pounds per square inch (psi) to be delivered to users, with a schedule of minimum fire flows based upon land uses served.

Policy 5A.1.4: Coordinate with Miami-Dade County to ensure that the City's potable water demand is included in the Miami-Dade County Comprehensive Development Master Plan (CDMP) and WASD's 20-Year Water Supply Facilities Work Plan.

Policy 5A.1.5: The City shall coordinate with Miami-Dade County to ensure that any future City's potable water facility deficiencies are corrected to maintain the adopted level of service standards.

Objective 5A.2: **Potable Water Service Coordination**
Potable water service shall continue to be planned and provided in conformity with the Future Land Use Element and the Miami-Dade County CDMP.

Evaluation Measure: Potable water service plans and Infrastructure Element consistent with the Future Land Use Element and the Miami-Dade County CDMP.

Policy 5A.2.1: Coordinate future land use designations to ensure that sufficient water supply is available to serve existing and projected demand.

Policy 5A.2.2: Coordinate with Miami-Dade County WASD to meet existing and future demands.

Policy 5A.2.3: Coordinate raw water wellfield expansion and specific well location with Miami-Dade County and regional agencies.

Objective 5A.3: **Comprehensive Water Conservation Program**
Coordinate with Miami-Dade County and the South Florida Water Management District to implement comprehensive water conservation measures citywide to ensure that a sufficient supply of water is available to meet current and future demand for potable water.

Evaluation Measure: Implementation of water conservation requirements and public educational programs.

Policy 5A.3.1: Promote public information programs sponsored by the South Florida Water Management District (SFWMD) in an effort to increase public awareness and acceptance of water conservation techniques through newsletters, public service announcements, and displays at public awareness events.

Policy 5A.3.2: By September 2018, review existing water conservation regulations and revise the land development code as necessary to ensure implementation of water conservation techniques, including:

a) Subsurface and other water conserving irrigation techniques;
b) Florida-friendly Landscaping and Xeriscape techniques;
c) Lawn watering restrictions;
d) Application of low water use plumbing fixtures in all construction; and
e) Any other effective methods commonly in practice or required by law.

Objective 5A.4: **Potable Water Supply Protection**

To protect the potable water supplies and sources, regulate land use and development to protect the functions of natural drainage features and natural groundwater aquifer recharge.

Evaluation Measure: Implementation and enforcement of land development regulations to protect the functions of natural drainage features and natural groundwater aquifer recharge.

Policy 5A.4.1: Coordinate with the Miami-Dade County WASD and South Florida Water Management District (SFWMD) in determining and assessing impacts of proposed developments on the County's potable water supply.

Policy 5A.4.2: Potable water supply shall be protected from the operation of septic tanks and other wastewater treatment systems through control of the location of such facilities, type of treatment, method of discharge, and monitoring.

Policy 5A.4.3: Septic tanks and drainfields shall be placed no closer to wells, surface water areas, and conservation areas than the minimum distances provided in the Water Quality Assurance Act. City development regulations shall be consistent with these minimums and shall increase distances where soils are particularly unsuitable for on-site sewage systems.

Policy 5A.4.4: On an annual basis, monitor the County's inventory of commercial and industrial enterprises that utilize, produce, or dispose of

hazardous chemicals as a means to track potential sources of water contaminants.

Objective 5A.5: **Water Conservation**

To promote the increased conservation and reuse of water, development plans shall be reviewed for inclusion of native vegetation, low water demand landscape material, and water reuse opportunities in order to reduce outdoor water consumption.

Evaluation Measure: Number of developments approved with native vegetation, low water demand landscape material, and water reuse plans.

Policy 5A.5.1: Coordinate with Miami-Date County and SFWMD to implement water restrictions.

Policy 5A.5.2: As part of the City's public awareness efforts, make available lists of vegetation classified by water demand for use by residents and developers.

Objective 5A.6 **Potable Water Supply Planning**

The City of Doral hereby incorporates by reference and shall comply with its 20-year Water Supply Facilities Work Plan (Work Plan) adopted on April 15, 2015 as required by Sec. 163.3177(6)(c), F.S. The City's Work Plan will be updated, at a minimum every 5 years within 18 months after South Florida Water Management District's approval of an updated Lower East Coast Regional Water Supply Plan. The South Florida Water Management District Governing Board approved its Lower East Coast Water Supply Plan Update on September 12, 2013.

Policy 5A.6.1 The City's Work Plan is designed to assess current and projected portable water demands, evaluate the sources and capacities of available water supplies; and identify those water supply projects, using all available technologies, necessary to meet the City's water demands.

Policy 5A.6.2 Comply with the City's 20-Year Work Plan and incorporate the Miami-Dade County 20-Year Water Supply Facilities Work Plan adopted on February 4, 2015 by reference into the City of Doral Comprehensive Plan.

Policy 5A.6.3 Coordinate appropriate elements of the Comprehensive Plan with the South Florida Water Management District's Regional Water Supply Plan adopted September 12, 2013 and with the Miami-Dade County 20-Year Water Supply Facilities Work Plan adopted February 4, 2015. The City shall amend its Comprehensive Plan

and Work Plan as required to provide consistency with the District and Miami-Dade County Water Supply Facilities Work Plans.

B. Sanitary Sewer Sub-Element

Goal 5B: Provide for sanitary sewer facilities that meet the City's demand in a manner that promotes public health, environmental protection, and operational efficiency.

Objective 5B.1: **Sanitary Sewer Level of Service (LOS) Standard**
Continue to work with the Miami-Dade County Water and Sewer Department (WASD) to provide sanitary sewer facilities in a cost effective manner to meet existing and projected demands based on the adopted level of service standard.

Evaluation Measure: Maintain level of service for sanitary sewer facilities and provision of adequate facilities prior to development.

Policy 5B.1.1: The adopted level of service standard for sanitary sewer facilities is maintenance of the capacity to collect and dispose of 100 gallons of sewage per capita per day.

Policy 5B.1.2: The adopted LOS standard shall be used as the basis for determining the availability of facility capacity and the demand generated by a development within the City for purposes of issuing development orders or building permits.

Objective 5B.2: **Sanitary Sewer Facility Capacity**
All improvements, including replacement, expansion, or increase in capacity of facilities, shall maintain or improve the level of service standard for the facilities as required by Miami-Dade County WASD.

Evaluation Measure: Improvements to sanitary sewer facilities to increase or maintain the level of service standard for sanitary sewer system.

Policy 5B.2.1: Continue to coordinate with Miami-Dade County WASD to ensure that adequate facility capacity will be available to serve development concurrent with the demands for such facilities.

Policy 5B.2.2: Decisions impacting existing and future demand shall be consistent with the Miami-Dade County WASD Facilities Plan.

Objective 5B.3: **Sanitary Sewer Service and Septic Tanks**
Coordinate with WASD/DERM and regional permitting agencies to develop long-range plans that abandon the use of septic tanks in order to increase sanitary sewer connections to WASD system to the entire City in an environmentally and cost-effective manner.

Evaluation Measure: By 2020, reduce the number of abandoned septic tanks by 25% while increasing sanitary sewer service within the City of Doral.

Policy 5B.3.1: Coordinate with WASD/DERM to obtain an accurate account of all permitted septic tanks within the City and evaluate the feasibility of eliminating active tanks in areas where connection to WASD's sanitary sewer system is practical.

Policy 5B.3.2: No new septic tank system shall be permitted unless consistent with the City of Doral's Comprehensive Plan.

Policy 5B.3.3: Alternate sewage disposal system shall only be considered when WASD/DERM determines that there is a lack of adequate capacity in the system. Use of an alternative means of sewage disposal may only be granted in accordance with code requirements and shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

Objective 5B.4: **Sanitary Sewer Connection**
Ensure all new development with access to sanitary sewer facilities with available capacity is required to connect to the system.

Evaluation Measure: Number of approved developments consistent with Objective 5B.4.

Policy 5B.4.1: Future development of new subdivisions and any additions to subdivisions that have not received final subdivision approval, at urban densities greater than 1.0 dwelling unit per acre or any new industrial uses, and other non-residential uses shall be allowed only in areas with existing or planned capacity in the sanitary sewer systems to support the proposed development. Planned capacity is defined as that increase in plant capacity as a result of capital improvements to the system identified in the County's Water and Sewer Department Capital Improvements Program.

Policy 5B.4.2: Retro-fitting of existing individual wells or septic systems onto existing sanitary sewer systems shall be required within WASD service areas where there has been evidence of septic tank failure or well water contamination.

Objective 5B.5: **Correction of Sanitary Sewer Deficiencies**
Implement procedures to ensure that existing sanitary sewer facility deficiencies are corrected to maintain the level of service standards as adopted.

Evaluation Measure: Maintain level of service for sanitary sewer facilities.

Policy 5B.5.1: Coordinate with Miami-Dade County WASD to ensure any future sanitary sewer facility deficiencies are corrected to maintain the adopted level of service standards.

C. Stormwater Sub-Element

Goal 5C: Protect natural drainage features and the quality of waters from degradation by uncontrolled stormwater runoff and ensure the provision of flood protection for existing and new development.

Objective 5C.1: **Protection of Natural Drainage Features**
Ensure the protection of natural drainage features, including surface water quality and groundwater aquifer recharge functions, from stormwater runoff.

Evaluation Measure: Preparation and adoption of a city-wide Floodplain Management Plan by 2018.

Policy 5C.1.1: New development shall provide facilities designed to control and treat stormwater runoff at the following levels of service:

- *Water Quality Standard***.** Stormwater facilities shall meet the design and performance standards established in Chapter 62-25 (adopted 2006), Rule 25.025, Chapter 40E-4, Chapter 40E-40, Florida Administration Code (FAC), and Section 24-48, of the Code, with the retention of the first inch of runoff onsite to meet the water quality standards required by Chapter 62-302, Rule 862-302.500, FAC, and Section 24-42, of the Code.
- *Water Quantity Standard*. Where two or more standards impact a specific development, the most restrictive standard shall apply:
  - Post-development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with 24-hour duration.
  - Treatment of the runoff from the 5-year storm event, 24-hour duration, in accordance with Section D-4, Part 2, Miami-Dade County Public Works Manual and Sec. 24-

48.3 (7); of 5-year, 1-day as per Rule 40E-40.302, FAC, "Basis of Review, Volume IV Manual".

- *Flooding Standard***.** During the 10-year return design storm event, flooding of minor arterials should be below the crown of the roadway.

Policy 5C.1.2: All new development and redevelopment must provide adequate stormwater treatment so as not to degrade the water quality of the receiving water body. Regardless of the area served, the stormwater treatment provided must provide a level of treatment that meets or exceeds the requirements of Chapter 40E-40, FAC, or Chapter 24 of the Code, whichever is more restrictive.

Policy 5C.1.3: All development outside a regional master plan area shall control post-development runoff rates and/or volumes to not exceed pre-development runoff rates and/or volumes.

Policy 5C.1.4: Stormwater runoff from development shall not adversely impact stormwater storage capacity of adjacent lands, identified conservation areas, or downstream surface waters or groundwater.

Policy 5C.1.5: Stormwater runoff from development activities shall not violate water quality standards during construction.

Policy 5C.1.6: Encourage the use of stormwater runoff for irrigation, agricultural, or industrial water needs in order to conserve potable water sources.

Policy 5C.1.7: All new development and redevelopment, located within the High Aquifer Recharge Areas shall provide treatment of the stormwater before it enters the Biscayne Aquifer, as per the standards set by FDEP and SFWMD.

Policy 5C.1.8: New stormwater management system or modified system as a result of site redevelopment that receive stormwater from areas that are a potential source of oil and grease or where existing contamination has been identified, shall include a baffle, skimmer, grease trap, pre-treatment basin, or other mechanism suitable for preventing oil and grease from leaving the stormwater management system in concentrations that would cause violations of water quality standards in the receiving waters. A Class VI Permit issued by the Miami-Dade County DERM may be required for the construction of the said system.

Policy 5C.1.9: No development order shall be issued for new development that would result in an increase in demand on deficient facilities unless one of the following criteria is met:

- The necessary facilities and services are in place and available to serve the new development at the time of the issuance of a certificate of occupancy or its functional equivalent; or
- The necessary facilities 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. that includes the provisions set forth in the Capital Improvements Element 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; or
- Prior to approval of a building permit or its functional equivalent, the City shall consult with the SFWMD to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the City of a certificate of occupancy or its functional equivalent.

Policy 5C.1.10: Coordinate improvements to the stormwater management system that serve new or future needs with the Future Land Use Map and level of service standards.

Policy 5C.1.11: All appropriate state, water management district, Miami-Dade County and/or federal permits required by a development shall be obtained and submitted to the City prior to the issuance of construction permits.

Policy 5C.1.12: The City shall coordinate with Miami-Dade County and the South Florida Water Management District to ensure that any future stormwater facility deficiencies are corrected to maintain the adopted level of service standards.

Policy 5C.1.13: Prepare a Floodplain Management Plan for the City by 2018 in order minimize public and private losses due to flooding, safeguard public safety and increase the city-wide property insurance rating for flood protection.

Objective 5C.2: **Stormwater Master Plan**

The City of Doral shall maintain the stormwater master plan and its status as a co-permittee on the Miami-Dade County MS4 permit. Continue to and implement procedures to ensure that any future stormwater facility deficiencies are corrected to maintain the level of service standards as adopted.

Evaluation Measure: Update of the stormwater master plan by July, 2019.

Policy 5C.2.1: Continue to implement the citywide stormwater master plan and conduct next update no later than July, 2019 in accordance to the Miami-Dade County Water Control Plan.

Policy 5C.2.2: Maintain an inventory of existing stormwater management facilities. All new facilities shall be immediately incorporated into the inventory program.

Policy 5C.2.3: Implement the Stormwater Master Plan to maintain and improve existing stormwater management facilities in order to maximize their capacity and lifespan and to ensure compliance with state water quality standards.

Policy 5C.2.4: Continue the use of stormwater benefit assessments or other dedicated revenue sources for correcting localized deficiencies in stormwater management facilities.

Policy 5C.2.5: Priorities for correcting deficiencies in existing City-maintained stormwater management facilities and system maintenance shall be scheduled in the Capital Improvements Program in accordance with the criteria established in the Capital Improvements Element.

Objective 5C.3: **Review of Stormwater Management Provisions**
Continue to review all development applications to ensure that stormwater management is adequately provided.

Evaluation Measure: Number of development applications reviewed and approved that include stormwater management facilities.

Policy 5C.3.1: Incorporate minimum design criteria for stormwater management improvements into the City's Code of Ordinances.

Policy 5C.3.2: Amend the City's Code of Ordinances to ensure adequate facility design, periodic inspection, and routine maintenance of privately-owned stormwater management facilities.

Policy 5C.3.3: Continue to support the National Flood Insurance Program, disseminate information relative to its provisions, and enforce conformance of building elevations to minimize flood loss hazards.

Policy 5C.3.4: In coordination with Miami-Dade County, create standards to limit development activities within flood zone to low-impact activities such as recreation and open space areas.

Policy 5C.3.5: In coordination with Miami-Dade County, minimize the loss of floodwater storage capacity in floodplain areas.

D. Solid Waste Sub-Element

Goal 5D: Provide for solid waste disposal facilities that meet the City's needs in a manner that promotes public health, environmental protection, and operational efficiency.

Objective 5D.1: **Solid Waste Disposal**
Continue to provide solid waste disposal to meet both existing and projected needs at the level of service consistent with State Statues and implement procedures to ensure that any future solid waste facility deficiencies are corrected.

Evaluation Measure: Maintain level of service for solid waste disposal.

Policy 5D.1.1: All firms within the City that maintain hazardous materials on their premises shall comply with state and federal licensing requirements. As per state regulations, each licensee shall have an emergency cleanup plan, secondary containment, specific and general site conditions and proper storage, processing, use and disposal provisions.

Policy 5D.1.2: The following level of service standard for solid waste disposal is hereby adopted, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development for purposes of issuing development orders or building permits. The per capita solid waste generation rate or level of service standard for estimating demand is 9.4 pounds per capita per day.

Policy 5D.1.3: Continue to coordinate with Miami-Dade County to ensure adequate capacity for solid waste disposal and ensure that any future solid waste facility deficiencies are corrected to maintain the adopted level of service standards.

Objective 5D.2: **Public Awareness and Resource Recovery Programs**
Continue to promote public awareness through community education programs that emphasize measures for reduction in solid waste disposal including recycling, composting, source reduction, reusable materials and other measures to reduce disposal.

Evaluation Measure: Promotion efforts of recycling, composting, and other programs to reduce solid waste disposal and the amount of trash sent to the land fill.

Policy 5D.2.1: Participate in the County's Resource Recovery program as a means to reduce the amount of trash sent to the landfill.

Policy 5D.2.2: Continue to monitor established guidelines for private collectors of solid waste, and continue to provide for policing, servicing, and collecting of oversize wastes.

Policy 5D.2.3: Encourage recycling by the following educational and monitoring opportunities:

a) Seminars or educational sessions for students and interested citizens; and
b) Coordination with the media to educate the public by producing programs, articles, bulletins, and brochures that demonstrate measures that the public can use to reduce waste, reuse materials, and conserve energy.

Policy 5D.2.4: Coordinate with Miami-Dade County to educate businesses and residents on the proper management of hazardous wastes and the provision of convenient disposal opportunities including distribution of written materials and publication of their regular schedule of household hazardous waste collection days.

E. Natural Groundwater Aquifer Recharge Sub-Element

Goal 5E: Conserve, manage, and restore or enhance the natural groundwater for recharge areas of the City to ensure long-term environmental quality.

Objective 5E.1: **Surface Water Protection**
Protect surface waters from degradation consistent with federal, state, and South Florida Water Management District (SFWMD) standards and maintain them in conditions that conserve their natural functions.

Evaluation Measure: Water quality standards for surface water.

Policy 5E.1.1: Coordinate with representatives of the Miami-Dade County Department of Environmental Resource Management (DERM) and SFWMD to determine whether any areas of the City could be considered as potential groundwater recharge areas.

Policy 5E.1.2: The natural hydrologic character of surface waters shall be maintained consistent with federal, state, Miami-Dade County and SFWMD standards. The natural character of surface waters, including sheet flows such as those found in floodways and those that connect wetlands with other wetlands and surface waters, shall be protected.

Policy 5E.1.3: Native vegetation that occurs in natural surface waters and natural floodways shall be retained in its natural state. Harvesting, cutting, and clearing activities shall be restricted except to remove exotic weeds, or as part of good vegetative management, including legitimate silvicultural activities, or to protect public health, safety, and welfare and shall be consistent, with federal, state, Miami-Dade County and SFWMD regulations.

Policy 5E.1.4: Chemical control of aquatic weeds, exotic weeds, animal pests, insect pests, or undesirable fish shall be performed as specified under state and federal law, such that degradation of surface water quality will be minimized consistent with the protection of the health of the public and wildlife. The use of safe biological and mechanical controls shall be encouraged. Any such activity shall be conducted to maintain natural ecosystems and to achieve sound resource management and public health objectives consistent with all applicable regulations.

Policy 5E.1.5: Florida Department of Environmental Protection (FDEP) water quality standards for various classes of surface water, as identified in FAC Rule 17-302, shall be used as minimum criteria for maintenance of water quality in the City of Doral.

Policy 5E.1.6: Stormwater management systems shall meet or exceed state, city/county, and SFWMD design criteria. Retrofitting for stormwater quality treatment, consistent with the FDEP, SFWMD, and county stormwater rules, shall be required for existing stormwater discharge facilities when significant site plan modifications are proposed resulting in increases in density or intensity.

Policy 5E.1.7: Wastewater discharges to waters of the state, wetlands and other natural surface waters shall not degrade water quality, damage the natural ecosystem, or exceed the assimilative capacity of the receiving water body, consistent with FDEP, Miami-Dade County and SFWMD regulations.

Objective 5E.2: **Groundwater Protection**

Protect groundwater resources consistent with federal, state, Miami-Dade County and SFWMD standards so that the quality of

groundwater is not degraded such that the health, safety, and welfare of the public is threatened, or such that the viability and functional values of other natural resources are threatened.

Evaluation Measure: Adoption of growth management policies to protect water quality and groundwater resources.

Policy 5E.2.1: In cooperation with SFWMD and Miami-Dade County, evaluate current and projected water demands and sources for the twenty (20) year period based on the demands for industrial, agricultural, and potable water and the quality and quantity of water available to meet these demands.

Policy 5E.2.2: Establish public wellfield protection areas to protect current and future public water supply needs from potential adverse effects from adjacent incompatible land uses and activities.

Policy 5E.2.3: Groundwater in and adjacent to Wellfield Protection Areas and designated High Aquifer Recharge Areas shall be given special protection according to the following provisions:

a) Limit incompatible land uses within public wellfield protection zones and designated High Aquifer Recharge Areas consistent with federal, state, and SFWMD regulations. Appropriate development regulations shall be established to control land uses and activities in proximity to wellfields and designated High Aquifer Recharge Areas. These controls will be based upon:

- The potential of the land use or activity to contaminate groundwater;
- Distance from a public wellfield;
- Local aquifer geology; and
- The capability of the activity to contain or eliminate the hazard of contamination.

These regulations shall control activities involving fuel storage tanks, hazardous waste generators and hazardous material users, private wells, wastewater treatment systems, landfilling operations, dairies or other uses with a high potential for groundwater contamination.

b) Regulate well construction near public wellfields. New well construction shall be regulated and inspected to ensure that wells are properly constructed and properly closed and sealed when no longer in use. The construction of new private wells in the vicinity of existing public wellfields shall be limited by the development regulations to protect the water supply.

c) In conjunction with the SFWMD and Miami-Dade County, identify and designate High Aquifer Recharge Areas and the basis for that identification, areas for wellfield expansion, and potential areas for future wellfield locations based on projected need, existing land uses, and appropriate environmental, social, and economic criteria. After the identification and designation of High Aquifer Recharge Areas has been completed, development regulations shall address the levels of protection needed for these areas.

Policy 5E.2.4: Development regulations shall be adopted to minimize the risk of degrading groundwater quality and to ensure compliance with Miami-Dade County, state and federal water quality standards by any activity or proposed activity with a significant potential for adversely affecting stream-to-sink surface water basins or areas where the Floridan Aquifer system is unconfined or semi confined.

Policy 5E.2.5: Appropriate local planning, development design standards, and special construction practices shall be required to ensure both short and long-term mitigation of impacts on groundwater created by activities occurring in stream-to-sink basins and in areas where the Floridan Aquifer is unconfined or semi confined. The following provisions shall apply:

a) All new development or modifications to existing development shall provide stormwater treatment.

b) Corrective action to retrofit or upgrade existing hazardous material facilities consistent with standards applicable to new facilities shall be required by the City. The Hazardous Materials Management Code and development regulations establish guidelines and minimum compliance standards for existing facilities.

c) New development activities that involve handling or storing of hazardous materials may be prohibited in areas and shall be subject to the general requirements, siting prohibitions, storage facility standards, secondary containment requirements, and monitoring provisions of the Hazardous Materials Management Code. Where such facilities exist and are proposed to be modified, development review and permitting activities shall include careful evaluation and implementation of engineering and management controls, setbacks and buffers, and monitoring. Existing facilities shall meet the requirements of the Hazardous Materials Management Code pertaining to such facilities.

Policy 5E.2.6: All development located within the High Aquifer Recharge Area shall ensure that post-development water runoff rate and/or volume and water quality does not exceed pre-development runoff rate and/or volume and water quality.

Policy 5E.2.7: Abandoned installations or facilities shall be properly deactivated, with contaminants properly disposed. Leaking underground storage tanks shall be promptly taken out of service and repaired. Abandoned underground storage tanks shall be removed, unless removal would threaten the structural integrity of a nearby building or other structure. In such cases where in-place abandonment is necessary, the tanks shall be abandoned in-place by removing all hazardous materials, cleaning the tank, and filling with an appropriate inert substance. The development regulations shall specify proper procedures for the various types of materials and installations and shall address methods of assessing and recovering the costs of the activity. Abandoned wells shall be sealed.

Policy 5E.2.8: Existing installations or facilities that have the potential for significant contamination of groundwaters shall be retrofitted or replaced with leak detection, secondary containment, and environmental monitoring. Groundwaters that may be significantly and adversely affected by new installations, facilities, or other development activities shall be protected by stringent engineering controls, limited development densities and/or use restrictions, and monitoring. The development regulations shall specify the engineering controls, setback requirements, buffers, appropriate densities, use restrictions, and monitoring to implement this policy.

Policy 5E.2.9: Old garbage disposal areas, illegal dumps, other waste sites where groundwater contamination has been determined to exist, and such other sites that may potentially contain contaminants that threaten groundwater resources shall be evaluated and appropriate cleanup activities identified and implemented. When the responsible party for the site is known, such person or persons shall assume the costs of the evaluation, monitoring and cleanup measures.

VI. CONSERVATION ELEMENT

Goals, Objectives, and Policies

Goal: Continue to conserve, protect and enhance the natural and environmental resources of Doral to ensure a high quality of life for present and future residents of the City of Doral through prudent management, public education, appropriate regulations and enforcement, and active partnerships with governmental entities and all other interested parties.

Objective 6.1: **Potable Water Conservation**
Conserve potable water as a resource of the City and the region as a whole in order to reduce per capita water demand and better meet present and projected needs of all consumers.

Evaluation Measure #1: Annual record of per capita water demand.

Evaluation Measure #2: Number of City-supported water conservation programs.

Policy 6.1.1: Continue to enforce all federal, state, and regional, and county water quality standards in the City.

Policy 6.1.2: Annually communicate the projected population and non-residential growth to the Miami-Dade Water and Sewer Department (WASD) to ensure long term demand is reflected in WASD's water supply reports and permits with the South Florida Water Management District (SFWMD) and other Federal and State agencies.

Policy 6.1.3: Cooperate with local, regional, state and federal agencies concerning the proper management of fresh water resources in order to conserve and maintain sufficient fresh water supplies, especially during dry periods, including cooperation with the Miami-Dade County WASD and the SFWMD for the implementation of water demand management policies and programs.

