

ORDINANCE No. 2017-13

AN ORDINANCE OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, ADOPTING THE 2017 CAPITAL IMPROVEMENTS ELEMENT ANNUAL UPDATE OF THE COMPREHENSIVE PLAN CONSISTENT WITH CHAPTER 163, FLORIDA STATUTES; PROVIDING FOR TRANSMITTAL OF THE 5-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS TO THE STATE LAND PLANNING AGENCY IN THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, local governments are annually required to update the Capital Improvements Element 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"); and

WHEREAS, the Planning and Zoning Department is simultaneously submitting the 5-Year Capital Improvement Element 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

WHEREAS, the City Council hereby finds that the adoption of this ordinance is in the best interest and welfare of the residents of the City.

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

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

Section 2. Approval. The 2017 Capital Improvements Element Annual Update of, and the 5-Year Schedule of Capital Improvements in, the City Comprehensive Plan, copies of which are attached hereto as Exhibit “A” and incorporated herein and made a part hereof by this reference, are hereby approved.

Section 3. Transmittal. The City Manager is hereby authorized to transmit 2017 Capital Improvements Element Annual Update of, and the 5-Year Schedule of Capital Improvements in, the City Comprehensive Plan to the Land Planning Agency in the Florida Department of Economic Opportunity.

Section 4. Implementation. The City Manager, City Clerk, and City Attorney are hereby authorized to take such further action as may be necessary to implement the purpose and provisions of this Ordinance.

Section 5. Conflicts. All ordinances or parts of ordinances or resolution or parts of resolutions in conflict herewith are hereby repealed to the extent of such conflict.

Section 6. Severability. If any section, subsection, sentence, clause, phrase, work or amount of this ordinance shall be declared unconstitutional or invalid by competent authority, then the remainder of the ordinance shall not be affected thereby, and shall remain in full force and effect.

Section 7. Effective Date. This Ordinance shall be effective immediately upon passage by the City Council on second reading.

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

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

PASSED AND ADOPTED on FIRST READING this 20 day of June, 2017.

PASSED AND ADOPTED on SECOND READING this 23 day of August, 2017.



JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:



CONNIE DIAZ, CMC
CITY CLERK

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



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



CITY OF DORAL COMPREHENSIVE PLAN



2017 CAPITAL IMPROVEMENTS ELEMENT UPDATE

August 23, 2017

Prepared by:



DORAL COMPREHENSIVE PLAN CAPITAL IMPROVEMENTS ELEMENT UPDATE

August 23, 2017

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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 2017/18-2021/22 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 2015 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	47,648
2012	48,450
2013	50,213
2014	54,116
2015	55,660
2016	59,306
2020	71,282
2025	91,409
2030	103,421

Sources: 2010 U.S. Census and University of Florida BEBR 2011-2016; Iler Planning & City Staff (2017).

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 2017/18 to 2021/22. During the 2015-25 period the City is expected to grow by an estimated 6.3% per year which is similar to the growth experienced in the past 10 year period. City staff has calculated there are 11,871 dwelling units approved in site plans by the City but un-built as of 2015 which provides an estimated future population capacity of 39,174. This future residential capacity has been factored into the projections above. With these approved units and available vacant land, Doral has ample residential inventory to accommodate future growth through 2025.

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 has just completed the 2nd update of its Transportation Master Plan (TMP) this year (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 and 2025. The Plan also 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.

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.

Tables 2 and 3 below show the existing (2016) roadway conditions in the City collected as part of the TMP update. The traffic data in the tables show nearly all of Doral's 62 primary roadway links were operating within an acceptable LOS range of "C" to "D" on an average daily basis, including all of the City's significant east-west roads. Only a portion of one (1) road in the City was below the adopted LOS standard of "D" in 2016; that was NW 114th Avenue from NW 36th Terrace to north of NW 50th Street which was operating in the "E" to "F" range. Looking at the overall picture, 97% of the City's primary roadway links were operating within an acceptable traffic level of service in 2016.

