



DORAL

FLORIDA

DORAL 2050 COMPREHENSIVE PLAN — UPDATE —

GOALS, OBJECTIVES, AND POLICIES VOLUME No. 1



CORRADINO



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GOALS, OBJECTIVES, AND POLICIES **VOLUME NO. 1**

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★ GOALS, OBJECTIVES AND POLICIES

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

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

Evaluation Measure: Completion of a Update and maintain the Low Impact Development (LID) Master Plan, by 2016.

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

Policy 1.1.2: ~~If the data is available, by July 2018, develop a system of “Community Sustainability Indicators” to measure Doral’s progress in maximizing energy efficiency; reducing greenhouse gas emissions and increasing resource conservation. Continue to use the ISO 37120 indicators for city services and quality of life indicators; the ISO 37122 indicators for Smart Cities; and the ISO 37123 indicators for Resilient Cities. Measure the indicators and report the results in the Annual Budget each year, starting in 2018.~~

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

Policy 1.1.4: Search for evolving opportunities in the Future Land Use Element (FLUE) and LDC for additional cluster

residential development and energy-efficient, multi-story homes on smaller lots.

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

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

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

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

Objective 1.2 Expand Mobility and Connectivity - Substantial expansion of mobility options conveniently available to Doral residents and visitors, and improved interconnectedness of the local multi-modal transportation systems within the city and with the regional mobility network.

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

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

Evaluation Measure #3: Increase the number of shared-use micro-mobility options that are available to city residents.

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



the implementation of road and multimodal capital projects contained in the Capital Improvements Element's 5-Year Schedule of Capital Improvements with the annual budget process, Miami-Dade County, the TPO, and other funding partners to ensure timely delivery and fiscal feasibility.

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

Policy 1.2.3: Work with FDOT and MDC Public Works to prepare a study of the traffic signalization system in Doral including comprehensive signal timing recommendations to optimize traffic flows and reduce congestion and energy usage. Also, work with MDC Public Works on a replacement program for all older incandescent signals and streetlights in Doral with LED or other types of low energy light sources. Coordinate with the Florida Department of Transportation (FDOT) and the Miami-Dade County Department of Transportation and Public Works (DTPW) to periodically evaluate and optimize traffic signal timing, implement adaptive signal technologies where feasible, and upgrade lighting and signal infrastructure to energy-efficient and smart technologies to improve traffic flow, safety, and energy performance.

Policy 1.2.4: Incorporate criteria into the Land Development Code (LDC) requiring multi-modal connectivity to the adjacent and areawide mobility system for all new or amended development projects. Maintain and periodically update Land Development Code standards that require new development and substantial redevelopment to provide safe and connected multimodal access to adjacent properties and the broader transportation network, including pedestrian, bicycle, transit, and vehicular facilities.

Policy 1.2.5: Maintain a Bicycle and Pedestrian Coordinator on staff to monitor the implementation of the Bicycle and Pedestrian Master Plan for the City. Maintain appropriate responsibility of City staff to oversee and report on the continued implementation of the Bicycle and Pedestrian Master Plan, including integration of its recommendations

into capital planning, roadway projects, and development approvals.

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

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

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

Policy 1.2.9: Continue to identify local half-section and quarter-section line road corridors that are currently discontinuous, but could be connected in the future. Identify and preserve alignments of discontinuous half-section and quarter-section line road corridors for potential future connection, and incorporate these corridors into transportation planning, right-of-way protection, and development review processes.

Policy 1.2.10: Encourage multiple mobility options through promotion of multi-story and clustered housing through targeted incentives such as density bonuses, affordable housing incentives, and flexible parking arrangements. Incorporate parking reduction allowances consistent with state transit-oriented development provisions and coordinate these incentives with transit planning to support compact, walkable, and transit-accessible development.

Objective 1.3 Smart Buildings and Places - Significant reduction in energy consumption and greenhouse gas emissions generated by Doral's built environment, coupled with a substantial increase in utilization of renewable energy sources.



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

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

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

Policy 1.3.1: Investigate possible incentives that would encourage all new buildings in the City to obtain a certain percentage of its average daily energy usage from renewable sources. Explore and establish incentive mechanisms, including financing programs, permit fee waivers, and strategic partnerships, to encourage new and existing buildings in the City to increase their share of energy from renewable sources and adopt energy-efficient technologies. Track progress through the City's sustainability reporting framework.

Policy 1.3.2: Incorporate site design standards into the LDC requiring private development projects to orient and landscape homes and other buildings to minimize direct daily sunlight on walls and windows in the rainy season, and maximize rooftop solar exposure year-round. Continue to require new development and redevelopment to orient building massing and landscaping to reduce heat gain, maximize passive solar performance, and improve rooftop solar exposure, consistent with established City design standards and sustainability objectives.

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

Policy 1.3.4: Work with FPL to expand the utilization of its Energy Audit Program by Doral businesses and residents. Coordinate with Florida Power & Light (FPL) to increase awareness and utilization of FPL's residential and business energy evaluation and conservation programs, including

home energy surveys, business energy evaluations, and related energy efficiency incentives, to help residents and businesses identify opportunities to reduce energy use and costs.

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

Objective 1.4 Enhance Natural Open Space and Landscape - Continue to expand community parklands and make Doral's landscape cover even greener and shadier while significantly reducing surface "heat islands" in the City.

Evaluation Measure #1: Annual Increase in the amount of open space and parkland.

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

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

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

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



parks, public buildings, and significant City properties to conserve water, reduce maintenance, and support ecological function. Evaluate and update landscape practices as part of periodic sustainability planning and parks master planning processes.

Policy 1.4.4.3: Look for opportunities to preserve and expand open green space in the City. Revisit current standards for open space, parking, and local roadway dimensions with an eye toward reducing impervious area. ~~Incentives for multi-story, cluster housing and structured parking should also be explored. Also, consider reducing parking space requirements for private developments within ½ mile of a transit stop.~~

Policy 1.4.54: Review, and amend as necessary, the Street Tree Master Plan to focus on effective shading of the sidewalk system in the City.

Policy 1.4.65: Continue to require at least 10% of all required surface parking be pervious and/or heat-reflective using techniques and materials such as open cell pavers, managed turf, porous pavement and other viable options.

Policy 1.4.76: Coordinate with the Florida Department of Environmental Protection (FDEP) and Miami-Dade County Division of Environmental Resources Management (DERM) to develop a program to remove non-native, invasive plant species from City lands.

Policy 1.4.8 7: Continue to sponsor an annual ‘Tree Giveaway’ event with the goal to distribute ~~at least 2,000~~ Florida Friendly native trees ~~per year~~ to local residents, along with planting and care suggestions. Monitor and report the number of trees distributed per year.

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

Policy 1.4.10–8: Continue to Encourage community gardening and urban agriculture within Doral by amending the Land Development Code to allow these traditional

sustainable activities in residential and commercial areas on a compatible basis with surrounding development.

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

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

Policy 1.5.1: ~~By October 2022, the City will adopt mandatory year-round landscape irrigation conservation measures and variances to be adopted by the City will be consistent with the requirements of Chapter 40E-24, F.A.C. Implement the recommendations of the City’s 10-Year Water Supply Facilities Work Plan updated and adopted in 2015, and use its long-range conservation strategies as the basis to reduce water usage citywide by 16% to 126.82 gallons per capita per day or lower by 2025.~~The City has adopted and will continue to enforce year-round landscape irrigation conservation measures consistent with Chapter 40E-24, Florida Administrative Code, and Section 32-8.2 of the Miami-Dade County Code of Ordinances. These restrictions limit irrigation practices, prohibit wasteful water use, and include provision for variances where appropriate.

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

Policy 1.5.3: ~~Review water-saving strategies and standards recommended by the U.S. EPA Water Sense Program, and implement any appropriate revisions to the City’s applicable building policies and procedures to meet the Program goals and objectives.~~ Incorporate water-saving strategies and standards consistent with the U.S. EPA WaterSense Program into the City’s sustainability planning and applicable building policies and procedures, and continue to track and report



progress on water conservation measures through the City's sustainability reporting framework.

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

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

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

Policy 1.5.7: The City currently sweeps over 2500 miles of local roadways every 2 weeks. Maintain this program, and expand as necessary, in order to keep pollutants out of Doral's waterways and produce steady improvement in surface water quality. Maintain and enhance the City's scheduled street sweeping program, including bi-weekly sweeping of municipal public roadways and rights-of-way, to help minimize pollutant buildup and improve surface water quality in support of stormwater management objectives.

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

Objective 1.6 Community Waste Recycling and Reuse - Facilitate the growth of a "waste miser" community culture as point of pride among Doral adults and children alike, marked by aggressive recycling and reuse of discarded equipment, products and other solid waste resources.

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

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

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

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

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

Objective 1.7 Green Capital Improvements - ~~Development of a 'Green Component' in the City's Annual Budget and Capital Improvements Element which establishes higher priorities for sustainable projects and products. Continue to integrate sustainability goals and priorities, including climate action, energy efficiency, water conservation, and environmental quality, into the Annual Budget and the Capital Improvements Element by aligning funded projects and programs with the Citywide Integrated Sustainability Plan.~~

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

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



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

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

Policy 1.7.4: Identify and pursue all feasible federal, State, and regional grant funding opportunities for green capital improvements, such as the Energy Efficiency and Conservation Block Grant sponsored by the U.S. HUD and DOT. Identify and pursue federal, state, regional, and local funding opportunities, including but not limited to U.S. Department of Energy efficiency and renewable energy programs, EPA clean water and air quality programs, DOT multimodal grants, HUD community development funding, SFWMD cooperative grants, and FEMA hazard mitigation funding, to advance green capital improvements.

Policy 1.7.5: Coordinate with Miami-Dade County, the TPO, the SFWMD, and other relevant agencies to maximize shared funding and program effectiveness.

Objective 1.8 Community Learning and Outreach - Spearhead an aggressive community information program utilizing all forms of media readily available to make it easy for property owners, residents, and businesses to learn about the City's green policies and activities, and sustainable practices that they can implement to help the environment and save real dollars. Implement a proactive community engagement program using digital platforms, social media, newsletters, community workshops, and other appropriate outreach channels to educate property owners, residents, and businesses on the City's sustainability policies, green initiatives, and practical ways to reduce environmental impact and save costs.

Evaluation Measure #1: Number of "hits" on the 'Green' and 'Personal Mobility' sections of the City's website. Track and monitor website analytics, including unique visits, page views, and time spent on sustainability-related pages.

Evaluation Measure #2: Engagement on city-owned social media accounts. Tracking likes, shares, comments, and video views related to green initiatives.

Evaluation Measure #3: Track participation in City events and workshops, including the number of attendees, surveys completed, and the number of remote attendees.

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

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

Policy 1.8.23: As part of the City's annual Earth Day celebration Eco-Fair, recognize sustainable residential, commercial, and mixed-use buildings constructed or renovated in Doral over the past year.

Policy 1.8.4: Pursue low-impact, passive development of the City's 48-acre Environmental Park to demonstrate and inform City adults and school about our natural resources and their vital importance to community sustainability.

Policy 1.8.35: Work with the Miami-Dade County School Board and local charter and private schools to incorporate educational modules into the basic curriculum that address natural, community, and personal sustainability principles and practices.

Policy 1.8.46: Provide community education opportunities for residents and businesses on green building maintenance practices, Florida-Friendly landscape programs, energy-saving techniques, and resource conservation ideas.



Policy 1.8.57: Give residents and businesses multiple easily-accessible venues to learn about feasible water-conserving techniques and concepts. Encourage them to take advantage of regional and county water conservations programs including Residential Plumbing Fixture Kit, Shower Head Exchange, and other similar programs.

Policy 1.8.68: Through the website and other means, regularly inform Doral citizens on what the City is doing to conserve resources, and ways residents and businesses can recycle more and save money. Readily advertise conservation opportunities like free, recycled mulch at the County's Resource Recovery Facility (Waste-to-Energy Plant Facility) on NW 58th Street. Summarize monthly recycling "happenings and ideas" in the City newsletter. Through the City website and other communications, regularly inform Doral residents and businesses about recycling, reuse, and resource recovery opportunities, including availability of free mulch, compost, household hazardous waste programs, and other services offered by Miami-Dade County and partner agencies. Summarize recycling initiatives, outreach events, and conservation ideas in City newsletters and social media.

Objective 1.9 Promote Green Business and Job Growth - Help take Doral's role as a regional job center to the next level by working in partnership with our vital business community to accelerate ALL potential job growth opportunities with a special emphasis on green industries.

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

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

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

Objective 1.10 Lead by Example - Continue to provide inspired community leadership not only by educating and suggesting what citizens can do to sustain our future, but by setting the bar high, and showing how an organization can become green and save its clients- residents and businesses – real dollars in each annual budget.

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

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

Policy 1.10.11-10.2: Continue to fund an ongoing staff position entitled "Sustainability Coordinator" to facilitate the implementation of the policies and activities recommended in this Element and with the Green City application filed by Doral with the Florida Green Building Coalition (FGBC).

Policy 1.10.21-10.3: Monitor energy use by the City on a bi-annual basis and provide a report to the City Council in July every year. Identify areas of City buildings and operations where long-term energy savings can be achieved and/or resources conserved. Propose energy-saving projects for City buildings, parks, and other facilities during the budget process, starting in 2016 including conversion of incandescent light fixtures to LED or other energy-saving types.

Policy 1.10.31-10.4: Miami-Dade County has adopted a Climate Action Plan. Actively work with the County and area cities on regional sustainable projects and programs.

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

Policy 1.10.4 1-10.6: Enhance community health by continuing to sponsor and expand the 'Get Fit Doral' Program, which encourages adults and kids to exercise and



play on a regular basis, and sponsors activities and programs focused on that goal through the Parks Department.

Policy 1.10.51-10-7: By July 2018, the Parks and Recreation Department will develop a 7-year landscaping program to achieve full compliance with, and implementation of, Florida Friendly landscape and irrigation principles in all Doral community parks and other City-owned properties.

Policy 1.10.61-10-8: Continue to expand Doral's commitment to "Green Fleet" principles in the operation of its vehicle fleet including use of alternative fuel and hybrid vehicles, and green maintenance practices. Continue to support and expand community health and wellness initiatives that promote physical activity, healthy lifestyles, and fitness for residents of all ages, including collaborative events with local partners and annual wellness festivals.

Policy 1.10.71-10-9: Assess the feasibility of organizing and operating a carpool and preferred parking program for City employees, which would facilitate the development of carpools and offer preferred parking at City Hall and other potential benefits for carpoolers. Preferred parking could also be offered to employees driving hybrids and other very efficient vehicle types to work.

Objective 1.11 Resiliency and Post-Disaster Recovery -

Strengthen community resiliency by supporting emergency preparedness, expedited recovery, continuity of housing, and long-term risk reduction following major natural disasters.

Evaluation Measure: Adoption and implementation of post-disaster recovery procedures consistent with state law and the Florida Building Code.

Policy 1.11.1: The City shall prepare and maintain emergency financial plans to address recovery and rebuilding needs following major natural disasters, including identification of funding sources and coordination with state and federal grant programs.

Policy 1.11.2: The City shall allow temporary residential structures, including manufactured housing and modular units, for up to thirty-six (36) months following a declared

natural emergency, subject to applicable safety and environmental standards established by State law.

Policy 1.11.3: The City shall establish and implement expedited permitting processes during declared natural emergencies to facilitate the repair, reconstruction, and recovery of affected properties.

Policy 1.11.4: The City shall participate in and, where appropriate, request assistance from specialized building inspection teams to ensure the safety and timely approval of recovery-related construction activities.

Policy 1.11.5: The City shall coordinate with applicable state and federal agencies and implement applicable regulations to minimize risks associated with storm damage, coastal erosion, and flood hazards. Development and redevelopment in such areas shall be reviewed for consistency with adopted hazard mitigation plans, floodplain management regulations, and applicable state and federal standards.

Policy 1.11.6: The City shall not adopt or enforce construction requirements more burdensome than those in effect prior to Hurricane Ian and Hurricane Nicole in affected areas until after October 1, 2024, consistent with Chapter 2023-304, Laws of Florida.

Objective 1.12 Resiliency Facilities and Energy Resources

- Promote reliable energy resources and disaster recovery capacity by permitting resiliency facilities as defined by State law.

Evaluation Measure: Number of resiliency facilities permitted and compliance with State siting requirements.

Policy 1.12.1: The City shall permit resiliency facilities, public utility-owned facilities for storing or deploying natural gas during outages or disasters, in all commercial, industrial, and manufacturing land use categories and zoning districts.

Policy 1.12.2: The City shall require resiliency facilities to comply with the same setback and landscaping standards



applicable to similar permitted uses and may adopt additional buffering or landscaping requirements as allowed by law.

Policy 1.12.3: Beginning July 1, 2024, the City shall not amend its comprehensive plan, land use maps, zoning, or land development regulations in a manner that conflicts with the permitted use status of resiliency facilities, or that would render such facilities non-conforming.



★ GOALS, OBJECTIVES AND POLICIES

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

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

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

Evaluation Measure #12: Preparation and implementation of the Doral Boulevard Land Use Study by 2030/2017.

Evaluation Measure #23: Preparation of Cultural Resources Development Plan by 2030/2018.

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

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

FUTURE LAND USE CATEGORIES SUMMARY TABLE

| Category | Max. Density (DU/acre) | Height Limit (Stories) | Allowed Uses | Min Open Space | FAR | Special Notes |
|-------------------------------------|-------------------------|------------------------|-------------------------------|----------------|-----|------------------------------------|
| Estate Density Residential (EDR) | 6 | 2 | Detached SF homes only | | | No attached units |
| Low Density Residential (LOR) | 10 (up to 11 w/ 30% SF) | 3 | SF, townhomes, condos/apts | | | Hotel condos allowed in some areas |
| Moderate Density Residential (MoDR) | 13 (up to 15 w/ 20% SF) | 6 | SF, townhomes. condos/apts | | | |
| Medium Density Residential (MeDR) | 19 | 8 | Low- and mid-rise condos/apts | | | |
| High Density Residential (HOR) | 25 | 10 | Mid/high-rise condos/apts | | | |

**Estate Density Residential (EDR)* - The residential densities allowed in this category shall not exceed 6 dwelling units per gross acre. This density category is characterized solely by detached single-family homes on relatively large lots. No attached residential units are allowed in this category. Building height is limited to 2 stories.

**Low Density Residential (LDR)* - The residential densities allowed in this category shall not exceed 10 dwelling units per gross acre. This density limit may be exceeded by up to 1 additional unit per acre if a project contains a minimum of 30% detached single-family housing. The LDR category is generally characterized by detached single-family housing, fee-simple



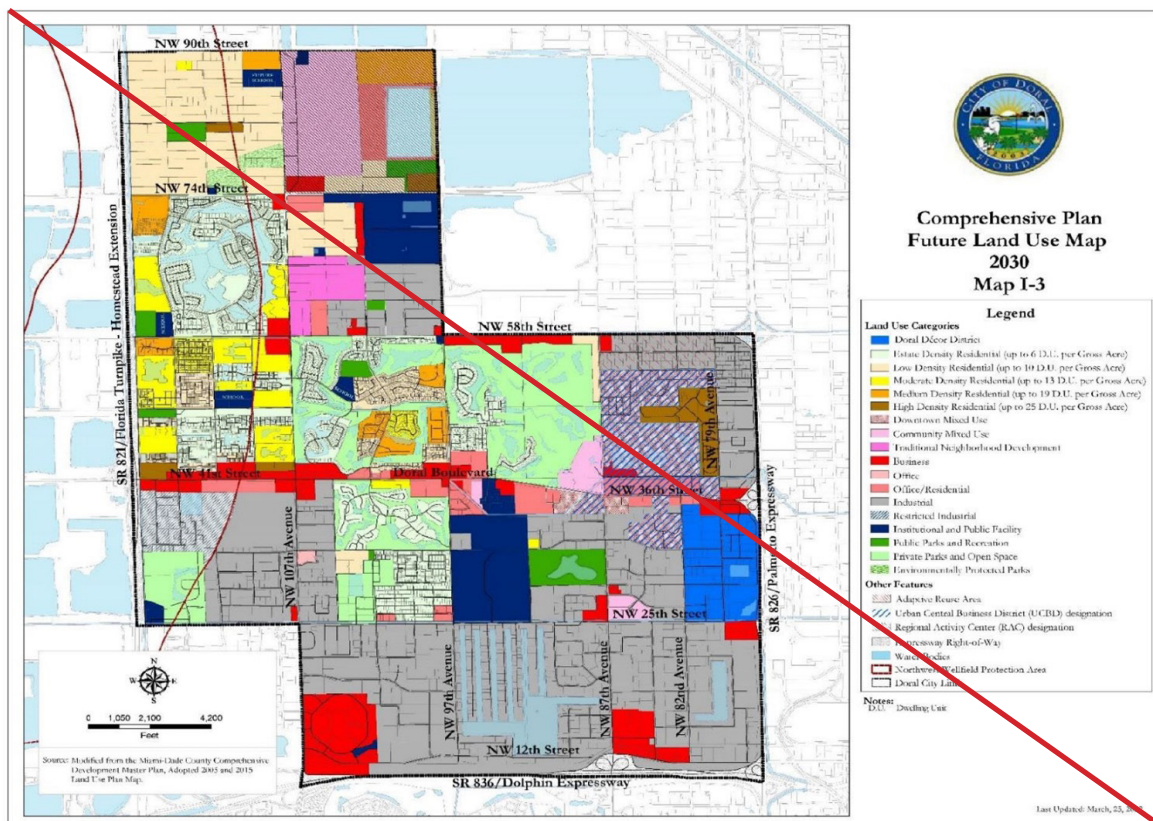
2. FUTURE LAND USE

townhomes and low-rise condominiums/apartments with extensive surrounding open space or a mixture of both housing types, provided that the maximum gross density is not exceeded. No residential use of any kind is allowed in the 250' wide Low Density area immediately west of the Business land use area along the (theoretical) NW 102nd Avenue between (theoretical) NW 73rd Street and (theoretical) NW 67th Street. Hotel condominiums are allowed on the LDR strip along NW 87th Avenue and NW 58th Street adjacent to the Doral Resorts Private Parks Open Space (PPOS) parcel. Building height is limited to 3 stories.