Policy 6.1.4: Coordinate with Miami-Dade County WASD and the SFWMD to implement emergency water conservation measures when necessary.

Policy 6.1.5: Coordinate with the Miami-Dade County WASD to encourage the creation and expansion of storage and distribution facilities for

reclaimed water to institutional, commercial, and residential properties in an effort to reduce the use of potable water for irrigation purposes.

Policy 6.1.6: Incorporate criteria in the Land Development Code that requires compliance with the policies of the South Florida Water Management District to conserve the potable water supply, including groundwater recharge, water-saving devices and xeriscape concepts.

Policy 6.1.7: Consider implementation of a leak detection program that would identify users with unaccounted for water loss greater than 10 percent

Policy 6.1.8: Continue to provide water conservation booklets and brochures produced by the SFWMD and other environmental agencies are readily available at City Hall and other public facilities to residents and businesses.

Policy 6.1.9: Make available copies of the Florida-Friendly Landscaping Guide to Plant Selection & Landscape Design lists of plant species classified by water demand for use by residents and developers as part of the City's public awareness efforts.

Objective 6.2: **Air Quality**
Protect air quality in the City from potential degradation by meeting or exceeding current and future state and federal air quality standards.

Evaluation Measure: Review test results from county, regional and state agencies to ensure air quality in Doral meets or exceeds Federal standards.

Policy 6.2.1: Coordinate with county and state agencies to ensure Federal air quality standards are met or exceeded in order to maintain and improve existing air quality.

Policy 6.2.2: Coordinate with Miami-Dade County to perform air pollutant tests at specific sites if signs of air pollution are evident.

Policy 6.2.3: Coordinate with the Miami-Dade County Department of Regulatory and Economic Resources (RER), United States Environmental Protection Agency (EPA), Florida Department of Environmental Protection (FDEP), and the Miami International Airport to institute policies and projects aimed at maintaining current air quality levels in conformance with EPA's National Ambient Air Quality Standards (NAAQS).

Policy 6.2.4: Utilize standards in the Land Development Code that minimize the generation of excessive dust from construction sites and cleared areas and nuisance odors from industrial and business uses.

Objective 6.3: **Surface Water Quality**
Maintain and improve the water quality of the City's water bodies based on current Florida Department Environmental Protection (FDEP), South Florida Water Management District (SFWMD), and Miami-Dade County rules and regulations.

Evaluation Measure #1: Annual monitoring of regular water quality testing results in Doral by the Miami-Dade County Department of Regulatory and Economic Resources (RER) to meet the requirements of the National Pollution Discharge Elimination Program (NPDES) as approved by the Florida Department Environmental Protection (FDEP).

Evaluation Measure #2: Number of water pollution events reported to Miami-Dade County Department of Regulatory and Economic Resources (RER) annually for investigation.

Policy 6.3.1: Coordinate with the Miami-Dade County Department of Regulatory and Economic Resources (RER) and Florida Department Environmental Protection (FDEP) to conduct routine water quality tests in the C-6 Drainage Basin for bacteriological contamination and advocate improvements where necessary to maintain acceptable water quality.

Policy 6.3.2: Maintain cooperative relationships with government environmental agencies to ensure prompt response and investigation of events that may threaten the quality of water resources in and around the City.

Policy 6.3.3: Work with County RER and other regulatory agencies to identify and monitor industries and businesses in the City of Doral that generate and/or handle more than 50 gallons of hazardous and industrial wastes per year.

Policy 6.3.4: Ensure proper implementation and enforcement of Miami-Dade County's "Best Management Practices" for control of non-point water pollution sources.

Policy 6.3.5: Coordinate with regional and state environmental agencies to provide educational outreach materials to enhance public awareness of surface water quality issues and best management practices to protect water quality.

Objective 6.4: **Groundwater, Drainage and Floodplain**
Conserve and protect the 100-year floodplain, groundwater aquifer recharge areas and natural drainage features within the City from degradation and provide for effective surveillance and cleanup of polluted areas to meet the requirements of the State Comprehensive Plan.

Evaluation Measure #1: Monitoring of groundwater and aquifer recharge areas.

Evaluation Measure #2: Continue to implement Land Development Code regulations that include appropriate stormwater management and flood protection policies which shall apply to all lands, including most specifically areas of the City identified as Basin B, where special restrictions and requirements are set forth in Chapter 24 of the Code Miami-Dade County, Florida.

Evaluation Measure #3: Continue to implement stormwater and flood management measures to minimize impacts to water quality and potential flooding.

Policy 6.4.1: Continue working with the Miami-Dade County Department of Regulatory and Economic Resources (RER) to monitor water quality levels in the C-6 Drainage Basin and sub-basins for the presence of the 12 indicator pollutants identified under the United States Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) regulations and the Miami-Dade County Department of Regulatory and Economic Resources (RER) Planning Criteria and Procedures. Coordinate with all responsible parties, environmental agencies and DERM to ensure implementation of appropriate removal mechanisms and abatement measures.

Policy 6.4.2: Continue to enforce existing Land Development Code regulations to preserve and enhance the functions of natural groundwater aquifer recharge areas and natural drainage features and to ensure that adequate stormwater management standards for pervious areas, retention and detention, are included from the SFWMD and the Miami-Dade County RER, and that the drainage LOS standard adopted in this Comprehensive Plan is met.

Policy 6.4.3: Continue to work with the Miami-Dade County RER to encourage aquifer recharge and storage capacity for the Biscayne Aquifer through stormwater management planning and permitting.

Policy 6.4.4: Monitor construction activity within the Special Flood Hazardous Area (SFHA) and, where necessary, regulate new construction to

reduce future flood risk by developing a flood plain ordinance and joining the National Flood Insurance Program (NFIP).

Policy 6.4.5: Ensure that all critical public emergency management facilities are located outside the SFHA (FEMA Flood Zone AE), whenever feasible.

Policy 6.4.6: Continue to implement stormwater management and flood damage prevention regulations into the Land Development Code by maintaining consistency with program policies of the Federal Insurance Administration.

Policy 6.4.7: Monitor new, cost-effective planning and regulatory tools for minimizing flood damage, such as modifications to minimum building setbacks along waterways, minimum allowable impervious areas within a site, or requiring upgraded building and construction techniques, and incorporate proven standards into the Land Development Code.

Policy 6.4.8: Work with appropriate agencies and private development to help provide improved stormwater management systems in industrial and heavy commercial areas, in areas with significant concentrations of hazardous waste generators, and within wellfield protection areas.

Policy 6.4.9: No new facilities that use, handle, generate, transport, or dispose of hazardous wastes shall be permitted within the Northwest Wellfield Protection Area. All existing facilities that use, handle, generate, transport or dispose of more than the maximum allowable quantity of hazardous wastes within the Northwest Wellfield Protection Area shall be required to take substantial measures such as secondary containment and improved operating procedures to ensure environmentally safe operations. Identify and report all existing facilities that are significant sources of pollution within wellfield protection areas to Miami-Dade County DERM.

Policy 6.4.10: Coordinate with local and regional water resources agencies to expand the ambient groundwater monitoring program to include all wellfield protection areas to serve as an "early warning system" for monitoring high risk land uses and point sources.

Policy 6.4.11: Coordinate with the County to have all county-owned and operated facilities that use hazardous materials or generate hazardous wastes moved to locations that are outside and down gradient of wellfield protection areas whenever such facilities need to be expanded by more than 50 percent.

Policy 6.4.12: Provide for regular updates to the City's adopted Stormwater Master Plan.

Policy 6.4.13: Protect and enhance the stormwater management systems that recharge the Northwest Wellfield Area.

Policy 6.4.14: Provide for the protection and conservation of the natural functions of existing floodplains.

Policy 6.4.15: Coordinate with Miami-Dade County WASD to develop strategies to improve the resiliency of existing water resources in order to protect future water quality and minimize the potential for flood damage and water shortage.

Policy 6.4.16: Continue to implement floodplain management strategies and programs to improve the City's Community Rating System (CRS) ranking.

Objective 6.5: **Wetlands**
Ensure that wetlands and the natural functions of wetlands are protected and conserved from intrusive actions that could result in environmental damage or degradation consistent with applicable federal, state, regional and county regulations.

Evaluation Measure: Number of development permits issued that result in a decrease in acreage of wetlands and natural functions.

Policy 6.5.1: Provide for the protection and conservation of the natural functions of existing wetlands.

Policy 6.5.2: Identify future wetlands to be protected based on the type of wetland, function, size, conditions/location, and overall resource value. These wetlands shall be used for purposes that are compatible with their natural values and functions, and land development regulations shall be adopted to provide these areas with the maximum feasible protection, by using such tools as upland buffers, exotic vegetation removal, hydroperiod restoration, compensatory wetland mitigation and dedication of conservation easements. Activities in wetland areas may be permitted provided all applicable federal, state, regional and local external environmental agency permits have been obtained.

Policy 6.5.3: Support the public acquisition of all privately-owned wetlands identified by the South Florida Regional Planning Council as Natural Resources of Regional Significance and wetlands on federal, state or county land acquisition lists.

Policy 6.5.4: Direct all future land uses that are incompatible with the protection and conservation of wetlands and wetland functions away from wetlands.

Policy 6.5.5 By 2018, develop a preservation plan for the FPL easement area along the east side of NW 107th Avenue from NW 58th Street to NW 66th Street and extending along the north side of NW 62nd Street from NW 107th Avenue to NW 102nd Avenue. Adopt an amendment to change the land use for these areas to the 'Environmentally-Protected Parks' category.

Objective 6.6: **Natural Resources**
Appropriately use, protect and conserve native vegetative and other natural resources of the City.

Evaluation Measure: City's adoption of Land Development Code regulations that ensure development and conservation activities shall protect natural resources.

Policy 6.6.1: Manage environmentally sensitive natural systems in the City, including, but not limited to, water resources, wetlands, and native habitats of flora and fauna through prudent land use planning and land development regulations.

Policy 6.6.2: Work with the private sector to obtain ownership of the 48 acres environmentally-sensitive wetland area in the vicinity of NW 107th Avenue and NW 74th Street, free-of-charge to the City.

Policy 6.6.3: Work with Miami-Dade County to implement the Environmentally Endangered Lands Program (EEL) to identify and secure environmentally endangered lands within the City and to protect and maintain those lands once they have been acquired through the EEL program.

Policy 6.6.4: Coordinate with Miami-Dade County Department of Regulatory and Economic Resources (RER) and the South Florida Water Management District (SFWMD) to promote the acquisition, retention and management of unique natural areas to preserve natural areas and passive open space.

Policy 6.6.5: Protect the City's environmentally sensitive lands as identified by public environmental agencies through designation as "Environmentally Protected Parks" on the Future Land Use Map.

Policy 6.6.6: Working with RER, and the County's Solid Waste Management, manage the disposal of solid and hazardous waste so as to protect the City's natural resources.

Policy 6.6.7: Pursue grant opportunities for the restoration and/or enhancement of degraded natural areas, including but not limited to, restoration of natural hydrology or removal of non-native vegetation.

Policy 6.6.8: Continue to increase public awareness of critical wildlife areas and natural preserves by distributing public education materials, allowing appropriate access, and reporting violations of the rules and regulations to the appropriate agencies.

Objective 6.7: Plants and Wildlife

Conserve, appropriately use and protect wildlife and plant species listed as endangered, threatened, or of special concern that inhabit the environments in Doral where possible.

Evaluation Measure #1: Number of annual contacts with local, state and federal agencies to ensure the habitats of endangered or threatened wildlife species are protected including annual number of infractions investigated by governmental entities related to endangered or threatened species.

Evaluation Measure #2: Number of site plans reviewed annually consistent with wildlife and plant code requirements.

Policy 6.7.1: Work with public agencies, residents and private developers to identify all endangered, threatened, and species of special concern residing in the City.

Policy 6.7.2: Cooperate with local, regional, state and federal environmental agencies in protecting wildlife and plant species listed as endangered, threatened, rare, or of special concern, and support their efforts to protect and conserve the habitats in which they reside.

Policy 6.7.3: Develop Land Development Code regulations and processing requirements that protect wildlife and vegetative habitats that are endangered, threatened, rare, or of special concern.

Policy 6.7.4: Coordinate with adjacent local governments to conserve, appropriately use, or protect unique vegetative and wildlife communities located within more than one local jurisdiction.

Policy 6.7.5: Promote public acquisition of wildlife and vegetative habitats that are endangered, threatened, rare, or of special concern; dedication

of conservation easements or reservations; and designation of those areas as "Environmentally-Protected Parks" on the Future Land Use Map.

Policy 6.7.6: Implement land clearance regulations that require the removal of targeted non-native invasive plant species and the preservation of native vegetative communities during land development, to the greatest extent practicable, thereby enhancing wildlife habitat. When any native tree must be removed, at least two (2) native trees shall be planted to replace the removed tree.

Policy 6.7.7: Continue to include conditions on development plan approvals that require the submittal of required local, state, and federal permits pertaining to listed flora and fauna species prior to clearing and building on the site.

Policy 6.7.8: Increase public appreciation and awareness of native wildlife and habitats in and around the community through newspaper articles, brochures, presentations, workshops, and other means of education, and how residents can help enhance those habitats.

Objective 6.8: **Minerals and Soils**
Conserve, appropriately use and protect minerals and soils in Doral.

Evaluation Measure: Implementation and enforcement of soil conservation and erosion standards in the Land Development Code.

Policy 6.8.1: Provide for the protection and conservation of the natural functions of existing soils through erosion and fugitive dust controls.

Policy 6.8.2: Utilize standards in the Land Development Code that prevent significant soil erosion and limit dust generation.

Policy 6.8.3: Develop Land Development Code regulations that guard adjacent residential and non-residential properties from the negative impacts of designated mineral mining areas.

Objective 6.9: **Hazardous Materials and Recycling**
Help ensure that hazardous materials are properly disposed of and recycling is encouraged.

Evaluation Measure #1: Number of pounds of recycled material annually.

Evaluation Measure #2: Number of hazardous waste spill incidents per year.

Policy 6.9.1: Maintain an inventory of commercial and industrial enterprises which utilize, produce, or dispose of hazardous chemicals as a means to track potential sources of water contaminants.

Policy 6.9.2: Cooperate with the County's Department of Solid Waste Management and RER to assure hazardous wastes generated within the City are properly managed to protect the environment.

Policy 6.9.3: Adopt and enforce Land Development Code regulations that incorporate development restrictions directed toward appropriate restriction of uses and management of hazardous materials.

Objective 6.10: **Archaeological and Historic Resources**
Ensure future land development activities incorporate appropriate measures to prevent damage to archaeologically and historically significant resources in Doral to the maximum extent feasible.

Evaluation Measure: Number of contacts with historic preservation agencies.

Policy 6.10.1: Coordinate with the county, state and federal governments in developing programs for implementing policies and regulations for identifying, preserving, and enhancing any sites of historical and archaeological significance, utilizing available public and private sector resources.

Policy 6.10.2: Development activities shall include precautions necessary to prevent adverse impacts to any historic or archaeological sites of significance identified in the future.

Policy 6.10.3: By 2019, implement the recommendations of the 2012 Historical and Archeological Resources Study.

Policy 6.10.4: Adopt Land Development Code regulations to preserve historically significant resources if such resources are identified in the future.

Policy 6.10.5: Identify historical, cultural or archeologically significant landmarks and landmark sites for inclusion in the City's recreation and open space inventory.

Objective 6.11: **Conservation Expansion**
Continually seek public acquisition of additional areas for nature preserves and passive open spaces to expand the opportunities for

conservation and increase public appreciation of natural habitats within the community.

Evaluation Measure #1: Number of grant applications applied for annually.

Evaluation Measure #2: Town participation/interaction with governmental and other not-for-profit organizations to improve and preserve environmental lands.

Policy 6.11.1: Pursue all available grant opportunities for preservation of natural areas.

Policy 6.11.2: Participate with other entities involved in the improvement and preservation of City ecosystems.

VII. PARKS AND RECREATION ELEMENT

Goals, Objectives, and Policies

Goal: Provide a high quality and diverse system of public parks and recreation sites that meet the needs of existing and future residents and businesses of the City of Doral.

Objective 7.1: **Parks and Recreation System Needs**
Continue to implement the Parks Master Plan to address park maintenance and amenities, new park and open space areas, and guide recreational activities.

Evaluation Measure #1: Annual inventory of parkland resources and amenities.

Evaluation Measure #2: Update of the Parks Master Plan by December 2016.

Policy 7.1.1: The City shall maintain and enhance its park level-of-service standard as follows:

2012-2014: 3.75 acres of developed park land per 1,000 residents.

2015-2020: 4.25 acres of improved park land per 1,000 residents.

2020-2025: 4.50 acres of improved park land per 1,000 residents.

Policy 7.1.2: Private development must meet at least 50 percent of its parks LOS impact on-site as developed public parks and open space.

Policy 7.1.3: Increase the citywide acreage of neighborhood parks (2-5 acres in size) in and near residential areas, and pocket parks in commercial areas.

Policy 7.1.4: Consult recommended site guidelines in *Outdoor Recreation in Florida* published by the Florida Department of Environmental Protection to address projected shortfalls in amenities as recreational sites are either upgraded or improved.

Policy 7.1.5: Provide a variety of recreational opportunities for the City's diverse community and ensure accessibility to recreational facilities.

Policy 7.1.6: Encourage an increased sense of community by providing a community center or amphitheater and promoting cultural activities such as arts and crafts fairs, international festivals, and green markets.

Policy 7.1.7: Provide appropriate lighting, parking, and security for the safety of citizens.

Policy 7.1.8: Identify grants and alternative funding sources to support park and recreation system development and maintenance.

Policy 7.1.9: Investigate "Adopt-a-Park" programs for private citizens, civic organizations, and private businesses to improve and maintain City parks.

Policy 7.1.10: Maintain existing recreation and facilities through the use of proper management and funding techniques. The City shall ensure recreation facilities are well managed, well maintained, and quality recreation programs are available to all residents.

Policy 7.1.11: All plans for development or redevelopment of parkland resources shall incorporate creative concepts of urban design and landscape. Active and passive recreation areas shall be planned in a manner designed to preserve environmentally sensitive features of the site. The design shall provide a circulation system to minimize conflict between pedestrians and vehicles. Adequate landscape and screening shall be integrated into park development plans to minimize land use conflicts, protect stability of established residential areas, and enhance community appearance.

Policy 7.1.12: Conduct a survey of private parks and open spaces, identifying where they exist and where they are needed through the Parks Master Plan.

Policy 7.1.13: Update the City's Parks Master Plan by December 2016 and as part of the future park sites analysis phase evaluates the feasibility of a passive park on publicly-owned parcels near the southern entrance of the Doral Park development.

Objective 7.2 **Park Accessibility**

All public recreational facilities shall be made accessible to automobiles, bicycles, and pedestrians to the maximum extent possible.

Evaluation Measure #1: Availability of parking spaces (including handicap) and bike racks at existing and future parks.

Evaluation Measure # 2: Transportation system upgrades contained in the City's five-year Capital Improvement Program.

Policy 7.2.1: As future roadway improvements are analyzed and designed, the City shall provide for non-motorized transportation needs using FDOT design standards for bicycle facilities.

Policy 7.2.2: Public parks and facilities shall be designed and constructed with entrances that are compatible with the character and quality of onsite natural resources. In planning and designing these entrances, the City shall remove barriers limiting access to the physically handicapped.

Policy 7.2.3: Upon completion of park renovations, all public and private parks and recreation facilities shall be provided with bicycle and pedestrian entrances.

Policy 7.2.4: Assure that public and private facilities including recreation improvements are designed in a manner that incorporates facilities accessible to the handicapped and the elderly.

Policy 7.2.5: Study the feasibility of utilizing FPL easements as linear greenways through areas of Doral and parks, and as possible sites for parking and drainage to support adjacent to parks.

Policy 7.2.6: Create a comprehensive network of new or enhanced greenways and recreational trails linking parks and open space, residential areas, and schools to provide a safe recreational transportation system.

Policy 7.2.7: Provide new and enhanced park access to appropriate water bodies.

Objective 7.3: **Park Coordination with Other Agencies**

During its annual review of recreation site and facility needs, the City shall coordinate planning for recreation and open space improvements with each level of government, including the Miami-Dade County School Board, major civic groups, and the private sector in order to promote recreational and educational opportunities in a cost-effective manner.

Evaluation Measure: Dialogue between the City and non-City entities that provide recreational and civic facilities and programs, with the objective of expanding opportunities of mutual benefit.

Policy 7.3.1: Utilize Joint Use Master Lease Agreements with the Miami-Dade County School Board to maximize joint use of school sites for both school and recreational activities in the future.

Policy 7.3.2: Continue to coordinate with Miami-Dade County to ensure that sufficient parkland is provided in the areas adjacent to the City in order to reduce non-resident use of City facilities.

Policy 7.3.3 Coordinate with Miami-Dade County on study of recreational opportunities related to the "Lake Belt Area" adjacent to the City.

Policy 7.3.4: Encourage civic and private groups to provide recreation programs, such as baseball, soccer, and softball, for residents within public parks.

Policy 7.3.5: Ensure that the advantages of all appropriate local and non-local sources of financial and technical assistance are sought and received. Continually monitor and aggressively pursue local, state, and federal grants to ensure the attainment of recreation objectives in a cost-effective and fiscally equitable manner.

Policy 7.3.6: Coordinate City park planning and natural area or open space acquisition and management with other public agencies at the regional, county, state and federal levels of government as well as non-profit agencies.

Policy 7.3.7: Park and recreation resources shall be used by the City as an instrument for environmental education as well as other adaptive educational programs. This effort shall facilitate the use of local parks as year round community education and recreation facilities for all age groups.

Objective 7.4 **Park Land Acquisition**

Acquire land necessary for maintaining the parks and recreation level of service (LOS) standards. The land acquisitions shall be strategically located in order to maximize accessibility to residents served. Development of the acquired sites shall be consistent with specific plans designed to: (1) achieve cost efficiency; (2) fulfill the spatial and functional needs of the intended uses; (3) enhance the appearance of the City; and (4) establish highly visible City focal points which reinforce a sense of community.

Evaluation Measure: Number of sites (and acreage) acquired outright or shared that add to or enhance the City's Park, Recreation and Open Space network.

Policy 7.4.1: Investigate a public referendum to create a bond for future park needs.

Policy 7.4.2: Utilize park impact fees towards new development and redevelopment.

Policy 7.4.3: The City should examine all possibilities for land acquisition through direct purchase or the implementation of specific regulatory mechanisms including, but not limited to, conservation easements, lease of private lands, property exchange, lease of private lands, private donation and eminent domain.

Policy 7.4.4: Identify and pursue the public land acquisition of unique natural areas and open spaces for the development of passive parks and/or environmental conservation.

Policy 7.4.5: By 2019, coordinate with DERM/USFWS the preparation of an inventory of unique and endangered environmental properties in the City, and evaluate available options for preservation and long-term maintenance.

VIII. EDUCATION FACILITIES ELEMENT

Goals, Objectives, and Policies

Goal : Quality traditional and non-traditional educational facilities for Doral's residents, children, and businesses providing outstanding and diverse educational opportunities, and to develop, operate and maintain a system of public education by Miami-Dade County Public Schools, in cooperation with the City and other appropriate governmental agencies, which will strive to improve the quality and quantity of public educational facilities available to the citizens of the City of Doral and Miami-Dade County, Florida.

Objective 8.1: **Educational Facilities and Opportunities**
Actively coordinate with the Miami-Dade County School Board and charter school developers in the siting and management of educational facilities and services throughout the City.

Evaluation Measure #1: Significant reduction in the number of portables at educational facilities within the City.

Evaluation Measure #2: Number of annual contacts and meetings with the School Board staff.

Policy 8.1.1: Work closely with the School Board to implement the "Interlocal Agreement for Public School Facility Planning in Miami-Dade County."

Policy 8.1.2: Continue to work proactively with the School Board and charter school developers to substantially reduce overcrowding in Doral schools and improve educational quality through the improvement of existing schools, the creation of new schools, and school boundary changes when necessary.

Policy 8.1.3: Continue to work with Miami-Dade County to identify library site within the City of Doral by 2018.

Policy 8.1.4: Whenever practical, attend School Board staff meetings and workshops open to the public where issues impacting the City are addressed.

Policy 8.1.5: Participate in staff working groups as required in the "Interlocal Agreement for Public School Facility Planning in Miami-Dade County."

Policy 8.1.6: As part of the Interlocal Agreement between Doral and the School Board:

- Establish a joint process for collaborative planning and decision-making on population projections and public school siting to accomplish coordination between the City's adopted Comprehensive Plan and the long range plans of the School Board;
- Supply requested socio-economic information to Miami-Dade County and the School Board in order to facilitate accurate and updated annual student enrollment projections for the City; and
- Provide an annual report on growth and development trends within the City to the School Board.

Policy 8.1.7: Annually review and evaluate the School Board's Tentative District Educational Facilities Plan, and provide comment on the plan's consistency with the City's Comprehensive Plan and Land Development Code (LDC).

Policy 8.1.8: Participate in the School Site Planning and Construction Committee (SSPCC) as needed, and review potential sites for new schools, proposals for significant renovation, additions to existing buildings and portables, and any planned closure of existing schools.

Policy 8.1.9: Attend the annual planning forum hosted by the School Board's Site Planning and Construction Committee (SSPCC), when City of Doral schools are discussed.

Policy 8.1.10: Evaluate any potential school site acquisition or expansion in the City within 45 days of written notice from the School Board for consistency with the City's Comprehensive Plan and Land Development Code (LDC).

Policy 8.1.11: Provide comment to the School Board on all proposed construction or expansion of public educational facilities within the City's jurisdiction no later than 60 days after receipt of a complete site plan for consistency with the City's Comprehensive Plan and Land Development Code (LDC).

Policy 8.1.12: Coordinate with the School Board to address any on-site and off-site improvements necessary to support new schools, proposed significant expansion of existing schools, or mitigate any existing adverse traffic and other impacts around schools.

Policy 8.1.13: Invite a School Board staff representative to attend a Local Planning Agency (LPA) meeting as a non-voting member whenever

comprehensive plan amendments or rezonings are being considered that, if approved, would increase residential density.

