

ORDINANCE No. 2020-12

AN ORDINANCE OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, AMENDING CHAPTER 65 OF THE CITY'S CODE OF ORDINANCES, TITLED "IMPACT FEES", ARTICLE IV, "TRANSPORTATION", SEC. 65-73. "ROADWAY IMPROVEMENT IMPACT FEE"; BY UPDATING THE ROADWAY IMPROVEMENT IMPACT FEE FORMULA CALCULATION; PROVIDING THE CRITERIA FOR QUALIFYING DEVELOPMENTS; PROVIDING THE PUBLIC WORKS DEPARTMENT AUTHORITY TO COLLECT THE ROADWAY IMPROVEMENT FEE AT THE TIME OF BUILDING PERMIT; PROVIDING LANGUAGE TO UPDATE THE ORDINANCE; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR INCORPORATION INTO THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the Roadway Improvement Impact Fee Ordinance (Section 65-73 of the City of the City's Land Development Code provides for the assessment and imposition of "roadway improvement impact fee" for development activity within the City as a means to generate funding for impact mitigating roadway improvements; and

WHEREAS, Section 65-73 provides for the periodic review of the amount of, and manner in which, road impact fees assessed by the City Manager as a way to ensure an appropriate and efficient assessment of fees; and

WHEREAS, the of Doral Public Works Department (PWD) is interested in updating the Roadway Improvement Impact Fee Ordinance (Section 65-73) to modify the Roadway Improvement Impact Fee calculation to include trip internalization language for mixed-used sites and pass-by trip reductions for retail land uses in the code; and

WHEREAS, the PWD is also proposing to amend Section 67-73 to have the PWD collect the roadway improvement impact fee at the time of Building Permit instead of having the Planning and Zoning Department collect the fee; and

WHEREAS, the City's Public Works Department has reviewed the subject Chapter and issued its recommendations.

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

Section 1. RECITALS. The recitals and findings contained in the Preamble to this Ordinance are adopted and incorporated as if fully set forth in this Section.

Section 2. CODE AMENDED. Article IV, "Transportation," of Chapter 65, Section 73, "Roadway improvement impact fee," of the Code of Ordinances of the City of Doral is hereby amended as follows:

CHAPTER 65. IMPACT FEES

ARTICLE IV. - TRANSPORTATION

Sec. 65-73. – Roadway improvement impact fee.

- (a) Short title. This section shall be known and may be cited as the roadway improvement impact fee ordinance.
- (b) Rules of construction. The provisions of this chapter shall be liberally construed to effectively carry out its purpose in the interest of the public health, safety and welfare.

(c) Definitions. In construing the provisions hereof and each and every word, term, phrase, or part hereof where the context will permit, the following definitions will apply:

Applicant means the person who applies for a building permit or submits a plat or waiver of plat.

Building means any structure having a roof entirely separated from any other structure by space or by walls in which there are no communicating doors or windows or any similar opening and erected for the purpose of providing support or shelter for persons, animals, things or property of any kind.

Building permit means an official document or certificate issued by the City of Doral authorizing the construction or change of use of any building.

City manager shall mean the City Manager of the City of Doral, Florida.

City of Doral's Capital Improvement Program means a long term plan of proposed capital expenditures, the means and methods of financing and a schedule of priorities for implementation.

Credit means the present value of past provisions made by new developments for the cost of existing or future capital improvements.

Development activity means any activity for which a building permit is required pursuant to the Florida Building Code latest addition or any applicable city ordinance.

Existing development means the lawful land use physically existing as of the effective date of this section and any development or additional development for which the landowner holds a valid building permit as of the effective date of this section. Existing

development shall also include that maximum level of development activity for which previous impact fee was paid under the provisions of this section.

Feepayer means a person intending to commence a proposed development for which an impact fee computation is required under this section, or a person who has paid an impact fee, or provided a letter of credit pursuant to this section.

Long range transportation plan means the adopted Metro-Miami-Dade Transportation Plan or successor document adopted by the Miami-Dade County ~~Metropolitan~~ Transportation Planning Organization.

Miami-Dade County ~~Metropolitan~~ Transportation Planning Organization or ~~MPO~~ TPO means the local government entity designated by the governor, pursuant to F.S. § 339.175, for the management of transportation planning process in Miami-Dade County.

