

**ORDINANCE NO. 2011-06**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, AMENDING THE CAPITAL IMPROVEMENTS ELEMENT OF THE COMPREHENSIVE DEVELOPMENT MASTER PLAN IN ORDER TO MEET THE STATE MANDATED REQUIREMENT TO ANNUALLY UPDATE SAID ELEMENT; AUTHORIZING THE TRANSMITTAL OF THE AMENDMENTS TO THE FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS FOR REVIEW UNDER CHAPTER 163, FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, Section 163.3187 and 163.3177 (3)(b)1, Florida Statutes requires each local government to annually update the capital improvements element of it comprehensive plan; and

**WHEREAS**, the City of Doral has prepared a Capital Improvements Element Update (Exhibit A), as required by Section 163.3187, Florida Statutes; and

**WHEREAS**, the associated amendments update the Comprehensive Development Master Plan (CDMP) per the statutory requirement; and

**WHEREAS**, the City Council believes it is in the best interest of the public to adopt the Capital Improvements Element update and the associated amendments to the goals, objectives and policies contained in the CDMP; and

**WHEREAS**, all public notice and hearing requirements have been satisfied.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA:**

**Section 1.** That the Capital Improvements Element Update and the Comprehensive Development Master Plan amendments provided in Exhibit A respectively are hereby adopted. The Mayor is directed to transmit said Capital Improvements Element Update and the associated CDMP amendments to the Florida Department of Community Affairs, pursuant to Chapter 163.3184, F.S. for State-required review and Section 163.3177(3)(b)2, F.S., for annual Capital Improvements Element Update processing.

**Section 2.** All Ordinances or parts of Ordinances and Resolutions or parts of Resolutions in conflict with the provisions of this ordinance are hereby repealed.

**Section 3.** If any section, clause, sentence or phrase of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, the holding shall not affect the validity of the remaining portions of this Ordinance.

**Section 4. Effective Date.** This Ordinance shall be effective upon adoption on second reading.

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

Mayor Juan Carlos Bermudez	Yes
Vice Mayor Michael DiPietro	Yes
Councilman Luigi Boria	Yes
Councilman Peter Cabrera	Yes
Councilman Ana Maria Rodriguez	Yes

PASSED AND ADOPTED on first reading this 9<sup>th</sup> day of April, 2011.

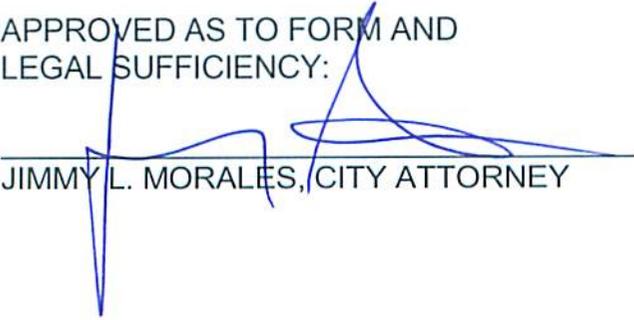
PASSED AND ADOPTED on second reading this 13<sup>th</sup> day of April, 2011.

  
\_\_\_\_\_  
JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:

  
\_\_\_\_\_  
BARBARA HERRERA, CITY CLERK

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY:

  
\_\_\_\_\_  
JIMMY L. MORALES, CITY ATTORNEY

## EXHIBIT A

The City of Doral, Capital Improvements Element Update to the Comprehensive Development Master Plan prepared by Iler Planning, dated March 30<sup>th</sup>, 2011, and consisting of 29 pages. (Attached)

# 2010 Capital Improvements Element Update



# City of Doral

March 30, 2011

ILER PLANNING  
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**CITY OF DORAL**  
**2010 CAPITAL IMPROVEMENTS ELEMENT UPDATE**  
(3-30-2011)

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## INTRODUCTION

This document represents the annual update to the Capital Improvements Element (CIE) of the City of Doral Comprehensive Plan. Pursuant to Subsection 163.3177(3)(b)1, Florida Statutes, local governments are required to review the CIE on an annual basis and modify as necessary to maintain a financially feasible 5-Year Schedule of Capital Improvements (SCI).

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

This document also provides level of service (LOS) analyses for all public facilities in the City based on revised population projections and related data. Projects included in the updated 5-Year SCI are needed to address projected public facility needs in order to meet future level of service (LOS) demand.

In addition, the CIE Update must demonstrate consistency with all other elements of the Comprehensive Plan. Each of the capital projects listed in the updated 5-Year SCI are consistent with applicable elements. When approved and adopted, this CIE update will supplement the adopted Comprehensive Plan. The 2011-2015 SCI herein will replace the current version in the adopted Plan and updated data, inventory and analysis (DIA) will replace the older (DIA).

## I. POPULATION ESTIMATES AND PROJECTIONS

Population projections in comprehensive plans are used to forecast demand on public facilities. The current population projections for Doral are contained in the adopted 2007 Comprehensive Plan. However, these projections are now outdated and do not reflect the current population trend of the City, especially with the recent severe economic downturn.

In developing Doral's updated population projections for the CIE Update, various demographic sources including population estimates derived from the University of Florida Bureau of Economic and Business Research (BEBR), and the U.S. Census were reviewed and analyzed. Since the City was incorporated after the last decennial census in 2000, census figures for the Doral area are unreliable. More accurate population estimates and projections will be achievable when the socio-economic data from the 2010 U.S. Census is released.

Recent population projections contained in Miami-Dade County's adopted 20-Year Regional Water Supply Plan (2008) provides an accurate picture of Doral's population trend. They were derived using population data from the County's Planning and Zoning Department at the Traffic Analysis Zone (TAZ) level. Table 1 below shows the City's population estimate and projections for the years 2007, 2010, 2015 and 2020 from the County's adopted Regional Water Supply Plan. A trend analysis was completed to determine the population for the interim years.

**Table 1: Population Estimates and Projections**

YEAR	POPULATION
<b>2007*</b>	<b>33,258</b>
2008	34,735
2009	36,212
<b>2010*</b>	<b>37,689</b>
2011	39,166
2012	40,643
2013	42,120
2014	43,597
<b>2015*</b>	<b>45,074</b>
2016	45,595
2017	46,116
2018	46,637
2019	47,158
<b>2020*</b>	<b>47,679</b>

\*City of Doral population projections from the adopted 2008 Miami-Dade County Water Supply Facilities Work Plan, Appendix C.  
Source: Miami-Dade County 20-Year Regional Water Supply Facilities Work Plan, Appendix C (2008); Iler Planning.

The population levels in Table 1 are utilized as the City's updated population projections in this CIE Update to determine the City's public facility needs during the 5-year planning period to 2015. According to the Doral Comprehensive Plan, many parts of the City are built-out with a few very large vacant parcels available for development primarily in the northern area of the City. Based on the vacant land analysis in the Plan, at build-out the City's population should peak at approximately 71,447.

According to the population projections in Table 1, the City's residential areas will be 63 percent built-out by 2015 and 67 percent built-out by 2020.

It should also be noted that the projections in Table 1 are significantly lower than the current projections contained in the adopted Comprehensive Plan. The 2015 figure in Table 1 is 24 percent lower than the current 2015 projection in the Comprehensive Plan. Thus, in general, the level of service (LOS) impacts of these lower projections will be positive, reducing demand substantially over the next 5 years.

## II. LEVEL OF SERVICE ANALYSIS

### A. Transportation

There are approximately 170 miles of roads within Doral maintained by three (3) separate government jurisdictions: City of Doral, Miami-Dade County and the State (FDOT). Each jurisdiction provides routine maintenance for their roadways. However, all roadway traffic control such as speed limit signs, stop signs and traffic signals fall under the jurisdiction of, and are maintained by, Miami-Dade County. Doral maintains 55.5 miles of roadway. Over the years, the City has taken jurisdiction over most neighborhood streets through inter-local agreements with the County. Most roadway facilities in Doral are under the control of Miami-Dade County. The expressways surrounding Doral on three sides (SR 821/Homestead Extension of the Florida Turnpike, SR 836/Dolphin Expressway and SR 826/Palmetto Expressway) are State-owned. The City has a small number of local streets; many privately-owned as part of gated developments.

In November, the City adopted the 2010 Transportation Master Plan (TMP). The TMP is a long-range 20-year plan that will guide Doral in the improvement of mobility within the City and with regional destinations. The TMP inventoried and analyzed level of service (LOS) for existing roadways and projected future roadway LOS in the years 2015 and 2030. The Plan also identifies and prioritizes projects needed to address current and future transportation deficiencies, and methods for financing transportation and capacity-related improvements needed to maintain adopted LOS standards. Appendix A contains relevant parts of the 2010 TMP which provide the detailed data and analysis for this section.

