

RESOLUTION No. 18-113

A RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, SITTING AS THE LOCAL PLANNING AGENCY, RECOMMENDING GOING FORWARD WITHOUT A RECOMMENDATION FOR THE ADOPTION OF THE CAPITAL IMPROVEMENTS ELEMENT ANNUAL UPDATE (2018) OF THE COMPREHENSIVE PLAN CONSISTENT WITH CHAPTER 163, PART II OF THE FLORIDA STATUTES; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, local governments are annually required to update the Capital Improvements Element (“CIE”) in the Comprehensive Plan in order to ensure that the required level of service standard for the public facilities listed in Section 163.3180, Florida Statutes are achieved and maintained over the planning period; and

WHEREAS, in December 2011, the Capital Improvement Planning Working Group was formed to establish the City’s Capital Improvement Program (CIP);

WHEREAS, the Planning and Zoning Department is simultaneously submitting the 5-Year CIE update, which is the method for tying the CIP into the City of Doral Comprehensive Plan and which ensures that concurrency requirements set forth by the Comprehensive Plan are being met by projects contemplated in the CIP; and

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

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

Section 2. Decision. The “Capital Improvements Element Annual Update (2018) of the Comprehensive Plan,” including the 5-Year Schedule of Capital Improvements, a copy of which is provided in Exhibit A, is consistent with the City’s

Comprehensive Plan, is transmitted without a recommendation, and the City Council is encouraged to approve same.

Section 3. Effective Date. This Resolution shall be effective immediately upon adoption.

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

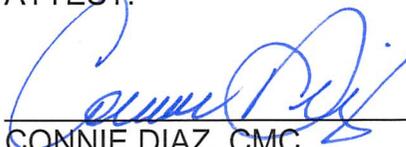
| | |
|--------------------------------|--------|
| Mayor Juan Carlos Bermudez | Yes |
| Vice Mayor Ana Maria Rodriguez | Absent |
| Councilman Pete Cabrera | Yes |
| Councilwoman Christi Fraga | Absent |
| Councilwoman Claudia Mariaca | Yes |

TRANSMITTED WITHOUT A RECOMMENDATION TO THE LOCAL GOVERNING BODY (CITY COUNCIL) THIS 19 DAY OF JUNE, 2018.



JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:



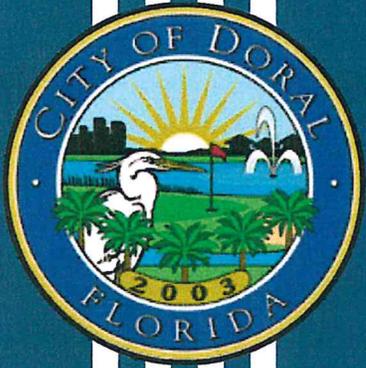
CONNIE DIAZ, CMC
CITY CLERK

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



WEISS, SEROTA, HELFMAN, COLE & BIERMAN, P.L.
CITY ATTORNEY

EXHIBIT “A”



CITY OF DORAL COMPREHENSIVE PLAN



2018 CAPITAL IMPROVEMENTS ELEMENT UPDATE

JUNE 5, 2018
(DRAFT)

Prepared by:

ILER PLANNING

**DORAL COMPREHENSIVE PLAN
CAPITAL IMPROVEMENTS ELEMENT UPDATE**

June 5, 2018

(DRAFT)

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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 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 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 2019/18-2022/23 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 and services. The current population projections for Doral are contained in the adopted 2017 Capital Improvements Update.

In developing Doral’s population projections for this CIE Update, various demographic sources including population estimates derived from the University of Florida, Bureau of Economic and Business Research (BEBR), and the U.S. Census were reviewed and analyzed. Recent population projections contained in Miami-Dade County’s adopted 20-Year Regional Water Supply Plan (2008) also provides another source of current and future population trends.

Table 1 below shows the historical and current estimates, and future projections of Doral’s population through the year 2030. The projections were derived from the City’s Comprehensive Plan Update project being conducted this year.

Table 1: Population Estimates and Projections

| YEAR | POPULATION |
|------|------------|
| 2000 | 21,000 |
| 2005 | 33,633 |
| 2010 | 45,704 |
| 2011 | 46,521 |
| 2012 | 47,534 |
| 2013 | 49,523 |
| 2014 | 52,889 |
| 2015 | 55,660 |
| 2016 | 59,306 |
| 2017 | 64,167 |
| 2018 | 65,548 |
| 2020 | 71,282 |
| 2025 | 91,409 |
| 2030 | 103,421 |

Sources: 2010 U.S. Census and University of Florida BEBR 2011-2017; Iler Planning & City Staff (2018).

The population levels in Table 1 are utilized as the City’s current population projections in this CIE Update to determine the City’s public facility needs during the 5-year planning period from 2018/19 to 2022/23. During the 2018-23 period the City is expected to grow by an estimated 5.5% per year which is similar to the growth experienced in the past 10 year period. City staff has calculated there are 5,737 dwelling units approved in site plans by the City but un-built as of May 2018 which provides an estimated future population capacity of 18,932. This future residential capacity has been factored into the projections above. With these approved units and available vacant land, Doral has residential inventory to accommodate future growth through 2023.

II. Level-of-Service Analysis

A. Transportation

There are approximately 206 lane miles of roads within Doral maintained by two (2) separate government jurisdictions: City of Doral and Miami-Dade County. 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 64.2 miles of roadway. Over the years, the City has taken over maintenance jurisdiction for many public roads and streets in Doral through inter-local agreements with the 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 either State-owned or County-owned.

The City completed the 2nd update of its Transportation Master Plan (TMP) in 2017. The TMP is a long-range 20-year plan that guides Doral's mobility improvements within the City and with regional destinations. The 2017 TMP update inventoried and analyzed level of service (LOS) for existing roadways and projected future roadway LOS in the years 2016, 2025 and 2040. It also addressed transit, bikeway and pedestrian facilities and needs. In addition, the Plan identified and prioritized projects needed to address current and future transportation deficiencies, and methods for financing transportation and capacity-related improvements necessary to maintain adopted LOS standards.

Roadways

Adopted level of service (LOS) standards for roadway facilities are contained in Policies 2.2.1, 2.2.2 and 2.2.3 of the 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". The LOS analysis contained in this CIE update is based on 2016 traffic counts from the recently-updated Transportation Master Plan.

This section of the report addresses the performance of Doral's roadway system. Roadway vehicular counts were undertaken at various locations within the City. Using this data, level of service were calculated for each associated roadway segment on an AADT, Peak Hour Peak Directional, and Peak Hour Bi-directional basis. Traffic conditions were projected to 2025 using a combination of TPO and local growth factors, derived from an understanding of existing and planned future development. This provides an assessment of future conditions to determine project needs. Existing Conditions have been analyzed and traffic counts have been displayed in tabular form by facility. This serves as a hand book to detail the condition of each facility in the City. Categories of data include:

- Specific Link
- Number of Lanes
- Existence of a Median
- Road Jurisdiction
- Functional Classification
- Number of Traffic Signals
- Segment Length

- Signals per Mile
- Speed Limit
- Roadway Class
- Existing Level of Service Standard
- Service Volume at LOS C, D, E
- Average Annual Daily Traffic (AADT)
- Peak Hour Volume
- Remaining Capacity

Figure 1 shows the level-of-service (LOS) on the primary Doral roads in 2016. Roadways failing to meet LOS standards in 2016:

1. NW 12th Street between NW 79th Avenue and NW 87th Avenue
2. NW 12th Street between NW 97th Avenue and NW 107th Avenue
3. NW 114th Avenue between NW 34th Street and NW 58th Street

Figure 2 presents the projected level-of-service on the City's primary road system in 2025. Roadways failing to meet LOS standards in 2025 are:

1. NW 12th Street between NW 79th Avenue and NW 87th Avenue
2. NW 12th Street between NW 97th Avenue and NW 107th Avenue
3. NW 25th Street between NW 79th Avenue and NW 87th Avenue
4. NW 33rd Street between NW 107th Avenue and NW 114th Avenue
5. NW 34th Street between NW 114th Avenue and NW 117th Avenue
6. NW 36th Street between NW 79th Avenue and NW 87th Avenue
7. NW 36th Street/NW 41st Street between NW 87th Avenue and NW 97th Avenue
8. NW 97th Avenue from NW 12th Street to NW 25th Street
9. NW 107th Avenue from NW 25th Street to NW 41st Street
10. NW 112th Street between NW 41st Street to NW 58th Street
11. NW 114th Avenue between NW 34th Street and NW 58th Street
12. NW 117th Avenue between NW 25th Street and NW 41st Street

