



CITY OF DORAL COUNCIL MEETING MEMORANDUM

ITEM TITLE:

A RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, APPROVING THE SITE PLAN FOR DORAL CONCOURSE LOCATED AT 8400 NORTHWEST 36 STREET IN THE CITY OF DORAL, FLORIDA, PURSUANT TO SECTION 53-184(F) OF THE CITY'S LAND DEVELOPMENT CODE; AND PROVIDING FOR AN EFFECTIVE DATE

DEPARTMENT RECOMMENDATION:

Approval

BRIEF HISTORY:

MG3 Doral Office LLC, a Florida Limited Liability Company (the "Applicant"), is requesting approval of the Doral Concourse (the "Project") site plan for the property located at 8400 Northwest 36th Street (the "Property"), further identified by Miami-Dade County Property Appraiser by Folio No. 35-3027-060-0010 (the "Property") in the City of Doral (the "City"). The Applicant presented the site plan application at a properly noticed zoning workshop held on June 27, 2024. The objective of the workshop was to inform city residents of the request, present additional details and consider the public's feedback on the project.

LEGISLATIVE ACTION: (IF APPLICABLE)

Date:	Resolution/Ordinance No.	Comments

FINANCIAL INFORMATION: (IF APPLICABLE)

No.	Amount	Account No.	Source of Funds
1.			
2.			
Total:			

Fiscal Impact Statement: The proposed item has a fiscal impact on revenues and/or expenditures of \$ 0

STRATEGIC PLAN ALIGNMENT:

The proposed project is going to further the “Revenue Growth” strategic goal of the City of Doral Strategic Plan (2023), by increasing the property value, thereby adding new revenues to the city’s property tax base and fees. It is important to note that the additional tax revenues may be used to fund the infrastructure projects in the five-year capital improvement program (CIP).

ATTACHMENT(S):

- A. Exhibit A – Application and Letter of Intent
- B. Exhibit B – Site Plan
- C. Exhibit C – DERM
- D. Exhibit D – DSWM
- E. Exhibit E – Traffic
- F. Resolution



Memorandum

Date: January 15, 2026

To: Honorable Mayor and Councilmembers

From: Zeida Sardinas
City Manager

Department: Michelle M. Lopez
The Corradino Group
Interim Planning & Zoning Director

Subject: **Doral Concourse – Site Plan**

Introduction

MG3 Doral Office LLC, a Florida Limited Liability Company (the “Applicant”), is requesting approval of the Doral Concourse (the “Project”) site plan for the property located at 8400 Northwest 36th Street (the “Property”), further identified by Miami-Dade County Property Appraiser by Folio No. 35-3027-060-0010 (the “Property”) in the City of Doral (the “City”). The proposed modifications consist of converting the ground floor of the existing single-use office structure to include four (4) restaurants, totaling approximately 19,565 square feet, in order to activate the space and enhance pedestrian engagement.

This site plan application is being submitted concurrently with a rezoning application (Second Reading) to change the zoning designation from Industrial-Commercial (IC) to Downtown Mixed-Use (DMU), as well as a Future Land Use Map (FLUM) Amendment (Second Reading) to redesignate the property from Office and Residential (O-R) and Industrial (I) to Downtown Mixed-Use (DMU). Supporting documentation, including the Letter of Intent and formal application, is provided in Exhibit A.

Public Advertisement

The public notice was advertised (legal advertisement) in Miami-Dade County’s designated publicly accessible website at least 14 calendar days prior to the proceeding (Council Meeting).

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Property Information

Table I provides a brief overview of the subject project.

Table I		
Concourse Doral – Site Plan		
Property Information		
	General Information	Responses
1	Project Name	Doral Concourse
2	Applicant	MG3 Doral Office, LLC
3	Acres	± 5.05 acres
4	Location	8400 NW 36 ST
5	Folio Numbers Associated with Project	35-3027-060-0010
6	Existing Future Land Use Category	Office and Residential (O-R) and Industrial (I)
7	Existing Zoning District	Industrial Commercial (IC)
8	Code Compliance Violation	N/A

Source: City of Doral, Planning and Zoning Department (2025).