Adopted LOS standards for roadway facilities are contained in Policies 2.2.1, 2.2.2 and 2.2.3 of the City's Transportation Element. Generally, local roadways have an adopted LOS standard of D; where specialized transit exists, the LOS threshold is D + 120%; and on State facilities, the adopted LOS threshold is E. LOS analysis contained in the TMP is based on 2009 traffic counts. According to the TMP, 75 percent of Doral's roadway links are operating within acceptable LOS. Fifteen (15) links are currently operating above adopted LOS (10 east/west roadway segments and 5 north/south roadway segments) within the City's limits; two-thirds of these deficient roadway segments are under the jurisdiction of Miami-Dade County. Tables 2 and 3 below show the existing (2009) roadway conditions in the City.

**Table 2: Existing (2009) East/West Roadway Segments Bi-directional Conditions**

ROAD	LIMITS	JURISDICTION	FUNCTIONAL CLASSIFICATION	NO. OF LANES	2009 AADT	2-WAY VOLUME			
						STANDARD		2009 LOS	
						LOS	VPH	VPH	LOS
NW 12 St.	SR 826 - 87 Ave.	County	Minor Arterial	4D	41600	D	2950	3320	F
	87 Ave. - 97 Ave.	County	Minor Arterial	4	41050	D	2950	3055	E
	97 Ave. - 107 Ave.	County	Minor Arterial	4D	52050	D	2950	4125	F
NW 17-19 St	97 Ave. - 107 Ave.	City	Local Road	4D	9550	D	2950	915	C
NW 25 St.	SR 826 - 87 Ave.	County	Minor Arterial	4	41700	D	2950	3105	E
	87 Ave. - 97 Ave.	County	Minor Arterial	4	56300	D	2950	4175	F
	97 Ave. - 107 Ave.	County	Minor Arterial	4	31200	D	2950	2510	D
	107 Ave. - 117 Ave.	County	Collector	4	12100	D	2950	1370	C
NW 33 St.	79 Ave. - 82 Ave.	City	Local Road	2	5100	D	950	510	D
	82 Ave. - 87 Ave.	City	Local Road	4D	7850	D	2070	1040	C
	87 Ave. - 92 Ave.	City	Local Road	2	2400	D	950	335	C
	92 Ave. - 107 Ave.	City	Collector	4D	6600	D	2950	690	C
	107 Ave. - 112 Ave.	City	Local Road	2	3650	D	950	570	D
NW 34 St.	112 Ave. - 117 Ave.	City	Local Road	2	6750	D	2950	740	C

ROAD	LIMITS	JURISDICTION	FUNCTIONAL CLASSIFICATION	NO. OF LANES	2009 AADT	2-WAY VOLUME			
						STANDARD		2009 LOS	
						LOS	VPH	VPH	LOS
NW 36 St.	SR 826 - 87 Ave.	County	Principal Arterial	6D	58700	D	4680	4540	D
NW 36/41 St.	87 Ave. - 97 Ave.	County	Principal Arterial	6D	66950	D	4680	5335	F
NW 41 St.	97 Ave. - 107 Ave.	County	Principal Arterial	6D	78200	D	4680	6675	F
	107 Ave. - 117 Ave.	County	Principal Arterial	6D	40900	D	4680	3405	C
NW 50 St.	107 Ave. - 117 Ave.	City	Local Road	2	2950	D	950	460	D
NW 53 St.	79 Ave. - 87 Ave.	Cutt	Local Road	4D	6250	D	2070	670	C
NW 58 St.	SR 826 - 87 Ave.	County	Minor Arterial	4D	35350	D	2950	2985	E
	87 Ave. - 97 Ave.	County	Minor Arterial	4D	68350	D	2950	6635	F
	97 Ave. - 107 Ave.	County	Minor Arterial	4D	35800	D	2950	3320	F
	107 Ave. - 117 Ave.	County	Local Road	4D	20900	D	2950	1870	C
NW 74 St.	107 Ave. - 117 Ave.	State	Minor Arterial	4D	7100	D	3390	550	C
NW 78 St.	107 Ave. - 109 Ave.	City	Local Road	2	2850	D	2070	240	C
	109 Ave. - 114 Ave.	City	Local Road	2	1800	D	950	225	C
NW 82 St.	107 Ave. - 116 Ave.	City	Local Road	2	3800	D	950	385	C
NW 86 St.	107 Ave. - 116 Ave.	City	Local Road	2	2750	D	950	355	C
NW 90 St.	107 Ave. - 112 Ave.	City	Local Road	2	1650	D	950	200	C

Source: City of Doral 2010 Transportation Master Plan (The Corradino Group, Inc.).

**Table 3: Existing (2009) North/South Roadway Segments Bi-directional Conditions**

ROAD	LIMITS	JURISDICTION	FUNCTIONAL CLASSIFICATION	NO. OF LANES	2009 AADT	2-WAY VOLUME			
						STANDARD		2009 LOS	
						LOS	VPH	VPH	LOS
NW 79 Ave.	25 St. - 36 St.	City	Collector	4D	17600	D	2950	1610	C
	36 St. - 58 St.	City	Collector	4D	23200	D	2950	1985	C
NW 82 Ave.	12 St. - 25 St.	City	Collector	4D	18350	D	2070	1705	D
	25 St. - 41 St.	City	Local Road	2	13550	D	950	1410	F
NW 84 Ave.	12 St. - 25 St.	City	Local Road	4D	9600	D	2950	880	C
NW 87 Ave.	12 St. - 25 St.	County	Minor Arterial	6D	37650	D	4450	2850	C
	25 St. - 36 St.	County	Minor Arterial	6D	39550	D	4450	3200	D
	36 St. - 58 St.	County	Minor Arterial	4D	18650	D	2950	1845	C
NW 97 Ave.	12 St. - 25 St.	County	Collector	4D	23100	D	2950	2120	D
	25 St. - 33 St.	County	Collector	4D	21900	D	2950	1980	C
	33 St. - 41 St.	County	Collector	4D	21950	D	2950	1965	C
	41 St. - 58 St.	County	Collector	4D	17450	D	2950	1645	C
NW 102 Ave.	58 St. - 66 St.	County	Collector	2	9300	D	1390	965	D
	41 St. - 58 St.	City	Local Road	4D	7450	D	2070	945	C
NW 107 Ave.	12 St. - 25 St.	County	Minor Arterial	6D	42450	D	4450	3310	D
	25 St. - 41 St.	County	Minor Arterial	4D	35100	D	2950	2770	D
	41 St. - 58 St.	County	Minor Arterial	4D	40100	D	2950	3215	F
	58 St. - 74 St.	County	Collector	4D	32000	D	2950	2720	D
NW 109 Ave.	74 St. - 90 St.	County	Collector	4D	11350	D	2950	1035	C
	50 St. - 58 St.	City	Local Road	2	2550	D	950	395	C
NW 112 Ave.	25 St. - 33 St.	City	Local Road	2D	10300	D	950	1065	E
	41 St. - 58 St.	City	Local Road	2D	7800	D	950	845	D
	74 St. - 79 Ln.	City	Local Road	4	2600	D	2070	380	C
	82 St. - 90 St.	City	Local Road	4D	2750	D	2070	350	C
NW 114 Ave.	34 St. - 41 St.	City	Local Road	2D	10850	D	950	1050	E
	41 St. - 58 St.	City	Local Road	2	30400	D	950	2715	F
	58 St. - 74 St.	City	Local Road	4D	18200	D	2070	1740	D
	74 St. - 80 St.	City	Local Road	4D	6950	D	2070	985	C
NW 117 Ave.	25 St. - 33 St.	City	Local Road	2	6300	D	950	725	D
	50 St. - 58 St.	City	Local Road	2	500	D	950	210	C

Source: City of Doral 2010 Transportation Master Plan (The Corradino Group, Inc.).

Ten (10) out of the fifteen (15) existing deficient roadway links listed in the Tables 2 and 3 above are operating at LOS F. Specifically:

- NW 12<sup>th</sup> St. from SR 826 to NW 89<sup>th</sup> Ave.
- NW 12<sup>th</sup> St. from NW 97<sup>th</sup> Ave. to NW 107<sup>th</sup> Ave.
- NW 25<sup>th</sup> St. from NW 87<sup>th</sup> Ave. to NW 97<sup>th</sup> Ave.
- NW 36<sup>th</sup>/41<sup>st</sup> St. from NW 87<sup>th</sup> Ave. to NW 97<sup>th</sup> Ave.
- NW 41<sup>st</sup> St. from NW 97<sup>th</sup> Ave. to NW 107<sup>th</sup> Ave.
- NW 58<sup>th</sup> St. from NW 87<sup>th</sup> Ave. to NW 97<sup>th</sup> Ave.
- NW 58<sup>th</sup> St. from NW 97<sup>th</sup> Ave. to 107<sup>th</sup> Ave.
- NW 87<sup>th</sup> Ave. from NW 25<sup>th</sup> St. to NW 41<sup>st</sup> St.
- NW 107<sup>th</sup> Ave. from NW 41<sup>st</sup> St. to NW 58<sup>th</sup> St.
- NW 114 Ave. from NW 41<sup>st</sup> St. to NW 58<sup>th</sup> St.

