ORDINANCE No. 2026-24

AN ORDINANCE OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, ADOPTING THE ANNUAL UPDATE TO THE CAPITAL IMPROVEMENTS ELEMENT (CIE) OF THE CITY'S COMPREHENSIVE PLAN FOR 2026 AND THE FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS FOR FISCAL YEARS 2026/2027 – 2030/2031 PURSUANT TO § 163.3177(3)(B), FLORIDA STATUTES; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, pursuant to § 163.3177(3)(b), Florida Statutes, local governments are required to undertake an annual review of the Capital Improvements Element to update the Five-Year Schedule of Capital Improvements; and

WHEREAS, the Five-Year Capital Improvements Schedule must be reviewed annually by the City to reflect the timing, location and funding of capital projects to achieve and maintain adopted level of service standards for public facilities that are necessary to implement the comprehensive plan; and

WHEREAS, the City of Doral's (the "City") Planning and Zoning Department is submitting the annual update to the Capital Improvements Element (CIE) of the City's Comprehensive Plan for 2026 and the Five-Year Capital Improvements Schedule for Fiscal Years 2026/2027 – 2030/2031 which identifies the local government's capital projects necessary for implementation of the comprehensive plan and to ensure that the adopted level of service standards for public facilities are achieved and maintained for the five-year planning period; and

WHEREAS, on September 8, 2026, the City Council at its First Reading received testimony and evidence related to the annual update to the Capital Improvements Element of the City's Comprehensive Plan and the Five-Year Schedule of Capital Improvements; and

WHEREAS, the Mayor and City Council finds that the adoption of the 2025 update to the Capital Improvements Element is in the best interest of the health, safety and welfare of the residents and citizens of the City of Doral.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL AS FOLLOWS:

Section 1. Recitals. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby made a part of this Ordinance upon adoption hereof.

Section 2. Decision. The City Council hereby adopts the 2026 update to the Capital Improvements Element (CIE) of the City's Comprehensive Plan and the Five-Year Schedule of Capital Improvements for Fiscal Years 2026/2027 – 2030/2031 pursuant to Section 163.3177(3)(b), Florida Statutes. A copy of the 2026 Capital Improvements Element update and the Five-Year Schedule of Capital Improvements for Fiscal Years 2026/2027 – 2030/2031 is provided in Exhibit "A."

Section 3. Effective Date. This Ordinance shall be effective immediately upon passage by the City Council on second reading.

The foregoing Ordinance was offered by Councilmember Pineyro who moved its adoption. The motion was seconded by Councilmember Reinoso upon being put to a vote, the vote was as follows:

Mayor Christi Fraga	Yes
Vice Mayor Digna Cabral	Absent
Councilman Rafael Pineyro	Yes
Councilwoman Maureen Porras	Absent
Councilwoman Nicole Reinoso	Yes

PASSED AND ADOPTED on FIRST READING this 9 day of September, 2026.

PASSED AND ADOPTED on SECOND READING this 22 day of September, 2026.

CHRISTI FRAGA, 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:

LORENZO COBIELLA
GASTESI, LOPEZ, MESTRE & COBIELLA, PLLC
CITY ATTORNEY

CODING: Additions to existing text are shown by underline, changes to existing text on second reading are shown by double underline, and deletions are shown as strikethrough.

EXHIBIT “A”

City of Doral Comprehensive Plan



2026 CAPITAL IMPROVEMENTS ELEMENT/FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS

Doral Planning & Zoning Department

September 9, 2026

DORAL COMPREHENSIVE PLAN
CAPITAL IMPROVEMENTS ELEMENT/FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS

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INTRODUCTION

The purpose of the 2026 Capital Improvements Element (CIE) Update is to annually review and maintain the 5-Year Schedule of Capital Improvements (SCI) consistent with the requirements set forth in Subsection 163.3177(3)(b), Florida Statutes. The Updated 5-Year SCI will replace the existing capital improvement projects in the "Data Inventory Analysis (DIA)" document that supports the City of Doral Comprehensive Plan.

The 2026 CIE Update includes all capital projects for which the City has fiscal responsibility, including parks and recreation, stormwater management and transportation. The Update also includes capital improvement projects which are the responsibility of other government agencies and entities, including water supply, sanitary sewer, solid waste, public school facilities and transportation facilities. These "non-Doral" projects are funded through Miami-Dade County, Miami-Dade Public School Board, Miami-Dade Transportation Planning Organization (TPO).

This Update also provides Level of Service (LOS) analyses for all public facilities within the City based on population projections and related data. Projects included in the updated 5-Year SCI are necessary to address projected public facility needs to meet future LOS demand.

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I. Population Estimates and Projections

Population projections are the foundation upon which to forecast future demand for public facilities and services. In developing Doral's population projections for this CIE update, various demographic sources including population estimates derived from the University of Florida Bureau of Economic and Business Research (BEBR), the U.S. Census, other county and regional planning documents, and city approved unbuilt units are reviewed and analyzed.

Table 1 below presents the City of Doral's historical and current population estimates, as well as future population projections through 2040, based on an annual growth rate of approximately 1.9 percent.

Table 1: Population Estimates and Projections

YEAR	POPULATION
HISTORIC POPULATION	
2000	20,438
2005	26,438
2010	45,709
2015	55,660
2020	75,874
CURRENT & PROJECTED POPULATION	
2026	85,396
2027	87,078
2028	88,793
2029	90,542
2030	92,326
2031	94,145
2035	101,781
2040	112,208

Sources: Estimates and projections by Shimberg Center for Housing Studies, based on 2010 and 2020 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida.

The population levels in Table 1 above are utilized as the City's current population projections for this CIE update to determine the City's public facility needs during the 5-year planning period from 2026/27 to 2030/31

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II. Level-of-Service Analysis

A. Transportation

There are approximately 330 lane miles of roads within Doral maintained by three (3) separate government jurisdictions: City of Doral, Miami-Dade County and the State of Florida. Each jurisdiction provides routine maintenance of their roadways. However, all roadway traffic control such as speed limit signs, stop signs and traffic signals fall under the jurisdiction of, and are maintained by, Miami-Dade County. Doral maintains approximately 76 miles of roadway. Over the years, the city has taken over maintenance jurisdiction for many public roads and streets in Doral through inter-local agreements with Miami-Dade County. The expressways surrounding Doral on three (3) sides are: State Road 826/Palmetto Expressway along the eastern border (Florida Department of Transportation), State Road 836/Dolphin Expressway along the southern border (Greater Miami Expressway Authority), and State Road 821/Homestead Extension of the Florida Turnpike (HEFT) along the western border (Florida Turnpike Enterprise).

The City completed most recent update of its Transportation Master Plan (TMP) and was adopted in October 2024. Comprehensive planning can yield functional transportation infrastructure that is responsive to its context. By combining the eclectic insights of professionals, residents, and interest groups, transportation planning can result in public facilities and programs that support community goals, provide safe and efficient movement of people and goods, enhance the economy, and protect the natural environment. The TMP is a long-range 20-year plan that guides Doral's mobility improvements within the City and with regional destinations.

The 2024 TMP inventoried and analyzed Level of Service (LOS) for existing roadways and projected future roadway LOS in 2045. The plan places emphasis on providing a safe environment for automobiles while offering guidance on more balanced roadway designs to serve both non-motorized (i.e. bicycles and pedestrians) and motorized travel. The intent of the Plan is to assist the City in developing more multi-modal future capital improvement plans for those roads under the City's jurisdiction, and to facilitate communicating the City's priorities when other agencies are advancing projects on their roads within the City's system. It also proposes potential funding opportunities and identifies development processes for prioritized projects to pursue successful implementation.

1. Roadways

Adopted Level of Service (LOS) standards for roadway facilities are contained in Policies 2.2.1, 2.2.2 and 2.2.3 of the Transportation Element of the City's Comprehensive Plan. Local roadways have an adopted LOS standard of "D" except where specialized transit service exists, the LOS threshold is increased to "D + 120%". State roadways have an adopted LOS standard of "E". The LOS analysis contained in this CIE update is based on 2023 traffic counts from the 2024 City's TMP.

This section of the report addresses the performance of Doral's roadway system. Roadway vehicular counts were undertaken at various locations within the City. Using this data, LOS were calculated for each associated roadway segment on an Annual Average Daily Traffic (AADT), Peak Hour, Peak Directional and Peak Hour Bi-directional basis. The future conditions analysis for the Doral TMP was conducted to evaluate the projected performance of key intersections and corridors by 2045. The methodology involved multiple steps, including traffic forecasting, level of service (LOS) evaluation, and mitigation strategies for failing intersections.

For the future traffic analysis, the future peak hour traffic volumes were derived using the Southeast Florida Regional Planning Model (SERPM) activity-based model from 2015 to 2045 using a Weighted Average Compound Annual Growth Factor of 1.2682. To accurately project future traffic conditions, the analysis incorporated data on upcoming developments within the City of Doral, including new residential, commercial, and industrial projects expected to generate additional traffic. Regional growth projections for population and employment were also used to estimate future travel demand.

The study area intersections are listed in Table 2.

Table 2: Study Area Intersections

TMC	Intersection
1	NW 107th Avenue at NW 12th Street
2	NW 97th Avenue at NW 12th Street (E/W)
3	NW 12th Street at NW 87th Avenue
4	NW 12th Street at NW 82nd Avenue
5	NW 25th Street at NW 117th Avenue
6	NW 25th Street at NW 107th Avenue
7	NW 25th Street at NW 97th Avenue
8	NW 25th Street at NW 82nd Avenue
9	NW 25th Street at NW 79th Avenue
10	NW 107th Avenue at NW 33rd Street
11	NW 97th Avenue at NW 33rd Street
12	NW 33rd Street at NW 87th Avenue
13	NW 41st Street at NW 115th Avenue
14	NW 41st Street at NW 114th Avenue
15	NW 41st Street at NW 107th Avenue
16	NW 41st Street at NW 102nd Avenue
17	NW 36th Street at NW 87th Avenue
18	NW 36th Street at NW 82nd Avenue
19	NW 36th Street at NW 79th Avenue
20	NW 58th Street at NW 114th Avenue
21	NW 58th Street at NW 107th Avenue
22	NW 58th Street at NW 97th Avenue
23	NW 58th Street at NW 87th Avenue
24	NW 74th Street at NW 114th Avenue
25	NW 74th Street at NW 107th Avenue
26	NW 74th Street at NW 97th Avenue
27	NW 25th Street at NW 87th Avenue
28	NW 41st Street at NW 97th Avenue
29	NW 58th Street at NW 79th Avenue
30	NW 58th Street at NW 102nd Avenue
31	NW 74th Street at NW 102nd Avenue

The intersection operations were evaluated in terms of the Level of Service (LOS) which is a common measure of the quality of performance at an intersection and is defined in terms of vehicular delay. LOS is expressed on a scale of A through F, where LOS A represents the least delay (i.e., less than 10 seconds per vehicle) and LOS F represents the highest delay (i.e., greater than 80 seconds per vehicle for a signalized intersection). This serves as a handbook detailing the condition of each facility in the City. Categories of data include:

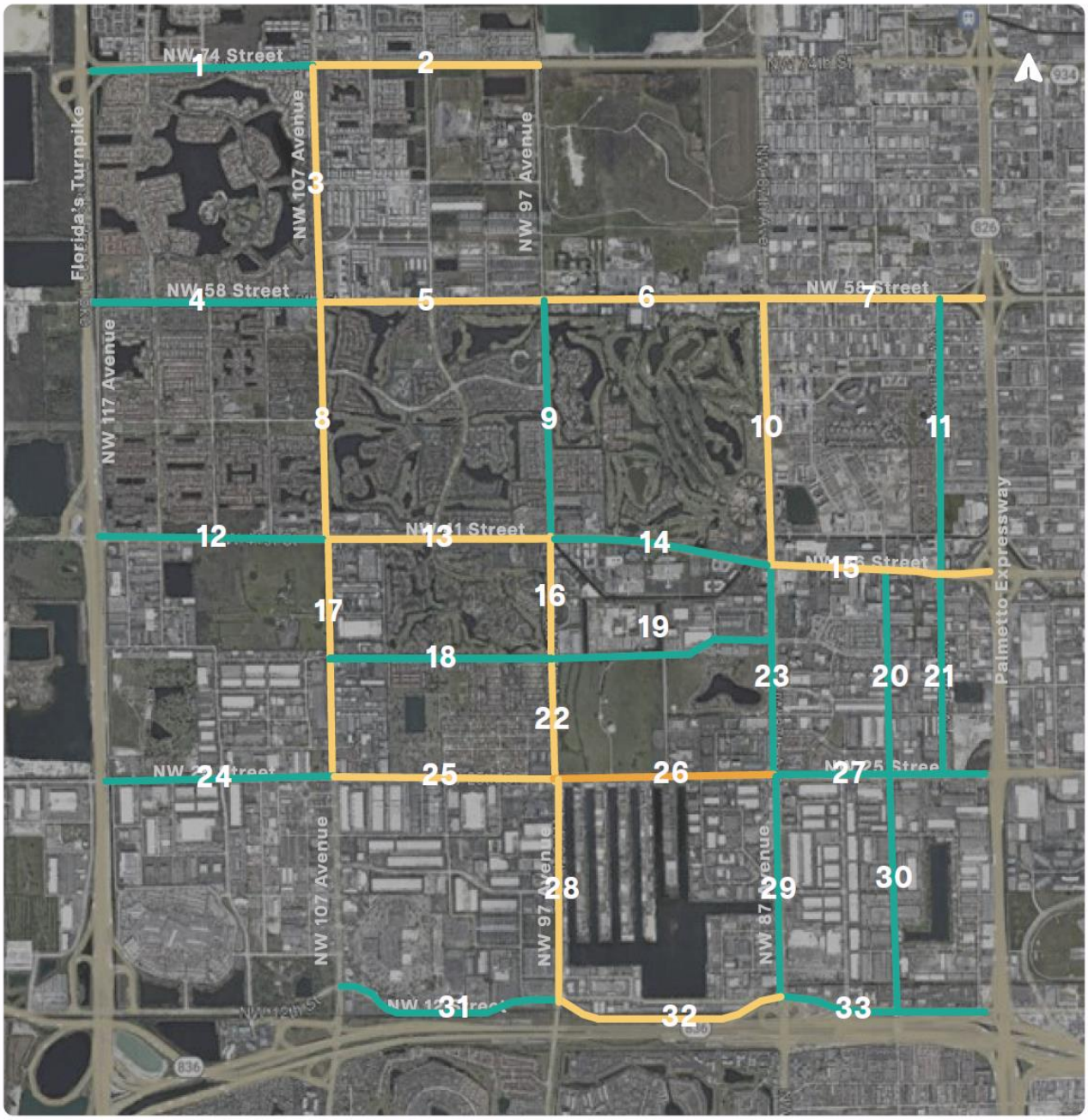
- Specific Link
- Number of Lanes
- Existence of a Median
- Road Jurisdiction
- Functional Classification
- Number of Traffic Signals
- Segment Length
- Signals per Mile
- Speed Limit
- Roadway Class
- Existing Level of Service Standard
- Service Volume at LOS C, D, E
- Average Annual Daily Traffic (AADT)
- Peak Hour Volume
- Remaining Capacity
- Transit Service
- Sidewalks
- Bike Lanes

Figure 1 shows the Level-of-Service (LOS) on the primary Doral roads in 2023. These segments show a LOS D or Better.

The potential mitigation solutions to these documented and projected future traffic conditions are to increase the miles of sidewalks and bike lanes, increase trolley service and make modifications to routes as needed, and roadway and intersection improvements. These mitigation strategies are documented in the preparation of the FY 2026-2031 Schedule of Capital Improvements presented later in this report in Table 8.

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Figure 1: 2023 Overall Corridor Level of Service (LOS)



2. Intersections

The City's Transportation Master Plan (2024) included a total of 31 signalized intersections. The traffic volumes collected in the field were checked for accuracy. Pedestrian volumes were also input and analyzed in the Synchro software. For signalized intersections, the existing signal timings were obtained from Miami-Dade County. Synchro 11 was used to evaluate the 2023 conditions for morning peak (7:45 AM – 8:45 AM) and evening peak (5:00 PM – 6:00 PM) period for the 31 intersections. Intersection geometry was coded using the latest satellite images of Google earth, which included number of lanes, turning movements, storage lanes, storage lane length, and right turn channelization, etc. Peak hour volume, %HV, and PHF were added to volume settings from the traffic data collected. Speed limits of each corridor were obtained from Miami-Dade County's Open Data Hub as well as existing signal timings and signal operating plans. **Tables 3** and **4** show the 2023 summary of results for AM and PM peaks, respectively.

Table 3: 2023 AM Peak Results Summary

Intersection No.	Overall		Worst Movement			Number of Movements with	
	Delay	LOS	Movement	Delay	LOS	LOS E	LOS F
1	61.3	E	SBL	150.8	F	0	6
2	23.9	C	NBT	71.8	E	1	0
3	65.4	E	SBL	158.3	F	2	5
4	52.8	D	NBT	83.8	F	2	1
5	127.1	F	SBT	237.2	F	0	6
6	62.5	E	NBL	119.7	F	2	4
7	70.2	E	SBL	103.8	F	1	3
8	38.6	D	WBL	85.4	F	5	1
9	35.4	D	SBL	71.9	E	4	0
10	224.1	F	WBL	302.4	F	0	6
11	57.9	E	EBT	69.6	E	3	0
12	49.3	D	NBL	108.8	F	4	1
13	45.0	D	NBL	107.8	F	2	3
14	53.8	D	SBL	112.9	F	1	5
15	92.2	F	WBL	192.4	F	2	6
16	34.6	C	SBL	81.1	F	0	1
17	72.0	E	SBL	124.5	F	4	4
18	31.6	C	SBT	101.1	F	3	3
19	95.0	F	SBL	160.5	F	2	7
20	41.3	D	SBT	62.6	E	1	0
21	55.6	E	WBR	147.1	F	3	1
22	79.8	E	NBT	132.8	F	3	3
23	60.7	E	NBL	94.8	F	5	1
24	72.0	E	SBT	135.2	F	0	3
25	76.1	E	WBR	262.6	F	4	4
26	21.5	C	NBR	245.4	F	1	4
27	58.4	E	NBL	121.6	F	2	3
28	71.1	E	WBL	136.1	F	1	6
29	70.3	E	NBT	146.1	F	3	4
30	51.9	D	NBT	86.6	F	4	1
31	70.0	E	NBT	149.0	F	1	3

Figure 2. 2023 AM Peak Hour Level of Service

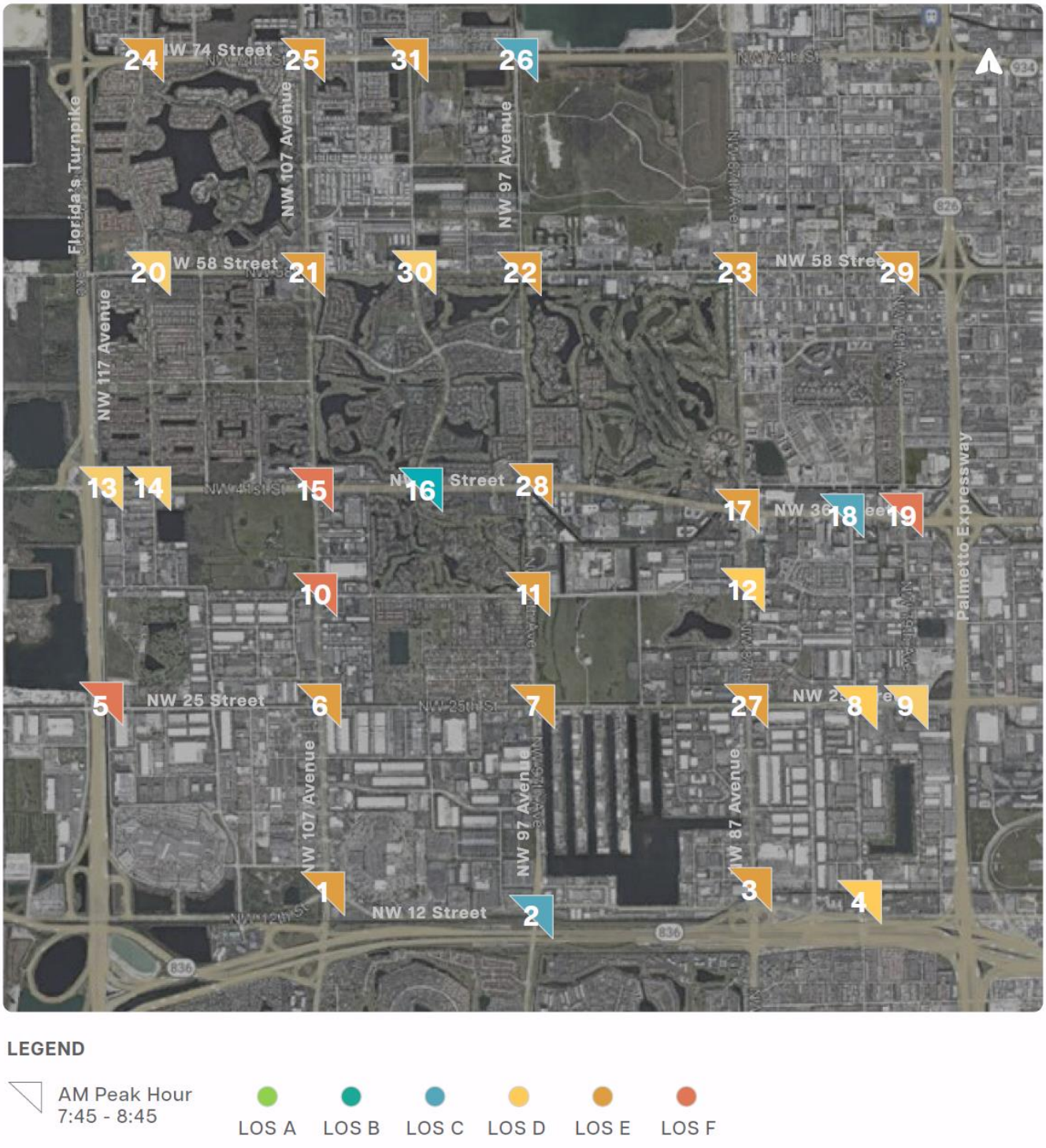
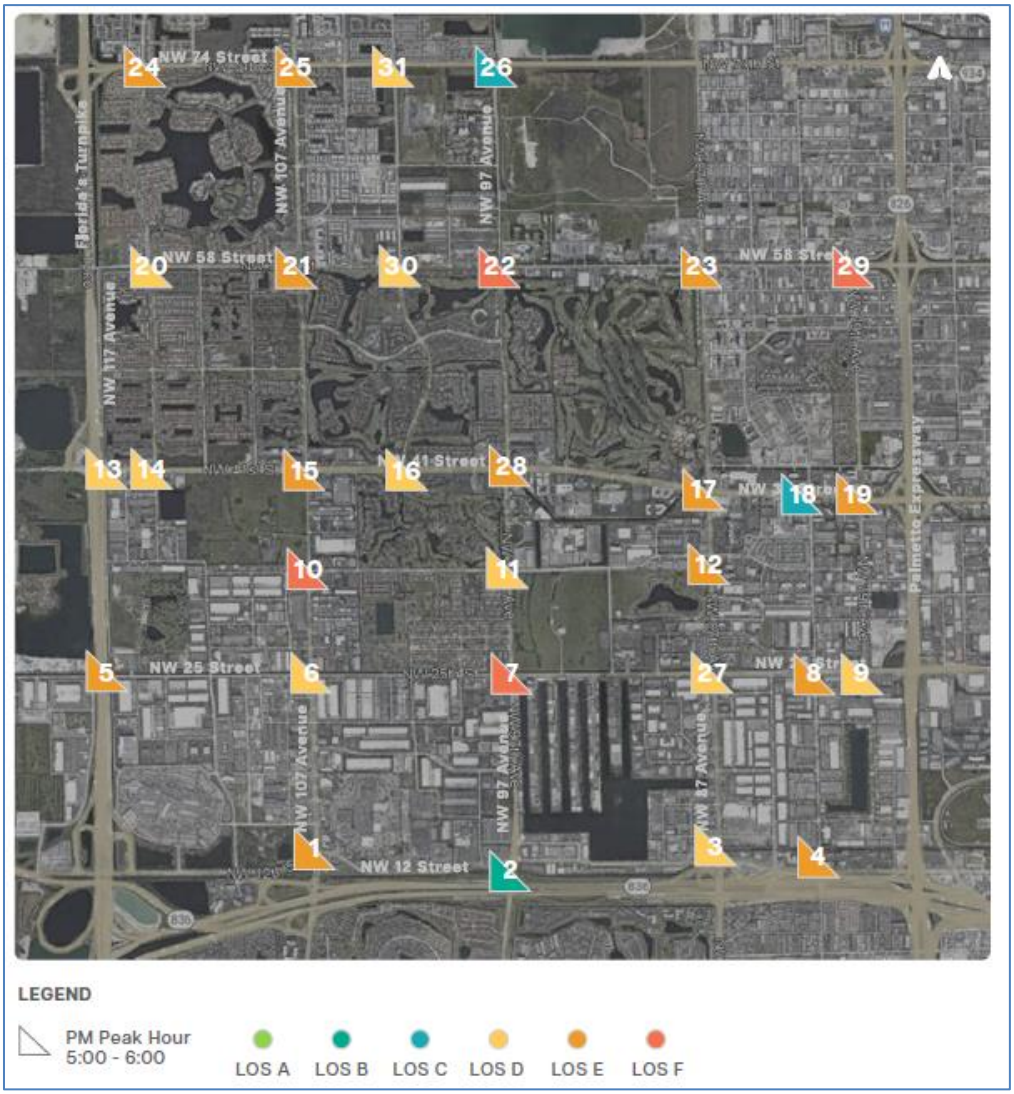