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

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

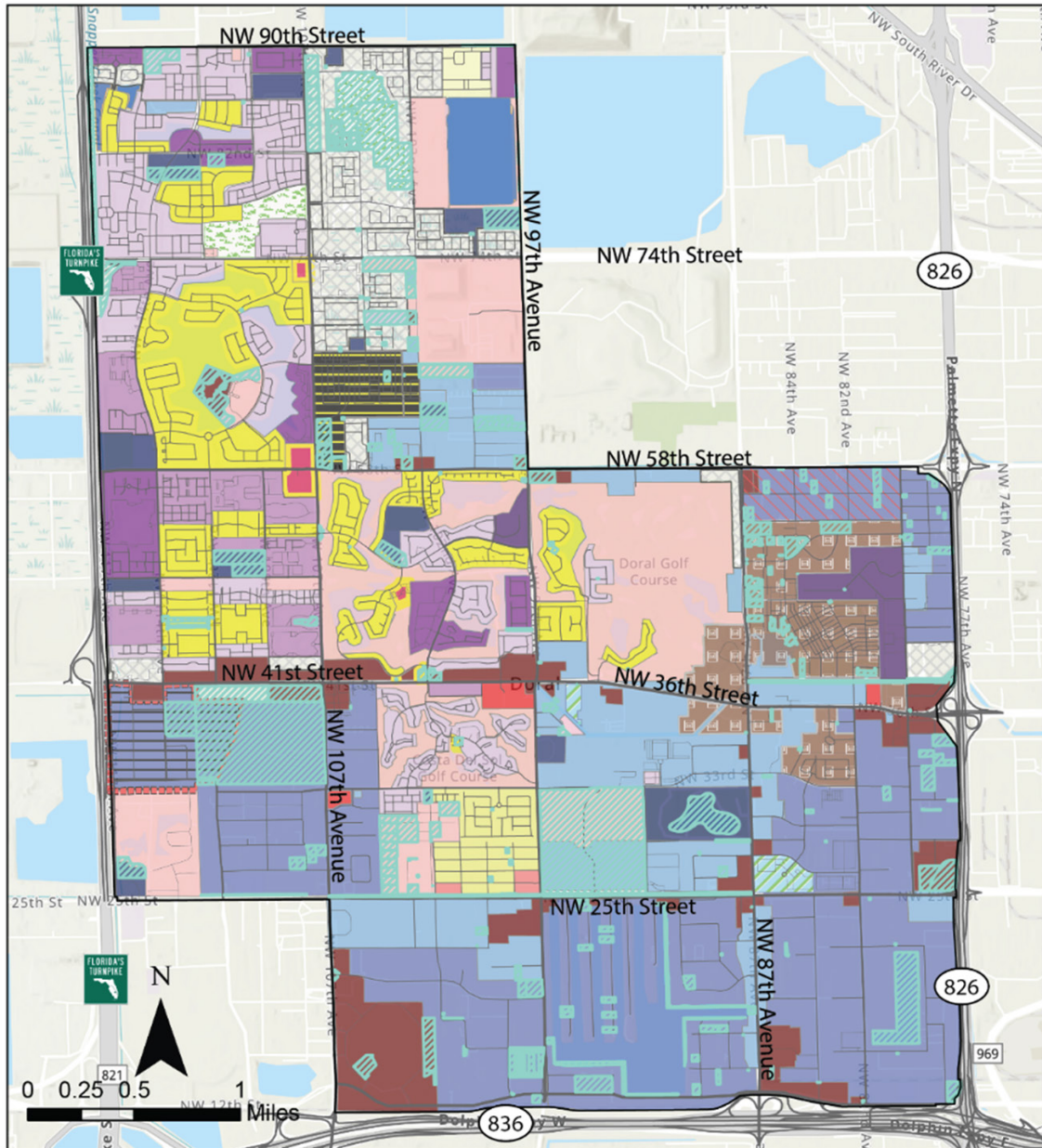
***High Density Residential (HDR)** - The residential densities allowed in this category shall not exceed 25 dwelling units per gross acre. The types of housing typically found in areas designated high density include mid- and high-rise condominiums/apartments. Building height is limited to 10 stories



City of Doral Comprehensive Plan



Future Land Use with Vacant Land



Legend

- | | | | | | |
|------------------------|-----------------------|--|--------------------------------|-------------------------------------|------------------------|
| Single Family 1 (SF-1) | Multi Family 3 (MF-3) | Traditional Neighborhood Development (TND) | Planned Unit Development (PUD) | Industrial Commercial (IC) | General Use (GU) |
| Adaptive Reuse Area | Multi Family 4 (MF-4) | Neighborhood Development (TND) | Neighborhood Commercial (NC) | Industrial (I) | Conservation (CONSERV) |
| Single Family 4 (SF-4) | Office 1 (O-1) | Community Mixed Use (CMU) | Corridor Commercial (CC) | Industrial Restrictive (I-R) | Water |
| Single Family 5 (SF-5) | Office 2 (O-2) | Downtown Mixed Use (DMU) | | Institutional Public Facility (IPF) | Vacant Land |
| Multi Family 1 (MF-1) | Office 3 (O-3) | | | | |
| Multi Family 2 (MF-2) | | | | | |



| MIXED-USE & URBAN CATEGORIES | | | | | | |
|--|------------------------|------------------------|--|-----------------|--------------------------------|---|
| Category | Max. Density (DU/acre) | Height Limit (Stories) | Allowed Uses | Min. Open Space | FAR | Special Notes |
| Downtown Mixed Use (DMU) | 25 (up to 35 w/ bonus) | 8 (more w/ bonus) | Business, retail, office, residential, hotel | 10% | 0.5 (1st floor), 0.25 (others) | Workforce housing bonus up to 30%; master plan required |
| Community Mixed Use (CMU) | 19 (up to 25 w/ bonus) | 8 (up to 10 w/ bonus) | Retail, service, office, residential | 15% | 0.5 (1st), 0.25 (others) | Bonus for creative excellence & workforce housing |
| Traditional Neighborhood Dev. (TND) | 18 | 8 | Full mix: SF, office, retail, civic, edu | 50% of pa | Up to 4.0 | 40-acre min.; requires master plan. civic % |
| Office & Residential (OR) | 16 | 8 | Office, residential, hotel, limited retail | 15% | 0.5 (1st), 0.25 (others) | Retail/services ≤ 10% floor area |
| Urban Central Business District (UCBD) | | | Mixed-use; per Ch. 28-24.014 FAC | | | Covers 3 major development sites |
| Regional Activity Center (RAC) | | | Mixed-use (Chapter 380 FAC) | | | FTZ and Section 8 lands |

**Downtown Mixed Use (DMU)* - This land use category allows business/retail, office and residential uses. It is limited only to parcels 10 acres or greater in size and is designed to provide for the horizontal and vertical integration of a diversity of urban-oriented uses at the city center. The City Council may consider DMU applications less than 10 acres in size if the property is adjacent to an existing DMU parcel, and located south of NW 58th Street, east of NW 87th Avenue, north of NW 33rd Street and west of NW 79th Avenue. A mix of uses are permitted and required for every DMU site. Hotel and related hospitality uses are allowed as part of the commercial mix, which said mix shall include a combination of at least two (2) of the following uses: (i) business/retail; (ii) office use; and (iii) residential use. In terms of location, areas designated as DMU should be within the city center area defined above for parcels less than 10 acres in size. Other DMU sites can be considered west of NW 87th Avenue provided they are located at major intersections along Doral Boulevard and meet or exceed the 10-acre size minimum. The conceptual site design and community connectivity plans for DMU sites shall identify strategic locations where vertical mixed use shall occur to facilitate multimodal options. At these locations, retail/commercial service businesses are encouraged to be located on the ground floor with office/residential uses above. This shall not preclude horizontal mixed-use development where the conceptual site design and community connectivity plans demonstrate that the functional arrangement of such uses achieves the purpose of the DMU category. The base density allowed in the DMU category is limited to no more than 25 dwelling units per gross acre and maximum building height is eight (8) stories. All DMU project land use applications must be accompanied by a conceptual site design and community connectivity plan. Additional density up to 35 dwelling units per gross acre and height greater than 8 stories may be granted by the City Council for projects that exhibit creative excellence in exceeding the minimum standards contained in Section 86-83 of the City’s Code. A workforce housing density bonus of up to 30% of total units may be granted by the City Council for the provision of at least two-thirds (2/3) of the approved bonus units as workforce housing in compliance with Miami-Dade County Code Chapter 17, Article IX, as amended, or applicable workforce housing regulations adopted by the City in the future. Landscaped open space in DMU must comprise a minimum of 10% of a project site. Floor area ratio (FAR) shall be limited to 0.5 for the first floor and 0.25



for each additional floor above, exclusive of structured parking. Governmental and non-profit offices, parks, public facilities and recreational facilities are allowed in DMU. All zoning applications seeking to develop or redevelop within this category must be accompanied by a site-specific master development plan showing, at a minimum, the proposed uses, residential density, non-residential intensity, public realm improvements, building mass, internal transportation system, parks and open space, art-in public place typical building street orientation and elevation, and external public connectivity of the proposed development.

**Community Mixed Use (CMU)* - The purpose of this multiple use category is to provide a flexible land use palette for high activity nodes north, south and west of Doral's downtown, and at other special locations in the City such as gateways. It allows retail, service, office and residential uses and is limited to parcels 10 acres in size or greater, except for parcels with frontage on Doral Boulevard which can be seven (7) acres or greater in size. A mix of commercial and residential uses are permitted and required for CMU sites. Areas that may be deemed as appropriate by the City Council for the CMU designation and associated CMU projects are within the Community Mixed Use Opportunity Area (CMUOA) depicted on the FLUM. Retail and commercial service businesses and hotels may develop on single-use parcels within a mixed use setting in which no building is a distance of more than 330 feet from another building containing a different single use type or mixed use located on the same side of the street. The base density allowed in the CMU category is limited to no more than 19 dwelling units per gross acre and maximum building height is 8 stories. Additional density up to 25 dwelling units per gross acre and height up to 10 stories may be granted by the City Council for projects that exhibit creative excellence in exceeding the minimum standards contained in Section 86-83 of the City's Code. A workforce housing density bonus of up to 30% of total units may be granted by the City Council for the provision of at least two-thirds (2/3) of the approved bonus units as workforce housing in compliance with Miami-Dade County Code Chapter 17, as amended, Article IX or applicable workforce housing regulations adopted by the City in the future. Landscaped open space in CMU must comprise a minimum of 15% of a project site. Floor area ratio (FAR) shall be limited to 0.5 for the first floor and 0.25 for each additional floor above, exclusive of structured parking. Governmental and non-profit offices, parks, public facilities and recreational facilities are allowed in CMU. All zoning applications seeking to develop or redevelop within this category must be accompanied by a site-specific master development plan showing, at a minimum, the proposed uses, residential density, public realm improvements, internal transportation system, non-residential intensity, building mass, parks and open space, typical street orientation and building elevations, and external connectivity of the proposed development.

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

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

1. Site must be under single ownership, cannot be located adjacent to Estate Density Residential areas and must be comprised of at least 40 contiguous gross acres; and
2. Public parks must be provided on-site equal to at least 50 percent the City's parks level-of-service standard; and



2. FUTURE LAND USE

3. Civic uses, such as meeting halls, schools, day care centers and cultural facilities must comprise at least 2 percent of the developed area; and
4. Business, office and light industrial uses not vertically mixed with residential cannot comprise greater than 50 percent of the gross land area; and
5. Site must have an internal public spine road system and be connected to a minimum of two (2) separate external public roads.

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

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

| BUSINESS, INDUSTRIAL & OFFICE USES | | | | | | |
|------------------------------------|------------------------|------------------------|---|-----------------|-----------------------------|--|
| Category | Max. Density (DU/acre) | Height Limit (Stories) | Allowed Uses | Min. Open Space | FAR | Special Notes |
| Business (B) | | 6 | Full retail/service/office/hotel | 15% | 0.5 (1st), 0.25 (others) | No 24-hr uses near Resource Recovery |
| Office (O) | | 14 | Office, hotel, medical, limited retail | 15% | 0.5 (1st), 0.25 (others) | Retails ≤ 5% floor area |
| Industrial | | Width of R/W | Industrial, office, hotels (limits apply) | 15% | 0.5 (1st), 0.25 (others) | Special reuse rules in <u>Downtown Doral Art District</u> |
| Restricted Industrial (RI) | | 4 | As in industrial, with groundwater limits | 15% | 0.5 (1st), 0.25 (others) | Applies to wellfield protection areas <u>designated in Chapter 24-43(5) of the Miami-Dade County Code.</u> |

**Business (B)* - This category accommodates the full range of sales service activities including retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, theaters, medical buildings, nursing homes, entertainment and cultural facilities, amusement and commercial recreation establishments and university and college facilities. Building height is limited to no more than six (6) stories and landscaped open space must comprise a minimum of 15% of a project site. Floor area ratio (FAR) is limited to 0.5 for the first floor and 0.25 for every additional



floor, exclusive of structured parking. In the Business land use strip immediately west of the Miami-Dade County Resource Recovery Facility along (theoretical) NW 102nd Avenue, uses that exhibit 24-hour site usage such as hotels, motels, hospitals, and nursing homes are not allowed.

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

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

**Industrial* - This category allows industries, manufacturing operations, warehouses, mini-warehouses, office buildings, flex space showrooms with attached distribution/storage building areas, distribution centers, merchandise marts, public facilities, hospitals, medical buildings, hotels, convention facilities, restaurants, banks, university and college facilities and hotels. No rock quarrying or ancillary uses, amusement centers, entertainment, health/exercise and sport facilities are allowed in Industrial. Within this category, retail and service uses may be integrated within a project (land under unified control) in an amount not to exceed 15 percent of the total floor area. Building height is limited to the width of the public right-of-way fronting the subject property and landscaped open space must comprise a minimum of 15% of a project site. Floor area ratio (FAR) is limited to 0.5 for the first floor and 0.25 for every additional floor, exclusive of structured parking. The adaptive reuse of existing buildings is encouraged in this category within the “Downtown Doral Art District” area bounded by NW 58th Street on the north, NW 54th Street on the South, NW 79th Avenue on the east, NW 87th Avenue on the west; that retail and service uses shall be permitted up to 100 percent of the total floor area and farmers market, food halls, entertainment, health/exercise and small scale recreational indoor/outdoor sports facilities are allowed in this area. Where landscaped open space or floor area ration is nonconforming to the requirements of the Future Land Use Element or the City’s Land Development Code, the adaptive reuse of an existing building shall not require the provisions of additional landscaped open space or decrease in floor area ratio. The Installation of on-street parking and sidewalks shall be encouraged to the greatest extent possible or as required by Public Works in connection with any adaptive reuse of existing buildings within the district.

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



| PARKS, OPEN SPACE & INSTITUTIONAL USES | | | | | | |
|--|------------------------|------------------------|---------------------------------------|-----------------|--------------------------|--|
| Category | Max. Density (DU/acre) | Height Limit (Stories) | Allowed Uses | Min. Open Space | FAR | Special Notes |
| Public Parks & Recreation (PPR) | | | Public parks, rec, limited comm. uses | | ≤ 0.2 | Cultural/entertainment uses may be allowed |
| Private Parks & Open Space (PPOS) | | | Private parks, golf resorts | | ≤ 0.25 | Hotel/spa uses allowed |
| Environmentally Protected Parks (EPP) | | | Nature trails, interpretive centers | | ≤ 0.1 | For sensitive/ archeological lands |
| Institutional & Public Facility (IPF) | | 6 | Gov't offices, schools, hospitals | 15% | 0.5 (1st), 0.25 (others) | ALFs allowed ≤ 25% on large sites |

***Institutional and Public Facility (IPF)**- The IPF category allows major community institutional uses, public facilities and utilities, including hospitals, non-profit medical facilities, universities and colleges, regional water-supply, wastewater and solid waste utility facilities, religious institutions, governmental offices and facilities, public schools, police and fire stations and libraries. Building height in the IPF category is limited to no more than six (6) stories and landscaped open space must comprise a minimum of 15% of a project site. Floor area ratio (FAR) is limited to 0.5 for the first floor and 0.25 for every additional floor, exclusive of structured parking. Public and non-profit institutional projects greater than 10 acres in size, located in a self-contained, master-planned setting may include adult living facilities for the elderly as an accessory use not to exceed 25% of the gross area of the project site.

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

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

***Environmentally-Protected Parks (EPP)**- This category includes existing lands that are environmentally sensitive and/or exhibit unique archeological features. All EPP areas shall be managed consistent with the goals, objectives and policies for development of the applicable environmental resources or protection area. Accordingly, resource-enhancing facilities



including boardwalks, nature trails, canoe trails and launches, and interpretive facilities may be provided in these areas. The floor area ratio for incidental uses shall not exceed 0.1.

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

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

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| SPECIAL DISTRICTS | | | | | | |
|----------------------------|--------------------------------|------------------------|--|-----------------|------------|-------------------------------|
| Category | Max. Density (DU/acre) | Height Limit (Stories) | Allowed Uses | Min. Open Space | FAR | Special Notes |
| Doral Décor District (ODD) | 5 (Districtwide max 925 units) | | Light industrial, showrooms, hotels, live/work | | Up to 4.75 | Residential must be mixed-use |

**Doral Décor District (DDD)* - This land use category establishes the core area of the Doral Decor District based on that envisioned in the Doral Design District Master Plan (2010). The Décor District boundary is depicted in the Future Land Use map. The DDD category allows light industrial uses, manufacturing, warehouses, mini-warehouses, offices, showrooms, distribution centers, merchandise marts, banks, tangible sales, utility maintenance yards, utility plants, public facilities, hospitals, medical uses, hotels, convention facilities, restaurants, cultural facilities, entertainment venues and similar uses. No rock quarrying or its ancillary uses are allowed. Residential uses such as live/work and multi-family are permitted but are limited by the District-wide maximum of 5 units per gross acre and are required to be located in a building mixed with non-residential uses. The total number of units permitted in this Future Land Use Category is 925 dwelling units. The number of units permitted per project shall be drawn down from this number on a case-by-case basis, determined by criteria established in the Land Development Code. The maximum floor area ratio (FAR) is 4.75. Structured parking shall not be counted towards the floor area ratio.



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

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

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

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

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

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

Policy 2.1.9: Development of new detached single-family neighborhoods with lots large enough to accommodate growing families are a very high priority of the City Council in considering future residential development in Doral. All

residential land use and zoning applications must make every effort to incorporate significant levels of detached single-family units in their housing mix.

Policy 2.1.10: Fully-gated residential communities are discouraged in the City of Doral. Future residential projects must provide a "spine" public road system through the development with multiple connections to separate links of the surrounding public road system.