Overall, 75 percent of Doral's roadway network is currently (2009) operating within acceptable LOS. The large majority (67 percent) of deficient links are on County roads. However, due to the interrupted grid system within the City in conjunction with the physical constraints bordering the City, the roadway network faces challenges to maintain and improve LOS in the future.

The major issues facing the City of Doral are connectivity and regional traffic. Traffic is forced onto a few major roadways as it moves east and west. The City is constrained by Okeechobee Road to the north with only NW 107<sup>th</sup> Avenue connecting Doral to the cities to its north; SR 826/Palmetto Expressway to the east with only the section lines of NW 58<sup>th</sup> Street, NW 36<sup>th</sup> Street/Doral Boulevard, NW 25<sup>th</sup> Street and NW 12<sup>th</sup> Street connecting Doral to the cities and their airport to its east; SR 836/Dolphin Expressway to the south with only NW 87<sup>th</sup> Avenue, NW 97<sup>th</sup> Avenue and NW 107<sup>th</sup> Avenue connecting with the cities to its south; and with SR 821/Florida's Turnpike to the west with only NW 41<sup>st</sup> Street/Doral Boulevard as an outlet. Regional traffic impacts stem from the City's role as a major employment center and its location next to the Miami International Airport (MIA). Projected traffic conditions in 2015, assuming no transportation improvements are made to the existing network, are shown in Tables 4 and 5 below.

**Table 4: Future (2015) East/West Roadway Segments Bi-directional Conditions**

ROAD	LIMITS	JURISDICTION	FUNCTIONAL CLASSIFICATION	NO. OF LANES	2015 AADT	2-WAY VOLUME			
						STANDARD		2015 FUTURE	
						LOS	VPH	VPH	LOS
NW 12 St.	SR 826 - 87 Ave.	County	Minor Arterial	4D	45000	D	2950	3600	F
	87 Ave. - 97 Ave.	County	Minor Arterial	4	44500	D	2950	3300	F
	97 Ave. - 107 Ave.	County	Minor Arterial	4D	56000	D	2950	4500	F
NW 17 - 19 St.	97 Ave. - 107 Ave.	City	Local Road	4D	10500	D	2950	1000	C
NW 25 St.	SR 826 - 87 Ave.	County	Minor Arterial	6	45000	D	4450	3400	D
	87 Ave. - 97 Ave.	County	Minor Arterial	4	60500	D	2950	4500	F
	97 Ave. - 107 Ave.	County	Minor Arterial	4	34000	D	2950	2700	D
	107 Ave. - 117 Ave.	County	Collector	4	13000	D	2950	1500	C
NW 33 St.	79 Ave. - 82 Ave.	City	Local Road	2	5500	D	950	600	D
	82 Ave. - 87 Ave.	City	Local Road	4D	8500	D	2070	1200	D
	87 Ave. - 92 Ave.	City	Local Road	4	3000	D	2070	400	C
	97 Ave. - 107 Ave.	City	Collector	4D	7500	D	2950	800	C
	107 Ave. - 112 Ave.	City	Local Road	2	4000	D	950	700	D
NW 34 St.	112 Ave. - 117 Ave.	City	Local Road	2	7500	D	2950	800	C
NW 36 St.	SR 826 - 87 Ave.	County	Principal Arterial	6D	63500	D	4680	4900	E
NW 36/41 St.	87 Ave. - 97 Ave.	County	Principal Arterial	6D	72000	D	4680	5800	F
	97 Ave. - 107 Ave.	County	Principal Arterial	6D	84000	D	4680	7200	F
NW 41 St.	107 Ave. - 117 Ave.	County	Principal Arterial	6D	44000	D	4680	3700	C
	107 Ave. - 117 Ave.	City	Local Road	2	3500	D	950	500	D
NW 53 St.	79 Ave. - 87 Ave.	City	Local Road	4D	7000	D	2070	800	C
NW 58 St.	SR 826 - 87 Ave.	County	Minor Arterial	4D	38000	D	2950	3300	F

ROAD	LIMITS	JURISDICTION	FUNCTIONAL CLASSIFICATION	NO. OF LANES	2015 AADT	2-WAY VOLUME			
						STANDARD		2015 FUTURE	
						LOS	VPH	VPH	LOS
	87 Ave. - 97 Ave.	County	Minor Arterial	4D	73500	D	2950	7200	F
	97 Ave. - 107 Ave.	County	Minor Arterial	4D	38500	D	2950	3600	F
	107 Ave. - 117 Ave.	County	Local Road	4D	22500	D	2950	2100	D
NW 74 St.	107 Ave. - 117 Ave.	State	Minor Arterial	6D	8000	D	4680	600	C
NW 78 St.	107 Ave. - 109 Ave.	City	Local Road	2	3500	D	2070	300	C
	109 Ave. - 114 Ave.	City	Local Road	2	2000	D	950	300	C
NW 82 St.	107 Ave. - 116 Ave.	City	Local Road	2	4500	D	950	500	D
NW 86 St.	107 Ave. - 116 Ave.	City	Local Road	2	3000	D	950	400	C
NW 90 St.	107 Ave. - 112 Ave.	City	Local Road	2	2000	D	950	300	C

Source: City of Doral 2010 Transportation Master Plan (The Corradino Group, Inc.).

**Table 5: Future (2015) North/South Roadway Segments Bi-directional Conditions**

ROAD	LIMITS	JURISDICTION	FUNCTIONAL CLASSIFICATION	NO. OF LANES	2015 AADT	2-WAY VOLUME			
						STANDARD		2015 FUTURE	
						LOS	VPH	VPH	LOS
NW 79 Ave.	25 St. - 36 St.	City	Collector	4D	21000	D	2950	1900	C
	36 St. - 58 St.	City	Collector	4D	27500	D	2950	2400	D
NW 82 Ave.	12 St. - 25 St.	City	Collector	4D	21500	D	2070	2000	D
	25 St. - 41 St.	City	Local Road	2	16000	D	950	1700	F
NW 84 Ave.	12 St. - 25 St.	City	Local Road	4D	11500	D	2950	1100	C
NW 87 Ave.	12 St. - 25 St.	County	Minor Arterial	6D	44500	D	4450	3400	D
	25 St. - 36 St.	County	Minor Arterial	6D	46500	D	4450	3800	D
	36 St. - 58 St.	County	Minor Arterial	4D	22000	D	2950	2200	D
NW 97 Ave.	12 St. - 25 St.	County	Collector	4D	27500	D	2950	2500	D
	25 St. - 33 St.	County	Collector	4D	26000	D	2950	2400	D
	33 St. - 41 St.	County	Collector	4D	26000	D	2950	2400	D
	41 St. - 58 St.	County	Collector	4D	20500	D	2950	2000	C
	58 St. - 66 St.	County	Collector	2	11000	D	1390	1200	D
NW 102 Ave.	41 St. - 58 St.	City	Local Road	4D	9000	D	2070	1200	D
NW 107 Ave.	12 St. - 25 St.	County	Minor Arterial	6D	50000	D	4450	3900	D
	25 St. - 41 St.	County	Minor Arterial	4D	41500	D	2950	3300	F
	41 St. - 58 St.	County	Minor Arterial	4D	47000	D	2950	3800	F
	58 St. - 74 St.	County	Collector	4D	37500	D	2950	3200	F
	74 St. - 90 St.	County	Collector	4D	13500	D	2950	1300	C
NW 109 Ave.	50 St. - 58 St.	City	Local Road	2	3000	D	950	500	D
NW 112 Ave.	25 St. - 33 St.	City	Local Road	2D	12500	D	950	1300	F
	41 St. - 58 St.	City	Local Road	2D	9500	D	950	1000	E
	74 St. - 79 Ln.	City	Local Road	4	3500	D	2070	500	C
NW 112 Ave. - CT.	82 St. - 90 St.	City	Local Road	4D	3500	D	2070	500	C
NW 114 Ave.	34 St. - 41 St.	City	Local Road	2D	13000	D	950	1300	F
	41 St. - 58 St.	City	Local Road	2	36000	D	950	3200	F
	58 St. - 74 St.	City	Local Road	4D	21500	D	2070	2100	E
	74 St. - 80 St.	City	Local Road	4D	8500	D	2070	1200	D
NW 117 Ave.	25 St. - 33 St.	City	Local Road	2	7500	D	950	900	D
	50 St. - 58 St.	City	Local Road	2	1000	D	950	300	C

Source: City of Doral 2010 Transportation Master Plan (The Corradino Group, Inc.).

Tables 4 and 5 show that a total of nineteen (19) roadway links (10 east/west roadway segments and 9 north/south roadway segments) will operate above adopted LOS within the City's limits by 2015. These future roadway deficiencies represent 32 percent of all roadway segments that are expected to fail by 2015; an increase of 7 percent from 2009. Of the 19 links projected to operate above adopted LOS in 2015, sixteen (16) of these links are expected to operate at LOS F. Specifically:

- NW 12<sup>th</sup> St. from SR 826 to NW 87<sup>th</sup> Ave.
- NW 12<sup>th</sup> St. from NW 87<sup>th</sup> Ave. to NW 97<sup>th</sup> Ave.

