

RESOLUTION No. 19-77

A RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, SITTING AS THE LOCAL PLANNING AGENCY, GOING FORWARD WITHOUT A RECOMMENDATION TO THE LOCAL GOVERNING BODY TO TRANSMIT THE PROPOSED TEXT AMENDMENTS TO THE CITY OF DORAL COMPREHENSIVE PLAN UPDATE CONSISTENT WITH SECTION 163.3184 OF THE FLORIDA STATUTES AND SECTION 2-164 OF THE CITY OF DORAL LAND DEVELOPMENT CODE; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City of Doral ("City"), was incorporated as a municipality on June 24, 2003; and

WHEREAS, the Doral City Council is charged, under State law, the Miami-Dade County Charter and the City of Doral Charter, with the regulation of development and protection of the community's health, safety and general welfare; and

WHEREAS, the City of Doral Comprehensive Plan was adopted on April 26, 2006, as amended from time to time, pursuant to the provisions of the Local Government Comprehensive Planning and Land Development Regulation Act; and

WHEREAS, the City has prepared the proposed Comprehensive Plan Update, consisting of text amendments to the introduction and all ten (10) elements of the Comprehensive Plan, after extensive input and participation by the public and the City Council through workshops and public meetings; and

WHEREAS, the City has conducted duly advertised public workshops for the Comprehensive Plan Update and has considered all comments received from the residents and interested stakeholders regarding the proposed text amendments to the comprehensive plan, as required by state law and local ordinances; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA SITTING AS THE LOCAL PLANNING AGENCY THAT:

Section 1. Recitals. The foregoing recitals are confirmed, adopted, and incorporated herein and made a part hereof by this reference.

Section 2. Adoption. The proposed text amendments to the goals, objectives, and policies (GOPs) in the City of Doral Comprehensive Plan Update, attached hereto as Exhibit "A" and "B" incorporated herein transmitted to the local governing body (City Council) without a recommendation consistent with Section 163.3174(4)(c) of the Florida Statutes and Section 2-164 of the City of Doral Land Development Code.

Section 3. Effective Date. That this Resolution shall become effective upon approval.

The foregoing Resolution was offered by Councilmember Cabrera who moved its adoption. The motion was seconded by Vice Mayor Mariaca and upon being put to a vote, the vote was as follows:

Mayor Juan Carlos Bermudez	Yes
Vice Mayor Claudia Mariaca	Yes
Councilwoman Digna Cabral	Absent/Excused
Councilman Pete Cabrera	Yes
Councilwoman Christi Fraga	Yes

TRANSMITTED WITHOUT A RECOMMENDATION TO THE LOCAL GOVERNING BODY (CITY COUNCIL) THIS 27 DAY OF MARCH, 2019.



JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:



CONNIE DIAZ, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF DORAL ONLY:



LUIS FIGUEREDO, ESQ.
CITY ATTORNEY

EXHIBIT “A”

EXHIBIT A

CITY OF DORAL COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

PROPOSED AMENDMENTS TO THE GOALS, OBJECTIVES AND POLICIES

[Note: Text underlined is to be added; text stricken-through deleted]

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 2021 ~~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.

Policy 3.1.8: Complete a citywide Parking Master Plan by 2020 and provide parking strategies for development to implement the City's transportation goals and objectives including the following as determined to be feasible:

- 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;~~
- d) ~~Initial site planning and continuing~~ Provision of adequate parking in commercial centers especially as center uses change through time;
- e) Create a maximum parking regulation;
- f) Develop parking requirements for EV charging stations; and
- g) Extend parking in-lieu fees to future park-and-ride facilities at potential transit hubs.

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.

Policy 3.1.11: Establish Transit Oriented Development (TOD) nodes along NW 12th Street on the ‘CSX East-West Rapid Transit Corridor’ including at NW 82nd Avenue, NW 107th Avenue and NW 97th Avenue, and address land use planning implications for parcels in and around these locations.

Policy 3.1.12: By 2021, assess the land use and other planning impacts of establishing the ‘Transit Hubs’ and ‘City-Edge Park-and-Ride’ facility sites identified in the Transportation Master Plan.

Policy 3.1.13: By 2019, adopt Miami-Dade County Handbook for all travel modes, including ‘Complete Streets’, and incorporate it into the City’s Land Development Code.

Objective 3.2: **Roadway Levels 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 Transportation Metropolitan Planning Organization (TPO MPO), Miami-Dade Expressway Authority (MDX), the Florida Turnpike Authority and the Florida Department of Transportation (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 (LOS) 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 (TCMAs), 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: By 2020, complete a Master Plan for the NW 79th Avenue Corridor addressing operational needs, transit, bicycles, pedestrian flows and beautification to support redevelopment.

Policy 3.2.5 4: Complete the system of section, half-section, and quarter-section line public roadways to the fullest extent possible.