Policy 2.1.11: The City shall deny applications that request a Future Land Use Map amendment from Industrial to any category that permits residential uses, except when one or more adjacent parcels are already developed as residential or is designated a future land use category that permits residential uses. Only in this case shall the City Council consider a Future Land Use Map change from Industrial to a residential or mixed-use category.

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

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

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

Policy 2.1.15: Transfer of Development Rights (TDRs) from parcels dedicated for public community parks and schools to



lands outside of a proposed development may be allowed, provided that any density increase in receiving parcels is not more than 20% above the density limit of the associated future land use category. Receiving parcels shall be places that are appropriate for extra development because of their proximity to jobs, shopping, schools, transportation, and other urban services, including moderate, medium or high density residential areas as well as lands designated for mixed use development. Specific City Council approval of all such transfers is required. If public funds were used to purchase the park or school, and the purchase price included the development rights, then the development rights shall not be transferred. When a receiving site is located in the Low Density Residential category, the minimum 30% detached single-family housing requirement shall not apply; however, the developer shall make every effort to incorporate significant levels of detached single-family units in their housing mix.

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

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

Policy 2.1.18: Code enforcement and other available regulatory measures shall be used to prevent incompatible land uses from locating adjacent to or near otherwise stable and viable uses, especially residential neighborhoods. The rezoning process may be used to discourage residential development in close proximity to industrial zoned areas

and areas with unacceptable noise and/or odor levels. Incompatible non-residential land uses within established residential neighborhoods may be given incentives to adaptively reuse or replace structures to uses that are compatible with the residential area. Where it is physically not feasible to separate incompatible land uses such as residential and non-residential, buffering shall be required to promote a smooth land use transition. Buffering shall be specified in the Land Development Code and may include the following:

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

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

Policy 2.1.20: By ~~2030~~2017, prepare a Specific Land Use Plan for Doral Boulevard to put in place the appropriate land use controls to ensure this unique corridor will develop and redevelop in the future as our aesthetically-pleasing and pedestrian-friendly destination Mainstreet. The study must address the proper mix of land use categories and policies to accommodate future building design, sustainability, local traffic, transit, bicycles, street activity, pedestrians and beautification.

Policy ~~2.1.21:~~ Prepare an Economic Development Study by 2017 focusing on emerging industry clusters in the city, such as production studios and other target areas.

Policy ~~2.1.21~~ 2.1.22: By ~~2030~~ 2018, the City of Doral shall develop and implement the Art-In-Public Places Master Plan.



Policy 2.1.22 2.1.23: The City shall coordinate with nearby military installations on comprehensive plan amendments, rezonings, and development approvals to ensure land use compatibility.

Policy 2.1.23 2.1.24: The City shall maintain a Comprehensive Plan with a minimum ten-year short-range horizon and a twenty-year long-range horizon, and update all required and optional elements in the same amendment cycle to ensure internal consistency.

Policy 2.1.24 2.1.25: The City shall review and adopt all development agreements entered into by independent special districts within its jurisdiction to ensure consistency with the Comprehensive Plan and Land Development Code.

Policy 2.1.25 2.1.26: The City shall restrict administrative approval of affordable housing developments within one-quarter mile of military installations to maintain compatibility with military operations.

Policy 2.1.26 2.1.27: The City shall designate floating solar facilities as permitted uses in appropriate land use categories and adopt regulations to encourage their use. Landscaping and buffering standards shall not exceed those applied to similar solar facilities in agricultural districts. Floating solar facilities shall be prohibited where they would negatively impact Everglades Agricultural Area reservoir projects or other critical water resources.

Objective 2.2: Land Development Code - Maintain, and update, revise as necessary, an effective Land Development Code (LDC) that clearly implements the goals, objectives, and policies of this Element, and the adopted Comprehensive Plan as a whole, and regulates while regulating development quality and mitigating adverse impacts.

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

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

Policy 2.2.1-2.2.2: Implement LDC standards designed to provide incentives for that incentivize the renovation and construction of Class “A” office space within Doral in the Land Development Code.

Policy 2.2.2-2.3: Provide an LDC-based for a code enforcement system in the LDC that maintains and enhances the high quality community standards of the community, and is very responsive responds promptly to inquires from residents and business owners inquiries and needs.

Policy 2.2.3-2.4: The City shall update the Land Development Code to establish clear administrative approval procedures for affordable housing developments consistent with the Live Local Act and publish the procedures on the City website.

Policy 2.2.4: Continue to include appropriate regulations in the LDC to properly address stormwater drainage issues that may be attributed to local topography, flooding frequency, soil and other applicable environmental conditions including minimum design criteria for stormwater management improvements, such as performance standards for maximum lot coverage and on-site retention areas, and ensure implementation through development approvals. In addition, provide for adequate drainage and stormwater management, open space, vehicle parking and safe, convenient on-site traffic flow.

Maintain LDC regulations that address stormwater drainage issues caused by local topography, flooding frequency, soil conditions, and other environmental factors. These regulations shall include minimum design criteria for stormwater management improvements, such as performance standards for maximum lot coverage and on-site retention, and shall ensure adequate drainage, open space, parking, and safe on-site circulation through development approvals.

Policy 2.2.5: Coordinate regulations for the subdivision regulations of property in Doral with the Miami-Dade County Public Works Department and to ensure that proposed subdivisions provide public road interconnections both with to existing neighborhoods in the area and



opportunities ~~to connect to~~ for future interconnections adjacent subdivisions.

Policy 2.2.6: All townhouse development in Doral must incorporate a fee-simple ownership structure, garages, generous parks and open green space, and a well-landscaped, architecturally-pleasing building facade and streetscape.

Policy 2.2.7: Code Enforcement shall routinely inspect regularly investigate any areas that showing signs of potential “blight.” Should any “blighted” areas be identified in the future, the City will coordinate with Miami-Dade County on strategies to assist property owners in bringing the area(s) up to minimum standards.

Policy 2.2.8: Any development orders approved by the City for property within ½ mile of the County’s Resource Recovery Facility (RRF) boundary shall contain a condition requiring development order applicants, successors and assigns to place in all land and building transaction documents a notice to buyers, users, lessees and renters informing them the subject property is located adjacent to, or near, the RRF and describing the potential unpleasant impacts that could impact the property and submission of a waiver and release of liability.

Policy 2.2.9: The City shall prohibit administrative approval of Live Local Act height, density, and floor area ratio bonuses in airport-impacted areas.

Policy 2.2.10 2.2.9: Amend the Land Development Code to require commercial buildings along ~~major corridors such as~~ Doral Boulevard to adhere to a “build to” frontage line at the right-of-way edge with parking in the rear.

Policy 2.2.11 2.2.10: Amend the Land Development Code to encourage ~~require~~ dedication of “beautification easements” along Doral Boulevard consistent with the Doral Boulevard Beautification Master Plan which will also accommodate transit, bikeway and pedestrian facilities.

Policy 2.2.12: The City shall amend the Land Development Code to reduce minimum parking requirements by at least

20% for qualifying developments near major transportation hubs and to eliminate parking requirements for mixed-use residential projects within transit-oriented development (TOD) areas.

Policy 2.2.13 1: All site plans shall provide information that ~~which~~ commits the applicant to the preservation of specimen trees consistent with Section 24-49.2(II) of the County Code, as amended.

Policy 2.2.14 2: All prohibited plant species shall be removed from the site prior to any development consistent with Section 24-49.9 of the County Code, as amended.

Policy 2.2.15 3: All developed areas shall be maintained to prevent the growth and accumulation of prohibited plant species.

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

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

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

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

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

Policy 2.3.3: Work with county and regional utility service



providers, as needed, to help locate suitable land for expansion of their operations and services.

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

Policy 2.3.5: Work with the private sector, internet providers and telephone companies to identify any fiber optic cable deficient and wireless opportunity areas in the City, and jointly develop a program to help correct deficiencies and capitalize on wireless network ideas to enhance the high-speed connection of Doral's businesses, neighborhoods and civic areas to each other and the world.

Objective 2.4: Schools and Collocation with Public Facilities - Help the Miami-Dade County School Board and local charter school developers provide the high-quality elementary, secondary and college level education facilities and resources necessary to fully meet the future needs of Doral's school age and adult population.

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

Policy 2.4.1: Public schools are allowed in all land use categories shown on the adopted Future Land Use Map, except in the Industrial and Restricted Industrial category.

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

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

Policy 2.4.4: Consistent with the provisions of the Interlocal Agreement between Doral and the School Board, the City will consider the individual and cumulative impacts of

land use plan amendments and rezoning applications that increase residential density on existing and planned public elementary and secondary schools, and solicit input from the School Board on local school impacts well before the hearings for subject amendments or applications.

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

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

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

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

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

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

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

Policy 2.5.1: Ensure that the Land Development Code incorporates all relevant wetland, environmental protection and native upland protection requirements from the Miami-Dade County Department of Regulatory and



Economic Resources, South Water Florida Management District, and the Florida Department of Environmental Protection, and that the applicable permitting requirements of these agencies are met in considering all development applications in the City.

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

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

Policy 2.5.3-5.4: Actively support all public efforts to purchase environmentally valuable parcels for preservation, education and passive recreation. Investigate and sponsor grant applications for this purpose.

Policy 2.5.4-5.5: Protect and enhance the native flora and fauna of the City through strong community landscaping guidelines, low impact development design standards, land development regulations and code enforcement.

Policy 2.5.5-5.6: Implement the regulations specified in the Conservation Element of this Plan protecting surface water, groundwater and air quality by enforcing the standards for these resources established by applicable regional, state and federal environmental agencies and regularly examine any adverse environmental consequences that may occur and strengthen deficient policies as necessary in the future.

Policy 2.5.6 2.5.7: Maintain the pristine water quality and limit land use and development within Northwest Wellfield Protection that is inconsistent with Section 24-43(5) of the County Code.

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

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

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

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

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

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

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



★ GOALS, OBJECTIVES AND POLICIES

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

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

Evaluation Measure: Typical Master Plan updates within 5-year periods. Update the Transportation Master Plan by September 2021 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; and
- g. pedestrian and bicycle facilities, including signage and pavement markings.

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 the ongoing parking study. Studies to be done within 5-year periods 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. Provision of adequate parking in commercial centers as center uses change through time;
- d. Create a maximum parking regulation;
- e. Develop parking requirements for EV charging stations; and
- f. 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 SMART Plan East-West 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. The City shall integrate these areas to support transit, micromobility, pedestrians, bicyclists, and first- and last-mile connectivity improvements. 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 3.1.1213: Within two (2) years of plan adoption or update By 2019, adopt and implement the Miami-Dade County Handbook for all travel modes, including Complete Streets principles, and incorporate these design standards into the City's Land Development Code and all new and retrofit street projects, as applicable. 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 Level of Service - The City shall monitor roadway operating conditions as a planning indicator and coordinate with Miami-Dade County, the Miami-Dade Transportation Planning Organization (TPO), the Greater Miami Expressway Agency (GMX), Florida's Turnpike Enterprise, and the Florida Department of Transportation (FDOT) to address transportation system performance through mobility strategies and multimodal improvements. 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 Planning Organization (TPO), 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: Monitoring of roadway performance trends and implementation of mobility improvements. 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: Major County roadway operations shall be monitored with a planning objective of Level of Service (LOS) D. Where transit service with headways of 20 minutes or less is available within one-half mile, roadway operations may function at LOS E. The City shall coordinate with Miami-



~~Dade County and address transportation impacts through multimodal mobility improvements or proportionate share mitigation consistent with State law. 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: Florida Department of Transportation Strategic Intermodal System (SIS) roadway operations shall be monitored with a planning objective of LOS D, recognizing that constrained facilities or those parallel to exclusive transit facilities or within Transportation Concurrency Management Areas may operate at LOS E. The City shall coordinate with FDOT regarding operational conditions and shall not require capacity improvements to SIS facilities as a condition of development approval. All Florida Department of Transportation Strategic Intermodal System (SIS) roadways within the City, must operate at LOS D or better (at peak hour); except where 1) exclusive through lanes exist, roadways may operate at LOS E (at peak hour), or 2) such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E (at peak hour). Constrained or backlogged limited and controlled access 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 3.2.45: Complete the system of section, half-section, and quarter-section line public roadways to the fullest extent possible.

Policy 3.2.56: 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 3.2.67: The City will coordinate with the TPO 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 (project number 20150080) 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 3.2.78: 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 3.2.89: 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 3.2.910: The City shall ensure that new development is supported by adequate multimodal transportation facilities through its Mobility Plan and Mobility Fee system, consistent with Chapter 2024-266, Florida Statutes. Prior to the issuance of any development order, the City shall verify that proportionate share contributions or mobility fee payments have been made, or that transportation improvements are otherwise committed, to maintain adopted level of service standards. 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 of the Capital Improvement Element of this Comprehensive Plan.

Policy 3.2.1011: 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.

Policy 3.2.1112: The City will support Miami-Dade County, Miami-Dade TPO, Greater Miami Expressway Agency (GMX) ~~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 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: ~~By 2020, prepare a citywide Street Right-of-Way inventory to account for 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 be considered in preparing the inventory.~~

Policy 3.2.123-2.14: ~~The City shall regularly 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 3.2.13 3.2.15: Within two (2) years of plan adoption or update ~~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 Planning Organization (TPO), Miami-Dade County, Greater Miami Expressway Agency (GMX) ~~Miami-Dade Expressway Authority~~, Florida Turnpike Enterprise, and the Florida Department of Transportation (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 and its respective committees.

Policy 3.3.2: Coordinate with Miami-Dade Transit and the Miami-Dade TPO 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 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, 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 mileage constructed as part of roadway projects and capital



improvements, as measured during periodic plan evaluations. Increase in sidewalk miles as part of roadway construction projects thereby improving the pedestrian environment by 2021.

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 3.4.13-4.2: All streets within the City shall, where feasible, include sidewalks on both sides.

Policy 3.4.23-4.3: 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 3.4.33-4.4: Request that sidewalks be installed and/or repaired as part of any state or county roadway widening or improvement project.

Policy 3.4.43-4.5: 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 3.4.53-4.8: 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 3.4.63-4.9: Install mid-block pedestrian crossings at bus stops and other roadway segments where crosswalk spacing exceeds ¼ mile, as needed and where feasible.

Policy 3.4.73-4.10: 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.

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 through provision of expanded bicycle facilities.

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, prepare an evaluation of options available to provide an individual alternative mode of transportation for use throughout Doral. If feasible, implement the program by 2020.~~

~~**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. Analyze the route and stop system to improve ridership and eliminate underperforming stops.~~

Policy 3.6.13-6.2: 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 3.6.23-6.3: 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 3.6.33-6.5: 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 3.6.43-6.6: Within two (2) years of plan adoption or update By January 2020, 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 ensure ~~assure~~ adequate right-of-way for enhanced transit service and the accessibility of new development to public transit.

Policy 3.6.53-6.7: Coordinate with Miami-Dade Transit and the Miami-Dade TPO 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 3.6.63-6.8: Increase transit ridership on the Doral trolley system by five (5) % per year. 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 3.6.73-6.9: 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 3.6.83-6.10: 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 3.6.93-6.11: Within two (2) years of plan adoption or update, Conduct a feasibility study by 2020 of enhanced levels consider strategies to enhance level of transit service, including rapid bus and rail options, for Downtown Doral, Doral Boulevard, NW 79th Avenue and NW 87th Avenue.

Policy 3.6.103-6.12: 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. Secure “public transit” easements from adjacent property owners and developers for enlarged shelters located outside of sidewalks.



Policy 3.6.113-6.13: 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 2025-2030 ~~2018-19~~.

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 3.6.123-6.15: ~~Actively support the SMART Plan East-West Corridor for public rapid transit service to western Miami-Dade County. ‘CSX East-West Corridor’ for public rapid transit service to west Miami-Dade County.~~

Policy 3.6.133-6.16: 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 3.6.143-6.17: 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, Greater Miami Expressway Agency (GMX) 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 City’s Flight Path Protection Ordinance consistent with Chapter 333, Florida Statutes, as amended. ~~Enforce the Flight Path Protection Ordinance as adopted on October 15, 1990, and outlined in Chapter 333, Florida Statutes, as amended.~~

Objective 3.9: Alternative Mobility Systems and Transportation Concurrency - Ensure that new development is supported by adequate multimodal transportation facilities through adoption of alternative mobility funding systems, proportionate share agreements, and intergovernmental coordination.

Policy 3.9.1: The City shall adopt and implement an alternative mobility funding system, including mobility plans and mobility fees, consistent with Chapter 2024-266, F.S., to replace transportation concurrency with a more predictable, multimodal approach to transportation infrastructure.

Policy 3.9.2: The City shall define and apply “mobility plans” and “mobility fees” within the comprehensive plan to ensure development contributes proportionately to transportation system improvements.



Policy 3.9.3: The City shall allow development projects to proceed once proportionate share contributions or improvements have been made, and shall not delay approvals if all other concurrency or development requirements are satisfied.

Policy 3.9.4: The City shall enter into interlocal agreements with Miami-Dade County and adjoining municipalities to coordinate transportation mobility fees, prevent double charging, and ensure equitable distribution of revenues.

Policy 3.9.5: If interlocal agreements are not executed by October 1, 2025, the City shall apply the default transportation fee structure established by State law, including the required ten percent developer discount.

Objective 3.10: Fair and Data-Driven Transportation Impact Fees - Ensure that transportation impact fees are fair, transparent, and based on current localized data to equitably support mobility system improvements.

Policy 3.10.1: The City shall base all transportation impact fees on localized data, updated at least once every four years, and shall adopt new or revised fees within twelve months of initiating a fee study.

Policy 3.10.2: The City shall provide impact fee credits on a dollar-for-dollar basis for transportation improvements, land dedications, or other infrastructure contributions previously made by developers.

Policy 3.10.3: The City shall maintain publicly accessible records of all transportation impact fees collected, credited, and expended to ensure accountability and compliance with §163.31801, F.S.

Policy 3.10.4: The City shall ensure that collected transportation mobility fees are distributed in a fair and equitable manner, consistent with adopted mobility plans and interlocal agreements.

Objective 3.11: Innovative Mobility and Transportation Technology - Support the deployment of innovative transportation technologies and data-driven mobility strategies to improve safety, efficiency, reliability, and multimodal accessibility consistent with regional mobility initiatives.

Policy 3.11.1: The City shall coordinate with the Miami-Dade Transportation Planning Organization, Miami-Dade County, and the Florida Department of Transportation to implement Intelligent Transportation Systems (ITS), including adaptive signal control, connected vehicle infrastructure, and real-time traveler information.

Policy 3.11.2: The City shall use transportation performance and mobility data to evaluate travel patterns, safety trends, and system performance and to prioritize transportation improvements and operational changes.

Policy 3.11.3: The City may participate in demonstration or pilot programs for emerging mobility services, including autonomous shuttle, microtransit, and demand-responsive transit services, subject to safety, accessibility, and operational standards.

Policy 3.11.4: Promote integration of new mobility services with transit, bicycle, pedestrian, and micromobility networks to improve first- and last-mile connectivity, particularly within transit corridors and mobility hubs.

Policy 3.11.5: Coordinate transportation safety initiatives with regional Vision Zero or equivalent safety programs and incorporate safety performance considerations into transportation planning and project prioritization.

Policy 3.11.6: Ensure consistency of local mobility initiatives with applicable regional plans, including the Miami-Dade TPO Long Range Transportation Plan (LRTP) and Smart Plan corridors.



★ GOALS, OBJECTIVES AND POLICIES

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

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

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

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

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

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

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

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

Policy 4.1.6: Allow a variety of housing types, including manufactured and mobile homes that are certified for hurricane protection, in residential land use and zoning categories to meet the needs of very low-, low-, and moderate-income households.

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

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

Policy 4.1.8 4.1.9: Require appropriate buffers between the non-residential (industrial, commercial/retail and institutional uses) and residential developments (residential uses).

Policy 4.1.9 4.1.10: Implement adopted impact fees and/or other regulatory mechanisms within the City's Code to ensure new residential developments and redevelopment projects supply their fair share of parks and recreation impact.

Policy 4.1.10 4.1.11: Enforce regulations within the City Code to ensure new residential developments are designed with adequate parking for residents and guests.

Policy 4.1.11 4.1.12: The City shall maintain and periodically update land development regulations to ensure that:

1. Residential units in multi-family and mixed-use districts include a variety of floor area sizes to meet the needs of households across a wide range of income levels; and
2. Permitted uses and density provisions accommodate very-low, low-, and moderate-income households, as



well as mobile homes, manufactured homes, group homes, recovery residences, foster care facilities, and households with special housing needs.