- NW 12<sup>th</sup> St. from NW 97<sup>th</sup> Ave. to NW 107<sup>th</sup> Ave.
- NW 25<sup>th</sup> St. from NW 87<sup>th</sup> Ave. to NW 97<sup>th</sup> Ave.
- NW 36<sup>th</sup>/41<sup>st</sup> St. from NW 87<sup>th</sup> Ave. to NW 97<sup>th</sup> Ave.
- NW 41<sup>st</sup> St. from NW 97<sup>th</sup> Ave. to NW 107<sup>th</sup> Ave.
- NW 58<sup>th</sup> St. from SR 826 to NW 87<sup>th</sup> Ave.
- NW 58<sup>th</sup> St. from NW 87<sup>th</sup> Ave. to NW 97<sup>th</sup> Ave.
- NW 58<sup>th</sup> St. from NW 97<sup>th</sup> Ave. to NW 107<sup>th</sup> Ave.
- NW 82<sup>nd</sup> Ave. from NW 12<sup>th</sup> St. to NW 25<sup>th</sup> St.
- NW 107<sup>th</sup> Ave. from NW 25<sup>th</sup> St. to NW 41<sup>st</sup> St.
- NW 107<sup>th</sup> Ave. from NW 41<sup>st</sup> St. to NW 58<sup>th</sup> St.
- NW 107<sup>th</sup> Ave. from NW 58<sup>th</sup> St. to NW 74<sup>th</sup> St.
- NW 112<sup>th</sup> Ave. from NW 25<sup>th</sup> St. to NW 33<sup>rd</sup> St.
- NW 114<sup>th</sup> Ave. from NW 34<sup>th</sup> St. to NW 41<sup>st</sup> St.
- NW 114<sup>th</sup> Ave. from NW 41<sup>st</sup> St. to NW 58<sup>th</sup> St.

According to the City's 2010 TMP, roadway LOS may be improved with the following transportation strategies:

- Transportation Demand Management Strategies
  - Traffic Calming
  - Flextime
  - Transit Improvement
  - Car Sharing
  - Ridesharing
  - Pedestrian and Bicycle Improvements
  - Smart Growth
- Widening of Roadways

Doral's overall Transportation goal is to encourage intra-city trips utilizing multi-modal transportation strategies to reduce dependence on automotive trips and improve daily roadway LOS. The City is currently served by Miami-Dade Transit (MDT) bus routes 7A, 36A, 41, 71, 87, 132, 238, the 95-Express Earlington Heights (952); the nearby Hialeah Metro Rail station; and by the City's local circulator, the Doral Trolley. The Doral Trolley, which was launched in February 2008, has proven to be a successful transportation alternative within the community. It provides one free route with a bus about every 40 minutes. The Trolley operates about 75 hours a week at a cost of \$6,439 per week. The system carries about 3,000 passengers in this time period, approximately 40 passengers each hour, and exceeding the 10 passenger per hour goal since initializing the program. Additionally, the majority of the City is interconnected by sidewalks. The City does not have designated bicycle facilities. However, the City has developed a bikeway network in its Parks and Recreation System Master Plan (2010) that proposes a series of bike lanes and multi-use paths.

### **De Minimus Impact Report**

Pursuant to Section 163.3180(6), F.S. local governments must submit a de minimus impact report with the Capital Improvements Element update. A de minimus impact is an impact that would not affect more than 1 percent of the maximum volume at adopted LOS of the affected transportation facility; no impact is a de minimus if the sum of the existing roadway volumes and the projected volumes from approved projects on a transportation facility would exceed 110 percent of the maximum volume at the

adopted LOS and provided that an impact of a single-family home on an existing lot will constitute a de minimus impact on all roadways regardless of the level of deficiency of the roadway. Based on the above definition of a de minimus impact, the City has nothing to report.

### 5-Year LOS Projects

To address the LOS deficiencies now and expected by 2015, the City has programmed 16 multi-modal capacity projects through the 5-year planning period. These projects are listed below and will be funded primarily by the City's Transportation Fund.

**Table 6: 2011-2015 City Transportation Projects**

PROJECT	LOCATION	TYPE OF WORK	CONSTRUCTION YEAR
Transit Circulator (Trolley)	Citywide	Operation and Expansion	Ongoing
Transit Circulator (Trolley)	Citywide	Trolley Stop Improvements	Ongoing
Bikeway Improvements	Citywide	Bikeway Improvements	Ongoing
Traffic Calming Program	Citywide	Traffic Calming	Ongoing
NW 41 St.	79 Ave. - 87 Ave.	Reconstruction	2011/2012
NW 41 St.	At 107 Ave.	Intersection Improvements	2012/2013
NW 66 St.	102 Ave. - 97 Ave.	New Road Construction to increase connectivity and maximize capacity on north-south grid	2013/2014
NW 82 St.	112 Ave. - 114 Ave.	Widen road to maximize capacity on east-west grid	2013/2014
NW 82 Ave.	25 St. - 41 St.	Resurfacing	2012/2013
NW 92 Ave.	28 St. - 33 St.	New Road Construction to increase connectivity and maximize capacity on north-south grid	2012/2013
NW 99 Ave.	NW 64 St. - 66 St.	New Road Construction to increase connectivity and maximize capacity on north-south grid	2014/2015
NW 102 Ave.	66 St. - 74 St.	New Road Construction to increase connectivity and maximize capacity on north-south grid	2013/2014
NW 109 Ave.	41 St. - 43 St.	New Road Construction to increase connectivity and maximize capacity on north-south grid	2011/2012
NW 112 Ave.	80 St. - 82 St.	New Road Construction to increase connectivity and maximize capacity on north-south grid	2011/2012
NW 114 Ave.	74 St. - 78 St.	Resurfacing	2012/2013
NW 114 Ave.	42 Terr. - 44 St.	Resurfacing	2012/2013

Source: Doral Public Works Department (2010).

In addition to the City-funded transportation projects listed above, several capacity improvement projects in the City have been identified in the 2011 Miami-Dade County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP). The TIP is a staged multi-year program that prioritizes all federally-funded transportation projects as well as all other priority transportation projects funded by State and/or local monies over the next 5-year period. Table 7 below lists the transportation projects within the City's limits that will be funded by either the County or State transportation agencies.

**Table 7: 2011-2015 State and County Transportation Projects**

MPO #	FACILITY	LIMITS	TYPE OF WORK	RESPONSIBLE AGENCY	CONSTRUCTION YEAR
DT4056651	NW 25 St. Viaduct	82 Ave. - SR 826	New road construction	FDOT	2015
DT2511851	NW 25 St.	89 Cr. - SR 826	Add lanes and reconstruction	FDOT	2014
DT4284481	NW 79 Ave.	25 St. - 58 St.	Resurfacing	FDOT	2011
DT2495811	SR 826/SR 836 from N	8 St. to S of 25 St.	Interchange improvement	FDOT	2009
DT4147313	SR 934/NW 74 St.	114 Ave. - 107 Ave.	Add lanes and rehabilitate pavement	FDOT	2014
PW20040355	NW 74 St.	HEFT - SR 826	New 6 lanes	Miami-Dade Public Works	2009

MPO #	FACILITY	LIMITS	TYPE OF WORK	RESPONSIBLE AGENCY	CONSTRUCTION YEAR
TA4236143	Doral Circulator	Project FTA SEC 5309	Capital for fixed route	Miami-Dade Transit Agency	N/A
XA83608	SR 826/SR 836 Interchange Improvements	SR 826 Interchange - SR 836	New construction: 4-lane divided express lanes	Miami-Dade Expressway Authority	2009
XA83625	SR 836 Emergency Ramp	107 Ave. - SR 836	Construction of access ramp	Miami-Dade Expressway Authority	N/A

Source: 2011 Miami-Dade MPO TIP.

Construction for several of these capacity improvement projects have already commenced and will improve LOS upon completion. The project that will have the most impact is the NW 25<sup>th</sup> Street Viaduct project, which will alleviate heavy traffic volumes on NW 25<sup>th</sup> Street by providing a direct connection between NW 82<sup>nd</sup> Avenue and the west side cargo area of Miami International Airport. This project will improve traffic conditions on NW 25<sup>th</sup> Street and enhance the economic competitiveness of the County and regional freight associated activities. Completion of this project is expected in 2014.

Other roadway improvement projects for facilities that are currently failing and/or projected to fail that are not programmed into the 2011-2015 SCI may be added to the Schedule in future CIE Updates as funding becomes available at the Federal, State and local levels of government.