Policy 3.2.6 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 3.2.7 6: The City will coordinate with the TPO 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 3.2.8 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 3.2.9 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 3.2.10 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 Objective 10.4 Policy 10.4.2 of the Capital Improvement Element of this Comprehensive Plan.

Policy 3.2.11 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 TPO MPO.

Policy 3.2.12 11: The City will support Miami-Dade County, Miami-Dade TPO 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 3.2.13 12: By ~~2020~~ 2018, prepare a citywide Street Right-of-Way Inventory Plan to account for accommodate future traffic growth, enhanced transit service, bike/pedestrian needs and beautification. The right-of-way required to accommodate the recommendations of the Transportation Master Plan, Doral Boulevard Beautification Master Plan, Transit Mobility Plan and Bikeway Network Plan will should be considered in preparing the inventory establishing future right-of-way needs.

Policy 3.2.14 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.~~

Policy 3.2.15: By 2023, develop an Action Plan to implement the “Vision Safety” program in Doral, a national road traffic safety project.

Policy 3.2.16: By 2019, complete a Roadway Impact Fee Study to include projects identified in the 2016 Transportation Master Plan and by 2020, update the City’s Roadway Impact Fee Ordinance with the findings of the Study.

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 Transportation Metropolitan Planning Organization (TPO 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 TPO MPO and its respective committees.

Policy 3.3.2 Coordinate with Miami-Dade Transit and the Miami-Dade TPO 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 TPO 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 through the planning and construction of sidewalks and trails.

Evaluation Measure: Increase in sidewalk miles as part of roadway construction projects thereby improving the pedestrian environment by 2021 ~~2018~~.

Policy 3.4.1: Implement the pedestrian recommendations and projects contained in the 2014 Doral Transit Mobility Plan and 2016 Transportation Master 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 five (5) % per year 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 five (5) % annually 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: Expand the bicycle network by 5% per year to increase the number of bicycle trips to work by City residents by one percent of all work trips through provision of expanded 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 2019 ~~2016~~, prepare an evaluation of options available to provide an individual alternative mode of transportation ~~a feasibility study for a bike-sharing pilot program~~ for use throughout ~~in~~ Doral. If feasible, implement the program by 2020 ~~2018~~.

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

Objective 3.6: **Public Transit and Community Mobility**
Ensure a safe, convenient, and efficient public transportation system within Doral for residents, businesses, and visitors with particular emphasis on community mobility and 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 ~~2020~~ 2017, the City shall establish land use, site and building design guidelines for development adjacent to public transit corridors, including Doral Boulevard, NW 79th Avenue 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 TPO ~~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 ridership on the Doral trolley system by five (5) % per year 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 ~~2020~~ 2018 of enhanced levels of transit service, including rapid bus and rail options, for Downtown Doral, Doral Boulevard, NW 79th Avenue 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. A minimum of five (5) shelters should be renovated and/or constructed every two (2) years 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 2018-19 ~~2015-16~~.
- Policy 3.6.14:** Prepare a ‘Doral Trolley / SMART Plan Coordination Study by 2020 to improve and expand the Doral Trolley System service and interconnections with Miami-Dade Transit.
- Policy 3.6.15:** Actively support the ‘CSX East-West Corridor’ for public rapid transit service to west Miami-Dade County.
- Policy 3.6.16:** Establish a “One Stop Personal Mobility Information Center” on the City’s website and a mobility application for portable devices for multimodal trip planning and timing purposes.
- Policy 3.6.17:** The City shall directly participate in all available County Transit discount programs to make transit usage easier and less expensive for Doral residents, businesses and employees.
- Policy 3.6.18:** By 2020, evaluate the feasibility of creating a ‘Mobility LOS’ for implementation in Doral after Miami-Dade County completes a current on-going study on a countywide ‘Mobility LOS’.
- 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.

EXHIBIT “B”

EXHIBIT B

CITY OF DORAL COMPREHENSIVE PLAN PARKS AND RECREATION ELEMENT

PROPOSED AMENDMENTS TO THE GOALS, OBJECTIVES AND POLICIES

[Note: Text underlined is to be added; text stricken-through deleted]

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 and Development**
Continue to update and implement the Parks Master Plan to address park maintenance and amenities, new park and recreation ~~open space~~ areas, and guide provision of recreational activities.

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

Evaluation Measure #2: Completion of the next update of the Parks Master Plan by March 2023 ~~December 2016~~.

Evaluation Measure #3: Implementation of the Central Park Master Plan by 2024.

Policy 7.1.1: Maintain and expand the overall planning structure of the Doral Parks System where Central Park serves as the “hub”, City Parks, such as Doral Meadows Park, function as satellite facilities, and “Walk-to-Parks”, such as Veterans Park, serve neighborhoods.