Policy 8.1.14: Notify the School Board of any proposed land use applications and development proposals that may affect future student enrollment or school facilities, and include a School Board representative in the development review process for all residential zoning hearing applications that, if approved, would increase residential density

Policy 8.1.15: Coordinate with neighboring jurisdictions to address public school issues of mutual concern.

Policy 8.1.16: Consider collocation, shared use, and/or community school opportunities for existing and future schools and community facilities where appropriate.

Policy 8.1.17: Coordinate with the School Board on Capital Improvements undertaken by the City, such as funding priorities for mutually beneficial improvements or opportunities for collocation or sharing of facilities.

Policy 8.1.18: The City will provide an expedited land use review process for all proposed public schools within Doral.

Policy 8.1.19: Work closely with the School Board to review and revise, if appropriate, the student generation ratios used in the residential component of the downtown and community mixed use opportunity areas.

Objective 8.2: **Public Schools Level-of-Service**

The City shall coordinate, with the Miami-Dade County Public Schools, new residential development with the future availability of public school facilities consistent with the adopted level of service standards for public school concurrency to ensure the inclusion of those projects necessary to address existing deficiencies in the 5-year schedule of capital improvements and meet future needs based upon achieving and maintaining the adopted level[1] of service standards throughout the planning period.

[1] Level of Service standards for public school facilities apply to those traditional educational facilities owned and operated by the Miami-Dade County Public Schools that are required to serve the residential development within their established Concurrency Service Area. Level of Service standards do not apply to charter schools However the capacity of both charter and magnet schools will be credited against the impact of the development. No credit against the impact of development shall be given for either magnet or charter schools if their district-wide enrollment is at or above 1 0 0 % FISH Capacity.

Evaluation Measure #1: Annual review of the latest adopted Miami-Dade County Public Schools Facility Work Program to determine if the adopted concurrency level of service standard is being achieved.

Policy 8.2.1: Beginning January 1, 2008, the adopted level of service standard (LOS) for all Miami-Dade County 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 area CCSA) defined as the public school attendance boundary established by the Miami-Dade County Public Schools.

The adopted LOS standard for Magnet Schools is 100% of FISH (with relocatable classrooms) which shall be calculated on a district-wide basis.

Policy 8.2.2: It is the goal of Miami-Dade County Public Schools and the City of Doral for all public school facilities to achieve 100% utilization of Permanent FISH (no relocatable classrooms) capacity by January 1. 2018. To help achieve the desired 100% utilization of Permanent FISH by 2018, Miami-Dade County Public Schools should continue to decrease the number of relocatable classrooms over time. Public school facilities that achieve 100% utilization of Permanent FISH capacity should to the extent possible no longer utilize relocatable classrooms, except as an operational solution. Relocatable classrooms may be used by the Miami-Dade County Public Schools as an operational solution to achieve the level of service standard during replacement, remodeling, renovation or expansion of a public school facility.

Policy 8.2.3: In the event the adopted LOS standard of a CSA cannot be met as a result of a proposed development's impact, the development may proceed provided at least one of the following conditions is met:

a) The development's impact can be shifted to one or more contiguous CSAs that have available capacity and are located, either in whole or in part, within the same Geographic Areas Northwest, Northeast, Southwest, or Southeast as the proposed development; or

b) The development's impact is mitigated, proportionate to the demand for public school schools it created, though a combination of one or more appropriate proportionate share mitigation options, as defined in Section 163.3180 (13)(e)l, Florida

Statutes. The intent of these options is to provide for the mitigation of residential development impacts on public school facilities, guaranteed by a legal binding agreement, through mechanisms that include one or more of the following: contribution of land; the construction, expansion, or payment for land acquisition or construction of a permanent public school facility; or the creation of a mitigation bank based on the construction of a permanent public school facility in exchange for the right to sell capacity credits. The proportionate share mitigation agreement is subject to approval by the Miami-Dade County School Board. City of Doral and the Miami-Dade County Board of County Commission and must be identified in the Miami-Dade County Public Schools. Facility Work Program.

c) The development's impacts are phased to occur when sufficient capacity will be available.

d) The development's impacts are mitigated by the establishment of a charter school.

If none of the above conditions is met, the development shall not be approved.

Policy 8.2.4: Concurrency Service Areas (CSA's) shall be delineated to: 1) maximize capacity utilization of the facility; 2) limit maximum travel times and reduce transportation costs; 3) acknowledge the effect of court-approved desegregation plans; 4) achieve socio-economic, racial, cultural and diversity objectives; and 5) achieve other relevant objectives as determined by Miami-Dade County Public Schools' policy on maximization of capacity. Periodic adjustments to the boundary or area of a CSA may be made by Miami-Dade County Public Schools to achieve the above stated factors. Other potential amendments to the SA's shall be considered annually at the Staff Working Group meeting to take place each year no later than April 30 or October 31, consistent with Section 9 of the Interlocal Agreement for Public School Facility Planning.

Policy 8.2.5: Ensure, via the implementation of the concurrency management system and Miami-Dade County Public School Facilities Work Program for educational facilities, that existing deficiencies are addressed and the capacity of schools is sufficient to support residential development at the adopted level of service (LOS) standards throughout the planning period in the 5-year schedule of

capital improvements.

Policy 8.2.6: Pursuant to Chapter 163, Florida Statutes, the 2015-2016 Miami-Dade County Public Schools 5-year District Facilities Work Program, developed by Miami-Dade Public Schools and adopted by the Miami-Dade County School Board, is incorporated by reference into the City's Capital Improvement Plan, as applicable. The City shall coordinate with Miami-Dade County Public Schools to annually update its Facilities Work Program and/or concurrency service area maps to include existing and anticipated facilities for both the 5-year and long-term planning periods, and to ensure that the adopted level of service standard will continue to be achieved and maintained. The City, through its annual updates of the 5-year Capital Improvement Element and Program, will incorporate by reference the latest adopted Miami-Dade County Public Schools Facilities Work Program for educational facilities. The City, Miami-Dade County Public Schools and other local governments will coordinate their planning efforts prior to and during the City's Comprehensive Land Use Plan amendment process, and during updates to the Miami-Dade County Public Schools Facilities Work Program. The Miami-Dade County Public Schools Facilities Work Program will be evaluated on an annual basis to ensure that the level of service standards will continue to be achieved and maintained throughout the planning period.

Policy 8.2.7: Coordinate with Miami-Dade County Public Schools in the annual review of the City's Educational Element, and make amendments as necessary, pursuant to Florida Statutes, the Interlocal Agreement and other objectives and policies herein.

Objective 8.3: **Enhance Educational Quality and Opportunities**

Expand the use of non-traditional (nonpublic, charter and private) school facilities in the City in order to reduce public school over-crowding and provide more quality educational options for Doral's school age and adult population.

Evaluation Measure #1: Number of new student seats added in new or expanded non-public and private charter schools.

Evaluation Measure #2: Increase in the number of non-traditional (e.g., charter schools) education options available to Doral residents.

Policy 8.3.1: Encourage the School Board, developers, private and charter school operators to initiate creative alternatives for addressing the additional

student capacity created by new residential development, including, but not limited to, school construction by private businesses and the leasing of existing buildings for schools.

Policy 8.3.2: Research the feasibility of establishing ~~an~~ Education Facilities Benefit Districts (EFBDs) within the City as a mechanism to supply needed school facilities.

Policy 8.3.3: Investigate opportunities for creating charter schools within the City that are funded through private businesses, non-profit agencies, and/or the City.

Policy 8.3.4: Work closely with the School Board to investigate requirements and methods to apply at the development approval stage to ensure that charter schools in the City remain in operation, or if forced to close, an alternative plan is triggered to make sure the quality and size of the school is replicated in another nearby location.

Policy 8.3.5: Encourage universities, colleges, non-profit education providers and the School Board to establish college-level and adult education facilities and programs in, or in close proximity to, Doral.

Policy 8.3.6: Work with area businesses to identify any educational needs they have and develop strategies to help meet them.

Objective 8.4: **School Location and Accessibility**

Locate and design new schools and improve existing educational facilities to increase accessibility and safety for residents and children, while protecting neighborhoods and promoting, when feasible, collocation of community facilities.

Evaluation Measure #1: Number of shared facilities within the City.

Evaluation Measure #2: Increase in length of sidewalks and other pathways connecting schools with parks and neighborhoods.

Policy 8.4.1: Provide linkages between schools, parks, libraries and other public facilities, and neighborhoods with sidewalks, trails, and bikeways for safe access.

Policy 8.4.2: Support the collocation of public facilities, including parks, libraries and community centers, with schools where feasible.

Policy 8.4.3: Consider collocation and shared use opportunities when preparing future capital improvement plans, and when planning and designing new or renovated community facilities.

Policy 8.4.4: Schools shall be allowed in all land use categories on the adopted Future Land Use Map and all zoning districts in the Land Development Code.

Policy 8.4.5: Schools shall be encouraged in or near residential neighborhoods whenever possible provided adverse impacts to neighborhoods are minimized.

Policy 8.4.6: Work with developers, other private interests, and the School Board to find suitable locations for new school sites within the City.

Policy 8.4.7: Consider supplementing school transportation with trolleys, mini-buses, or other alternative transportation methods.

Policy 8.4.8: When selecting a site, Miami-Dade County Public Schools will consider if the site meets the minimum size criteria as recommended by the State Department of Education or as determined to be necessary for an effective educational environment.

Policy 8.4.9: The City shall encourage Miami-Dade County Public Schools to submit proposed site plans for public school facilities in the City of Doral to the City for its review.

Policy 8.4.10: Coordinate with Miami-Dade County Public Schools in the potential use of appropriate public schools as emergency shelters as necessary during emergencies.

Objective 8.5: **School Overcrowding**

Promote the reduction of overcrowding which currently exists in the Miami-Dade County Public Schools, while striving to attain an optimum level of service pursuant to Objective 8.2.

Policy 8.5.1 Work with Miami-Dade County Public Schools to reduce overcrowding in Doral schools by supporting construction of new schools and the expansion of existing schools.

Objective 8.6: **Public School Impacts**

Schools shall be encouraged in or near residential neighborhoods whenever possible and to coordinate with Miami-Dade Public

Schools to mitigate adverse impacts of public school facilities on the surrounding communities, particularity as it relates to traffic infrastructure, landscaping, operationalactivities, security, historical resources, and aesthetics.

Policy 8.6.1: Coordinate with Miami-Dade County Public Schools and other adjoining jurisdictions and agencies in the development of policies and procedures that address the adverse impacts of existing and new public school facilities on the surrounding communities.

Policy 8.6.2: Miami-Dade County Public Schools shall be encouraged to develop and operate all of its public school facilities within the framework of the City's established land use regulations, processes and procedures.

IX. INTERGOVERNMENTAL COORDINATION ELEMENT

Goals, Objectives, and Policies

Goal: Undertake actions necessary to establish and maintain intergovernmental relationships designed to improve communication and coordination with public and private entities involved in development activities, resource conservation, transportation and infrastructure, and growth management, including the achievement of consistency among all government agencies implementing plans and programs affecting the City of Doral.

Objective 9.1: **Improve Coordination**
Continue to improve coordination activities with governmental agencies possessing planning and regulatory authority which affect the City's land use, transportation system, utilities, educational facilities, financial affairs, environmental issues and other applicable areas.

Evaluation Measure: Establishment of a formal monitoring function within City government for intergovernmental coordination.

Policy 9.1.1: Coordinate planning activities mandated by the Comprehensive Plan with area communities, federal, state, regional, county, school board and other local governments and agencies.

Policy 9.1.2: Participate in federal, state, regional and area workshops, meetings and public hearings relating to topics affecting Doral and its environs.

Policy 9.1.3: Provide effective coordination with different agencies through interlocal agreements, joint planning and service agreements, special legislation and joint meetings or work groups.

Policy 9.1.4: Special coordination emphasis shall be placed on maintaining effective lines of communication with county, regional and state agencies charged with setting levels-of-service and/or permitting requirements, and implementing maintenance and capital improvement projects for public facilities located in and around Doral.

Policy 9.1.5: The City Manager, or a designee, shall prepare and review the annual level-of-service monitoring report produced by the concurrency management system. The purpose of this report is to provide the affected entities with information in order to evaluate and coordinate level-of-service standards.

Policy 9.1.6: The City Manager, or a designee, shall recommend procedures to be undertaken if an outside entity that has maintenance responsibility for a public facility serving the City does not plan for the necessary improvements in a timely manner in order to maintain the City's adopted level-of-service.

Policy 9.1.7: In situations where other public or private entities are providing a public facility or service within the City for roads, water, sewer, drainage, parks or solid waste, the City will coordinate its adopted level-of-service standard with the applicable entity within the parameters allowed by the Capital Improvements Element of this Plan.

Policy 9.1.8: Coordinate with Federal, State, and County authorities to ensure the City receives its fair share of revenue sharing allocations, and facilities and services improvements.

Policy 9.1.9: Actively pursue public and private grant opportunities that will enhance City services and facilities.

Policy 9.1.10: The City's Comprehensive Plan will be consistent, where feasible, with the State of Florida Strategic Plan, the South Florida Strategic Regional Policy Plan, the Miami-Dade County Comprehensive Development Master Plan, the Comprehensive Plans of adjacent local governments, applicable regional water supply plan(s), and applicable campus master plans pursuant to F.S. 1013.30.

Policy 9.1.11: Continue to coordinate with the Miami-Dade County School Board to implement the Interlocal Agreement for Public School Facility Planning in Miami-Dade County between the City and the School Board. The agreement addresses the following issues:

a) Joint meetings on a semi-annual basis between the City and the School Board to discuss issues and formulate recommendations regarding public education in the School District;
b) Student enrollment and population projections;
c) Coordination and sharing of information;
d) Periodic review of the Educational Facilities Impact Fee Ordinance to ensure that the full eligible capital costs associated with the development of public school capacity are identified when updating the impact fee structure;

e) Annual reporting by the City to the School Board of growth and development trends in the City;
f) Traffic circulation in and around school sites;
g) Supporting infrastructure;
h) Public education facilities site plan review;
i) Local Planning Agency, Comprehensive Plan amendments, rezonings, and development approvals;
j) Collocation and shared use;
k) Dispute resolution;
l) Oversight process; and
m) School site selection, significant renovations, and potential school closures.

Policy 9.1.12: Coordinate with the Miami-Dade County School Board on enrollment boundaries.

Policy 9.1.13: Pursue resolution of development and growth management issues with impacts transcending the City's political jurisdiction including issues of federal, regional and state significance with the appropriate agencies. Issues to be pursued include, but are not limited to, the following:

a) Impacts of development proposed in the Comprehensive Plan on Miami-Dade County, adjacent cities, the region, the state, and any other governmental entity.
b) Land development activities adjacent to the City's corporate limits within Miami-Dade County or nearby cities.
c) Regulatory framework and implementation of workforce housing programs.
d) City land development activities adjacent to the unincorporated area of the County or nearby cities.
e) Potential annexation issues.
f) Area-wide drainage and stormwater management master plan, proposed improvements, and implementing programs.
g) Solid waste disposal, including development of new landfill facilities, recycling resources, and other improvements.
h) Managing level-of-service impacts of new development on major transportation linkages and critical intersections impacting the City and adjacent areas.
i) Level-of-service standards for transportation and infrastructure systems impacting the City and adjacent areas.
j) Conservation of natural and historical resources.
k) Noise and other adverse impacts on Doral from aircraft operations associated with the Miami International Airport.
l) Regional road and transit improvements that significantly alter or otherwise impact existing transportation patterns and congestion in the City.

m) Impacts of rock mining on the quality of life of residents.
n) Communication with the Southern Command regarding rights-of-way issues as they arise.

Policy 9.1.14: Maintain open communications with, and monitor, the County Resource Recovery Facility regarding potential noise, dust, and odor concerns.

Policy 9.1.15: Utilize the conflict resolution procedures established by the South Florida Regional Planning Council, the dispute resolution process as established pursuant to F.S. 186.509, and/or Miami-Dade County conflict resolution forums, where appropriate, to bring closure in a timely manner to intergovernmental disputes.

Policy 9.1.16: Work with Miami-Dade County and adjacent municipalities to establish procedures to identify and implement joint planning areas for the purpose of annexation, municipal incorporation, and joint infrastructure areas. Such procedures may include community workshops, data sharing, and staff coordination meetings

Policy 9.1.17: Work with Miami-Dade County and adjacent municipalities to establish joint procedures for the siting of facilities with county-wide significance, including locally unwanted land uses, such as solid waste disposal facilities. Such procedures may include conflict resolution, community workshops, and staff coordination meetings.

Policy 9.1.18: Coordinate all disaster preparedness programs with the Miami-Dade County Office of Emergency Management (OEM) to ensure consistency with the County's Comprehensive Emergency Management Plan and the Miami-Dade Local Mitigation Strategy (LMS), and in updating hurricane evacuation shelter assignments.

Objective 9.2: **Coordination with Transportation Authorities**
Coordinate with government agencies that provide transportation facilities and services to ensure the City receives its fair share of funding and improvements.

Evaluation Measure: City participation in regional transportation planning activities.

Policy 9.2.1: Work with FDOT, the Florida Turnpike Authority, Miami-Dade County MPO, and Miami-Dade County (including Miami-Dade County Transit), to promote multi-modal transportation plans and programs to adequately provide future road and transit capacity for the City.

Policy 9.2.2: Participate in pedestrian and bicycle planning programs of the Miami-Dade County MPO and District VI of the FDOT.

Policy 9.2.3 Support Miami-Dade County in efforts to improve existing transit systems, including expanded routes and increased frequency of service.

Objective 9.3: **Communicate Doral's Plans**

Ensure that the impact of Doral's plans and programs in the Comprehensive Plan are fully communicated and considered through coordination mechanisms with adjacent communities, Miami-Dade County, the region and the State.

Evaluation Measure #1: Maintenance of regular communication channels with affected governmental agencies, communities and private landowners.

Evaluation Measure #2: Coordinate quarterly planning working meetings with adjacent municipalities to address land use issues, comprehensive plan amendments, rezoning applications and other planning and zoning issues of mutual interest.

Policy 9.3.1: The review of proposed development within the City of Doral shall include findings, where appropriate, indicating any significant impacts on adjacent communities.

Policy 9.3.2: The City Manager, or his/her designee, shall be the designated liaison to disseminate information on proposed Comprehensive Plan amendments, which affect adjacent communities, Miami-Dade County, and regional and State resources.

Policy 9.3.3: Identify, develop and pursue areas where intergovernmental land use planning and level-of-service agreements are needed between respective governments or private entities.

Policy 9.3.4: Any intergovernmental planning agreements shall include provisions for review and comment on the City of Doral's land use plans, facility planning for water, sewer, roads, and any other public facilities that may have an impact on other entities or cause inconsistencies between comprehensive plans.

Policy 9.3.5: Continue to participate in cooperative planning programs with governmental entities and adjacent communities. Coordinate planning activities mandated by various Elements of the City's Comprehensive Plan with other affected communities.

X. CAPITAL IMPROVEMENTS ELEMENT

Goals, Objectives, and Policies

Goal: Adequate and timely public facilities and infrastructure capacity to accommodate existing residents, businesses and governmental users within the City of Doral, maximizing the use and value of existing facilities, and effectively managing future growth consistent with the level-of-service standards established in the Comprehensive Plan.

Objective 10.1: **Fiscal Resources**
Maximize fiscal resources available to the City for public facility improvements necessary to accommodate existing development, redevelopment, and planned future growth, and to replace obsolete or deteriorated facilities.

Evaluation Measure #1: Steady growth in funding sources available for capital improvements.

Evaluation Measure #2: Number of grants and other funding sources applied for and received for public facilities.

Policy 10.1.1: Ensure capital revenues and/or secured developer commitments are in place to maintain all public facilities at acceptable LOS standards prior to the issuance of new development orders.

Policy 10.1.2: Utilize a variety of funding sources to implement capital improvements, within the limitation of existing law. These methods may include ad valorem taxes, general revenues, enterprise revenues, assessments, tax increment, grants, and private funds.

Policy 10.1.3: Ensure that new development bears a proportionate cost for public facility improvements by utilizing a variety of mechanisms to assess and collect impact fees, dedications and/or contributions from private development.

Policy 10.1.4: Aggressively seek all realistic grant opportunities to fund CIP projects, including outside agency funding such as brownfield redevelopment grants and tax credits.

Objective 10.2: **Provision of Public Facilities**
Provision of the necessary capital improvements to replace worn-out or obsolete public facilities, correct service deficiencies and accommodate planned future growth consistent with the adopted level-of-service standards.

Evaluation Measure #1: Annual update and implementation of the Five-Year Schedule of Capital Improvements.

Evaluation Measure #2: Maintenance of adopted Level of Service standards.

Policy 10.2.1: Continue to prepare and adopt a Five-Year Capital Improvement Program (CIP) as part of the City's annual budgeting process. Amend the Capital Improvement Element annually to reflect these changes.

Policy 10.2.2: Coordinate the City's parks and infrastructure improvements with the plans of State agencies, the South Florida Water Management District (SFWMD), Miami-Dade County and adjacent municipalities when applicable.

Policy 10.2.3: Designate those projects identified in the other elements of the Comprehensive Plan, determined to be of relatively large scale ($25,000 or greater), as capital improvement projects for inclusion within the Schedule of Capital Improvements (SCI) of this Element. All capital improvements in the SCI will be included in the Five-Year Capital Improvements Program (CIP) and Annual Capital Budget.

Policy 10.2.4: Evaluate and rank the proposed capital improvement projects listed in the Five-Year Schedule of Capital Improvements, prioritizing them according to the following guidelines:

- Protection of public health, safety and welfare;
- Fulfills the City's legal commitment to provide facilities and services;
- Corrects existing deficiencies;
- Maintains adopted levels of service;
- Provides for the most efficient and effective use of existing and/or future facilities;
- Provides new capacity to accommodate future growth consistent with this Plan;
- Prevents or reduces future improvement costs; and
- Promotes cost-effective use of time and revenue.

Policy 10.2.5: Consider the following amendment guidelines if one or more of the funding source(s) identified in the Five-Year Schedule of Capital Improvements is not available:

- Adjust the schedule by removing projects, which have the lowest priority.
- Delay projects until adequate funding can be secured.

- Do not issue development orders that would continue to cause a deficiency on the public facility's adopted LOS standards.
- Pursue alternative funding sources.

Policy 10.2.6: Use the City's Land Development Code to ensure that all decisions regarding land use planning and the issuance of development orders and permits consider the availability of public facilities and services necessary to support such development at the adopted LOS standards concurrent with the associated impacts.

Policy 10.2.7: Coordinate with road, utility and infrastructure service providers within the City to ensure that necessary capital improvements are implemented to support new construction and redevelopment.

Policy 10.2.8: Repair, rehabilitate, and replace the City's capital facilities according to generally accepted engineering principles and guidelines, and ensure that facilities and services provided by other agencies are held to the same standard.

Policy 10.2.9: Assess new development 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. Public facilities include potable water, sanitary sewer, solid waste, drainage, parks and roadways.

Objective 10.3: **Debt Management**

Develop and implement a debt management program to assist the City in providing adequate and timely revenues for scheduled capital improvements.

Evaluation Measure: Record of utilization of standards regarding debt.

Policy 10.3.1: Incur debt within generally accepted municipal finance principles and guidelines, and only in relation to the City's ability to pay for a new capital asset or to significantly extend the life expectancy of a capital asset.

Policy 10.3.2: Ensure that any increase in operating costs for a new or additional facility is also considered when evaluating the debt to be incurred for a facility.

Policy 10.3.3: The City will not provide a public facility, nor accept the provision of a public facility by others, if it is unable to pay for the subsequent annual operation and maintenance costs of the facility.

Policy 10.3.4: Total debt service expenditures, including revenue bonds, shall be no more than 10 percent of total revenue.

Policy 10.3.5: Outstanding capital indebtedness shall be no more than five (5) percent of the City's property tax base.

Policy 10.3.6: Debt payment shall not exceed the anticipated useful life of an improvement and, in no case, shall exceed thirty years.

Objective 10.4: **Levels of Service Standards and Concurrency Management**
Base decisions regarding the issuance of development orders or permits, in part, on the availability of infrastructure facilities and essential services which meet the adopted Level-of-Service (LOS) standards concurrent with the impacts of the development as measured by the adopted Concurrency Management System, and require new development to pay a proportionate cost of facility improvements to maintain the LOS standards.

Evaluation Measure: Number of capital improvements built to meet adopted levels of service.

Policy 10.4.1: As indicated in the applicable Elements of this Plan, the City of Doral has adopted the minimum LOS standards shown in Table 10.1:

Table 10. 1 : Recommended Level of Service (LOS) Standards for the City of Doral

Public Facility	Level of Service Standard
Potable Water [a]	*Regional Treatment* - The regional treatment system shall operate with a rated capacity no less than two percent above the maximum daily flow for the preceding year. *User LOS* - The system shall maintain the capacity to produce and deliver 126.82 ~~200~~ gallons per capita per day. *Water Quality* - Water quality shall meet all federal, state, and county standards for potable water. *Water Flow* - Water supply and distribution mains must assure adequate flow for Miami-Dade County Fire/Rescue and consumer needs. Miami-Dade County requires water pressure between 20 and 100 pounds per square inch (psi) to be delivered to users, with a schedule of minimum fire flows based upon land uses served.
Sanitary Sewer[a]	100 gallons/capita/day
Stormwater Drainage	*Water Quality Standard* - Stormwater facilities shall meet the design and performance standards established in Chapter 62-25, Rule 25.025, Florida Administration Code (FAC), with treatment of the runoff from the first one inch of rainfall onsite to meet the water quality standards required by Chapter 62-302, Rule 862-302.500, FAC. *Water Quantity Standard* - Where two or more standards impact a specific development, the most restrictive standard shall apply: • Post-development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with 24-hour duration. • Treatment of the runoff from the first one inch of rainfall onsite or the first 0.5 inch of runoff from impervious areas, whichever is greater. *Flooding Standard* - During the 10-year return design storm event, flooding of minor arterials should be below the crown of the roadway.
Solid Waste[a.]	9.4 pounds/capita/day and maintain solid waste disposal capacity sufficient to accommodate waste flows committed to the system through long-term interlocal agreements or contracts along with anticipated non-committed waste flows for a period of Five-Years.
Recreation/Open Space	The City shall maintain and enhance its park level-of-service standard as follows: • 2012-2014: 3.75 acres of developed park land per 1,000 residents. • 2015-2020: 4.25 acres of improved park land per 1,000 residents. • 2020-2025: 4.50 acres improved park land per 1,000 residents.
Transportation: FIHS Roadways	All Florida Intrastate Highway System (FIHS) roadways must operate at LOS D or better (at peak hour), except where 1) exclusive through lanes exist, roadways may operate at LOS E (at peak hour), or 2) such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E (at peak hour). Constrained or backlogged limited and controlled access FIHS roadways operating below the foregoing minimums must be managed to not cause significant deterioration.
Transportation: County Roadways within the Urban Development Boundary (UDB), but Outside the Urban Infill Area (UIA)	All major County roadways must operate at LOS D or better, except where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, then a roadway 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.
Transportation: City Streets	The minimum acceptable average daily and peak period operating level of service for all City streets within the City of Doral shall be Level of Service D.
Public Schools [b.]	100% utilization of Florida Inventory of School Houses (FISH) capacity (with relocatable classrooms.