These provisions shall be implemented through tools such as allowing higher densities in appropriate areas (e.g., downtown), permitting smaller dwelling unit sizes, providing expedited review for qualifying projects, and ensuring the availability of necessary public facilities and services.

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

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

Policy 4.1.12 14: Minimize potential blight of existing residential neighborhoods through the use of good land use planning, urban design, landscaping in development review, and pro-active code enforcement.

Policy 4.1.13 15: Preserve the existing housing stock and enhance existing neighborhoods by identifying unsafe or substandard structures, advising property owners of available rehabilitation programs available through the County and pursuing prompt, corrective action.

Policy 4.1.14 16: Should any “blighted” areas be identified in the future, the City will coordinate with Miami-Dade County on strategies to assist property owners in bringing the area(s) up to minimum standards.

Objective 4.2: Existing Housing Stock - Strive for the elimination of substandard housing and the stabilization and

improvement of existing neighborhoods by enforcing City codes and regulations, and identifying potential historically significant housing.

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

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

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

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

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

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

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

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

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

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



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

Policy 4.3.5: The City shall evaluate and, where feasible, adopt regulations requiring a percentage of units in new development or redevelopment projects to be set aside for affordable or workforce housing. To encourage implementation, the City may offer incentives such as density bonuses, expedited permitting, zoning overlays, or reduced permit fees, particularly in infill areas, mixed-use districts, and locations near transit and major employment centers. By March 2018, examine the feasibility and legal implications of developing regulations that require a certain percentage of units of new development or redevelopment to be set aside for low or moderate income housing. Consider awarding density bonuses for the provision of affordable and/or workforce housing in new development and redevelopment, on infill sites, or within mixed-use developments.

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

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

Policy 4.3.74.3.8: The City shall coordinate with Miami-Dade Transit, local developers, and employers to improve mobility options for workforce households, including strategies such as private shuttle programs or enhanced connections between affordable housing areas, Metrorail stations, transportation hubs, and major employment centers. By January 2018, work with Miami-Dade Transit and local developers to establish a private shuttle-bus program to provide service between workforce areas outside the City and the Metro-rail station, transportation hubs and major employment areas within the City, including downtown.

Policy 4.3.9: By July 2017, consider additional incentives for affordable and/or workforce housing projects near transit and employment centers. This may be accomplished

through such mechanisms as density incentives, zoning overlays and reduced permit fees.

Policy 4.3.8: The City shall provide adequate sites and adopt incentives to expand affordable and workforce housing consistent with state housing requirements. Strategies may include inclusionary zoning provisions, density bonuses, expedited permit review for income-restricted projects, public-private partnerships, and other regulatory or financial incentives.

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

Evaluation Measure: Maintenance of ongoing coordination efforts.

Policy 4.4.1: Participate with Miami-Dade County in a regional solution (i.e., “Regional Fair Share”) to ensure the availability of adequate affordable housing for all income ranges within a reasonable commute distance from employment centers.

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

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

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

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



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

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

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

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

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

Policy 4.5.3: Seek opportunities to create partnerships with private sector developers and not-for-profit organizations to increase the availability of affordable and workforce housing within the City and the region.

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

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

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

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

Objective 4.7: Accessory Dwelling Units (ADUs)

Policy 4.7.1: The City shall permit accessory dwelling units (ADUs) in single-family residential neighborhoods as a means of expanding affordable rental opportunities. ADUs shall be subject to design standards that maintain neighborhood character. Where applicable, applicants may be required to certify affordability as part of the building permit process.

Policy 4.7.2: If adopted by ordinance, qualifying ADUs shall be excluded from maximum density calculations, consistent with the Miami-Dade County Comprehensive Development Master Plan (CDMP).

Objective 4.8: Implement State Affordable Housing Mandates (SB 1730 / Live Local Act) - Ensure the City's housing policies, land development regulations, and monitoring practices fully implement the requirements of SB 1730 and related amendments to the Live Local Act, thereby expanding affordable housing opportunities consistent with state law.

Policy 4.8.1: Affordable housing developments meeting the criteria of Section 125.01055, Florida Statutes, and SB 1730 shall be treated as a permitted residential use in all areas zoned for commercial, industrial, or mixed-use development.

Policy 4.8.2: The City shall apply density and height allowances required under SB 1730, including:

- ☀ Permitting residential densities up to the highest allowed anywhere in the City where residential uses are authorized; and
- ☀ Allowing building heights up to the tallest currently permitted within one mile of the proposed development site, consistent with statutory provisions.

Policy 4.8.3: The City shall support the use of state-authorized incentives, including ad valorem tax exemptions, property tax credits, and other financing mechanisms established by SB 1730 and HB 7031, to encourage the development of affordable housing.



Policy 4.8.4: The City shall coordinate with the Florida Housing Finance Corporation, Miami-Dade County housing programs, and private sector developers to maximize the use of funding, tax credits, and preemptions provided through SB 1730.

Policy 4.8.5: The City shall monitor and report annually on development activity utilizing SB 1730 provisions, including the number of units permitted, constructed, and made available to income-qualified households.



★ GOALS, OBJECTIVES AND POLICIES

A. POTABLE WATER SUB-ELEMENT

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

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

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

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

- ★ **Regional Treatment.** The regional treatment system shall operate with a rated capacity no less than two percent above the maximum daily flow for the preceding year.
- ★ **User LOS.** The system shall maintain the capacity to produce and deliver ~~±26.82~~ 118 gallons per capita per day.
- ★ **Water Quality.** Water quality shall meet all federal, state, and county standards for potable water.

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

- ★ The necessary facilities and services are in place at the time the final development order is issued; or

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

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

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

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

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

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

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

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



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

Objective 5A.3: Comprehensive Water Conservation Program - Coordinate with Miami-Dade County and the South Florida Water Management District to implement comprehensive water conservation measures that promote the increased conservation and reuse of water. Development plans shall be reviewed for inclusion of native vegetation, low water demand landscape material, and water reuse opportunities in order to reduce outdoor water consumption. citywide to ensure that a sufficient supply of water is available to meet current and future demand for potable water.

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

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

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

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

Objective 5A.4: Potable Water Supply Protection To protect the potable water supplies and sources, regulate land use and development to protect the functions of natural drainage features and natural groundwater aquifer recharge.

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

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

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

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

Policy 5A.4.4: On an annual basis, monitor the County's inventory of commercial and industrial enterprises that utilize, produce, or dispose of hazardous chemicals as a means to track potential sources of water contaminants.

~~**Objective 5A.5: Water Conservation** - To promote the increased conservation and reuse of water, development plans shall be reviewed for inclusion of native vegetation, low water demand landscape material, and water reuse opportunities in order to reduce outdoor water consumption.~~

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



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

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

Objective 5A.5 5A-6 Potable Water Supply Planning - The City of Doral hereby incorporates by reference and shall comply with its 20-year Water Supply Facilities Work Plan (Work Plan) adopted on April 15, 2015 as required by Sec. 163.3177(6)(c), F.S. The City's Work Plan will be updated, at a minimum every 5 years within 18 months after South Florida Water Management District's approval of an updated Lower East Coast Regional Water Supply Plan. The South Florida Water Management District Governing Board approved its Lower East Coast Water Supply Plan Update on September 23, 2024 ~~12, 2013~~.

Policy 5A.5.15A-6.1: The City's Work Plan is designed to assess current and projected potable water demands, evaluate the sources and capacities of available water supplies; and identify those water supply projects, using all available technologies, necessary to meet the City's water demands.

Policy 5A.5.25A-6.2: Comply with the City's 20-Year Work Plan and incorporate the Miami-Dade County 20-Year Water Supply Facilities Work Plan adopted on February 4, 2015 by reference into the City of Doral Comprehensive Plan.

Policy 5A.5.35A-6.3: Coordinate appropriate elements of the Comprehensive Plan with the 2023-2024 South Florida Water Management District's Regional Water Supply Plan adopted ~~September 12, 2013~~ and with the current Miami- Dade County 20-Year Water Supply Facilities Work Plan adopted ~~February 4, 2015~~. The City shall amend its Comprehensive Plan and Work Plan as required to provide consistency with the District and Miami-Dade County Water Supply Facilities Work Plans.

B. SANITARY SEWER SUB-ELEMENT

Goal 5B: Provide for sanitary sewer facilities that meet the

City's demand in a manner that promotes public health, environmental protection, and operational efficiency.

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

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

Policy 5B.1.1: The adopted level of service standard for sanitary sewer facilities is maintenance of the capacity to collect and dispose of 122 100 gallons of sewage per capita per day.

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

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

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

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

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



Objective 5B.3: Sanitary Sewer Service and Septic Tanks-

Coordinate with WASD/DERM and regional permitting agencies to develop long-range plans that abandon the use of septic tanks in order to increase sanitary sewer connections to WASD system to the entire City in an environmentally and cost-effective manner.

Evaluation Measure: By 2020, reduce the number of abandoned septic tanks by 25% while increasing sanitary sewer service within the City of Doral. Number of new septic tank permits issued (excluding replacement septic tank permits) versus the number of septic tank abandonment permits; number of non-residential septic tanks and other private treatment facilities, unsewered and developed areas within wellfield protection areas; number of IW (industrial wastewater) facilities served by septic tanks; number of conversions by permit from septic tank system to central system per year or any given period; and number of existing septic tanks in areas of the City at higher risk of malfunction due to climate change impacts such as higher groundwater levels and increased flooding.

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

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

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

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

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

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

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

Objective 5B.5: Correction of Sanitary Sewer Deficiencies

- Implement procedures to ensure that existing sanitary sewer facility deficiencies are corrected to maintain the level of service standards as adopted.

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

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

Objective 5B.6: Environmental Protection and Facility

Planning - Protect water resources and public health by prioritizing advanced wastewater treatment, sewer service planning, and compliance with Basin Management Action Plans (BMAPs).

Policy 5B.6.1: The City shall include in its Capital Improvements Schedule all projects necessary to achieve pollutant load reductions assigned in applicable Basin Management Action Plans (BMAPs).



Policy 5B.6.2: The City shall prioritize facility upgrades that advance wastewater treatment technologies to protect surface water and groundwater resources.

Policy 5B.6.3: Consistent with Section 163.3177(6)(c)(3), Florida Statutes, developments exceeding fifty (50) residential lots with more than one onsite sewage treatment and disposal system (OSTDS) per acre shall evaluate the feasibility of providing central sanitary sewer service within ten (10) years, including identification of the receiving wastewater treatment facility, available capacity, projected flows, and an implementation timeline.

C. STORMWATER SUB-ELEMENT

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

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

Evaluation Measure: Preparation and adoption of a city-wide Floodplain Management Plan by 2018. 2028

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

- Water Quality Standard.** Stormwater facilities shall meet the design and performance standards established in all applicable federal, state and County ground and surface water quality standards. Chapter 62-25 (adopted 2006), Rule 25.025, Chapter 40E-4, Chapter 40E-40, Florida Administration Code (FAC), and Section 24-48, of the Code, with the retention of the first inch of runoff onsite to meet the water quality standards required by Chapter 62-302, Rule 862-302.500, FAC, and Section 24-42, of the Code.

- Water Quantity Standard.** Where two or more standards impact a specific development, the most restrictive standard shall apply:

- Post-development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with 24-hour duration.
- Treatment of the runoff from the 5-year storm event, 24-hour duration, in accordance with Section D-4, Part 2, Miami-Dade County Public Works Manual and Sec. 24- 48.3 (7); of 5-year, 1-day as per Rule 40E-40.302, FAC, “Basis of Review, Volume IV Manual”.

All future development and redevelopment shall use retention, infiltration and detention systems to retain to the maximum extent feasible, the full runoff from a one in five year storm and minimize the use of impermeable surfaces. In the event that an emergency overflow is provided, a minimum of the first inch of runoff shall be retained on-site.

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

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

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

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



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

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

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

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

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

- ☀ The necessary facilities and services are in place and available to serve the new development at the time of the issuance of a certificate of occupancy or its functional equivalent; or
- ☀ The necessary facilities are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S. that includes the provisions set forth in the Capital Improvements Element to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent; or

- ☀ Prior to approval of a building permit or its functional equivalent, the City shall consult with the SFWMD to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the City of a certificate of occupancy or its functional equivalent.

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

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

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

Policy 5C.1.13: ~~Prepare a Floodplain Management Plan for the City by 2018 in~~ Continue to enforce Floodplain Management Ordinance #2015-02 in order to minimize public and private losses due to flooding, safeguard public safety and increase the city-wide property insurance rating for flood protection.

Objective 5C.2: Stormwater Master Plan - The City of Doral shall maintain the stormwater master plan and its status as a co-permittee on the Miami-Dade County MS4 permit. Continue to and implement procedures to ensure that any future stormwater facility deficiencies are corrected to maintain the level of service standards as adopted.

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

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



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

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

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

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

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

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

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

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

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

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

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

D. SOLID WASTE SUB-ELEMENT

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

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

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

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

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

Policy 5D.1.3: Continue to coordinate with Miami-Dade County to ensure adequate capacity for solid waste disposal and ensure that any future solid waste facility deficiencies



are corrected to maintain the adopted level of service standards.

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

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

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

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

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

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

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

Objective 5D.3: Utility Infrastructure- Ensure that utility infrastructure improvements by electric providers are excluded from development agreement requirements, consistent with State law.

Policy 5D.3.1: The City shall recognize that work by electric utility providers on utility infrastructure located within designated rights-of-way or transmission corridors, as well as the creation or termination of such corridors, is not considered "development" under the Florida Local Government Development Agreement Act.

E. NATURAL GROUNDWATER AQUIFER RECHARGE SUB-ELEMENT

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

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

Evaluation Measure: Water quality standards for surface water.

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

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

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



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

Policy 5E.1.5: Florida Department of Environmental Protection (FDEP) water quality standards for various classes of surface water, as identified in FAC Rule 62-302 17-302, shall be used as minimum criteria for maintenance of water quality in the City of Doral.

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

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

Objective 5E.2: Groundwater Protection - Protect groundwater resources consistent with federal, state, Miami-Dade County and SFWMD standards so that the quality of groundwater is not degraded such that the health, safety, and welfare of the public is threatened, or such that the viability and functional values of other natural resources are threatened.

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

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

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

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

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

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

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

b) Regulate well construction near public wellfields. New well construction shall be regulated and inspected to ensure that wells are properly constructed and



properly closed and sealed when no longer in use. The construction of new private wells in the vicinity of existing public wellfields shall be limited by the development regulations to protect the water supply.

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

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

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

- a) All new development or modifications to existing development shall provide stormwater treatment.
- b) Corrective action to retrofit or upgrade existing hazardous material facilities consistent with standards applicable to new facilities shall be required by the City. The ~~Hazardous Materials Management Code~~ Miami-Dade County Environmental Protection Ordinance and development regulations establish guidelines and minimum compliance standards for existing facilities.
- c) New development activities that involve handling or storing of hazardous materials may be prohibited in

areas and shall be subject to the general requirements, siting prohibitions, storage facility standards, secondary containment requirements, and monitoring provisions of the ~~Hazardous Materials Management Code~~ Miami-Dade County Environmental Protection Ordinance. Where such facilities exist and are proposed to be modified, development review and permitting activities shall include careful evaluation and implementation of engineering and management controls, setbacks and buffers, and monitoring. Existing facilities shall meet the requirements of the ~~Hazardous Materials Management Code~~ Miami-Dade County Environmental Protection Ordinance pertaining to such facilities.

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

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

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



monitoring. The development regulations shall specify the engineering controls, setback requirements, buffers, appropriate densities, use restrictions, and monitoring to implement this policy.

Policy 5E.2.9: Old garbage disposal areas, illegal dumps, other waste sites where groundwater contamination

has been determined to exist, and such other sites that may potentially contain contaminants that threaten groundwater resources shall be evaluated and appropriate cleanup activities identified and implemented. When the responsible party for the site is known, such person or persons shall assume the costs of the evaluation, monitoring and cleanup measures.



★ GOALS, OBJECTIVES, AND POLICIES

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

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

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

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

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

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

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

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

Policy 6.1.5: Coordinate with the Miami-Dade County WASD to encourage the creation and expansion of storage and distribution facilities for reclaimed water to institutional, commercial, and residential properties in an effort to reduce the use of potable water for irrigation purposes

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

Policy 6.1.7: Consider implementation of a leak detection program that would identify users with unaccounted for water loss greater than 10 percent. Coordinate with the Miami-Dade County WASD on its leak detection program to help maintain unaccounted water loss below 10 percent.

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 6.4.1: Continue working with the Miami-Dade County Department of Regulatory and Economic Resources (RER) to monitor water quality levels in the C-6 Drainage Basin and sub-basins for the presence of the 12 indicator pollutants identified under the United States Environmental Protection Agency (EPA) National Pollutant Discharge Elimination



System (NPDES) regulations and the Miami- Dade County Department of Regulatory and Economic Resources (RER) Planning Criteria and Procedures. Coordinate with all responsible parties, environmental agencies, and DERM to ensure implementation of appropriate removal mechanisms and abatement measures.

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

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

Policy 6.4.4: Monitor construction activity within the Special Flood Hazardous Area (SFHA) and, where necessary, regulate new construction to reduce future flood risk by developing a flood plain ordinance and joining the National Flood Insurance Program (NFIP).

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

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

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

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

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

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

Policy 6.4.11: Coordinate with the County to have all county-owned and operated facilities that use hazardous materials or generate hazardous wastes moved to locations that are outside and down gradient of wellfield protection areas whenever such facilities need to be expanded by more than 50 percent. Coordinate with Miami-Dade County and appropriate regulatory agencies to ensure that County-owned and operated facilities that generate, store, or handle hazardous materials or hazardous wastes, particularly those located within wellfield protection areas, implement appropriate siting standards, risk mitigation measures, and operational controls consistent with State, federal, and water management district requirements. Such measures shall minimize the potential for contamination of groundwater and conform with current wellfield protection regulations.

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



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

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

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

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

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

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

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

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

Policy 6.5.3: Support the public acquisition of all privately-owned wetlands identified by the South Florida Regional

~~Planning Council as Natural Resources of Regional Significance and wetlands on federal, state or county land acquisition lists. Support the public acquisition of privately owned wetlands and environmentally sensitive lands identified on federal, state, regional, or county conservation and land acquisition priority lists, including lands designated under the Florida Forever Program, South Florida Water Management District acquisition initiatives, and Miami-Dade County conservation programs.~~

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

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

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

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

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

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

Policy 6.6.26-6.3: Work with Miami-Dade County to implement the Environmentally Endangered Lands



Program (EEL) to identify and secure environmentally endangered lands within the City and to protect and maintain those lands once they have been acquired through the EEL program.

Policy 6.6.36-6.4: Coordinate with Miami-Dade County Department of Regulatory and Economic Resources (RER) and the South Florida Water Management District (SFWMD) to promote the acquisition, retention and management of unique natural areas to preserve natural areas and passive open space.

Policy 6.6.46-6.5: Protect the City’s environmentally sensitive lands as identified by public environmental agencies through designation as “Environmentally Protected Parks” (EPP) on the Future Land Use Map.

Policy 6.6.56-6.6: Working with RER, and the County’s Solid Waste Management, manage the disposal of solid and hazardous waste so as to protect the City’s natural resources.

Policy 6.6.66-6.7: Pursue grant opportunities for the restoration and/or enhancement of degraded natural areas, including but not limited to, restoration of natural hydrology or removal of non-native vegetation.

Policy 6.6.76-6.8: Continue to increase public awareness of critical wildlife areas and natural preserves by distributing public education materials, allowing appropriate access, and reporting violations of the rules and regulations to the appropriate agencies.

Objective 6.7: Plants and Wildlife - Conserve, appropriately use, and protect wildlife and plant species listed as endangered, threatened, or of special concern that inhabit the environments in Doral, where possible.

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

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

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

~~Policy 6.7.2: Cooperate with local, regional, state, and federal environmental agencies in protecting wildlife and plant species listed as endangered, threatened, rare, or of special concern, and support their efforts to protect and conserve the habitats in which they reside. Coordinate with local, regional, state, and federal environmental agencies to protect wildlife and plant species designated as Endangered or Threatened under applicable federal and state laws, and support efforts to conserve, restore, and maintain the habitats and ecosystems that such species depend.~~

~~Policy 6.7.3: Develop Land Development Code regulations and processing requirements that protect wildlife and vegetative habitats that are endangered, threatened, rare, or of special concern. Develop and maintain Land Development Code regulations and development review procedures that protect wildlife and vegetative habitats supporting species designated as Endangered or Threatened under applicable federal and state laws.~~

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

Policy 6.7.5: Promote public acquisition of wildlife and vegetative habitats that are Endangered, or Threatened under applicable federal and state laws; ~~rare, or of special concern;~~ dedication of conservation easements or reservations; and designation of those areas as “Environmentally-Protected Parks” on the Future Land Use Map.