Table 4: 2023 PM Peak Results Summary

Intersection No.	Overall		Worst Movement			Number of Movements with	
	Delay	LOS	Movement	Delay	LOS	LOS E	LOS F
1	62.0	E	NBL	98.4	F	0	4
2	16.3	B	SBT	55.6	E	1	0
3	50.0	D	NBL	88.1	F	4	2
4	60.9	E	SBR	111.9	F	4	2
5	71.1	E	NBT	129.2	F	0	3
6	43.5	D	NBL	118.0	F	1	2
7	86.0	F	NBT	111.7	F	0	6
8	58.5	E	EBL	88.0	F	3	4
9	53.5	D	EBL	95.7	F	4	2
10	138.2	F	NBT	173.8	F	3	3
11	49.3	D	WBT	59.7	E	2	0
12	62.8	E	WBT	72.5	E	4	0
13	36.9	D	NBL	88.6	F	1	3
14	48.7	D	EBL	119.4	F	3	3
15	63.7	E	SBL	114.3	F	2	4
16	38.4	D	SBR	121.5	F	1	4
17	71.8	E	SBL	104.1	F	6	2
18	31.9	C	SBT	88.7	F	5	1
19	61.2	E	EBL	142.4	F	2	5
20	37.1	D	SBT	45.3	D	0	0
21	62.1	E	SBT	85.4	F	6	1
22	100.0	F	SBT	133.7	F	0	5
23	58.0	E	NBL	77.3	E	4	0
24	66.7	E	NBL	114.2	F	1	5
25	61.3	E	WBL	94.1	F	6	3
26	31.2	C	SBT	88.8	F	1	2
27	54.7	D	NBL	130.8	F	3	4
28	61.9	E	WBL	94.0	F	3	3
29	83.9	F	EBR	871.4	F	3	4
30	48.6	D	SBT	87.7	F	5	1
31	37.0	D	NBT	67.0	E	4	0

Figure 3. 2023PM Peak Hour Level of Service

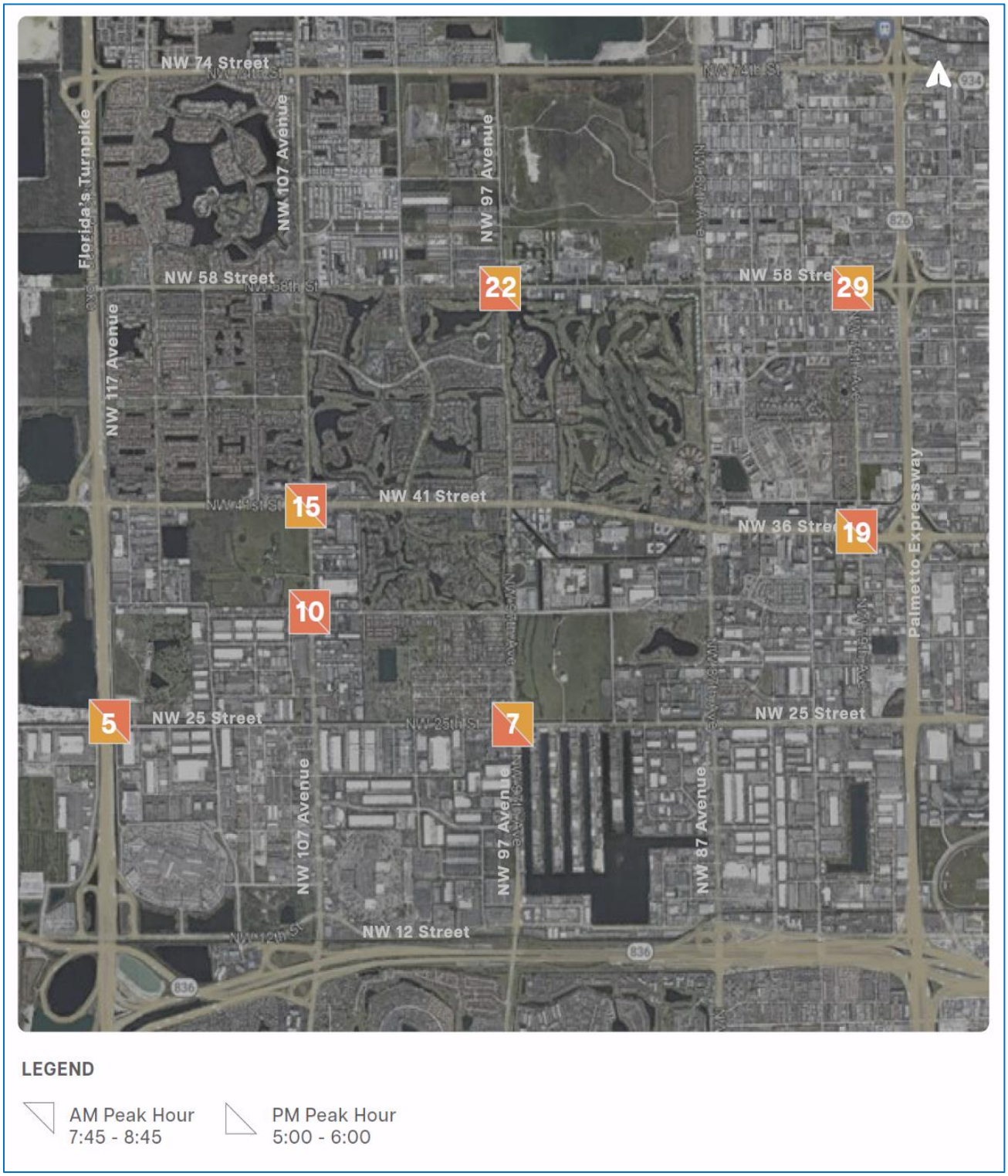


It can be seen from **Tables 3** and **4** that 19 and 17 intersections out of 31 were operating at overall LOS E or F during AM and PM peak hours, respectively. Intersections 5, 7, 10, 19, 22, and 29 operate in overall LOS F in at least one or both the peak hours.

Table 5: Failing Intersections Results Summary

Intersection No.	AM Peak Hour					PM Peak Hour				
	Overall		Worst Movement			Overall		Worst Movement		
	Delay	LOS	Move-ment	Delay	LOS	Delay	LOS	Move-ment	Delay	LOS
5	71.1	E	NBT	129.2	F	71.1	E	NBT	129.2	F
7	86.0	F	NBT	111.7	F	86.0	F	NBT	111.7	F
10	138.2	F	NBT	173.8	F	138.2	F	NBT	173.8	F
15	63.7	E	SBL	114.3	F	63.7	E	SBL	114.3	F
19	61.2	E	EBL	142.4	F	61.2	E	EBL	142.4	F
22	100.0	F	SBT	133.7	F	100.0	F	SBT	133.7	F
29	83.9	F	EBR	871.4	F	83.9	F	EBR	871.4	F

Figure 4. 2023 Failing Intersections



The future conditions analysis for the Doral Transportation Master Plan was conducted to evaluate the projected performance of key intersections and corridors by 2045. This analysis was essential for understanding how the city's transportation network will handle future traffic demands and identifying areas where improvements are necessary to prevent congestion and improve safety. The methodology involved multiple steps, including traffic forecasting, level of service (LOS) evaluation, and mitigation strategies for failing intersections.

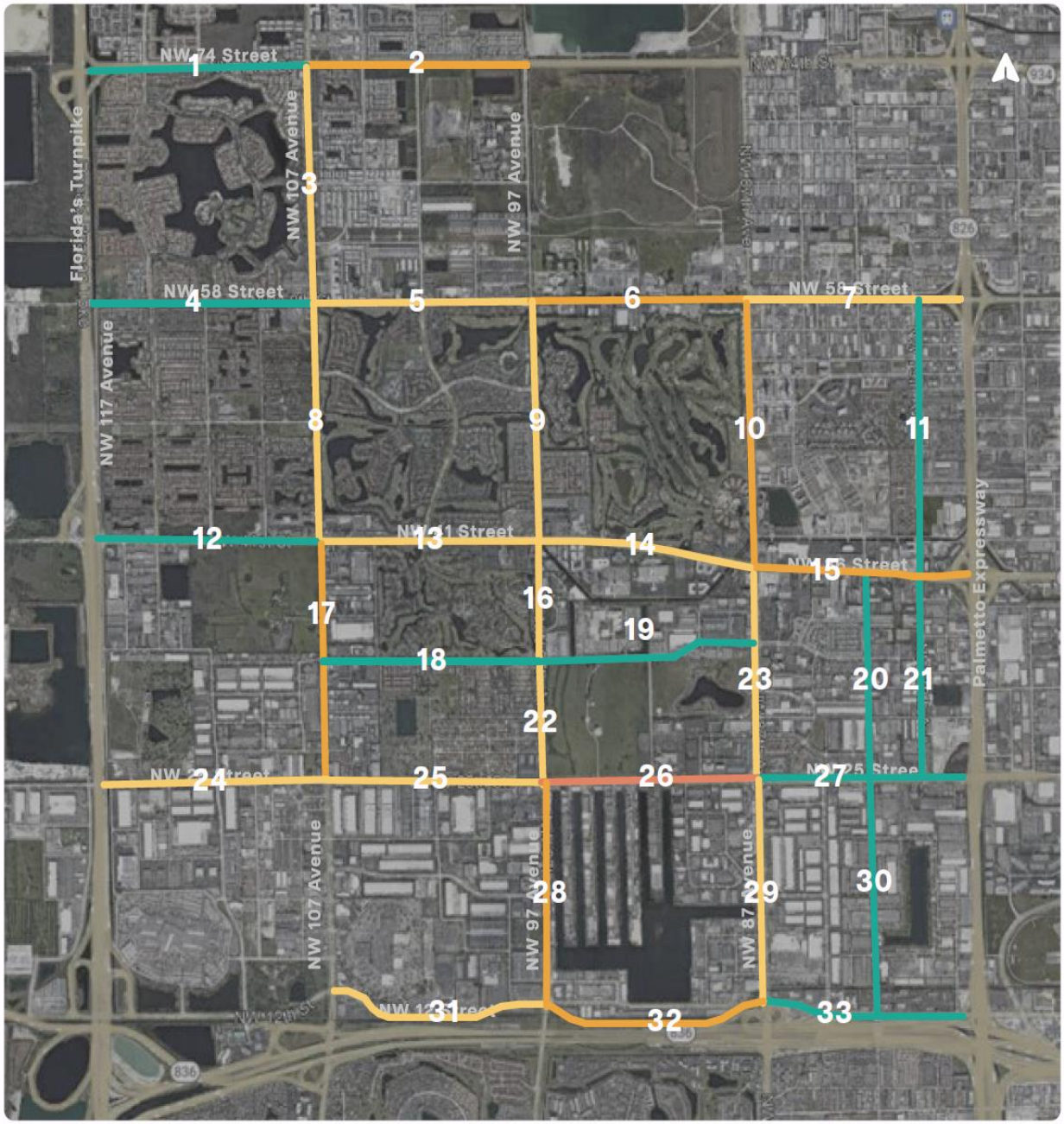
To accurately project future conditions, the analysis incorporated data on upcoming developments within the City of Doral, including new residential, commercial, and industrial projects expected to generate additional traffic. Regional growth projections for population and employment were also used to estimate future travel demand.

The analysis revealed that most intersections and corridors would experience significant congestion by 2045, with 17 of the 31 intersections projected to operate at LOS E or F, indicating failing conditions. These failing conditions are key bottlenecks where delays and congestion would severely impact travel times and overall network efficiency. Capacity and operational improvements are critical to ensure the currently failing intersections and soon-to-be failing intersections are remedied.

Figure 5. Overall Future 2045 Projected Intersection Level of Service (LOS)



Figure 6. Future 2045 Overall Corridor Level of Service



LEGEND

- LOS C or Better
- LOS D
- LOS E
- LOS F

Corridor LOS was derived by comparing AADT volumes with capacities provided in FDOT 2023 Multi-modal Quality/Level of Service Handbook.

As part of the existing configuration of the intersection analysis, mitigation strategies were developed to support recommendations for improvements, See **Table 6**. Some mitigation strategies include following:

- Signal timing optimization (incuding cycle lenghts).
- Lane assignment adjustments – adjustments are applied to lane assignments to optimize signal performance in the future year. There are no physical changes to the roadway limits, and curbs are expected in this option.
- Identifying additional lanes that can be provided within available right-of-way (ROW) without acquiring new land.
- Lane assignments and signal timing and phasing optimization to suit improvements.