Capital Improvements Element Update

Table 2. Existing (2016) East/West Roadway Segments Bi-directional

ROAD	LOCATION	JURISDICTION	FUNCTIONAL CLASSIFICATION ¹	No. LANES	Median Type	Speed Limit (MPH)	RTTI Class	EXISTING		2016 VOLUMES		2016 VOLUMES		AVAILABILITY			
								LOS	ADFT	LOS	ADFT	LOS	ADFT				
NW125	EAST/E	WABERVA	MINOR/ARTERIAL	4D	BASED	40	CASSE	D	35,000	D	30,150	D	3,750	C	500		
NW125	EAST/E	WABERVA	MINOR/ARTERIAL	4D	TWTL	40	CASSE	D	35,000	D	27,600	D	8,300	C	900		
NW125	EAST/E	WABERVA	MINOR/ARTERIAL	4D	BASED	35	CASSE	D	35,000	D	8,100	D	3,200	C	1,200		
NW125	WEST/W	WABERVA	MINOR/ARTERIAL	4D	TWTL	40	CASSE	D	35,000	D	34,700	D	1,200	C	785		
NW125	WEST/W	WABERVA	MINOR/ARTERIAL	4D	TWTL	40	CASSE	D	35,000	D	31,750	D	3,250	C	815		
NW125	WEST/W	WABERVA	MINOR/ARTERIAL	4D	TWTL	40	CASSE	D	35,000	D	25,700	D	9,300	C	1,005		
NW125	WEST/W	WABERVA	MINOR/ARTERIAL	4D	BASED	35	CASSE	D	35,000	D	8,850	D	2,650	C	400		
NW125	WEST/W	WABERVA	LOCAL/ROAD	4D	BASED	35	CASSE	D	29,200	D	13,950	D	15,250	D	2,650	D	1,415
NW125	WEST/W	WABERVA	LOCAL/ROAD	4D	BASED	35	CASSE	D	29,200	D	18,900	D	10,300	D	18,600	D	975
NW125	WEST/W	WABERVA	LOCAL/ROAD	4D	BASED	35	CASSE	D	29,200	D	18,900	D	10,300	D	18,600	D	975
NW125	WEST/W	WABERVA	LOCAL/ROAD	2U	TWTL	35	CASSE	D	13,000	D	8,750	D	4,650	D	1,200	D	305
NW125	WEST/W	WABERVA	LOCAL/ROAD	2U	TWTL	35	CASSE	D	13,000	D	8,750	D	4,650	D	1,200	D	305
NW125	WEST/W	WABERVA	LOCAL/ROAD	6D	BASED	40	CASSE	D	54,000	D	46,850	D	7,150	D	4,600	D	1,605
NW125	WEST/W	WABERVA	LOCAL/ROAD	6D	BASED	40	CASSE	D	54,000	D	46,850	D	7,150	D	4,600	D	1,605
NW125	WEST/W	WABERVA	LOCAL/ROAD	6D	BASED	40	CASSE	D	54,000	D	46,850	D	7,150	D	4,600	D	1,605
NW125	WEST/W	WABERVA	LOCAL/ROAD	2U	NONE	35	CASSE	D	13,000	D	40,150	D	11,500	D	4,600	D	1,200
NW125	WEST/W	WABERVA	LOCAL/ROAD	2U	NONE	35	CASSE	D	13,000	D	5,550	D	7,650	D	1,200	D	425
NW125	WEST/W	WABERVA	LOCAL/ROAD	4D	BASED	35	CASSE	D	29,200	D	7,950	D	21,250	D	8,000	D	1,205
NW125	WEST/W	WABERVA	LOCAL/ROAD	4D	TWTL	40	CASSE	D	35,000	D	29,600	D	5,400	D	5,400	D	870
NW125	WEST/W	WABERVA	MINOR/ARTERIAL	4D	TWTL	40	CASSE	D	35,000	D	31,750	D	3,250	D	3,250	D	645
NW125	WEST/W	WABERVA	MINOR/ARTERIAL	4D	BASED	40	CASSE	D	35,000	D	24,700	D	10,300	D	3,250	D	1,100
NW125	WEST/W	WABERVA	MINOR/ARTERIAL	4D	BASED	40	CASSE	D	35,000	D	27,200	D	7,800	D	4,600	D	2,605
NW125	WEST/W	WABERVA	MINOR/ARTERIAL	6D	BASED	40	CASSE	D	54,000	D	46,850	D	7,150	D	4,600	D	1,605
NW125	WEST/W	WABERVA	MINOR/ARTERIAL	2U	NONE	30	CASSE	D	13,000	D	2,800	D	10,200	D	1,200	D	915
NW125	WEST/W	WABERVA	LOCAL/ROAD	2U	NONE	30	CASSE	D	13,000	D	4,150	D	8,850	D	1,200	D	720
NW125	WEST/W	WABERVA	LOCAL/ROAD	2U	NONE	30	CASSE	D	13,000	D	4,150	D	8,850	D	1,200	D	720
NW125	WEST/W	WABERVA	LOCAL/ROAD	2U	NONE	35	CASSE	D	13,000	D	4,000	D	9,000	D	1,200	D	835
NW125	WEST/W	WABERVA	LOCAL/ROAD	2U	NONE	35	CASSE	D	13,000	D	2,800	D	10,200	D	1,200	D	900

¹ See Section 10.10.1 for more information on functional classification.
² This table is for informational purposes only and does not represent a commitment of funds. For more information, please contact the City of Wabersville.

Figure 1 and Table 4 below summarize the bi-directional (2-way) LOS conditions for the overall road network. They clearly show a very substantial decline in the number of deficient roadway links since 2007 from 31% to 3% in 2016.

Figure 1. Bi-directional Level of Service Conditions

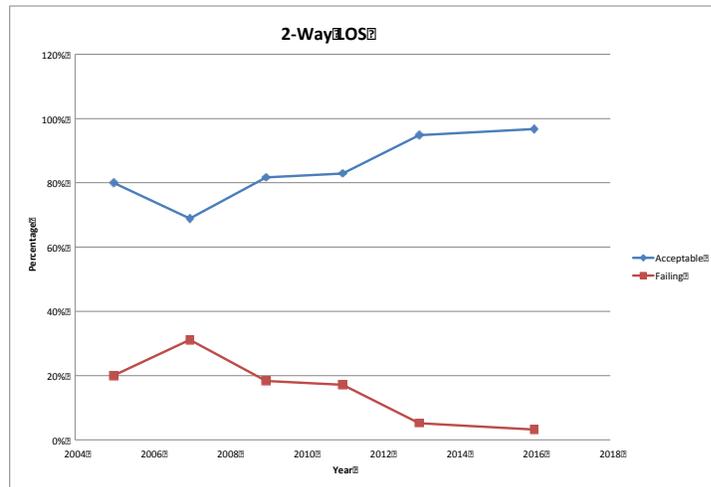


Table 4. Bi-directional Conditions – Acceptable and Failing Links (2-Way)

Year	Acceptable	Failing	Total
2005	80%	20%	100%
2007	69%	31%	100%
2009	82%	18%	100%
2011	83%	17%	100%
2013	95%	5%	100%
2016	97%	3%	100%

Source: Doral Public Works Dept., July 2017.

However, due primarily to the discontinuous grid system within the City in conjunction with the physical constraints on its borders, Doral faces significant challenges in the future to maintain and improve LOS. The City has moved aggressively in the last 5-7 years to improve connectivity with the completion of the NW 33rd Street corridor between NW 87th Avenue and NW 107th Avenue, and effective lobbying with Miami-Dade County to complete construction of the NW 97th Avenue bridge over the Dolphin Expressway (State Road 836). Large volumes of daily regional traffic, including trucks, have plagued the City’s road system since incorporation. Regional traffic impacts stem primarily from the City’s role as a major employment center, its proximity to the Miami International Airport, and location between three (3) major State expressways. Doral has addressed this problem through traffic control, signage and construction of alternative routes around the City, however more remains to be done.

Projected traffic conditions in 2025 for the Doral road system are presented in Tables 5 and 6 below.