The City is doing all it can to address roadway deficiencies which occur primarily on State and County roadways. The sixteen (16) multi-modal capacity projects in Table 6, totaling \$18.2 million over the 5-year planning period, is a testament to substantial effort by the City to mitigate existing and projected roadway deficiencies. Most of the excessive traffic congestion in Doral is caused by regional trip-making, including high levels of trucks accessing nearby and distance communities. The City is a major employment center within the County, and over 100,000 people enter Doral each workday bringing regional trips into the City. Combine this with "cut-through" traffic between I-95, the Florida Turnpike and Miami International Airport, and regional traffic becomes a difficult burden on the City. The Bicycle System Master Plan and Doral Trolley are innovative examples of how the City is using all available options to mitigate LOS deficiencies. The City has implemented higher density mixed-use downtown, and in outlying satellite nodes to reduce the number and length of vehicle trips. The City will keep working closely with County and State agencies to address LOS needs on their roadways through 2015 and beyond.

## B. Potable Water

Doral receives water service from Miami-Dade County Water and Sewer Department's (WASD) Hialeah/Preston Water Treatment Plant (WTP). The Plant is owned and operated by WASD, who is responsible for maintaining the distribution and treatment facilities serving the City. All together, WASD owns and operates three (3) regional water treatment plants throughout the County; the current capacity of WASD's regional water system is 473 million gallons per day (MGD). Infrastructure Element Policy 4A.1.1 of the City's Comprehensive Plan establishes the adopted level of service (LOS) standard for potable water at 200 gallons per capita per day.

Regional water system capacity projections have been provided by the County based on current water system capacity, planned capacity projects, and current and projected demand from retail water customers within the County. A summary of WASD's projected potable water demand and rated capacity is provided in Table 8 below.

**Table 8: Miami-Dade WASD Water System Capacity and Demand Comparison**

YEAR	RATED CAPACITY (MGD)	FINISH WATER DEMAND (MGD)
2010	473	327.37
2015	483	342.37
2020	488	357.25

MGD = Million Gallons per Day.

Source: Miami-Dade Water and Sewer Department (2009).

Table 8 shows that the County will have sufficient water system capacity through 2020. Therefore, LOS is expected to be maintained through 2015 and beyond for the portion of the regional water system serving the City of Doral. The lower population projections for the City will continue to reduce water demand on the County system over the next 5 years.

### **5-Year LOS Projects**

Miami-Dade County's 20-Year Water Supply Facilities Work Plan (2008) identifies an Alternative Water Supply Project (AWSP) for the Hialeah/Preston WTP in three (3) phases to be planned and constructed from 2007 through 2027. The overall project will provide an additional capacity of 17.5 MGD for the Hialeah/Preston WTP. According to the Work Plan, Phase 1 of the AWSP is expected to be completed in 2011. This will add an initial 10 MGD of capacity to the Hialeah/Preston WTP.

### C. Sanitary Sewer

The adopted level of service (LOS) standard for sanitary sewer in Doral is 100 gallons per capita per day, as noted in Policy 4B.1.1 of the Infrastructure Element of the Comprehensive Plan. Sanitary sewer service in the City is provided by Miami-Dade County's Water and Sewer Department (WASD). The LOS standard for wastewater in the County requires all regional water treatment plants to operate with a physical capacity of no less than the annual average daily sewage flow. According to the County's draft 2010 Evaluation and Appraisal Report (EAR), the County's system has historically maintained this baseline requirement. Currently, the County has a regional wastewater system capacity of 375.5 million gallons per day (MGD). Table 9 shows the projected regional system wastewater demand and system capacity through 2020.

**Table 9: Miami-Dade County WASD Regional Wastewater System Capacity and Wastewater Flow**

YEAR	POPULATION	TREATMENT CAPACITY (MGD)	WASTEWATER FLOW (MGD)
2010	2,288,423	375.5	320
2015	2,466,836	375.5	343
2020	2,614,650	375.5	358

MGD = Million Gallons per Day.

Source: Miami-Dade Water and Sewer Department (2009).

According to Table 9, WASD's regional wastewater system will have enough capacity through 2020. Therefore, LOS for sanitary sewer will be maintained in the portions of the City served by WASD's wastewater collection system. The lower population projections for the City will continue to reduce sanitary sewer demand on the County system over the next 5 years.

#### **5-Year LOS Projects**

No capacity-related projects for the County's wastewater system have been identified for the 5-year period.

## D. Stormwater Management

The City of Doral falls within the boundaries of the C-4 and C-6 Basins within the Central Miami-Dade Watershed. These basins are drained by the South Florida Water Management District (SFWMD) primary canals C-4 and C-6, which flow from the Everglades to Biscayne Bay. There are two main secondary canals which receive drainage from the City: the Northline Canal, located immediately north of NW 25<sup>th</sup> Street which discharges to the C-4, and the Dressels Canal which discharges to the C-6.

Doral adopts the following system-wide drainage level of service (LOS) standards for new development and redevelopment in Policy 4C.1.1 of the Infrastructure Element:

- **Water Quality Standard.** Stormwater facilities shall meet the design and performance standards established in Chapter 62-25, Rule 25.025, Chapter 40-E, Chapter 40E-40, Florida Administration Code (FAC), and Section 24-48, of the Code, with the retention of the first inch of runoff onsite to meet the water quality standards required by Chapter 62-302, Rule 862-302.500, FAC, and Section 24-42 of the Code.
- **Water Quantity Standard.** Where two or more standards impact a specific development, the most restrictive standard shall apply:
  - Post-development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with 24-hour duration.
  - Treatment of the runoff from the 5-year storm event, 24-hour duration, in accordance with Section D-4, Part 2, Miami-Dade County Public Works Manual and Sec. 24-48.3 (7); of 5-year, 1-day as per Rule 40E-40.302, FAC, “Basis of Review, Volume IV Manual.”
  - Treatment of the runoff from the first one inch of rainfall onsite or the first 0.5 inch of runoff from impervious areas, whichever is greater.
- **Flooding Standard.** During the 10-year return design storm event, flooding of minor arterials should be below the crown of the roadway.

The City requires all new developments to provide adequate on-site drainage prior to the issuance of a building permit to maintain LOS standard for drainage. However, there was a number of pre-existing deficient drainage conditions when the City was incorporated in 2003. In 2006, Doral adopted a Stormwater Master Plan (Updated 2009) to inventory existing stormwater drainage conditions, and to identify and prioritize projects to correct existing deficiencies. Since the adoption of the Stormwater Master Plan, the City’s Public Works Department has completed all projects listed in the Plan except for those improvements to be completed by the County or private property owners.

### **5-Year LOS Projects**

Although all projects have been completed in the Stormwater Master Plan, the City has continued to provide funding for repair and maintenance City-wide through the Stormwater Fund. Two (2) projects in particular are the Canal Refurbishment Program and Citywide general stormwater improvements and maintenance.

## E. Solid Waste

The City's adopted level of service (LOS) standard for solid waste is 9.4 pounds per capita per day in Infrastructure Element Policy 4D.1.2 of the Comprehensive Plan. Table 10 below shows the projected solid waste which could be generated in the City during the 5-year capital improvements period.

**Table 10: Projected Solid Waste Generation**

YEAR	POPULATION	LOS (lbs./capita/day)	SOLID WASTE GENERATED (tons/day)
2010	37,689	9.4	177
2011	39,166	9.4	184
2012	40,643	9.4	191
2013	42,120	9.4	198
2014	43,597	9.4	205
2015	45,075	9.4	212

The City has an interlocal agreement with Miami-Dade County Department of Solid Waste Management (DSWM) for County collection, recycling and disposal of solid waste generated within Doral. According to the draft 2010 Evaluation and Appraisal Report (EAR) for the County's Comprehensive Development Master Plan, there will be sufficient landfill capacity to serve future development county-wide through 2016. The County's capacity analysis is based on projected demand generated by municipalities who have committed waste flows to the system by interlocal agreement, long-term contracts and anticipated non-committed waste flows in accordance with the County's adopted LOS standard, for a total of 775,000 tons landfilled per year. This determination is contingent upon the continued ability of the County and its disposal service contract providers to obtain and renew disposal facility operating permits from applicable federal, state and local agencies. Using the City's projected annual solid waste generation for the years 2010 through 2015, the City will average approximately 70,990 tons per year annually through the 5-year period, which is approximately 9 percent of the County's annual landfill capacity. Thus, there should be enough landfill capacity to accommodate the City's solid waste demand through 2015.

In addition, population growth County-wide has dropped substantially since 2008 and the severe economic downturn, as reflected in the City's revised population numbers. This reduced demand will probably have the effect of extending the County's current landfill capacity beyond 2016.

### **5-Year LOS Projects**

No new capacity-related projects have been identified for the 5-year period. The County's solid waste LOS will be maintained with the operation of the county-wide solid waste management system.

## F. Parks and Recreation

The level of service (LOS) standard for Doral's parks system is contained in Parks and Recreation Element Policy 6.1.1 as follows:

2009-2011:	3.25 acres of developed park land per 1,000 population
2012-2014:	3.75 acres of developed park land per 1,000 population
2015-2020:	4.25 acres of developed park land per 1,000 population

According to the City's Parks and Recreation System Master Plan completed in July 2010, the City has an existing park capacity of 109 acres, which is insufficient to meet the current LOS standard. The City recently completed a 1.2 acre neighborhood park in the southwest section of the City at NW 102<sup>nd</sup> Avenue and NW 33<sup>rd</sup> Street, in November of this year, and a 20-foot wide, 1 mile long bikeway/linear park for a total of 2.42 acres. The new Veteran's Park and bikeway increases the City's total park acreage to 112.62 acres. However, this is still insufficient to meet the current LOS standard of 122.5 acres. Using the adopted LOS standards above, the projected park acreage need is presented over the next 5-year period in Table 11 below. It shows the City will need a total of 191.6 acres of park land or an additional 78.95 acres of new parks to meet LOS by 2015.