Zoning/Land Use/Neighborhood Analysis

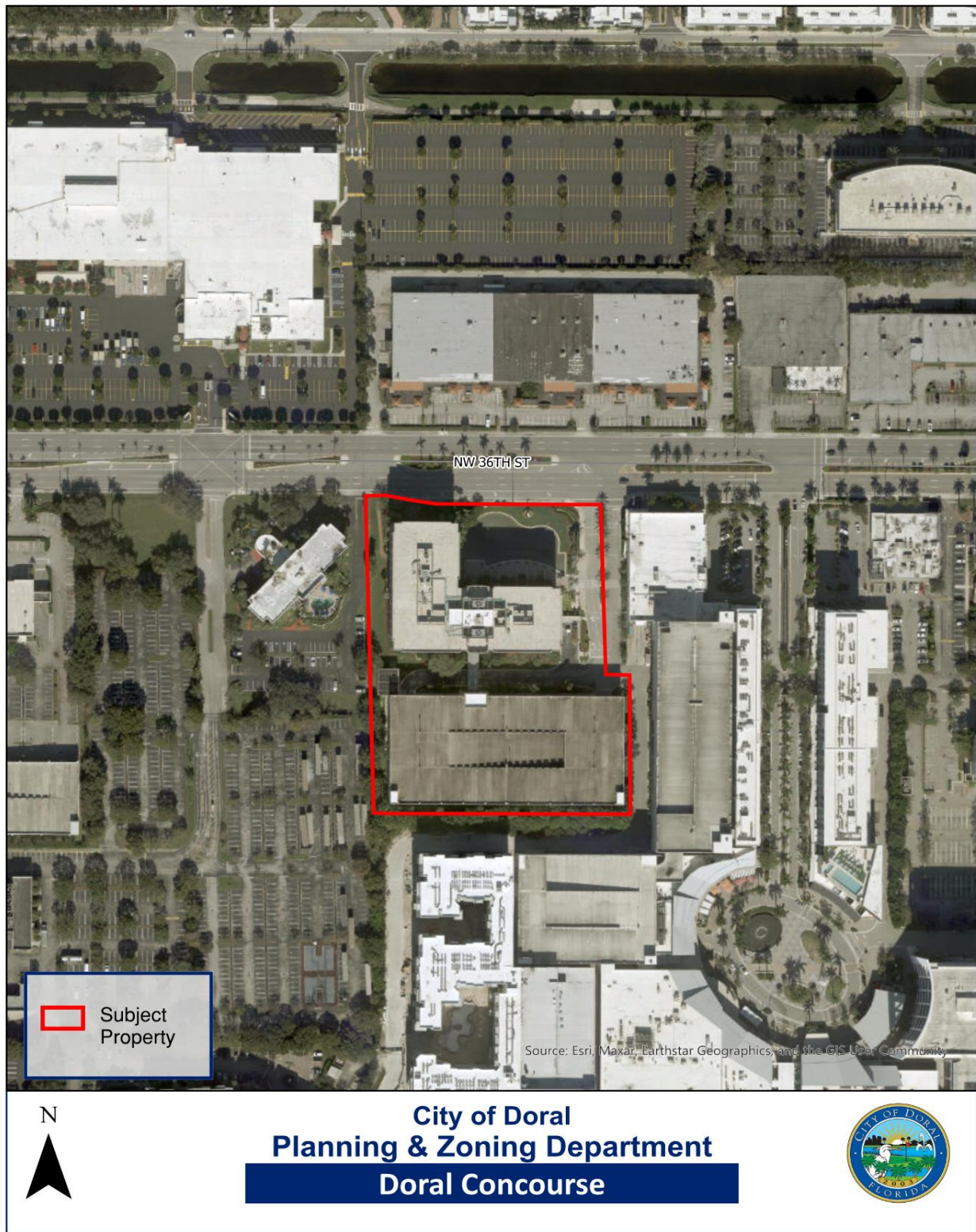
Table II provides an overview of the land uses surrounding the Property.

Table II				
Neighborhood Analysis				
Adjacent Land Uses and Zoning Districts Matrix				
Area	Adjacent Uses	Future Land Use Categories	Zoning Districts	Overlay
North	Warehouse/ Showroom and Retail	Office and Residential (O-R)	Industrial Commercial (IC)	Urban Central Business District (UCBD)
South	Mixed-Use Development	Downtown Mixed Use (DMU)	Downtown Mixed Use (DMU)	Urban Central Business District (UCBD)
East	Mixed-Use Development	Downtown Mixed Use (DMU)	Downtown Mixed Use (DMU)	Urban Central Business District (UCBD)
West	Hotel	Office and Residential (O-R) & Industrial (I)	Industrial Commercial (IC)	

Source: City of Doral, Planning and Zoning Department (2025).