Table 5: Future (2025) East/West Roadway Segments Bi-Directional Conditions

ROAD	LIMITS	JURISDICTION	FUNCTIONAL CLASSIFICATION	NO. OF LANES	DAILY VOLUME ¹			2015 VOLUME ²				
					STANDARD ³	ADT	LO ²	STANDARD ³	VPH	LOS		
NW21ST	5182+6187+ave	COUNTY	MINOR ARTERIAL	4LD	D	35,900	31,600	C	D	3,230	2,850	C
	87+ave+03107+ave				D	35,900	30,600	C	D	3,230	2,500	C
NW37+105ST	5182+6187+ave	CITY	LOCAL ROAD	4LD	D	29,200	8,600	C	D	2,630	950	C
	87+ave+03107+ave				D	29,200	36,400	F	D	3,230	2,600	C
NW25ST	5182+6187+ave	COUNTY	MINOR ARTERIAL	4LD	D	35,900	27,450	C	D	3,230	2,650	C
	107+ave+03107+ave				D	35,900	29,850	C	D	3,230	2,500	C
NW33ST	79+ave+03128+ave	CITY	LOCAL ROAD	2LU	D	13,400	9,500	D	D	1,200	900	D
	87+ave+03107+ave				D	29,200	14,550	D	D	2,630	1,500	D
NW31ST	5182+6187+ave	CITY	COLLECTOR	4LD	D	29,200	16,550	D	D	2,630	1,650	D
	87+ave+03107+ave				D	29,200	12,000	D	D	1,200	1,150	D
NW34ST	112+ave+03128+ave	CITY	LOCAL ROAD	2LU	D	13,400	11,450	D	D	1,200	1,150	D
	87+ave+03107+ave				D	54,000	56,050	F	D	4,860	4,150	C
NW36+41ST	5182+6187+ave	COUNTY	PRINCIPAL ARTERIAL	6LD	D	54,000	54,050	F	D	4,860	4,200	C
	87+ave+03107+ave				D	54,000	50,250	C	D	4,860	3,950	C
NW18ST	107+ave+03107+ave	COUNTY	PRINCIPAL ARTERIAL	6LD	D	54,000	43,000	C	D	4,860	3,300	C
	107+ave+03128+ave				D	13,400	5,750	C	D	1,200	850	D
NW52ST	5182+6187+ave	CITY	LOCAL ROAD	4LD	D	29,200	8,100	C	D	2,630	900	C
	87+ave+03107+ave				D	29,200	7,500	C	D	2,630	750	C
NW53ST	5182+6187+ave	CITY	MINOR ARTERIAL	4LD	D	35,900	30,200	C	D	3,230	2,450	C
	87+ave+03107+ave				D	35,900	33,600	C	D	3,230	2,750	C
NW55ST	107+ave+03107+ave	COUNTY	MINOR ARTERIAL	4LD	D	35,900	25,850	C	D	3,230	2,250	C
	107+ave+03128+ave				D	54,000	20,300	C	D	4,860	1,850	C
NW71ST	107+ave+03107+ave	COUNTY	MINOR ARTERIAL	4LD	D	35,900	30,350	C	D	3,230	2,700	C
	107+ave+03128+ave				D	35,900	24,200	C	D	3,230	2,100	C
NW73ST	107+ave+03107+ave	CITY	LOCAL ROAD	2LU	D	13,400	3,050	C	D	1,200	350	C
	107+ave+03128+ave				D	13,400	2,000	C	D	1,200	250	C
NW82ST	107+ave+03108+ave	CITY	LOCAL ROAD	2LU	D	13,400	4,700	C	D	1,200	550	C
	107+ave+03128+ave				D	13,400	4,350	C	D	1,200	400	C
NW200ST	107+ave+03128+ave	CITY	LOCAL ROAD	2LU	D	13,400	3,050	C	D	1,200	300	C

1. Based on 2017 traffic data from the Transportation Master Plan for the roadway functional classification figure.
 2. Based on 2015 traffic data from the Service Center for the roadway functional classification figure.

Table 6: Future (2025) North/South Roadway Segments Bi-directional Conditions

ROAD	LIMITS	JURISDICTION	FUNCTIONAL CLASSIFICATION	NO. SPANNE	DAILY VOLUME ¹			2-WAY VOLUME ²				
					STANDARD	10 TH	95 TH	STANDARD	10 TH	95 TH		
NW179W	25561825S	CITY	COLLECTOR	4LD	D	35,900	17,450	C	D	3,230	1,500	C
	36581855S		COLLECTOR	4LD	D	35,900	19,600	C	D	3,230	1,700	C
NW182W	12581925S	CITY	COLLECTOR	4LD	D	35,900	11,150	C	D	3,230	950	C
	25581945S		COLLECTOR	2LU	D	16,000	12,800	C	D	1,440	1,300	C
NW184W	12581925S	CITY	LOCAL ROAD	4LD	D	29,200	8,650	C	D	2,630	900	C
	25581945S		MINOR ARTERIAL	6LD	D	54,000	41,350	C	D	4,860	3,200	C
NW187W	36581855S	COUNTY	MINOR ARTERIAL	4LD	D	35,900	27,100	C	D	3,230	2,550	C
	12581925S		COLLECTOR	4LD	D	35,900	32,300	C	D	3,230	3,000	C
NW189W	25581945S	COUNTY	COLLECTOR	4LD	D	35,900	29,150	C	D	3,230	2,550	C
	36581855S		COLLECTOR	4LD	D	35,900	21,550	C	D	3,230	2,100	C
NW192W	41381985S	CITY	COLLECTOR	2LU	D	16,000	9,250	C	D	1,440	900	C
	58581975S		LOCAL ROAD	4LD	D	29,200	12,350	C	D	2,630	1,400	D
NW195W	12581925S	COUNTY	MINOR ARTERIAL	6LD	D	54,000	39,700	C	D	4,860	2,950	C
	25581945S		MINOR ARTERIAL	4LD	D	35,900	36,400	F	D	3,230	2,600	C
NW197W	41381985S	COUNTY	MINOR ARTERIAL	4LD	D	35,900	28,400	C	D	3,230	2,200	C
	58581975S		COLLECTOR	4LD	D	35,900	27,750	C	D	3,230	2,150	C
NW200W	745819825S	CITY	COLLECTOR	4LD	D	35,900	28,750	C	D	3,230	2,900	C
	82581995S		LOCAL ROAD	2LU	D	13,400	350	C	D	1,200	50	C
NW112W	25581945S	CITY	LOCAL ROAD	2LU	D	16,800	11,800	C	D	1,520	1,100	C
	41381985S		LOCAL ROAD	2LU	D	14,000	17,000	C	D	1,260	1,250	C
NW112/148W	745819825S	CITY	LOCAL ROAD	4LD	D	29,200	9,500	C	D	2,630	1,200	C
	82581995S		LOCAL ROAD	2LU	D	14,000	18,000	F	D	1,260	1,800	D
NW113W	41381985S	CITY	LOCAL ROAD	2LU	D	14,000	17,050	F	D	1,260	1,500	F
	58581975S		LOCAL ROAD	4LD	D	29,200	18,650	D	D	2,630	1,800	D
NW114W	745819825S	CITY	LOCAL ROAD	4LD	D	29,200	16,400	D	D	2,630	2,000	D
	25581945S		LOCAL ROAD	2LU	D	13,400	13,600	F	D	1,200	1,250	F
NW117W	50081855S	CITY	LOCAL ROAD	2LU	D	13,400	950	C	D	1,200	350	C