**Table 11: Projected Park System Demand and Capacity**

YEAR	POPULATION	PARK LOS NEED (Acres)
2010	37,689	122.5
2011	39,166	127.3
2012	40,643	152.4
2013	42,120	158.0
2014	43,597	163.5
2015	45,074	191.6

### 5-Year LOS Projects

Six (6) new park development projects are programmed into the 5-Year SCI to address existing and projected LOS needs through 2015. These new park projects, listed in Table 12 below, will add an additional 221.58 acres of park land in the City, creating a surplus of 142.6 acres by 2015.

**Table 12: Parks Capacity Projects**

PROJECT	LOCATION	COMPLETION TIMEFRAME (Month/Year)	SIZE (Acres)
Linear Greenway Park	NW 50 St. and NW 107 Ave.	7/2010 - 9/2015	40.58
Environmental Passive Park	NW 107 Ave. and NW 74 St.	10/2014 - 9/2015	51
Preservation Park	N/A	10/2013 - 9/2014	72
Doral North Park	NW 97 Ave. and NW 74 St.	10/2012 - 9/2013	25
Dog-Friendly Park	NW 114 Ave. and NW 50 St.	12/2010 - 12/2011	10
NW 114 <sup>th</sup> Avenue Park	NW 114 Ave.	10/2012 - 9/2014	20
Downtown Doral Park	NW 53 St. and NW 84 Ave.	5/2012 - 10/2012	3
<b>TOTAL</b>			<b>221.58</b>

A detailed description of each park is provided below:

1. Linear Greenway Park (40.58 acres) – Streets with adjacent FP&L transmission line corridors will be used as a multi-purpose trail and are included in the City’s Bicycle Master Plan and Parks and Recreation Element Policy 6.2.6. Recommended facilities and features include: multi-purpose trail/service access route with trailhead, naturalistic planted areas/native habitat plantings and public art.
2. Environmental Passive Park (51 acres) – This proposed park site is located in the northwest section and contains wetlands. The site has been identified in the Parks System Master Plan as a future “Environmentally-Protected Park.” Low impact observation walkways on the perimeter of the wetlands and educational kiosks are planned.
3. Preservation Park (72 acres) – This proposed park site is currently a highly-impacted wetland located between two residential developments. This natural resource would be restored transforming the site into a unique passive recreation amenity for the residents of Doral. The City’s goal is to make this preservation park a public access point; coordination with DERM and the SFWMD will be required in the process.
4. Doral North Park (25 acres) – A plan was created for this site as part of the Florida Communities Trust Funds grant application, to use this site for educational, conservation and passive recreation purposes. The proposed plan for this park features: a Nature Center, a multi-purpose field, a campground, restored wetland habitat, a boardwalk, motorized boat launch/ramp with parking, and a future drawbridge/lake connection.
5. Dog-Friendly Park (10 acres) – Construction of the dog park located near the City’s western limits is already underway. This project will also include a stormwater detention area.
6. NW 114<sup>th</sup> Avenue Park (20 acres) – This City-owned property will be developed and designed as a community park. The new park facility will provide indoor recreation and outdoor court facilities. The site is well-suited to accommodate both these needs and have space for more passive, neighborhood-based activities, such as picnicking, strolling and a multi-use field.
7. Downtown Doral Park (3 acres) – This proposed park will include a tot lot, greenfield and civic style hardscape and landscape, and active and passive spaces.

The new park development projects will increase the City’s park capacity to a total of 334.2 acres when completed. This will enable the City to meet LOS needs through 2015 and beyond.

## G. Education Facilities

Public schools facility planning in the City of Doral is provided by Miami-Dade County Public Schools (MDCPS). Every year, MDCPS is required to update and submit a Five-Year District Facilities Work Plan to demonstrate available and projected student capacity, and related information on school facilities planning and project funding for capacity-related projects. The information below summarizes the current and projected level of service (LOS) for public schools serving Doral from the 2010-2011 MDCPS Five-Year District Facilities Work Plan.

Table 13 provides the 2010-2011 actual Florida Inventory of School Houses (FISH) capacity for public schools serving the City. FISH provides information and resources relating to education facilities in the State, including the District's facility inventory levels annually and through 5-year period cycles. The Table shows that only one (1) out of the five (5) public schools serving Doral's children are currently operating above 100% of permanent FISH capacity.

**Table 13: 2010-2011 Actual Permanent FISH Capacity**

SCHOOL	CAPACITY	ENROLLMENT	ACTUAL % FISH CAPACITY
Eugenia B. Thomas K-8 Center	1,598	1,535	96%
John I. Smith Elementary	1,205	1,134	94%
Doral Middle	1,041	840	81%
Ronald W. Regan/ Doral Senior High School	1,999	2,071	104%
Dr. Rolando Espinosa K-8 Center	1,519	1,462	96%

Source: Miami-Dade County School Board 2010-2011 Five Year District Facilities Work Plan.

2005 State legislation for public school concurrency requires all public schools to be at or below 100% of permanent FISH utilization by the year 2018. In the interim, public schools may exceed 100% FISH utilization with relocatable classrooms to accommodate the deficiency.

Table 14 presents the projected 2014-2015 FISH capacity based on permanent classrooms for each of the City's five public schools. The table indicates that all public schools are expected to operate at or below 100% permanent FISH capacity during the 2014-2015 period.

**Table 14: Projected 2014-2015 Permanent FISH Capacity**

SCHOOL	CAPACITY	ENROLLMENT	ACTUAL % FISH CAPACITY
Eugenia B. Thomas K-8 Center	1,420	1,392	98%
John I. Smith Elementary	1,205	1,106	92%
Doral Middle	1,039	1,000	96%
Ronald W. Regan/ Doral Senior High School	1,999	1,913	96%
Dr. Rolando Espinosa K-8 Center	1,519	1,519	100%

Source: Miami-Dade County School Board 2010-2011 Five Year District Facilities Work Plan.

**5-Year LOS Projects**

One (1) planned capacity-related project is identified in the 2010-2011 Five-Year District Facilities Work Plan. A new secondary learning center to provide relief to Ronald W. Regan/Doral Senior High School is expected for completion in FY 2011.

### III. ECONOMIC STIMULUS PROJECTS

The Comprehensive Plan serves as the City's guide for future development. A critical part of guiding a City's development involves identifying which public facilities projects the City will pursue within the established planning period. The Statute requires all local governments to include projects that are required to achieve adopted level of service standards (LOS) for public facilities and services in the comprehensive plan as part of their annual CIE Update. However, projects that are not required to meet LOS can be critical to a city in helping it achieve its vision and goals of the comprehensive plan. Incorporating both types of projects into the Comprehensive Plan can help a city organize its goals though the incorporation of specific projects.

Projects that are submitted for funding through the American Recovery and Reinvestment Act (ARRA) of 2009 (i.e. federal economic stimulus) can be LOS projects or projects that are not needed to achieve or maintain LOS. Nevertheless, these projects are important to community enhancement and will help the City reach its goals.

The City has submitted a total of twenty-one (21) projects, totaling \$90,062,500 that may qualify for economic stimulus funding through the ARRA. These projects are listed in Table 15.

**Table 15: City Projects Submitted for ARRA Funding**

PROJECT DESCRIPTION	PROJECT TYPE	COST
NW 102 Ave. (From NW 66 St. to NW 74 St.)	Streets/Roads	\$3,000,000
NW 33 St. (From NW 92 Ave. to NW 97 Ave.): New Street Construction	Streets/Roads	\$2,000,000
NW 41 St. (From NW 79 Ave. to NW 87 Ave.)	Streets/Roads	\$2,000,000
NW 79 Ave. (From NW 25 St. to NW 58 St.)	Streets/Roads	\$750,000
NW 109 Ave. (From NW 42 St. to NW 43 St.): New Street Construction	Streets/Roads	\$350,000
NW 112 Ave. (From NW 80 St. to NW 81 St.): New Street Construction	Streets/Roads	\$350,000
NW 33 St. (From NW 104 Ave. to NW 105 Ave.): Resurfacing	Streets/Roads	\$62,500
NW 112 Ave. (From NW 25 St. to NW 34 St.): Resurfacing	Streets/Roads	\$20,000
NW 114 Ave.: Water and Wastewater Main Installation	Water	\$150,000
New Infrastructure of a Public Park Includes reclaimed water use	CDBG	\$30,000,000
New City Hall	CDBG	\$15,000,000
New Municipal Charter School	CDBG	\$10,000,000
New Police Building	CDBG	\$8,000,000
City-wide Bikeway	CDBG	\$6,000,000
New Recreation Center	CDBG	\$5,000,000
New Public Works Department Building	CDBG	\$3,000,000
Interstate 27/NW 41 Street: sidewalk repair/improvements and creation of bikeway	CDBG	\$1,800,000
NW 107 Ave. Landscaping Improvements	CDBG	\$900,000
City-wide Closed Circuit Video System	Public Safety	\$1,000,000

PROJECT DESCRIPTION	PROJECT TYPE	COST
Community Based Programs: DAR, GREAT, RadKids and Police Explorers	Public Safety	\$330,000
Trolley: Purchase of two (2) city trolleys to alleviate traffic and reduce emissions	Transit	\$350,000
<b>TOTAL</b>		<b>\$90,062,500</b>

Source: 2009-2013 Doral Comprehensive Plan Annual Capital Improvements Update.