Off-site roadway improvement or off-site improvement means any roadway improvement located outside of the boundaries of a parcel proposed for development or platted subdivision parcel excluding those improvements required to be dedicated or improved pursuant to the subdivision or zoning regulations. This definition also includes roadway improvements, including right-of-way dedication, which are located beyond those zoned right-of-way limits.

Public works director means the Director of the City of Doral Public Works Department or his designee.

Roadway improvement impact fee, fee, or impact fee means the proportionate share charge required to be paid in accordance with this chapter.

Roadway capacity improvement or roadway improvement means any roadway element which will serve to enhance the vehicular movement or increase the vehicular volume in any corridor. The following roadway elements shall be considered as roadway capacity improvements:

- (1) Thru lanes;
- (2) Turn lanes;
- (3) Bridges;
- (4) Drainage facilities that serve to enhance vehicular movement or volume;
- (5) Traffic signalization;
- (6) Sidewalks or bike paths that serve to enhance vehicular movement or volume;
- (7) Resurfacing and/or reconstruction of existing roadways including planning and removal of existing paved surfaces where such improvements will enhance the roadway capacity and service level;
- (8) Select transit capital improvements; and
- (9) Other improvements shown by specific studies to enhance roadway capacity safety and operations.

In addition, the following roadway elements shall also be considered roadway improvements:

- (1) Curbs, medians, shoulders, and traffic signage; and
- (2) Utility relocation; and

(3) Sodding and tree planting.

Transportation master plan means the City of Doral's future plan to implement a set of projects in the three areas of roadway, transit and transportation management. Projects in each of these areas were examined in detail and prioritized based on criteria developed by the community and approved by the city council.

Unit or unit of development means a residential structure which is a quantifiable increment of development activity, e.g. a single-family home, or a residential module, e.g. each condominium or apartment unit within a condominium complex or building.

(d) Impact fees; in general.

- (1) Any application for building permit or development activity within the corporate limits of the City of Doral shall be subject to the assessment of a roadway improvement impact fee in the manner and amount set forth in this section. No building permit shall be issued by the city until the applicant has paid the assessed impact fee as calculated pursuant to this section.
- (2) Notwithstanding payment of the impact fee pursuant to this section, other state, county and city development regulations may limit the issuance of building permits for development activity.
- (3) In the event impact fees are paid prior to or concurrently with the issuance of a building permit and subsequently, the building permit is amended, the applicant shall pay the impact fee in effect at the time the amended building permit is issued with credit being given for the previous fees paid.

- (4) In the case of change of use, redevelopment, or expansion or modification or an existing use on a site, other than a single-family home, which requires the issuance of a building permit, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the existing use.
 - (5) If a building permit is canceled without development commencing, then the impact feepayer shall be entitled to a refund, without interest, of the impact fee paid except that the city shall retain five percent of the fee to offset a portion of the costs of collection and refund. The impact feepayer shall submit an application for such a refund to the city manager or his designee within 30 days of the expiration of the order or permit, or thereafter be deemed to waive any right to a refund.
 - (6) Funds shall be deemed expended for the purposes of the ordinance when a contract or agreement encumbering all or a portion of the payment of said funds shall be approved by final city action.
- (e) Formula calculation.
- (1) The fee payer shall pay a roadway improvement impact fee amount based on the formula set forth in this section. The fee shall be collected by the ~~planning and zoning~~ Public Works department for all structures for which a building permit is issued. Such fee will be based on the net new trips generated by the proposed site ~~capital cost of roadway improvements required to serve any increase in transportation requirements resulting from proposed development activities~~ together with impact fee administrative costs. The formula to be used to calculate

the roadway improvement impact fee shall be ~~as follows:~~ Net new daily trips generated by the proposed project * \$190.43 daily trip charge * 5% administrative cost. To calculate the net new daily trips generated by the proposed project, the following shall be used:

- a. Step 1. Compute ~~total~~ gross daily trips for the proposed development using the latest published edition of the Institute of Transportation Engineers (ITE) trip generation handbook using the ~~following~~ most appropriate Institute of Transportation Engineers land use codes (LUC). For residential land uses, the daily trip generation rate will be per dwelling unit and for non-residential land uses, the trip generation rate will be per 1,000 square foot area or other appropriate applicable variable.