Table 6: Recommended Capacity/Operations Projects

Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description
	From	To		
NW 33 St	NW 107 Ave		City/County	Reconfiguration of lane assignment for the westbound approach of the intersection to Left, Thru, and Right through re-striping. Optimization of signal phasing.
NW 33 St	NW 107 Ave		City/County	Widening of the intersection to provide the following lane configuration: *Westbound approach = L, L, T, R* *Southbound approach = L, T, T, R, with 100 ft storage length for right turn* *Northbound approach = L, T, T, R, with 100 ft storage length for right turn* Optimization of signal phasing and adjustment of cycle length.
NW 117 Ave	NW 25 St		City/County	Widening of the southbound and northbound approaches of NW 117 Ave at the intersection to provide the following lane configuration: Northbound approach = L, T+R Southbound approach = L, T+R Optimization of signal phasing and adjustment of cycle length and splits.
NW 79 Ave	NW 36 St		City/County	Widening of the northbound approach of NW 79 Ave and the westbound approach of NW 36 St at the intersection to provide exclusive right turn lanes. The following lane configuration: Northbound approach = L, T+R, R Westbound approach = L, L, T, T, T+R, R Optimization of signal phasing and adjustment of cycle length and splits.
NW 79 Ave	NW 58 St		City/County	Widening of the eastbound approach to provide an additional thru lane and widening on the east of the intersection to provide a receiving through lane and another receiving lane (acceleration lane) for the exclusive right turn lane from the northbound approach. The following configuration: Eastbound approach = L, T, T, T, R Northbound Approach = L, T, R Addition of a channelization island between the northbound approach thru lane and right turn lane. Optimization of signal phasing and adjustment of cycle length and splits.

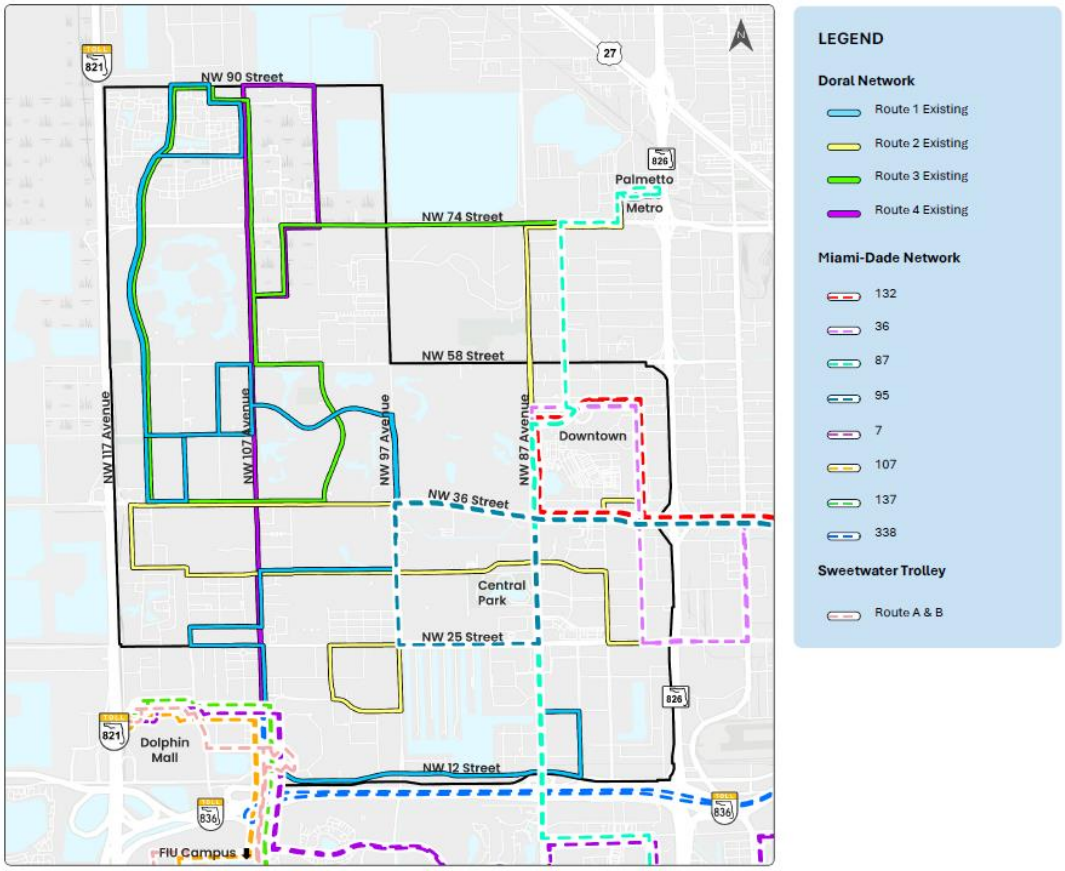
3. Transit

The City of Doral is served by four (4) Miami-Dade Transit (MDT) routes 36, 87, 95, and 132 and four (4) Doral Trolley routes. **Figure 7** shows the combined routes of Miami-Dade Transit and the City of Doral Trollies within the City's boundary.

The free-fare Doral Trolley System launched on February 1, 2008. It is a local circulator which servesthe city through four (4) routes (R1, R2, R3 and R4), with route R1 providing connector service to MDT Metrobus routes at Miami International Mall and routes R2 and R3 providing connector service to the Miami-Dade Transit Metrorail via the Palmetto Metrorail Station in Medley. Route R4 commenced in August 2018 and provides service to Florida International University (FIU) along NW 107th Avenue. While these routes are intended to serve separate areas of the city, there is significant overlap between them. Because there are no dedicated trolley lanes, trolleys operate on the same roadways used by individual vehicles. The city conducts regular trolley ridership surveys to provide insight into future changes to route alignment, stops, hours of operation and frequency. Route 1 has the highest ridership, followed by Routes 3, 2 and 4, respectively.

Factors that affect both the level of ridership and the quality of trips include access to and amenities at trolley stops. Trolley stops accessibility includes connectivity by sidewalks connecting to stops and improvements would include meeting all ADA requirements, convenient stop locations, shelters, shade, signage, schedules, and easy boarding curb heights. Key urban centers with large jobs, housing, and/or retail activity centers within the City should be joined by transit routes, as well as primary locations/ transit connections located outside the City Limits.

Figure 7: Transit Routes in Doral



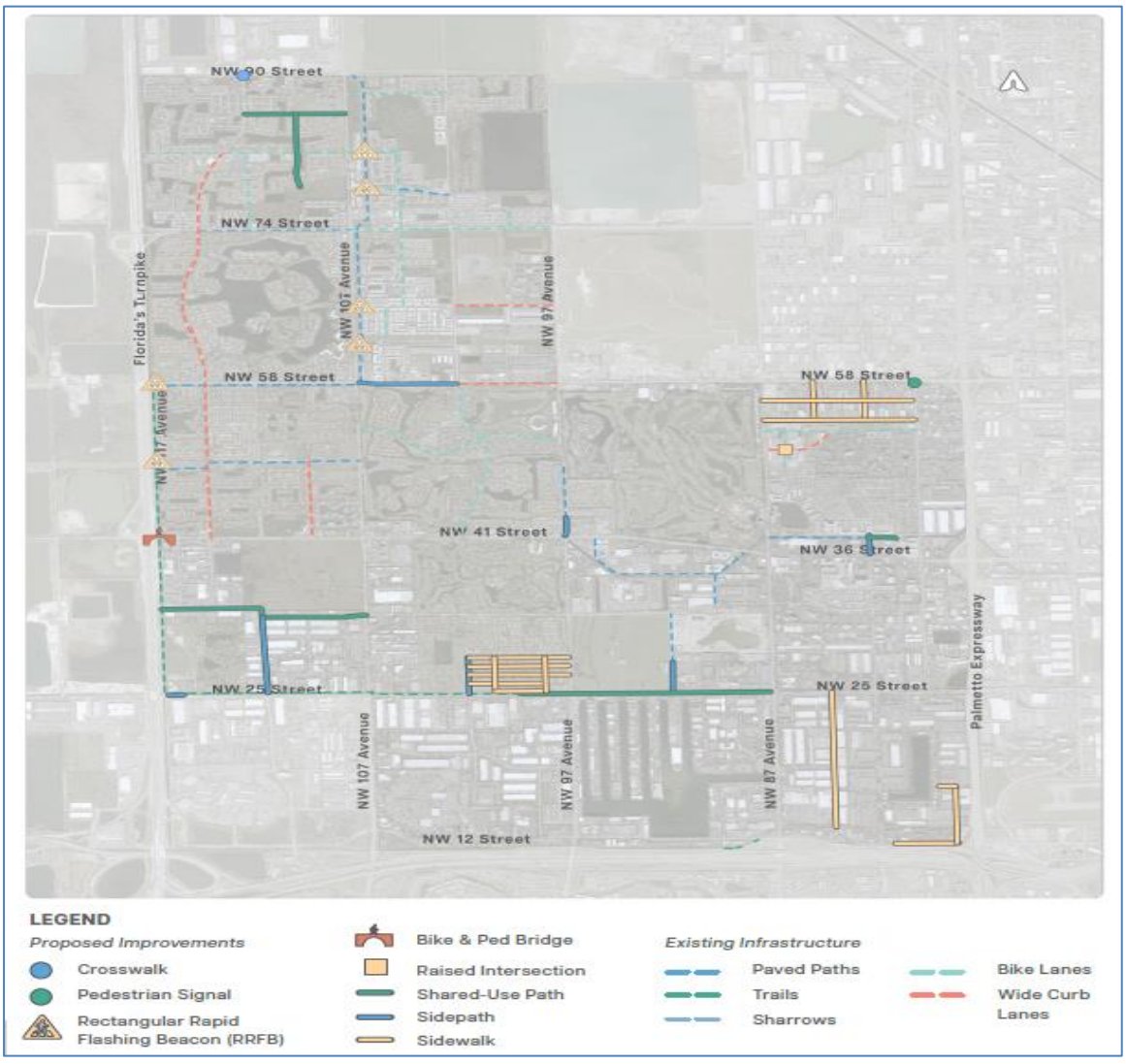
Source: City of Doral Public Works Dept. July 2026.

Currently, the City is updating the Doral Transit Study to identify modifications for the existing Doral Trolley service to adjust for the changes that occurred in the Better Bus Network Transition, as well as outline additional recommendations to enhance the existing Doral Trolley network to better service residents and visitors of Doral.

4. Bicycle/Pedestrian Facilities

The City's goal is to encourage intra-city trips by bicycle and walking. The majority of the City of Doral is interconnected by sidewalks, and the city has dedicated annual funding to continue to connect missing segments. The City has also developed a Bikeway Network Master Plan that contains a series of interconnected bike lanes and multi-use paths that will be implemented by both public and private entities. **Figure 8** shows Existing and Proposed Bicyclist/Pedestrian Improvements. The existing bike networkconsists of 17.78 miles of bike lanes, 9.95 miles of off-use of off-use paths, and 0.51 miles of maintenance path for a total of 28.24 miles of current bike facilities.

Figure 8. Doral's Proposed Bicyclist/Pedestrian Improvements and Existing Infrastructure



Source: City of Doral Public Works Dept., July 2026

5. De Minimis Impact Report

Pursuant to State Statute Section 163.3180(6), local governments must submit a De Minimis Impact Report with the annual Capital Improvements Element update of the City's Comprehensive Plan. A De Minimis Impact is defined as: an impact that would not affect more than 1 percent of the maximum volume at adopted LOS of the affected transportation facility; no impact is a de minimis if the sum of the existing roadway volumes and the projected volumes from approved projects on each transportation facility would exceed 110 percent of the maximum volume at the adopted LOS and provided that an impact of a single-family home on an existing lot will constitute a de minimis impact on any roadway regardless of the level of deficiency of the roadway. Based on the above definition of de minimis impact and current city traffic data, the City of Doral does not need to file a De Minimis Impact Report.

6. 5-Year Level-of-Service Transportation Projects

To address the LOS deficiencies now and expected by 2028-29, the City has programmed 23 roadway, intersection and multi-modal capacity improvement projects within the current 5-year planning period. These projects are listed in **Table 7** below and will be funded primarily through the City's Transportation Fund.