Notes: [a.] These public facilities and services are provided by Miami-Dade County and are subject to the level of service standards established in the Miami-Dade County Comprehensive Development Master Plan (CDMP). The City of Doral will adopt these same levels of service standards to be consistent with the CDMP, as amended.

[b.] The level of service standard for public schools is established by the Miami-Dade County Public School District.

Policy 10.4.2: Monitor and ensure adherence to the adopted level of service standards and the availability of public facility capacity using the following Concurrency Management System:

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:

- The development order includes a 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
- 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.

Parks & Recreation: Acreage for recreation and open space facilities needed to support development at the adopted LOS standard must be dedicated or acquired by the City prior to the issuance of a certificate of occupancy. Alternatively, funds in the amount of the developer's fair share shall be committed no later than the issuance of a development order. 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: 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:

- The necessary facilities and services are in place or under construction; or
- 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.
- 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

- 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 Schools: Capital improvements associate with the construction of educational facilities are the responsibility of the Miami- Dade County Public Schools. Those capital improvements for educational facilities, as listed in the Miami-Dade County Public Schools Facilities Work Program dated September 2008 and adopted by the Miami-Dade School Board, are incorporated by reference into the Capital Improvement Element. Public schools within Doral's CSA, or that influence Doral's CSA, as planned in the Miami-Dade County Public Schools Facility Work Program are hereby incorporated into the City's 5-year Schedule of Capital Improvements by reference. The City and Miami-Dade County Public Schools will coordinate their planning efforts prior to and during the City's Comprehensive Land Use Plan amendment process, and during updates to the Miami-Dade County Public Schools Facilities Work Program. The Miami-Dade County Public Schools Facilities Work Program will be evaluated on an annual basis to ensure that the level of service standards will continue to be achieved and maintained throughout the planning period.

Concurrency Service Areas (CSA's) shall be delineated to: 1) maximize capacity utilization of the facility: 2) limit maximum travel times and reduce transportation costs: 3) acknowledge the effect of court-approved desegregation plans: 4) achieve socio-economic, racial, cultural and diversity objectives: and 5) achieve other relevant objectives as determined by Miami-Dade County Public Schools' policy on maximization of capacity. Periodic adjustments to the boundary or area of a CSA may be made by Miami-Dade County Public Schools to achieve the above stated factors. Other potential amendments to the CSA's shall be considered annually at the Staff Working Group meeting to take place each year no later than April 30 or October 31, consistent with Section 9 of the Interlocal Agreement for Public School Facility Planning.

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:

• Beginning January 1, 2008, the adopted level of service (LOS) standard for all Miami-Dade County 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 area (CSA) defined as the public school attendance boundary established by the Miami-Dade County Public Schools.

• The adopted LOS standard for Magnet Schools is 100% of FISH (with relocatable classrooms) which shall be calculated on a district-wide basis.

• It is the goal of Miami-Dade County Public Schools and the City of Doral for all public school facilities to achieve 100% utilization of Permanent FISH (No Relocatable Classrooms) capacity by January 1, 2018. To help achieve the desired 100%) utilization of Permanent FISH by 2018, Miami-Dade County Public Schools should continue to decrease the number of relocatable classrooms over time. Public school facilities that achieve 100% utilization of Permanent FISH capacity should, to the extent possible, no longer utilize relocatable classrooms, except as an operational solution.

• In the event the adopted LOS standard of a CSA cannot be met as a result of a proposed development's impact, the development may proceed provided at least one of the following conditions is met:

a) The development's impact can be shifted to one or more contiguous CSAs that have available capacity and is located, either in whole or in part, within the same Educational Impact Fee Benefit District as the proposed development: or

b) The development's impact is mitigated, proportionate to the demand for public school schools it created, though a combination of one or more appropriate proportionate share mitigation options, as defined in Section 163.3180 (13)(e)1, Florida Statutes. The intent of these options is to provide for the mitigation of residential development impacts on public school facilities, guaranteed by a legal binding agreement, through mechanisms that include, one or more of the following: contribution of land: the construction, expansion, or payment for land acquisition or construction of a permanent public school facility; or, the creation of a mitigation bank based on the construction of a permanent public school facility in exchange for the right to sell capacity credits. The proportionate share mitigation agreement is subject to approval by Miami-Dade County School Board. City of Doral and the Miami-Dade County Board of County Commission and must be identified in the Miami-Dade County Public Schools Facility Work Program.

c) The development's impacts are phased to occur when sufficient capacity will be available.

d) The development's impacts are mitigated by the establishment of a charter school so as long as charter schools are recognized as part of the Interlocal Agreement. Subject to the following conditions:

a. The Miami-Dade County School District shall cosponsor the charter school.

b. The City shall be involved with the creation and/or operation of the charter school in some fashion.

c. In the event the charter school terminates, the land and building shall revert to the City to be used for educational purposes.

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 10.4.3: Manage and improve the City's concurrency monitoring system, as part of the Land Development Code, to:

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

Policy 10.4.4: Public facilities and services must meet or exceed the LOS standards established in this Element of the Comprehensive Plan. Public facilities must be available at the adopted LOS standards when needed for development. If facilities are not available at the time of approval, development orders or permits are to be conditioned upon the availability of public facilities and services, or the necessary facilities must be guaranteed either in an enforceable development agreement adopted pursuant to Chapter 163, F.S. or in a development order issued pursuant to Chapter 380, F.S.

Policy 10.4.5: Evaluate proposed Plan amendments and requests for new development or redevelopment according to the following guidelines:

- Will the action contribute to a condition of public hazard as described in the Infrastructure Element?
- Will the action exacerbate any existing public facility capacity deficiency, as described in the Transportation, Infrastructure, or Recreation and Open Space Elements?
- Will the action generate public facility demands that may be accommodated by capacity increases, which will maintain adopted level-of-service standards either planned in the Five-Year Schedule of Capital Improvements or by developer commitment?
- Is the action consistent with the goals, objectives and policies of the Future Land Use Element, including the Future Land Use Map?
- If the City provides public facilities, in part or whole, is the action financially feasible pursuant to this Element?

Capital improvements associated with the construction of educational facilities are the responsibility of the Miami-Dade County Public Schools. Those capital improvements for educational facilities, as listed in the Miami-Dade County Public Schools Facilities Work Program 2010-2011 and adopted by the Miami-Dade School Board, are incorporated by reference into the Capital Improvement Element and 5-year Schedule of Capital Improvements.

A. Schedule of Capital Improvements

The following Schedule of Capital Improvements (SCI) is the mechanism by which the City of Doral can effectively stage the timing, location, projected cost, and revenue sources for the capital improvements derived from the other comprehensive plan elements, in support of the Future Land Use Element. The Five-Year Schedule of Improvements together with the Annual Budget Report are used to document the economic feasibility of the City's Comprehensive Plan.

Financial Feasibility Analysis

The data and analysis presented herein shows level of service (LOS) needs in transportation, parks and recreation, and stormwater management. The proposed Schedule of Capital Improvements (SCI) in Tables 19 and 20 is intended to address the maintenance and improvement of public facilities.

Table 10.2: Projected Revenues for Capacity-Related Projects by Funding Source

FUNDING SOURCES	FY 2015/16		FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/2021	5 YEAR TOTAL FY 2017-2021
City-Funded Projects								
Parks & Recreation/ GF	12,300,000		$12,390,000	$500,000	$12,350,000	$6,563,000	$9,240,000	**$41,043,000**
Stormwater Fund	$2,000,000		$2,176,000	$2,170,000	$1,456,000	$1,468,000	$1,008,000	**$8,278,000**
Park Impact Fee Fund	$1,200,000		$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	**$6,000,000**
Transportation Fund	$4,000,000		$12,862,000	$22,480,000	$10,752,000	$7,896,000	$6,898,000	**$60,888,000**
TOTAL	**$19,500,000**		**$28,628,000**	**$26,350,000**	**$25,758,000**	**$17,127,000**	**$18,346,000**	**$116,209,000**

Source: City of Doral; Iler Planning, 2016.

Table 10.3: Projected 5-Year Expenditures for Capital Improvements by Type

Project Type	FY2015/16 (current)		FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/2021	5-YEAR TOTAL FY 2017-21
City-Funded Projects								
Parks	$13,000,000		$13,000,000	$500,000	$13,000,000	$7,450,000	$10,000,000	$43,950,000
Drainage	$2,071,079		$2,072,000	$2,067,000	$1,387,000	$1,399,000	$960,000	$7,885,000
Transportation	$3,655,000		$12,250,000	$19,410,000	$10,240,000	$7,520,000	$6,570,000	$55,990,000
Total	**$18,726,079**		**$27,322,000**	**$21,977,000**	**$24,627,000**	**$16,369,000**	**$17,530,000**	**$107,825,000**

Source: City of Doral; 2016.

Revenue projections for capital projects to be funded by Doral are based on the City's adopted 2015-2016 budget and information provided by the City's Planning and Zoning Department. City revenues for capital improvements by type are also identified in Table 18. For example, the Stormwater Fund is used for drainage improvements, the Park Impact Fee Fund is used to finance park improvements, and the Transportation Fund is used for roadway, transit and pedestrian projects. The Capital Improvements Fund is

comprised of revenue transfers from the General Fund, and recovery of grant funds from prior years.

An analysis of the projected revenues and planned capital expenditures indicate that the City will maintain financial feasibility through the 5-year planning period. The City is projected to accumulate over $116,209,000 over the 5-year planning period to fund the capital improvements needed to maintain and improve public facility LOS, and has identified a total of $107,825,000 in capital improvement expenditures over the planning period.

FY 2017-2021 Schedule of Capital Improvements

The data and analysis presented herein shows level of service (LOS) needs in Transportation, Parks and Recreation, and Stormwater Management. The proposed Schedule of Capital Improvements (SCI) in Tables 10.4 and 10.5 is intended to address the maintenance and improvement of public facilities.

Table 10.4. 2016/17-2020/21 Schedule of Capital Improvements

PROJECT / LOCATION	TYPE OF WORK	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL COST FY 2017-21	FUNDING SOURCE
TRANSPORTATION PROJECTS								
Citywide - Transit	Trolley Circulator Fleet	$0	$400,000	$200,000	$200,000	$200,000	$1,000,000	TF
Citywide - Transit	Trolley Circulator (Operations)	$2,000,000	$2,670,000	$2,670,000	$2,670,000	$2,670,000	$12,680,000	TF, PTP
Citywide - Transit	Mobility & Infrastructure	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000	TF
Citywide - Bikeways	Canal Refurbishment / Bikeway	$2,250,000	$2,000,000	$0	$0	$0	$4,250,000	SWF, SG
Citywide – Bicycle	Pilot Bicycle Sharing Program	$0	$150,000	$0	$150,000	$0	$300,000	TF
Citywide Sidewalk & NW 102nd Av. Bike Path	Bike Path (17th St. – 25th St.) on NW 102nd Av & sidewalks	$0	$1,640,000	$0	$0	$0	$1,640,000	TF
Turnpike Trail Bridge over Doral Blvd. at NW 117th Av.	Bicycle / Pedestrian Connectivity	$0	$3,860,000	$0	$0	$0	$3,860,000	GF
NW 102nd Av. (NW 66th- 74th St)	New Road Construction	$1,900,000	$0	$0	$0	$0	$1,900,000	TF
NW 54th St. (79th Av – 87th Av.)	Road Reconstruction	$850,000	$0	$0	$0	$0	$850,000	GF
NW 92nd Av. (NW 28th- 33rd St)	New Road Construction	$250,000	$0	$0	$0	$0	$250,000	TF
NW 82nd Av. (27 St-33 St)	Roadway Improvements	$0	$2,000,000	$0	$0	$0	$2,000,000	TF
NW 99th Av. (64 St-66 St)	New Road Construction	$0	$0	$800,000	$0	$0	$800,000	TF
NW 41 St (79 Av - 87 Av)	Roadway Reconstruction	$2,650,000	$0	$0	$0	$0	$2,650,000	TF, SWF
NW 102 Av. & 62 St.	Roadway Widening	$0	$0	$700,000	$0	$0	$700,000	TF
NW 112 Av. & 114 Av. (41 St. - 58 St.)	Roadway Improvements - Two-Way Pair	$0	$0	$2,000,000	$0	$0	$2,000,000	TF
NW 114 Av. (34 St - 39 St)	Roadway Improvements	$0	$0	$0	$2,000,000	$0	$2,000,000	TF
NW 34 St. (117 Av - 112 Av)	Roadway Improvements	$0	$0	$0	$0	$2,000,000	$2,000,000	TF
NW 112 Av. (25 St - 34 St)	Roadway Improvements	$0	$0	$2,000,000	$0	$0	$2,000,000	TF
NW 117 Av. (NW 58 St - North)	New Road Construction	$0	$0	$0	$800,000	$0	$800,000	TF
NW 33rd St. & 79th Av.	Traffic Signal	$250,000	$0	$0	$0	$0	$250,000	TF
NW 114th Av. & 58th St.	Improve /extend NB & SB Right Turn Lanes on 114th Av.	$0	$0	$120,000	$0	$0	$120,000	TF
NW 117th Av. Bridge	Over Doral Blvd. for Roadway Connectivity	$0	$5,000,000	$0	$0	$0	$5,000,000	TF
Citywide - Roads	Roadway Maintenance	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$6,000,000	TF, PTP

PROJECT / LOCATION	TYPE OF WORK	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL COST FY 2017-21	FUNDING SOURCE
Traffic Monitoring	Install Cameras for Congestion Mgmt.	$50,000	$50,000	$50,000	$0	$0	$150,000	TF
Traffic Calming	Install Calming Devices	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000	TF, GF
5 Year Transportation Cost Sub Total		$12,250,000	$19,410,000	$10,240,000	$7,520,000	$6,570,000	$55,990,000	

Source: City of Doral Public Works Dept., 2016.

Table 19. 2016/17-2020/21 Schedule of Capital Improvements (continued)

Project/Location	Type of Work		FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Total Cost FY 2017-2021	Fund Source
City Parks									
NW 114th Av. & 82nd St	Doral Legacy Park		$3,500,000	$0	$0	$0	$0	$3,500,000	GF/Impact Fee
NW 97th Av. & 74th St.	Doral Glades Park		$9,500,000	$500,000	$0	$0	$0	$10,000,000	GF
Doral Central Park	Aquatic Facility		$0	$0	$12,000,000	$0	$0	$12,000,000	GF
NW 87th Av. & 30th St	Doral Central Park		$0	$0	$0	$5,000,0000	$10,000,000	$15,000,000	GF/Impact Fee
Adjacent to Downtown Doral Park	Triangle Parcel		$0	$0	$1,000,000	$0	$0	$1,000,000	GF
NW 102 Av. & 62nd St	Retention Park		$0	$0	$0	$2,000,000	$0	$2,000,000	GF
NW 50th St. & 107th Av.	Linear Park		$0	$0	$0	$450,000	$0	$450,000	GF
5 Year Parks Cost Subtotal			$13,000,000	$500,000	$13,000,000	$7,450,000	$10,000,000	$43,950,000	
City Stormwater Drainage									
City Wide	Stormwater Drainage		$2,072,000	$2,067,000	$1,387,000	$1,399,000	$960,000	$7,885,000	SWF
5 Year Drainage Cost Subtotal			$2,072,000	$2,067,000	$1,387,000	$1,399,000	$960,000	$7,885,000	
Total 5 Year Capital Cost-City			$27,322,000	$21,977,000	$24,627,000	$16,369,000	$17,530,000	$107,825,000	

Source: Public Works and Parks Depts., City of Doral, 2016.

Table Key:

TF: Transportation Fund
SWF: Stormwater Fund
GF: General Fund
SG: State Appropriation for Stormwater Improvements
PTP: Peoples Transportation Fund (CITT)

Monitoring and Evaluation

Concurrency Management System and Public Facility Monitoring

The City of Doral has established a Concurrency Management System (CMS) that insures the availability and sufficiency of public facilities and services at the time that the impacts of development occur and provides a program to prevent a reduction in the levels of service (LOS) below the adopted LOS standards. Furthermore it assures the proper timing, location and design of supportive urban service systems concurrent with the impacts of new development. The following benefits may also be realized with the adoption of a CMS:

- Support consistency of the Capital Improvements Element with the Future Land Use Element;
- Provide for the orderly and cost-effective expansion of public facilities;
- Supplement capital improvements expenditures and taxing structures for capital improvements; and
- Reduce the possibility of damage to the environment from the use of overburdened facilities.

The Concurrency Management System, which is incorporated in the Land Use Element and Capital Improvement Element, includes guidelines for interpreting and applying LOS standards to applications for development orders and development permits. It also establishes development review procedures in the City's Land Development Code that may make development approval contingent on the City's ability to provide facilities and services or may require that the developer provide facilities and services in order to maintain adopted LOS standards. Petitioners must supply public facility impact information with their development applications. City staff then reviews and verifies the project information, comparing it with public facility capacity data and anticipated committed development impacts to ensure that adopted LOS standards will be maintained if the development application is approved. If LOS will not be maintained, the petition is denied unless the applicant the applicant has presents revised plans demonstrating that the new development shall:

- Be serviced with all requisite public facilities concurrent with the impacts of development;
- Provide LOS for all requisite facilities which is compliant with the City's adopted LOS standards; and
- Shall not cause a reduction of levels of service for existing infrastructure below minimum adopted thresholds.

Plan Monitoring, Evaluation and Appraisal Process

The continuous monitoring and evaluation of the City's Comprehensive Plan is an important implementation phase of the City's planning process because it ensures the integrity and effectiveness of the Plan. The monitoring and evaluation phase should be an on-going process leading to the Evaluation and Appraisal Report (EAR) consistent with Section 163.3191, Florida Statutes. Section 163.3191(1)(a), Florida Statutes requires that "adopted comprehensive plan be reviewed through the EAR process once every seven (7) years to respond to changes in state, regional and local policies on planning and growth management and changing conditions and trends, to ensure effective intergovernmental coordination, and to identify major issues regarding the community's achievement of its goals." As part of the EAR process, the City will perform a comprehensive evaluation and, as necessary, will update the comprehensive plan goals, objectives and policies (GOPs) and data inventory analysis (DIA) continuously to reflect changes in local conditions. In addition, public participation is built into the entire process to ensure that the GOPs are understood by residences and interested stakeholders, and are implemented to further the concept of growth management in an environmentally sustainable and cost-effective manner. The EAR and proposed comprehensive plan text amendment(s) and/or future land use amendment(s) will be performed consistent with Section 163.3191, Florida Statues, Community Planning Act (2011). The comprehensive plan text amendment(s) and/or future land use map amendment(s) will be transmittal to the State Land Planning Agency, Division of Community Development within the Department of Economic Opportunity (DEO) to be process consistent with the requirements set forth in Section 163.3191, Florida Statutes.

City of Doral Comprehensive Plan

2016 Update
Data, Inventory and Analysis

August 23, 2016

Prepared by:

ILER PLANNING

and

Doral Planning & Zoning Department

City of Doral Comprehensive Plan

Part II: Data, Inventory and Analysis

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Attachment

A: Traffic Analyses of Workforce Housing Density Bonus in DMU and CMU Land Use

Introduction

This report provides an update to the prior 2006 Data, Inventory and Analysis (DIA) support document for the City's adopted Comprehensive Plan Goals, Objectives and Policies (GOPs), pursuant to Chapter 163, Florida Statutes. The Comprehensive Plan is comprised of 10 elements and each element is composed of 2 parts. Part 1 contains the GOPs for the element which are adopted by the City Council. Part 2 is the DIA document, containing population, land use and other information specific to Doral which form the basis for development of the GOPs.

This 2016 DIA update provides detailed information on Doral's population and socio-economic characteristics from the 2010 U.S. Census. It presents current population projections, and detailed land use data and maps. Current and projected information on housing, water and sewer service, stormwater management parks and planned capital improvements is also included herein.

These Comprehensive Plan elements are addressed in this report: Future Land Use, Housing, Infrastructure, Parks and Recreation, Education and Capital Improvements. The City expects to provide additional updated information for transportation in the near future when the Transportation Master Plan Update now underway is completed later this year. This document is prepared for information purposes only and is not intended for adoption by the City Council.

A. Future Land Use

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1. Purpose

This chapter constitutes Part 2 of the City's Comprehensive Plan Future Land Use Element (FLUE) and is designed to provide the data and analysis to support the goals, objective and policies (GOPs) contained in Part 1 of the Element which guide the future growth of Doral. The Future Land Use Element is one of the most important Comprehensive Plan elements because it serves as a guide for Doral's future growth and maturation in its quest to achieve its ultimate vision. All other plan elements and sub-elements are dependent upon the land development pattern shown on the Future Land Use Map and described in the GOPs. It is also is a vital guidepost to ensure that the community envisioned is sustained and will flourish as the premiere city desired by current and future residents, businesses and community leaders.

In 2005-06 when the Doral's first Comprehensive Plan was prepared, 5 community and 2 Council workshops were conducted and comments obtained from these workshops were an integral input to this element and the entire Comprehensive Plan. In this 2015 update, a total of 6 public workshops are being held, and appropriate comments from the public and City officials at those workshops will be incorporated into the revised goals, objectives and policies in Part 1.

2. Land Use Conditions

To address the issue of Doral's desired future land use pattern, a community must first look at its current land uses as a basic building block. The City's inventory of existing land uses has been updated and is shown in Table 1, providing an acreage breakdown of existing uses within the total of 9,898 acres comprising Doral for 2006 and 2015. The most prevalent land use today is industrial covering 1,617 acres and 16% of Doral's total area. Low-medium density residential uses are the second largest development type comprising 1,098 acres and 11% of City land. These are followed by parks (986 acres) and single-family residential (809 acres).

Table 1. Existing Land Use Profile

Land Use	2006 Acres	2015 Acres	Change
Residential:			
Single-family (up to 6 units/acre)	492	809	+ 64%
Low-Medium density (7 to 25 units/acre)	448	1,098	+ 145%
High-density (> 25 units/acre)	38	130	+ 242%
Sub-total	978	2,037	+ 108%
Non-residential:			
Shopping centers, commercial	385	551	+ 43%
Office	402	447	+ 12%
Hotels and motels	87	87	---
Communications, utilities, terminals	648	648	---
Industrial	1,460	1,617	+ 11%
Industrial extraction	127	127	---
Institutional	165	270	+ 64%
Parks (including preserves & conservation)	919	986	+ 7%
Agriculture	301	176	- 42%
Cemeteries	126	126	---
Vacant - private	1,861	288	- 85%
Vacant - government	85	162	+ 91%
Streets	1,430	1,430	---
Water	924	946	+ 2%
Sub-total	8,920	7,861	- 12%
Total	**9,898**	**9,898**	

Source: 2006 acres – Kimley-Horn and Associates; 2015 acres – City of Doral staff.

It is interesting to note the significant change in several land use types since 2006. Residential use has more than doubled in the 2006-15 period to comprise 2,037 acres or 21% of the City. Institutional and commercial uses have also increased significantly growing 64% and 43% respectively. The substantial decrease in private vacant land from 1,861 acres in 2006 to only 288 acres today is also an important trend for future population growth.

Based on the inventory above, Figure 1 below depicts the existing land use pattern in the City. In addition to current developed land use areas, it also identifies vacant land, lakes and canals within Doral's boundaries.