The 2025 projections show that, based on average daily traffic volumes, a total of seven (7) roadway links are estimated to operate below adopted LOS “D” which constitutes 11% of the 62 links in the City’s primary road system. The over-capacity links are listed below along with the entity responsible for maintenance and improvements:

- NW 25th St. from SR 826 to NW 87th Ave. (County)
- NW 36th St. from SR 826 to NW 87th Ave. (County)
- NW 36th/41st St. from NW 87th Ave. to 97th Ave. (County)
- NW 107th Ave. from NW 25th St. to 41st St. (County)
- NW 114th Ave. from NW 34th St. to 41st St. (City)
- NW 114th Ave. from NW 41st St. to 58th St. (City)
- NW 117th Ave. from NW 25th St. to 33rd St. (City)

Four (4) of the deficient links above are the responsibility of Miami-Dade County and three (3) are part of the City’s street system. In the current FY 2018-2022 Schedule of Capital Improvements, the City is planning to improve NW 114th Avenue between NW 34th Street and 39th Street in 2019-20 at a cost of \$2 million. The City is currently studying alternatives to address the other two (2) projected link deficiencies. In addition, Doral will continue to work closely with the Miami-Dade County Metropolitan Organization (MPO) to address the future County roadway deficiencies identified in the recent TMP update.

Transit and Bikeways

Doral’s overall transportation goal is to encourage intra-city trips utilizing multi-modal transportation strategies to reduce dependence on automotive trips and improve daily roadway LOS. The City is currently served by Miami-Dade Transit (MDT) bus routes 36, 71, 87, 132, 137, 238, the 95-Express Earlington Heights (952); the nearby Hialeah Metro Rail station; and by the City’s local circulator, the Doral Trolley. The Doral Trolley, which was launched in February 2008, has proven to be a successful transportation alternative within the community. It provides three (3) free routes with a bus about every 20-60 minutes. The Trolley System operates approximately 590 hours a week at a cost of \$35,500 per week. The system carries approximately 10,450 passengers weekly or 18 passengers each hour, which exceeds the 10 passenger per hour goal since initializing the program. Additionally, the majority of the City is interconnected by sidewalks. The City has developed a Bikeway Network Plan (2010) that proposes a series of bike lanes and multi-use paths. The City has constructed 12.79 miles of shared-use paths and bike lanes to date of a total of 41.21 miles planned. Figure 2 shows the 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 LOS Projects

To address the LOS deficiencies now and expected by 2021-22, the City has programmed 11 multi-modal capacity projects through the 5-year planning period. These projects are listed in Table 7 below and will be funded primarily through the City’s Transportation Fund.

Table 7. City Transportation Projects FY 2018-2022

PROJECT	LOCATION	TYPE OF WORK	CONSTRUCTION YEAR(S)
Transit Circulator (Trolley) System	Citywide	Operation, fleet, mobility and infrastructure improvements	FY 2018-2022
Bikeway Program	Citywide	Build bike and shared-use paths	2018-2022
Canal Refurbishment Program	Citywide	Maintain and upgrade selected canals, and construct bikeway	2018-2019
Intersection Improvements	Citywide	Maintain and upgrade intersections on a planned priority basis	2018-2022
Turnpike Trial Bridge	Over Doral Blvd.	Design and install bike/pedestrian path	2021-2022
Roadway Maintenance	Citywide	Repair and maintain City roads	2018-2022
Traffic Calming Program	Citywide	Design and install calming devices at priority locations	2018-2022
Traffic Control System	Citywide	Design and install updated systems at priority locations	2018-2022
Traffic Monitoring Cameras	Citywide	Plan/install cameras for congestion management	2019-2021
NW 102 nd Av. & NW 62 nd St	NW 62 nd St. 300’ north & 102 nd Av. 660’ east	Roadway widening	2019-2020
NW 99 th Av.	NW 64 th St. to 66 th St.	New roadway construction	2019-2020
NW 82 nd Av.	NW 27 th St. to 33 rd St.	Roadway widening including stormwater improvements	2017-2018
NW 82 nd Av. & NW 84 th Av.	NW 82 nd Av. & NW 84 th Av.	Roadway improvements, Connection	2019-2020

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PROJECT	LOCATION	TYPE OF WORK	CONSTRUCTION YEAR(S)
NW 112 th Av. & 114 th Av.	NW 41 st St. to 58 th St.	Roadway improvements – 2 way pair	2020-2021
NW 114 th Av.	NW 34 th St. to 39 th St.	Roadway improvements	2019-2020
NW 34 th St.	NW 117 th Av. to 112 th Av.	Roadway improvements	2020-2021
NW 112 th Av.	NW 25 th St. to 34 th St.	Roadway improvements	2018-2019
NW 112 th Av.	NW 34 th St. to NW 41 st St.	Land acquisition and roadway construction	2018-2019
NW 117 th Av.	NW 58 th St. to 900' north	New road construction	2019-2020
NW 58 th St.	NW 58 th ST. & NW 99 th Av. intersection	Traffic signal	2017-2018
NW 74 th St.	NW 74 th St. at NW 102 nd Av & 97 th Av.	Traffic signal	2017-2018
NW 82 nd St.	At NW 112 th Av.	Traffic signal	2018-2019
NW 102 nd Av. Bike Path	NW 17 th St. to 25 th St.	Design and install bike path	2021-2022
NW 33 rd St. Sidewalk	NW 33 rd St. from NW 104 th Av. to Torremolinos Av.	Sidewalk construction	2017-2018
'Do Not Block Box' Intersections	Selected intersections	Roadway improvements	2018-2019
Street Lighting	Selected road segments	Roadway lighting improvements	2018-2022

Source: Doral Public Works Department (July 2017)

In addition to the City-funded transportation projects listed above, a number of capacity improvement project in the City has 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 projects are shown in Table 8.