Table 7. City Transportation Projects FY 2026-2030

Project Location	Type of Work	Implementation Timeframe (Fiscal Year)
Citywide (Milling & Resurfacing / Re-Striping)	Roadway Maintenance	2025 – 2029
Landmark Community CompleteStreets	Traffic Calming Improvements	2025
Section 7	Traffic Calming Improvements	2025
NW 90th Street (Vacant Land Section 7)	Roadway Widening	2028
NW 104th Avenue (69th St. – 70th St)	Roadway Widening	2027
Citywide (Bus shelters)	Transit Mobility & Infrastructure	2025-26
NW 114th Avenue (34th St – 39th St)	Roadway Improvements	2029
NW 34th Street (117th Ave – 112th Ave)	Roadway Improvements	2028
NW 117th Avenue (NW 25th St - NW 34th St)	Roadway Improvements	2026
NW 99th Avenue, NW 102nd Avenue, NW 66th Street	Roadway Improvements	2026
Intersection Improvements - Citywide	Roadway Improvements	2027 – 2029
Do Not Block Box Intersections	Roadway Improvements	2027 – 2029
FPL Undergrounding	Roadway Improvements	2027
NW 33rd Street (NW 79th Ave – NW 82nd Ave) Reconstruction	Roadway Improvements	2027
Improvements Identified in the 2023Transportation Master Plan Update	Roadway Improvements	2028
Doral Art District (Adaptive Re-Use)	Complete Streets improvements	2027 – 2029

NW 92nd Avenue and NW 33rd Street	New Traffic Signal	2025
NW 50th Street and NW 112th Avenue	New traffic Signal	2025 Design ongoing
NW 117th Avenue and NW 34th Street	New traffic Signal	2025 Design ongoing
NW 117th Avenue and NW 50th Street	Crosswalk relocation	2025 Design ongoing
NW 82nd Ave from NW 36th Street to NW 41st Street.	New sidewalk design	2025 Design ongoing

Source: Doral Public Works Department (July 2026)

In addition to the City-funded transportation projects listed above, several capacity improvement projects in the City have been identified in the current Miami-Dade County Transportation Planning Organization (TPO) 5-year Transportation Improvement Program (TIP) and the 2050 Long Range Transportation Plan (LRTP). The TIP is a staged multi-year program similar to the CIE at the regional scale and coordinates all cities, Miami-Dade County departments, State of Florida, Turnpike Enterprise, and Expressway Authority required for all federally- funded transportation projects and prioritizes Priority Transportation Projects (PTP) funded over the next 5-year planning period. The planned projects within or affecting the City of Doral are shown in ***Table 8***.

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Table 8: Planned State and County Transportation Projects in Doral Area FY 2026-2031

FACILITY	LIMITS	TYPE OF WORK	RESPONSIBLE AGENCY	CONSTRUCTION TIME FRAME	TOTAL COST FY 2025-2029 (Millions)
MIA Cargo Viaduct	NW 82 Ave to Ronal Reagan Turnpike	Widening of NW 25 Street and the construction of a viaduct	Aviation		$393.30
NW 117 Avenue	NW 25 St to NW 34 Street	Reconstruction and Add turn lanes	MDC		$3.89
NW 25 Street	NW 117 Avenue to NW 87 Avenue	Widen from 4 to 6 Lanes	MDC		$138.84
NW 25 Street	NW97 Avenue to NW 87 Avenue	Widen from 4 to 6 Lanes	MDC		$17.99
NW 107 Avenue	NW 12 Street to NW 14 Street	Bicycle/Pedestrian Safety	MDC		$0.05
NW 34 Street	NW 114 Avenue to Approx. 720 Ft East	Retrofit existing ROW to accommodate transit mobility improvements	MDC		$0.31
NW 29 Street	NW 109 Avenue to NW 112 Avenue	Retrofit existing ROW to accommodate transit mobility improvements	MDC		$0.10
NW 27 Street	NW 109 Avenue to NW 112 Avenue	Retrofit existing ROW to accommodate transit mobility improvements	MDC		$0.12
NW 114 Avenue	NW 34 Street to NW 39 Street	Retrofit existing ROW to accommodate transit mobility improvements	MDC		$0.28
NW 27 Street	NW 87 Avenue to NW 87 Court	Retrofit existing ROW to accommodate transit mobility improvements	MDC		$0.04
NW 21 Street	NW 107 Avenue to NW 102 Avenue	Retrofit existing ROW to accommodate transit mobility improvements	MDC		$0.39
NW 12 Street	SR 836/Dolphin Park Ride to NW 114 Avenue	Widening and resurfacing of NW 12 St for Bus Only Lanes	MDC		$9.53
NW 74 St	Palmetto Metrorail Station to Florida's Turnpike	Potential Future Rapid Transit corridor	MDC		$2.50

FACILITY	LIMITS	TYPE OF WORK	RESPONSIBLE AGENCY	CONSTRUCTION TIME FRAME	TOTAL COST FY 2025-2029 (Millions)
NW 58 Street	NW 97 Avenue to SR 826	Road Reconstruction	MDC	Under Construction	PYF*
NW 84 Avenue	NW 58 Street to NW 74 Street	Widen from 2 to 4 Lanes	MDC	Under construction	PYF*
NW 87 Ave	NW 58 Street to NW 74 Street	Resurfacing	MDC		PYF*
NW 97 Avenue	NW 52 Street to NW 58 Street	Widen from 2 to 4 Lanes	MDC	Under Design	PYF*
NW 97 Avenue	NW 58 Street to NW 70 Street	Widen from 2 to 4 Lanes	MDC		PYF*
NW 58 Street	NW 117 Avenue and NW 107 Avenue	Resurfacing	MDC		PYF*
NW 58 Street	NW 74 Ave and NW 72 Ave	Resurfacing	MDC		PYF*
NW 58 Street	SR 985/NW 107 Ave and SR 826/Palmetto Exp	Congestion Management	MDC / FDOT		PYF*
NW 12 St	NW 97 Ave and NW 93 Ct	Intersection Improvement	MDC	Under Construction	PYF*
NW 25 Street	NW 97 Ave and NW 87 Ave	Widen from 4 to 6 lanes	MDC	Under Design	PYF*
NW 25 Street	NW 107 Ave and NW 87 Ave	Resurfacing	MDC		
NW 12 St	NW 107 Ave and NW 87 Ave	Resurfacing	MDC		PYF*
NW 107 Avenue	NW 12 St and NW 25 St	Resurfacing	MDC		PYF*
NW 107 Avenue and NW 27 Street		Intersection Improvement	MDC	Construction Completed	PYF*
NW 12 St and SR 973/NW 87 Ave		Intersection Improvement	MDC		PYF*
NW 98 Court and NW 12 Street		Traffic Signal	MDC	Under Construction	PYF*
NW 98 Court and NW 17 Street		Traffic Signal	MDC	Under Construction	PYF*
NW 107 Avenue and NW 14 Street		Traffic Signal	MDC	Under Construction	PYF*
NW 107 Avenue and NW 50 Street		Traffic Signal	MDC	Under Design	PYF*
NW 41 St and NW 97 Ave		Congestion Management	MDC/FDOT		PYF*

**PYF: Prior Year Funding*
Source: Miami-Dade County TPO 2026 TIP, (2027-31) Approved April 23, 2026, and 2050 LRTP Approved September 2024.

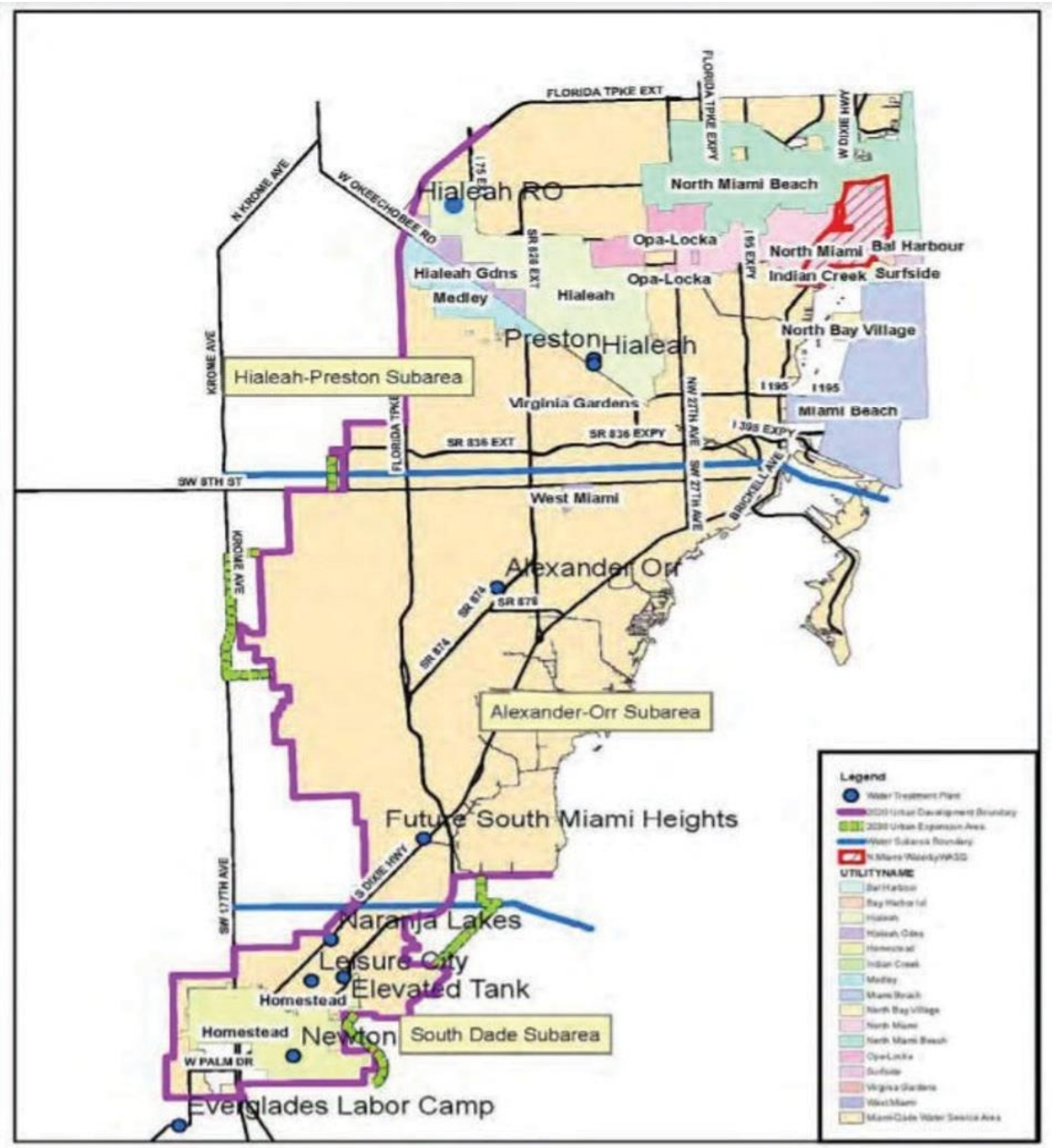
Additional roadway improvement projects currently not programmed in the FY 2026-2031 TIP plan may be added in future CIE and TIP updates as funding becomes available at the Federal, State and local levels of government. The City is proactively addressing local roadway deficiencies occurring primarily on its roadways and works closely with County and State agencies to address future LOS requirements on their roadways through FY 2030-31 and beyond.

B. Potable Water Service

The residents of the City of Doral obtain their potable water and sewer service directly from WASD, which is responsible for ensuring enough capacity to meet the water needs of existing and future water customers. In addition to serving the City, WASD is the designated regional supplier of potable water for most of the cities in Miami-Dade County. In that capacity, the WASD supplies the City of Doral's residential and non-residential property owners with potable water on a retail basis and bills these customers for this service.

WASD owns, operates, and maintains a central potable water distribution system, along with the facilities for collection and treatment of water, which then transmits the potable water to its citizens throughout most of Miami-Dade County. See Figure 5 below.

Figure 9: Existing WASD Water Treatment Plants



Source: City of Doral Water Supply Plan 2021

Table 9: City of Doral Water Usage Projections

Table 3.4 - Retail Water Use Forecast in the City of Doral, 2020 to 2040

Year	Population Forecast (a)	2018 Per Capita (gallons per person per day) (b)	Annual Average Daily Water Demand, mgd
(1)	(2)	(3)	(4) = (2) x (3) / 1,000,000
2020	75,522	126.94	9.59
2025	96,606	126.94	12.26
2030	104,072	126.94	13.21
2035	112,115	126.94	14.23
2040	120,779	126.94	15.33

(a) From City of Doral, 2020.
(b) City of Doral water demand in Gross Gallons Per Person Per Day is from Miami-Dade County that is reflected in the Draft Miami Dade Water and Sewer Department 10-Year Water Supply Facilities Work Plan October 2020.

Regional water system capacity projections have been developed based on current water system capacity, planned WASD capacity projects, and current and projected demand from retail water customers within the County. These studies show that the County will have sufficient capacity through 2040. There are no private potable water facilities in the City of Doral.