Figure 1: 2016 Level-of-Service Roadway Conditions

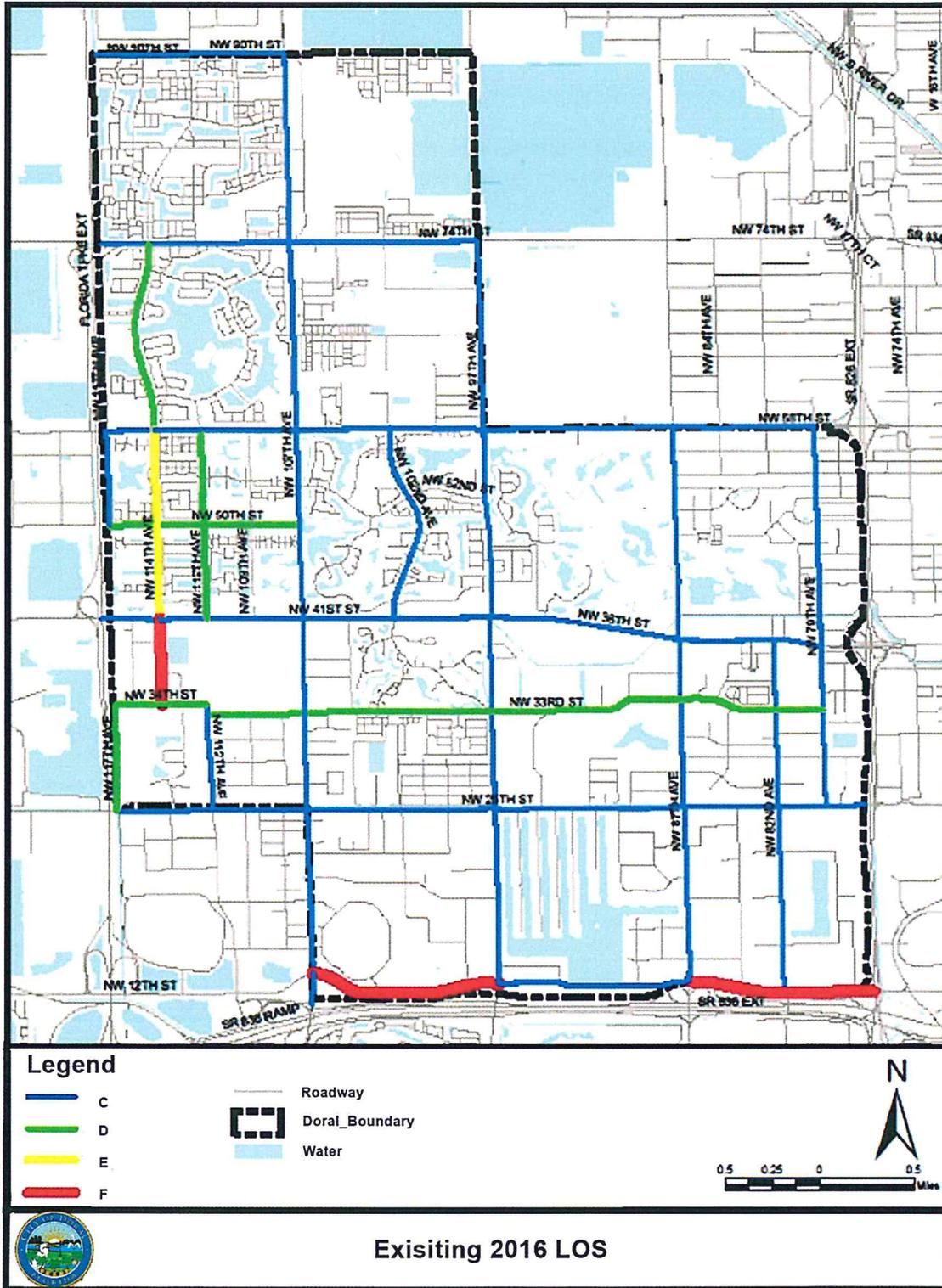
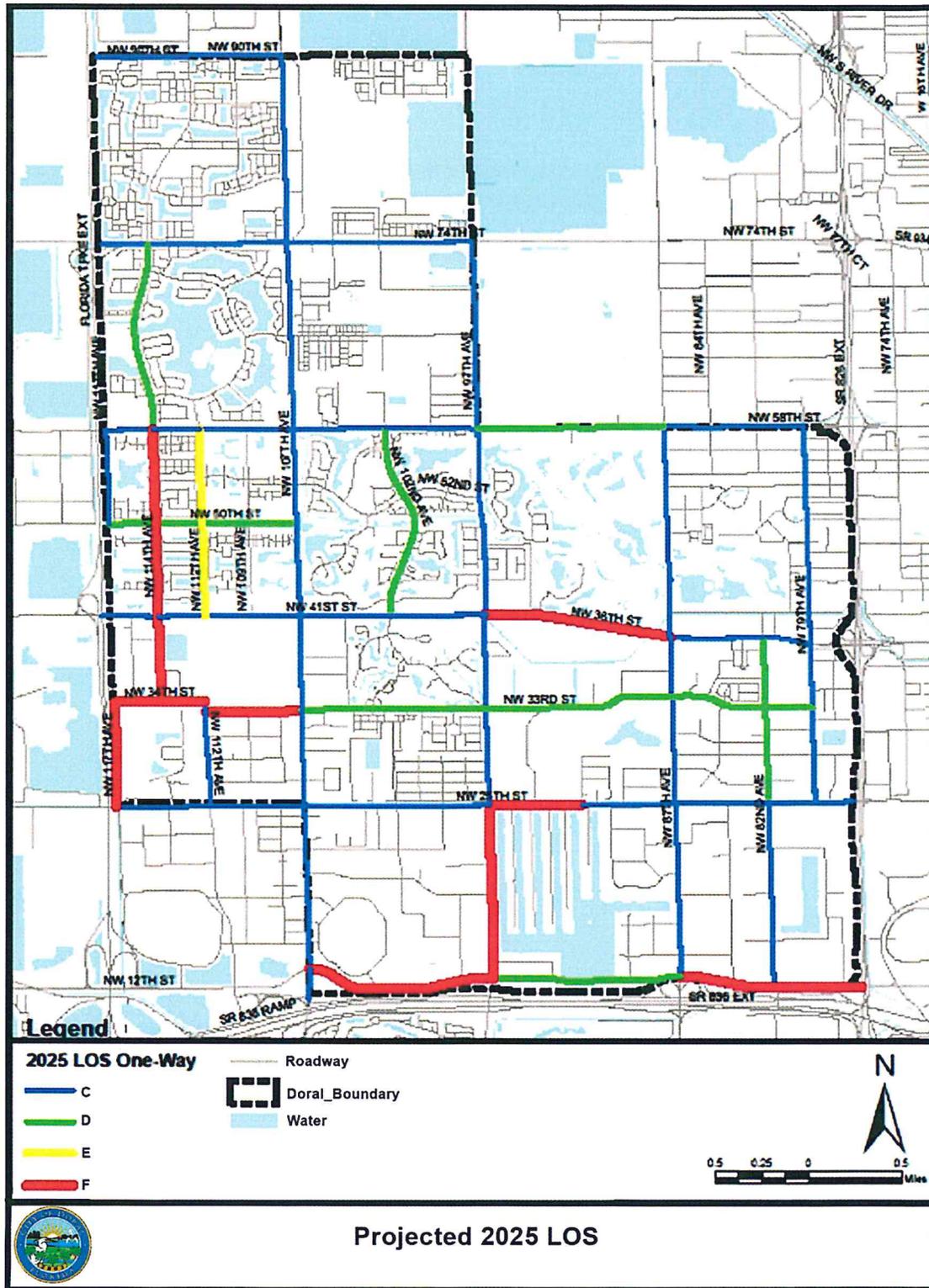


Figure 2: 2025 Projected Roadway Level-of-Service



In determining potential ways to address the failing level of service, each road was evaluated first on potential reclassification, which allowed for a solution to some failing LOS. Additional needs were then evaluated on how many lanes would resolve the congestion issues. It should be noted that for the 2025 timeframe, under current projections, an alternative method would be to encourage a 5% modal shift away from vehicular traffic towards alternative modes (bicycling, walking, and transit); achieving this threshold eliminates the need for 2 additional lanes in 2025 for all but one roadway segment (NW 114th Avenue between NW 34th Street and NW 58th Street).

Intersections

The 2016 Existing Conditions LOS analyses in the Transportation Master Plan included a total of 30 intersections with 29 signalized and 1 unsignalized intersection. The traffic volumes collected in the field were checked for accuracy. Pedestrian volumes were also input and analyzed in the Synchro software. For signalized intersections, the existing signal timings were obtained from Miami-Dade County. The of the Levels-of-Service (LOS) analyses for the study intersections follow the procedures outlined in the 2010 Highway Capacity Manual (HCM), Transportation Research Board, Special Report 209, and the latest Synchro software. The LOS findings have been summarized for 2016 Existing Conditions and 2016 Existing Conditions with Proposed Mitigation. It should be noted that only for unsignalized intersection, HCM does not compute a LOS value for “Yield” and “Free Flow” traffic movements. Consequently, HCM does not determine an overall LOS for those particular unsignalized intersections. The intersections in Table 2 below resulted in an overall LOS E or F during morning and afternoon peaks.

Table 2: 2016 Existing Intersection Conditions LOS Summary

| Intersection | | Traffic Control | Overall LOS/Delay ^[1] | Approach LOS ^[2] | | | |
|--------------|--|-----------------|----------------------------------|-----------------------------|-------|-------|-------|
| No. | Name | | | NB | SB | EB | WB |
| 1 | NW 12th Street & NW 107th Avenue | Signalized | E/55.9 sec (E/64.9 sec) | D (D) | D (D) | E (F) | E (F) |
| 2A | NW 12th Street & NW 97th Avenue (Off Ramp) | Signalized | C/20.3 sec (A/8.5 sec) | N/A | C (C) | C (B) | A (A) |
| 2B | NW 12th Street & NW 97th Avenue (On Ramp) | Signalized | A/9.8 sec (B/10.5 sec) | C (B) | N/A | A (A) | B (B) |
| 3 | NW 12th Street & NW 87th Avenue | Signalized | D/52.6 sec (D/54.6 sec) | C (D) | D (D) | F (F) | D (E) |
| 4 | NW 12th Street & NW 82nd Avenue | Signalized | C/26.1 sec (B/19.1 sec) | N/A | C (B) | C (B) | C (C) |
| 5 | NW 25th Street & NW 117th Avenue | Signalized | D/52.3 sec (E/72.6 sec) | E (F) | F (F) | D (D) | B (D) |
| 6 | NW 25th Street & NW 107th Avenue | Signalized | E/63.7sec (E/65.0 sec) | E (E) | D (E) | E (E) | D (E) |
| 7 | NW 25th Street & NW 97th Avenue | Signalized | D/43.9 sec (E/55.3 sec) | D (D) | D (E) | D (E) | D (D) |
| 8 | NW 25th Street & NW 87th Avenue | Signalized | E/57.5 sec (E/61.1 sec) | D (D) | D (D) | E (F) | E (E) |
| 9 | NW 25th Street & NW 82nd Avenue | Signalized | E/56.4 sec (D/53.1 sec) | E (E) | F (E) | C (D) | E (D) |
| 10 | NW 25th Street & NW 79th Avenue | Signalized | D/37.7 sec (E/65.8 sec) | E (D) | E (F) | C (D) | C (C) |
| 11 | NW 33rd Street & NW 107th Avenue | Signalized | F/85.2 sec (D/54.6 sec) | E (D) | F (C) | F (F) | D (E) |
| 12 | NW 33rd Street & NW 97th Avenue | Signalized | E/69.0 sec (E/62.3 sec) | D (D) | E (D) | F (D) | E (F) |
| 13 | NW 33rd Street & NW 87th Avenue | Signalized | E/55.4 sec (E/67.5 sec) | D (E) | D (D) | F (E) | E (F) |
| 15 | NW 41st Street & HEFT NB Off -Ramp | Signalized | B/11.5 sec (A/7.9 sec) | A (B) | N/A | B (B) | A (A) |