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Table 8: Planned State and County Transportation Projects in Doral Area FY 2018-2022

FACILITY	LIMITS	TYPE OF WORK	RESPONSIBLE AGENCY	CONSTRUCTION TIME FRAME	TOTAL COST 2017-2022
SR 826 (Palmetto Expressway)	NW 14 St to NW 31 St	Landscaping	FDOT	2017-18	\$1.257 million
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	2017-18	\$0.586 million
SR 826 (Palmetto Expressway)	NW 31 st to FEC Railroad	Landscaping	FDOT	2017-18	\$0.931 million
SR 826 (Palmetto Expressway)	From SR 968 (W Flagler St to NW 154 St	PD&E/EMO	FDOT	2020-21	\$2.080 million
City of Doral Bike/Pedestrian Use Path Canal Bank Stabilization and Improvements		Bike Path/Trail	FDOT	2021-22	\$3.367 million
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	2019-20	\$221.008 million
HEFT	SR 836 (MP 32) to NW 106 St (MP34)	Thermoplastic For HEFT Widening	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)		Parking Facility	MDX	2017-18	\$8.841 million
SR 836 Interchange Modifications at 87th Ave	SR 836 West of NW 82 Ave to NW 97 Ave	Interchange Improvements	MDX	2018-19	\$33.558 million
SR 836 (Dolphin) New HEFT Ramp Connections	NB/SB HEFT	EB/WB SR 836 (Dolphin)	MDX	2020-21	\$30.986 million
SouthCom Pedestrian Bridge	----	Pedestrian Bridge Relocation (#879990)	MDC	----	----
NW 58 St	NW 97 Ave to SR 826	Road Reconstruction	MDC		PYF
NW 97 Ave	NW 58 St to NW 70 St	Widen from 2 to 4 Lanes	MDC		PYF
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	Under Design	PYF
NW 107 Ave and NW 41 St	NW 107 Ave and NW 41 St	Intersection Improvement	MDC	Under Design	PYF
NW 107 Ave and NW 58 St	NW 107 Ave and NW 58 St	Intersection Improvement	MDC		PYF
NW 97 Ave	NW 52 St to NW 58 St	Widen from 2 to 4 Lanes	MDC	Subject to LRTP Amendment	PYF
NW 104 Ave and NW 33 St	NW 104 Ave and NW 33 St	Traffic Signal	MDC	Under Design	PYF
NW 25 St	NW 117 Ave to NW 87 Ave	Reversible Lane	MDC	2021-2022	\$25 million
Dolphin Station	HEFT and NW 12 Street	Transit Station With Park and Ride	MDC	2018-2019	\$13.329

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FACILITY	LIMITS	TYPE OF WORK	RESPONSIBLE AGENCY	CONSTRUCTION TIME FRAME	TOTAL COST 2017-2022
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 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 2018 TIP, (2017-18).

Other roadway improvement projects currently not programmed in the FY 2018-2022 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 25 multi-modal capacity and other improvement projects and programs in Table 7 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 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 current 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 provided by the County based on current water system capacity, planned capacity projects, and current and projected demand from retail water customers within the County. A summary of WASD’s projected potable water demand and rated capacity is provided in Table 9 below.

Table 9: 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 (2015).

Table 9 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. In 2015, the City updated their 20-Year Water Supply Facilities Work Plan, which includes several text amendments to the Doral Comprehensive 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 LOS 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 will add 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 2010 Evaluation and Appraisal Report (EAR), the County’s system has historically maintained this baseline requirement. Currently, the County has a regional wastewater system capacity of 375.5 million gallons per day (MGD). Table 10 shows the projected regional system wastewater demand and system capacity through 2020.

Table 10: Miami-Dade County WASD Regional Wastewater System Capacity and Wastewater Flow

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 10, WASD’s regional wastewater system will have enough capacity through 2020. Therefore, LOS for sanitary sewer will be maintained in the portions of the City served by WASD’s wastewater collection system.