Wellfield Protection Measures: WASD's wellfields and their corresponding Cones of Influence are in or near the City. These wellfields consist of 45 individual wells and have a total designed installed capacity of approximately 295 mgd. Of these wells, 23 provide raw water to the Hialeah Water Treatment Plant while the remaining 22 wells service the J.E. Preston Water Treatment Plant. To protect the quality of the groundwater in the area, the City of Doral has adopted the Miami-Dade County Wellfield Protection Program, which restricts the types of land uses allowed within the area of the wellfield cones of influence. The following are some of the restrictions associated with the Wellfield Protection Program:

- Only uses that do not generate hazardous waste are allowed within the Cone of Influence.
- All permitted land uses within the Cone of Influence shall be required to connect to the WASD central sewer collection system.
- Developments within the Cone of Influence shall be required to meet the minimum requirements for percentages of pervious area.
- Land uses within the Cone of Influence shall be restricted to those uses that do not create water pollution.

Water Conservation Measures: Miami-Dade County Water Conservation Plans and Ordinances. The City of Doral, located in Miami-Dade County, is subject to the following County plans and ordinances:

- Miami-Dade Water Use Efficiency Plan: The Miami-Dade WASD's 20-year Water Use Efficiency Goal-Based Plan (Efficiency Plan) was approved by the SFWMD in May 2007. Included in the Efficiency Plan is the Water Conservation Best Management Practices (BMP) Implementation Schedule, Costs, and Savings Projections through the year 2026. WASD is implementing the BMPs included in the 2019 Annual Report for the Water Conservation Plan to improve the management of traditional water supplies, encourage development of alternative water supplies and improve

Water-use efficiently. Several initiatives were adopted by WASD to encourage efficient use of water by residential and non-residential users. Some initiatives included plumbing retrofits, landscape irrigation evaluations, and residential and commercial water use evaluations and rebates. To ensure future water savings, the Water Use Efficiency Standards for new residential and commercial developments enacted by the Miami-Dade Board of County Commissioners on January 1, 2009, are being implemented through local building codes. The standards include technical amendments to the Building Code to require maximum water conservation flow rates for plumbing fixtures. Because of these efforts, as of December 31, 2019, the County saw an 18.6 mgd reduction in finished water demand from the year prior to the implementation of the Efficiency Plan in 2006 (from 341.62 mgd to 323.04 mgd).

- Miami-Dade County Water Conservation Plans and Development Codes: The County adopted a Water Conservation Plan that was added to its Water Use Efficiency Section as mandated by County Ordinance 06-177, Section 32-83.1 of the Miami-Dade County Code. The Plan identifies BMPs for the service area. (Doral's Comprehensive Plan – Policies: 1.5.3, 5A.3, 5A.3.2) Since January 1, 2009, the county's building code, specifically Section 8-31 and 32-84, requires the installation of water efficient fixtures and high efficiency appliances. In 2007, Section 3.0 Provision of Water Supply City of Doral, Florida 12 Water Supply Facilities Work Plan Update - 2021 the County developed a water conservation program that provides rebates to residents that install high efficiency faucets, toilets and showerheads in properties constructed prior to 1996. It also includes rebates for water efficient upgrades to irrigation systems in single-family and large properties throughout the County.
- Miami-Dade County Permanent Landscape Irrigation Restriction: Lawn and landscape irrigation throughout the county has been limited to two days per week year-round as required by Section 32-8.2 of the Miami-Dade County Code of Ordinances. Irrigation is not permitted between the hours of 10:00 a.m. and 4:00 p.m.
- Miami-Dade County Landscape Standards: Development within the county must comply with landscape standards in Sections 18-A and 18-B of the County Code which encourages Florida Friendly Landscaping to reduce outdoor water use.
- Miami-Dade County Multi-Family Sub-Metering: The County Code was also modified to authorize the use of submetering in multifamily residential developments, requiring a meter be installed in each individual dwelling unit for water billing purposes instead of being billed using a single master meter. Use of submeters enhances water use monitoring and encourages water conservation.
- Water Conservation Based Rate Structure: Miami-Dade County has adopted a water conservation-based rate structure for its retail water customers. 3.3.2 City of Doral Ordinances and Codes Promoting Water Conservation The City has adopted the following ordinances and codes to promote water conservation by the City's residents. Because the City does not have access to customer water use data, the City is unable to develop estimates of the amount of waterconserved.
- access to customer water use data, the City is unable to develop estimates of the amount of water conserved.
- Use of Florida-Friendly Landscape Principles: The City of Doral Comprehensive Plan and Land Development Code recommends use of Florida-Friendly landscape materials and the minimum percent of required pervious area that must follow the principles of Florida Friendly Landscape provisions as set forth in the South Florida Water Management District's Xeriscape Plant Guide II. (Doral's Comprehensive Plan - Objective: 5A.5. Policies 1.4.2, 1.4.3, 5A.3.2, 6.1.6) Requirement of
- High Efficiency Plumbing Fixtures in New Construction: The City of Doral has adopted the Florida Building Code (FBC) which contains plumbing flow restriction requirements. The County Code prohibits the cities within its jurisdiction from enacting standards less stringent from the FBC. The City of Doral Building and Inspection Services also includes, in their procedures, provisions for new construction to have water conservation control devices installed per the Florida Plumbing Code, as a condition for granting certificates of occupancy. (Doral's Comprehensive Plan – Policy 6.1.6)

- Rain Sensor Overrides for New Lawn Sprinkler Systems: The City of Doral has adopted the FBC, which requires the installation of rain sensors on new irrigation systems. Section 3.0 Provision of Water Supply City of Doral, Florida 13 Water Supply Facilities Work Plan Update - 2021 Additionally, the City of Doral abides by all County's landscape Code requirements, including the use of rain sensors on automatic lawn sprinklers systems. (Doral's Comprehensive Plan – Policy 1.5.4) City of Doral Adoption of the SFWMD's Water Shortage Restrictions: In 2007, the City of Doral adopted Ordinance No. 2007-13 entitled "Water Restrictions" to protect the water resources of the City from harmful effects of over-utilization during periods of water shortage and to assist the SFWMD as it implements its water shortage plan. The provisions are found in Chapter47 – Division 2. – Water Restrictions of the City of Doral Code of Ordinances. This ordinance applies to all persons using the City's water resources that are subject to the "water shortage" or"water shortage emergency" as determined by the SFWMD, whether from a publicly- or privately-owned water utility system, private wells, or private connections with surface water bodies. The use of treated effluent or saltwater is excluded from the requirements of this ordinance. The ordinance references the South Florida Water Management District's Water Shortage Plan as provided in Chapter 40E-21, Florida Administrative Code.

Enforcement: The City enforces these ordinances through its code compliance department.

1. 5-Year Level-of-Service Water Projects

Section 163.3177(4)(a), Florida Statutes, requires coordination of the local comprehensive plan with the water management district's regional water supply plan. Doral receives all potable water service from Miami-Dade County Water and Sewer Department's (WASD) Hialeah/Preston Water Treatment Plant (WTP). The supply capacity of the Hialeah-Preston Subarea wellfields is 343.43 million gallons per day. The plant is owned and operated by WASD, who is responsible for maintaining the distribution and treatment facilities serving the City of Doral. The City of Doral's Water Supply Plan and Infrastructure Element Policy 5A.1.1 of the City's Comprehensive Plan establishes the adopted Level of Service (LOS) standard for potable water at 127 gallons per capita per day (GPD). According to the State guidelines, the Water Supply Plan and the Comprehensive Plan must address the development of traditional and alternative water supplies, service delivery, conservation, and reuse programs necessary to serve existing and new developments for at least a 10-year planning period. As the city implements its Green Master Plan and Miami-Dade County water restrictions on landscape watering to 2x/week, the City should be able to reduce its water demand (GPD) moving forward. (The city should aim to reduce its average GPD over time to be closer to the State and National averages.)

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C. 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. 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. The Hialeah Water Treatment Plant is located at 700 West 2nd Avenue, Hialeah, Florida. This facility has the maximum installed design capacity of 60 million gallons per day.

1. 5-Year Level-of-Service Wastewater Projects

No capacity-related projects for the County's wastewater system have been identified within the City of Doral or WASD for the 5-year CIE planning period 2026-2031.

D. Stormwater Management

The City of Doral falls within the boundaries of the C-4 Tamiami Canal, and C-6 Miami River Canal watershed basins managed by the South Florida Water Management District (SFWMD). Within the City of Doral there are three (3) sub basin secondary canals which convey surface stormwater from the city: the Northline Canal, located along the north side of NW 25th Street, the C-2 Extension Canal, located alongNW 117th Avenue, and the Dressel's Canal which crosses the City from NW 117th Avenue to the Palmetto Expressway. Figure 6 depicts the canal system in Doral.

Doral adopts the following system-wide drainage Level of Service (LOS) standards for new development and redevelopment in Comprehensive Plan 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 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) 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 several pre-existing deficient drainage conditions when the City was incorporated in 2003. In 2006, Doral adopted its first

Stormwater Master Plan. Since then, the City has updated the plan on several occasions, including the latest update in 2021, which forms the basis for the Stormwater 5-Year SCI.

The City's Stormwater Master Plan (SWMP) serves as a planning-level engineering document that analyzes the current condition of storm water management systems across the city. The plan identifies high-priority flood prone areas and establishes a five-year capital improvement plan for implementation. 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 as a part of this SWMP. The secondary drainage systems are typically analyzed in the construction design phase and through redevelopment projects.

The City's drainage system deficiencies are identified through a series of sub-basins which are color coded for priority ranking purposes and depicted in Figure 11. This system allows the City to identify and prioritize the most cost-effective storm water management projects for inclusion in the 5-Year SCI and City Capital Improvement Program. The main intent of the contents of this SWMP is to serve as a guide for the City to identify problem areas, develop potential future projects, and correlate those future projects with a planning-level cost.

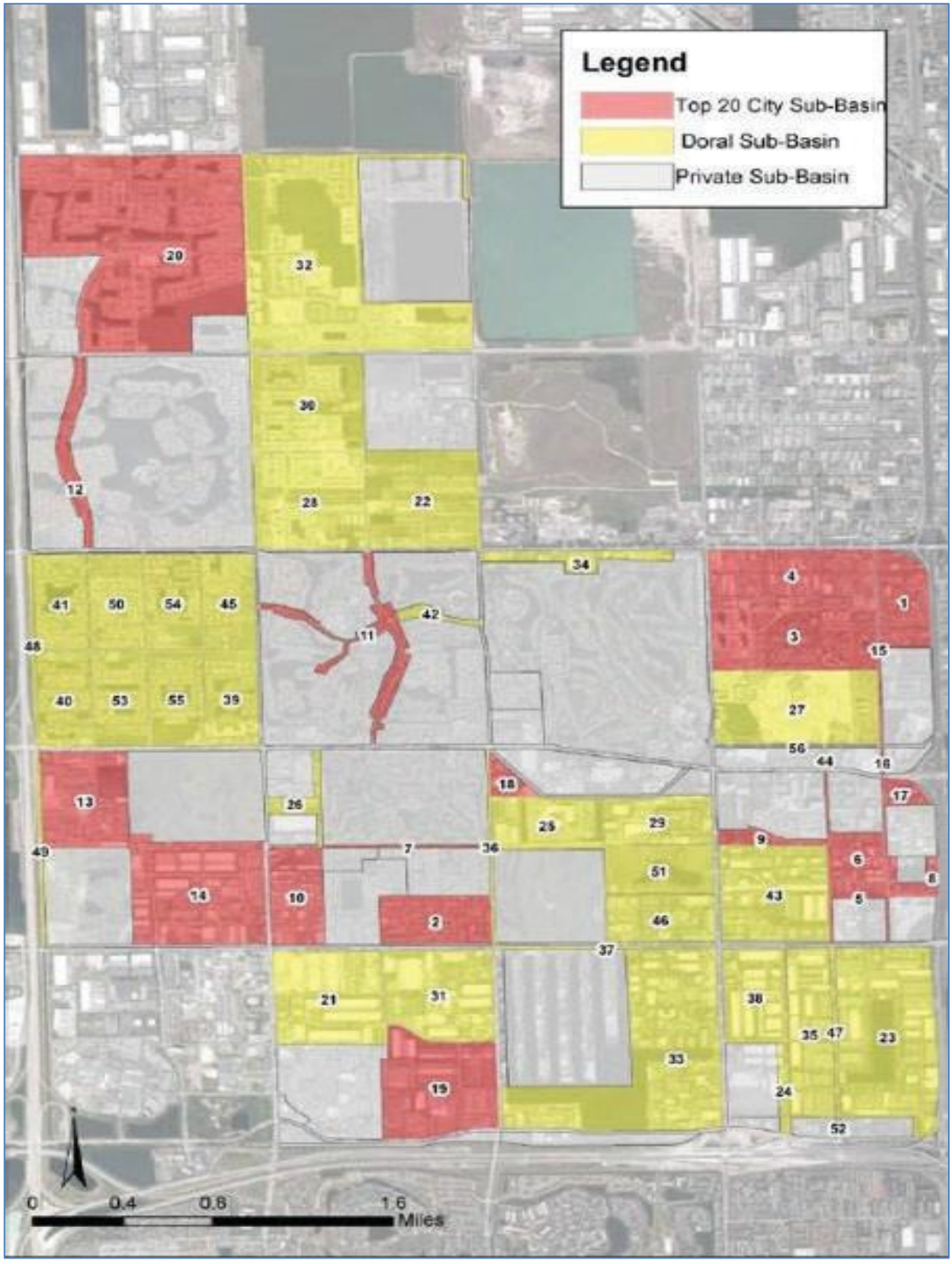
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Figure 10: Doral Canal System



Source: City of Doral Public Works 2026

Figure 11: Prioritized Drainage Sub Basins



Source: City of Doral Public Works 2026

1. 5-Year Level-of-Service Stormwater Projects

The City of Doral has established a dedicated Stormwater Fund to support the continued maintenance and improvement of its stormwater management infrastructure. This fund is essential to addressing drainage needs, reducing localized flooding, and meeting state and federal regulatory standards.