Policy 6.7.6: Implement land development clearance regulations that require the removal of targeted non-native invasive plant species and the preservation of native



vegetative communities during land development, to the greatest extent practicable, thereby enhancing wildlife habitat. When any native tree must be removed, appropriate mitigation must be required through on-site replacement, canopy restoration, or other approved mitigation measures consistent with state and county regulations. at least two (2) native trees shall be planted to replace the removed tree.

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

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

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

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

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

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

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

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

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

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

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

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

~~**Policy 6.9.3:** Adopt and enforce Land Development Code regulations that incorporate development restrictions directed toward appropriate restriction of uses and management of hazardous materials.~~ Adopt and enforce Land Development Code regulations that establish appropriate land use compatibility standards, siting restrictions, and operational safeguards for facilities that generate, store, or handle hazardous materials, consistent with applicable federal, state, and county environmental regulations.

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

Evaluation Measure: Number of contacts with historic preservation agencies.

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

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



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

Policy 6.10.36-10.4: Adopt Land Development Code regulations to preserve historically significant resources if such resources are identified in the future.

Policy 6.10.46-10.5: Identify historical, cultural, or archeologically significant landmarks and landmark sites for inclusion in the City's recreation and open space inventory.

Objective 6.11: Conservation Expansion - Continually seek public acquisition of additional areas for nature preserves and passive open spaces to expand the opportunities for conservation and increase public appreciation of natural habitats within the community.

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

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

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

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

Policy 6.11.3: Encourage the voluntary dedication of conservation easements, habitat preserves, or passive open space areas during the development review process, particularly where such areas provide ecological connectivity, protect native vegetation, or enhance community open space networks.

Policy 6.11.4: Promote site design techniques that preserve native vegetation clusters, wildlife corridors, and existing tree canopy where practicable, particularly in proximity to canals, greenways, and environmentally sensitive lands



★ GOALS, OBJECTIVES AND POLICIES

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

Objective 7.1: Parks and Recreation System Needs - Continue to update and implement the Parks Master Plan to address park maintenance and amenities, new park and recreation areas, and guide the provision of recreational activities.

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

Evaluation Measure #2: Maintain and periodically update the City's Parks Master Plan, with the next update scheduled for completion by 2026 and subsequent updates to follow on a ten-year cycle. Completion of the next update of the Parks Master Plan by March 2023.

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: The City shall maintain a minimum parks level-of-service (LOS) standard of 3.0 acres of public park land per 1,000 residents. The City will monitor park acreage relative to projected population growth and pursue strategies such as land acquisition, redevelopment, and joint-use agreements to ensure this standard is met through 2050 and beyond. 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 acres of public park land per 1,000 residents.

★ 2020-2025: 3.00 acres of public 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: Private development must meet at least 75 percent (%) of the 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.

~~**Policy 7.1.5:** Implement the approved Doral Central Park Master Plan by 2024 including an aquatics facility and indoor recreation center.~~

Policy 7.1.5 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 7.1.6 7:** The City shall expand health-based programming by establishing formal partnerships with local schools, healthcare providers, and nonprofit organizations to implement programs such as Park Prescription, fitness events, and community gardens, and shall evaluate participation annually to measure community wellness outcomes. 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 7.1.7: The City shall expand joint-use agreements with Miami-Dade County Public Schools to provide community access to athletic fields, playgrounds, and open space after school hours, with a focus on neighborhoods lacking walkable park access.



Policy 7.1.8: Consult recommended site guidelines in 2023–2027 Statewide Comprehensive Outdoor Recreation Plan (SCORP) Outdoor Recreation in Florida published by the Florida Department of Environmental Protection, and Miami-Dade County’s adopted Comprehensive Development Master Plan (CDMP), Recreation and Open Space Element to address projected shortfalls in amenities as recreational sites are either upgraded or improved.

Policy 7.1.9: Encourage an increased sense of community by providing and promoting cultural activities such as arts and crafts fairs, international festivals, and green markets.

Policy 7.1.10: Provide appropriate lighting, parking, and security for the safety of citizens at all public park sites.

Policy 7.1.11: Identify grants and alternative funding sources to support park and recreation system development and maintenance.

Policy 7.1.12: The City shall implement the 2018 Parks Bond projects in accordance with adopted timelines and shall maintain a public reporting process, including annual updates to the City Council and residents on expenditures, project status, and outcomes.

Policy 7.1.13 2: Maintain existing recreation and facilities through the use of proper management and funding techniques to ensure recreation facilities are well managed, well maintained, and quality recreation programs are available to all residents.

Policy 7.1.14 3: 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 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 the stability of established residential areas, and enhance community appearance.

Policy 7.1.15 4: Establish and maintain an inventory of private parks, identifying location, size, facilities, and population served.

Policy 7.1.16: The City shall use equity mapping and demographic analysis to prioritize park improvements and new facilities in underserved neighborhoods, ensuring equitable distribution of amenities across all areas of the City.

Policy 7.1.17 5: The City shall complete regular updates to its Parks and Recreation Master Plan, in coordination with residents and partner agencies, to ensure that park facilities, programs, and level-of-service standards remain aligned with community needs, population growth, and available resources. The next update shall be initiated by 2025 and subsequently reviewed on a recurring cycle of not more than ten (10) years. Complete the next update of the City’s Parks Master Plan by March 2023.

Objective 7.2 Park Connectivity, Accessibility, and Education - All public recreational facilities shall integrate community education and outreach, be interconnected, and accessible to vehicles, 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: The City shall expand the greenway and trail network through linear corridors, including utility



easements, canal banks, and Complete Streets, to connect parks with schools, residential neighborhoods, and commercial centers, with the goal of achieving at least 25 miles of connected facilities by 2035.

Policy 7.2.3 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 7.2.4: The City shall prioritize the development of small-scale pocket parks, plazas, and passive open spaces within underserved neighborhoods by converting vacant parcels, utility easements, or stormwater retention areas into recreational amenities.

Policy 7.2.5 3: 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 7.2.6 4: Public parks and facilities shall be designed and constructed 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 7.2.7 5: Upon completion of park renovations, all public and private parks and recreation facilities shall be provided with bicycle and pedestrian facilities.

Policy 7.2.8 6: The City shall ensure that all new and redeveloped park facilities meet universal design standards and are equitably distributed across neighborhoods, prioritizing pocket parks and walk-to-parks in underserved areas identified in the City of Doral Parks System Master Plan (2017). 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 7.2.9 7: 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 7.2.10 8: Provide new and enhanced park access to appropriate water bodies.

Policy 7.2.11 9: 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, 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: The City shall coordinate with Miami-Dade County on the planning, development, and programming of the Regional Multi-Sport Park on NW 58th Street, ensuring connectivity with adjacent City parks, multimodal corridors, and community facilities. 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: 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: 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: Coordinate with Miami-Dade County on study of recreational opportunities related to the "Lake Belt Area" adjacent to the City.



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

Policy 7.3.6: 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: 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.

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: The City shall pursue innovative strategies to expand parkland supply, including land swaps, joint-use agreements, conservation easements, and redevelopment of underutilized parcels, with emphasis on acquiring sites for neighborhood-scale walk-to-parks. 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: By 2019, update the Parks Impact Fee Ordinance to reflect the Parks Master Plan parkland acquisition, facility and program recommendations.

Policy 7.4.4: 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 7.4.3: The City shall pursue joint-use agreements, funding partnerships, and coordinated programming with Miami-Dade County to maximize community benefit from the Regional Multi-Sport Park and related County recreation initiatives.

Policy 7.4.4 5: 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.

Policy 7.4.5: The City shall pilot temporary park spaces, such as pop-up plazas or play areas on vacant lots or underutilized public land, to provide interim recreation opportunities in park-deficient neighborhoods until permanent solutions are achieved.

Policy 7.4.6: The City shall coordinate with Miami-Dade County's Division of Environmental Resources Management (DERM), the U.S. Fish and Wildlife Service (USFWS), and other appropriate agencies to maintain an up-to-date inventory of unique and endangered environmental properties within the City, and evaluate available options for their preservation and long-term maintenance. By 2021, 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.



★ GOALS, OBJECTIVES AND POLICIES

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

Objective 8.1: Educational Facilities and Opportunities

- Actively coordinate with the Miami-Dade County School Board and charter school developers on in the siting and management of educational facilities and services throughout the city, excluding areas designated as except in the Industrial and Restricted Industrial on category of the Comprehensive Plan’s ; Future Land Use Map.

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

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

Policy 8.1.1: Work closely with the School Board to implement the ‘Interlocal Agreement for Public School Facility Planning in Miami-Dade County,’ including joint planning, data sharing, concurrency monitoring, site selection, and capital improvement coordination. Work closely with the School Board to implement the “Interlocal Agreement for Public School Facility Planning in Miami-Dade County.”

Policy 8.1.2: Continue to work proactively with the School Board and charter school developers to substantially reduce

overcrowding in Doral schools and improve educational quality through the improvement of existing schools, the creation of new schools, and school boundary changes when necessary.

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

Policy 8.1.3 4: Whenever practical, attend School Board staff meetings and workshops open to the public where issues impacting the City are addressed.

Policy 8.1.4 5: Participate in staff working groups as required in the “Interlocal Agreement for Public School Facility Planning in Miami-Dade County.”

Policy 8.1.5 6: As part of the Interlocal Agreement between Doral and the School Board:

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

Policy 8.1.6 7: Annually review and evaluate the School Board’s Tentative District Educational Facilities Plan, and provide comment on the plan’s consistency with the City’s Comprehensive Plan and Land Development Code (LDC).

Policy 8.1.7 8: Participate in the School Site Planning and Construction Committee (SSPCC) as needed, and review potential sites for new schools, proposals for significant renovation, additions to existing buildings and portables, and any planned closure of existing schools.



8. EDUCATIONAL FACILITIES

Policy 8.1.8-9: Attend the annual planning forum hosted by the School Board’s Site Planning and Construction Committee (SSPCC), when City of Doral schools are discussed.

Policy 8.1.9 10: Evaluate any potential school site acquisition or expansion in the City within 45 days of written notice from the School Board for consistency with the City’s Comprehensive Plan and Land Development Code (LDC).

Policy 8.1.10 11: Provide comment to the School Board on all proposed construction or expansion of public educational facilities within the City’s jurisdiction no later than 60 days after receipt of a complete site plan for consistency with the City’s Comprehensive Plan and Land Development Code (LDC).

Policy 8.1.11 12: Coordinate with the School Board to address any on-site and off-site improvements necessary to support new schools, proposed significant expansion of existing schools, or mitigate any existing adverse traffic and other impacts around schools.

Policy 8.1.12 13: Invite a School Board staff representative to attend a Local Planning Agency (LPA) meeting as a non-voting member whenever comprehensive plan amendments or rezonings are being considered that, if approved, would increase residential density.

Policy 8.1.13 14: Notify the School Board of any proposed land use applications and development proposals that may affect future student enrollment or school facilities, and include a School Board representative in the development review process for all residential zoning hearing applications that, if approved, would increase residential density.

Policy 8.1.14 15: Coordinate with neighboring jurisdictions to address public school issues of mutual concern.

Policy 8.1.15 16: Consider collocation, shared use, and/or community school opportunities for existing and future schools and community facilities where appropriate.

Policy 8.1.16 17: Coordinate with the School Board on

Capital Improvements undertaken by the City, such as funding priorities for mutually beneficial improvements or opportunities for collocation or sharing of facilities.

Policy 8.1.17 18: The City will provide an expedited land use review process for all proposed public schools within Doral.

Policy 8.1.18 19: Work closely with the School Board to review and revise, if appropriate, the student generation ratios used in the residential component of the downtown and community mixed-use opportunity areas.

Objective 8.2: Public Schools Level-of-Service - The City shall coordinate, with the Miami-Dade County Public Schools, new residential development with the future availability of public school facilities consistent with the adopted level of service standards for public school concurrency to ensure the inclusion of those projects necessary to address existing deficiencies in the 5-year schedule of capital improvements and meet future needs based upon achieving and maintaining the adopted level of service standards and concurrency approval criteria throughout the planning period¹.

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

Policy 8.2.1: The adopted level-of-service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH).

¹ *Level of Service standards for public school facilities apply to those traditional educational facilities owned and operated by the Miami-Dade County Public Schools that are required to serve the residential development within their established Concurrency Service Area. Level of Service standards do not apply to charter schools. However the capacity of both charter and magnet schools will be credited against the impact of the development. No credit against the impact of development shall be given for either magnet or charter schools if their district-wide enrollment is at or above 100% FISH Capacity.*



Policy 8.2.1: The adopted level-of-service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) capacity, including relocatable classrooms. This standard applies within each public school Concurrency Service Area (CSA), defined by the attendance boundaries established by Miami-Dade County Public Schools. The LOS for magnet schools is 100% of FISH capacity (with relocatables), calculated on a district-wide basis. Beginning January 1, 2008, the adopted level of service standard (LOS) for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) Capacity (with relocatable classrooms). This LOS standard shall be applicable in each public school concurrency service area (CCSA) defined as the public school attendance boundary established by the Miami-Dade County Public Schools.

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

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

Policy 8.2.2-3: In the event the adopted LOS standard of a CSA cannot be met as a result of a proposed development's impact, the development may proceed provided at least one of the following conditions is met:

- a. The development's impact can be shifted to one or more contiguous CSAs that have available

capacity and are located, either in whole or in part, within the same Geographic Areas Northwest, Northeast, Southwest, or Southeast as the proposed development; or

- b. The development's impact is mitigated, proportionate to the demand it created, through contribution of land; the construction or expansion of facilities; payments toward school facility construction; or other proportionate share options. Developer contributions, land dedications, or facility improvements shall be credited on a dollar-for-dollar basis against applicable exactions, concurrency requirements, or school impact fees. ~~The development's impact is mitigated, proportionate to the demand for public school schools it created, though a combination of one or more appropriate proportionate share mitigation options, as defined in Section 163.3180 (13)(e), Florida statutes. The intent of these options is to provide for the mitigation of residential development impacts on public school facilities, guaranteed by a legal binding agreement, through mechanisms that include one or more of the following: contribution of land; the construction, expansion, or payment for land acquisition or construction of a permanent public school facility; or the creation of a mitigation bank based on the construction of a permanent public school facility in exchange for the right to sell capacity credits. The proportionate share mitigation agreement is subject to approval by the Miami-Dade County School Board. City of Doral and the Miami-Dade County Board of County Commission and must be identified in the Miami-Dade County Public Schools Facility Work Program.~~
- c. The development's impacts are phased to occur when sufficient capacity will be available.
- d. The development's impacts are mitigated by the establishment of a charter school.

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



Policy 8.2.3 4: Concurrency Service Areas (CSA's) shall be delineated to: 1) Maximize capacity utilization of educational facilities the facility; 2) Limit maximum travel times and reduce transportation costs; 3) Acknowledge the effect of court-approved desegregation plans; 4) Support achieve socio-economic, racial, cultural, and diversity objectives; and 5) Achieve other relevant objectives as determined by Miami-Dade County Public Schools' policy on capacity maximization of capacity. Periodic adjustments to the CSA boundary or area of a CSA may be made by Miami-Dade County Public Schools to address achieve these above-stated factors. Other Potential amendments to the CSA's shall be considered annually at the Staff Working Group meeting, held to take place each year no later than April 30 or October 31, consistent with Section 9 of the Interlocal Agreement for Public School Facility Planning.

Policy 8.2.4 5: Ensure, via the implementation of the concurrency management system and Miami-Dade County Public School Facilities Work Program for educational facilities, that existing deficiencies are addressed, and the capacity of schools is sufficient to support residential development at the adopted level of service (LOS) standards throughout the planning period in the 5-year schedule of capital improvements.

Policy 8.2.5 6: Pursuant to Chapter 163, Florida Statutes, the City hereby incorporates by reference the currently adopted Five-Year District Facilities Work Program (e.g., 2024–2029) of Miami-Dade County Public Schools into the City's Capital Improvement Plan. The City shall annually monitor and report on school capacity and concurrency compliance in coordination with Miami-Dade County Public Schools, incorporating the latest Work Program into the City's annual updates to its Capital Improvements Element and Program. The City, in conjunction with Miami-Dade County Public Schools and other local governments, will coordinate planning efforts prior to and during updates to the City's Comprehensive Land Use Plan and corresponding updates to the District Facilities Work Program. The City further ensures that the Facilities Work Program will be evaluated annually to confirm ongoing achievement and maintenance of level-of-service standards throughout

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

Policy 8.2.6 7: Coordinate with Miami-Dade County Public Schools in the annual review of the City's Educational Element, and make amendments as necessary, pursuant to Florida Statutes, the Interlocal Agreement and other objectives and policies herein.

Policy 8.2.7: The City shall approve new residential development only when adequate school capacity exists or will be provided consistent with adopted LOS standards and concurrency provisions.

Policy 8.2.8: The City shall implement a mobility fee-based funding system consistent with §163.3180, F.S., ensuring that transportation improvements supporting school concurrency are predictable, equitable, and credited when developers contribute facilities, payments, or improvements.



Objective 8.3: Enhance Educational Quality and Opportunities - Expand the use of non-traditional (nonpublic, charter and private) school facilities in the City, except in the Industrial and Restricted Industrial category of the Comprehensive Plan, Future Land Use Map, in order to reduce public school overcrowding and provide more quality educational options for Doral's school age and adult population.

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

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

Policy 8.3.1: Encourage the School Board, developers, private and charter school operators to initiate creative alternatives for addressing the additional student capacity created by new residential development, including, but not limited to, school construction by private businesses and the leasing of existing buildings for schools.

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

Policy 8.3.28-3.3: Investigate opportunities for creating charter schools within the City that are funded through private businesses, non-profit agencies, and/or the City.

Policy 8.3.38-3.4: Work closely with the School Board to investigate requirements and methods to apply at the development approval stage to ensure that charter schools in the City remain in operation, or if forced to close, an alternative plan is triggered to make sure the quality and size of the school is replicated in another nearby location.

Policy 8.3.48-3.5: Encourage universities, colleges, non-profit education providers and the School Board to establish college-level and adult education facilities and programs in, or in close proximity to, Doral.

Policy 8.3.5 8.3.6: Work with area businesses to identify any educational needs they have and develop strategies to help meet them.

Objective 8.4: School Location and Accessibility - Locate and design new schools and improve existing educational facilities to increase accessibility and safety for residents and children, while protecting neighborhoods and promoting, when feasible, collocation of community facilities.

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

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

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

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

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

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

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

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



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

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

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

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

Objective 8.5: School Overcrowding - Promote the reduction of overcrowding which currently exists in the Miami-Dade County Public Schools, while striving to attain an optimum level of service pursuant to Objective 8.2.

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

Objective 8.6: Public School Impacts - Schools shall be encouraged in or near residential neighborhoods whenever possible and to coordinate with Miami-Dade

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

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

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

Objective 8.7: Impact Fee Transparency & Accountability - Ensure that school impact fees are administered fairly, transparently, and consistent with State law.

Policy 8.7.1: The City shall maintain publicly accessible records of all school-related impact fees collected, credited, and expended.

Policy 8.7.2: Impact fee credits shall retain their original value regardless of future increases in fee rates.

Policy 8.7.3: The City may waive or exempt school impact fees for affordable housing developments consistent with §163.31801, F.S., without repayment requirements.