Figure 1: Existing Land Use

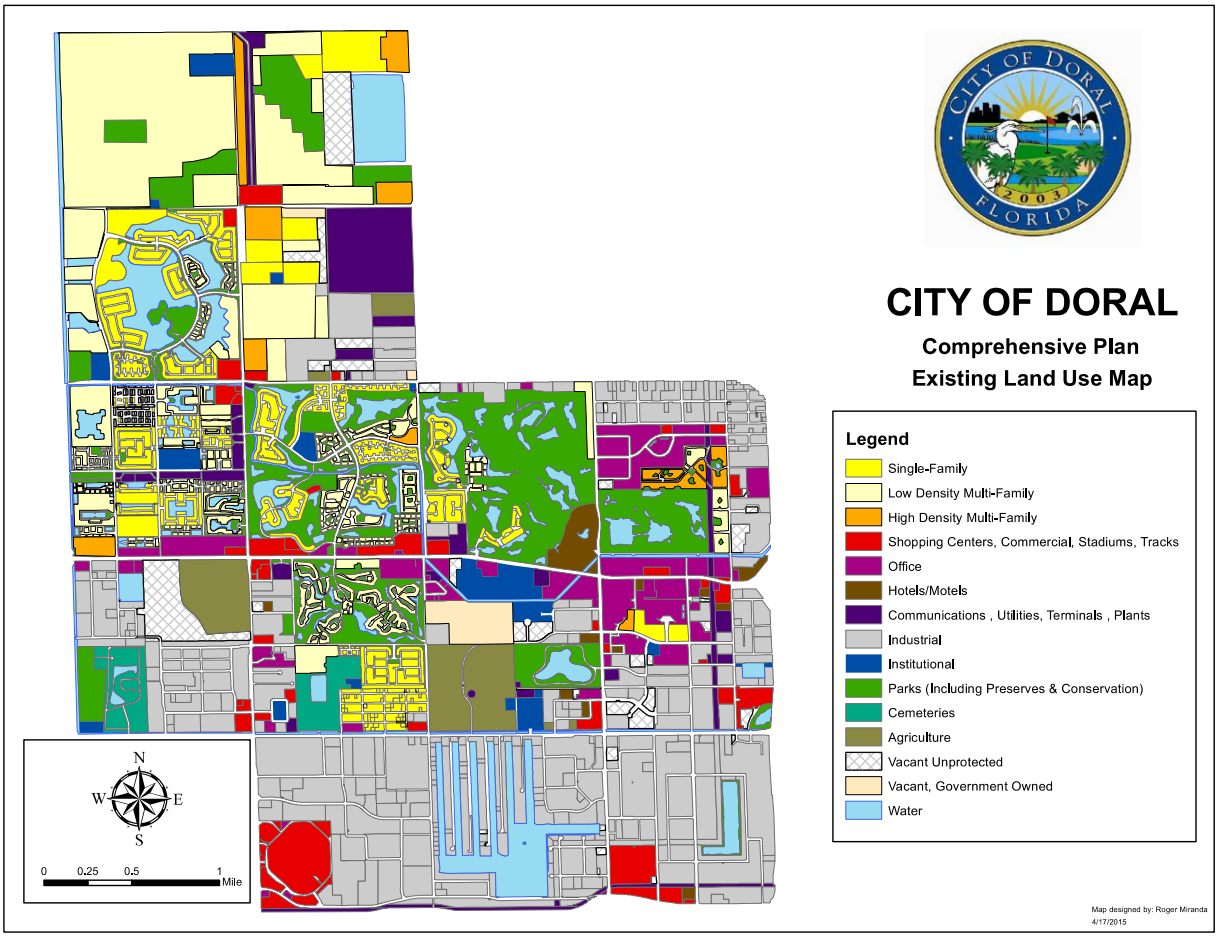


Table 2 provides an acreage breakdown of the vacant land in the City in 2005 and 2015, and the percent change over the 10-year period. There are an estimated 467 acres of undeveloped land remaining within the City of Doral comprising approximately 4.7% of total city size. Of that, industrial land is the largest category with 241 acres remaining which is 52% of the total. Undeveloped lands designated for mixed office/residential use total 80 acres and business/office parcels comprise 46 acres. Probably the most important trend evident in Table 2 is that the City has only 28 acres of vacant *residential* land remaining. This is a very small inventory and could negatively impact future population growth. The location of the City's vacant lands by land use is shown in Figure 2.

Table 2: Vacant Land Inventory

Land Use Category	2005 Acres	2015 Acres	Change
Estate Density Residential (up to 6 units/acre)	30	9	-70%
Low Density Residential (up to 10 units/acre)	638	19	-97%
Moderate Density Residential up to 13 units/acre)	15	0	-100%
Medium Density Residential (up to 19 units/acre)	143	0	-100%
High Density Residential (up to 25 units/acre)	30	0	-100%
Downtown Mixed Use	31	14	-55%
Community Mixed Use	16	0	-100%
Traditional Neighborhood Development	287	0	-100%
Business	101	46	-54%
Office	5	0	-100%
Office/Residential	134	80	-40%
Industrial	280	200	-29%
Restricted Industrial	41	41	0
Institutional and Public Facility	114	10	-91%
Public Parks and Recreation	27	0	-100%
Private Parks and Open Space	31	0	-100%
Environmentally Protected Parks	48	48	0
Total	**1,971**	**467**	**-76%**

Source: 2006 acres – Kimley-Horn and Associates; 2015 acres – City of Doral staff.

3. Population Trends

The comprehensive plan must be based on well-documented population estimates and projections in order to help decision-makers determine the appropriate future development and redevelopment goals, objectives and policies. Based on Table 2, the City has 419 acres of vacant land available for private and public development when the 48 acres in environmentally protected parks is removed. In addition, City staff has calculated there are 11,871 dwelling units approved by the City but unbuilt as of 2014 which provides an estimated future population capacity of 39,174. Thus, Doral has ample inventory of planned dwelling units and vacant land to accommodate future growth through 2025. Beyond 2025, the City may experience reduced growth unless additional residential capacity is added through annexation and/or redevelopment.

Figure 2: Vacant Land

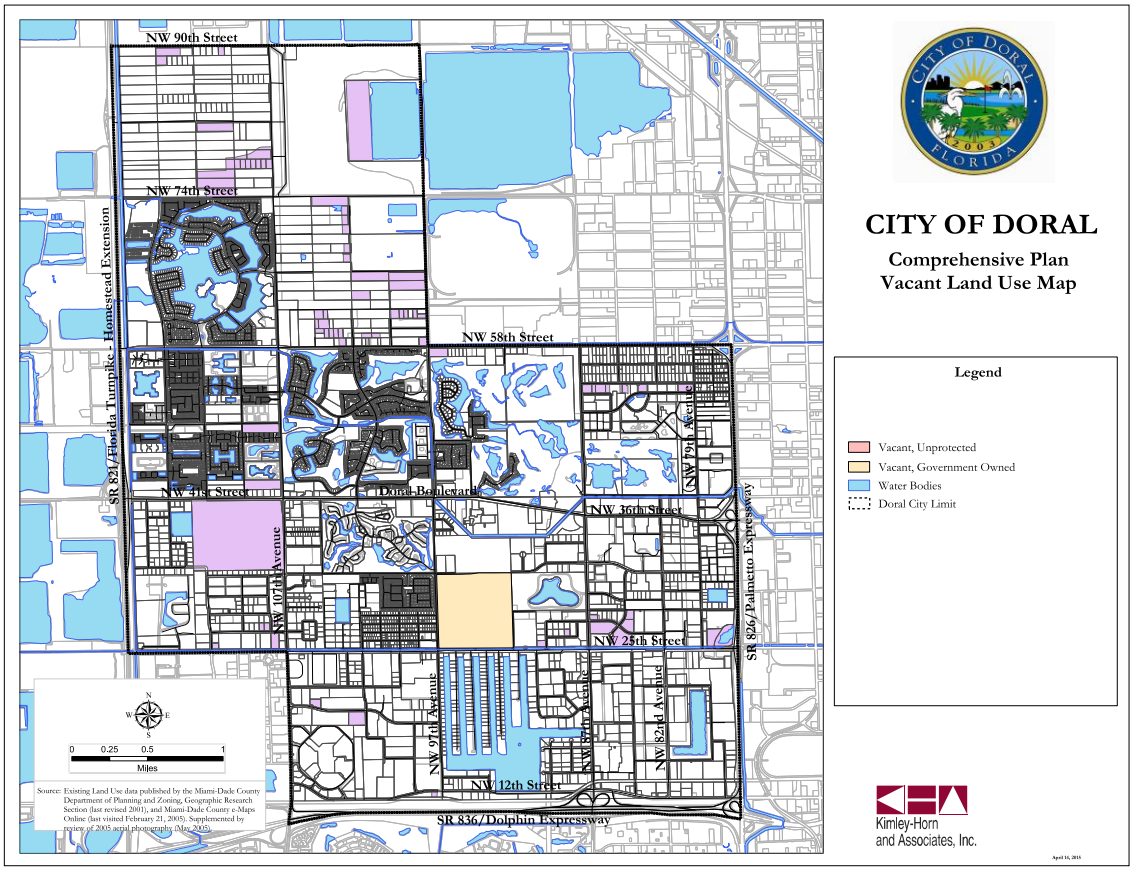


Table 3 below provides past and current estimates, and future projections for City population.

Table 3: Population Estimates and Projections

Year	Population	Average Annual Growth Rate (5-year Planning Horizon)
2000	21,000	---
2005	33,633	9.4%
2010	45,709	6.1%
2011	46,521	2.6%
2012	47,534	2.6%
2013	49,253	2.6%
2014	52,889	2.6%
2015	55,660	2.6%
2020	78,668	5.7%
2025	91,409	3.0%
2030	103,421	2.5%

* Table Sources and Assumptions: 2000 estimate from Miami-Dade County; 2005-2009 and 2011-14 estimates from BEBR, University of Florida; 2010 estimate from U.S. Census; 2015-2030 projections prepared by ILER PLANNING, 2015. Projections assume no annexation or redevelopment of residential land; 6.3% annual growth rate used for 2015-25 period based on average annual growth during 2005-14 period; 2.5% growth rate assumed for 2025-30 period due to potential for reduced land availability; 3.3 persons per household assumed per U.S. Census.

4. Boundary Expansion

The City of Doral is constrained in boundary expansion opportunities. To the east and south many areas are already within existing cities and are therefore not available for annexation. To the west water conservation areas exist which do not allow urban development. Thus, the primary opportunity to expand the City lies to the north. To this end, Doral currently has three (3) annexation applications filed with Miami-Dade County as summarized below and shown in Figure 3.

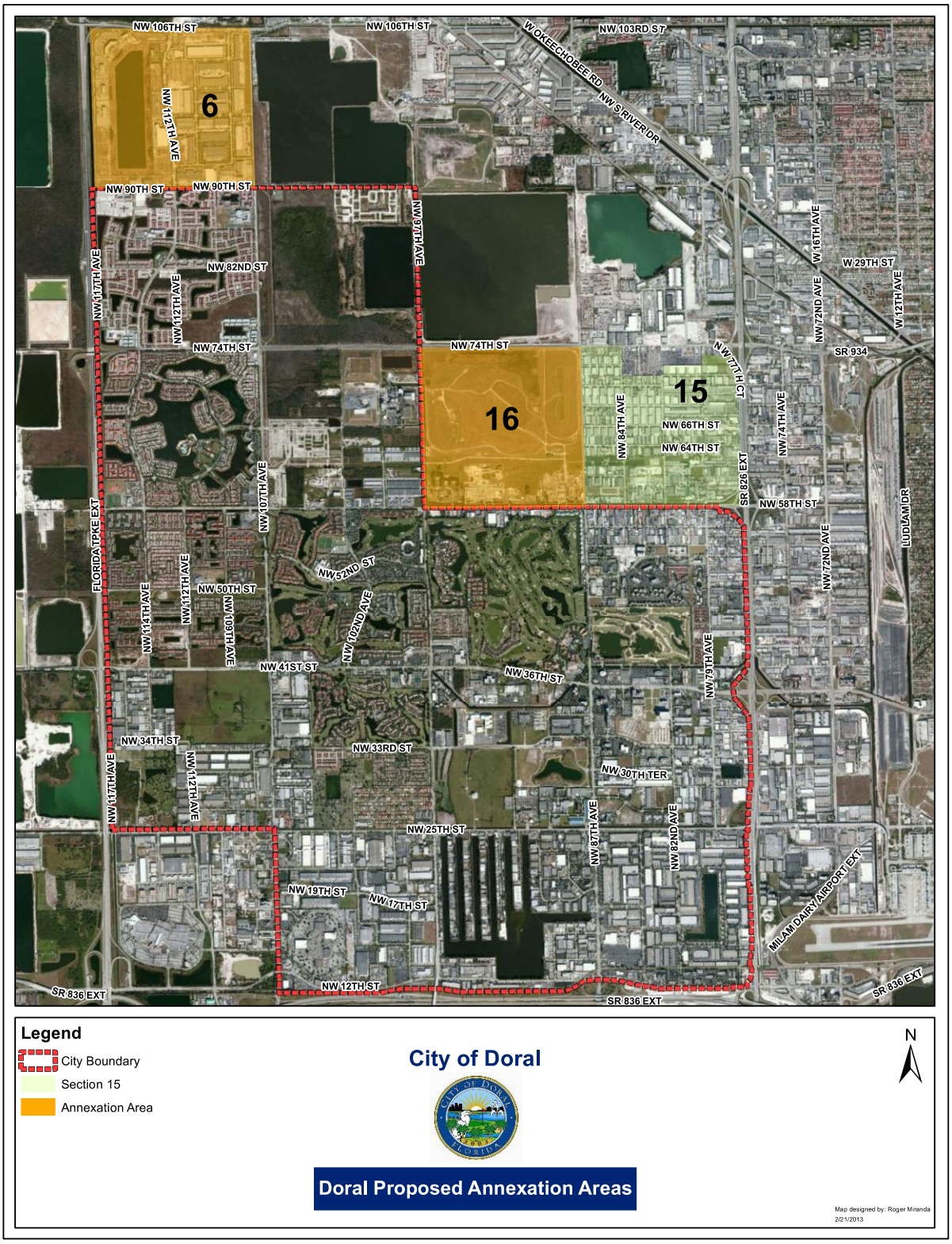
Section 6

This 640-acre area is adjacent to the City's northwest boundary; coterminous with Doral along NW 90th Street. North of 90th Street, Section 6 is bounded by the Florida Turnpike on the west, NW 106th Street to the north and NW 107th Avenue on the east. The County's Future Land Use Map shows the area designated for industrial and office use. Consistent with the land use, the section is currently partially-developed with the Flagler Station Business Park. Section 6 is accessible to the Doral road network via NW 90th Street and NW 107th Avenue. Existing uses in Doral adjacent to this section include primarily multi-family residential neighborhoods.

Section 15

This section is 557 acres in size and located on Doral's northeast boundary. The area shares its south boundary with Doral along NW 58th Street, and is further delineated by NW 87th Avenue on the west, NW 74th Street to the north and the Palmetto Expressway on the east. This section is also adjacent to the Town of Medley north of NW 74th Street. The County's Future Land Use Map indicates the land is designated for industrial and office use, and the section is essentially built-out.

Figure 3: Potential Annexation Areas



Section 16

This 640-acre section is situated immediately west of Section 15 discussed above. It is also co-terminus with Doral along NW 58th Street and north of that is bounded by NW 97th Avenue (theoretical) on the west, NW 74th Street to the north and NW 87th Avenue on the east. The primary land use in the area is the Miami-Dade County Solid Waste Resources Recovery Facility which comprises approximately 480 acres. The South Florida Water Management District also has offices and facilities in the area fronting on NW 58th Street. The County's Future Land Use Map shows the northern ¾ of the section designated Parks and Recreation use where the Solid Waste Facility is located and the southern ¼ along NW 58th Street designated for Institutions, Utilities and Communications use.

5. Availability of Facilities and Services

Roads

Major expressways surround Doral on three (3) sides, these are: the Palmetto Expressway, the Dolphin Expressway and the Homestead Extension of the Florida Turnpike. Other major roadways traversing the City include NW 87th Avenue, NW 107th Avenue, NW 25th Street, NW 36th/41st Street (Doral Boulevard) and NW 58th Street. The City is currently experiencing traffic congestion on many of its primary roadways. The Transportation Element provides the current LOS conditions on the major roads in the City. Much of the traffic is regional in nature, either coming to Doral for daily employment, deliveries of goods and/or passing through to other destinations outside the City. Doral is a major regional employment center with an estimated 100,000+ workers coming into the City to jobs each weekday. A key aspect of the City's planning strategy since incorporation has been to provide more affordable residential opportunities in Doral so that future workers can live and work in the City.

From a land use perspective, the City has changed dramatically since its formative years. Fifty years ago, the Doral area was planned by the County for industrial and office use due to its proximity to the airport. Eventual major expressway and airport improvements have made this industrial land use even more feasible. Little residential use was provided for in those earlier years. Over the past 40+ years, major residential projects and the Doral golf resort (1962) have been built. The road system inside Doral was not adequately maintained and improved by the State and the County over the years prior to incorporation to accommodate accelerating growth. Major portions of the arterial and collector system were not complete at incorporation. As a result, the City has been "playing catch-up" with respect to all forms of transportation, including road continuity and expansion, and transit service. Doral has made many notable improvements to the connectivity and capacity of its road system over the past 10 years.
With respect to land use, the City's planning has facilitated the creation of mixed use "Downtown Doral" in the area of NW 36th Street and NW 87th Avenue, where several projects are under construction, and introduced higher density mixed use to that central area. These mixed use projects incorporate a high level of connectivity to area parcels, including roads, transit, bicycle and pedestrian improvements, thus helping to relieve major arterials such as Doral Boulevard and NW 87th Avenue, and providing viable nearby housing options for downtown workers.

Another very important traffic concern is the significant amount of heavy truck traffic traversing the City on a daily basis from rock mining, solid waste facilities and heavy industrial nearby. The City is moving aggressively to reduce this problem via the implementation of its Transportation Master

Plan and development of a "truck route system" including new alternative roads that can be used by trucks outside the City. The construction of NW 122nd Avenue west of the City is part of the truck route program.

Overall, nearly all of Doral's roadway network is currently operating within acceptable level-of-service (LOS). Bi-directional LOS has seen steady improvement and is approaching 100% of road links at LOS "D" or better. The large majority (67 percent) of deficient links are on County roads. However, due to the interrupted grid system, physical constraints bordering the City and lack of dedicated right-of-way, the roadway network faces challenges to maintain and improve LOS in the future. To help mitigate future increased traffic, the City has identified 23 multi-modal capacity projects in the 5-year Schedule of Capital Improvements (SCI) over the next 5-year planning period to mitigate existing and projected roadway deficiencies. In addition, Doral is implementing its Bicycle System Master Plan and Doral Trolley system to make sure it is utilizing all available options to mitigate LOS deficiencies. No adjustments are required in the Future Land Use Map to address transportation issues.

Transit

An important component of Doral's transportation goal is to encourage intra-city trips utilizing multi-modal transportation strategies to reduce dependence on automotive trips and improve daily roadway LOS. The City is currently served by Miami-Dade Transit (MDT) bus routes 36, 71, 87, 132, 137, 238, the 95-Express Earlington Heights (952); the nearby Hialeah Metro Rail station; and by the City's local circulator, the Doral Trolley. The Doral Trolley, which was launched in February 2008, has proven to be a successful transportation alternative within the community. It provides three (3) free routes with a bus about every 40-60 minutes. The Trolley System operates approximately 329 hours a week and carries an average of 6,000 passengers weekly or approximately 18 passengers per operating each hour, which exceeds the 10 passenger per hour goal set when the system was planned. The City will continue to work with Miami-Dade Transit to expand the County route system and service frequency for residents, businesses and visitors. Weather resistance bus shelters should also be installed in as many locations as possible to make the transit experience as acceptable as possible as an alternative to the automobile. In addition, the City is implementing a number of mixed use areas in downtown Doral and throughout the City which are beginning to provide the density and proximity of other uses necessary for improved transit ridership.

Potable Water

The City of Doral receives water service from Miami-Dade Water and Sewer Department (WASD) which uses the Biscayne Aquifer as its water source. WASD is in charge of maintaining the distribution and treatment facilities that serve the City. Because the system is owned and maintained by Miami-Dade County, no potable water improvements or projects are programmed or planned by the City in the foreseeable future. However, the programmed and funded capital improvements scheduled in the current Miami-Dade County Capital Improvement Plan for implementation in the next five years will allow the WASD water system to meet demand projections and maintain the LOS standards. Pursuant to State requirements, the City has prepared and approved a 10-Year Water Supply Facilities Plan which is updated periodically.

Sanitary Sewer

The City of Doral does not maintain any sanitary sewer facilities within its corporate limits. The treatment, transmission and pumping facilities serving the City are provided by the Miami-Dade County Water and Sewer Department (WASD). Since the system is owned and maintained by the Miami-Dade

County, no sanitary sewer improvements or projects are programmed or planned by the City in the foreseeable future. The present system of sewage treatment provides an acceptable level of service.

Drainage Facilities

The South Florida Water Management District (SFWMD) and Miami-Dade County currently operate the primary stormwater management facilities within the City of Doral. The City has responsibility for the secondary canal network. The City has adopted level of service (LOS) standards for development regarding water quality and quantity of run-off in the Drainage Sub-element of the Comprehensive Plan. Based on the analysis and maintenance of the LOS standards, a 5-year Capital Improvement Plan for the City's portion of the stormwater system has been developed to prioritize and provide the financial resources necessary to plan and maintain the City's stormwater management program. This capital program will correct many pre-existing drainage deficiencies on a priority basis, and provide for maintenance of system wide drainage LOS standards for all existing and planned land uses. No adjustments to the Future Land Use Map are required to address drainage issues.

Parks and Recreation

The City currently has 134 acres of developed parks. The Costa del Sol golf course is open to the public and comprises 98 acres. Together, these park and recreation facilities total 232 areas which is just below the current LOS standard of 237 acres. Six (6) new park development projects are planned in the City's current 5-Year Schedule of Capital Improvements totaling 86.8 acres. In addition, the Grand Bay Preservation Park now under development will contribute another 72 acres. These new park projects will increase the total park and recreation acreage in Doral to 390.8 in the next 5 years. This is well above the parks LOS standard for 2020 of 303 acres. No adjustments to the Future Land Use Map are required at this time

Solid Waste

The County's large Solid Waste Resource Recovery Facility is located within Doral, including the ash disposal area. Residential solid waste, including recycled materials, in the City of Doral is collected and disposed of by Miami-Dade County. Solid waste from nonresidential and multi-family properties is collected by private haulers and disposed of at various sites in Miami-Dade Broward County. Solid waste disposal for the City is administered by the Miami-Dade County Department of Solid Waste Management (DSWM). Doral also implements solid waste recycling in all City offices and at all City facilities for public use such as its parks. At the present time, the Miami-Dade County projects existing solid waste capacity countywide to be well in excess of the 5-year standard. The present system of solid waste collection and disposal provides an acceptable level of service, and no adjustments are required to the Future Land Use Map. It should be noted the County's Solid Waste Facility continues to generate a noxious odor throughout the entire area of central and northern Doral, and the City is working with the County and the operator to minimize this negative impact.

6. Historic and Archeological Resources

There are 3 historical/archaeological sites within Doral listed on the Florida Master Site File, none of which contain historic structures. These archaeological sites are located in Sections 19,20, and 34 (T53, R40) and on parcels that are now fully developed. Doral has not designated any local historically significant buildings.

7. Redevelopment

In 2006, the City revised its Future Land Use Map to create mixed use opportunities for redevelopment of primarily office and retail areas now existing in the new downtown, located generally north and south of Doral Boulevard between NW 87th and NW 79th Avenues. This redevelopment is now well underway.

8. Workforce Housing

The 2010 U.S. Census showed Doral had 16,798 housing units at that time. Of these, 58% were owner-occupied and 42% rented. Figures also indicate approximately 61% of residents pay more than 30% of their monthly income for housing. Doral's future land use and housing goals, objectives and policies should address adequate housing stock maintenance, while allowing the private sector to provide housing to accommodate additional need generated by population growth. The City can also encourage the construction of workforce housing by creating a density bonus of up to 30% in its mixed use and high density land use categories in order for the developer to provide at least 2/3 of the units affordable to the area workforce. Workforce housing is defined as housing affordable to households making between 65-140% of area median income as determined by Miami-Dade County based on information from the U.S. Department of Housing and Urban Development.

9. Floodplain Management

Management of the floodplain safeguards the public health, safety, and general welfare of residents, and minimizes public and private losses due to flooding through the regulation of development. Integration of floodplain management into the comprehensive plan is the first step toward accomplishing the following goals:

(1) Minimize unnecessary disruption of commerce, access and public service during times of flooding;
(2) Require the use of appropriate construction practices in order to prevent or minimize future flood damage;
(3) Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and other development which may increase flood damage or erosion potential;
(4) Manage the alteration of flood hazard areas and watercourses to minimize the impact of development on the natural and beneficial functions of the floodplain;
(5) Minimize damage to public and private facilities and utilities; and
(6) Help maintain a stable tax base by providing for sound use and development of all areas within the City.

10. Environmental Issues

Wetlands

The Conservation Element shows the location of permitted wetland sites in the City of Doral. In addition, there are a number of other jurisdictional wetland areas such as throughout Section 8 (Township 53, Range 40). Projects within jurisdictional wetland areas are required to obtain all required Federal, State and County permits, and provide mitigation as necessary. There is a 51-acre wetland site located

northwest of the intersection of NW 74th Street and NW 107th Avenue, which has been reserved as part of area development approvals. This site has been depicted as Environmentally-Protected Park on the Future Land Use Map and the City is seeking donation of the site to Doral for passive use and special educational opportunities.

Working with information recently provided local bird population observers, City staff has identified a 26-acre area north of NW 58th Street and east of NW 107th Avenue named "Doral Wetlands." A local birding professional has sited 77 separate bird species in this area over the past 2 years and it is ranked 82nd on the list of top 100 active bird areas in Miami-Dade County. The City is considering a new conservation policy to develop a preservation plan for this important location by 2018. Also, a new policy to inventory unique and endangered environmental properties in the City, and evaluate available options for preservation and long-term maintenance.

Native Uplands

No plant or animal studies for any native upland areas have been completed for the Doral area. The Conservation Element identifies all of the endangered, threatened plant species of special concern native to Miami-Dade County, which may be present within the City. All development applications are required to certify that no known endangered, threatened and plant species of special concern are present on site and to obtain all required permits from environmental agencies.

Air Quality

Because of the climate and meteorological conditions in South Florida, Miami-Dade County has better air quality than most major metropolitan areas in the United States. Miami-Dade County's Department of Environmental Resource Management (DERM) has 13 active ambient air quality monitoring stations; none of which are located in the City of Doral. Overall, the Florida Department of Environmental Protection (DEP) rates the air quality throughout Miami-Dade County as good. Because of its geography and generally low density land use pattern, plus the initiatives undertaken by Miami-Dade County, the City of Doral enjoys good air quality overall.

Water Quality

Natural surface water resources within Doral have been greatly impacted over time by man-made drainage systems and rock mining. The majority of the City is located within the C-6 Drainage Basin comprised of canals, including the C-6 Canal. County DERM has 5 surface water monitoring sites within or near Doral. No water quality violations have been recorded at these sites. A small portion of the Doral's western land is located within the cone-of-influence for the County's Northwest Wellfield, and thus City policies and regulations must recognize use restrictions in these areas, prohibiting any activities generating or using hazardous or toxic materials.