In 2026, several stormwater improvement projects are in the design phase. These include the ***Stormwater Improvement Project in Sub-Basin F-1 No PS (Vanderbilt Area)***, which spans from NW 97th Avenue to NW 102nd Avenue and from NW 25th Terrace to NW 28th Street. Also in design are projects in ***Sub-Basin D-1-1***, covering NW 29th Street from NW 77th Court to NW 79th Avenue, and ***Basin H-79-Ave – N***, located along NW 79th Avenue from NW 41st Street to NW 58th Street. These projects are intended to address known drainage concerns and improve system performance in flood-prone areas.

Several additional projects are scheduled to move into the construction phase in 2026. Among them is ***Sub-Basin D-3-1***, which includes NW 29th Street from NW 82nd Avenue to NW 79th Avenue, and NW 79th Avenue from NW 25th Street to NW 29th Street. Construction is also planned for ***Sub-Basins F-5, NW 114th Avenue, and D-2-1***, all of which are part of Year 4 of the Capital Improvement Plan identified in the City's 2021 Stormwater Master Plan update. Year 4 received grant funding which will not allow construction commencement until summer of 2026 when all grant documentation is expected to be completed. These projects will expand stormwater capacity and improve resilience in targeted areas.

Looking ahead, the City plans to initiate the design phase for additional stormwater improvements in 2026. These future projects will further support the City's efforts to improve its FEMA Community Rating System (CRS) classification, which helps reduce flood insurance premiums for residents and contributes to a safer, more sustainable community.

The citywide general stormwater improvements and maintenance are also funded through the stormwater fund and includes catch basin maintenance, regular street sweeping, canal maintenance, and floating debris removal. The city will continue to implement the updated Stormwater Master Plan and the proposed flood reduction projects in addition to implementing, when possible, non-canal BMP's.

These include integrating the green infrastructure and Low Impact Development methodologies outlined and codified in the city's Green Master Plan and Low Impact Development Master Plan. Table 10 below shows the projects and costs for specific planned stormwater improvements during the 5-year CIE period. The total cost of the 5-year program is estimated to be $6,550,000.

Table 10: City Stormwater Projects and Estimated Costs FY 2026-2030

PROJECT TYPE	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	5-YR TOTAL COST
City-Funded Projects						
Stormwater Master Plan Improvement (Various Locations)	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	**$5,000,000**
NW 78th Av (12th St – 15th St)	----	----	$400,000	----	----	**$400,000**
88th Av (13th Terr – 15th St)	----	----	----	$450,000	----	
115th Av (34th Ave- Doral Blvd)	----	----	----	----	$700,000	**$450,000**
TOTALS	**$1,000,000**	**$1,000,000**	**$1,400,000**	**$1,450,000**	**$1,700,000**	**$6,550,000**

Source: City of Doral Public Works Department. July 2026.

A. Solid Waste

The City's adopted Level of Service (LOS) standard for solid waste is 9.4 pounds per capita per day (Comprehensive Plan, Infrastructure Element Policy 5D.1.2). Table 8 below shows the projected solid waste which could be generated in the City through 2030 based on population projections. The city's Green Master Plan does stress the need to reduce the amount of solid waste being sent to the landfill and increasing the capture rate of recyclable materials. Increasing the recycling rate would reduce the total pounds per capita per day.

Table 11: Solid Waste Generation 2021-2031

YEAR	POPULATION	LOS (lbs./capita/day)	SOLID WASTE GENERATED (tons/day)
2021	77,316	9.4	357
2026	84,945	9.4	407
2031	93,327	9.4	466

Source: City of Doral Planning & Zoning Department (2026)

The City has an interlocal agreement with Miami-Dade County Solid Waste Management for County collection, recycling and disposal of residential solid waste generated within Doral. Private businesses, industries, warehouses, and medical facilities utilize private waste management services that are not included in this analysis. According to the County's Comprehensive Development Master Plan, there will be sufficient landfill capacity to serve future development county-wide through 2030. Miami-Dade County operates two (2) landfills: (1) North Dade Landfill (Class III landfill receives yard trash, construction and demolition debris, waste tires, asbestos, carpet, cardboard, paper, glass, plastic, non-appliance furniture, and cannot accept putrescible) located in the northern portion of the County; and (2) South Dade Landfill (Class I landfill receives general, non-hazardous, commercial, industrial, and agriculture wastes) located in the southern portion of the County. Covanta Resource Recovery Facility (RRF) is a recycling and waste to energy facility located in Doral. As of the date of this report, the RRF was closed due to a fire that severely damaged several buildings in the facility.

Miami-Dade County enters into interlocal agreements with each municipality and services unincorporated areas for waste disposal and recycling services throughout the county. The County has prepared a Solid Waste Master Plan which identifies new activities, programs, facilities and technologies to provide sustainable solid waste services to ensure public health and environmental protection. The County's Waste Management Master Plan identifies potential new technologies, operational efficiency, recycling, waste to energy and other methods to meet Miami-Dade County's projected long-term needs.

Using the City's projected annual solid waste generation for the years 2026-27 through 2030-2031, the City will average approximately 153,091 tons per year annually through the 5-year period.

1. 5-Year Level-of-Service Solid Waste Projects

The County's solid waste LOS will be maintained with the operation of the county-wide solid waste management system. The City should integrate, implement, and monitor waste vs recycling rates within Doral and consistent with the City's Green Master Plan objectives and goals. No capacity-related projects for the County's wastewater system have been identified within the City of Doral or WASD for the 5-year CIE planning period 2026-2031.

B. Parks and Recreation

The Level of Service (LOS) standard for Doral's parks system is contained in Parks and Recreation Element Policy 7.1.1 which was amended in 2018 as follows:

2012-2014: 3.75 acres of developed park land per 1,000 population
2015-2020: 2.25 acres of developed public park land per 1,000 population
2021-future: 3.00 acres of developed public park land per 1,000 population

The Doral's Parks System is shown in Figure 12. The City currently has 169 acres of developed parks. The Parks System LOS standard increased in 2021 from 2.25 to 3.00 acres per 1000 population per the City's Comprehensive Plan. The annual projected park acreage needed through 2030 is presented in Table 9 below:

Table 12: Projected Parks Level-of-Service Acreage Needs

YEAR	PROJECTED POPULATION	PARK LOS NEED (Acres)	PARK (ACRES)	DEFICIT
2023	81,318	244	163	-81
2024	82,175	247	166	-81
2025	83,746	251	166	-85
2026	85,396	256	169	-87
2027	87,078	261	169	-92
2028	88,793	266	169	-97
2029	90,542	272	169	-103
2030	92,326	277	169	-108
2031	94,145	282	169	-113

*The City will be adding 133 acres of new private parks with approved developments that are not calculated.
Source: City of Doral staff (2026)

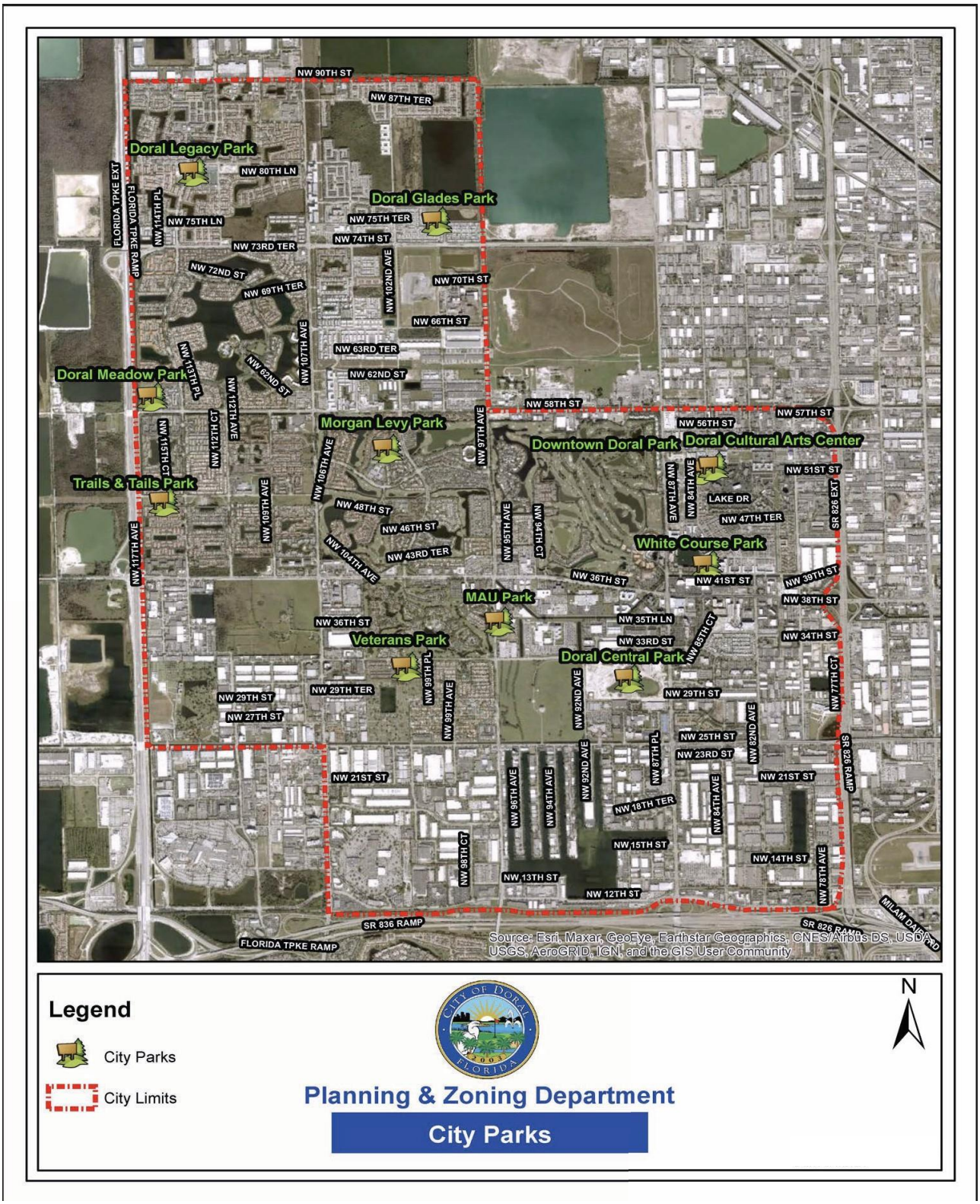
1. 5-Year Level-of-Service Projects

The planned park developments in FY 2026-2031 are shown in Table 10. Some of the projects are improvements to existing parks, however, most represent new parkland acreage and thus will serve to increase the City's future Parks LOS as follows:

Planned Park	Acres	Projected Completion
PW - Flight way Retention Passive Park	3	2026
Linear Greenway Park	29.5	TBD
TOTAL NEW PARK AREAS =	**32.5 ACRES**	

The City is projecting a deficiency in meeting its adopted park Level of Service (LOS) during the 5-year planning period of this CIE (2026-2031). To meet the LOS standard by 2031, which requires a total of 282 acres of public park land, the City will need to acquire an additional 113 acres of new park space.

Figure 12: Doral's Park System (2024)



Source: City of Doral Parks and Recreation, 2026

Table 13: Planned Parks Projects FY 2024-2029

PROJECT	LOCATION	ESTIMATED COMPLETION	SIZE (in acres)
City:			
PW – Flightway Retention Passive Park	NW 102nd Av. & NW 62nd St.	Q1 2026	3
Linear Greenway Park	NW 50th St. & NW 107th Av.	Q3 2027	29.5
Total Public Parks Added			***32.5***
Private:			
Environmental Passive Park	NW 107 Ave. and NW 74 St.	Concurrent with development	51
Grand Bay PreservationPark	NW 87th St./NW 86th St. (eastof NW 107th Ave.)	Concurrent with development – Q3 2026	72
Total Private Parks Added			***133***

Source: Doral Parks Department, 2026.