9. INTERGOVERNMENTAL COORDINATION

★ GOALS, OBJECTIVES, AND POLICIES

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

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

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

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

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

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

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

Policy 9.1.5: The City Manager, or a designee, shall prepare and review an annual monitoring report evaluating level-of-service standards and the effectiveness of intergovernmental coordination mechanisms. ~~The report shall be shared with affected entities to support coordinated planning and service provision. the annual level-of-service monitoring report produced by the concurrency management system. The purpose of this report is to provide the affected entities with information in order to evaluate and coordinate level-of-service standards.~~

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

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

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

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

Policy 9.1.10: The City's Comprehensive Plan will be consistent, where feasible, with the State Comprehensive Plan (Chapter 187, F.S.) ~~of Florida Strategic Plan, the South Florida Strategic Regional Policy Plan, the Miami-Dade County Comprehensive Development Master Plan, the Comprehensive Plans of adjacent local governments, applicable regional water supply plan(s), and applicable campus master plans pursuant to F.S. 1013.30.~~

Policy 9.1.11: Continue to coordinate with the Miami-Dade County Public Schools School Board ~~School Board~~ to implement



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the Interlocal Agreement for Public School Facility Planning in Miami-Dade County between the City and the School Board, including school concurrency management, shared use of facilities, and coordinated planning of educational and supporting infrastructure. The agreement addresses the following issues:

- a. Joint meetings on a semi-annual basis between the City and the School Board to discuss issues and formulate recommendations regarding public education in the School District;
- b. Student enrollment and population projections;
- c. Coordination and sharing of information;
- d. Periodic review of the Educational Facilities Impact Fee Ordinance to ensure that the full eligible capital costs associated with the development of public-school capacity are identified when updating the impact fee structure;
- e. Annual reporting by the City to the School Board of growth and development trends in the City;
- f. Traffic circulation in and around school sites;
- g. Supporting infrastructure;
- h. Public education facilities site plan review;
- i. Local Planning Agency, Comprehensive Plan amendments, rezonings, and development approvals;
- j. Collocation and shared use;
- k. Dispute resolution;
- l. Oversight process; and
- m. School site selection, significant renovations, and potential school closures.

Policy 9.1.12: Coordinate with Miami-Dade County Public Schools regarding student enrollment projections, school attendance boundaries, school capacity planning, and the implementation of school concurrency. Coordinate with the Miami-Dade County School Board on enrollment boundaries.

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

- a. Impacts of development proposed in the Comprehensive Plan on Miami-Dade County, adjacent cities, the region, the state, and any other governmental entity.
- b. Land development activities adjacent to the City's corporate limits within Miami-Dade County or nearby cities.
- c. Regulatory framework and implementation of workforce housing programs.
- d. City land development activities adjacent to the unincorporated area of the County or nearby cities.
- e. Potential annexation issues.
- f. Area-wide drainage and stormwater management master plan, proposed improvements, and implementing programs.
- g. Solid waste disposal, including development of new landfill facilities, recycling resources, and other improvements.
- h. Managing level-of-service impacts of new development on major transportation linkages and critical intersections impacting the City and adjacent areas.
- i. Level-of-service standards for transportation and



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infrastructure systems impacting the City and adjacent areas.

- j. Conservation of natural and historical resources.
- k. Noise and other adverse impacts on Doral from aircraft operations associated with the Miami International Airport.
- l. Regional road and transit improvements that significantly alter or otherwise impact existing transportation patterns and congestion in the City.
- m. Impacts of rock mining on the quality of life of residents.
- n. Communication with the Southern Command regarding rights-of-way issues as they arise.

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

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

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

Policy 9.1.17: Work with Miami-Dade County and adjacent municipalities to establish joint procedures for the siting

of facilities with county-wide significance, including locally unwanted land uses, such as solid waste disposal facilities. Such procedures may include conflict resolution, community workshops, and staff coordination meetings.

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

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

Evaluation Measure: City participation in regional transportation planning activities.

Policy 9.2.1: Work with the Florida Department of Transportation, Florida's Turnpike Enterprise, the Miami-Dade Transportation Planning Organization, and Miami-Dade County (including the Department of Transportation and Public Works) to promote multimodal transportation plans and programs that enhance mobility, accessibility, and connectivity within and serving the City. Work with FDOT, the Florida Turnpike Authority, Miami-Dade County MPO, and Miami-Dade County (including Miami-Dade County Transit), to promote multi-modal transportation plans and programs to adequately provide future road and transit capacity for the City.

Policy 9.2.2: Participate in bicycle and pedestrian planning programs of the Miami-Dade Transportation Planning Organization and the Florida Department of Transportation District 6. Participate in pedestrian and bicycle planning programs of the Miami-Dade County MPO and District VI of the FDOT.

Policy 9.2.3: Support Miami-Dade County in efforts to enhance existing transit services, including improved service



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frequency, expanded accessibility, and integration with pedestrian, bicycle, and other multimodal transportation networks. Support Miami-Dade County in efforts to improve existing transit systems, including expanded routes and increased frequency of service:

Objective 9.3: Communicate Doral's Plans - Ensure that the impact of Doral's plans and programs in the Comprehensive Plan are fully communicated and considered through coordination mechanisms with adjacent communities, Miami-Dade County, the region and the State.

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

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

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

Policy 9.3.2: The City Manager, or designee, shall serve as liaison to transmit information regarding proposed comprehensive plan amendments, rezonings, and development applications that may affect adjacent municipalities, Miami-Dade County, regional agencies, or State resources. The City Manager, or his/her designee, shall

be the designated liaison to disseminate information on proposed Comprehensive Plan amendments, which affect adjacent communities, Miami-Dade County, and regional and State resources:

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

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

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



★ GOALS, OBJECTIVES, AND POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- ★ Protection of public health, safety and welfare;
- ★ Fulfills the City's legal commitment to provide facilities and services;
- ★ Corrects existing deficiencies;
- ★ Maintains adopted levels of service;



- ☀ Provides for the most efficient and effective use of existing and/or future facilities;
- ☀ Provides new capacity to accommodate future growth consistent with this Plan;
- ☀ Prevents or reduces future improvement costs; and
- ☀ Promotes cost-effective use of time and revenue.

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

- ☀ Adjust the schedule by removing projects, which have the lowest priority.
- ☀ Delay projects until adequate funding can be secured.
- ☀ Do not issue development orders that would continue to cause a deficiency on the public facility's adopted LOS standards.
- ☀ Pursue alternative funding sources.

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

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

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

Policy 10.2.9: Assess new development a pro rata share of the public facility costs necessary to accommodate the

impacts of new development at the adopted levels-of-service through the enforcement of existing public facility funding mechanisms and impact fees. Public facilities include potable water, sanitary sewer, solid waste, drainage, parks and roadways.

Objective 10.3: Debt Management - Develop and implement a debt management program to assist the City in providing adequate and timely revenues for scheduled capital improvements.

Evaluation Measure: Record of utilization of standards regarding debt.

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

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

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

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

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

Policy 10.3.6: Debt payment shall not exceed the anticipated useful life of an improvement and, in no case, shall exceed thirty years.

Objective 10.4: Levels of Service Standards and Concurrency Management - Base decisions regarding the issuance of development orders or permits, in part, on the availability of infrastructure facilities and essential services which meet the adopted Level-of-Service (LOS) standards



concurrent with the impacts of the development as measured by the adopted Concurrency Management System, and require new development to pay a proportionate cost of facility improvements to maintain the LOS standards.

Evaluation Measure: Number of capital improvements built to meet adopted levels of service.

Policy 10.4.1: As indicated in the applicable Elements of this Plan, the City of Doral has adopted the minimum LOS standards shown in Table 10.1:

TABLE 10.1: RECOMMENDED LEVEL OF SERVICE (LOS) STANDARDS FOR THE CITY OF DORAL

| PUBLIC FACILITY | LEVEL OF SERVICE STANDARD |
|-----------------------------|---|
| Potable Water ^a | <p>Regional Treatment - The regional treatment system shall operate with a rated capacity no less than two percent above the maximum daily flow for the preceding year.</p> <p>User LOS - The system shall maintain the capacity to produce and deliver 118126.82 gallons per capita per day.</p> <p>Water Quality - Water quality shall meet all federal, state, and county standards for potable water.</p> <p>Water Flow - Water supply and distribution mains must assure adequate flow for Miami Dade County Fire/Rescue and consumer needs. Miami-Dade County requires water pressure between 20 and 100 pounds per square inch (psi) to be delivered to user with a schedule of minimum fire flows based upon land uses served.</p> |
| Sanitary Sewer ^a | 100 gallons/capita/day |
| Stormwater Drainage | <p>Water Quality Standard - Stormwater management facilities shall be designed, permitted, and constructed in accordance with the Environmental Resource Permit (ERP) requirements of the South Florida Water Management District and Chapter 62-330, Florida Administrative Code, and shall meet applicable state surface water quality standards established in Chapter 62-302, Florida Administrative Code. Stormwater facilities shall meet the design and performance standards established in Chapter 62-25, Rule 25.025, Florida Administration Code (FAC), with treatment of the runoff from the first one inch of rainfall onsite to meet the water quality standards required by Chapter 62-302, Rule 862-302.500, FAC.</p> <p>Water Quantity Standard - Where two or more standards impact a specific development, the most restrictive standard shall apply:</p> <ul style="list-style-type: none"> • Post-development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with 24-hour duration. • Treatment of the runoff from the first one inch of rainfall onsite or the first 0.5 inch of runoff from impervious areas, whichever is greater. <p>Flooding Standard - During the 10-year return design storm event, flooding of minor arterials should be below the crown of the roadway.</p> |



10. CAPITAL IMPROVEMENTS

| PUBLIC FACILITY | LEVEL OF SERVICE STANDARD |
|--|--|
| Solid Waste ^a . | 9.4 pounds/capita/day and maintain solid waste disposal capacity sufficient to accommodate waste flows committed to the system through long-term interlocal agreements or contracts along with anticipated non-committed waste flows for a period of Five-Years. |
| Recreation/Open Space | <p>The City shall maintain and enhance its a park level-of-service standard of <u>3.25 acres of public park land per 1,000 residents</u>, as follows:</p> <ul style="list-style-type: none"> • 2012-2014: 3.75 acres of developed park land per 1,000 residents. • 2015-2020: 4.25 acres of improved park land per 1,000 residents. • 2020-2025: 4.50 acres improved park land per 1,000 residents. |
| Transportation: FIHS Roadways | <p><u>Operations on Florida Intrastate Highway System (FIHS) roadways shall be monitored and coordinated with the Florida Department of Transportation. The City shall not require capacity improvements to FIHS facilities as a condition of development approval.</u></p> <p>All Florida Intrastate Highway System (FIHS) roadways must operate at LOS D or better (at peak hour), except where 1) exclusive through lanes exist, roadways may operate LOS E (at peak hour); or 2) such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's roadways may operate at LOS E (at peak hour). Constrained or backlogged limited access controlled access FIHS roadways operating below the foregoing minimums must be managed to not cause significant deterioration.</p> |
| Transportation: County Roadways with the Urban Development Boundary (UDB), but Outside the Urban Infill Area (UIA) | <p><u>Operations on major County roadways shall be coordinated with Miami-Dade County consistent with the Comprehensive Development Master Plan. Transportation impacts shall be addressed through proportionate share mitigation or multimodal mobility improvements consistent with State law.</u></p> <p>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, the 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.</p> |
| Transportation: City Streets | The minimum acceptable average daily and peak period operating level of service for all City streets within the City of Doral shall be Level of Service D. |
| Public Schools ^b . | 100% utilization of Florida Inventory of School Houses (FISH) capacity (with relocatable classrooms.) |

Notes: ^a These public facilities and services are provided by Miami-Dade County and are subject to the level of service standards established in the Miami-Dade County Comprehensive Development Master Plan (CDMP). The City of Doral will adopt these same levels of service standards to be consistent with the CDMP, as amended.

^b The level of service standard for public schools is established by the Miami-Dade County Public School District.



Policy 10.4.2: Monitor and ensure adherence to the adopted level of service standards and the availability of public facility capacity using the following Concurrency Management System:

Sanitary Sewer, Solid Waste, Drainage and Potable Water:

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

- ✦ The development order includes a condition that at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or
- ✦ The necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Sections 163.3220-163.3242, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent.

Parks & Recreation: Acreage for recreation and open space facilities needed to support development at the adopted LOS standard shall be provided through land dedication, facility construction, fee payment, or other proportionate mitigation. Such improvements or commitments shall occur prior to the issuance of a certificate of occupancy or its functional equivalent, or as otherwise provided in an enforceable development agreement consistent with Sections 163.3180 and 163.3220-163.3243, Florida Statutes, must be dedicated or acquired by the City prior to the issuance of a certificate of occupancy. Alternatively, funds in the amount of the developer's fair share shall be committed no later than the issuance of a development order. The necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent.

Transportation: Transportation facilities serving new development shall be addressed through coordination with the adopted Five-Year Schedule of Capital Improvements and through proportionate share or multimodal mobility improvements consistent with State law. Development approval shall not be conditioned on the availability of roadway capacity at a specific level of service.

Transportation improvements may be provided through one or more of the following mechanisms:

- ✦ Operational or multimodal improvements constructed by the developer;
- ✦ Financial contributions or proportionate share mitigation toward planned improvements in the Capital Improvements Program; or
- ✦ Binding agreements, including development agreements pursuant to Sections 163.3220-163.3243, Florida Statutes, or agreements or development orders issued pursuant to Chapter 380, Florida Statutes, to implement mobility improvements. Prior to the issuance of any development order for new development or redevelopment, transportation public facilities needed to support the development at adopted LOS standards must meet one of the following timing requirements:
 - ✦ The necessary facilities and services are in place or under construction; or
 - ✦ The development order includes the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted Five-Year Schedule of Capital Improvements.
 - ✦ The necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual



construction no more than three years after the issuance of a certificate of occupancy or its functional equivalent; or

- * The necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S.; or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent.

Public Schools: The provision of public educational facilities is the responsibility of Miami-Dade County Public Schools. The School District's annually adopted Five-Year Educational Facilities Work Program, as amended, is incorporated by reference for planning and coordination purposes and serves as the basis for evaluating school capacity and concurrency within the City. The City shall coordinate with Miami-Dade County Public Schools pursuant to the Interlocal Agreement for Public School Facility Planning during review of comprehensive plan amendments and development applications. Development review and proportionate share mitigation shall be conducted consistent with the Interlocal Agreement and Chapter 163, Florida Statutes, and the City shall participate in the Staff Working Group to ensure adequate school capacity is planned and maintained. Capital improvements associate with the construction of educational facilities are the responsibility of the Miami-Dade County Public Schools. Those capital improvements for educational facilities, as listed in the Miami-Dade County Public Schools Facilities Work Program dated September 2008 and adopted by the Miami-Dade School Board, are incorporated by reference into the Capital Improvement Element. Public schools within Doral's CSA, or that influence Doral's CSA, as planned in the Miami-Dade County Public Schools Facility Work Program are hereby incorporated into the City's 5-year Schedule of Capital Improvements by reference. The City and Miami-Dade County Public Schools will coordinate their planning efforts prior to and during the City's Comprehensive Land Use Plan amendment process, and during updates to the Miami-Dade County Public Schools Facilities Work Program. The Miami-Dade County

Public Schools Facilities Work Program will be evaluated on an annual basis to ensure that the level of service standards will continue to be achieved and maintained throughout the planning period.

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

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

- * Beginning January 1, 2008, the adopted level of service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) Capacity (with relocatable classrooms). This LOS standard shall be applicable in each public school concurrency service area (CSA) defined as the public school attendance boundary established by the Miami-Dade County Public Schools.
- * The adopted LOS standard for Magnet Schools is 100% of FISH (with relocatable classrooms) which shall be calculated on a district-wide basis.
- * It is the goal of Miami-Dade County Public Schools and the City of Doral for all public school facilities to achieve 100% utilization of Permanent FISH (No Relocatable Classrooms) capacity by January 1, 2018. To help achieve



the desired 100%) utilization of Permanent FISH by 2018; Miami-Dade County Public Schools should continue to decrease the number of relocatable classrooms over time. Public school facilities that achieve 100% utilization of Permanent FISH capacity should, to the extent possible, no longer utilize relocatable classrooms, except as an operational solution.

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

- a. The development's impact can be shifted to one or more contiguous CSAs that have available capacity and is located, either in whole or in part, within the same Educational Impact Fee Benefit District as the proposed development; or
- b. The development's impact is mitigated, proportionate to the demand for public school schools it created, through a combination of one or more appropriate proportionate share mitigation options, as defined in Section 163.3180 (13)(e)1, Florida Statutes. The intent of these options is to provide for the mitigation of residential development impacts on public school facilities, guaranteed by a legal binding agreement, through mechanisms that include, one or more of the following: contribution of land; the construction, expansion, or payment for land acquisition or construction of a permanent public school facility; or, the creation of a mitigation bank based on the construction of a permanent public school facility in exchange for the right to sell capacity credits. The proportionate share mitigation agreement is subject to approval by Miami-Dade County School Board, City of Doral and the Miami-Dade County Board of County Commission and must be identified in the Miami-Dade County Public Schools Facility Work Program;
- c. The development's impacts are phased to occur when sufficient capacity will be available;

d. The development's impacts are mitigated by the establishment of a charter school so as long as charter schools are recognized as part of the Interlocal Agreement. Subject to the following conditions:

- a. The Miami-Dade County School District shall cosponsor the charter school.
- b. The City shall be involved with the creation and/or operation of the charter school in some fashion.
- c. In the event the charter school terminates, the land and building shall revert to the City to be used for educational purposes.

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

Policy 10.4.3: Manage and improve the City's concurrency monitoring system, as part of the Land Development Code, to:

- ☀ Determine whether necessary facilities identified within the City's Capital Improvements Element, including potable water, sanitary sewer, solid waste, stormwater management, recreation and open space, and transportation are being constructed in accordance with the Schedule of Capital Improvements, as amended.
- ☀ Annually update existing level of service, committed capacity as defined in the Land Development Code, and facility needs to maintain adopted Levels of Service prior to and in conjunction with the annual update of the City's Capital Improvements Element and Capital Improvement Program, and preparation of the Annual Budget.

Policy 10.4.4: Public facilities and services, other than transportation facilities, must meet or exceed the adopted LOS standards established in this Element of the Comprehensive Plan. Public facilities must be available at



the adopted LOS standards when needed for development, consistent with Section 163.3180, F.S. If facilities are not available at the time of approval, development orders or permits are to be conditioned upon the availability of public facilities and services, or the necessary facilities must be guaranteed either in an enforceable development agreement adopted pursuant to Sections 163.3220-163.3243 Chapter 163, F.S. or in a development order issued pursuant to Chapter 380, F.S.

Policy 10.4.5: Evaluate proposed Plan amendments and requests for new development or redevelopment according to the following guidelines:

- ☀ Will the action contribute to a condition of public hazard as described in the Infrastructure Element?
- ☀ Will the action exacerbate any existing public facility capacity deficiency, as described in the Transportation, Infrastructure, or Recreation and Open Space Elements?

- ☀ Will the action generate public facility demands that may be accommodated by capacity increases, which will maintain adopted level-of-service standards either planned in the Five-Year Schedule of Capital Improvements or by developer commitment?
- ☀ Is the action consistent with the goals, objectives and policies of the Future Land Use Element, including the Future Land Use Map?
- ☀ If the City provides public facilities, in part or whole, is the action financially feasible pursuant to this Element?

Capital improvements associated with the construction of educational facilities are the responsibility of the Miami-Dade County Public Schools. Those capital improvements for educational facilities, as listed in the Miami-Dade County Public Schools Facilities Work Program 2024-2025 ~~2010-2011~~ and adopted by the Miami- Dade School Board, are incorporated by reference into the Capital Improvement Element and 5-year Schedule of Capital Improvements.



A. SCHEDULE OF CAPITAL IMPROVEMENTS

The following Schedule of Capital Improvements (SCI) is the mechanism by which the City of Doral can effectively stage the timing, location, projected cost, and revenue sources for the capital improvements derived from the other comprehensive plan elements, in support of the Future Land Use Element. The Five-Year Schedule of Improvements together with the Annual Budget Report are used to document the economic feasibility of the City’s Comprehensive Plan.

Financial Feasibility Analysis

The data and analysis presented herein shows level of service (LOS) needs in transportation, parks and recreation, and stormwater management. Tables 14 and 15 below show the projected 5-year revenues and planned project expenditures for capital improvements in the City.

2025-2030 ~~2023-2027~~ Schedule of Capital Improvements

The proposed Schedule of Capital Improvements (SCI) in Table 16 is intended to address the maintenance and improvement of public facilities including transportation, stormwater/drainage and parks in FY 2025-2030 ~~2023-2027~~.