As of October 21, 2010, several City projects have been granted ARRA funds. These projects are in listed Table 16 below.

**Table 16: ARRA Funded Projects\***

PROJECT DESCRIPTION	PROJECT TYPE	ARRA FUNDING AMOUNT	TOTAL PROJECT COST
NW 33 St. (From NW 97 Ave. to NW 87 Ave.)	Add Lanes and Reconstruct	\$776,997	\$1,180,347
NW 25 St. (At NW 107 Ave.)	Resurfacing	\$138,493	\$151,017
NW 58 St. (From NW 95 Ave. to NW 87 Ave.)	Drainage Improvements	\$190,280	\$207,492
City of Doral Urban Formula Funding (Funding for public transit)	Capital for Fixed Route	\$327,814	\$327,814
<b>TOTAL</b>		<b>\$1,433,584</b>	<b>\$1,866,670</b>

\*As of October 21, 2010.

Source: Florida Department of Transportation (FDOT).

The projects listed in Table 16 have been identified as LOS projects for facilities that are currently failing in the City. Funding of these capacity-related projects through the ARRA will help the City address existing deficiencies in transportation and drainage facilities. ARRA funding for all other projects listed in Table 15 are pending and will be updated in the next CIE Update Cycle.

## IV. CAPITAL IMPROVEMENTS ELEMENT

### A. FY 2011-2015 Schedule of Capital Improvements

The data and analysis presented herein shows level of service (LOS) needs in Transportation, Parks and Recreation, and Stormwater Management. The proposed Schedule of Capital Improvements (SCI) in Tables 18.a and 18.b are intended to address the maintenance and improvement of public facilities. These tables will replace the currently adopted FY 2009-2013 SCI contained in Appendix B of this report.

### B. Financial Feasibility Analysis

Florida Statutes s. 163.3177(2) requires the City to demonstrate that projects listed during the first three years of the 5-Year SCI have committed funding sources, while the remaining two years may include both committed and planned funding sources. In order to demonstrate financial feasibility, the capacity-related improvements revenues and expenditures for the 5-year planning period are projected below in Tables 16 and 17.

**Table 16: Projected Revenues for Capacity-Related Projects by Funding Source**

FUNDING SOURCES	FY 2010/2011 <sup>1</sup>	FY 2011/2012	FY2012/2013	FY 2013/2014	FY 2014/2015	5-YEAR TOTAL
<b>For City-Funded Projects</b>						
Capital Improvement Fund	\$2,950,000	\$0	\$0	\$0	\$0	<b>\$2,950,000</b>
Stormwater Fund	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	<b>\$15,000,000</b>
Park Impact Fee Fund*	\$232,000	\$238,960	\$246,129	\$253,513	\$261,118	<b>\$1,231,720</b>
Park Bonds	\$0	\$0	\$15,000,000	\$13,000,000	\$5,000,000 <sup>1</sup>	<b>\$33,000,000</b>
Developer Contributions for Parks and Park Impact Fee Credits	\$0	\$0	\$4,600,000	\$0	\$0	<b>\$4,600,000</b>
Transportation Fund*	\$3,433,970	\$3,536,989	\$3,643,099	\$3,752,392	\$3,864,963	<b>\$18,231,413</b>
Public Works	\$2,500,000	\$3,000,000	\$0	\$0	\$0	<b>\$5,500,000</b>
<b>TOTAL</b>	<b>\$12,115,970</b>	<b>\$9,775,949</b>	<b>\$26,489,228</b>	<b>\$20,005,904</b>	<b>\$12,126,082</b>	<b>\$80,513,133</b>
<b>For Projects Funded by Other Agencies</b>						
Miami Dade County Public Schools	\$16,395,595	\$0	\$0	\$0	\$0	<b>\$16,395,595</b>
Florida Department of Transportation	\$41,468,000	\$127,249,000	\$37,560,000	\$30,905,000	\$120,676,000	<b>\$357,858,000</b>
Miami Dade Public Works	\$4,000,000	\$0	\$6,000,000	\$5,593,000	\$0	<b>\$15,593,000</b>
Miami Dade Transit Agency	\$438,000	\$0	\$0	\$0	\$0	<b>\$438,000</b>
Miami Dade Expressway Authority	\$16,258,000	\$27,670,000	\$25,069,000	\$25,069,000	\$25,069,000	<b>\$119,135,000</b>
<b>TOTAL</b>	<b>\$78,559,595</b>	<b>\$154,919,000</b>	<b>\$68,629,000</b>	<b>\$61,567,000</b>	<b>\$145,745,000</b>	<b>\$509,419,595</b>

**GRAND TOTAL      \$90,675,565      \$164,694,949      \$95,118,228      \$81,572,904      \$157,871,082      \$589,932,728**

Notes:

\*Projected Revenues for City-funded projects assumes an annual 3 percent growth in revenues per fiscal year.

<sup>1</sup>Bonds not committed.

Source: City of Doral Adopted Budget 2010-2011, Planning and Zoning Department.

**Table 17: Projected 5-Year Expenditures for Capital Improvements by Type**

CAPITAL IMPROVEMENTS PROJECTS	FY 2010/2011	FY 2011/2012	FY2012/2013	FY 2013/2014	FY 2014/2015	5-YEAR TOTAL
<b>City-Funded Projects</b>						
Drainage Improvements	\$2,500,000	\$1,500,000	\$1,500,000	\$0	\$0	\$5,500,000
Parks	\$2,950,000	\$0	\$19,600,000	\$13,000,000	\$5,000,000	\$40,550,000
Roadways	\$1,200,000	\$4,880,000	\$4,209,530	\$5,660,000	\$2,250,000	\$18,199,530
<b>TOTAL</b>	<b>\$6,650,000</b>	<b>\$6,380,000</b>	<b>\$25,309,530</b>	<b>\$18,660,000</b>	<b>\$7,250,000</b>	<b>\$64,249,530</b>
<b>Projects Funded by Other Agencies</b>						
Public School	\$16,395,595	\$0	\$0	\$0	\$0	\$16,395,595
Roadways and Expressways	\$61,726,000	\$154,919,000	\$68,629,000	\$61,567,000	\$145,745,000	\$492,586,000
Mass Transit	\$438,000	\$0	\$0	\$0	\$0	\$438,000
<b>TOTAL</b>	<b>\$78,559,595</b>	<b>\$154,919,000</b>	<b>\$68,629,000</b>	<b>\$61,567,000</b>	<b>\$145,745,000</b>	<b>\$509,419,595</b>

**GRAND TOTAL    \$85,209,595    \$161,299,000    \$93,938,530    \$80,227,000    \$152,995,000    \$573,669,125**

Revenue projections for capital projects to be funded by Doral are based on the City's adopted 2010-2011 budget and information provided by the City's Planning and Zoning Department. City revenues for capital improvements by type are also identified in Table 16. For example, the Stormwater Fund is used to fund drainage improvements, the Park Impact Fee fund is used to fund park improvements, and the Transportation Fund is used for capital improvements in transportation. It should be noted that the City has a small reserve in the Capital Improvements Fund for any capital projects in need of funding. The Capital Improvements Fund is comprised of revenue transfers from the General Fund, and recovery of grant funds from prior years. In this cycle, the reserve in the Capital Improvement Fund will be utilized to fund park projects in FY 2010/2011.

An analysis of the projected revenues and planned capital expenditures indicate that the City will maintain financial feasibility through the 5-year planning period. The City is projected to accumulate \$80.5 million 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 \$64.2 million in capital improvement expenditures over the planning period.