5-Year LOS Projects

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

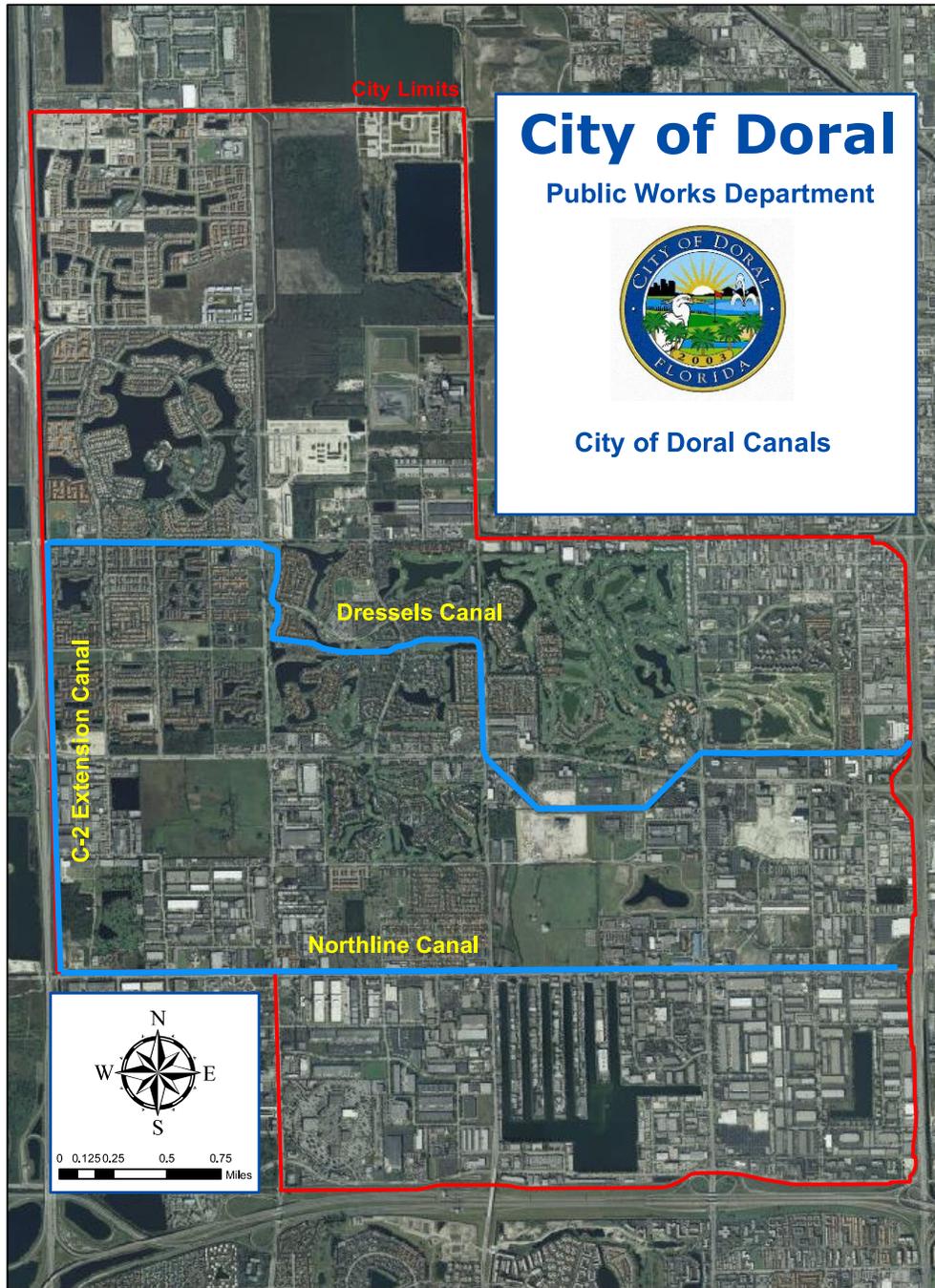
D. Stormwater Management

The City of Doral falls within the boundaries of the C-4 and C-6 Basins within the Central Miami-Dade Watershed. These basins 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 3 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:

- 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.

Figure 3. Doral Canal System



* 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.

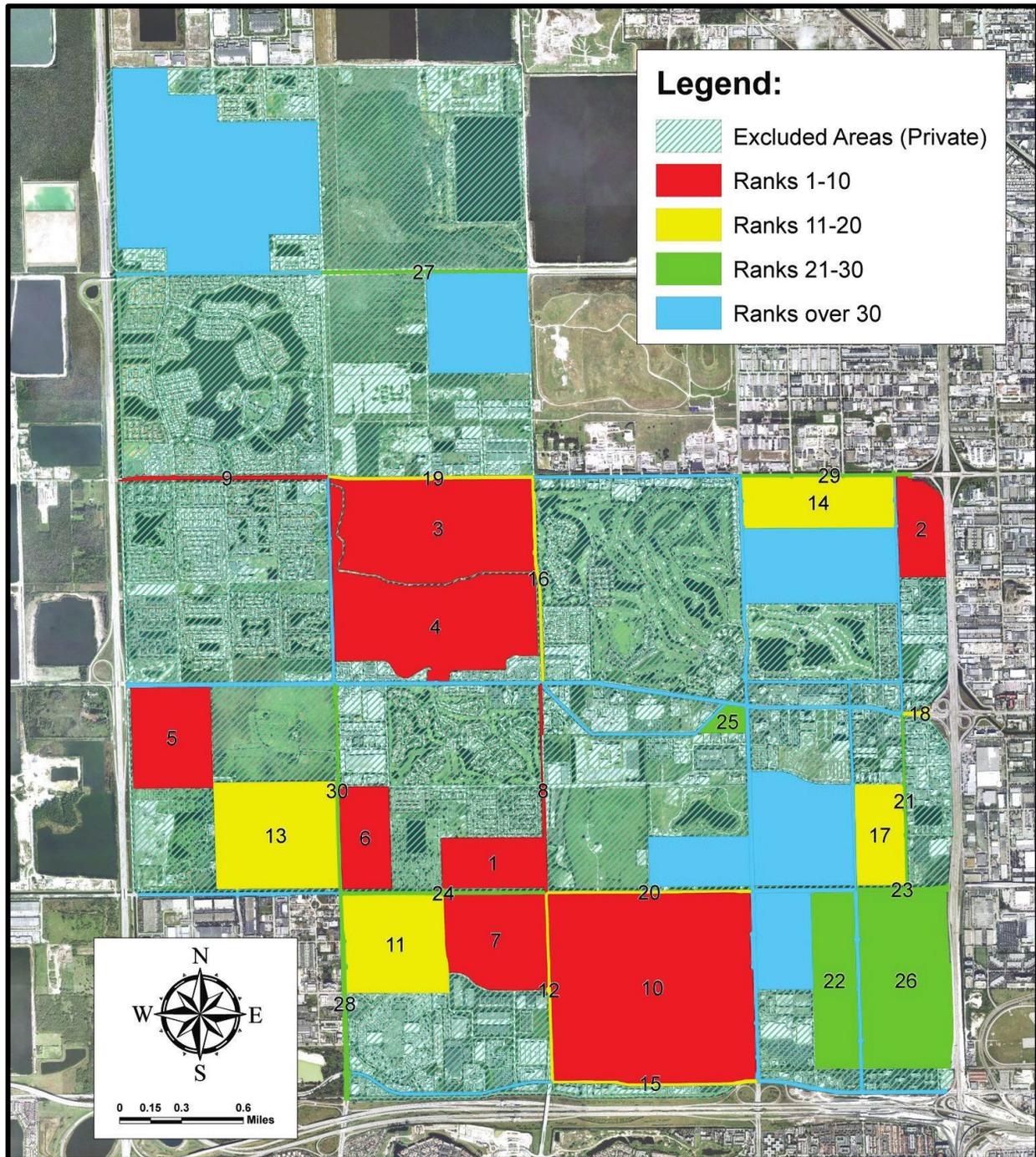
The City requires all new developments to provide adequate on-site drainage prior to the issuance of a building permit to maintain LOS standard for drainage. However, there were a number of pre-existing deficient drainage conditions when the City was incorporated in 2003. In 2006, Doral adopted its first 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 4. 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 4. Prioritized Drainage Sub-Basins



5-Year LOS Projects

Although all projects have been completed in the Stormwater Master Plan, the City has continued to provide funding for repair and maintenance City-wide through the Stormwater Fund. Two (2) 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 11 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 \$6,424,572 million.