Capital Improvements Element Update

| | | | | | | | |
|--|----------------------------------|--------------|--------------------------|-------|-------|-------|-------|
| 16 | NW 41st Street & NW 115th Avenue | Signalized | D/35.2 sec (D/36.3 sec) | C (E) | E (D) | C (C) | D (D) |
| 17 | NW 41st Street & NW 114th Avenue | Signalized | E/72.4 sec (E/60.7 sec) | E (F) | F (F) | E (D) | D (D) |
| 18 | NW 41st Street & NW 107th Avenue | Signalized | F/80.8 sec (E/77.8 sec) | F (E) | F (F) | E (E) | F (F) |
| 19 | NW 41st Street & NW 102nd Avenue | Signalized | D/40.7 sec (D/36.1 sec) | F (E) | E (E) | C (C) | C (C) |
| 20 | NW 36th Street & NW 87th Avenue | Signalized | E/69.7 sec (E/70.2 sec) | D (E) | E (F) | F (E) | E (E) |
| 21 | NW 36th Street & NW 82nd Avenue | Signalized | C/32.1 sec (D/45.6 sec) | F (F) | F (F) | C (C) | B (B) |
| 22 | NW 36th Street & NW 79th Avenue | Signalized | E/68.4 sec (F/124.8 sec) | F (F) | F (F) | D (E) | E (E) |
| 23 | NW 58th Street & NW 114th Avenue | Signalized | D/53.7 sec (D/42.8 sec) | D (C) | C (D) | E (D) | F (D) |
| 24 | NW 58th Street & NW 107th Avenue | Signalized | E/62.9 sec (E/69.3 sec) | F (F) | D (E) | E (D) | E (E) |
| 25 | NW 58th Street & NW 97th Avenue | Signalized | E/69.1 sec (E/73.1 sec) | F (F) | F (F) | D (D) | D (E) |
| 26 | NW 58th Street & NW 87th Avenue | Signalized | E/60.1 sec (F/91.1 sec) | F (F) | F (F) | C (C) | D (D) |
| 27 | NW 58th Street & NW 79th Avenue | Signalized | E/64.2 sec (F/95.4 sec) | F (F) | F (E) | E (E) | D (D) |
| 28 | NW 74th Street & NW 114th Avenue | Signalized | E/73.9 sec (F/143.9 sec) | F (F) | F (F) | D (D) | D (E) |
| 29 | NW 74th Street & NW 107th Avenue | Signalized | F/140.8 sec (F/91.3 sec) | C (C) | F (D) | F (B) | B (F) |
| 30 | NW 74th Street & NW 97th Avenue | Unsignalized | F/62.0 sec (F/67.7 sec) | F (F) | A (A) | B (C) | F (B) |
| [1] - AM LOS without parenthesis; PM LOS with parenthesis; Delay in seconds per vehicle [2] - AM LOS without parenthesis; PM LOS with parenthesis | | | | | | | |

Following review with the City staff of the information in Table 2, a mitigation strategy for each intersection with LOS E was developed. Mitigation includes adding lane capacity, removal of split phasing and signal timing optimization. Proposed improvements were analyzed with results included in Table 3. With the inclusion of proposed mitigation measures, the overall level of service for all the intersections improves, yet there are intersections that remain at LOS E or F.

Table 3: 2016 Existing Intersection Traffic with Mitigation LOS Summary

| No. | Intersection Name | Traffic Control | Overall LOS/Delay ^[1] | Approach LOS ^[2] | | | |
|-----|--|-----------------|----------------------------------|-----------------------------|-------|-------|-------|
| | | | | NB | SB | EB | WB |
| 1 | NW 12th Street & NW 107th Avenue | Signalized | D/53.1 sec (E/58.1 sec) | D (D) | D (D) | E (E) | D (E) |
| 2A | NW 12th Street & NW 97th Avenue (Off Ramp) | Signalized | C/20.1 sec (A/8.4 sec) | N/A | C (C) | C (B) | A (A) |
| 2B | NW 12th Street & NW 97th Avenue (On Ramp) | Signalized | A/7.4 sec (B/8.5 sec) | B (A) | N/A | A (A) | B (B) |
| 3 | NW 12th Street & NW 87th Avenue | Signalized | D/47.6 sec (D/46.1 sec) | D (C) | D (D) | F (F) | D (E) |
| 4 | NW 12th Street & NW 82nd Avenue | Signalized | C/26.1 sec (B/19.1 sec) | N/A | C (B) | C (B) | C (C) |
| 5 | NW 25th Street & NW 117th Avenue | Signalized | C/29.2 sec (D/43.1 sec) | D (D) | D (C) | C (C) | B (D) |
| 6 | NW 25th Street & NW 107th Avenue | Signalized | E/59.9 sec (E/61.4 sec) | D (D) | D (D) | E (E) | E (F) |
| 7 | NW 25th Street & NW 97th Avenue | Signalized | C/31.8 sec (D/40.6 sec) | C (C) | C (D) | C (D) | C (D) |
| 9 | NW 25th Street & NW 82nd Avenue | Signalized | D/50.2 sec (D/51.9 sec) | E (E) | E (E) | D (D) | D (D) |
| 10 | NW 25th Street & NW 79th Avenue | Signalized | D/38.9 sec (D/46.2 sec) | D (D) | E (D) | C (D) | D (C) |

Capital Improvements Element Update

| | | | | | | | |
|----|----------------------------------|------------|--------------------------|-------|-------|-------|-------|
| 11 | NW 33rd Street & NW 107th Avenue | Signalized | E/55.5 sec (D/44.5 sec) | E (D) | D (C) | E (E) | D (E) |
| 12 | NW 33rd Street & NW 97th Avenue | Signalized | E/56.4 sec (D/46.9 sec) | D (D) | D (D) | D (D) | E (D) |
| 13 | NW 33rd Street & NW 87th Avenue | Signalized | D/54.7 sec (D/50.8 sec) | D (D) | E (D) | D (D) | D (E) |
| 16 | NW 41st Street & NW 115th Avenue | Signalized | D/36.6 sec (D/39.1 sec) | D (D) | E (D) | D (C) | C (D) |
| 17 | NW 41st Street & NW 114th Avenue | Signalized | E/58.1sec (D/51.8 sec) | D (E) | E (D) | E (D) | D (D) |
| 18 | NW 41st Street & NW 107th Avenue | Signalized | E/69.5 sec (E/73.1 sec) | E (E) | F (E) | E (E) | D (F) |
| 19 | NW 41st Street & NW 102nd Avenue | Signalized | C/30.5 sec (C/31.0 sec) | D (D) | D (D) | C (C) | C (C) |
| 20 | NW 36th Street & NW 87th Avenue | Signalized | E/62.1 sec (E/62.2 sec) | E (E) | E (E) | E (E) | D (E) |
| 21 | NW 36th Street & NW 82nd Avenue | Signalized | C/22.9 sec (C/23.4 sec) | E (E) | E (E) | B (B) | B (B) |
| 22 | NW 36th Street & NW 79th Avenue | Signalized | D/47.0 sec (F/103.9 sec) | D (F) | E (F) | D (F) | D (E) |
| 23 | NW 58th Street & NW 114th Avenue | Signalized | D/38.0 sec (D/47.6 sec) | C (D) | C (D) | E (D) | D (D) |
| 24 | NW 58th Street & NW 107th Avenue | Signalized | D/47.9 sec (D/46.7 sec) | D (D) | D (D) | E (D) | D (D) |
| 25 | NW 58th Street & NW 97th Avenue | Signalized | D/42.4 sec (D/37.6 sec) | D (C) | D (C) | D (D) | C (D) |
| 26 | NW 58th Street & NW 87th Avenue | Signalized | D/41.8 sec (D/45.9 sec) | D (E) | E (D) | D (D) | C (D) |
| 28 | NW 74th Street & NW 114th Avenue | Signalized | D/40.8 sec (D/40.2 sec) | C (C) | C (C) | D (D) | D (E) |
| 29 | NW 74th Street & NW 107th Avenue | Signalized | D/53.8 sec (D/46.3 sec) | D (E) | E (E) | E (B) | C (D) |
| 30 | NW 74th Street & NW 97th Avenue | Signalized | B/10.0 sec (C/20.7 sec) | D (B) | A (A) | A (B) | B (C) |

[1] - AM LOS without parenthesis; PM LOS with parenthesis; Delay in seconds per vehicle
 [2] - AM LOS without parenthesis; PM LOS with parenthesis

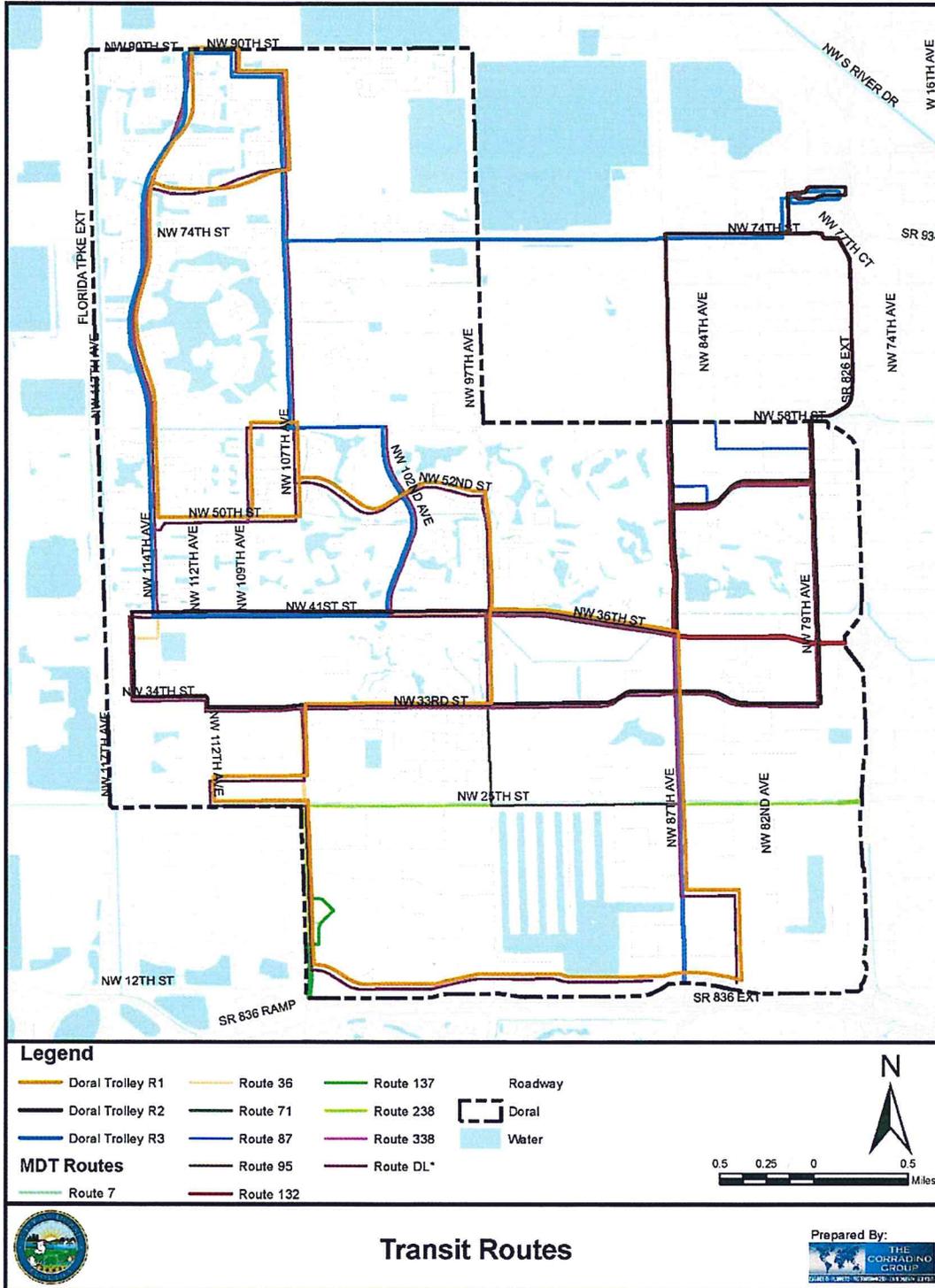
Transit

The City of Doral is served by Miami-Dade Transit (MDT) routes 7, 36, 71, 87, 132, 137, 238, the 95-Express Earlington Heights Route (952) as well as by its local circulator, the Doral Trolley. Figure 3 shows the routes of Miami-Dade Transit within the City of Doral and the Doral Transit System’s Trolley Route.