1. Internalization. In the event the proposed development has more than is a mixed-used development where it contains a proportionate combination of two or more uses as permitted by the underlying future land use category, the roadway improvement impact fee may account for internalization. It is recognized that the internal trip-making characteristics of multi-use development sites are directly related to the type mix of onsite land uses and shall be quantified for the purposes of determining impact fees for mixed use projects. The internal capture trips rates vary by the size and land use types within the project site. For mixed use projects, the internal capture rates amongst use shall be as determined by the latest edition of the ITE Trip Generation Handbook, except that different components within the same classification of use (i.e. single family and multi-family) shall be combined

within the single classification, and hotel use shall be classified under the residential land use category for internal capture purposes.

2. Pass-by Trips. A reduction for pass-by trips may be applied for retail land use categories as determined by the latest edition of the ITE Trip Generation Handbook.

~~1. Residential land uses. For residential land uses, use appropriate trip generation rates per dwelling unit from the latest available version of the Institute of Transportation Engineers (ITE) trip generation (TG) publication to reflect the actual number and type of residential units. Use the latest edition of the Institute of Transportation Engineers Trip Generation handbook for the corresponding land use codes such as: 210, 220 224, 230 233, 240, 251 255, 260 and 270.~~

~~2. Office land use. For office land uses, use appropriate trip generation rate from the latest available version of Institute of Transportation Engineers trip generation publication to reflect land use in 1,000 square feet area. Use latest edition of the Institute of Transportation Engineers Trip Generation handbook for the land use code No. 710, general office building.~~

~~3. Industrial and warehouse land use. For industrial and warehouse land uses, use appropriate trip generation rate from the latest available version of Institute of Transportation Engineers trip generation publication to reflect land use in 1,000 square feet area. Use latest edition~~

~~of the Institute of Transportation Engineers Trip Generation handbook for the land use code No. 150, warehousing.~~

- ~~4. Retail land use. For retail land uses, including, but not limited to, restaurants, pharmacy/drug stores, commercial banks, specialty retail, discount stores, convenience markets, supermarkets, etc. use appropriate trip generation rate from the latest available version of Institute of Transportation Engineers trip generation publication to reflect land use in 1,000 square feet area. Use latest edition of the Institute of Transportation Engineers Trip Generation handbook for the land use code No. 820, shopping center.~~
- ~~5. Houses of worship, churches or synagogues. For houses of worship, churches or synagogues, use latest edition of the Institute of Transportation Engineers Trip Generation handbook for the land use code No. 560, church, weekday trip generation rate per 1,000 square feet of area.~~
- ~~6. Hotels. For all hotels use daily trip generation rates per room using latest edition of the Institute of Transportation Engineers Trip Generation handbook for the land use code No. 310, hotel.~~
- ~~7. Mixed use projects. For purpose of this section, a mixed-use project shall be defined as a construction development containing a proportionate combination of two or more uses as permitted by the underlying future land use category. It is recognized that the internal trip-making~~

~~characteristics of multi-use development sites are directly related to the type mix of onsite land uses and shall be quantified for the purposes of determining impact fees for mixed use projects. The internal capture trips rates vary by the size and land use types within the project site. For mixed use projects, the internal capture rates amongst use shall be as determined by the 2nd edition of the ITE Trip Generation Handbook, except that different components within the same classification of use (i.e. single family and multi-family) shall be combined within the single classification, and hotel use shall be classified under the residential land use category for internal capture purposes.~~

~~8. Other uses. For other land uses not listed above, consult with and obtain approval from the city regarding use of the appropriate daily trip generation rate.~~

- b. ~~Step 2. Multiply the total daily trips as computed in step 1 above by the impact fee cost per daily trip of \$190.43. For existing land uses on the project site, a roadway improvement impact fee credit may be applied. The credit for the existing land use will be based on the gross daily trips and will be calculated as outlined above in Step 1.~~
- c. ~~Step 3. Calculate the difference between Step 2 (proposed daily trips) and Step 1 (existing daily trips) to obtain the net new daily trips.~~
- d. ~~Step 4. Multiply the net new daily trips computed in Step 3 by the impact fee cost per daily trip of \$190.43.~~

~~e~~ e. Step ~~3~~5. Multiply the ~~difference total~~ amount from step ~~2~~4 by 1.05 to accommodate the general administrative charge of five percent in effect at the time of adoption of this ordinance. This formula will change automatically upon any change to the administrative charge.

d. Total. The resulting total is the roadway improvement impact fee and administrative charge which shall be paid by the feepayer.

e. Administrative charge to be reviewed annually. The city shall review the administrative charge on at least an annual basis to ensure that this charge continues to approximate the costs to the city of administering the program. Any necessary adjustment shall be made by the city manager, and the formula set forth in step ~~3~~5 above shall be automatically amended to reflect any changes to the administrative costs.