TABLE 14: PROJECTED REVENUES FOR CAPACITY-RELATED PROJECTS BY FUNDING SOURCE

| Project Location | FY2025/26 (in \$\$s) | FY2026/27 (in \$\$s) | FY2027/28 (in \$\$s) | FY2028/29 (in \$\$s) | FY2029/30 (in \$\$s) |
|--|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| City-Funded Projects | | | | | |
| Stormwater Master Plan Improvements (Various Locations) | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 |
| NW 78th Av (12th St – 15th St) | ---- | ---- | 400,000 | ---- | ---- |
| 88th Av (13th Terr – 15th St) | ---- | ---- | ---- | 450,000 | ---- |
| 115th Av (34th Ave- Doral Blvd) | ---- | ---- | ---- | ---- | 700,000 |
| TOTALS | 1,000,000 | 1,000,000 | 1,400,000 | 1,450,000 | 1,700,000 |

Source: City of Doral Public Works Department. July 2025.

| FUNDING SOURCES | FY-2022/23- (in \$\$s) | FY-2023/24- (in \$\$s) | FY-2024/25- (in \$\$s) | FY-2025/26- (in \$\$s) | FY-2026/27- (in \$\$s) | 5-YEAR TOTAL FY- 2023-2027- (in \$\$s) |
|----------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|--|
| Park Impact Fee Fund | 260,000 | 265,200 | 270,504 | 275,914 | 281,432 | 1,353,050 |
| 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 | 36,421,735 |

Source: City of Doral, July 2022.



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TABLE 15: PROJECTED 5-YEAR EXPENDITURES FOR CAPITAL IMPROVEMENTS BY TYPE

| PROJECT TYPE | FY 2025/26 | FY 2026/27 | FY 2027/28 | FY 2028/29 | FY 2029/30 | 5-YR TOTAL COST |
|-----------------------------|---------------------|---------------------|---------------------|--------------------|---------------------|----------------------|
| City-Funded Projects | | | | | | |
| Parks | \$612,000 | \$388,000 | \$823,000 | \$1,628,500 | \$2,635,500 | \$6,087,000 |
| 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 | \$13,250,000 | \$45,000,000 | \$20,000,000 | \$0 | \$0 | \$78,250,000 |
| TOTALS | \$16,562,000 | \$54,138,000 | \$28,673,000 | \$8,728,500 | \$11,785,500 | \$119,887,000 |

Source: City of Doral Public Works, Parks and Recreation, and Capital Improvements Departments, July 2025.
 * Does not include Parks Bond projects; includes funding from the General Fund and Park Impact fees.

| Project Type | FY-2022/23 (in \$\$\$s) | FY-2023/24 (in \$\$\$s) | FY-2024/25 (in \$\$\$s) | FY-2025/26 (in \$\$\$s) | FY-2026/27 (in \$\$\$s) | 5-YEAR TOTAL FY-2023-2027 (in \$\$\$s) |
|-----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|--|
| City-Funded Projects | | | | | | |
| Parks* | 486,500 | 105,000 | 145,000 | 640,000 | 4,060,000 | 5,436,500 |
| Stormwater / Drainage | 1,000,000 | 400,000 | 1,000,000 | 775,000 | 1,000,000 | 4,175,000 |
| Transportation | 1,100,000 | 4,050,000 | 6,000,000 | 6,300,000 | 3,100,000 | 20,550,000 |
| TOTALS | 2,586,500 | 4,555,000 | 7,145,000 | 7,715,000 | 8,160,000 | 30,161,500 |

Source: City of Doral Public Works and Parks Departments, July 2022.
 * Does not include Parks Bond projects; includes funding from the General Fund and Park Impact fees.

Revenue projections for capital projects (by type) to be funded by Doral are presented in Table 14. Table 15 summarizes the proposed expenditures for parks, stormwater/drainage and transportation based on the Schedule of Capital Improvements for FY 2025-2030 2023-2027.

An analysis of the projected revenues and planned capital expenditure indicates that the overall City capital project expenditure will exceed revenues by an estimated \$ 83,465,265 over the next five (5) years. The City is projected to accumulate \$36,421,735 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 \$119,887,000 in capital improvement projects over the planning period.

An analysis of the projected revenues and planned capital expenditures indicate that overall City capital project revenues will exceed costs by an estimated \$6.2 million over the next five (5) years. The City is projected to accumulate \$36.4 million 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 30.2 million in capital improvement projects over the planning period.



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TABLE 16: DORAL'S SCHEDULE OF CAPITAL IMPROVEMENTS ~~2025-2030~~ 2022/23 – 2026/27

| PROJECT LOCATION | TYPE OF WORK | FY 2025-26 | FY 2026-27 | FY 2027-28 | FY 2028-29 | FY 2029-30 | TOTAL COST | FUND 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. NW 90 Street (Vacant Land Section 7) | Roadway Widening | \$0 | \$0 | \$0 | \$400,000 | \$0 | \$400,000 | TF |
| 6. NW 104 Ave. (69- 70 St.) | Roadway Widening | \$0 | \$0 | \$400,000 | \$0 | \$0 | \$400,000 | TF |
| 7. Citywide (Bus Shelters) | Transit Mobility & Infrastructure | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$500,000 | TF |
| 8. NW 114 Avenue (34 St- 39 St) | Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$1,500,000 | \$1,500,000 | SWF, TF |
| 9. NW 34 Street (17 Ave- 112 Ave) | Roadway Improvements | \$0 | \$0 | \$0 | \$1,500,000 | \$0 | \$1,500,000 | SWF, TF |
| 10. 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 |
| 11. NW 99 Avenue, NW 102 Avenue, NW 66 Street | Roadway Improvements | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 | TF, PTP |
| 12. Intersection Improvements - Citywide | Roadway Improvements | \$0 | \$0 | \$100,000 | \$0 | \$100,000 | \$200,000 | TF |
| 13. Do Not Block Box Intersections | Roadway Improvements | \$0 | \$0 | \$100,000 | \$0 | \$100,000 | \$200,000 | TF |



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| PROJECT LOCATION | TYPE OF WORK | FY 2025-26 | FY 2026-27 | FY 2027-28 | FY 2028-29 | FY 2029-30 | TOTAL COST | FUND SOURCE |
|---|----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|------------------|
| 14. FPL Underground | Roadway Improvements | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$600,000 | TF |
| 15. NW 33 Street (NW 79- 82 Ave) Reconstruct | Roadway Improvements | \$0 | \$0 | \$1,500,000 | \$0 | \$0 | \$1,500,000 | SWF, TF |
| 16. 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 |
| 17. 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 | | \$1,700,000 | \$7,750,000 | \$6,450,000 | \$5,650,000 | \$7,450,000 | \$29,000,000 | |
| CITY PARKS PROJECTS* | | | | | | | | |
| 1. Parks Projects | Citywide park & recreation | \$612,000 | \$388,000 | \$823,000 | \$1,628,500 | \$2,635,500 | \$6,087,000 | PIF; GF |
| 2. Flightway – Public Works Retention Park | Park construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | Private Funding |
| Parks Cost Subtotal | | \$612,000 | \$388,000 | \$823,000 | \$1,628,500 | \$2,635,500 | \$6,087,000 | |
| 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 Ter – 15th St) | Stormwater Improvements | \$0 | \$0 | \$0 | \$450,000 | \$0 | \$450,000 | SWF |
| 4. 115th Av (31st Ave – Doral Blvd) | Stormwater Improvements | \$0 | \$0 | \$0 | \$0 | \$700,000 | \$700,000 | SWF |



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| PROJECT LOCATION | TYPE OF WORK | FY 2025-26 | FY 2026-27 | FY 2027-28 | FY 2028-29 | FY 2029-30 | TOTAL COST | FUND SOURCE |
|--------------------------------------|-----------------------|---------------------|---------------------|---------------------|--------------------|---------------------|----------------------|-------------|
| 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 | \$5,150,000 | \$25,000,000 | \$0 | \$0 | \$0 | \$30,150,000 | GF |
| 2. New Police Headquarters | Facility Construction | \$8,100,000 | \$20,000,000 | \$20,000,000 | \$0 | \$0 | \$48,100,000 | GF |
| Facilities Cost Subtotal | | \$13,250,000 | \$45,000,000 | \$20,000,000 | \$0 | \$0 | \$78,250,000 | |
| TOTAL CITY CAPITAL COST | | \$16,562,000 | \$54,138,000 | \$28,673,000 | \$8,728,500 | \$11,785,500 | \$119,887,000 | |

| PROJECTS / LOCATION | TYPE OF WORK | FY-2022-23 (in \$\$\$) | FY-2023-24 (in \$\$\$) | FY-2024-25 (in \$\$\$) | FY-2025-26 (in \$\$\$) | FY-2026-27 (in \$\$\$) | TOTAL COST FY 2023-2027 | FUNDING SOURCE |
|--|-----------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-------------------|
| TRANSPORTATION PROJECTS* | | | | | | | | |
| 1. Citywide (Milling and Resurfacing / Restriping) | Roadway Maintenance | 100,000 | 300,000 | 0 | 300,000 | 0 | 700,000 | PTP, TF |
| 2. Landmark Community Complete Streets | Traffic Calming Improvements | 500,000 | 0 | 0 | 0 | 0 | 500,000 | TF |
| 3. Citywide Traffic Calming | Traffic Calming Improvements | 0 | 150,000 | 150,000 | 0 | 150,000 | 450,000 | TF |
| 4. NW 90th St (Vacant Land Section 7) | Roadway Widening | 0 | 0 | 0 | 0 | 250,000 | 250,000 | TF |
| 5. NW 104th Av (69-70 St) | Roadway Widening | 0 | 0 | 0 | 0 | 250,000 | 250,000 | TF |
| 6. NW 102nd Av (76 St. to 86 St) | Roadway Widening | 0 | 0 | 0 | 2,000,000 | 0 | 2,000,000 | SWF, TF |
| 7. Citywide Bus Shelters | Transit Mobility & Infrastructure | 500,000 | 0 | 250,000 | 0 | 250,000 | 1,000,000 | TF |



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| PROJECTS / LOCATION | TYPE OF WORK | FY-2022-23 (in \$\$s) | FY-2023-24 (in \$\$s) | FY-2024-25 (in \$\$s) | FY-2025-26 (in \$\$s) | FY-2026-27 (in \$\$s) | TOTAL COST FY 2023-2027 | FUNDING SOURCE |
|---|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---------------------|
| 8. NW 114 Av (34 – 39 St) | Roadway Improvements | 0 | 1,500,000 | 0 | 0 | 0 | 1,500,000 | SWF, TF |
| 9. NW 34th St (117 Av – 112 Av) | Roadway Improvements | 0 | 0 | 1,500,000 | 0 | 0 | 1,500,000 | SWF, TF |
| 10. NW 117 Av (NW 25 St – NW — 34 St) | Roadway Improvements | 0 | 0 | 0 | 1,800,000 | 0 | 1,800,000 | SWF, TF |
| 11. Intersection Improvements– Citywide | Roadway Improvements | 0 | 100,000 | 0 | 100,000 | 0 | 200,000 | TF |
| 12. Do Not Block Intersections | Roadway Improvements | 0 | 0 | 0 | 100,000 | 0 | 100,000 | TF |
| 13. FPL Underground Power Lines | Roadway Improvements | 0 | 0 | 600,000 | 0 | 200,000 | 800,000 | TF |
| 14. NW 33 St (NW 79 Av – 82nd Av) | Roadway Reconstruction | 0 | 0 | 1,500,000 | 0 | 0 | 1,500,000 | SWF, TF |
| 15. Improvements Identified in- 2023 Transportation Master- Plan Update | Roadway Improvements | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 | SWF, TF, GF, PTP |
| 16. Doral Arts District | Complete Streets | 0 | 2,000,000 | 2,000,000 | 2,000,000 | 0 | 6,000,000 | TF, SWF, GF, PTP |
| 5-Year Transportation Cost Sub Total | | 1,100,000 | 4,050,000 | 6,000,000 | 6,300,000 | 3,100,000 | 20,550,000 | |
| CITY PARKS PROJECTS** | | | | | | | | |
| 1. Parks Projects | Citywide park and recreation- projects | 486,500 | 105,000 | 145,000 | 640,000 | 4,060,000 | 5,436,500 | PIF; GF |
| 2. Flightway- Public Works- Retention Park | Park construction | 0 | 0 | 0 | 0 | 0 | 0 | Private Funding |
| Parks Cost Subtotal | | 0 | 0 | 0 | 0 | 0 | 0 | |



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| PROJECTS / LOCATION | TYPE OF WORK | FY 2022-23 (in \$\$\$s) | FY 2023-24 (in \$\$\$s) | FY 2024-25 (in \$\$\$s) | FY 2025-26 (in \$\$\$s) | FY 2026-27 (in \$\$\$s) | TOTAL COST FY 2023-2027 | FUNDING SOURCE |
|--|-------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-------------------|
| CITY STORMWATER PROJECTS* | | | | | | | | |
| 1. Stormwater Master Plan Improvements | Stormwater Improvements | 1,000,000 | 0 | 1,000,000 | 0 | 1,000,000 | 3,000,000 | SWF |
| 2. NW 78th Av (12th St – 15th St) | Stormwater Improvements | 0 | 400,000 | 0 | 0 | 0 | 400,000 | SWF |
| 3. NW 88th Av (13th Terr – 15th St) | Stormwater Improvements | | | | 175,000 | 0 | 175,000 | SWF |
| 4. 115th Av (31st nd Av- Doral Blvd) | Stormwater Improvements | | | | 600,000 | 0 | 600,000 | SWF |
| Stormwater Cost Sub Total | | 1,000,000 | 400,000 | 1,000,000 | 775,000 | 1,000,000 | 4,175,000 | |
| TOTAL CITY CAPITAL COST | | 2,100,000 | 2,450,000 | 5,000,000 | 5,075,000 | 4,100,000 | 24,161,500 | |

* Source: City of Doral Public Works Dept., July 2022.

** Source: City of Doral Parks Dept., July 2022. Park costs do not include projects funded by the Parks Bond.

Table Key:

TF: Transportation Fund

SWF: Stormwater Fund

PIF: Park Impact Fees

GF: General Fund

SG: State Appropriation for Stormwater Improvements

PTP: Peoples Transportation Fund (CITF)



MONITORING AND EVALUATION

Concurrency Management System and Public Facility Monitoring

The City of Doral has established a Concurrency Management System (CMS) that ensures the availability and sufficiency of public facilities and services at the time that the impacts of development occur and provides a program to prevent a reduction in the levels of service (LOS) below the adopted LOS standards. Furthermore it assures the proper timing, location and design of supportive urban service systems concurrent with the impacts of new development. The following benefits may also be realized with the adoption of a CMS:

- ☀ Support consistency of the Capital Improvements Element with the Future Land Use Element;
- ☀ Provide for the orderly and cost-effective expansion of public facilities;
- ☀ Supplement capital improvements expenditures and taxing structures for capital improvements; and
- ☀ Reduce the possibility of damage to the environment from the use of overburdened facilities.

The Concurrency Management System, which is incorporated in the Land Use Element and Capital Improvement Element, includes guidelines for interpreting and applying LOS standards to applications for development orders and development permits. It also establishes development review procedures in the City's Land Development Code that may make development approval contingent on the City's ability to provide facilities and services or may require that the developer provide facilities and services in order to maintain adopted LOS standards. Petitioners must supply public facility impact information with their development applications. City staff then reviews and verifies the project information, comparing it with public facility capacity data and anticipated committed development impacts to ensure that adopted LOS standards will be maintained if the

development application is approved. If LOS will not be maintained, the petition is denied unless the applicant the applicant has presents revised plans demonstrating that the new development shall:

- ☀ Be serviced with all requisite public facilities concurrent with the impacts of development;
- ☀ Provide LOS for all requisite facilities which is compliant with the City's adopted LOS standards; and
- ☀ Shall not cause a reduction of levels of service for existing infrastructure below minimum adopted thresholds.

Plan Monitoring, Evaluation and Appraisal Process

The continuous monitoring and evaluation of the City's Comprehensive Plan is an important implementation phase of the City's planning process because it ensures the integrity and effectiveness of the Plan. The monitoring and evaluation phase should be an on-going process leading to the Evaluation and Appraisal Report (EAR) consistent with Section 163.3191, Florida Statutes. Section 163.3191(1)(a), Florida Statutes, the adopted comprehensive plan shall be evaluated at least once every seven (7) years and updated as necessary to respond to changes in state, regional, and local planning policies, changing conditions and trends, to ensure effective intergovernmental coordination, and to identify major issues regarding the community's achievement of its goals. ~~requires that "adopted comprehensive plan be reviewed through the EAR process once every seven (7) years to respond to changes in state, regional and local policies on planning and growth management and changing conditions and trends, to ensure effective intergovernmental coordination, and to identify major issues regarding the community's achievement of its goals."~~ As part of the EAR process, the City will perform a comprehensive evaluation and, as necessary, will update the comprehensive plan goals, objectives and policies (GOPs) and data inventory analysis (DIA) continuously to reflect changes in local conditions. In addition, public participation is built into the entire process to ensure that the GOPs are understood by residences and interested stakeholders and are implemented to further



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the concept of growth management in an environmentally sustainable and cost-effective manner. The EAR and proposed comprehensive plan text amendment(s) and/or future land use amendment(s) will be performed consistent with Section 163.3191, Florida Statutes, ~~Community Planning Act (2011)~~. The comprehensive plan text amendment(s) and/or future land use map amendment(s) will be transmittal to the State Land Planning Agency, ~~Division of Community Development~~ within the Florida Department of Commerce Economic Opportunity (DEO) to be process consistent with the requirements set forth in Section 163.3191, Florida Statutes.



BACKGROUND

The Local Government Comprehensive Planning and Land Development Regulation Act (Ch. 163, Part 2, F.S.) authorized local governments to include an “economic element” as an optional element in their comprehensive plans. The current law [163.3177(7)(j) F.S.] provides a very general description of the economic element: “The comprehensive plan may include the following additional elements...”

(j) An economic element setting forth principles and guidelines for the commercial and industrial development, if any, and the employment and personnel utilization within the area. The element may detail the type of commercial and industrial development sought, correlated to the present and projected employment needs of the area and to other elements of the plans, and may set forth methods by which a balanced and stable economic base will be pursued.

The Act goes on to say that, “All elements of the comprehensive plan, whether mandatory or optional, shall be based upon data appropriate to the element involved.” In addition, an economic element must be consistent with the other elements of the plan and generally conform to a similar format.

As with all Comprehensive Plan elements, there is also a major set of supporting material. These support components are not adopted but still are an integral part of the Economic Element. The Economic Element’s goals, policies and objectives are based on the findings in the 2017 City of Doral Economic Analysis Report II: Strategic Policy Recommendations. The “Data, Analysis and Information” supporting materials are found in the 2017 City of Doral Economic Analysis Report I: Competitive Assessment.

The purpose and intent of the City of Doral’s Economic Element is to expand upon the existing economic strengths the City possesses to take full advantage of new sources of economic growth and to shape policies to respond to challenges and opportunities in an evolving landscape of local economic competitiveness.

The Economic Element is consistent with the other elements of the City’s Comprehensive Plan, including the award-winning

Green Master Plan, and recent revisions to the Future Land Use Element which address the City’s rapid growth, future redevelopment efforts along the major corridors and the potential conversion of industrial lands to non-commercial uses that would erode the economic base of the City.

GOALS, OBJECTIVES AND POLICIES

Goal: Continue to improve, expand and diversify the City’s economy to create quality jobs for residents and help businesses better compete in the regional economy.

Objective 11.1: Maximize economic opportunities for current and future residents through job creation, fostering existing and attracting new businesses and industries, and maintaining an ample supply of economically-generating land uses within the City’s boundaries.

Policy 11.1.1: Facilitate Business Creation, Attraction and Retention through Economic Development Program

The City invests in a program of economic development administered through the Economic Development Division. The Economic Development division plans, organizes, and implements an economic development program to promote the growth and development of the City’s economic base, assists in the retention and expansion of existing businesses, and seeks out new businesses and opportunities for the City. This division builds mutually beneficial relationships and strategic partnerships to help elevate Doral as an international destination for trade and commerce. Goals for the Economic Development program include:

- a. To facilitate business creation, attraction, expansion, retention;
- b. To coordinate the City’s rapid response to project proposals and economic opportunities;
- c. To encourage start-ups, attract new businesses and help existing firms through business outreach, assistance and education programs, activation of strategic partnerships, and the dissemination of reliable economic data and process information;



- d. To be visible and establish relationships with business organizations;
- e. To actively promote the City to the business community through advertising, destination marketing, participation at conferences, presentations to business groups, and a robust program of international relations;
- f. To create partnerships with local, regional, national and international economic development organizations and institutions to further the economic goals of the city;
- g. To host, sponsor or attract workshops, conferences, events, FAMs, trainings and business education activities;
- h. To seek support for city programs and administer outgoing city grants to the educational, non-profit and business communities;
- i. To support and promote Doral's Innovation strategy;
- j. To serve as Staff Liaison for the Economic Development Advisory Board.