The free-fare Doral Trolley System launched on February 1, 2008. It is a local circulator which serves the city through three routes (R1, R2, and R3), with route R1 providing connector service to MDT Metrobus routes at Miami International Mall and routes R2 and R3 providing connector service to the Miami-Dade Transit Metrorail via the Palmetto Metrorail Station in Medley. While these routes are intended to serve separate areas of the City, there is significant overlap between them. Because there are no dedicated trolley lanes, trolleys operate on the same roadways used by individual vehicles. The City conducts regular trolley ridership surveys which reveal that ridership is varied both in user numbers and trip purpose for all three routes. Ridership details provide insight into the route alignment and stops and Trolley frequency.

- * Route 1 is the longest and has the highest ridership. It serves the City’s core which also has the highest vehicular traffic. Route 1 has lower on-time performance as indicated by boarding and alighting data.
- * Route 2 serves Downtown Doral and City Hall and the lowest ridership compared to Routes 1 and 3.
- * Route 3 primarily serves the City’s northwestern quadrant and provides a highly utilized connection to Palmetto Metrorail Station.

Figure 3: Transit Routes in Doral (2016)



Route 1 has the highest ridership, followed by Route 3 and 2. Route 2 has a comparatively low overall ridership. Consideration should be given to adjusting Route 2 to generate more ridership, such as changing the route pathways to include more residential coverage.

High ridership boarding locations not only show the locations of high activity and indication of the demographics of route ridership, but where the routes intersect, provide insight into potential hub or corridor development areas. Conversely, low ridership indicates a need to consolidate stops. There are also lower performing stops on all three Routes. Stops falling into these categories should be specifically examined for elimination in a Route revision.

Factors that affect both the level of ridership and the quality of trips include access to and amenities at Trolley stops. Trolley stop accessibility includes a sidewalk to the stop that meets ADA requirements including curb cuts, a lift area, and minimum unobstructed sidewalk widths. Amenities may include the Trolley guide and associate signage, benches, shelters, and trash cans.

Key locations within for transit ridership within the City of Doral include the Palmetto Metrorail Station, the residential areas in northwest Doral, Miami International Mall, and NW 41st Street/NW 97th Avenue.

Bicycle/Pedestrian Facilities

The City's goal is to encourage intra-city trips by bicycle and walking. The majority of the City is interconnected by sidewalks. The City currently does not have designated bicycle facilities. However, the City has developed a Bikeway Network Plan that proposes a series of bike lanes and multi-use paths. Figure 4 shows the current and planned bikeway network in Doral.

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 defined as an impact that would not affect more than 1 percent of the maximum volume at adopted LOS of the affected transportation facility; no impact is a de 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 Level-of-Service Transportation Projects

To address the LOS deficiencies now and expected by 2022-23, the City has programmed 28 roadway and multi-modal capacity projects through the 5-year planning period. These projects are listed in Table 4 below and will be funded primarily through the City’s Transportation Fund.

Table 4. City Transportation Projects FY 2019-2023

| Project Location | Type of Work | Implementation Timeframe (Fiscal Year) |
|--|-------------------------------------|--|
| 1. Citywide | Transit Circulator Operations | 2019-2023 |
| 2. Citywide | Trolley Fleet | 2019-2023 |
| 3. Citywide | Canal Refurbishment / Bikeway | 2019 |
| 4. Citywide | Roadway Maintenance | 2019-2023 |
| 5. Citywide | Traffic Calming Program | 2020-2023 |
| 6. Citywide | Transit Mobility & Infrastructure | 2020-2023 |
| 7. Citywide | Intersection Improvements | 2020-2023 |
| 8. NW 36 / 41 St (HEFT – SR 826) | Median Beautification | 2020 |
| 9. NW 102 Av (62 St – 300’N) & NW 62 St (102 AV – 660’E) | Roadway Widening | 2023 |
| 10. NW 82 St NW 112 Av intersection | Traffic Signal | 2019 |
| 11. NW 104 Av (68-69 St) | Roadway Widening | 2019 |
| 12. NW 90 St (Vacant Land Section 7) | Roadway Widening | 2020 |
| 13. NW 99 Av (64 St - 66 St) | New Road Construction | 2021 |
| 14. NW 112 Av & 114 Av (41 St - 58 St) | Roadway & Intersection Improvements | 2020-2021 |
| 15. NW 112 Av (25 St - 34 St) | Roadway Improvements | 2020 |
| 16. NW 114 Av (34 St - 39 St) | Roadway Improvements | 2021 |
| 17. NW 34 St (117 Av – 112 Av) | Roadway Improvements | 2023 |
| 18. NW 117 Av (25 St – 34 St) | Roadway Improvements | 2020 |
| 19. NW 117 Av (58 St – North) | New Road Construction | 2021 |
| 20. NW 33 St (107 Av – 112 Av) | Roadway Widening | 2023 |
| 21. NW 102 Av (17 St – 25 St) | Sidewalk and Bike Path | 2019 |
| 22. Turnpike Trail Bridge Over Doral Blvd. | Bicycle / Pedestrian Connectivity | 2022 |
| 23. Traffic Monitoring Cameras | Congestion Management | 2020-2022 |
| 24. NW 112 Av (34 St to 41 St) | New Road Construction | 2020 |
| 25. NW 112 Av (34 St to 41 St) | Land Acquisition for New Road | 2019 |
| 26. NW 82 Av & NW 84 Av Connection | Roadway Improvements | 2021 |
| 27. Do Not Block Box Intersections | Roadway Improvements | 2020-2022 |
| 28. NW 33 St (79 Av – 82 Av) | Roadway Reconstruction | 2022 |

Source: Doral Public Works Department (June 2018)

In addition to the City-funded transportation projects listed above, a number of capacity improvement projects in the City have been identified in the current 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 governments over the next 5-year period. The planned projects are shown in Table 5.

Table 5: Planned State and County Transportation Projects in Doral Area FY 2019-2023

| FACILITY | LIMITS | TYPE OF WORK | RESPONSIBLE AGENCY | CONSTRUCTION TIME FRAME | TOTAL COST FY 2019-2023 |
|---|---|------------------------------------|------------------------|-------------------------|-------------------------|
| NW 87 Ave | NW 58 St to Okeechobee Rd | PD&E/EMO | FDOT | | PYF* |
| NW 87 Ave | NW 58 St to NW 74 St | New Road Construction | FDOT | | PYF* |
| NW 87 Ave | NW 74 St to NW 103 St | New Road Construction | FDOT | 2018-19 | \$1 million |
| SR 826 (Palmetto Expressway) | Flagler St to NW 154 St | Add Special Use Lanes | FDOT | 2018-19 | \$10.25 million |
| SR 826 (Palmetto Expressway) | NW 31 st to FEC Railroad | Landscaping | FDOT | | PYF* |
| SR 826 (Palmetto Expressway) | SR 836 to SR 93/I-75 | PD&E/EMO | FDOT | | PYF* |
| SR 826 (Palmetto Expressway) | From SR 968 (W Flagler St to NW 154 St | PD&E/EMO | FDOT | | \$6.6 million |
| SR 826 (Palmetto Expressway) | Express Lanes Tolling & Ramp Signaling Operation | Technical Assistance | FDOT | | \$10.845 million |
| City of Doral – Citywide Sidewalk, Curb Ramp & Crosswalk Improvements | Citywide | Sidewalk | FDOT | 2018-19 | \$1.645million |
| City of Doral - Bicycle/Pedestrian Bridge Over Doral Blvd | | Pedestrian/Wildlife Overpass | FDOT | | \$0.173 million |
| Doral Freight Improvement Plan | | FDOT D6 Sub-Area Freight Planning | FDOT | In Progress | PYF* |
| HEFT | MP 33.2 to MP 38.7 (SB) MP 40.15 (NB) | Resurfacing | FL Turnpike Enterprise | | PYF* |
| HEFT | MP 33.2 to MP 40.15 | Thermoplastic For HEFT Resurfacing | FL Turnpike Enterprise | | PYF* |
| HEFT | SR 836 to NW 106 St | Add Lanes & Reconstruct | FL Turnpike Enterprise | 2018-21 | \$239.706 million |
| HEFT | SR 836 (MP 32) to NW 106 St (MP34) | Signing/Pavement Marking | FL Turnpike Enterprise | | PYF* |
| HEFT | HEFT-SR 836 Express Lanes Direct Connect Ramp S (MP 26) | Interchange Improvement | FL Turnpike Enterprise | | PYF* |
| Dolphin Station Park and Ride (MDT/FDOT Funded) | North of NW 12 St and West of the HEFT | Parking Facility | MDX | 2018-19 | \$0.357 million |
| SR 836 Interchange Modifications at 87th Ave | SR 836 West of NW 82 Ave to NW 97 Ave | Interchange Improvements | MDX | 2018-19 | \$18.986 million |
| SR 836 (Dolphin) New HEFT Ramp Connections | NB/SB HEFT | EB/WB SR 836 (Dolphin) | MDX | 2018-21 | \$45.957 million |
| NW 58 St | NW 97 Ave to SR 826 | Road Reconstruction | MDC | Under Design | PYF* |
| NW 97 Ave | NW 58 St to NW 70 St | Widen from 2 to 4 Lanes | MDC | Under Design | PYF* |

Capital Improvements Element Update

| FACILITY | LIMITS | TYPE OF WORK | RESPONSIBLE AGENCY | CONSTRUCTION TIME FRAME | TOTAL COST FY 2019-2023 |
|-------------------------|------------------------------|---------------------------------------|--------------------|--|-------------------------|
| NW 107 Ave and NW 12 St | NW 107 Ave and NW 12 St | Intersection Improvement | MDC | Design Completed | PYF* |
| NW 79 Ave and NW 36 St | NW 79 Ave and NW 36 St | Intersection Improvement | MDC | Design Completed | PYF* |
| NW 107 Ave and NW 41 St | NW 107 Ave and NW 41 St | Intersection Improvement | MDC | Design Completed | PYF* |
| NW 107 Ave and NW 58 St | NW 107 Ave and NW 58 St | Intersection Improvement | MDC | Under Design | PYF* |
| NW 97 Ave | NW 52 St to NW 58 St | Widen from 2 to 4 Lanes | MDC | | PYF* |
| NW 104 Ave and NW 33 St | NW 104 Ave and NW 33 St | Traffic Signal | MDC | Under Construction | PYF* |
| NW 25 St | NW 117 Ave to NW 87 Ave | Reversible Lane | MDC | 2018-2023 | \$19.5 million |
| Dolphin Station | HEFT and NW 12 Street | Transit Center with Park and Ride Lot | MDC | Project Completion Scheduled for Late 2018 | \$10.91 million |
| NW 36 St/NW 41 St | HEFT to SR 826 | Reversible Lane | MDC | 2021-2022 | \$20.5 million |
| NW 87 Avenue | NW 36 Street to NW 58 Street | Resurfacing | MDC | Under Construction | PYF* |
| NW 58 St and NW 99 Ave | NW 58 St and NW 99 Ave | Traffic Signal | MDC | Under Design | PYF* |
| NW 74 St and NW 102 Ave | NW 74 St and NW 102 Ave | Traffic Signal | MDC | | PYF* |
| NW 74 St and NW 97 Ave | NW 74 St and NW 97 Ave | Traffic Signal | MDC | Additional Funding By Others | PYF* |
| NW 66 St | NW 102 Ave to NW 107 Ave | Full Improvement | Private Sector | Pending Plat Approval | PYF* |
| NW 102 Ave (West Side) | NW 62 St to NW 67 St | 2 Lanes and 1/2 Turn Lane | Private Sector | Pending Plat Approval | PYF* |

* PYF: Prior Year Funding

Source: Miami-Dade County MPO 2019 TIP, (2018-23) Draft May 25, 2018.