(2) Periodic review of impact costs. The city manager shall periodically review the contents, including the impact fee cost per daily trip rate of \$190.43 of this article and, if appropriate, make recommendations for revisions to the ordinance from which this article is derived to the city council. The city council shall consider the city manager's recommended revisions to the ordinance from which this article is derived periodically. The manager's recommendations and the council's action shall ensure that the benefits to a fee paying development shall not exceed a proportionate share of the costs of mitigating road impacts, and the procedures for administering the impact fee process remain efficient.

- (3) Activities not specified. If the type of activity within the proposed or current development is not specified, the city manager or his designee shall use the activity most nearly comparable in computing the fee.
- (f) Roadway improvement contributions in-lieu-of-fee.
- (1) In lieu of payment of all or part of the road impact fee, the public works director may accept the offer of a fee payer to construct all or part of an off-site roadway improvement in connection with any development activity. All improvement contributions in-lieu-of-fee shall be in accordance with the Comprehensive Plan and the City of Doral's Capital Improvement Program. Such improvement contributions in-lieu-of-fee shall be credited against payment of an impact fee in the amount determined by the public works director pursuant to subsection (e) or (f). The total amount of contributions in-lieu-of-fee shall not exceed the road cost portion of the impact fee formula in subsection (e). Improvement contributions in-lieu-of-fee shall not be applied to the five percent city administrative cost portion of the impact fee which shall remain the responsibility of the fee payer and must be paid at the time of building permit issuance.

Where a fee payer seeks to apply an improvement contribution in-lieu-of-fee credit against payment of the road impact fee, the administrative fee portion of the impact fee shall be the sum of: (i) five percent of the value of the improvement contribution in-lieu-of-fee or \$1,000.00, whichever is less, and (ii) five percent of the remaining road cost not satisfied by the improvement contribution in-lieu-of-fee.

Previously approved improvement contributions in-lieu-of-fees that are: (i) unused and (ii) based on a net road cost which has been subsequently adjusted, shall be entitled to an adjustment equal to the percentage increase or decrease of the net road cost in the road impact fee formula. Previously approved improvement contributions in-lieu-of-fees which are: (i) unused and (ii) based on a road cost which has been subsequently adjusted, shall be entitled to an adjustment equal to the percentage increase or decrease of the road cost in the road impact fee formula. Any such adjustment shall only be utilized to offset road impact fees and shall not be refundable.

- (a) Any improvement that will be required of a project and is deemed necessary for as an operational or safety improvement of the roadway network that is affected by said project shall not qualify for an in-lieu of fee request.
- (b) Any improvement that is a requirement of the Land Development Code, any other City codes or standards, and any other codes or standards from Federal/State/County/Municipal agencies shall not qualify for an in-lieu of fee request.
- (c) Utility relocations whether they be above ground or underground relocations shall not qualify for an in-lieu of fee request.
- (d) Any improvement proposed by the Public Works Department as an enhancement and not a requirement for approval shall qualify for an in-lieu of fee request.

- (2) An offer by a fee payer to construct road improvement contributions in-lieu-of-fee must be accompanied by plans in sufficient detail to permit the public works director to determine that city, county, or state design standards will be used and to determine the cost of such improvements.
- (3) The public works director may accept or reject an offer of improvement contributions in-lieu-of-fee. When such improvements are not consistent with standards set forth in the impact fee manual the public works director may reject the offer of contributions in-lieu-of-fee. If rejected, the public works director shall state in writing the reasons for the rejection. Any appeal from such a decision of the public works director to reject improvement contributions in-lieu-of-fee shall be reviewed by the city council.
- (4) If the public works director accepts an offer of improvement contributions in-lieu-of-fee, the fee payer shall post a bond or letter of credit with the public works director equal to 110 percent of the cost of the agreed to improvement as determined by the public works director. Upon receipt of such bond, the city entity may issue building permits for that part of the proposed development determined by the city to be satisfied by the contributions in-lieu-of-fee. Release of such bonds for contributions in-lieu-of-fee shall not be issued by either the city until such contributed improvements have been completed and accepted by the public works director, county, or the state.
- (5) If pursuant to subsections (f)(1) and (f)(2), the public works director accepts improvements with a cost in excess of the impact fee computed pursuant to