Wildlife and Habitats

Doral has 2 identified environmentally-valuable wildlife habitats. These are the 51-acre environmental site located near NW 107th Avenue and NW 74th Street, and the Dade Wetlands site east of NW 107th Avenue and north of NW 58th Street. There are a number of other wetlands within private development projects throughout Doral which have been preserved through master development plans have important wildlife and native habitat features.

11. Land Use Issues

Airport Height and Use Restrictions

Doral is under the western approach flight path of Miami International Airport (MIA), and this imposes significant height restrictions on buildings, particularly in the central and southern areas of the City. As an example, building heights along eastern Doral Boulevard are limited to approximately 135-140 feet. Restrictions are even more severe in the NW 25th Street area. There are also limits on the types of uses which can be placed under the flight path; schools and residential developments are prohibited in those areas. The City's land use policies and land development regulations continue to reflect these restrictions.

Airborne Noxious Odors

Unpleasant and persistent odors have plagued a number of residential areas in central and north Doral, primarily emanating from the County's Solid Waste Facility and the Medley Landfill. The goals, objectives and policies in the Future Land Use Element address this important issue to help ensure these facilities are not expanded, and all measures are being implemented at each site to reduce and eliminate noxious odors beyond the boundaries of those facilities. In 2014, the City instituted an odor monitoring plan to determine if the Medley Landfill and County Solid Waste Facility are meeting regulatory air quality requirements, and establish a monitoring schedule and sampling locations based on odor complaints. The City also adopted an ordinance making it unlawful to emit odor beyond a property's boundary, and establishing an odor hotline, complaint tracking system and provisions for nuisance odor determination.

Adjacent Landfill Expansion

The City opposes any expansion at the Medley Landfill located northeast of Doral. The impacts of the current landfill in terms of both odor and heavy truck traffic on Doral businesses and residents are already very negative. Any expansion of this facility would increase the existing adverse impacts on the City. Doral will continue its intergovernmental coordination efforts to discuss this issue with all involved parties and reach agreements, where possible, to lessen adverse impacts on the City.

Constrained Roadways

With incorporation, the City 'inherited' the State and County network of road right-of-ways within Doral. While the section-line or major right-of ways were intact at that time, many lesser road right-of-ways for half-section and quarter-section line roads were not continuous, thereby forcing traffic onto the major roads. Since 2005, the City has made it a priority to connect the right-of-ways for smaller roads and pave them, and this program has been very successful. Now in many areas travelers can traverse the City without having to use the crowded section-line road system. The City has also proactively encouraged a number of mixed use projects in the City's downtown and along Doral Boulevard, many of which are approved and under construction. Even with these improvements and given the steady growth over the past 10 years, the City is now facing significant right-of-way constraints in dealing with greater traffic on its primary road network. The right-of-way on many section-line roads like Doral Boulevard and NW 107th Avenue simply can't be feasibly widened. The very high cost and potential for dislocation of existing development in trying to acquire additional right-of-way along these corridors cannot be justified. The City must look for alternative means to address increasing traffic congestion such as enhanced transit, ride-sharing, expanded bicycle/pedestrian system and staggered local business work hours. The City is currently in the process of updating its Transportation Master Plan in 2016 which should provide a coordinated program to address this and other key transportation issues.

Doral Boulevard Land Use

Doral Boulevard is the City's mainstreet and the land use designations along it date back to the 1970s for the most part when the road was under County control, except for several more recent mixed use amendments since incorporation approved by the Council for the NW 79th to NW 87th Avenue area. A Street Beautification Master Plan was prepared for the corridor in 2007 which contained some general land use recommendations. However, the City has never conducted a specific land use analysis for this critical corridor. The City is receiving development proposals for the boulevard but has no real and recent plan for its eventual development as a showpiece for Doral. It is proposed that the City prepare a Doral Boulevard Land Use Evaluation Study for this key roadway by 2016.

Protection of Industrial Land Base

The City has an impressive base of industrial land use, much of it serving the needs of businesses associated with operations and flight traffic at the Miami International Airport. In 2006, there were 3,186 acres of land designated for industrial use. Since then, that figure has decreased at 15.5% to 2,694 acres in 2015 via land use amendments. Industrially-used land, including soil/mineral extraction, totals 1,587 acres today which is approximately 16% of the City's total land base. This base is an essential element of the Doral community and its rich employment opportunities. The protection and enhancement of this key resource should be high priority of Doral in the future planning period.

12. Regional Activity Centers

Two (2) areas in Doral were designated in 2006 as Regional Activity Centers pursuant to Chapter 28-24.014(10)(b)2, Florida Administrative Code. These are the Foreign Trade Zone (FTZ) site (the Miami Free Zone) located at the southeast corner of N.W. 25th Street and N.W. 107th Avenue and approximately 462 acres located in Section 8 (Township 53 South, Range 40 East), as depicted on the adopted Future Land Use Map. This designation is intended to provide for compact, high intensity, high density multi-use areas designated as appropriate for intensive growth by the City. In order to qualify as a Regional Activity Center (RAC) pursuant to the applicable regulations, an area must contain the characteristics described below.

a. *The designated area must be a compact, high intensity, high density multiuse area designated as appropriate for intensive growth by the local government of jurisdiction*.

   Justification: The Section 8 RAC is planned to contain residential, commercial, parks and recreation, institutional, and industrial uses. A substantial portion of the area includes a planned unit development with a mix of residential, institutional, and commercial uses. The Foreign Trade Zone is currently a hub of high intensity, mixed uses that serve as the only federally designated free trade zone in Miami-Dade County. The RAC designation allows the Free Trade Zone to expand without exceeding thresholds for a Development of Regional Impact and will enable it to serve as the catalyst for making Doral a center of international commerce.

b. *The designated area may include: retail; office; cultural, recreational and entertainment facilities; hotels and motels; or appropriate industrial activities*.

   Justification: Section 8 is planned for retail, industrial, institutional uses (including a park and school), residential uses, and such related uses. The Foreign Trade Zone RAC consists of +/- 47 acres and the designation will permit the construction of 1.2 million square feet of building

space in addition to the existing facilities. The planned expansion will include hotel, office, retail, convention/showroom space and warehouses.

c. *The designated area shall be consistent with the local government comprehensive plan and future land use map intensities*.

Justification: The designated areas are consistent with the City's adopted Comprehensive Plan and Future Land Use Map.

d. *The designated area shall routinely provide service to, or be regularly used by a significant number of citizens of more than one county; or contain adequate existing or committed public facilities, as identified in the capital improvements element of the local government comprehensive plan*.

Justification: With the Metrorail Station located at the Palmetto Expressway and N.W. 74th Street east of Section 8 and the construction of the new Turnpike interchange in close proximity to the west at NW 74th Street, Section 8 and the associated roadways of N.W. 107th Avenue and NW 74th Street will become major regional and local corridors for transportation and commerce. NW 74th Street was recently expanded to 6–lanes for the 3 mile stretch between NW 87th Avenue and the new Florida Turnpike interchange. The Foreign Trade Zone RAC currently serves as a regional hub for the international export and import of merchandise. The current tenants of the facility process over $1 billion in inbound and outbound international transactions. The reason for this level of activity is that the free trade designation provides an exemption from having to pay re-exportation duties to U.S. Customs Service when shipping through the Miami-Free Trade Zone. The addition of the office, retail and hotel space will enable the Miami Free Zone to provide international companies the ability to co-locate their administrative offices and distribution area, and permit conventions and meetings on the same site. The Miami Free Zone is already regularly used by citizens of more than one county and country, and the contemplated development will enable the Zone to become a self-contained international hub of trade and commerce.

e. *The designated area shall be proximate and accessible to interstate or major arterial roadways*.

Justification: The subject area within Section 8 is located between Florida's Turnpike and the Palmetto Expressway at the intersection of two arterial roadways: N.W. 107th Avenue and N.W. 74th Street. Immediately to the west of this area, an interchange at NW 74th Street at Florida's Turnpike has recently been constructed to serve the residential communities developing in the northern portion of the City. The Foreign Trade Zone RAC area is located at the intersection of two arterial roadways: N.W. 107th Avenue and N.W. 25th Street and a mile north of the Dolphin Expressway (SR 836). The property is also 1 mile from Florida's Turnpike and 3-miles from the Palmetto Expressway (SR 826).

13. Urban Central Business District

In 2006, the City's core downtown area was designated as an Urban Central Business District (UCBD) pursuant to Chapter 28-24.014 (10)(b)1, Florida Administrative Code. As delineated on the adopted FLUM, this area is composed of several closely-related development sites generally described as the

120-acre Beacon City Center located east of NW 87th Avenue between NW 54th Street and NW 48th Street, the 50 acre-Ryder/Shoma tract on Doral Boulevard west of NW 82nd Avenue, both designated for Downtown Mixed Use on the City's Future Land Use Map, and a linear strip of land connecting the sites that is bounded by NW 36th Street, Doral Boulevard and NW 87th Avenue. This UCBD designation increases the applicable Development of Regional Impact thresholds for development within its boundaries and thus encourages the intensification of development in one of Miami-Dade County's key infill and employment areas. In order to qualify as an Urban Central Business District pursuant to the applicable regulations, an area must contain the characteristics described below.

a. *The designated area must be the single urban core area of a municipality with a population of 25,000 or greater, which is located within an urbanized area as identified by the 1990 Census.*

   Justification*:* The estimated population in the City of Doral in 2014 was 52,889 (BEBR) residents and, based on the stated vision of the City, the subject area is "designated to provide for the horizontal and vertical integration of a diversity of urban-oriented uses at the city center." This designation serves to implement the vision of Doral in establishing a well-planned urban core within the City's downtown.

b. *The designated area shall be consistent with the local government comprehensive plan and future land use map intensities*.

   Justification: The designated area is consistent with the adopted Doral Comprehensive Plan and Future Land Use Map.

c. *The designated area shall contain mass transit service as defined in Chapter 9J-5, F.A.C*.

   Justification: The County's Transit Agency operates continuous daily bus service along the Doral Boulevard and NW 87th Avenue. The area is in close proximity to Doral Boulevard at the City's primary gateway from the Palmetto Expressway to west of NW 87th Avenue (Galloway Road). As depicted in the Transportation Data Inventory and Analysis of this Comprehensive Plan, the current transit facilities serving the subject area include Route 87, Route 36, Route 242, Route 95, and Kroger/TriRail Shuttle. Furthermore, the terminus of the Metrorail is at the multi-modal center located approximately one and one-half miles north of the proposed Urban Central Business District. The City also operates the Doral Trolley along both Dorsal Boulevard and NW 87th Avenue providing daily transit service within the City, with connections to the County's bus system and Metrorail Station at NW 74th Street and the Palmetto Expressway.

d. *The designated area shall contain high intensity, high density multi-use development which may include any of the following: retail, office, including professional and governmental offices; cultural, recreational, and entertainment facilities; high density residential; hotels and motels; or appropriate industrial activities*.

   Justification: The subject area already contains a full range of uses and the City has determined that the subject areas are the appropriate location for the type of high intensity uses contemplated by the Urban Central Business District designation. The area currently includes substantial high-density residential, retail, industrial, institutional (including a park and school), residential, office, warehouses, and corporate headquarters of large public corporations.

Furthermore, the future land uses within this area include categories that accommodate the highest intensity and density of mixed use permitted in the City.

14. Future Land Use

The currently adopted Future Land Use Map is shown in Figure 4 and reflects Doral's vision and future land use needs. Table 4 provides the acreage and general range of density or intensity of the land use for the land area included in each future land use category.

In 2006, the predominant land use in Doral was Industrial comprising 33.7% of the City, followed closely by the 5 residential (only) land use categories at 25.6%. Of the residentially-designated lands in the City, about 2/3 are in the Estate and Low Density categories limiting density to 6 and 10 units per acre, respectively. Business lands make up 6.5% of the City's land base, while Institutional and Public Facilities area comprise 5.4%. In 2015, Industrial land use has slipped to 28.5% of the total land base. The land comprising the 5 residential categories has remained essentially the same at 25.8%. The highest land use growth by far in the past 10 years has been in the Downtown Mixed Use (319 acres) and Community Mixed Use (323 acres) categories, both created by the City shortly after incorporation.

Figure 4: FLUM (May 2016)

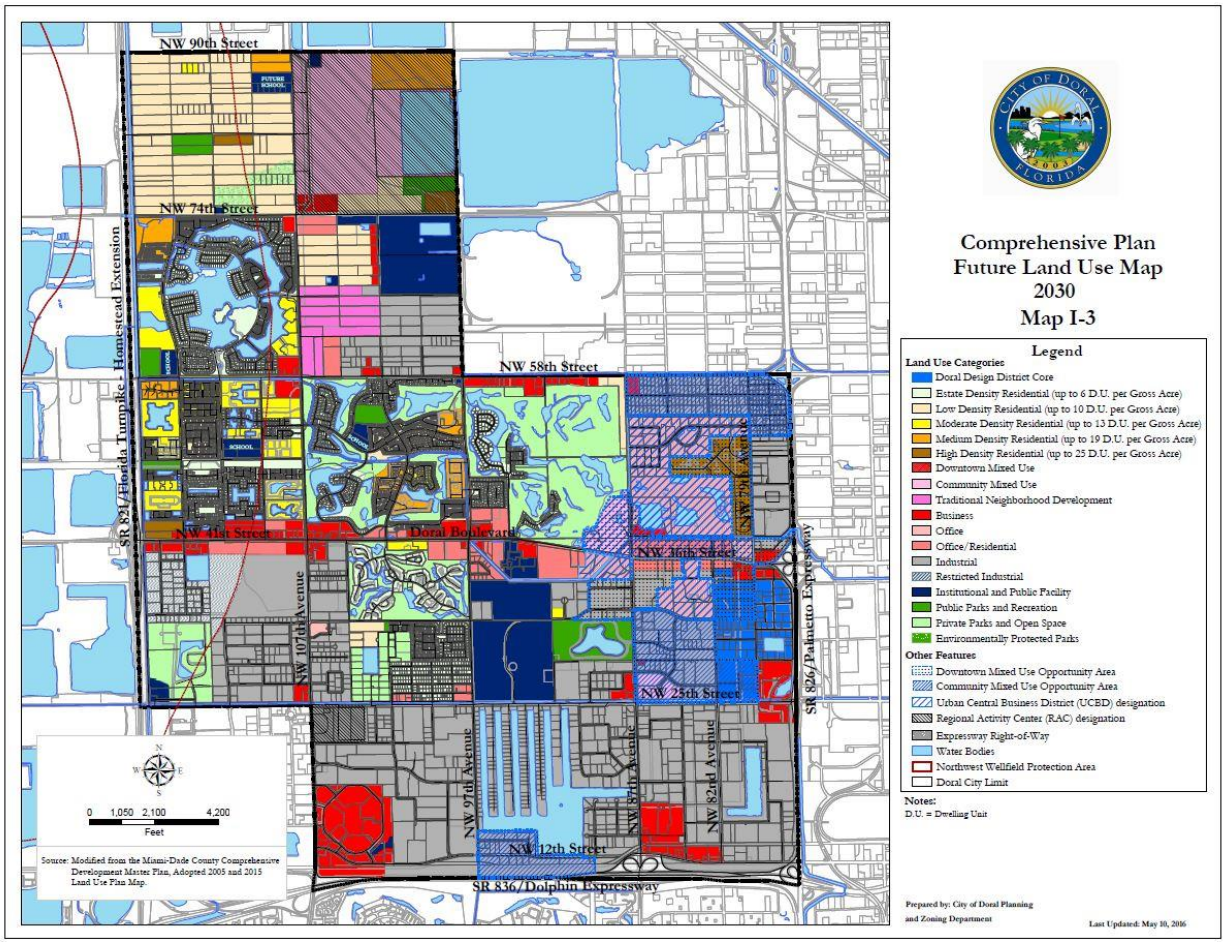


Table 4: Future Land Use Profile

Land Use Category	2006 Acres	2015 Acres	2015 % of Total Area	% Change 2006-2015
Estate Density Residential (up to 6 units/acre)	942	942	10.0 %	0
Low Density Residential (6-10 units/acre)	800	817	8.6	+ 2.1 %
Moderate Density Residential (10-13 units/acre)	331	331	3.5	0
Medium Density Residential (13-19 units/acre)	236	236	2.5	0
High Density Residential (19-25 units/acre	87	117	1.2	+ 3.4
Downtown Mixed Use	0	319	3.4	+
Community Mixed Use	10	323	3.4	+ 3200
Traditional Neighborhood Development	350	98	1.0	- 72.0
Doral Décor District	0	185	2.0	+
Business	610	584	6.2	- 4.3
Office	15	24	0.3	+ 60.0
Office/Residential	320	320	3.4	0
Industrial	3,186	2,694	28.5	- 18.2
Restricted Industrial	140	140	1.5	0
Institutional and Public Facility	525	500	5.3	- 4.8
Public Parks and Recreation	112	140	1.5	+ 25.0
Private Parks and Open Space	870	764	8.1	- 12.2
Environmentally Protected Parks	48	48	0.5	0
Water Bodies*	873	873	9.1	0
Total Land Use Acres	**9,455**	**9,455**	**100 %**	**---**

Source: 2006 acres – Kimley-Horn and Associates; 2015 acres – City of Doral staff.
* Not a land use category.

B. Housing

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Introduction

This section presents the updated Data, Inventory and Analysis (DIA) for the housing sector in Doral. It is a key component of the Housing Element contained in the City's adopted Comprehensive Plan, providing technical and analytical support for the Goals, Objectives and Policies part of the Element. The population and housing data presented herein is drawn primarily from the 2010 U.S. Census and official Census estimates which are the best-available sources.

When the City's original Comprehensive Plan was adopted in 2006, it contained an extensive Housing DIA report which is available through the Doral Planning and Zoning Department, and remains as part of the DIA support for the Comprehensive Plan and its Housing Element. This 2015 DIA section is intended to provide updated housing-related information for the 2006-2015 period, drawing heavily, as mentioned previously, on 2010 Census data.

1. Population Characteristics

The City's official total population estimates and projections are contained in the Future Land Use Element DIA. The 2010 U. S. Census represented the first official count of Doral's total population since its 2003 incorporation and showed the City was home to 45,709 residents. That figure has now grown significantly to an estimated 55,660 persons in 2015, a 21.7% increase. The City's population is expected to grow strongly over the next 5 years to 71,282 in 2020, a 28% increase.

Looking at Doral's socio-economic characteristics in 2010, Table 5 presents the age of the population. The median age was 34 years which is considered relatively "young" among cities. This verified by the fact that 31% of City residents were under 20 years of age, while those 65 years and older comprise only 6% of the 2010 population.

Table 5: Age of Population

Age Range	Population	Percent
Total Population	45,704	100.0
Under 5 years	3512	7.7
5 to 9 years	3646	8.0
10 to 14 years	3689	8.1
15 to 19 years	3272	7.2
20 to 24 years	2620	5.7
25 to 29 years	3060	6.7
30 to 34 years	3989	8.7
35 to 39 years	4781	10.5
40 to 44 years	4612	10.1
45 to 49 years	3915	8.6
50 to 54 years	2517	5.5
55 to 59 years	1828	4.0
60 to 64 years	1502	3.3
65 to 69 years	1052	.3
70 to 74 years	755	1.7
75 to 79 years	494	1.1
80 to 84 years	282	.6
85 years and over	178	.4
Median age (years)	34.0	(x)

Source: 2010 U.S. Census.

Table 6 below shows the racial breakdown of the City's population. White residents comprise 88.7% of the population. The next most prevalent racial categories are Asian with 3.6% of the total and Black or African Americans accounting for 2.5%.

Table 6: Population By Race

Race Category	Population	Percent
Total Population	45,704	100
One Race	44,755	97.9
White	40,552	88.7
Black or African American	1,139	2.5
American Indian and Alaska Native	57	.1
Asian	1,633	3.6
Native Hawaii and Other Pacific Islander	7	0.0
Some Other Race	1,367	3.0

Source: 2010 U.S. Census.

The ethnicity of Doral's population is decidedly Hispanic or Latino with that group comprising 79.5% of the City's residents as shown in Table 7. Persons listing their ethnic heritage as Cuban account for 5,806 or 12.7% of the population and those listing Puerto Rican, 4.9%. Residents with Hispanic or Latino heritage, but not of Mexican, Puerto Rican or Cuban descent, make-up 59.4% of Doral's population.

Table 7: Hispanic or Latino Population

Hispanic or Latino	Population	Percent
Total Population	45,704	100
Hispanic or Latino (of any race)	36,344	79.5
Mexican	1,152	2.5
Puerto Rican	2,238	4.9
Cuban	5,806	12.7
Other Hispanic or Latino (5)	27,148	59.4
Not Hispanic or Latino	9,360	20.5

Source: 2010 U.S. Census.

In 2010, the City had 15,244 households and the average household size was 3.0 persons. Table 8 shows that plus additional interesting household statistics. Households with a husband-wife family account for 58.3% of the City's total households, while 50.7% contain 1 or more children and 13.9% have individuals 65 years old and over.

Table 8: Households

Households by Type	Population	Percent
Total households	15,244	100
Family households	12,111	79.4
Husband-wife family	8,890	58.3
Male householder, no wife present	863	5.7
Female householder, no husband present	2,358	15.5
Nonfamily households (7)	3,133	20.6
Male	1,155	7.6
Female	1,113	7.3
Households with individuals under 18 years	7,729	50.7
Households with individuals 65 years and over	2,112	13.9
Average household size	3.00	(x)
Average family size	3.33	(x)

Source: 2010 U.S. Census.

Table 9 presents the occupancy characteristics of Doral's housing stock. In 2010, the City had a total of 17,785 housing units and 85.7% were occupied. It should be remembered that 2010 was a low point in

what has been termed the country's "Great Recession" and thus the 14.3% in vacant units should be viewed as an aberration in the longer term. Normally, housing vacancy ranges between 4-8% in most years and that has been the case typically in Doral.

Table 9: Housing Occupancy

Housing Occupancy	Population	Percent
Total housing units	17,785	100
Occupied housing units	15,244	85.7
Vacant housing units	2,541	14.3
For rent	528	3.0
Rented, not occupied	18	0.1
For sale only	329	1.8
Sold, not occupied	61	0.3
For seasonal, recreational, or occasional use	935	5.3
All other vacant	670	3.8
Homeowner vacancy rate	3.7 %	(x)
Rental vacancy rate	7.1 %	(x)

Source: 2010 U.S. Census.

2. Age of Housing Stock

Doral is a relatively 'new' city in terms of its housing stock. Table 10 contains the estimated age of houses based on Census information. It's estimated that 80% of the City's housing stock was constructed between 1990 and 2010. However, there are some older units. It is estimated that 46 units were built before 1940 and an additional 100 units were built in the 1950s. Most of these oldest units are located in the Vanderbilt Park neighborhood situated near NW 25th Street and NW 97th Avenue.

Table 10: Age of Housing Stock

Year Built Range	Housing Units
Total Units:	17,702
Built 2010 or later	391
Built 2000 to 2009	8,360
Built 1990 to 1999	5,863
Built 1980 to 1989	1,913
Built 1970 to 1979	858
Built 1960 to 1969	171
Built 1950 to 1959	100
Built 1940 to 1949	0
Built 1939 or earlier	46

Source: 2011-2013 American Community Survey 3-year estimates, U.S. Census, 2015

The balance of owner-occupied and renter-occupied housing is an important indicator of a community's shelter health. Table 11 provides a snapshot of this factor for Doral. Owner-occupied units totaled 55.1% of the City's 15,244 occupied housing while rentals comprised 44.9%.

Table 11: Owner & Renter Occupied Units

Housing Tenure	Units	Percent
Occupied housing units	15,244	100
Owner-occupied housing units	8,395	55.1
Population in owner-occupied housing units	25,417	(x)
Average household size of owner-occupied units	3.03	(x)
Renter-occupied housing units	6,849	44.9
Population in renter-occupied housing units	20,281	(x)
Average household size of renter-occupied units	2.96	(x)

Source: 2011-2013 American Community Survey 3-year estimates, U.S. Census, 2015

3. Housing Affordability

Trying to match the cost of housing with the income level of a community's population is one of the most challenging issues facing cities in Florida and around the country. In determining housing affordability, households spending 30% or more of their income on shelter are considered "cost burdened" while those spending 50% or greater for housing are classified as "severely cost-burdened."

Tables 12 and 13 below provide the ratio of housing cost-to-income for Doral's renters and owners based on Census survey estimates in 2011-13. For renters (Table 12), 60% of households spent 30% or more of their incomes for housing and thus were "cost-burdened," while 42% of owners (Table 13) paid 30% or more. For all households, 50.7% paid more than 30% of income for housing. Of "severely cost-burdened" households, 25.7% were renters and 24.3% were owners..

Table 12: Gross Rent as a Percentage of Household Income

Rent-to-Income Percent Range	Households
Total:	6,926
Less than 10.0 percent	84
10.0 to 14.9 percent	301
15.0 to 19.9 percent	611
20.0 to 24.9 percent	691
25.0 to 29.9 percent	663
30.0 to 34.9 percent	780
35.0 to 39.9 percent	476
40.0 to 49.9 percent	1,131
50.0 percent or more	1,786
Not computed	403

Source: 2011-2013 American Community Survey 3-year estimates, U.S. Census 2015

Table 13: Monthly Owner Costs as Percentage of Household Income

Cost-to-Income Percent Range	Units
Total:	7,714
Housing Units with a mortgage:	5,727
Less than 10.0 percent	238
10.0 to 14.9 percent	637
15.0 to 19.9 percent	668
20.0 to 24.9 percent	775
25.0 to 29.9 percent	609
30.0 to 34.9 percent	473
35.0 to 39.9 percent	242
40.0 to 49.9 percent	481
50.0 percent or more	1573
Not computed	31
Housing Units without a mortgage:	1,987
Less than 10.0 percent	584
10.0 to 14.9 percent	336
15.0 to 19.9 percent	255
20.0 to 24.9 percent	35
25.0 to 29.9 percent	104
30.0 to 34.9 percent	59
35.0 to 39.9 percent	97
40.0 to 49.9 percent	20
50.0 percent or more	299
Not computed	198

Source: 2011-2013 American Community Survey 3-year estimates, U.S. Census 2015

4. Workforce Housing

As can be seen from the previous subsection, affordable housing need is a critical issue in Doral and the Miami metropolitan area in general. A key component of this issue where a city like Doral can have the largest impact is in the provision of affordable housing for its workforce. Workforce housing is generally defined as housing affordable to families and persons making between 65% and 140% of median family income according to the U. S. Department of Housing and Urban Development. According to the Census the median family income is estimated to be $49,900. Thus, using the income percentage range above, workforce housing in Doral should be affordable to families with income between $32,400 and $69,900.