Other roadway improvement projects currently not programmed in the FY 2019-2023 schedule may be added in future CIE Updates as funding becomes available at the Federal, State and local levels of government.

The City is proactively addressing roadway deficiencies which occur primarily on its roadways. The 28 roadway and multi-modal capacity projects and programs in Table 4 over the 5-year planning period are 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 distant communities. The City is a major employment center within the County, and over 70,000 people enter Doral each workday bringing regional trips into the City. Combine this with “cut-through” traffic between I-95, the Florida Turnpike, SR 826 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. Doral has also implemented higher density mixed-use downtown, and in outlying satellite nodes to reduce the number and length of vehicle trips. In 2014 Doral adopted a Transit Mobility Plan that identifies multi-modal transportation enhancements to improve vehicle, transit, bicycle and pedestrian connections, and overall functioning of the City’s transportation system. The City is working closely with County and State agencies to address LOS needs on their roadways through 2022-23 and beyond.

B. Potable Water Service

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 capacity of WASD’s regional water system is 473 million gallons per day (MGD). Infrastructure Element Policy 5A.1.1 of the City’s Comprehensive Plan establishes the adopted level of service (LOS) standard for potable water at 126.82 gallons per capita per day.

Regional water system capacity projections have been developed 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 6 below.

Table 6: Miami-Dade WASD Water System Capacity and Demand Comparison

| YEAR | RATED CAPACITY (MGD) | FINISH WATER DEMAND (MGD) | POPULATION SERVED |
|------|----------------------|---------------------------|-------------------|
| 2015 | 463.93 | 327.37 | 2,266,092 |
| 2020 | 464.74 | 342.37 | 2,370,769 |
| 2025 | 464.74 | 357.25 | 2,475,446 |

MGD = Million Gallons per Day.

Source: WASD Water Supply Facilities Work Plan.

Table 6 shows that the County will have sufficient water system capacity through 2020. Therefore, LOS is expected to be maintained through 2020 and beyond for the portion of the regional water system serving the City of Doral. The City has an adopted 20-Year Water Supply Facilities Work Plan. The goal of the water supply planning process is to determine the local water needs, and develop sound and workable solutions and policies to meet those needs. The Plan references the initiatives already identified by WASD to ensure adequate water supply for the City of Doral. According to the State guidelines, the Plan and the Comprehensive Plan must address the development of traditional and alternative water supplies, service delivery and conservation, and reuse programs necessary to serve existing and new developments for at least a 10-year planning period.

5-Year Level-of-Service Water Projects

Miami-Dade County’s 20-Year Water Supply Facilities Work Plan 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. Phase 1 of the AWSP is complete and has added an initial 10 MGD of capacity.

C. Sanitary Sewer Facilities

The adopted level of service (LOS) standard for sanitary sewer in Doral is 100 gallons per capita per day, as noted in Policy 5B.1.1 of the Infrastructure Element of the Comprehensive Plan. Sanitary sewer service in the City is provided by Miami-Dade County’s Water and Sewer Department (WASD). The LOS standard for wastewater in the County requires all regional water treatment plants to operate with a physical capacity of no less than the annual average daily sewage flow. According to the County’s 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 7 shows the projected regional system wastewater demand and system capacity through 2025.

Table 7: Miami-Dade County WASD Regional Wastewater System Capacity

| YEAR | POPULATION SERVED | TREATMENT CAPACITY (MGD) | WASTEWATER FLOW (MGD) |
|------|-------------------|--------------------------|-----------------------|
| 2015 | 2,273,852 | 375.5 | 316 |
| 2020 | 2,424,933 | 394 | 328 |
| 2025 | 2,576,015 | 401 | 337 |

MGD = Million Gallons per Day.
 Source: WASD Water Supply Facilities Work Plan (2015).

According to Table 7, WASD’s regional wastewater system will have enough capacity through 2025. Therefore, LOS for sanitary sewer will be maintained in the portions of the City served by WASD’s wastewater collection system.

5-Year Level-of-Service Wasterwater Projects

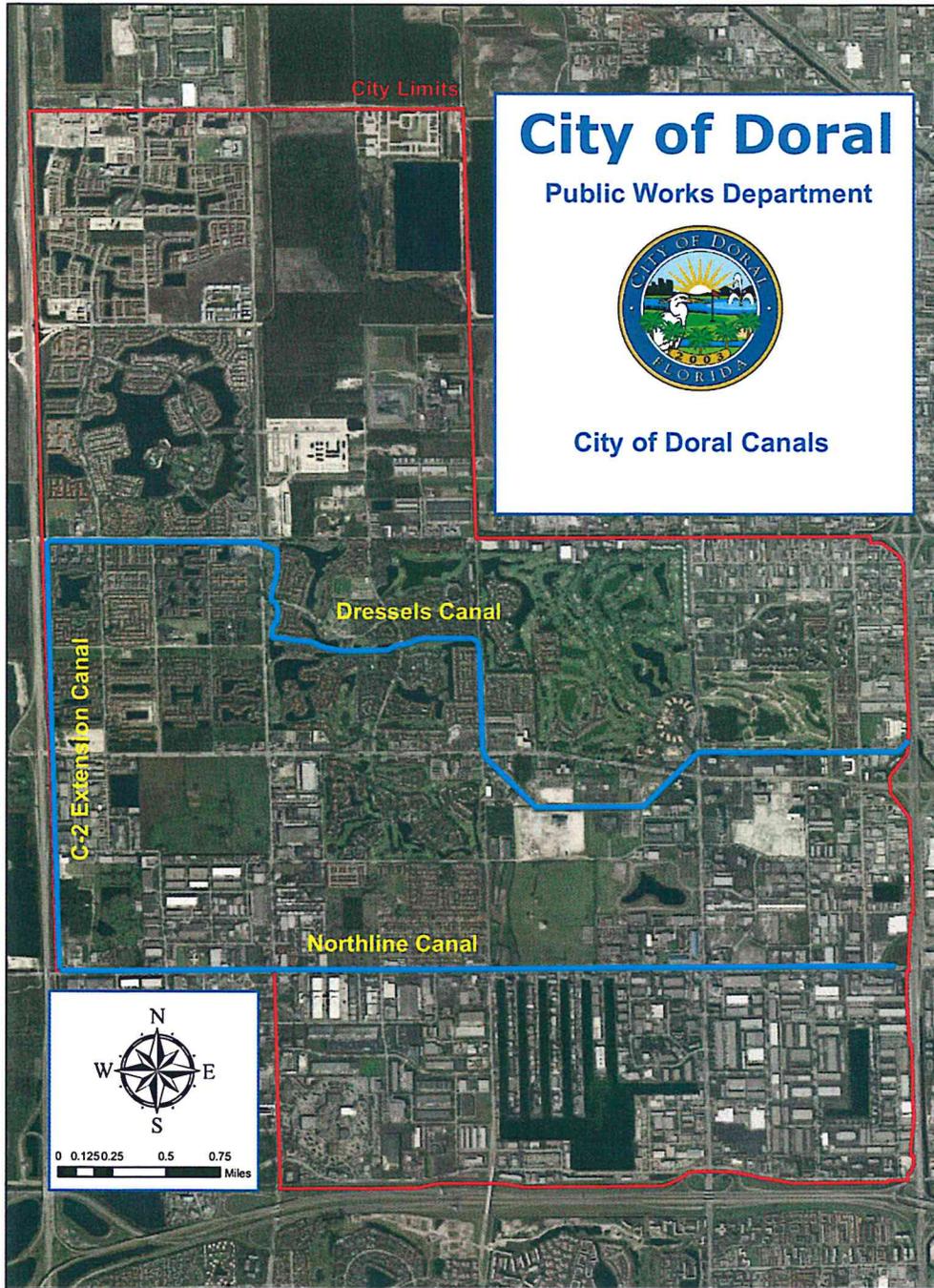
No capacity-related projects for the County’s wastewater system have been identified for the 5-year period.

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 drain into South Florida Water Management District (SFWMD) primary canals, the C-4 and the C-6 which flow from the Everglades to Biscayne Bay. There are three (3) main secondary canals which convey stormwater from the city to the C-4 and C-6 canals: the Northline Canal, located along the north side of NW 25th Street, the C-2 Extension Canal, located along NW 117th Avenue, and the Dressels Canal which crosses the City from NW 117th Avenue to the Palmetto Expressway. Figure 5 depicts the canal system in Doral.

Doral adopts the following system-wide drainage level of service (LOS) standards for new development and redevelopment in Policy 5C.1.1 of the Infrastructure Element:

Figure 5. Doral Canal System



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

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

- + Post-development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with 24-hour duration.
- + Treatment of the runoff from the 5-year storm event, 24-hour duration, in accordance with Section D-4, Part 2, Miami-Dade County Public Works Manual and Sec. 24-48.3 (7) and Rule 40E-40.302, FAC, "Basis of Review, Volume IV Manual."
- + Treatment of the runoff from the first one inch of rainfall onsite or the first 0.5 inch of runoff from impervious areas, whichever is greater.