subsection (d) or (e) herein, the fee payer, ~~upon written request,~~ shall be responsible ~~reimbursed~~ for the amount of the excess cost ~~as said cost is determined by the public works director pursuant to this subsection (f).~~ If pursuant to subsection (f)(1)(d), the public works director accepts said enhancement improvements with a cost in excess of the impact fee computed pursuant to subsection (d) or € herein, the fee payer, upon written request, shall be reimbursed for the amount of the excess cost as said cost is determined by the public works director pursuant to this subsection (f). It shall be the burden of the fee payer to make a written request for reimbursement at the time of building permit application. The fee payer shall only be eligible for reimbursement after such time as the improvement is completed and accepted by the public works director, county, or the state. Reimbursements shall be made from available monies existing within the corresponding benefit district trust fund. No reimbursement shall be made after six years from the date of first building permit issuance.

(6) Any provisions for improvement contributions in lieu of road impact fees included as a condition of a development of regional impact development order must be approved by the public works director prior to approval of the final development order for county development orders or subsequently ratified by the public works director in the case of municipal development orders.

(7) Any off-site improvements required of a development activity in order to meet transportation concurrency requirements shall not qualify as improvement contributions that may be offered by the fee payer and accepted by the city for

the purpose of this section. This provision shall not affect development activity subject to a master or other development agreement which specifically identifies off-site improvements.

- (8) Any claim for improvement contributions in lieu of road impact fee shall have been submitted to and received approval from the public works director prior to issuance of any building permit intended to use said contributions in lieu of fee and prior to commencement of any road construction or dedication of any right-of-way for which said contributions in lieu of fee are being claimed.
- (9) Authorized improvement contributions in lieu of fees are not site-transferable and may only be applied against the impact fees due for developments within the parent tract (development property) of the application for which the off-site contributions were made and authorized. Allocations of contributions in lieu of fees to sub-parcels within the parent tract shall be on based on the prorated area (square footage or acreage) unless an alternative allocation or reallocation has been approved by the public works director.
- (10) The fee payer shall pay a nonrefundable administrative cost in the amount set forth in the Public Works Fee Schedule ~~road impact fee manual~~ to be used by the ~~city~~ county for processing and review of the contributions in lieu of fee study. This fee shall not be credited against the amount of road impact fees due.
- (11) Determination of the amount of improvement contributions in lieu of road impact fees to be accepted shall be determined by the public works director based on a review of the documentation provided by the fee payer and current

cost information. Any increase in this amount due to changes in construction plans must be authorized in advance by the public works director.

(12) Previously approved improvement contributions in-lieu-of-fee that have not yet been used may be re-adjusted based on the percentage increase or decrease in the net-road cost as recalculated pursuant to subsection (d) or (e). Any such adjustment may be applied toward payment of road impact fees but shall not be refundable.

(g) Land or equipment contributions in-lieu-of-fee.

(1) Subject to the terms and conditions of this section, a credit shall be granted against the impact fees imposed by this section for the donation of additional land which would not be required by the city for improvements required of the subject development activity, or equipment made pursuant to a contribution in lieu of impact fee agreement. Such donations shall be subject to the approval of the public works director. No credit shall be given for the donation of land unless such property is conveyed, in fee simple to the city without remuneration.

(2) Prior to the impact fee payment due date pursuant to section 65-73, the feepayer shall submit to public works director a proposed plan for donations or contributions. The proposed plan shall include:

a. A legal description of any land proposed to be donated and a written appraisal;

- b. A list of the equipment or description of construction improvement sought to be donated;
 - c. A written statement of the actual cost for any equipment or construction improvement to be donated; and
 - d. A proposed time schedule for completion of the proposed plan.
- (3) The public works director shall review the proposed plan and determine if the proposed donation of land or equipment by the feepayer is consistent with the public interest.
- (4) The value of donated capital equipment shall be based upon actual costs of acquisition of capital equipment as shown by a manufacturer's or supplier's invoice or construction cost of the improvement.
- (5) The feepayer contribution credit granted shall only be applied as a credit against the particular impact fee which provides the funds for the specific capital facility which is the subject of the donation.
- (h) Exemptions.
- (1) Alterations, expansion or replacement of an existing development where the use is not changed and the number of total daily trips is not increased shall not be subject to the roadway improvement impact fee. The burden of demonstrating the previous existence of a use or structure or previous payment of impact fee shall be upon the feepayer. In cases where there is an existing use, any additional fees shall be based upon the alteration to the existing use or structure.