A detailed description of each proposed park improvement is provided below:

1. *Retention Passive Park* - This proposed park site is located on 102nd Avenue and theoretical NW 62nd Street. The site will be used as a retention area for the Police/Public Works Building and adjacent Flightway project with 3 acres of the 5-acre city parcel dedicated as a passive park site. This park will include a stormwater retention area, walking trails, parking lot, landscaping and environmental observation being built by a private developer on public land and will be turned over to the city after construction.

2. *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 trailheads, naturalistic planted areas/native habitat plantings and public art. The linear park system comprises 41 acres.

3. *Environmental Passive Park* – This proposed private park site is (51 acres) located at NW 107th Avenue & 74th Street 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.

4. *Preservation Park* – This proposed private 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.

2. Long-Term Planning

Since 2021, the parks LOS standard is 3.00 acres per 1,000 population per city council resolution. Figure 10 shows a net deficit of park land as the population of the city continues to increase unless new developments supply additional parks or the city adds additional park land. Unless new park lands are identified and improved over the next five (5) years, the City will have a park LOS deficiency of -128 acres by 2030. A portion of the Police-Training facility site is being considered as an alternative for additional parkland. Additional acreage may be added by providing park land under high voltage power lines and in future annexation areas.

C. Education Facilities

Public school 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 seven (7) public schools located within its boundary. Table 14 provides the 2026 capacity and enrollment for these public schools. It shows that all 5 of the K-8 public schools in Doral are currently operating below permanent capacity. Ronald Reagan / Doral Senior High School is operating at 71% of capacity and J. C. Bermudez Senior High School is operating at 97% of capacity. It is also relevant to note Miami-Dade College operates the School for Advanced Studies at its campus in west Doral. There is a total of 4,261 students enrolled in the public schools located in Doral.

Table 14: Enrollment and Capacity for Public Schools in Doral

PUBLIC SCHOOL	PERMANENT CAPACITY	STUDENT ENROLLMENT	% CAPACITY
Eugenia B. Thomas K-8 Center	1,404	580	41%
John I. Smith K-8 Center	1,242	534	43%
Ronald Reagan/ Doral Senior High School 9-12	1,729	897	52%
Dr. Toni Bilbao Preparatory Academy K-8	1,084	396	37%
Dr. Rolando Espinosa K-8 Center	1,519	413	27%
J. C. Bermudez Doral Senior High School	1,715	1,007	59%
Andrea Castillo Preparatory Academy K-5*	670	434	65%

Source: Miami-Dade County Public Schools, August 2026

3. 5-Year Capacity Projects in Doral

Miami-Dade County Schools has four (4) school projects planned over the next five (5) years in the Doralarea as listed below.

1. **J. C. Bermudez Doral SHS** – The upgrading of the athletic fields was completed in November 2022. The subsequent phases include the phased construction of a new gymnasium,PE support spaces, and a 616-student station classroom addition. This project is in the final design phase. Construction will start in late fall or early winter. This project is expected to be completed by the summer of 2026.

2. **Andrea Castillo Preparatory Academy-** The middle school component (6-8 grade addition) isat the end of planning phase and will add 158 additional student stations.

4. Charter and Private Schools

Doral is also home to 13 charter schools serving a total of 12,500 students in 2026 as shown in Table 15 below. There are two private schools in the City serving 1,832 students (see Table 16).

Table 15: Enrollment and Capacity for Charter Schools in Doral

CHARTER SCHOOL	PERMANENT CAPACITY	STUDENT ENROLLMENT	% CAPACITY
Doral Academy K-5	1,395	1,092	98.9%
Just Arts and Management CMS		288	
Doral Academy North Charter Elementary	421	297	70.5%
Doral Academy Charter High School 9-12	3,943	2,072	103.5%
Doral Academy Charter Middle School 6-8		1,351	
Doral Performing Arts and Entertainment 9-12		369	
Doral Academy of Technology K-8		288	
Renaissance Elementary K-5	900	875	97%
Renaissance Middle Charter School 6-8	650	391	60%
Doral International Academy of Math and Science K-8	900	570	63%
Downtown Doral Charter Elementary K-5	1,000	1,085	109%
Downtown Doral Charter Upper 6-12	1,297	1,500	116%
Doral Park High School	500	454	91%
Bridge Prep Academy K-8	1,600	1,316	82%
AcadeMir Charter School East	600	552	92%

Source: City of Doral, July 2026.

Table 16: Enrollment and Capacity for Private Schools in Doral

PRIVATE	PERMANENT CAPACITY	STUDENT ENROLLMENT	% CAPACITY
Divine Savior Academy	1,006	1,182	117%
Shelton Academy	1,000	650	65%

Source: City staff, 2026.

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III. CAPITAL IMPROVEMENTS

The data and analysis contained in this report identify Level of Service (LOS) needs for key public infrastructure systems, including transportation, parks and recreation, and stormwater management. Table 17 presents projected revenues over the next five years by project type to support planned capital improvements. Table 85 provides a summary of anticipated expenditures for capital projects related to parks, stormwater/drainage, public facilities, and transportation, as outlined in the proposed Schedule of Capital Improvements (SCI) for FY 2026–2031. The detailed SCI, shown in Table 19 on page 39, is designed to support the maintenance, expansion, and enhancement of public facilities necessary to meet future demand and uphold adopted LOS standards.

Table 17: Projected Revenues for Capacity-Related Projects by Funding Source

FUNDING SOURCES	FY 2026/27	FY 2027/28	FY 2028/29	FY 2028/29	FY 2030/31	5-YR TOTAL REVENUE
Park Impact Fee Fund	$183,879	$180,000	$180,000	$180,000	$180,000	**$903,879**
Stormwater Fund	$4,987,800	$5,087,566	$5,189,807	$5,298,093	$5,408,638	**$25,971,904**
Transportation Fund	$1,748,023	$1,782,983	$1,818,643	$1,855,016	$1,892,116	**$9,096,781**
TOTALS	**$6,995,823**	**$7,135,749**	**$7,278,954**	**$7,429,023**	**$7,582,186**	**$35,972,564**

Source: City of Doral, July 2026.

Table 18: Projected 5-Year Expenditures for Capital Improvements by Type

PROJECT TYPE	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	5-YR TOTAL COST
City-Funded Projects						
Parks	$0	$727,500	$2,225,000	$990,000	$2,000,000	**$5,942,500**
Stormwater/Drainage	$1,000,000	$1,000,000	$1,400,000	$1,450,000	$1,700,000	**$6,550,000**
Transportation	$1,700,000	$7,750,000	$6,450,000	$5,650,000	$7,450,000	**$29,000,000**
Facilities	$3,000,000	$45,000,000	$20,000,000	$0	$0	**$68,000,000**
TOTALS	**$5,700,000**	**$54,477,500**	**$30,075,000**	**$8,090,000**	**$11,150,000**	**$109,492,500**

Source: City of Doral Public Works, Parks and Recreation, and Capital Improvements Departments, July 2026.

* Does not include Parks Bond projects; includes funding from the General Fund and Park Impact fees.

An analysis of the projected revenues and planned capital expenditure indicates that the overall City capital project expenditure will exceed revenues by an estimated $ 73,519,936 over the next five (5) years. The City is projected to accumulate $35,972,564 in revenues 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 $109,492,500 in capital improvement projects over the planning period.

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Table 19. Doral's Schedule of Capital Improvements 2026-2031

PROJECT LOCATION	TYPE OF WORK	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	TOTAL COST	SOURCE
TRANSPORTATION PROJECTS*								
1.Citywide (Milling & Resurfacing / Re-Striping)	Roadway Maintenance	$200,000	$1,500,000	$1,000,000	$1,000,000	$1,000,000	$4,700,000	TF, PTP
2. Citywide	Traffic Calming Improvements	$0	$0	$150,000	$0	$150,000	$300,000	TF
3. Citywide (Sidewalk Repairs)	Transit Mobility & Infrastructure	$0	$250,000	$0	$250,000	$0	$500,000	TF
4. Citywide (Transportation Improvements)	Transit Mobility & Infrastructure	$0	$0	$600,000	$0	$600,000	$1,200,000	TF
5. Citywide Sidewalk Improvements Phase III	Transit Mobility & Infrastructure	$1,500,000	$0	$0	$0	$0	$1,500,000	PTP
6. NW 82 Avenue (NW 36 St. - NW 41 St.)	Roadway Improvements	$400,000	$0	$0	$0	$0	$400,000	TF
7. NW 90 Street (Vacant Land Section 7)	Roadway Widening	$0	$0	$0	$400,000	$0	$400,000	TF
8. NW 104 Ave. (69 - 70 St.)	Roadway Widening	$0	$0	$400,000	$0	$0	$400,000	TF
9. Citywide (Bus shelters)	Transit Mobility & Infrastructure	$0	$0	$0	$500,000	$0	$500,000	TF
10. NW 114 Avenue (34 St - 39 St)	Roadway Improvements	$0	$0	$0	$0	$1,500,000	$1,500,000	SWF, TF
11. NW 34 Street (117 Ave - 112 Ave)	Roadway Improvements	$0	$0	$0	$1,500,000	$0	$1,500,000	SWF, TF
12. NW 117 Avenue (NW 25 St - NW 34 St)	Roadway Improvements	$1,500,000	$3,000,000	$0	$0	$0	$4,500,000	SWF, PTP
13. NW 99 Avenue, NW 102 Avenue, NW 66 Street	Roadway Improvements	$0	$3,000,000	$0	$0	$0	$3,000,000	TF, PTP
14. Intersection Improvements - Citywide	Roadway Improvements	$0	$0	$100,000	$0	$100,000	$200,000	TF
15. Do Not Block Box Intersections	Roadway Improvements	$0	$0	$100,000	$0	$100,000	$200,000	TF
16. FPL Undergrounding	Roadway Improvements	$0	$0	$600,000	$0	$0	$600,000	TF
17. NW 33 Street (NW 79 - 82 Avenue) Reconstruct	Roadway Improvements	$0	$0	$1,500,000	$0	$0	$1,500,000	SWF, TF
18. Improvements Identified in the 2023 Transportation Master Plan Update	Roadway Improvements	$0	$0	$0	$0	$2,000,000	$2,000,000	TF, SWF, GF, PTP
19. Doral Art District (Adaptive Re-Use)	Complete Streets	$0	$0	$2,000,000	$2,000,000	$2,000,000	$6,000,000	TF, SWF, GF, PTP
	Transportation Cost Subtotal	**$3,600,000**	**$7,750,000**	**$6,450,000**	**$5,650,000**	**$7,450,000**	**$30,900,000**	
CITY PARKS PROJECTS*								
1. Parks Projects	Citywide Parks & Rec. Projects	$183,879	$180,000	$180,000	$180,000	$180,000	$903,879	PIF; GF
2. Flightway- Public Works Retention Park	Park construction	$0	$0	$0	$0	$0	$0	Priv. Funding
	Parks Cost Subtotal	**$183,879**	**$180,000**	**$180,000**	**$180,000**	**$180,000**	**$903,879**	
CITY STORMWATER PROJECTS*								
1. Stormwater Master Plan Improvements	Stormwater Improvements	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$5,000,000	SWF
2. NW 78th Av (12th St – 15th St)	Stormwater Improvements	$0	$0	$400,000	$0	$0	$400,000	SWF
3. NW 88th Av (13th Terr – 15th St)	Stormwater Improvements	$0	$0	$0	$450,000	$0	$450,000	SWF
4. 115th Av (31st Av - Doral Blvd)	Stormwater Improvements	$0	$0	$0	$0	$700,000	$700,000	SWF
	Stormwater Cost Subtotal	**$1,000,000**	**$1,000,000**	**$1,400,000**	**$1,450,000**	**$1,700,000**	**$6,550,000**	
CITY FACILITIES PROJECTS								
1. Doral Central Park Parking Garage	Facility Construction	$0	$25,312,500	$8,437,500	$8,437,500	$0	$42,187,500	GF
2. New Police Headquarters	Facility Construction	$3,000,000	$20,000,000	$20,000,000	$12,000,000	$0	$55,000,000	GF
	Facilities Cost Subtotal	**$3,000,000**	**$45,312,500**	**$28,437,500**	**$20,437,500**	**$0**	**$97,187,500**	
TOTAL CITY CAPITAL COST		**$7,783,879**	**$54,242,500**	**$36,467,500**	**$27,717,500**	**$9,330,000**	**$135,541,379**	

** Source: City of Doral Public Works Dept., August 2026.*

*** Source: City of Doral Parks Dept., August 2026. Park costs do not include projects funded by the Parks Bond.*

Table Key:

TF: Transportation Fund
PIF- Park Impact Fees
SG: State Appropriation for Stormwater Improvements
SWF: Stormwater Fund
GF: General Fund
PTP: Peoples Transportation Fund (CITT)