One important method to encourage the construction of workforce housing is with the selected use of density bonuses. It is recommended such bonuses be made available to developers on parcels with high density residential or mixed use land use and zoning. A density bonus of 30% should be considered with the developer required to provide 2/3 of the bonus units on site as workforce housing if the bonus is approved by the City Council. In addition, the workforce units should be affordable across the full range of family incomes in the 65-140% AMI range.

Innovative Housing Design. Cities can also help facilitate the provision of affordable and workforce housing options by allowing creative and innovative housing options for smaller families and single persons such as:

* Live-work units in mixed use areas;
* Single-room occupancy as part of development mix;
* Accessory apartments;
* Reduced minimum residential floor area regulations;
* Expansion of density bonus program;
* Expedited permitting; and/or
* Reduced permit fees.

Each of these options is currently incorporated into the goals, objectives and policies of the Housing Element either for direct implementation and/or future feasibility study.

C. Infrastructure

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Introduction

This section presents the updated Data, Inventory and Analysis (DIA) for the public infrastructure in Doral including potable water, sanitary sewer, solid waste and stormwater management. It is a key component of the Infrastructure Element contained in the City's adopted Comprehensive Plan, providing technical and analytical support for the Goals, Objectives and Policies part of the Element.

When the City's original Comprehensive Plan was adopted in 2006, it included an extensive Infrastructure DIA report which is available through the Doral Planning and Zoning Department, and remains as part of the DIA support for the Comprehensive Plan and its Infrastructure Element. This 2015 DIA section is intended to provide updated infrastructure-related information for the 2006-2015 period.

1. Potable Water Service

Doral receives water service from Miami-Dade County Water and Sewer Department's (WASD) Hialeah/Preston Water Treatment Plant. The plant is owned and operated by WASD, who is responsible for maintaining the distribution and treatment facilities serving the City. Altogether, WASD owns and operates three (3) regional water treatment plants throughout the County. The current capacity of WASD's regional water system is 473 million gallons per day (MGD). Previously, Infrastructure Element Policy 5A.1.1 in the City's Comprehensive Plan established the adopted level of service (LOS) standard for potable water at 200 gallons per capita per day. The City's water conservation efforts since 2006 and adoption of its 10-Year Water Supply Facilities Plan has now enabled Doral to reduce the potable water level-of-service standard to 126.82 MGD; a 37% reduction.

Table 14 below presents the existing and projected potable water needs of the City through 2030, reflecting the reduced LOS standard.

Table 14: Doral's Water Needs 2015-2030

YEAR	POPULATION	LEVEL-OF-SERVICE (gallons/capita/day)	WATER DEMAND (million gallons/day)
2015	55,660	126.82	7.1
2020	78,668	126.82	9.0
2025	91,409	126.82	11.6
2030	103,421	226.82	13.1

Source: Iler Planning (2015)

Regional water system capacity projections have been provided by the County based on current water system capacity, planned capacity projects, and current and projected demand from retail water customers within the County. A summary of WASD's projected potable water demand and rated capacity is provided in Table 15 below.

Table 15: Miami-Dade WASD Water System Capacity and Demand Comparison

YEAR	RATED CAPACITY (MGD)	FINISH WATER DEMAND (MGD)	POPULATION SERVED
2015	463.93	327.37	2,266,092
2020	464.74	342.37	2,370,769
2025	464.74	357.25	2,475,446

MGD = Million Gallons per Day.
Source: WASD Water Supply Facilities Work Plan (2015).

Table 15 shows that the County will have sufficient water system capacity through 2025. Therefore, LOS is expected to be maintained through 2025 and beyond for the portion of the regional water system serving the City of Doral. In 2015, the City updated their Water Supply Facilities Work Plan, which includes several text amendments to the Doral Comprehensive Plan. The goal of the water supply planning process is to determine the local water needs, and develop sound and workable solutions and policies to meet those needs. The Plan references the initiatives already identified by WASD to ensure adequate water supply for the City of Doral. According to the State guidelines, the Plan and the Comprehensive Plan must address the development of traditional and alternative water supplies, service delivery and conservation, and reuse programs necessary to serve existing and new developments for at least a 10-year planning period.

5-Year LOS Projects

Miami-Dade County's Water Supply Facilities Work Plan identifies an Alternative Water Supply Project (AWSP) for the Hialeah/Preston WTP in three (3) phases to be planned and constructed from 2007 through 2027. The overall project will provide an additional capacity of 17.5 MGD for the Hialeah/Preston WTP. Phase 1 of the AWSP is complete and will add an initial 10 MGD of capacity.

2. Sanitary Sewer Facilities

The adopted level of service (LOS) standard for sanitary sewer in Doral is 100 gallons per capita per day, as noted in Policy 5B.1.1 of the Infrastructure Element of the Comprehensive Plan. Table 16 below shows the present and future wastewater demand of the City.

Table 16: Current and Future Wastewater Demand for Doral

YEAR	POPULATION	LEVEL-OF-SERVICE (gallons/day)	WASTEWATER DEMAND (MGD)
2015	55,660	100	5.6
2020	78,668	100	7.1
2025	91,409	100	9.1
2030	103,421	100	10.3

MGD = Million Gallons per Day.
Source: Iler Planning (2015)

Sanitary sewer service in the City is provided by Miami-Dade County's Water and Sewer Department (WASD). The LOS standard for wastewater in the County requires all regional water treatment plants to operate with a physical capacity of no less than the annual average daily sewage flow. According to the County's 2010 Evaluation and Appraisal Report (EAR), the County's system has historically maintained this baseline requirement. Currently, the County has a regional wastewater system capacity of 375.5 million gallons per day (MGD). Table 17 shows the projected regional system wastewater demand and system capacity through 2025.

Table 17: Miami-Dade County WASD Regional Wastewater System Capacity and Wastewater Flow

YEAR	POPULATION SERVED	TREATMENT CAPACITY (MGD)	WASTEWATER FLOW (MGD)
2015	2,273,852	375.5	316
2020	2,424,933	394	328
2025	2,576,015	401	337

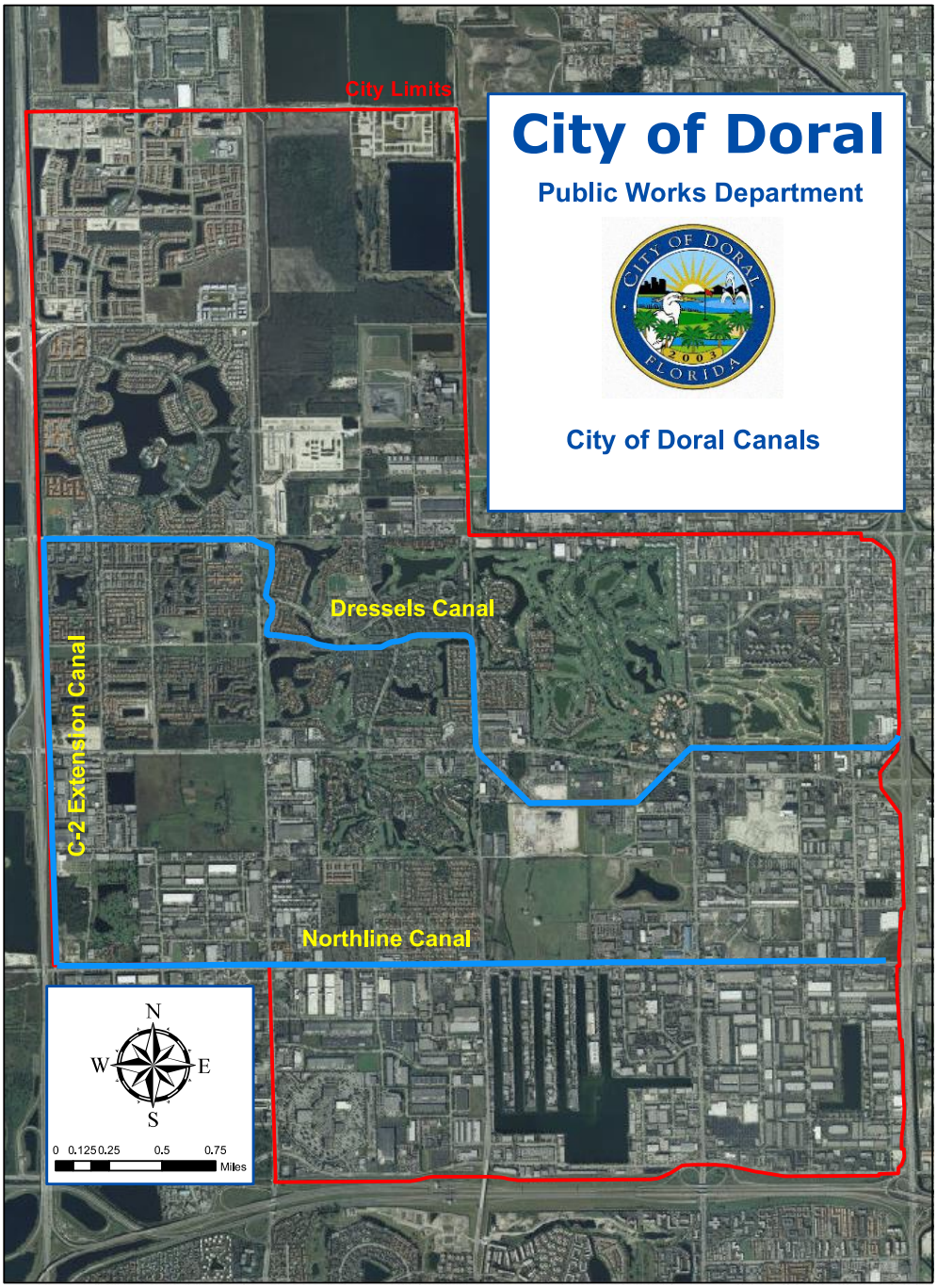
MGD = Million Gallons per Day.
Source: WASD Water Supply Facilities Work Plan (2015).

According to Table 17, WASD's regional wastewater system will have adequate capacity through 2025. Therefore, LOS for sanitary sewer will be maintained in the portions of the City served by WASD's wastewater collection system.

3. Stormwater Management

The City of Doral falls within the boundaries of the C-4 and C-6 Basins within the Central Miami-Dade Watershed. These basins are drained by South Florida Water Management District (SFWMD) primary canals C-4 and C-6 which flow from the Everglades to Biscayne Bay. There are three (3) main secondary canals which convey stormwater from the City to the C-4 and C-6 canals: the Northline Canal, located along the north side of NW 25th Street, the C-2 Extension Canal, located along NW 117th Avenue, and the Dressels Canal which crosses the City from NW 117th Avenue to the Palmetto Expressway. Figure 5 depicts the canal system in Doral.

Figure 5. Doral Canal System



Doral adopts the following system-wide drainage level of service (LOS) standards for new development and redevelopment in Policy 5C.1.1 of the Infrastructure Element:

- *Water Quality Standard.* Stormwater facilities shall meet the design and performance standards established in Chapter 62-25, Rule 25.025, Chapter 40-E, Chapter 40E-40, Florida Administrative Code (FAC), and Section 24-48, of the Code, with the retention of the first inch of runoff onsite to meet the water quality standards required by Chapter 62-302, Rule 862-302.500, FAC, and Section 24-42 of the Code.

* *Water Quantity Standard.* Where two or more standards impact a specific development, the most restrictive standard shall apply:

  + Post-development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with 24-hour duration.

  + Treatment of the runoff from the 5-year storm event, 24-hour duration, in accordance with Section D-4, Part 2, Miami-Dade County Public Works Manual and Sec. 24-48.3 (7) and Rule 40E-40.302, FAC, "Basis of Review, Volume IV Manual."

  + Treatment of the runoff from the first one inch of rainfall onsite or the first 0.5 inch of runoff from impervious areas, whichever is greater.

* *Flooding Standard.* During the 10-year return design storm event, flooding of minor arterials should be below the crown of the roadway.

The City requires all new developments to provide adequate on-site drainage prior to the issuance of a building permit to maintain LOS standard for drainage. However, there were a number of pre-existing deficient drainage conditions when the City was incorporated in 2003. In 2006, Doral adopted its first Stormwater Master Plan (SWMP) to inventory existing stormwater drainage conditions, and identify and prioritize projects to correct existing deficiencies and improve level-of-service. Since adoption of the SWMP, the City has completed all planned projects except for those which are the responsibility of the County or private property owners. In 2014 the City updated the SWMP and that update provides the basis for the planned stormwater improvements presented in Table 27 herein, the City's 5-year Schedule of Capital Improvements (FY 2015/16 to 2019/20).

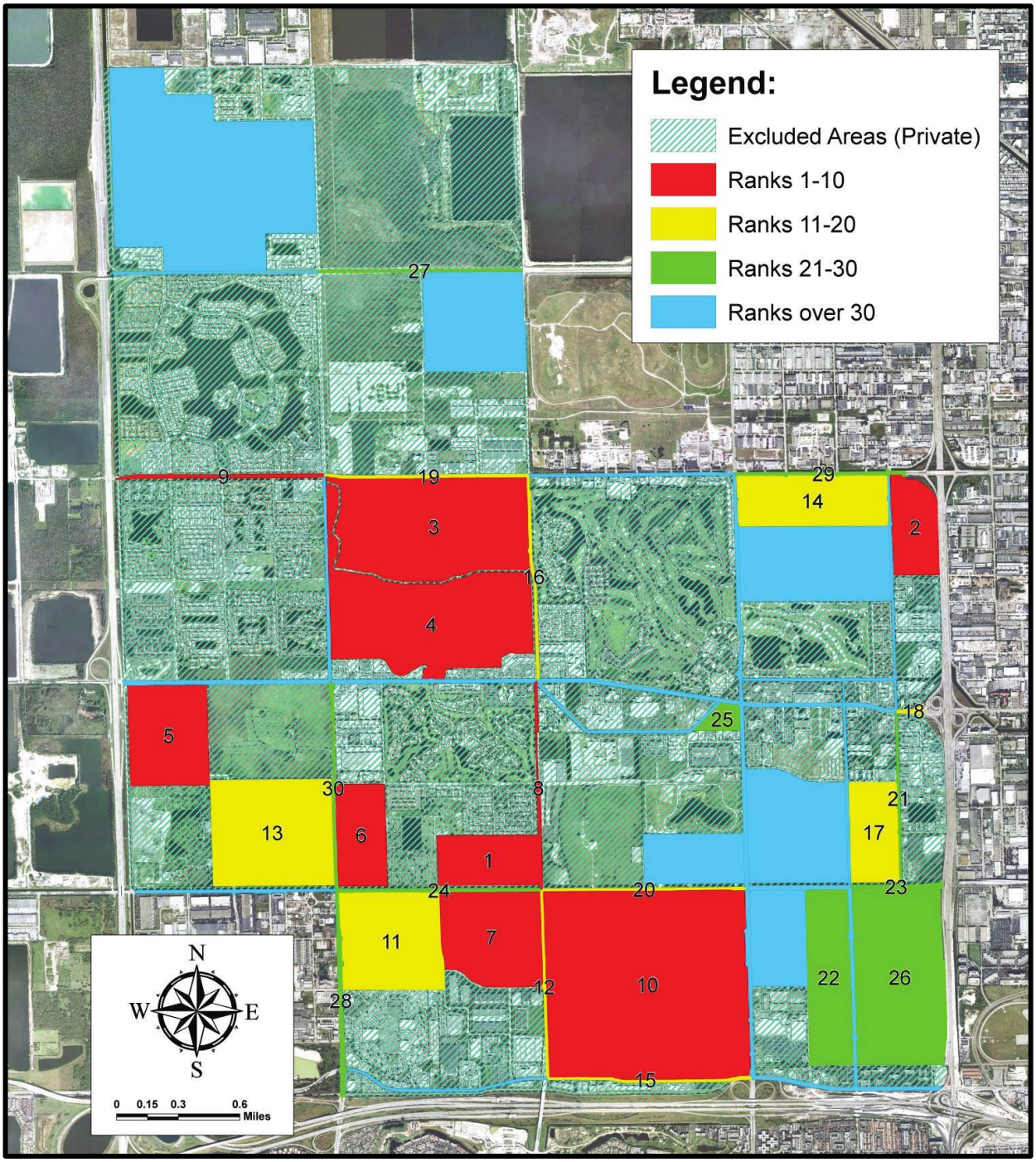
The City's Stormwater Master Plan (SWMP) serves as a planning-level engineering document that analyzes the current condition of the City's existing storm water management systems, identifies high priority flood prone areas, and establishes a five-year capital improvement plan to implement the most cost effective projects to address these areas. The SWMP is typically updated every 5-years. The analysis performed for this SWMP takes into consideration the primary components of the existing storm water management system (manholes, inlets, and major conveyance pipes), canals and lakes, topography, land uses, as well as groundwater elevations, and historical rainfall when analyzing the primary existing drainage infrastructure throughout the City. These elements are all combined and analyzed within a mathematical Hydraulic and Hydrologic model that simulates the performance of the City's primary

drainage systems using design rainfall events. The City's secondary drainage storm water management systems, such as individual inlets, manholes, and minor conveyance systems which control drainage within the sub-basin, are not analyzed in the SWMP because the SWMP is a planning-level analysis. The secondary drainage systems are typically analyzed in the project design phase and not in the master planning study phase.

The results of the SWMP analysis identify and prioritize general areas where major drainage systems are deficient and define the extent of the deficiencies. With problem areas identified, planning-level drainage projects can be developed and prioritized with the intent of alleviating flooding in flood prone areas. Additionally, general construction costs for these projects are determined in order to budget and define the implementation schedule for the proposed projects. The primary intent of the SWMP is to serve as a guide for the City in order to identify problem areas, develop potential future projects, and correlate those future projects with a planning-level cost. With those items identified, the City can then internally decide where to concentrate engineering efforts and funding based on the SWMP recommendations.

Figure 6 below shows the prioritized drainage sub-basins in the City and establishes the basis for development of the 5-Year Schedule of Capital Improvements to implement the most cost-effective stormwater projects shown in Table 27.

Figure 6. Prioritized Drainage Sub-Basins



5-Year LOS Projects

Although all projects have been completed in the Stormwater Master Plan, the City has continued to provide funding for repair and maintenance citywide through the Stormwater Fund. Two (2) important projects are the Canal Bank Stabilization Program, and Citywide general stormwater improvements and maintenance, including catch basin maintenance, street sweeping, canal maintenance, and floating

debris removal. Table 18 below shows the projects and costs for planned stormwater improvements planned during the next 5 years. The total cost of the 5-year program is approximately $7.88 million.

Table 18: City Stormwater Projects and Estimated Costs FY 2015/16 – 2019/20

Project	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
NW 102 Ave. & 27 Terr	$26,918				
NW 114 Ave. & 74 St.	27,543				
NW 113 Ave. & 77 Terr	17,422				
NW 102 Ave. & 26 St.	11,412				
NW 113 Ct. & 82 Terr	10,655				
NW 82 Ave. - NW 12 St. to RR Tracks.	100,000				
Sub Basin F-1		$1,107,582			
Sub Basin H-5	781,710				
Sub Basin J-1	275,000				
Sub Basin J-2	275,000				
Sub Basin F-5	140,430				
Sub Basin C-6		98,829			
Sub Basin C-7	404,989				
Sub Basin H-8		860,760	$339,774		
Sub Basin D-3			238,229		
Sub Basin D-79 Ave			510,401		
Sub Basin A-2			299,064		
Sub Basin A-4				$1,398,536	
NW 114 Ave., NW 50 St. - NW 58 St.					$500,000
NW 114 Ave., NW 58 St. - NW 74 St.					300,000
NW 50 St., NW 114 Av. - NW 112 Av.					60,000
NW 78 Ave., NW 12 St. - NW 15 St.					100,000
TOTALS	**$2,071,079**	**$2,067,171**	**$1,387,468**	**$1,398,536**	**$960,000**

Source: City of Doral Public Works Dept.,2015

4. Solid Waste

The City's adopted level of service (LOS) standard for solid waste is 9.4 pounds per capita per day in Infrastructure Element Policy 5D.1.2 of the Comprehensive Plan. Table 19 below shows the projected solid waste which could be generated in the City through 2030.

Table 19: Doral Solid Waste Generation 2015-2030

YEAR	POPULATION	LOS (lbs./capita/day)	SOLID WASTE GENERATED (tons/day)
2015	55,660	9.4	261
2020	78,668	9.4	335
2025	91,409	9.4	430
2030	103,421	9.4	486

Source: Iler Planning (2015)

The City has an interlocal agreement with Miami-Dade County Department of Public Works and Waste Management (PWWM) for County collection, recycling and disposal of solid waste generated within Doral. According to the County's Comprehensive Development Master Plan, there will be sufficient landfill capacity to serve future development countywide through 2020. The County's capacity analysis is based on projected demand generated by municipalities who have committed waste flows to the system by interlocal agreement, long-term contracts and anticipated non-committed waste flows in accordance with the County's adopted LOS standard. An average total of 775,000 tons of waste is landfilled per year.

The County is currently preparing a Solid Waste Master Plan which will identify new activities, programs, facilities and technologies to provide sustainable solid waste services to ensure public health and environmental protection for Miami-Dade County residents over the next 50 years. Phase I began in June 2009 with data collection, an assessment of the existing system and a projection of long-term solid waste management needs. This part of the program included public participation, evaluation of regulatory and policy impacts, and financial analysis. Phase I concluded with the identification of alternatives for improvements. Phase II, currently underway, will take the findings from Phase I and build a comprehensive Master Plan for a long-term, sustainable solid waste management system. The Master Plan will identify solutions such as potential new technologies, operations or facilities, as well as a financial analysis and strategy for implementation.

Using the City's projected annual solid waste generation calculated in Table 6, the City will be producing an estimated 335 tons by 2020 and 430 tons by 2025, which is approximately ~~9~~ percent of the County's annual landfill capacity. Thus, based on these projections, there will be sufficient landfill capacity to accommodate the City's solid waste demand through 2025.

D. Parks and Recreation

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2. 5-Year Capital Projects…… 38

Introduction

This section presents the updated Data, Inventory and Analysis (DIA) for public parks and recreation facilities in Doral. It is a key component of the Parks and Recreation Element contained in the City's adopted Comprehensive Plan, providing technical and analytical support for the Goals, Objectives and Policies part of the Element. When the City's original Comprehensive Plan was adopted in 2006, it contained an extensive parks and recreation DIA report which is available through the Doral Planning and Zoning Department, and remains as part of the DIA support for the Comprehensive Plan and its Parks Element. This DIA section is intended to provide updated parks information for the 2006-2015 period.

1. Parks Level-of-Service

The level of service (LOS) standard for Doral's parks system is contained in Parks and Recreation Element Policy 7.1.1 as follows:

2009-2011:	3.25 acres of developed park land per 1,000 population
2012-2014:	3.75 acres of developed park land per 1,000 population
2015-2020:	4.25 acres of developed park land per 1,000 population

The City currently has 134 acres of developed parks as shown in Figure 8. In addition, the Costa del Sol golf course, located at NW 97th Avenue and Doral Boulevard, is privately-owned but open to the public at affordable rates for all skill levels. In the Doral community, it performs much the same role as a 'public golf course,' providing recreational opportunities to Doral residents and visitors. Thus, this quasi-public golf facility is counted as available park acreage. Doral's public parks together with the Casa del Sol course provide a total of 232 acres of recreational facilities which is just below the current LOS standard of 237 acres. Using the adopted LOS standards above, the projected park acreage need is presented over the next 5-year period in Table 20 below. The City will need a total of 303 acres of public park land plus to meet the LOS in 2020; this equates to an additional 71 acres of new parks.

Table 20: Projected Parks Level-of-Service Acreage Needs

YEAR	PROJECTED POPULATION	PARK LOS NEED (Acres)
2015	55,660	237
2016	59,304	252
2017	63,143	268
2018	66,220	281
2019	70,317	299
2020	78,668	334

Source: Iler Planning (2015)

2. 5-Year Capital Projects

Seven (7) park development projects are programmed into the 5-Year SCI to address existing and projected LOS needs through 2020. All of these are planned park projects are listed in Table 21. The following parks projects represent new developed parkland acreage and thus will serve to increase the City's current parks LOS:

	Acres
NW 114th Avenue Park	18
Doral North Park	25
Aquatic Facility	10
Triangle Parcel	1.3
Retention Park	3
Linear Park (new)	29.5
Total New Parks……	86.8 acres

The proposed projects above will add an additional 86.8 acres of park land giving Doral a total of 318.8 acres by the year 2020. This total is 16 acres below the developed parks acreage needed of 334 acres to maintain the adopted level-of-service standard of 4.25 park acres per 1000 population through 2020. In addition with the completion of the Grand Bay Preserve Park in the mid-term future, an additional 72 acres of park land will be added giving Doral a total of 390.8 acres of improved park land which is 56.8 acres above the LOS standard of 334 acres in 2020.

With this potential future surplus, the City should consider raising its parks LOS standard in the 2021-25 period to 4.50 acres per 1,000 population. With the proposed park program presented earlier including Casa del Sol and Grand Bay, the City will have more than enough improved park land to accommodate the higher standard.