Property Location

The Property's location is depicted on the following aerial map:



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Existing Conditions

Existing site conditions are depicted on the following images:



Image I. View of the Property from NW 36 Street & 84 Avenue

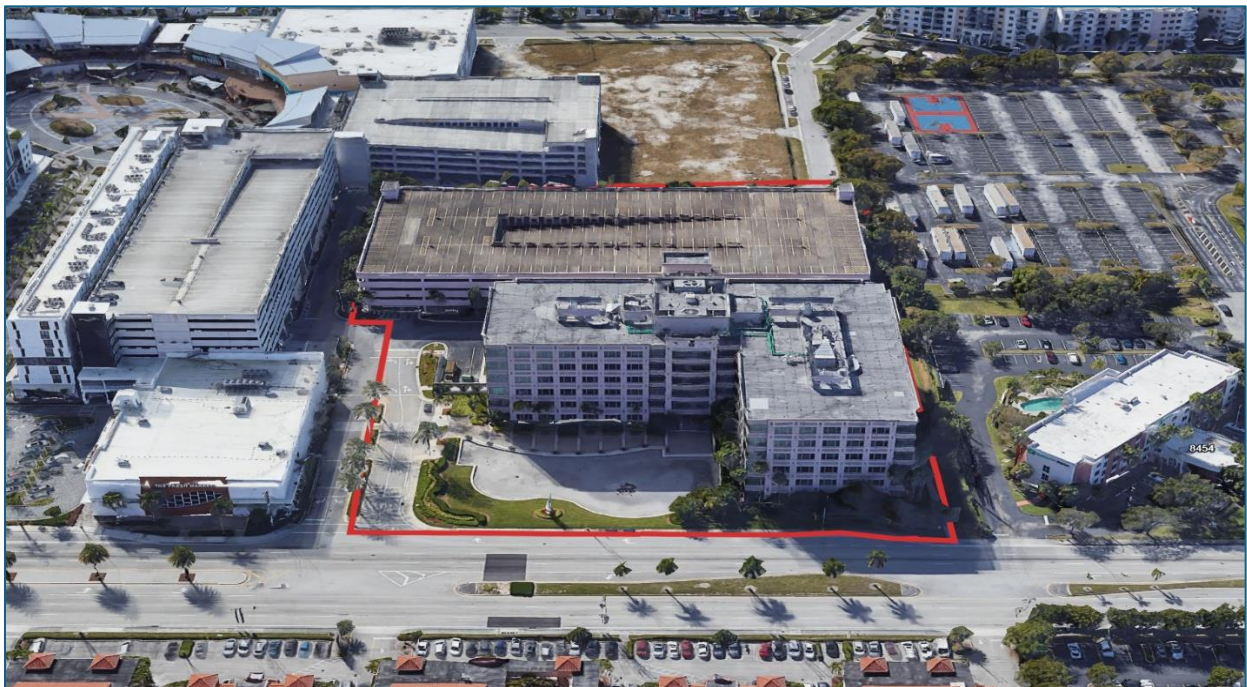


Image II. Isometric view of the Property

Background

The property, located at 8400 NW 36 Street, consists of a ±5-acre parcel currently zoned Industrial-Commercial (IC), with a Future Land Use Map (FLUM) designation of Office and Residential (O-R) and Industrial (I). The site is currently developed with an office building and a parking garage.

The Applicant is seeking site plan modification approval to retrofit the existing single-use office building into a more vibrant, mixed-use environment.

The proposed improvements include:

- Conversion of the ground floor to accommodate four (4) restaurants, totaling approximately 19,565 square feet (previously referenced as 10,000 SF).
- Enhancements to pedestrian accessibility on-site and along Doral Boulevard through landscaping, walkways, and trellises, in accordance with the Doral Boulevard Master Plan (DBMP).
- Connectivity to the adjacent Downtown Mixed-Use (DMU) area.
- Integration of public art and transformation of the existing lake into an accessible civic space.

The proposed improvements are intended to transform the site into a more pedestrian-oriented and vibrant environment. This approach aligns with the surrounding DMU district and supports the vision set forth in the DBMP, which encourages walkability, activated ground floors, and enhanced public spaces.

As part of the public engagement process, the Applicant held a properly noticed zoning workshop on June 27, 2024, to present the project to residents, provide additional information, and gather public feedback.

In conjunction with the site plan modification request, the Applicant has also submitted the following related applications:

- A Zoning Map Amendment to rezone the property from Industrial-Commercial (IC) to Downtown Mixed-Use (DMU).
- A Small-Scale Comprehensive Plan Amendment to modify the Future Land Use Map designation from Office and Residential (O-R) and Industrial (I) to Downtown Mixed-Use (DMU).

The second reading of both the rezoning request and the FLUM amendment is scheduled for the January 15, 2026, City Council meeting.

Staff Analysis

The purpose of this review is to ensure consistency with the Land Development Code and the adopted Comprehensive Plan. This analysis includes a review of the applicable land development regulations for projects within the Downtown Mixed-Use (DMU) zoning district, in accordance with the standards outlined in Section 68-557 of the Land Development Code, as well as a Comprehensive Plan consistency review as required by the site plan review criteria in Section 53-184(f)(5).