**Table 18.a. FY 2011-2015 Schedule of Capital Improvements: City-Funded Projects**

PROJECT	FY 2010/2011	FY 2011/2012	FY 2012/2013	FY 2013/2014	FY 2014/2015	TOTAL 5-YEAR COST	FUNDING SOURCE
<b>Drainage</b>							
Canal Refurbishment Program (Citywide)	\$2,250,000	\$1,000,000	\$1,000,000	-	-	\$4,250,000	Stormwater Fund
Stormwater Improvements (Citywide)	\$250,000	\$500,000	\$500,000	-	-	\$1,250,000	Stormwater Fund, SG
<b>Drainage Improvements Total</b>	<b>\$2,500,000</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500,000</b>	-
<b>Recreation and Open Space</b>							
Linear Greenway Park 40.58 acres	\$200,000	-	-	-	-	\$200,000	Capital Project Fund
Environmental Passive Park (107 Ave. and 74 Ave.) 51 acres	-	-	-	-	\$5,000,000	\$5,000,000	FRDAP, LWCF, Future Bond
Preservation Park 72 acres	-	-	-	\$5,000,000	-	\$5,000,000	FRDAP, LWCF, Bond
Doral North Park (9 Ave. and 74 St.) 25 acres	-	-	\$8,000,000	-	-	\$8,000,000	FRDAP, LWCF, Bond
Veterans Park (102 Ave. and 33 St.) 1.2 acres	\$750,000	-	-	-	-	\$750,000	General Fund
Dog Park (114 Ave. and 50 St.) 10 acres	\$2,000,000	-	-	-	-	\$2,000,000	General Fund
114 Ave. Park 20 acres	-	-	\$7,000,000	\$8,000,000	-	\$15,000,000	FRDAP, LWCF, Bond
Downtown Doral Park (53 St. and 84 Ave.) 3 acres	-	-	\$4,600,000	-	-	\$4,600,000	Developer Contributions, Park Impact Fee Credits
<b>Recreation and Open Space Improvements Total</b>	<b>\$2,950,000</b>	<b>\$0</b>	<b>\$19,600,000</b>	<b>\$13,000,000</b>	<b>\$5,000,000</b>	<b>\$40,550,000</b>	-
<b>Transportation</b>							
Transit Circulator (Operation and expansion) Citywide	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$6,000,000	Transportation Fund, SDG
Transit Circulator (Trolley stop improvements) Citywide	-	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	Public Works
Bikeway Improvements Citywide	-	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	Transportation Fund
Traffic Calming Improvements Citywide	-	\$250,000	\$250,000	\$250,000	\$200,000	\$950,000	Transportation Fund
NW 41 St. (From 79 Ave. - 87 Ave.) Reconstruction	-	\$1,800,000	-	-	-	\$1,800,000	Transportation Fund
NW 41 St. (at 107 Ave.) Intersection improvements	-	-	\$400,000	-	-	\$400,000	Transportation Fund
NW 66 St. (From 102 Ave. - 97 Ave.) New road construction to increase connectivity and maximize capacity on north-south grid	-	-	-	\$1,700,000	-	\$1,700,000	Transportation Fund
NW 82 St. (From 112 Ave. - 114 Ave.) Road widening to maximize capacity on east/west	-	-	-	\$660,000	-	\$660,000	Transportation Fund

PROJECT	FY 2010/2011	FY 2011/2012	FY 2012/2013	FY 2013/2014	FY 2014/2015	TOTAL 5-YEAR COST	FUNDING SOURCE
grid							
NW 82 Ave. (From 25 St. - 41 St.) Resurfacing	-	-	\$298,520	-	-	<b>\$298,520</b>	Transportation Fund
NW 92 Ave. (From 28 St. - 33 St.) New road construction to increase connectivity and maximize capacity on north-south grid	-	-	\$1,600,000	-	-	<b>\$1,600,000</b>	Transportation Fund
NW 99 Ave. (From NW 64 St. - 66 St.) New road construction to increase connectivity and maximize capacity on north-south grid	-	-	-	-	\$500,000	<b>\$500,000</b>	Transportation Fund
NW 102 Ave. (From NW 66 St. to NW 74 St.) New road construction to increase connectivity and maximize capacity on north-south grid	-	-	-	\$1,500,000	-	<b>\$1,500,000</b>	Transportation Fund
NW 109 Ave. (From 41 St. - 43 St.) New road construction to increase connectivity and maximize capacity on north-south grid	-	\$330,000	-	-	-	<b>\$330,000</b>	Transportation Fund
NW 112 Ave. (From 80 St. - 82 St.) New road construction to increase connectivity and maximize capacity on north-south grid	-	\$950,000	-	-	-	<b>\$950,000</b>	Transportation Fund
NW 114 Ave. (74 St. - 78 St.) Resurfacing	-	-	\$84,920	-	-	<b>\$84,920</b>	Transportation Fund
NW 114 Ave. (42 Terr. - 44 St.) Resurfacing	-	-	\$26,090	-	-	<b>\$26,090</b>	Transportation Fund
<b>Transportation Improvements Total</b>	<b>\$1,200,000</b>	<b>\$4,880,000</b>	<b>\$4,209,530</b>	<b>\$5,660,000</b>	<b>\$2,250,000</b>	<b>\$18,199,530</b>	-
<b>TOTAL ALL CATEGORIES</b>	<b>\$6,650,000</b>	<b>\$6,380,000</b>	<b>\$25,309,530</b>	<b>\$18,660,000</b>	<b>\$7,250,000</b>	<b>\$64,249,530</b>	

**Table 18.b. FY 2011- 2015 Schedule of Capital Improvements: Projects by Other Agencies**

PROJECT	FY 2010/2011	FY 2011/2012	FY 2012/2013	FY 2013/2014	FY 2014/2015	TOTAL 5-YEAR COST	FUNDING SOURCE
<b>Transportation</b>							
NW 25 St. Viaduct (From NW 82 Ave. to SR 826) New road construction	-	-	-	-	\$28,412,000	<b>\$28,412,000</b>	2011 Miami-Dade MPO TIP Project: NHAC, SU
NW 25 St. (From NW 89 Crt. To SR 826) Add lanes and reconstruction	-	-	-	-	\$67,264,000	<b>\$67,264,000</b>	2011 Miami-Dade MPO TIP Project: NHAC, SU, LF
NW 79 Ave. (From NW 25 St. to NW 58 St.) Resurfacing	\$1,050,000	-	-	-	-	<b>\$1,050,000</b>	2011 Miami-Dade MPO TIP Project: ST10, LF
SR 826/SR 836 (From N of SW 8 St. to S of NW 25 St.)	\$38,148,000	\$127,249,000	\$37,560,000	\$25,000,000	\$25,000,000	<b>\$252,957,000</b>	2011 Miami-Dade MPO TIP Project: DDR, LF, NHAC, TRIP
SR 934/NW 74 St. (From 114 Ave. to 107 Ave.) Add lanes and rehabilitate pavement	\$2,270,000	-	-	\$5,905,000	-	<b>\$8,175,000</b>	2011 Miami-Dade MPO TIP Project: BNDS, DS, DIH, DDR
NW 74 St. (From HEFT to SR 826) New 6 lanes	\$4,000,000	-	\$6,000,000	\$5,593,000	-	<b>\$15,593,000</b>	2011 Miami-Dade MPO TIP Project: PTP
City of Doral Transit Circulator Capital for fixed route	\$438,000	-	-	-	-	<b>\$438,000</b>	2011 Miami-Dade MPO TIP Project FTA, LF
SR 826/SR 836 Interchange Improvements New Construction: 4-lane divided express lane	\$15,069,000	\$25,069,000	\$25,069,000	\$25,069,000	\$25,069,000	<b>\$115,345,000</b>	2011 Miami-Dade MPO TIP Project: MDX
SR 836 Emergency Ramp (From 107 Ave. to SR 836) Construction of access ramp	\$1,189,000	\$2,601,000	-	-	-	<b>\$3,790,000</b>	2011 Miami-Dade MPO TIP Project: MDX
<b>Transportation Improvements Total</b>	<b>\$62,164,000</b>	<b>\$154,919,000</b>	<b>\$68,629,000</b>	<b>\$61,567,000</b>	<b>\$145,745,000</b>	<b>\$493,024,000</b>	-
<b>Education Facilities</b>							
New Secondary Learning Center Doral Senior relief school- (NW 12 Ave. and NW 90 St.)	\$16,395,595	-	-	-	-	\$16,395,595	MDCPS
<b>Educational Facilities Total</b>	<b>\$16,395,595</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,395,595</b>	-
<b>TOTAL ALL CATEGORIES</b>	<b>\$78,559,595</b>	<b>\$154,919,000</b>	<b>\$68,629,000</b>	<b>\$61,567,000</b>	<b>\$145,745,000</b>	<b>\$509,419,595</b>	

**Notes:**

BNDS = State Bonds; DDR = District Dedicated Revenue; DIH = State In House Product Support; DS = State Primary Highways and PTO; FTA = Federal Transit; Administration; LF = Local Funds; MDX = Miami Dade Expressway Authority; NHAC = National Highway Advanced Construction; PTP = People's Transportation Fund; SU = STP, Urban Areas >200,000 population; TRIP = Transportation Regional Incentive Program

**Sources:**

2011 Miami-Dade Metropolitan Planning Organization (MPO) TIP.  
Miami-Dade County School Board 2010-2011 Five Year District Facilities Work Plan.

# **APPENDICES**

## APPENDIX A

Doral 2010 Transportation Master Plan (Excerpts)

## APPENDIX B

Currently Adopted FY 2009-2013 Schedule of Capital Improvements