Policy 7.1.2 ~~4~~: The City shall maintain and enhance its public park level-of-service standard as follows:

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

2015-2020: 2.25 ~~4.25~~ acres of public ~~improved~~ park land per 1,000 residents.

2020-2025: 3.00 ~~4.50~~ acres of public ~~improved~~ park land per 1,000 residents.

- Policy 7.1.3** Through regulation and management of private development, the City shall ensure a private parks level-of-service standard of 2.25 acres per 1,000 residents is maintained in residential areas, as amended from time to time.
- Policy 7.1.4 2:** Private development must meet at least ~~75~~ 50 percent (%) of ~~the its~~ public parks LOS impact of the project on-site as developed public or private parks, recreation, health and fitness areas, above and beyond the minimum open space requirement. ~~and open space~~
- Policy 7.1.5:** Implement the approved Doral Central Park Master Plan by 2024 including an aquatics facility and indoor recreation center.
- Policy 7.1.6:** Ensure that new and/or renovated park sites contain the high priority facilities identified by the Parks Master Plan including picnic shelters/areas, swimming pools, indoor exercise/fitness facilities, trails and greenways, soccer fields and tennis courts, to the extent feasible.
- Policy 7.1.7:** Optimize the public health benefits of the City’s parks system by developing special programs including a Park Prescription Program, fitness/exercise equipment and community garden spaces within Walk-to-Parks, educational health and fitness signage, and healthy snack and drink options at all parks.
- 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 7.1.8 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 7.1.9 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 7.1.10 7:** Provide appropriate lighting, parking, and security for the safety of citizens at all public park sites.
- Policy 7.1.11 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 7.1.12 10: Maintain existing recreation and facilities through the use of proper management and funding techniques to ~~The City shall~~ ensure recreation facilities are well managed, well maintained, and quality recreation programs are available to all residents.

Policy 7.1.13 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 7.1.14 12: Establish and maintain an inventory ~~Conduct a survey of private parks and open spaces, identifying where they exist~~ location, size, facilities and population served. ~~and where they are needed through the Parks Master Plan.~~

Policy 7.1.15 13: Complete the next update of the City’s Parks Master Plan by March 2023. ~~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 Connectivity, Accessibility and Education

All public recreational facilities shall integrate community education and outreach, be interconnected, and ~~made~~-accessible to vehicles automobiles, bicycles, and pedestrians, including disabled persons, 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 that include pedestrian and bicycle improvements.

Policy 7.2.1: Increase the amount of multi-purpose trails in the City by 18.5 miles by 2030 through trail development under powerlines and along canal banks, and incrementally reallocating space within roadways from use by motorized vehicles to create shaded and separated pedestrian and bicycling lanes.

- Policy 7.2.2:** As a high-priority, fill gaps in multi-purpose trail connectivity by linking existing parks, high-density residential areas, and areas with limited available parkland.
- Policy 7.2.3 1:** As future roadway improvements are analyzed and designed, the City shall provide for non-motorized transportation needs using FDOT design standards for bicycle and pedestrian facilities.
- Policy 7.2.4 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 7.2.5 3:** Upon completion of park renovations, all public and private parks and recreation facilities shall be provided with bicycle and pedestrian facilities ~~entrances~~.
- Policy 7.2.6 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 7.2.7 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 7.2.8 7:** Provide new and enhanced park access to appropriate water bodies.
- Policy 7.2.9 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 7.3:** **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 Miami-Dade County, ~~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: Continue to partner with Miami-Dade County to develop the Doral Sports Village, a multi-use sports complex, on the 46-acre County-owned parcel on NW 58th Street.

Policy 7.3.2 4: 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 7.3.3 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 7.3.4 3 Coordinate with Miami-Dade County on study of recreational opportunities related to the “Lake Belt Area” adjacent to the City.

Policy 7.3.5 4: Encourage civic and private groups to provide recreation programs, such as baseball, soccer, and softball, for residents within public parks.

Policy 7.3.6 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 7.3.7 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.~~
(moved)

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 7.4.1: Explore creative opportunities to acquire and ‘land bank’ needed City Parks acreage for future improvements as recommended by the Parks Master Plan.

Policy 7.4.2: Implement the specific recommendations of the Parks Master Plan to proactively acquire parcels for ‘Walk-to-Parks’ in underserved areas as they become available for sale.

Policy 7.4.3 2: By 2019, update the Parks Impact Fee Ordinance to reflect the Parks Master Plan parkland acquisition, facility and program recommendations. Utilize park impact fees towards new development and redevelopment.

Policy 7.4.4 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 7.4.5 4: Look for opportunities to acquire and preserve any undeveloped natural areas containing native habitat, and to incorporate and/or restore natural areas within existing parks. 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 7.4.6 5: By 2021 ~~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.