The following provides a review of the applicable land development regulations for projects within the DMU zoning district, in accordance with the standards outlined in Section 68-557 of the Land Development Code:

Land Development Regulations Consistency Review

The Property's proposed zoning designation is Downtown Mixed-Use (DMU) by the City's Official Zoning Map. The purpose of the DMU zoning district is to promote the planned development of large mixed use projects in Downtown Doral, by allowing greater freedom of design, improving the opportunity for flexibility, creativity and innovation in land development, limiting the expenditure of public funds, and achieving the intent of land use regulations, in exchange for the provision by the developer of substantial community benefits beyond increased tax base and employment.

Downtown mixed-use district is intended to permit a combination of uses within one development with proportionate use mix as required in the underlying future land use category. Such uses are permitted only if they are allowed by the city's comprehensive plan and further provided that the combination of uses shall be subject to strict site plan approval review for compatibility of uses.

As stated in the previous section, the Project adheres to Floor Area Ratio (FAR) of approximately 0.19 for the ground floor and 0.19 for floors two through six, remaining well within the allowed FAR limits of 0.5 (ground floor) and 0.25 (upper floors). Allocation of approximately 21% of the site to landscaped open space, exceeding the 10% minimum requirement

The Project meets or exceeds the following development standards of Section 68-557 of the Land Development Code (LDC):

- (I) Location and minimum site area. In order for a parcel to be rezoned to DMU, it must be designated in the downtown mixed use land use category. The minimum site area is ten acres of contiguous land, except parcels 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 may contain a minimum site area of five acres.
 - The Project meets this requirement as 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 and the Property is \pm 5.05 acres (220,005 SQFT).

- (2) Perimeter development requirements. Existing residential development along the perimeter of the DMU development shall be protected by setbacks, landscape buffers, landscaped walls and other techniques provided for in chapter 71, Landscaping and Buffers, of the City Code.
- There is no Existing residential development along the perimeter of the proposed DMU development.
- (3) Internal development requirements. The internal development requirements for DMU developments are as follows:
- (a) Minimum lot size shall be consistent with the lot size requirements for the building type proposed based on zoning regulations for similar building types in the City Code. The lot size to be used in a proposed DMU development will be determined by the planning and zoning director.
- The minimum lot size for the proposed development is consistent with zoning requirements for similar building types as outlined in the City of Doral Land Development Code (LDC).
- (b) The minimum distance between on-site structures shall be in compliance with the standards of the Miami-Dade County Fire Department.
- The Miami-Dade County Fire Department has reviewed and approved the proposed site plan, confirming that the minimum required distances between existing structures on-site are in compliance with applicable fire safety standards (see Exhibit F).
- (c) Minimum building setbacks shall be in compliance with the setback standards for the zone(s) in the City Code permitting similar building types. The setbacks to be used in a proposed DMU development will be determined by the planning and zoning director.
- Per Section 86-3 of the Land Development Code (LDC), also known as the “Doral Boulevard Study,” all developments fronting Doral Boulevard are required to comply with the urban design, architectural, and landscape standards outlined in the Doral Boulevard Master Plan (DBMP).
 - The proposed project complies with the DBMP standards by providing a front setback of 33 feet, 9 inches (33'9"), which exceeds the minimum requirement of 25 feet. This design approach supports the DBMP's goals of enhancing urban form, pedestrian orientation, and overall site design along Doral Boulevard.
 - In addition, the project includes a 15-foot side setback (East), a 24-foot side setback (West), and a 30-foot rear setback. While these are not specifically required under the DBMP, they are consistent with the setback standards for similar building types permitted within the Downtown Mixed-Use (DMU) zoning district.

- (4) Off-street parking. Parking for DMU projects must be in compliance with chapter 77, division 2, of the City Code, except in the special circumstances provided herein. With the intent to promote the use of multimodal transportation and the reduction of automobile traffic, and recognizing that developments in the DMU with more than 1,500 residential dwelling units and over 500,000 square feet of commercial/office space will encourage visitors to park once and visit multiple destination in a single project, the off-street parking requirements for projects in the DMU with more than 1,500 residential dwelling units and more than 500,000 square feet of commercial/office space shall be as follows:
- (a) For residential uses, one space per dwelling unit;
 - (b) For live/work uses, one space per 1,000 square feet of net floor area;
 - (c) For hotel or motel uses, one space per three lodging units;
 - (d) For theaters, one space per eight fixed seats;
 - (e) For all other uses, one space per 500 square feet of net floor area;
 - (f) Section 77-140(C) entitled "Adjustments to requirements" that allows for reductions for mixed or joint use of spaces shall be limited to only DMU projects which meet the special circumstances delineated in this section 68-557(4) above. DMU projects that do not satisfy the criteria in this subsection shall not be permitted reductions for mixed or joint used of spaces.
- The proposed project does not include any residential dwelling units and provides a total of 233,177 square feet of commercial/office space. As such, the special parking provisions in Section 68-557(4) of the LDC, which apply to DMU projects with more than 1,500 residential units and over 500,000 square feet of commercial space, do not apply in this case.