(2) Government or public facilities are exempt from the impact fee, including those parcels, grounds, building or structures owned by federal, state, county or the city government, the Miami-Dade County School Board or the South Florida Water Management District and related to the operation of those entities and used for governmental purposes including, but not limited to, governmental offices, police and fire stations, airports, seaports, parking facilities, equipment yards, sanitation facilities, water control structures, schools, parks and similar facilities or through which general government operations are conducted. It is provided, however, that the following shall not be considered governmental or public facilities and shall be subject to the provisions of the ordinance: (1) Privately owned properties or facilities leased for governmental operations or activities; and (2) public properties or facilities used for private residential, commercial or industrial activities.

(3) Unless provided for to the contrary in the current effective development order, all development activity which is subject to an existing development of regional impact development order adopted pursuant to F.S. ch. 380, prior to June 4, 1989 shall be exempt from this chapter with regard to development approved by such development order. This exemption provision does not apply to those development orders which may have been revoked or determined to be null and void or to any development not authorized in such development order by the City of Doral or Miami-Dade County. This exemption shall not apply to any additional development regardless of whether or not such additional development constitutes a substantial deviation pursuant to F.S. ch. 380. Any development of

regional impact development order amended after January 1, 2009, which generates additional vehicular trips above the previously approved development order shall be not be exempt for said additional trips.

- (4) The construction of accessory buildings or structures where the use is not changed, such that an additional impact does not result and the number of total daily trips is not increased, is exempt.
 - (5) A building replacement meeting the requirements of Florida Building Code Section 104.3(D) (replacement necessitated by partial destruction) is exempt.
 - (6) An exemption must be claimed by the feepayer prior to paying the impact fee. Any exemption not so claimed shall be deemed to have been waived by feepayer.
- (i) Roadway improvement impact fee expenditures.
- (1) Funds from the roadway improvement impact fee fund, including all interest, shall be used only for the purpose of implementing roadway improvements incorporated into the City of Doral's Capital Improvement Program, Transportation Master Plan and Unfunded Projects from the Miami-Dade County ~~Metropolitan~~ Transportation Planning Organization's adopted long range transportation plan except that an amount representing the costs to the city of administering the provisions of this section is levied as provided herein.
 - (2) Highest priority for impact fee expenditures shall be for roadway improvements deemed by the city council as most needed to serve new development.

- (3) Roadway improvements that are a condition of approval to a proposed development and are out of the scope of the City of Doral's Capital Improvement Program, Transportation Master Plan and Unfunded Projects from the Miami-Dade County MPO's TPO's adopted long range transportation plan and which are found to provide a direct benefit to the proposed development resulting from the traffic impact review, will be the sole financial responsibility of the feepayer in addition to the impact fee.
- (j) Establishment of a fund. Roadway improvement impact fees collected pursuant to this section shall be accounted for in a capital outlay impact fee fund to be established by the city. Expenditures from this fund shall be made only as authorized by subsection (i) above.

Section 3. Implementation. The City Manager, City Clerk, and City Attorney are hereby authorized and directed to implement the provisions of this Ordinance and to take any and all necessary administrative actions as may be appropriate by their position to execute the purpose of this Ordinance.

Section 4. Incorporation into the Code. The provisions of this Ordinance, to the extent appropriate, shall become and be made a part of the Code of Ordinances of the City of Doral. The City Clerk is authorized to take all actions necessary to incorporate the provisions of this Ordinance into the Code of Ordinances, including, but not limited to, renumbering or relettering sections and to change and that the word "ordinance" may be changes to "section," "article," or such other appropriate word or phrase in order to accomplish such intention.

Section 5. Severability. The provisions of this Ordinance are declared to be severable and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 6. Conflicts. All ordinances or parts of ordinances, resolution or parts of resolutions, in conflict herewith, are repealed to the extent of such conflict.

Section 7. Effective Date. This Ordinance shall become effective immediately after adoption.

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

Mayor Juan Carlos Bermudez	Yes
Vice Mayor Christi Fraga	Yes
Councilwoman Digna Cabral	Yes
Councilman Pete Cabrera	Yes
Councilwoman Claudia Mariaca	Yes

PASSED AND ADOPTED on FIRST READING this 13 day of May, 2020.

PASSED AND ADOPTED on SECOND READING this 10 day of June, 2020.



JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:



CONNIE DIAZ, MMC
CITY CLERK

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



LUIS FIGUEREDO, ESQ.
CITY ATTORNEY

CODING

Words in ~~strike through~~ type are deletions from existing law
Words in underscored type are additions