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

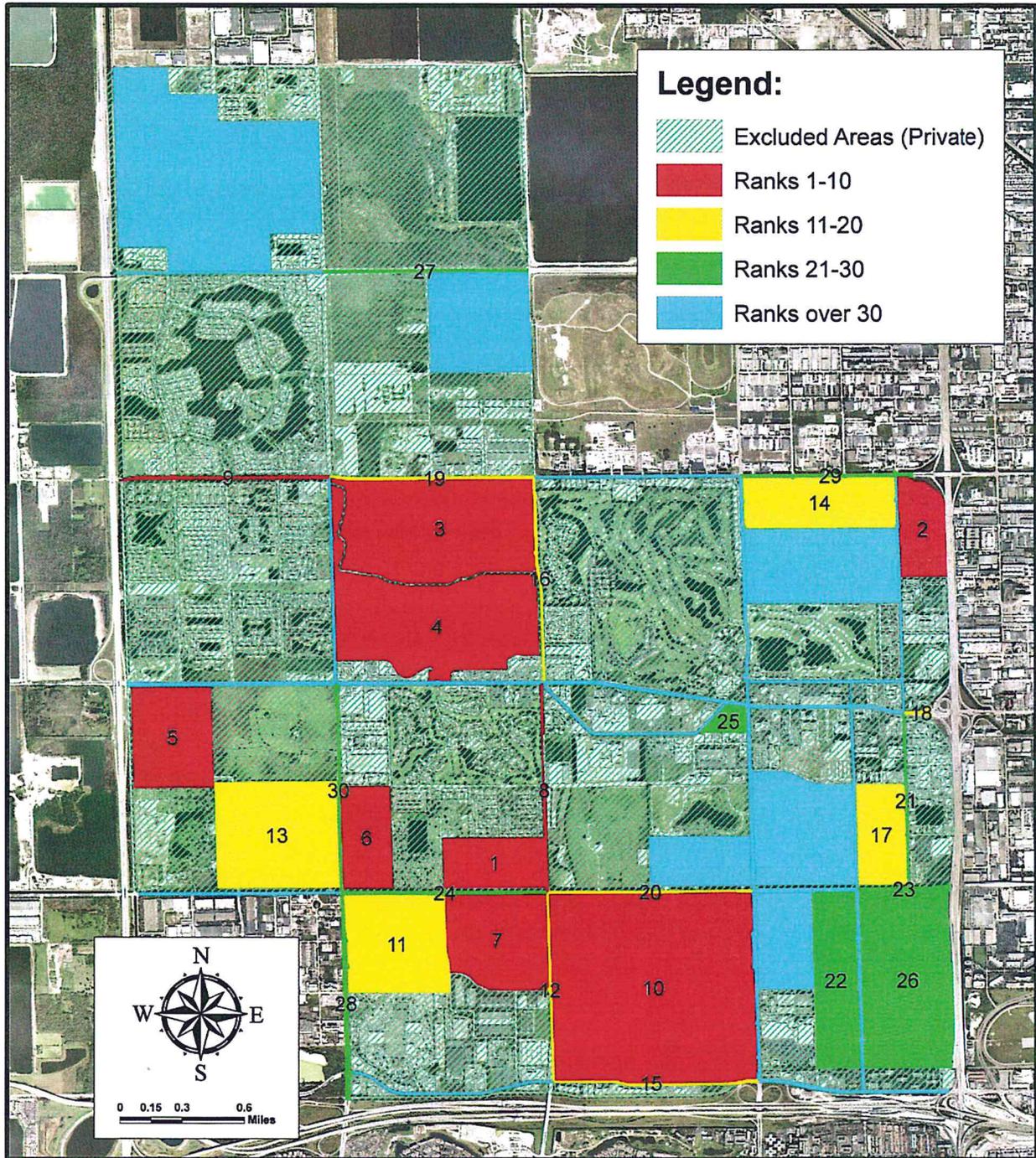
The City requires all new developments to provide adequate on-site drainage prior to the issuance of a building permit to maintain LOS standard for drainage. However, there were a number of pre-existing deficient drainage conditions when the City was incorporated in 2003. In 2006, Doral adopted its first Stormwater Master Plan to study existing stormwater drainage conditions, and to identify and prioritize projects to correct existing deficiencies and improve level-of-service. 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 which are the responsibility of the County or private property owners. In 2014 the City completed an updated Stormwater Master Plan which forms the basis for the Stormwater 5-year Schedule of Capital Improvements.

The City's Stormwater Master Plan (SWMP) serves as a planning-level engineering document that analyzes the current condition of the City's existing storm water management systems, identifies high priority flood prone areas, and establishes a five-year capital improvement plan to implement the most cost effective projects to address these areas. SWMP's are typically updated on 5-year cycles, at a minimum, and this current version of the SWMP supersedes the most recent SWMP update that was performed for the City in 2009. The analysis performed for this SWMP takes into consideration the primary components of the existing storm water management system (manholes, inlets, and major conveyance pipes), canals and lakes, topography, land uses, as well as groundwater elevations, and historical rainfall when analyzing the primary existing drainage infrastructure throughout the City. These elements are all combined and analyzed within a mathematical Hydraulic and Hydrologic model that simulates the performance of the City's primary drainage systems using design rainfall events. The City's secondary drainage storm water management systems, such as individual inlets, manholes, and minor conveyance systems which control drainage within the sub-basin, are not analyzed as a part of this SWMP because this SWMP is a planning-

level analysis. The secondary drainage systems are typically analyzed in the design phase and not in the Master Planning study phase.

The results of this SWMP analysis serve to help identify and prioritize general areas where major drainage systems are deficient and define the extent of the deficiencies. With problem areas identified, planning-level drainage projects can be developed and prioritized with the intent of alleviating flooding in flood prone areas. The City's drainage system deficiencies are identified through a series of sub-basins which are color coded for priority ranking purposes and depicted in Figure 6. This system allows the City to identify and prioritize the most cost-effective storm water management projects for inclusion in the 5-Year CIE Schedule of Capital Improvements and City Capital Improvement Program. Additionally, planning-level construction costs for these projects can be determined in order to budget and define the implementation schedule for the proposed planning-level projects. As with most planning-level documents of this type, the projects presented in this SWMP do not require the City to allocate funding for, or require the City to design and construct projects in this order or magnitude. The main intent of the contents of this SWMP is to serve as a guide for the City in order to identify problem areas, develop potential future projects, and correlating those future projects with a planning-level cost. With those items identified, the City can then internally decide which areas to concentrate engineering efforts and funding based on the recommendations of the SWMP.

Figure 6. Prioritized Drainage Sub-Basins



5-Year Level-of-Service Stormwater 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) important projects are the Canal Bank Stabilization Program and Citywide general stormwater improvements and maintenance, including catch basin maintenance, street sweeping, canal maintenance, and floating debris removal. Table 8 below shows the projects and costs for planned stormwater improvements planned during the next 5 years. The total cost of the 5-year program is estimated to be \$5,565,000 million.

Table 8: City Stormwater Projects and Estimated Costs FY 2019-2023

| Project | FY 2018-2019 | FY 2019-2020 | FY 2020-2021 | FY 2021-2022 | FY 2022-2023 |
|----------------------------------|--------------------|--------------------|------------------|------------------|------------------|
| Sub Basin A-2 | \$500,000 | | | | |
| NW 21 St: NW 83 Av – NW 82 Av | 190,000 | | | | |
| NW 77 Ct: NW 52 St – NW 56 St | 250,000 | | | | |
| NW 56 St: NW 78 Av – NW 77 Ct | 250,000 | | | | |
| NW 57 St: NW 78 Av – NW 77 Ct | 250,000 | | | | |
| NW 114 Av: NW 58 St - NW 60 St | 200,000 | | | | |
| NW 114 Av: NW 50 St - NW 58 St | | 500,000 | | | |
| NW 114 Av: NW 60 St – NW 74 St | | 500,000 | | | |
| NW 50 St: NW 114 Av - NW 112 Av | | 200,000 | | | |
| NW 78 Av: NW 12 St – NW 15 St | | | 200,000 | | |
| NW 24 Ter: NW 89 Pl – NW 25 St | | | 300,000 | | |
| NW 89 Pl: NW 23 St – NW 24 Ter | | | 350,000 | | |
| NW 33 St: NW 87 Av – NW 82 Av | | | | 400,000 | |
| NW 33 Stt: NW 97 Av – NW 103 Av | | | | 500,000 | |
| NW 89 Ct: NW 12 St – NW 15 St | | | | | 275,000 |
| NW 88 Av: NW 13 Ter – NW 15 St | | | | | 150,000 |
| NW 15 St: NW 87 Av – NW 89 Ct | | | | | 275,000 |
| NW 113 Terl: NW 87 Av – NW 89 Ct | | | | | 275,000 |
| TOTALS | \$1,640,000 | \$1,200,000 | \$850,000 | \$900,000 | \$975,000 |

Source: Doral Public Works Dept., 2018

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 5D.1.2 of the Comprehensive Plan. Table 9 below shows the projected solid waste which could be generated in the City through 2030.

Table 9: Solid Waste Generation 2015-2030

| YEAR | POPULATION | LOS (lbs./capita/day) | SOLID WASTE GENERATED (tons/day) |
|------|------------|--------------------------|-------------------------------------|
| 2015 | 55,660 | 9.4 | 262 |
| 2020 | 71,282 | 9.4 | 335 |
| 2025 | 91,409 | 9.4 | 430 |
| 2030 | 103,421 | 9.4 | 486 |

Source: Iler Planning (2018)

The City has an interlocal agreement with Miami-Dade County Department of Public Works and Waste Management (PWWM) for County collection, recycling and disposal of solid waste generated within Doral. According to the County’s Comprehensive Development Master Plan, there will be sufficient landfill capacity to serve future development county-wide through 2025. 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. An average total of 775,000 tons of waste is landfilled per year.

The County has prepared a Solid Waste Master Plan which identifies new activities, programs, facilities and technologies to provide sustainable solid waste services to ensure public health and environmental protection for Miami-Dade County residents over the next 50 years. The Master Plan identifies solutions such as potential new technologies, operations or facilities, as well as a financial analysis and strategy for implementation.

Using the City’s projected annual solid waste generation for the years 2018-19 through 2022-2023, the City will average approximately 134,630 tons per year annually through the 5-year period. There will be sufficient landfill capacity to accommodate the City’s solid waste demand through 2023.

5-Year Level-of-Service Solid Waste 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 7.1.1 as follows:

| | |
|------------|--|
| 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 |
| 2021-2025: | 4.50 acres of developed park land per 1,000 population |

The Doral’s Parks System is shown in Figure 7. The City currently has 152 acres of developed parks. The current LOS standard is 4.25 acres per 1000 population which generates a total park acreage of 279 acres in 2018. The annual projected park acreage need is presented in Table 10 below through the year 2023. The City will need a total of 376 acres of public park land to meet the LOS in 2023; this will require an additional 224 acres of new parks.