Nevertheless, the project complies with the general off-street parking requirements established in Section 77-139 of the City's Land Development Code. The required parking is calculated based on the designated land uses and total square footage as follows:

Required Parking per LDC Sec. 77-139:

- Restaurant: 1 space per 45 sq. ft. of patron area
- Office: 1 space per 300 sq. ft. of gross floor area
- Bicycle Parking: 0.10 spaces per required vehicle parking space

Based on the proposed uses and floor area, the project requires a total of 960 standard vehicle parking spaces. The development provides 1,163 parking spaces, exceeding the minimum requirement and ensuring adequate on-site parking capacity. All parking is accommodated within the existing garage structure, and all spaces comply with the dimensional standards for structured parking under Sections 77-185 and 77-186 the LDC.

The project also includes:

- 22 ADA-compliant parking spaces
- 98 bicycle parking spaces, where only 96 are required

This demonstrates the project's full compliance with applicable parking regulations and supports the City's goal of encouraging multimodal transportation through the inclusion of bicycle infrastructure.

Table III. Parking

Use (Square Feet)	Required Spaces	Provided Spaces
Restaurant (1,414 sq. ft)	217	1,163
Office (19,328 sq. ft.)	743	
Bicycle Spaces (0.10 x 960 spaces)	96	98
Total (vehicle/ bicycle)	960 / 96	1,163 / 98

- (5) Landscaping and buffering. The landscaping shall meet all requirements of chapter 71, Landscaping and buffers, of the Land Development Code. A landscape buffer strip at least ten feet in width is required along the frontage with all public streets. This buffer shall contain landscaping only; parking spaces, signage, above ground utilities and other structures are not allowed.

- The project meets all landscaping and buffering requirements as outlined in Chapter 71 of the City's Land Development Code, including the requirement for a landscape buffer strip of at least ten (10) feet in width along public street frontages. These buffer areas are dedicated exclusively to landscaping, with no parking spaces, signage, above-ground utilities, or structures located within them.

In addition, the project complies with the DBMP requirements specific to the "Urban Streetscape Character District." In accordance with these guidelines, the project provides landscaped buffer strips totaling a combined width of eleven (11) feet within the required 25-foot beautification easement along Doral Boulevard, enhancing the pedestrian experience and overall aesthetic character of the corridor.

Collectively, these elements ensure that the project satisfies both the City's landscaping code and the urban design standards established in the DBMP.

- (6) Underground utilities. To the maximum extent possible, all on-site utilities shall be installed underground. Existing overhead power lines shall be underground. The developer shall provide adequate landscaping to screen all above ground facilities which are not possible to place underground.

- The Project is in compliance with the underground utility requirements of the Land Development Code. To the maximum extent possible, all on-site utilities are installed underground.

(7) Connectivity and walkability.

- (a) Every residential unit or permitted use shall have direct access to a public street via private road, common easement or other area dedicated or reserved for public use.
- (b) To provide for interconnectivity between developments, the DMU development must provide logical connections to surrounding properties. If the surrounding properties are vacant, then the project shall contain viable road and/or pedestrian stub-outs to neighboring residential and/or commercial properties in anticipation of future development.
- (c) Each DMU site plan must incorporate the applicable connectivity and walkability standards contained in the "FDOT Context Classification Guide", dated July 2020, as amended.
 - The Project complies with all connectivity and walkability requirements as outlined in Section 68-557(7) of the LDC and the Doral Boulevard Master Plan (DBMP).
 - Each permitted use within the development has direct access to a public street via internal drive aisles and common access easements, consistent with LDC requirements and urban connectivity principles.
 - The site plan includes logical vehicular and pedestrian connections to adjacent properties, promoting interconnectivity between existing and future developments. Where adjacent parcels are currently undeveloped, the project incorporates viable pedestrian and/or roadway stub-outs in anticipation of future connections, in accordance with LDC requirements.
 - The project has been designed in accordance with the FDOT Context Classification Guide (July 2020), which informs pedestrian-scale development, appropriate street design, and access connectivity strategies.
 - Additionally, the project is fully compliant with the DBMP requirements for the Urban Streetscape Character District, which encourages:
 - A strong pedestrian-oriented design, Connectivity to surrounding properties and civic spaces, and a cohesive streetscape along Doral Boulevard that supports multimodal access, walkability, and street activation.

The project enhances pedestrian access through the integration of sidewalks, landscaped pathways, public open space, and connectivity to adjacent DMU-designated parcels, aligning with the DBMP's long-term vision for a more walkable, interconnected Doral Boulevard corridor.