Table 11: City Stormwater Projects and Estimated Costs FY 2018-2022

Project	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Sub Basin F-1	\$1,107,582				
Sub Basin H-8	860,760				
Sub Basin D-3		\$238,229			
Sub Basin D-79 Ave		510,401			
Sub Basin A-2		299,064			
Sub Basin A-4			\$1,398,536		
NW 114 Ave: NW 50 St - NW 58 St				\$500,000	
NW 114 Ave: NW 58 St - NW 74 St				300,000	
NW 50 St: NW 114 Ave - NW 112 Ave				60,000	
NW 78 Av: NW 12 St - NW 15 St				100,000	
NW 33 rd St: NW 87 Ave – NW 82 Ave					\$250,000
NW 77 Ct: NW 52 St – NW 56 St					250,000
NW 56 St: NW 78 Ave – NW 77 Ct					250,000
NW 24 Ter: NW 89 Pl – NW 25 St					150,000
NW 89 Pl: NW 23 St – NW 24 Ter					150,000
TOTALS	\$1,968,342	\$1,047,694	\$1,398,536	\$960,000	\$1,050,000

Source: Doral Public Works Dept., July 2017.

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 12 below shows the projected solid waste which could be generated in the City through 2030.

Table 12: 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 (2015)

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 2020. 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 is currently preparing a Solid Waste Master Plan which will identify 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. Phase I began in June 2009 with data collection, an assessment of the existing system and a projection of long-term solid waste management needs. This part of the program included public participation, evaluation of regulatory and policy impacts, and financial analysis. Phase I concluded with the identification of alternatives for improvements. Phase II, currently underway, will take the findings from Phase I and build a comprehensive Master Plan for a long-term, sustainable solid waste management system. The Master Plan will identify 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 2016 through 2021, the City will average approximately 108,770 tons per year annually through the 5-year period, which is approximately 9 percent of the County’s annual landfill capacity. Thus, there will be sufficient landfill capacity to accommodate the City’s solid waste demand through 2021.

5-Year LOS Projects

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

F. Parks and Recreation

The level of service (LOS) standard for Doral’s parks system is contained in Parks and Recreation Element Policy 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 City currently has 152 acres of developed parks, including Doral Central Park and newly-completed Doral Legacy Park. The current LOS standard is 4.25 acres per 1000 population which translates to a total of 263 acres in 2017. The City’s Parks System is shown in Figure 5. Using the applicable adopted LOS standard, the annual projected park acreage need is presented in Table 13 below through the year 2022. The City will need a total of 339 acres of public park land to meet the LOS in 2022; this equates to an additional 187 acres of new parks.

Table 13: Projected Parks Level-of-Service Acreage Needs

YEAR	PROJECTED POPULATION	PARK LOS NEED (Acres)
2015	55,660	237
2016	59,306	252
2017	61,864	263
2018	65,003	277
2019	68,142	290
2020	71,282	303
2021	75,308	339
2022	79,333	357

Source: Iler Planning (2017)

5-Year Level-of-Service Projects

The park development projects planned in FY 2018-2022 are shown in Table 14. 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
Flightway 10 Park	2.4
Triangle Parcel	1.3
MAU Park	1.0
Total New Park Areas.....	72.2 acres

The proposed projects above will add an additional 72.2 acres of park land giving Doral a total of 224.2 acres by the year 2022 if all planned park improvements are constructed. This total is 132.8 acres less

than the adopted parks acreage needed of 357 acres to maintain the adopted level-of-service standard of 4.50 park acres per 1000 population through 2022.

Table 14: Planned Parks Projects

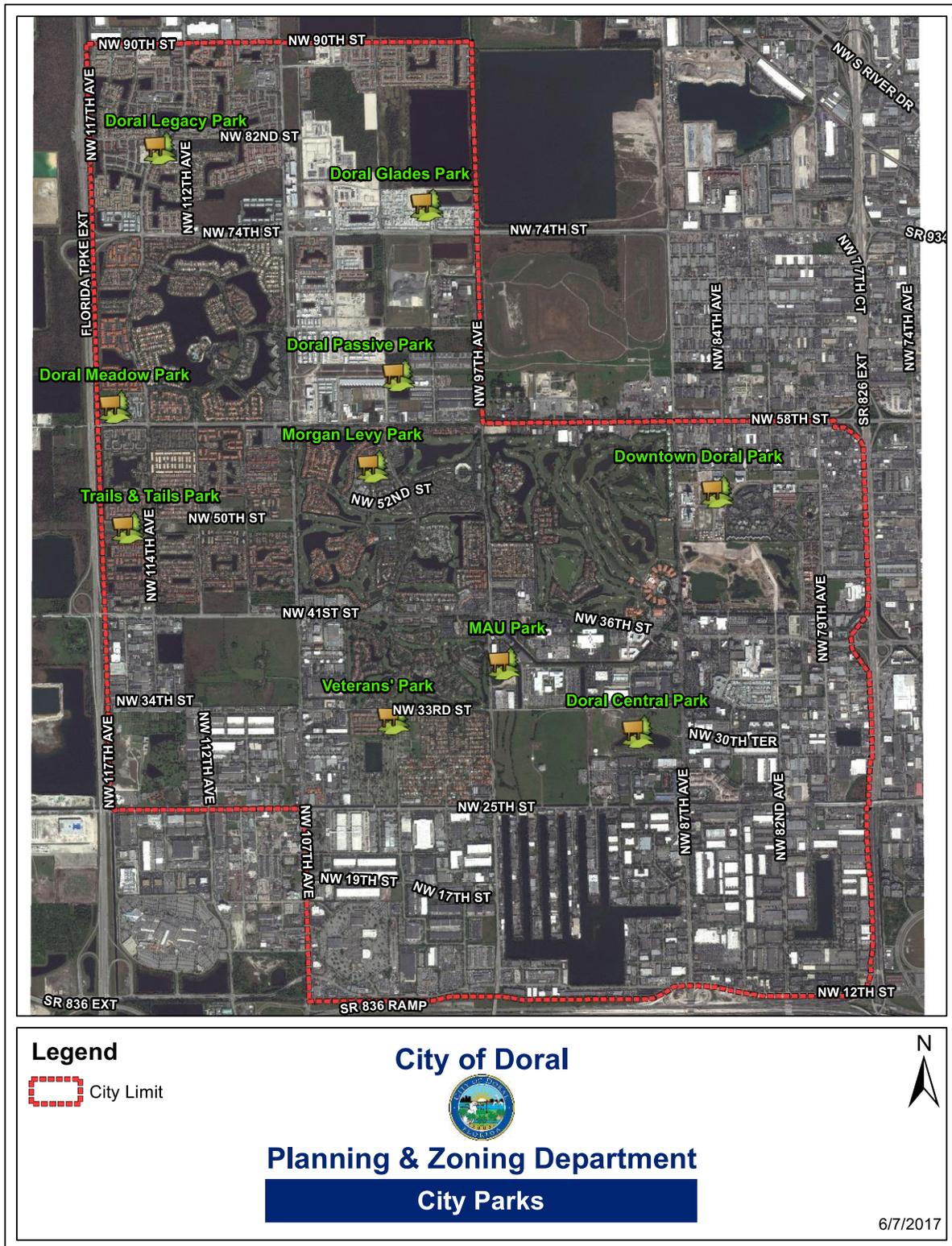
PROJECT	LOCATION	COMPLETION	SIZE
City:			
Linear Greenway Park	NW 50 th St. & NW 107 th Av.	Sept. 2020	29.5
Doral Glades Park	NW 97 Ave. and NW 74 St.	Sept. 2018	25.0
Aquatic Facility	Doral Central Park	Sept. 2019	10.0
Retention Park	NW 102 nd Av. & NW 62 nd St.	Sept. 2018	3.0
Triangle Parcel	Adjacent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