Figure 8. Doral's Park System

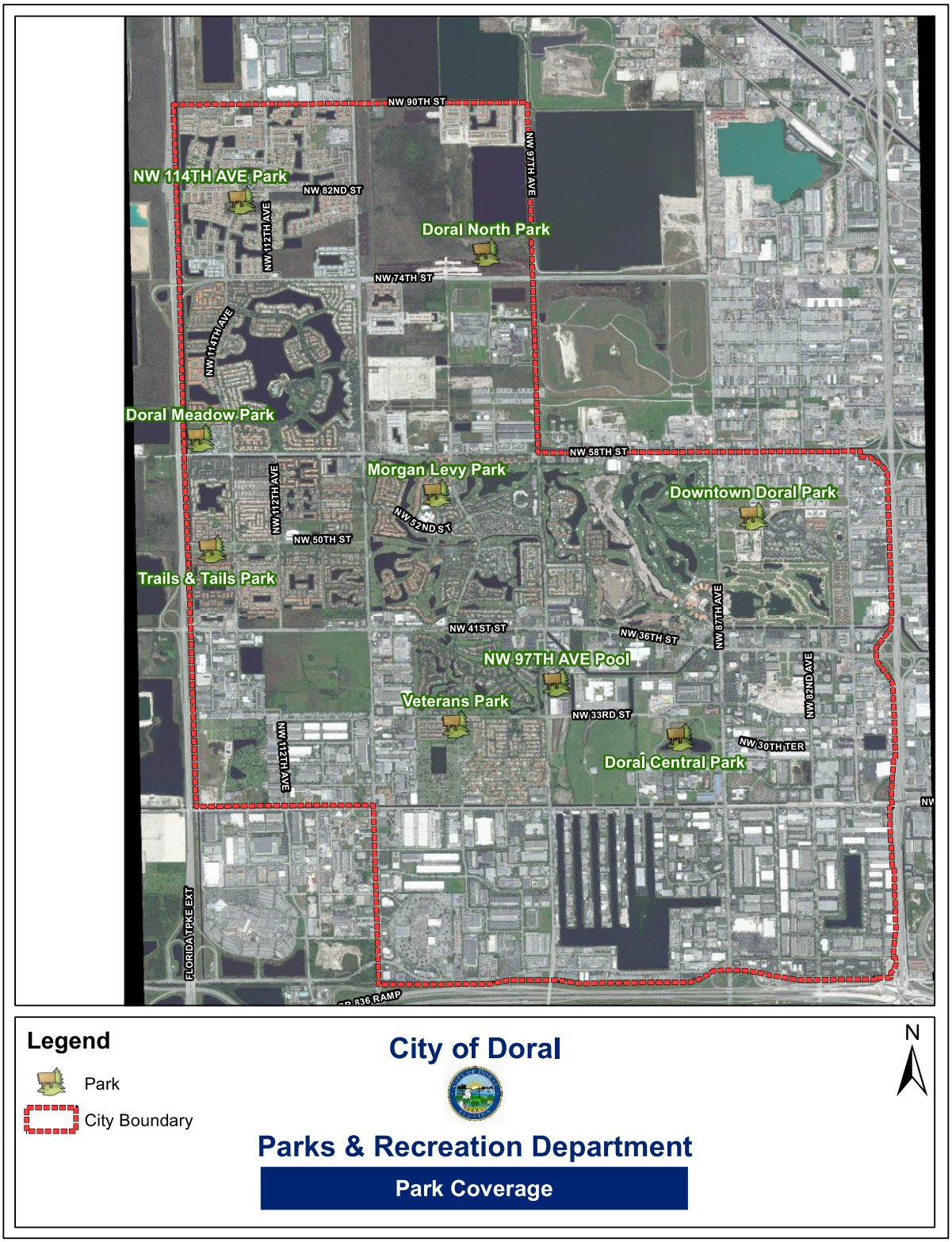

Table 21: Planned Parks Projects

PROJECT	LOCATION	COMPLETION	SIZE
NW 114th Avenue Park	NW 114 Ave. & 82 St	Sept. 2016	18
Doral North Park	NW 97 Ave. and NW 74 St.	Sept. 2016	25
Aquatic Facility	NW 97th Ave & 35th St or JCB Park	Sept. 2017	10
Triangle Parcel	Adjacent to Downtown Doral Park	Sept. 2018	1.3
Retention Park	NW 102nd Av. & NW 62nd St.	Sept. 2018	3
Linear Park	NW 50th St. & NW 107th Av.	Sept. 2018	41
Doral Central Park	NW 87th Ave. & NW 30th St.	Sept. 2019	82
Environmental Passive Park (Private)	NW 107 Ave. and NW 74 St.	Concurrent with development	51
Grand Bay Preservation Park (Private)	NW 87th St./NW 86th St. (east of NW 107th Ave.)	Concurrent with development	72

Source: Doral Planning and Zoning Dept., Doral Park Facilities Master Plan (2015)

A detailed description of each proposed park improvement is provided below.

1. *NW 114th Avenue Park* – This City-owned property will be developed and designed as a community park. NW 114th Avenue Park is conceived as a place in which the community can gather to enjoy sports, cultural arts and nature in a safe environment representative of the beautiful City of Doral. The park will encompass 18 acres in Section 7.
2. *Doral North Park* – A plan was created for this 25-acre site as part of the Florida Communities Trust Funds grant application, to use this site for educational, conservation and passive recreation purposes. The proposed plan for this park features: a Nature Center, a multi-purpose field, a campground, restored wetland habitat, a boardwalk, motorized boat launch/ramp with parking, and a future drawbridge/lake connection.
3. *Aquatic Facility* - There has been a demand from the community for an aquatic facility located in Doral. A feasibility study has been prepared and includes findings on Doral's economic and demographics, a market comparison to other counties and cities in South Florida, a national case study, information gathered from stakeholder interviews, target market, facility programming, usage expectations and financial projections. This year the Parks Department has been working with a consultant on conceptual designs and costs for the facility. Public input will be a part of the conceptual design process. Although the location of the 10-acre facility is still under study, one possible site is in Doral Central Park.
4. Doral Central Park– Former known as J.C. Bermudez Park, this 82-acre park is the largest in Doral and home to major events such as EGGstravaganza and the Independence Day Celebration. Its open green spaces and scenic lake views are ideal for corporate gatherings and community events. Central Park is located in the community heart of Doral adjacent to the headquarters of Carnival Cruise Lines and the United States Southern Command. The initial Master Plan for the park was completed in 2008 and is being updated this year.
5. Triangle Parcel - This 1.3 acre tract is located adjacent to Downtown Doral Park and City Hall. This parcel will serve as an addition to Downtown Doral Park and continue the passive park atmosphere that is currently present.

6. Retention Park: This proposed park site is located on 102nd Ave and theoretical NW 62nd Street. The site will be used as a retention area for the Police/Public Works Building with three (3) acres of the five (5) acre parcel dedicated as a passive park site.
7. *Linear Greenway Park* – Areas under FP&L transmission lines adjacent to streets are being used as multi-purpose trails as proposed in the City's Bicycle Master Plan and Parks and Recreation Element Policy 6.2.6. Facilities and features include: multi-purpose trail/service access route with trailhead, naturalistic planted areas/native habitat plantings and public art. The linear park system comprises 41 acres.
8. *Environmental Passive Park (51 acres)* – This proposed park site is located at NW 107th Ave & 74th St and contains wetlands. The site has been identified in the Parks System Master Plan as a future "Environmentally-Protected Park." Low impact observation walkways on the perimeter of the wetlands and educational kiosks are planned.
9. Preservation Park (72 acres) – This proposed park site (72 acres) is currently a highly-impacted wetland located between two residential developments. This natural resource would be restored transforming the site into a unique passive recreation amenity for the residents of Doral. The City's goal is to make this preservation park a public access point; coordination with Miami-Dade County and the SFWMD will be required in the process.

The City is also considering several long-term future projects including a mountain bike trail on FAA property, soccer field at John I. Smith School and athletic field lighting at Ronald Reagan High School.

E. Education Facilities

Public schools facility planning for Doral is provided by Miami-Dade County Public Schools (MDCPS). Every year, MDCPS is required to update and submit a Five-Year District Facilities Work Plan to demonstrate available and projected student capacity, and related information on project funding for capacity-related projects. The information below summarizes the current and projected level of service (LOS) for public schools serving Doral from the current MDCPS Five-Year District Facilities Work Plan.

The City has 4 public schools within its boundary. State legislation for public school concurrency requires all public schools to be at or below 100% of permanent FISH utilization by the year 2018. In the interim, public schools may exceed 100% FISH utilization with relocatable classrooms to accommodate the deficiency.

Table 22 provides the 2015-2016 actual Florida Inventory of School Houses (FISH) capacity for public schools serving the City. It shows the 3 grade K-8 schools serving Doral's children are currently operating above 100% of permanent capacity. Doral Senior High School is operating at 79% of capacity. Total enrollment in public schools in Doral this year is 6,785 students.

Table 23 presents the projected 2016-2017 FISH capacity based on permanent classrooms for each of the City's 4 public schools. The table indicates that the 3 K-8 schools will continue to operate well above 100% permanent FISH capacity in 2017. Total student enrollment next year is expected to be 7,007, 3.3% higher than this year.

Table 22: Schools 2015-16 Permanent (FISH) Capacity

PUBLIC SCHOOL	PERMANENT CAPACITY	STUDENT ENROLLMENT	% CAPACITY
Eugenia B. Thomas K-8 Center	1,422	1,599	112%
John I. Smith K-8 Center	1,355	1,535	113%
Ronald W. Regan/ Doral Senior High School	2,494	1,976	79%
Dr. Rolando Espinosa K-8 Center	1,519	1,675	110%

Source: Miami-Dade County School Board, July 2015.

Table 23: Schools Projected 2016-2017 Permanent (FISH) Capacity

PUBLIC SCHOOL	PERMANENT CAPACITY	STUDENT ENROLLMENT	% CAPACITY
Eugenia B. Thomas K-8 Center	1,422	1,642	115%
John I. Smith K-8 Center	1,355	1,631	120%
Ronald W. Regan/ Doral Senior High School	2,494	2,056	82%
Dr. Rolando Espinosa K-8 Center	1,519	1,678	110%

Source: Miami-Dade County School Board, July 2015.

Doral is also home to 6 charter schools serving a total of 4,048 students this year as shown in Table 24 below.

Table 24: Charter Schools in Doral

Charter School Name	Address	Student Capacity*	Actual Enrollment (7-15-15)	Facility Capacity (assigned by Doral)
Doral Academy	2450 NW 97 Ave	2,200	1,107	1,395
JAM Middle School	Doral, FL 33172	600	100	
Doral Middle School	2601 NW 112 Ave.	1,438	1,251	1,595
Doral Academy of Technology	Doral, FL 33172	300	182	
Doral High School	11100 NW 112 Ave.	1,800	1,181	1,200
Doral Performing Arts	Doral FL 33172	403	227	

Source: Charter School Support Office, MDC Public Schools, July 2015. Note: * Capacity per charter contract.

Future Projects by Miami-Dade County Public Schools

The School Board has two (2) projects planned in Doral over the next five (5) years as listed below.

* New K-8 School at NW 90th Street and NW 114th Avenue (Phase 1). The School Board expended $11,641,500 in 2014-15 to build this new school and has another $1 million allocated in 2015-16 to complete the project.

* New Secondary Facility at Doral. This project is planned to convert Doral Middle School to SHS. The Board has allocated $3 million for this project in 2015-16.

F. Capital Improvements

The financial information presented herein addresses the revenues and expenditures for capital projects the City of Doral expects to have over the next 5 years. It also provides the cost by year of the transportation, parks and recreation, and stormwater management projects necessary to maintain the adopted public facility level-of-services (LOS) standards.

Revenue projections for capital projects to be funded by Doral are based on the City's adopted 2015-2016 budget and information provided by the City's Planning and Zoning Department. Projected City revenues for future capital projects are identified in Table 25 by fund. Table 26 provides estimated expenditures for capital improvements by type over the next 5 years.

Table 25: Projected Revenues for Capital Projects by Funding Source

FUNDING SOURCES	FY 2015/16 (in $s)	FY 2016/17 (in $s)	FY 2017/18 (in $s)	FY 2018/19 (in $s)	FY 2019/20 (in $s)	TOTAL FY 2016-20 (in $s)
Parks & Recreation/ GF*	12,300,000	10,800,000	8,250,000	9,800,000	5,700,000	**46,150,000**
Stormwater Fund	2,000,000	1,500,000	1,500,000	1,500,000	1,500,000	**8,000,000**
Park Impact Fee Fund	1,200,000	1,200,000	1,200,000	1,200,000	-0-	**4,800,000**
Transportation Fund	4,000,000	7,000,000	3,000,000	3,500,000	1,300,000	**18,800,000**
TOTAL	**$19,800,000**	**21,000,000**	**13,950,000**	**16,000,000**	**8,500,000**	**77,750,000**

Source: City of Doral; Iler Planning 2015.
* GF: General Fund.

Table 26: Projected 5-Year Expenditures for Capital Improvements by Type

Project Type	FY 2015/16 (in $s)	FY 2016/17 (in $s)	FY 2017/18 (in $s)	FY 2018/19)in $s)	FY 2019/202 (in $s)	TOTAL FY 2016-20 (in $s)
Parks	$13,500,000	$12,000,000	$15,450,000	$10,000,000	$0	$50,950,000
Drainage	$2,071,079	$2,067,171	$1,387,468	$1,398,536	$960,000	$7,884,254
Transportation	$3,655,000	$7,195,000	$2,945,000	$3,145,000	$1,295,000	$18,235,000
TOTAL	**$19,226,079**	**$21,262,171**	**$19,782,468**	**$14,543,536**	**$2,255,000**	**$77,069,254**

Source: City of Doral; 2015

An analysis of the projected revenues and planned capital expenditures indicate that the City will maintain financial feasibility through the 5-year planning period. The City is projected to accumulate over $77,750,000 over the 5-year planning period to fund the capital improvements needed to maintain and improve public facility LOS, and has identified a total of $77,069,254 in capital improvement expenditures over the planning period.

5-Year Schedule of Capital Improvements (SCI)

The proposed 5-Year Schedule of Capital Improvements (SCI) for Doral is presented in Table 27. It is intended to address the improvements necessary to City-owned public facilities in order to maintain the adopted level-of-service standards contained in the Comprehensive Plan. The SCI lists 31 projects and the lion's share (23) are transportation improvements. The total 5 –year cost in Table 27 is $70.1 million and the 7 parks projects shown comprise 61% of the total.

Of additional importance to Doral are projects planned by outside agencies such as FDOT and Miami-Dade County within and near the City in the 2016-20 period. Except for schools which were addressed previously in the Education Facilities Section, these "outside" projects are entirely composed of transportation improvements. Table 28 lists 31 transportation projects proposed in and around Doral in the next 5 years by public agencies and 2 additional private sector road improvements. The public projects total $439 million in cost.

Table 27. Schedule of Capital Improvements: FY 2015/16 – 2019/20

PROJECT / LOCATION	TYPE OF WORK	FY 2014-15 (in $s)	FY 2015-16 (in $s)	FY 2016-17 (in $s)	FY 2017-18 (in $s)	FY 2018-19 (in $s)	FY 2019-20 (in $s)	TOTAL 5-YEAR COST FY 2016-20 (in $s)	FUNDING SOURCE
TRANSPORTATION									
1. NW 109th Av. (42 - 43 St)	New Road Construction	600,000	0	0	0	0	0	0	TF
2. NW 102nd Av. (66 - 74 St)	New Road Construction	0	0	2,300,000	0	0	0	2,300,000	TF
3. NW 66th St. (97 - 102 Av)	New Road Construction	0	1,700,000	0	0	0	0	1,700,000	TF
4. NW 92nd Av. (28 - 33 St)	New Road Construction	0	600,000	0	0	0	0	600,000	TF
5. NW 82nd St. (112 - 114 Av)	New Road Construction	0	660,000	0	0	0	0	660,000	Parks
6. NW 82nd Av. (27 - 33 St)	Roadway Improvements	0	0	300,000	0	0	0	300,000	TF
7. NW 99th Av. (64 - 66 St)	New Road Construction	0	0	0	500,000	0	0	500,000	TF
8. NW 33 St. (79 - 82 Av)	Roadway Improvements	1,600,000	0	0	0	0	0	0	TF, SW
9. NW 97 Av. (70 – 74 St)	New Roadway Construction & Widening	1,400,000	0	0	0	0	0	0	JPA
10. NW 41 St. (79 - 87 Av)	Roadway Reconstruction	0	0	2,700,000	0	0	0	2,700,000	TF, SW
11. NW 102 Av. & 62 St.	Roadway Widening	0	0	700,000	0	0	0	700,000	TF
12. NW 82 Av. (27 - 33 St)	Roadway Improvements	0	0	300,000	0	0	0	300,000	TF
13. NW 112 Av. & 114 Av. (41 - 58 St)	Construct 2-way pair	0	0	0	0	2,000,000	0	2,000,000	TF

Table 27. Schedule of Capital Improvements: FY 2015/16 – 2019/20 (continued)

PROJECT / LOCATION	TYPE OF WORK	FY 2014-15 (in $s)	FY 2015-16 (in $s)	FY 2016-17 (in $s)	FY 2017-18 (in $s)	FY 2018-19 (in $s)	FY 2019-20 (in $s)	TOTAL 5-YEAR COST FY 2016-20 (in $s)	FUNDING SOURCE
14. NW 114 Av. (34 - 39 St)	Roadway Improvements	0	0	0	600,000	0	0	600,000	TF
15. NW 34 St. (117 - 112 Av)	Roadway Improvements	0	0	0	0	600,000	0	600,000	TF
16. NW 112 Av. (25 St - 34 St)	Roadway Improvements	0	0	0	0	0	800,000	800,000	TF
17. NW 117 Av. (58 St - north)	New Road Construction	0	0	0	800,000	0	0	800,000	TF
18. NW 102 Av. (17 St - 25 St)	Bicycle Path	0	0	0	450,000	0	0	450,000	TF
19. NW 12 St. (97 Av - 89 Ct)	Sidewalk Improvements	0	0	100,000	0	0	0	100,000	TF
20. NW 52 St. & 102 Av.	Roadway Improvements	1,200,000	0	0	0	0	0	0	TF
21. Transit - Citywide	Trolley Fleet	360,000	195,000	195,000	195,000	195,000	195,000	975,000	TF
22. Transit - Citywide	Mobility & Infrastructure	371,377	500,000	450,000	400,000	350,000	300,000	2,000,000	TF
23. Bicycle - Citywide	Pilot Bike Sharing Program	300,000	0	150,000	0	0	0	150,000	TF
Subtotal - Transportation		**5,831,377**	**3,655,000**	**7,195,000**	**2,945,000**	**3,145,000**	**1,295,000**	**18,235,000**	

Source: City of Doral Public Works Dept., 2015

Table 27. Schedule of Capital Improvements: FY 2015/16 – 2019/20 (continued)

PROJECT / LOCATION	TYPE OF WORK	FY 2014-15 (in $s)	FY 2015-16 (in $s)	FY 2016-17 (in $s)	FY 2017-18 (in $s)	FY 2018-19 (in $s)	FY 2019-20 (in $s)	TOTAL 5-YEAR COST FY 2016-20 (in $s)	FUNDING SOURCE
PARKS									
NW 114th Av. & 82nd St	New Park	$5,500,000	$3,500,000	$0	$0	$0	$0	$3,500,000	GF/Impact Fee
NW 97th Av. & 74th St.	Doral North Park	$0	$10,000,000	$0	$0	$0	$0	$10,000,000	GF
Doral Central Park	Aquatic Facility	$0	$0	$12,000,000	$0	$0	$0	$12,000,000	GF
NW 87th Av. & 30th St	Doral Central Park	$0	$0	$0	$5,000,000	$10,000,0000	$0	$15,000,000	GF/Impact Fee
Adjacent to Downtown Doral Park	Triangle Parcel	$0	$0	$0	$1,000,000	$0	$0	$1,000,000	GF
NW 102 Av. & 62nd St	Retention Park	$0	$0	$0	$2,000,000	$0	$0	$2,000,000	GF
NW 50th St. & 107th Av.	Linear Park	$0	$0	$0	$450,000	$0	$0	$450,000	GF
Subtotal – Parks		**$5,500,000**	**$13,500,000**	**$12,000,000**	**$8,450,000**	**$10,000,000**	**$0**	**$43,950,000**	
STORMWATER									
City Wide	Stormwater Drainage	$1,000,000	$2,071,079	$2,067,171	$1,387,468	$1,398,536	$960,000	$7,884,254	SWF
Subtotal - Stormwater		**$1,000,000**	**$2,071,079**	**$2,067,171**	**$1,387,468**	**$1,398,536**	**$960,000**	**$7,884,254**	
Total SCI Cost		**$12,331,377**	**$19,226,079**	**$21,262,171**	**$12,782,468**	**$14,543,536**	**$2,255,000**	**$70,069,254**	

Table 27 Key:
TF: Transportation Fund
SWF: Stormwater Fund
GF: General Fund

Table 28. Transportation Projects by Outside Agencies in and Around Doral: FY 2015/16 – 2019/20

PROJECT LOCATION	TYPE OF WORK	2015-16 (in $s)	2016-17 (in $s)	2017-18 (in $s)	2018-19 (in $s)	2019-20 (in $s)	TOTAL 5-YEAR COST (in $s)
FDOT							
1. SR 826/Palmetto Expy - NW 14 St. to 31 St.	Landscaping – PE, CST	170,000	1,126,000	142,000			1,438,000
2. N.W. 87th Av. – NW 74 St. to 103 St.	New Road Construction – INC, ENV, PE, RRU	3,926,000	6,200,000		1,000,000		11,126,000
3. SR 826 - Flagler St. to NW 154 St.	Add Special Use Lanes – DSB, INC	15,578,000	11,326,000	1,155,000			28,059,000
4. SR 826 from NW 31 St. to FEC Railroad	Landscaping – PE, CST	160,000		974,000			1,134,000
Subtotal - FDOT Cost		19,834,000	18,652,000	2,271,000	1,000,000		41,757,000
Turnpike Authority							
5. HEFT - MP 33.2 to MP 38.7 (SB), MP 40.15 (NB)	Resurfacing - CST	1,861,000					1,861,000
6. HEFT - MP 33.2 to MP 40.15	Thermoplastic For HEFT Resurfacing - CST	322,000					322,000
7. HEFT - SR 836 to NW 106 St.	Widening – DSB, ENV, PE		100,000	224,904,000		5,360,000	230,364,000
8. HEFT - SR 836 (MP 32) to 106 St. (MP 34)	Thermoplastic for HEFT Widening - CST					1,270,000	1,270,000
Subtotal Turnpike Authority Cost		2,183,000	100,000	224,904,000		6,630,000	233,817,000
Miami-Dade (MD) Expressway Authority							
9. SR 836 - NW 137 Av. to I-95	Toll System Conversion - DSB	68,000					68,000
10. SR 826 / SR 836 Interchange - NW 82 Av. to Interchange	Interchange Improvements - CST	25,277,000	46,500,000				71,777,000
11. SR 836 Extension WB Access Ramp - NW 107 Av. to SR 836 WB	Construction of access ramp - DSB	1,896,000					1,896,000
12. SR 836 Interchange at 87th Av. - SR 836 West of 82 Av. to NW 97 Av.	Interchange Improvements – CST, PE	13,351,000	27,446,000	22,697,000	15,442,000	2,589,000	81,525,000

PROJECT LOCATION	TYPE OF WORK	2015-16 (in $s)	2016-17 (in $s)	2017-18 (in $s)	2018-19 (in $s)	2019-20 (in $s)	TOTAL 5-YEAR COST (in $s)
13. SR 836 Infrastructure West & Central Sections - NW 137 Av. to NW 62 Av.	Infrastructure Modifications for Open Road Tolling - DSB	3,796,000					3,796,000
Subtotal MD Expressway Authority Cost		44,388,000	73,946,000	22,697,000	15,442,000	2,589,000	159,062,000
Miami-Dade County							
14. SouthCom Pedestrian Bridge	Relocate bridge at 3511 NW 91 Av. - CST				250,000		250,000
15. NW 117 Av. and NW 25 St.	Traffic Signal - Design Completed						
16. NW 97 Av. - NW 70 St to 74 Street	New 4 Lanes Bike Lane - Under Design						
17. NW 97 Av. - NW 58 St. to 70 St.	Widen to 4 Lanes, Bike Lane						
18. NW 36 St. and 87 Av.	Resurfacing - Under Construction						
20. NW 58 St. - NW 117 Av. to 97 Av.	Resurfacing						
21. NW 41 St. - NW 104 Av. to 93 Av.	Resurfacing						
23. NW 107 Av. - NW 25 St. to 41 St.	Resurfacing - CST						
24. NW 107 Av - NW 12 St. to 25 St.	Resurfacing - CST	895,000					895,000
25. NW 25 St. - NW 117 Av. to 87 Av.	Study - PE						
26. NW 107 Av. and NW 12 St.	Intersection Improvement - Under Design						
27. NW 79 Av. and NW 36 St.	Intersection Improvement - Under Design						
28. NW 107 Av. and NW 41 St.	Intersection Improvement - Under Design						
29. NW 107 Av. and NW 58 St.	Intersection Improvement – PE, CST	151,000					151,000
30. NW 97 Av. - NW 52 St. to 58 Street	Widen to 4 Lanes Bike Lane – PE, CST	2,822,000					2,822,000
31. NW 104 Av. and NW 33 Street	Traffic Signal – PE, CST						
Subtotal Miami-Dade County Cost		3,868,000			250,000		4,118,000
Private Sector							
32. NW 66 St. - NW 102 Av. to 107 Av.	Full Improvement - Pending Plat Approval of Landmark at Doral						
33. NW 102 Avenue (West Side) - NW 62 St. to NW 67 St.	2 Lanes and 1/2 Turn Lane - Pending Plat Approval Landmark at Doral						
Total Cost		**70,273,000**	**92,698,000**	**249,872,000**	**16,692,000**	**9,219,000**	**438,754,000**

Source: Transportation Improvement Plan, Miami-Dade County Metropolitan Planning Organization (MPO), May, 2015.

Table 28 Key:

CST - Construction and Construction Engineering Inspection
DSB - Design/Build
ENV - Environmental
INC - Alternative Contracting Incentives
PE – Planning and Design
RRU - Railroad & Utilities