- (8) Common space requirements. The minimum open space area required for a DMU development is established in section 68-556 of this division. No area shall be accepted as common open space unless it satisfies the following standards:

- (a) Common open space shall consist entirely of pervious landscaped area and be usable by all residents of the planned development.
- (b) Common open space shall be suitably improved for intended use. Such use may include aesthetic, amenity, buffering or recreational purposes, or the preservation of natural resources, natural features or listed species habitats.
- (c) Common open space set aside for preservation shall remain undisturbed and be protected by conservation easements.
- (d) The location, shape, size and character of common open space shall be depicted on the site plan.
- (e) Common open space shall not be used for the construction of any structures other than recreational facilities.
- (f) Common open space contains a private park equal in size to 25 percent of the city's parks level-of-service standard as applied to the DMU project, developed with passive and active recreation facilities. Indoor recreation gymnasiums containing exercise equipment and ancillary workout rooms can be counted toward meeting up to 50 percent of this requirement. This requirement applies only to the residential portions of DMU projects.
 - The Project complies with the common open space requirements established in Section 68-556 of the City's Land Development Code (LDC).
 - The development provides approximately 21% of the total site area as landscaped open space, which exceeds the minimum 10% requirement for Downtown Mixed-Use (DMU) developments. This open space is designed to be pervious, landscaped, and consistent with the intent of the code to provide aesthetic and amenity value to the site.
 - Key compliance points include:
 - The landscaped open space consists of pervious areas intended for aesthetic and amenity use, consistent with subsections (a) and (b).
 - All open space areas are suitably improved and incorporated into the site plan layout, fulfilling subsections (c), (d), and (e).
 - As the project does not propose any residential dwelling units, the private park requirement outlined in subsection (f) is not applicable

The proposed open space design supports the goals of the DMU district by enhancing site aesthetics, pedestrian experience, and environmental quality, and aligns with the Doral Boulevard Master Plan vision for vibrant, walkable urban corridors.

- (9) Transit improvements. The applicant must provide a transit shelter with internal lighting, and/or bus pull-out lane on any public streets fronting the development if the location is recommended by the Miami-Dade County and/or the city transit agencies. The transit shelter design must be approved by the city. Bus benches and signage

must also be provided if recommended by the agencies. The developer is responsible for coordinating with the transit agencies to identify and implement recommended transit improvements.

- a. The Project complies with the transit improvement requirements outlined in Section 68-557(9) of the Land Development Code. The development fronts a public street; however, the location has not been identified or recommended for transit improvements by either Miami-Dade County or the City of Doral transit agencies. As such, the requirement to provide a transit shelter, pull-out lane, benches, or signage is not applicable at this time.
- (10) Coordination with city police department. The applicant must coordinate with the city police department and implement crime prevention and enhanced safety features within the project. The site plan must demonstrate compliance with the Crime Prevention Through Environmental Design (CPTED) principles of natural surveillance, access control, territorial reinforcement and space management.
 - The Project is in compliance with the requirements for coordination with the City of Doral Police Department and the incorporation of Crime Prevention Through Environmental Design (CPTED) principles. The site layout, lighting, access points, and landscaping have been designed to support CPTED principles.
 - (11) Council input. The city council shall reserve the right to make a final determination to approve and to modify the urban design guidelines, dimensional requirements, landscaping, landscape buffers, signage and any other site feature applicable at the time of the DMU rezoning. The site plan shall be presented during a zoning workshop as part of the rezoning application for the DMU rezoning, pursuant to section 53-184.
 - In accordance with Section 68-557(11) of the City's Land Development Code, the site plan was presented during a properly noticed Zoning Workshop held on June 27, 2024, alongside the associated applications for Rezoning and MDA (LAND-2403-0015) and the FLUM Amendment (LAND-2403-0014). This workshop provided the City Council and the public an opportunity to review the proposal and offer input on key development elements.
 - The site plan is scheduled to be presented to City Council on January 15, 2026, for final input and consideration in conjunction with the second reading of the rezoning, MDA and FLUM amendment. This presentation fulfills the requirement that the site plan be reviewed as part of the DMU rezoning process, allowing the Council to make determinations regarding urban design guidelines, dimensional requirements, landscaping, landscape buffers, signage, and other applicable site features.
 - 12) Compliance with regulations in effect at the time of development. Unless otherwise specifically described within the master development agreement, the site plan and development permits, uses and structures within the DMU development shall comply with regulations, ordinances and resolutions in effect at the time of plan approval or permit application. If there are no prevailing regulations, the city manager or his

designee shall reserve the right to make final determination on any site design regulation. This provision shall be included in all master development agreements.