Table 10: Projected Parks Level-of-Service Acreage Needs

| YEAR | PROJECTED POPULATION | PARK LOS NEED (Acres) |
|------|----------------------|-----------------------|
| 2015 | 55,660 | 237 |
| 2016 | 59,306 | 252 |
| 2017 | 64,167 | 273 |
| 2018 | 65,548 | 279 |
| 2019 | 68,142 | 290 |
| 2020 | 71,282 | 303 |
| 2021 | 75,308 | 339 |
| 2022 | 79,333 | 357 |
| 2023 | 83,538 | 376 |

Source: Iler Planning (2018)

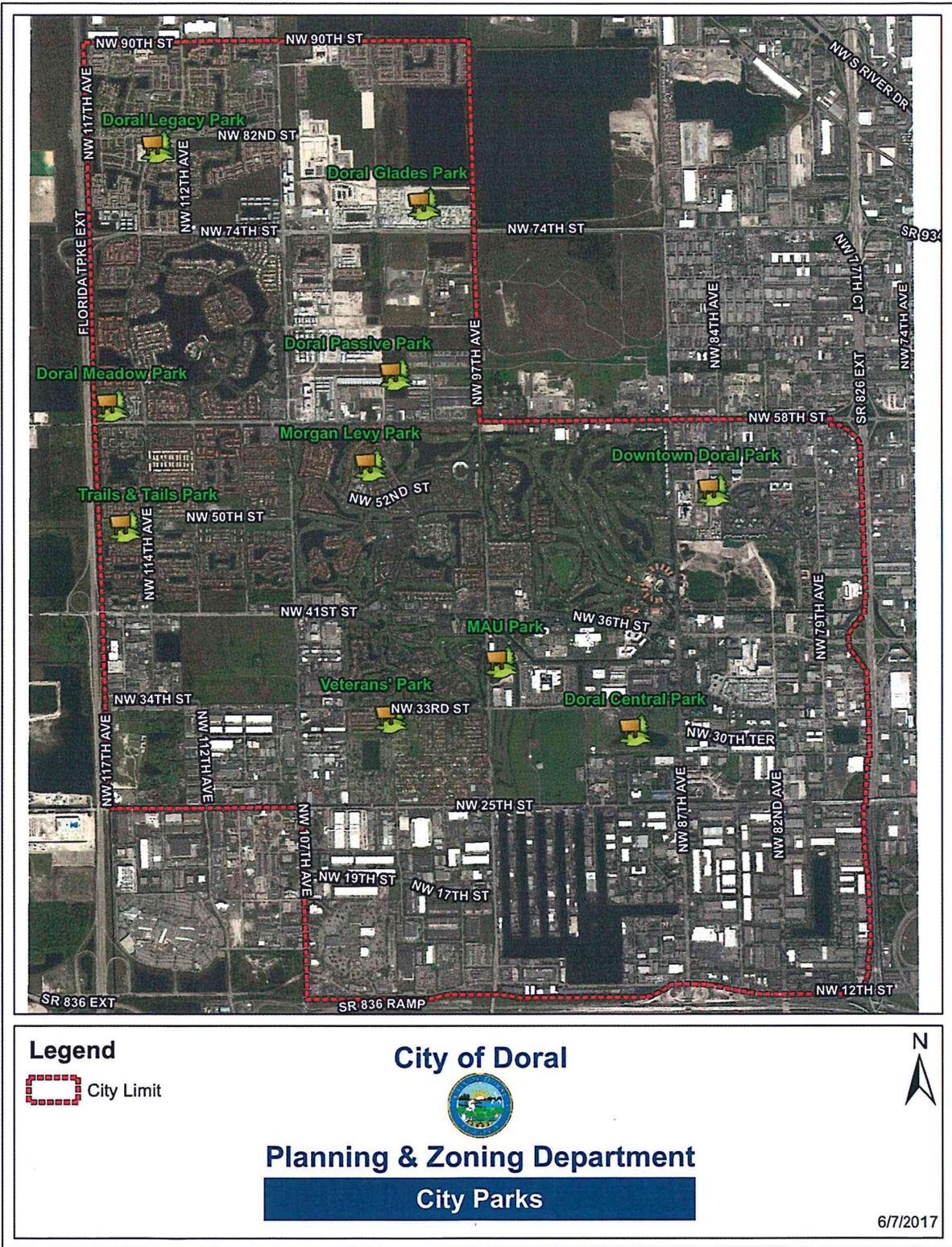
5-Year Level-of-Service Projects

The park development projects planned in FY 2019-2023 are shown in Table 11. Some of the projects are improvements to existing parks, however most represent new parkland acreage and thus will serve to increase the City’s current parks LOS:

| | <u>Acres</u> |
|---------------------------|--------------|
| Linear Greenway Park | 29.5 |
| Doral Glades Park | 25.0 |
| Aquatic Facility | 10.0 |
| Retention Park | 3.0 |
| Triangle Parcel | 1.3 |
| MAU Park | 1.0 |
| Total New Park Areas..... | 69.8 acres |

The proposed projects above will add an additional 69.8 acres of park land giving Doral a total of 221.8 acres by the year 2023 if all planned park improvements are constructed. This total is 154.2 acres less

Figure 7. Doral's Park System



than the adopted parks acreage needed of 376 acres to maintain the adopted level-of-service standard of 4.25 and 4.50 park acres per 1000 population through 2023.

Table 11: Planned Parks Projects FY 2019-2023

| PROJECT | LOCATION | COMPLETION | SIZE |
|-----------------------------|---|--|------|
| City: | | | |
| Linear Greenway Park | NW 50 th St. & NW 107 th Av. | Sept. 2022 | 29.5 |
| Doral Glades Park | NW 97 Ave. and NW 74 St. | April 2019 | 25.0 |
| Aquatic Facility | Doral Central Park | Sept. 2020 | 10.0 |
| Retention Park | NW 102 nd Av. & NW 62 nd St. | Sept. 2019 | 3.0 |
| Triangle Parcel | Adjacent to Downtown Doral Park | Sept. 2020 | 1.3 |
| MAU Park | NW 97 th Av. & NW 34 th St. | December 2018 | 1.0 |
| Private: | | | |
| Environmental Passive Park | NW 107 Ave. and NW 74 St. | Concurrent with development – Sept. 2023 | 51 |
| Grand Bay Preservation Park | NW 87 th St./NW 86 th St. (east of NW 107 th Ave.) | Concurrent with development – Sept. 2023 | 72 |

Source: Doral Parks Department, 2018

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

1. Doral Glades Park – A plan was created for this 25-acre 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. Construction of this facility is set to begin in May 2018 and a projected construction time of 12 months.
2. Aquatic Facility - There has been a demand from the community for an aquatic facility located in Doral. A feasibility study was prepared and included findings on Doral’s economic and demographics, a market comparison to other counties and cities in South Florida, a national case study, information gathered from stakeholder interviews, target market, facility programming, usage expectations and financial projections. The revised conceptual design of the facility was approved this year and the Parks Department has begun working with a consultant for the architectural design, engineering and estimated cost for the facility.
3. Doral Central Park – Former known as J.C. Bermudez Park, this 82-acre park is the largest in Doral and home to major events such as EGGstravaganza and the Independence Day Celebration. Its open green spaces and scenic lake views are ideal for corporate gatherings and community events. Central Park is located in the community heart of Doral adjacent to the headquarters of Carnival Cruise Lines and the United States Southern Command. The

- initial Master Plan for the park was completed in 2008, and has since been updated and approved this year.
4. Triangle Parcel - This 1.3 acre tract is located adjacent to Downtown Doral Park and City Hall. This parcel will serve as an addition to Downtown Doral Park and continue the passive park atmosphere that is currently present.
 5. Retention Park - This proposed park site is located on 102nd Ave and theoretical NW 62nd Street. The site will be used as a retention area for the Police/Public Works Building with 3 acres of the 5 acre parcel dedicated as a passive park site.
 6. Linear Greenway Park – Areas under FP&L transmission lines adjacent to streets are being used as multi-purpose trails as proposed in the City’s Bicycle Master Plan and Parks and Recreation Element Policy 6.2.6. Facilities and features include: multi-purpose trail/service access route with trailhead, naturalistic planted areas/native habitat plantings and public art. The linear park system comprises 41 acres.
 7. MAU Park – Adjacent to Millennial Atlantic University, this 1-acre park will be located at NW 97th Avenue and NW 34th Street
 8. Environmental Passive Park (51 acres) – This proposed private park site is located at NW 107th Ave & 74th St 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.
 9. Preservation Park (72 acres) – This proposed private park site (72 acres) is currently a highly-impacted wetland located between two residential developments. This natural resource would be restored transforming the site into a unique passive recreation amenity for the residents of Doral. The City’s goal is to make this preservation park a public access point; coordination with Miami-Dade County and the SFWMD will be required in the process.

Long-Term Planning

The City is considering a number of long-term future projects to address its LOD deficiency and enhance Doral’s parks system. These potential projects are being evaluated as part of a major update of the Doral Parks Master Plan now underway. It is important for the Master Plan Update to address the City’s adopted parks level-of-service standard and how it can continue to be met in a time when vacant land is diminishing. Great parks are an integral part of Doral’s future vision so this planning is critically important.

G. Education Facilities

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

The City has 4 public schools within its boundary. In addition, 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 12 provides the 2016-2017 actual Florida Inventory of School Houses (FISH) capacity for public schools serving the City. It shows that 2 of the 3 grade K-8 public schools serving Doral’s children are currently operating above 100% of permanent capacity. Doral Senior High School is operating at 95% of capacity. Total enrollment in public schools in Doral this year is 7,087 students.

Table 13 presents the projected 2017-2018 FISH capacity based on permanent classrooms for each of the City’s 4 existing public schools plus the new Dr. Toni Bilbao Preparatory Academy. The table indicates that 2 of the 3 grade K-8 schools will continue to operate well above 100% permanent FISH capacity in 2017-18. Total student enrollment next year is expected to be 7,100, 1.8% higher than this year.

Table 12: Schools 2016-17 Permanent (FISH) Capacity

| PUBLIC SCHOOL | PERMANENT CAPACITY | STUDENT ENROLLMENT | % CAPACITY |
|---|--------------------|--------------------|------------|
| Eugenia B. Thomas K-8 Center | 1,422 | 1,678 | 118% |
| John I. Smith K-8 Center | 1,355 | 1,724 | 127% |
| Ronald W. Regan/ Doral Senior High School | 2,494 | 2,360 | 95% |
| Dr. Rolando Espinosa K-8 Center | 1,519 | 1,325 | 87% |

Source: Miami-Dade County Public Schools, August 2017; information based on the October 2016 % Utilization Report.

Table 13: Schools Projected 2017-2018 Permanent (FISH) Capacity

| PUBLIC SCHOOL | PERMANENT CAPACITY | STUDENT ENROLLMENT | % CAPACITY |
|---|--------------------|--------------------|------------|
| Eugenia B. Thomas K-8 Center | 1,422 | 1,600 | 113% |
| John I. Smith K-8 Center | 1,355 | 1,700 | 125% |
| Ronald W. Regan/ Doral Senior High School | 2,494 | 2,370 | 95% |
| Dr. Rolando Espinosa K-8 Center | 1,519 | 1,250 | 82% |
| Dr. Toni Bilbao Preparatory Academy* | 655 | 180 | 27% |

Source: Miami-Dade County Public Schools, August 2017.