Evaluation Measure: Continue to update and expand program information, economic data, business assistance grants and user-friendly tech tools to facilitate business development and growth on the City's 'Businesses' web page.

Policy 11.1.2: Adopt New Growth Objectives and Performance Metrics

Adopting and regularly monitoring clear performance metrics is a feature of all good government. The Doral Economic Performance Metrics Dashboard, an economic development competitiveness framework with internal and public components, will serve as the City's ruler for economic performance. The City will maintain an Economic Development Internal Dashboard to measure the goals

and activities and programs of the Economic Development division, as well as a public information portal on the city's website offering economic data, business assistance and program information, commercial property search capabilities and an avenue for direct communication with staff. Investing in communications platforms and real-time measurement of performance standards will have numerous advantages, including:

- a. Shifting City's economic development policy and program focus from traditional measures of the number of jobs and square feet developed to standards that stress improving the economic health of its businesses and resident families;
- b. The means for measuring the success of the City's Economic Development Strategies;
- c. A guide for future policy and program development, and course corrections as conditions change;
- d. A platform for quickly responding to requests for information from businesses looking to expand or invest in Doral; and
- e. A communication platform to receive reviews, complaints, and information from client businesses in the City.

Policy 11.1.3: Drive New Business Creation with New Accelerator Space

Support the creation of new accelerator space, focusing on target industry clusters through:

- a. Revise local zoning to support and incentivize accelerator spaces in Adaptive Reuse or Innovation Districts through more flexible approved uses, public-private partnerships, parking relief and/or public improvements;
- b. Support training, business education and/or accelerator programs in collaboration with economic development partners, educational



institutions and target industry business associations.

The City of Doral's future job growth and industry mix will increasingly rely on the expansion and creation of its small businesses. The private investment market has determined that Doral is an excellent location for accelerators, as evidenced by its growing segment of co-working spaces and co-working accelerators. As such, the City will develop programs, facilities and incentives to support and drive that growth, which is easier, less costly and lower risk than pursuing large employment generating projects.

Policy 11.1.4: Implement a Legacy Business Acquisition Program

The City of Doral works with economic development partner organizations and the private sector to offer a broad array of free business education and economic development programs, including a Business Valuation Initiative that helps owners plan their exit strategy. A comprehensive "Legacy Business Acquisition Program" will build on this initiative and expand small business ownership opportunities in the City. The City will partner with an expert provider of legacy business acquisition services to fund and run program.

Although start-ups and new small businesses are an important component of job growth and innovation, the fastest and lowest risk route to small business growth is to acquire an existing business. Increasingly, acquiring legacy businesses — businesses whose owner wants to retire, but has no plan for succession — is seen as a valuable way to expand access to small business ownership to families at the lower end of the income ladder.

The U.S. Small Business Administration (SBA) has targeted legacy small business acquisition as an important program, supported through its local Small Business Development Centers (SBDCs). The Miami SBDC, run through FIU, is a potential partner in this endeavor and is already actively involved in co-hosting business education activities and programs with the City of Doral. The Miami SBDC has rapidly grown its legacy small business program, matching

qualified business buyers with small business acquisition opportunities, funding, training, technical support and customers. The City will:

- a. Continue to offer Legacy Business support services to its small businesses through its Business Valuation Initiative.
- b. Expand its business education and economic development partnerships to incorporate Legacy Business Acquisition education and mentoring.

Policy 11.1.5: Develop Incentives and Programs that Aggressively Reward Innovation

The City will actively support innovation through sponsorship of activities, facility space, grants and/or loan programs focusing on targeted Advanced Industry clusters identified in the City of Doral Economic Analysis Report I: Competitive Assessment. As articulated in the report, the process of continuous innovation, even in mature industries, is a hallmark of local economic competitiveness. Innovation even at the small business level is critical, separating business winners from losers. According to the U.S. Economic Development Administration (EDA), innovation is a central component of economic competitiveness for all businesses. The City already supports energy efficiency and sustainability through its Façade Improvement Grants and its waiver of solar panel permitting fees. Expansion of innovation incentives and programs will include:

- a. Support the use of multi-tenant warehousing to promote more intensive and efficient use of buildings and equipment that reduce capital investment, operating expense, and space for small businesses;
- b. Support of property improvement grants and/or loan programs to help underwrite the cost of investments in new technology, sustainability and energy efficiency;

Policy 11.1.6: Incorporate the Elements of Innovation in New Development



The City will promote the development of small- and larger-scale innovation in appropriate locations throughout the City. Innovation Districts are increasingly being developed in public-private partnerships in former commercial areas, industrial areas, and downtowns as a way to drive innovation, start-up formation and development at a single location. Economic development activities will include the following:

- a. Revise zoning, permitting and regulations to allow or facilitate innovation-oriented projects, or Innovation District overlays, in appropriate sites in the City;
- b. Solicit institutional partners such as universities, research institutes, accelerator operators or venture capital investors to participate in development of Innovation Programs or Districts and support business development programs for start-ups and Doral’s targeted industry clusters.

Policy 11.1.7: Invest in an Ultra-High-Speed Internet Backbone for the City

The City will continue to invest in high-speed internet in its public spaces and solicit partners and service providers to develop high-speed backbone in Doral. The City will analyze and update its processes as needed to maximize the rapid deployment of smart city networks and minimize delays in instituting next-generation connectivity in new developments and advanced industry business clusters in the City.

Investing in an “ultra-high-speed Internet backbone” would also be an important and critical business infrastructure investment. Affordable, widely used gigabit-speed Internet service has been slow to emerge in Miami-Dade. Supporting, subsidizing, investing in, or partnering to provide this backbone would provide an immediate small business development and growth incentive allowing access to super high speed at costs businesses can afford. It would also support the growth of numerous tech sector industries, most notably strong local clusters including digital animation, telecommunications, live data services,

software development, and streaming media. Recognizing the competitive economic importance of accelerating this process, the City will:

- a. Continue to take the lead by providing a high-speed internet infrastructure in its numerous public spaces;
- b. Revise zoning, permitting and regulations as needed to allow, attract or facilitate private sector deployment of an ultra-high-speed internet backbone throughout the City.

Goal: Design a complete Citywide Transportation System to allow enhanced Economic Development Growth and Activity and Quality of Life

Objective 11.2: Improve the Connectivity between the City of Doral and Miami-Dade County

A mismatch between the City of Doral’s workforce and employment opportunities has resulted in a significant daily commute trip flow entering and leaving the City. Approximately 73,000 non-resident workers flood to the City every day while 15,000 Doral residents commute to other places. This huge demand has been a significant contributor to the congestion problems in and around the City.

The City will consider more creative alternatives, as outlined in its Transportation Master Plan and Bikeway Network Plan, aimed at reducing the number of daily trips and the number of vehicles on the road, including land use strategies, new technology, ride-sharing, housing, and disciplined job development strategies to solve its transportation issues. The City will also continue to expand the routes available through its popular Trolley Program, enlarge its bike path network through funding from the Doral Parks Bond, support private “last-mile” service providers, and create Transportation Hubs at key locations near or within the City.

The bulk of the City’s vehicular traffic demand is from adjacent communities to the north and south of Doral. Based on this fact and the condition of the City’s internal



transportation network, commuting patterns, and land use patterns, the City will aggressively pursue two low-cost transportation policy strategies to immediately alleviate its road congestion issues – 1) Premium Express Bus Service, and 2) Intra-City Circulation Improvements.

Evaluation Measure: Consistent with the Transportation Element, increase multimodal capacity by 5% by 2050.

Policy 11.2.1: New Premium Express Bus Service for Worker Commute Routes

Aiming at improving the connectivity between Doral and Miami-Dade County, express bus services connecting major origins of Doral’s non-resident workers will provide a more efficient commute and reduce congestion. Express bus service can be established quickly, operate on existing roadways, and begin with little or no cost to the City. The key tasks and components of the City’s express bus services include:

- a. Develop Express Bus Service and bus terminal locations to/from target communities to Doral (predominately South and North of Doral);
- b. Coordinate with the County and identify high demand locations for the express bus services. At the outer end, the buses may circulate among high-demand neighborhoods to pick up passengers. Then they should operate non-stop to Doral. The top potential candidate cities for consideration of introducing express bus services include Hialeah, Tamiami, Kendall, Kendale Lakes, Miami and Miami Beach;
- c. At the Doral end, stations to be placed on the edges of Doral, with free connecting services into the center of Doral. This would avoid unnecessary pressure on Doral’s internal traffic;
- d. The service will provide competitive travel time and speed with the usage of express lanes and highways whenever possible. Dedicated bus lanes, and transit signal priority (TSP) are other strategies that may be considered;

- e. The program will provide premium services with free high-speed wireless internet access, use larger vehicles (such as coaches and articulated buses), with more comfort and amenities, such as plush seats, overhead storage, arm rest, foot rest, and restroom facilities;
- f. Bus stops and stations will be located to maximize ridership potential and provide direct and safe access to/from surrounding land uses; consider regional transit centers, and existing park & ride facilities;
- g. Branding the service as premium commuter services and provide real-time traveler information systems and phone apps to drive demand; and

Policy 11.2.2: Intra-City Circulation Improvements

To improve the City’s internal circulation issues, the following policies and strategies will be considered:

- a. Incorporate complete streets design that includes alternative modes- biking and walking;
- b. Implement satellite parking combined with free shuttle services, or on-demand services such as Lyft, Uber, and ZipCars;
- c. Enhance intra-city bus and/or Doral Trolley services with a focus on improving the level of service. Increase number of buses at rush hour;
- d. Consider eliminating or reducing transit fare, introducing youth pass programs, and commuter incentives;
- e. Continue to provide greater connectivity of roadways within the City and across major expressways to provide alternate routes for local and short trips;
- f. Improve and expand bicycle and pedestrian facilities and pathways to provide transportation alternatives and reduce local vehicular trips;



- g. Explore premium transit routes between residential neighborhoods and major urban job centers such as the Miami International Mall, City Place, Downtown Doral and the Miami International Commerce Center.

Policy 11.2.3: Workshifting and New Workplace Location Strategies in the City of Doral

Given Doral’s high percentage of residents who commute in and out of the City, supporting workshifting and adopting formal workshifting incentive programs should have high appeal and significant benefits including reducing traffic and keeping daily spending by workers in the City. The City has partnered with South Florida Commuter Services to offer workshifting and commuter services programs to the City’s largest employers. The City’s workshifting and commuter ser program support program will include:

- a. Targeted marketing information supplied to large employers about the benefits of workshifting to Doral;
- b. Adjustments to zoning through density bonuses or parking relief to co-working spaces;
- c. Financial grants or incentives for the development of co-working space;
- d. More favorable zoning to incentivize live-work housing units and live-work communities;
- e. Access to affordable ultra-high-speed internet connectivity; and
- f. Continue to partner with South Florida Commuter Services to offer incentive programs that encourage large employers and business clusters to develop and implement telecommuting programs that allow employees to work remotely instead of commute to the central office daily;
- g. Continue to encourage and explore alternate work hours for some public and private employees.

Goal: Ensure the City of Doral is a Highly Livable City with a Strong, Diverse Economy and a Spectrum of Housing Choice and Opportunity.

Objective 11.3: Implement a Citywide Housing Choice Expansion Strategy

A competitive housing market will augment the City of Doral’s economic development position in Miami-Dade County and the region by offering young and older working professionals a range of housing choices and opportunities. As such, the City will seek to support a balance between job creating development uses and an adequate supply of mixed-income housing by implementing a “Housing Choice Expansion Strategy” in alignment with its Housing Master Plan. The City will also pursue annexation of surrounding parcels, acquiring more land that may be targeted for workforce housing.

Evaluation Measure: A minimum of 10 percent of all new residential units in the City are affordable for low and moderate income owner and renter households.

Policy 11.3.1: Provide Zoning Incentives to Developers of Affordable Housing

The City will implement zoning incentives specified in the Workforce Housing Ordinance, including density bonuses, as a planning tool offered to developers to encourage affordable housing development. Density bonuses may allow for increased floor space, taller buildings, or more housing units than the traditional zoning code permits, in exchange for contributing to the City’s vision for a more diverse community.

Goal: Preserve Doral’s core business sector and support its growing regional economic impact as a trade and logistics hub.

Objective 11.4: Encourage economic growth and stability by protecting the City’s warehousing and distribution centers from encroachment.

Doral’s proximity to Miami International Airport and PortMiami, in conjunction with its significant stock of



warehousing and distribution centers, have combined to make Doral one of the most important international trade hubs in the region. The estimated incremental growth of MIA and PortMiami bodes well for the continued growth of this important and diverse sector of our economy. But high local and international demand for housing, retail developments and other popular amenities may create pressures that threaten the stability of districts currently zoned for light industrial, manufacturing, warehousing and distribution uses. The City will seek to augment the City of Doral's economic development position in Miami-Dade County and the region by protecting its industrial districts and enhancing its stock of top-grade industrial properties through some of the following policies.

Policy 11.4.1: Warehouse Conservation or Industrial Innovation Districts

The City will seek to designate some of its key industrial areas as protected Warehouse Conservation Districts or Industrial Innovation Districts. The City will invest in the improvement of infrastructure through public works projects, or provide grants or incentives for the upgrading of private properties within the area. The City will support Brownfield Districts to facilitate redevelopment of the older properties in the area.

Policy 11.4.2: Separate truck traffic from future residential growth areas

Truck traffic in Doral is the lifeblood of the City's most prominent industry sector. The City's high volume of truck traffic is a direct effect of its proximity to Miami International Airport and its large number of warehouses. However, truck traffic throughout the City creates traffic congestion for commuters and residents, especially during peak commuting hours. The City will seek to limit truck traffic to certain key industrial corridors at peak times and seek to protect future residential growth areas from oversized vehicle traffic.

Policy 11.4.3: Explore utilization of regional rail corridors to expand transit options

Doral's global connectivity is served primarily by the major

roadways that surround the City and link its businesses to Miami International Airport, PortMiami, Port Everglades and the regional highway network. The City will work with regional partners to explore how to utilize rail corridors for transit and long-haul import/export traffic.

Goal : Diversify and Strengthen Doral's Economic Base

Objective 11.5: Maximize economic opportunities through business attraction, retention, and creation.

Policy 11.5.1: Maintain and enhance the City's Economic Development Program with targeted support for small businesses, startups, and international trade ventures.

Policy 11.5.2: Launch the "Doral Economic Performance Metrics Dashboard" to evaluate job quality, innovation, income growth, and economic inclusion.

Policy 11.5.3: Promote development of accelerator/incubator spaces with revised zoning and incentives.

Policy 11.5.4: Establish a Legacy Business Acquisition Program to support business succession and ownership for working families.

Policy 11.5.5: Develop innovation grants and low-interest loans for businesses investing in tech and sustainability improvements.

Goal: Foster Innovation and Technology-Based Growth

Objective 11.6: Support emerging industries and Smart City initiatives.

Policy 11.6.1: Invest in an ultra-high-speed internet backbone throughout the City to support advanced industries and remote work.

Policy 11.6.2: Develop Innovation Districts on underutilized commercial/industrial lands.

Policy 11.6.3: Integrate Smart City standards into land development regulations and capital improvement plans.



11. ECONOMIC DEVELOPMENT

Goal: Promote Housing and Job Balance

Objective 11.7: Align workforce housing options with local employment needs.

Policy 11.7.1: Use zoning incentives (e.g., reduced parking requirements) to promote affordable housing near employment centers.

Policy 11.7.2: Collaborate with nonprofits and developers to build mixed-use, transit-accessible workforce housing.

Policy 11.7.3: Monitor and report on housing affordability trends in the Economic Dashboard.

Goal: Preserve and Enhance Industrial and Logistics Sectors

Objective 11.8: Safeguard Doral's role as a regional trade and logistics hub.

Policy 11.8.1: Designate Industrial Innovation or Warehouse Conservation Districts.

Policy 11.8.2: Improve infrastructure in industrial areas, including truck routing to reduce conflicts with residential uses.

Policy 11.8.3: Explore expansion of rail and multimodal transit options serving industrial zones.

Goal: Foster a Resilient and Innovation-Driven Local Economy

Objective 11.9: Support the growth of innovation-based enterprises and the local advanced industry ecosystem.

Policy 11.9.1: Offer expedited permitting and fee waivers for businesses in target sectors locating within designated Innovation Zones or Adaptive Reuse Districts.

Policy 11.9.2: Partner with local universities, SBDCs, and research institutions to create entrepreneurship accelerators and small-scale tech incubators in underutilized commercial areas.

Policy 11.9.3: Support the expansion of local businesses through a series of initiatives, which includes direct assistance from the City's professional staff, marketing and demographic data, promotional opportunities, business educational workshops, and identification of grant opportunities.

Objective 11.10: Build economic resilience by diversifying the economic base and preparing for future disruptions.

Policy 11.10.1: Establish a "Business Resiliency and Continuity Program" to help local enterprises develop contingency plans for economic shocks, hurricanes, and supply chain interruptions.

Policy 11.10.2: Update zoning and land development regulations to support mixed-use, flexible, and modular spaces that can adapt to new business models and changing demand.

Goal: Align Workforce Development with Economic Needs

Objective 11.11: Increase access to quality jobs by preparing residents for employment in local priority industries.

Policy 11.11.1: Partner with Miami-Dade College, FIU, and industry associations to deliver customized workforce training programs aligned with Doral's advanced sectors (e.g., logistics, IT, life sciences).

Policy 11.11.2: Establish a "Doral Works" internship and apprenticeship initiative to connect high school and college students with local businesses.

Policy 11.11.3: Fund career retooling grants for workers transitioning from declining industries into emerging fields (e.g., clean energy, digital services, AI).

Goal: Promote Equitable and Inclusive Economic Growth

Objective 11.12: Ensure economic opportunities are accessible to small businesses, minority-owned firms, and low-income residents.



11. ECONOMIC DEVELOPMENT

Policy 11.12.1: Reserve a percentage of City contracts for certified local small businesses and minority-/women-owned enterprises (M/WBEs).

Policy 11.12.2: Target economic development outreach and support services to underserved neighborhoods and immigrant entrepreneurs.

Goal: Preserve and Strengthen Employment Centers

Objective 11.13: Prevent the erosion of industrial and employment land uses.

Policy 11.13.1: The City shall consider establishing and mapping “Employment Protection Zones” in order to prioritize industrial and logistics uses and limit incompatible residential conversions.

Policy 11.13.2: Offer tax abatement or impact fee reduction incentives for businesses investing in job-generating uses within these zones.

Policy 11.13.3: Encourage vertical intensification of employment zones through zoning amendments that support mid-rise commercial/industrial development.

Goal: Enhance Economic Infrastructure and Digital Connectivity

Objective 11.14: Modernize infrastructure to support 21st-century economic growth.

Policy 11.14.1: Develop a public-private Smart City Infrastructure Plan that expands broadband fiber, 5G, and sensor networks citywide.

Policy 11.14.2: Install free public Wi-Fi in key economic corridors, parks, and civic centers to support entrepreneurship and remote work.

Policy 11.14.3: The City shall consider strategies to support the incorporation of digital infrastructure readiness into the site design of new development within Innovation or Employment Zones.

Goal: Support Tourism, Cultural, and Creative Economy Development

Objective 11.15: Expand Doral’s visitor economy and creative industries.

Policy 11.15.1: Develop a Cultural and Heritage Tourism Strategy that leverages Doral’s Latin American identity and local arts scene.

Policy 11.15.2: Offer matching grants for new experiential tourism ventures (e.g., culinary, cultural, sports events) that attract regional visitors.

Policy 11.15.3: Continue to offer a City-supported Creative Space Program in the Downtown Doral Arts District to offer reduced rents and marketing support for artists, designers, and media startups.



★ GOALS, OBJECTIVES AND POLICIES

Goal: To ensure that the City of Doral respects judicially acknowledged and constitutionally protected private property rights.

Objective 1.1 Protection of Private Property Rights - The following policies are to ensure that private property rights are considered in the City's decision-making.

Policy 1.1.1: The City shall consider in its local decision-making the right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

Policy 1.1.2: The City shall consider in its local decision-making the right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

Policy 1.1.3: The City shall consider in its local decision-making the right of a property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

Policy 1.1.4: The City shall consider in its local decision-making the right of a property owner to dispose of his or her property through sale or gift.



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