- The Project is in compliance with the requirements of Section 68-557(12) of the City's Land Development Code. All proposed uses, structures, and site improvements within the DMU development will adhere to the regulations, ordinances, and resolutions in effect at the time of site plan approval or permit application, unless otherwise specified in the MDA (LAND-2403-0015).

The required/proposed Land Development Code development standards are listed in the following Table IV:

Development Standards for the DMU Zoning District		Required	Provided
Maximum Floor area ratio (FAR)		0.5 – 0.25	±0.186
Maximum height		8 stories	6 stories
Minimum lot area		10 acres – *5 acres	±5.05 acres (±220,005 sq. ft.)
Minimum lot width (ft.)		N/A	±423' ft.
Maximum building coverage (pct.)		N/A	±51%
Minimum open space (pct.)		10%	±21%
Minimum building setback (ft.)	Front (**DBMP)	25' ft.	±33'-9" ft.
	Side street (East)	N/A	±14'-8" ft.
	Side interior (West)	N/A	±23'-11" ft.
	Rear	N/A	±30'-2" ft.

* 5 acres where adjacent property is an existing DMU parcel.

** Minimum setback required in the Doral Boulevard Master Plan (DBMP) specific to the "Urban Streetscape Character District."

The following provides a consistency review of the Comprehensive Plan and Land Development Code in accordance with the site plan review criteria of Section 53-184(f)(5) of the Land Development Code.

a. Comprehensive Plan Consistency Review

The Property's proposed Land Use designation is Downtown Mixed-Use (DMU). The DMU land use category allows business/retail, office and residential use. 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

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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, nonresidential 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.

The proposed site plan aligns with the DMU land use category and includes the following key components:

- A Floor Area Ratio (FAR) of approximately 0.19 for the ground floor and 0.19 for floors two through six, remaining well within the allowed FAR limits of 0.5 (ground floor) and 0.25 (upper floors).
- A maximum building height of six (6) stories, where up to eight (8) stories is permitted.
- Allocation of approximately 21% of the site to landscaped open space, exceeding the 10% minimum requirement.

These elements, along with the proposal's integration of mixed-use components and public realm enhancements, demonstrate consistency with the goals and regulatory framework established in the City's Comprehensive Plan and the intent of the DMU designation.

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b. Promote better site design:

The proposed project promotes better site design through a combination of thoughtful planning, integration of mixed uses, and alignment with the City's urban design goals. Key elements that demonstrate improved site design include:

- **Activated Ground Floor:** The retrofit of the existing office building to include four (4) ground-floor restaurants introduces a more dynamic and pedestrian-oriented environment, enhancing street-level activity and promoting a live-work-play atmosphere.
- **Improved Pedestrian Connectivity:** The site incorporates clear, well-defined pedestrian pathways, landscaping, and seating areas that encourage walkability and provide safe, attractive connections throughout the site and to adjacent properties.
- **Public Realm Enhancements:** The inclusion of civic space around the existing lake, public art installations, and upgraded landscaping creates a high-quality public realm that fosters community engagement and supports placemaking.
- **Landscaped Open Space:** The project allocates approximately 21% of the site to landscaped open space, exceeding the minimum requirement and contributing to environmental quality, stormwater management, and visual appeal.
- **Context-Sensitive Design:** The development complies with the Doral Boulevard Master Plan (DBMP) guidelines for the Urban Streetscape Character District, aligning with broader city goals for urban form, building orientation, and streetscape enhancements.
- **Efficient Use of Existing Infrastructure:** By retrofitting an existing structure, the project reduces land disturbance, supports sustainability, and makes more efficient use of existing utilities, parking, and transportation infrastructure.

Collectively, these design strategies contribute to a more functional, attractive, and sustainable development that supports the City's long-term planning objectives and enhances the surrounding built environment.

c. Integration of project more effectively into their surrounding environment:

The project is designed to seamlessly integrate into its surrounding environment, particularly by enhancing connectivity to adjacent Downtown Mixed-Use (DMU) parcels and conforming to the urban design principles outlined in the Doral Boulevard Master Plan (DBMP). The inclusion of pedestrian pathways, publicly accessible open space, and a ground-floor commercial mix enhances the transition between private development and public realm, creating a walkable, cohesive, and context-sensitive development. The retrofit of an existing office structure also demonstrates an adaptive reuse strategy that respects the existing urban fabric while introducing new, compatible uses.

d. Enhance property value:

By activating the site with restaurant uses, public amenities, landscaping, and improved pedestrian access, the project is expected to enhance the long-term value of the property and surrounding parcels. The upgraded public realm, improved streetscape, and addition of destination uses such

as restaurants will attract more foot traffic, increase visibility, and support continued economic growth. These improvements position the property as a vibrant and desirable location within the DMU district, positively influencing both commercial viability and market perception.