* New school to open for 2017-18 school year for students Pre-K thru 2nd grade.

5-Year Capacity Projects in Doral

No projects have been identified.

Charter Schools

Doral is also home to 6 charter schools serving a total of 4,048 students in 2015 as shown in Table 14 below.

Table 14: Charter Schools in Doral

| Charter School Name | Address | Student Capacity* | Actual Enrollment (7-15-15) | Facility Capacity (assigned by Doral) |
|-----------------------------|-------------------|-------------------|-----------------------------|---------------------------------------|
| Doral Academy | 2450 NW 97 Ave | 2,200 | 1,107 | 1,395 |
| JAM Middle School | Doral, FL 33172 | 600 | 100 | |
| Doral Middle School | 2601 NW 112 Ave. | 1,438 | 1,251 | 1,595 |
| Doral Academy of Technology | Doral, FL 33172 | 300 | 182 | |
| Doral High School | 11100 NW 112 Ave. | 1,800 | 1,181 | 1,200 |
| Doral Performing Arts | Doral FL 33172 | 403 | 227 | |

Source: Charter School Support Office, MDC Public Schools, July 2016. Note: * Capacity per charter contract.

III. 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 Table 17 is intended to address the maintenance and improvement of public facilities.

Table 15: Projected Revenues for Capacity-Related Projects by Funding Source

| FUNDING SOURCES | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | 5 YEAR TOTAL FY 2019-2023 |
|------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------------|
| Parks & Recreation/ GF | \$9,825,000 | \$18,700,000 | \$14,550,000 | \$1,897,000 | \$0 | \$44,972,000 |
| Stormwater Fund | \$1,312,000 | \$1,310,000 | \$1,410,000 | \$1,110,000 | \$980,000 | \$6,122,000 |
| Park Impact Fee Fund | \$1,200,000 | \$1,200,000 | \$1,200,000 | \$1,200,000 | \$1,200,000 | \$6,000,000 |
| Transportation Fund | \$16,171,000 | \$15,303,000 | \$11,042,000 | \$11,038,000 | \$12,334,000 | \$65,888,000 |
| TOTAL | \$28,508,000 | \$36,513,000 | \$28,202,000 | \$15,245,000 | \$14,514,000 | \$122,982,000 |

Source: City of Doral; Iler Planning & City of Doral, 2018.

Table 16: Projected 5-Year Expenditures for Capital Improvements by Type

| Project Type | FY2018/19 | FY2019/20 | FY2020/21 | FY2021/22 | FY2022/2023 | 5-YEAR TOTAL FY 2019-2023 |
|-----------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------------|
| City-Funded Projects | | | | | | |
| Parks | \$10,500,000 | \$0 | \$22,000,000 | \$17,500,000 | \$450,000 | \$50,450,000 |
| Drainage | \$1,640,000 | \$1,200,000 | \$850,000 | \$900,000 | \$975,000 | \$5,565,000 |
| Transportation | \$10,975,000 | \$13,903,500 | \$8,898,850 | \$9,473,735 | \$9,581,109 | \$52,832,194 |
| Total | \$23,115,000 | \$15,103,500 | \$31,748,850 | \$27,873,735 | \$11,006,109 | \$108,847,194 |

Source: City of Doral; 2018.

Revenue projections for capital projects to be funded by Doral are presented in Table 15 and based on the City's adopted 2017-2018 budget and information provided by the City departments. City revenues for capital improvements by type are also identified in Table 15. For example, the Stormwater Fund is used for drainage improvements, the Park Impact Fee Fund is used to finance park improvements, and the Transportation Fund is used for roadway, transit and pedestrian projects. Table 16 summarizes the proposed expenditures for parks, drainage and transportation based on the Schedule of Capital Improvements for FY 2019-2023.

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 \$122,982,000 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 \$108,847,194 in capital improvement expenditures over the planning period.

Table 17. Doral's Schedule of Capital Improvements 2018/19 - 2022/23

| PROJECT / LOCATION | TYPE OF WORK | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | TOTAL COST FY 2019-2023 | FUNDING SOURCE |
|--|---|-------------|-------------|-------------|-------------|-------------|-------------------------|----------------|
| TRANSPORTATION PROJECTS | | | | | | | | |
| 1. Citywide | Trolley Circulator (Operations) | \$2,685,000 | \$2,953,500 | \$3,248,850 | \$3,573,735 | \$3,931,109 | \$16,392,194 | TF, PTP |
| 2. Citywide | Trolley Circulator Fleet | \$200,000 | \$0 | \$400,000 | \$400,000 | \$0 | \$1,000,000 | TF |
| 3. Citywide | Canal Refurbishment / Bikeway | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 | SWF, SG |
| 4. Citywide | Roadway Maintenance | \$300,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$2,300,000 | TF, PTP |
| 5. Citywide | Installation of Traffic Calming Devices | \$0 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$600,000 | GF, TF |
| 6. Citywide | Transit Mobility & Infrastructure | \$0 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$600,000 | TF |
| 7. Citywide | Intersection Improvements | \$0 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$600,000 | TF |
| 8. NW 36/41 St (HEFT – SR 826) | Median Beautification | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 | TF |
| 9. NW 102 Av (62 St – 300' N) & NW 62 St (102 Av – 660' E) | Roadway Widening | \$0 | \$0 | \$0 | \$0 | \$700,000 | \$700,000 | TF |
| 10. NW 82 St & 112 Av Intersection | Traffic Signal | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 | TF |
| 11. NW 104 Av (68 St - 69 St) | Roadway Widening | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 | TF |
| 12. NW 90 St (Vacant Land Section 7) | Roadway Widening | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$250,000 | TF |
| 13. NW 99 Av (64 St – 66 St) | New Road Construction | \$0 | \$0 | \$800,000 | \$0 | \$0 | \$800,000 | TF |
| 14. NW 112 Av & NW 114 Av (41 St - 58 St) | Roadway & Intersection Improvements (4) | \$0 | \$500,000 | \$500,000 | \$0 | \$0 | \$1,000,000 | TF |

Capital Improvements Element Update

Capital Improvements Schedule

| PROJECT / LOCATION | TYPE OF WORK | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | TOTAL COST FY 2019-2023 | FUNDING SOURCE |
|---|--|---------------------|---------------------|--------------------|--------------------|--------------------|-------------------------|----------------|
| 15. NW 112 Av (25 St - 34 St) | Roadway Improvements | \$0 | \$2,000,000 | \$0 | \$0 | \$0 | \$2,000,000 | SWF, TF |
| 16. NW 114 Av (34 St - 39 St) | Roadway Improvements | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 | SWF, TF |
| 17. NW 34 St (117 Av - 112 Av) | Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 | SWF, TF |
| 18. NW 117 Av (25 St - 34 St) | Roadway Improvements | \$0 | \$1,600,000 | \$0 | \$0 | \$0 | \$1,600,000 | SWF, TF |
| 19. NW 117 Av (58 St - North) | New Road Construction | \$0 | \$0 | \$800,000 | \$0 | \$0 | \$800,000 | SWF, TF |
| 20. NW 33 St (107 Av - 112 Av) | Roadway Widening & Improvements | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 | SWF, TF |
| 21. NW 102 Av (17 St -25 St) | Construct Sidewalk and Bike Path | \$1,640,000 | \$0 | \$0 | \$0 | \$0 | \$1,640,000 | FG, TF |
| 22. Turnpike Trail Bridge over Doral Blvd. | Design/Build; Bicycle/ Pedestrian Connectivity | \$0 | \$0 | \$0 | \$2,800,000 | \$0 | \$2,800,000 | TF |
| 23. Traffic Monitoring Cameras | Congestion Management | \$0 | \$50,000 | \$0 | \$50,000 | \$0 | \$100,000 | TF |
| 24. NW 112 Av (34 St - 41 St) | New Road Construction | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$4,000,000 | SWF, TF |
| 25. NW 112 Av (34 St - 41 St) | New Road - Land Acquisition | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | TF |
| 26. NW 82 Av & NW 84 Av Connection | Roadway Improvements | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 | TF |
| 27. Do Not Block Box Intersections | Roadway Improvements | \$0 | \$100,000 | \$100,000 | \$100,000 | \$0 | \$300,000 | TF |
| 28. NW 33 St (79 Av - 82 Av) | Roadway Reconstruction | \$0 | \$0 | \$0 | \$1,600,000 | \$0 | \$1,600,000 | SWF, TF |
| 5 Year Transportation Cost Sub Total | | \$10,975,000 | \$13,903,500 | \$8,898,850 | \$9,473,735 | \$9,581,109 | \$52,832,194 | |

Source: City of Doral Public Works Dept., May 2018.

Table 17. 2018/19-2022/23 Doral's Schedule of Capital Improvements (continued)

| Project/Location | Type of Work | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | Total Cost FY 2019-2023 | Fund Source |
|--|----------------------|--------------|--------------|--------------|--------------|--------------|-------------------------|-------------|
| City Parks | | | | | | | | |
| 1. NW 97 th Av. & 74 th St. | Doral Glades Park | \$10,500,000 | \$0 | \$0 | \$0 | \$0 | \$10,500,000 | GF |
| 2. Doral Central Park | Aquatic Facility | \$0 | \$0 | \$15,000,000 | \$15,000,000 | \$0 | \$30,000,000 | Multiple |
| 3. NW 87 th Av. & 30 th St | Doral Central Park | \$0 | \$0 | \$0 | \$2,500,000 | \$0 | \$2,500,000 | Multiple |
| 4. Adjacent to Downtown Doral Park | Triangle Parcel | \$0 | \$0 | \$7,000,000 | \$0 | \$0 | \$7,000,000 | Multiple |
| 5. NW 50 th St. & 107 th Av. | Linear Greenway Park | \$0 | \$0 | \$0 | \$0 | \$450,000 | \$450,000 | GF |
| Parks Cost Subtotal | | \$10,500,000 | \$0 | \$22,000,000 | \$17,500,000 | \$450,000 | \$50,450,000 | |
| City Stormwater | | | | | | | | |
| 1. City Wide | Stormwater Drainage | \$1,640,000 | \$1,200,000 | \$850,000 | \$900,000 | \$975,000 | \$5,565,000 | SWF, SG |
| Stormwater Cost Subtotal | | \$1,640,000 | \$1,200,000 | \$850,000 | \$900,000 | \$975,000 | \$5,565,000 | |
| Total City Capital Cost | | \$23,115,000 | \$15,103,500 | \$31,748,850 | \$27,873,735 | \$11,006,109 | \$108,847,194 | |

Source: Public Works and Parks Depts., City of Doral, May 2018.

Table Key:

TF: Transportation Fund

SWF: Stormwater Fund

GF: General Fund

SG: State Appropriation for Stormwater Improvements

PTP: Peoples Transportation Fund (CITT)