e. Ensure harmonious relationship among buildings, uses and visitors:

The site plan fosters a harmonious relationship among buildings, land uses, and visitors by implementing thoughtful spatial organization, consistent architectural language, and a unified landscape design. The integration of restaurants at the ground level encourages interaction and engagement, while the separation of pedestrian and vehicular circulation promotes safety and ease of access. Additionally, the building scale, materials, and use types are compatible with neighboring developments and contribute to a cohesive urban character within the DMU zoning district.

f. Protect health, safety and welfare of our residents and visitors:

The project supports the health, safety, and welfare of residents and visitors through multiple design features. These include Crime Prevention Through Environmental Design (CPTED) principles such as natural surveillance, access control, and space management; ADA-compliant pedestrian walkways; appropriate lighting; and clearly defined vehicular and pedestrian access points. Furthermore, the site includes emergency access for first responders and complies with all applicable fire, life safety, and building codes. Landscaping and open space elements also contribute to environmental quality and mental well-being, aligning with broader public health objectives.

g. Address traffic concerns:

The City of Doral Public Works Department recommends approval. Miami Dade County Department of Transportation and Public Works (DTPW) have reviewed and approved the subject application.

h. Consistent with the Standards and/or regulations of approved Master Development Agreements, Pattern Books and Conceptual Site Plan associated with CMU, DMU, TND and PUD projects:

The project is fully consistent with the applicable standards and regulations established in the approved Master Development Agreement (MDA – Case No. LAND-2403-0015) and aligns with the goals of the Downtown Mixed-Use (DMU) district. The proposed site plan reflects the guiding principles of the Conceptual Site Plan and DBMP, ensuring a balanced mix of uses, walkability, high-quality design, and connectivity. All dimensional, architectural, and open space requirements have been addressed in accordance with the governing documents and the Land Development Code.

Level of Services Evaluation

Public Facilities Levels-of Service (LOS) Review

Pursuant to Objective 10.4 and Policy 10.4.2 of the City’s Comprehensive Plan, all new development and redevelopment must maintain the adopted Level-of-Service (LOS) standards for public facilities. New development orders shall be issued only when available public facilities and services needed to support the development will be available concurrent with the impacts of the development. Table V provides information on public facilities and applicable agency reviews.

Table V LOS Standards

Public Facility	LOS Standard	Agency Review	Response
Potable Water	126.82 gallons per capita per day	Miami-Dade Water and Sewer Department (WASD)	DERM Memo (see Exhibit C)
Sanitary Sewer	100 gallons/capita day	Miami-Dade Water and Sewer Department (WASD)	DERM Memo (see Exhibit C)
Stormwater Drainage	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	Miami-Dade Department of Regulatory & Economic Resources	DERM Memo (see Exhibit C)
Solid Waste	9.4 pounds/capita/day	Miami-Dade Department of Solid Waste	Dept. Solid Waste Memo (see Exhibit D)
Recreation and Open Space Lands	4.5 acres per 1,000 residents	City of Doral Planning and Zoning Department	(not applicable)
Transportation	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.	Miami-Dade Department of Transportation and Public Works and the City of Doral Public Works Department	City of Doral Public Works Department Memo (see Exhibit E)
Public Schools	100% utilization of Florida Inventory of School Houses (FISH) capacity (with relocatable classrooms).	Miami-Dade Public County School	Miami-Dade County Public Schools (not applicable)

Source: City of Doral. Planning and Zoning Department (2025).

Potable Water, Sanitary Sewer, and Solid Waste

Pursuant to Section 163.3180(1), Florida Statutes, sanitary sewer potable water, solid waste and drainage are the only public facilities and services subject to the concurrency requirement on a statewide basis. In the City of Doral, Miami-Dade County Water and Sewer Department (WASD) is responsible for providing potable water and sanitary sewer services, while Miami-Dade County Department of Solid Waste Management (DSWM) provides waste collection

services. Both WASD and DSWM have reviewed the application and have no objections to the site plan. A copy of DERM and Solid Waste Management memorandum are provided in “Exhibit C” and “Exhibit D.”

Recreation and Open Space

The proposed project will not incorporate residential uses. Therefore, the recreation and open space LOS standard does not apply.

Transportation

The City of Doral Public Works Department has reviewed the subject application and recommends approval.

Public Schools

The proposed project does not incorporate residential uses. Therefore, the public schools’ LOS standard does not apply.

Recommendation

Staff respectfully request that the Mayor and City Councilmembers APPROVE the proposed site plan for the Doral Concourse - Site Plan located at 8400 Northwest 36 Street, further identified by Miami-Dade County Property Appraiser by Folio No. 35-3027-060-0010 (the “Property”) in the City of Doral (the “City”).