Source: Doral Parks Dept., Doral Park Facilities Master Plan. (2016)

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.
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. Public input will be a part of the conceptual design process. Although the location of the 10-acre facility is still under study, one possible site is in Doral Central Park.
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

Figure 5. Doral's Park System (June, 2017)



- 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. *Flightway 10 Park* – The park is planned to be 2.4 acres in size.
 8. *MAU Park* – Adjacent to Millennial Atlantic University, this 1-acre park will be located at NW 97th Avenue and NW 34th Street
 9. *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.
 10. *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 schools 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 15a 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 15b 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 15a: 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 15b: 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 16 below.

Table 16: 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 Tables 19 and 20 is intended to address the maintenance and improvement of public facilities.

Table 17: Projected Revenues for Capacity-Related Projects by Funding Source

FUNDING SOURCES	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	5 YEAR TOTAL FY 2018-2022
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, 2017.

Table 18: Projected 5-Year Expenditures for Capital Improvements by Type

Project Type	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/2022	5-YEAR TOTAL FY 2018-2022
City-Funded Projects						
Parks	\$10,500,000	\$19,000,000	\$15,000,000	\$2,950,000	\$0	\$47,450,000
Drainage	\$1,968,342	\$1,047,694	\$1,398,536	\$960,000	\$1,050,000	\$6,424,572
Transportation	\$10,491,000	\$10,528,750	\$14,996,563	\$9,522,297	\$11,121,141	\$56,659,751
Total	\$22,959,342	\$30,576,444	\$31,395,099	\$13,432,297	\$12,171,141	\$110,534,323

Source: City of Doral; 2017.

Revenue projections for capital projects to be funded by Doral are based on the City's adopted 2016-2017 budget and information provided by the City departments. City revenues for capital improvements by type are also identified in Table 18. 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. The Capital Improvements Fund is comprised of revenue transfers from the General Fund, and recovery of grant funds from prior years.

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 \$110,534,323 in capital improvement expenditures over the planning period.

Table 19. 2017/18 - 2021/22 Schedule of Capital Improvements (SCI)

PROJECT / LOCATION	TYPE OF WORK	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	TOTAL COST FY 2018-2022	FUNDING SOURCE
TRANSPORTATION PROJECTS								
Citywide - Transit	Trolley Circulator (Operations)	\$2,625,000	\$3,018,750	\$3,471,563	\$3,992,297	\$4,591,141	\$17,698,751	TF, PTP
Citywide - Transit	Trolley Circulator Fleet	\$760,000	\$570,000	\$0	\$380,000	\$380,000	\$2,090,000	TF
Citywide – Canals & Bikeway	Canal Refurbishment / Bikeway	\$2,250,000	\$1,000,000	\$0	\$0	\$0	\$3,250,000	SWF, SG
Citywide – Maintenance	Roadway Maintenance	\$1,036,000	\$650,000	\$650,000	\$500,000	\$500,000	\$3,336,000	TF, PTP
Citywide - Intersections	Intersection Improvements	\$150,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,150,000	TF
Citywide – Traffic Calming Program	Installation of Traffic Calming Devices	\$150,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,150,000	GF, TF
Citywide - Transit	Mobility & Infrastructure	\$120,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,120,000	TF
Citywide	Freebee Program	\$0	\$0	\$225,000	\$0	\$0	\$225,000	TF
NW 102 Av. & 62 St.	Roadway Widening	\$0	\$0	\$0	\$700,000	\$0	\$700,000	TF
NW 82 nd St. and 112 th Av.	Traffic Signal	\$0	\$0	\$250,000	\$0	\$0	\$250,000	TF
NW 99 th Av. (64 St-66 St)	New Road Construction	\$0	\$0	\$0	\$800,000	\$0	\$800,000	TF
NW 82 nd Av. (27 St-33 St)	Roadway and Stormwater Improvements	\$2,275,000	\$0	\$0	\$0	\$0	\$2,275,000	TF, SWF
NW 112 Av. & 114 Av. (41 St. - 58 St.)	Roadway Improvements - Two-Way Pair	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	TF
NW 112 Av. (25 St - 34 St)	Roadway Improvements	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	TF

PROJECT / LOCATION	TYPE OF WORK	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	TOTAL COST FY 2018-2022	FUNDING SOURCE
NW 114 Av. (34 St - 39 St)	Roadway Improvements	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	TF
NW 34 St. (117 Av - 112 Av)	Roadway Improvements	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	TF
NW 117 Av. (NW 58 St - North)	New Road Construction	\$0	\$0	\$800,000	\$0	\$0	\$800,000	TF
NW 102 nd Av. (17 th St. – 25 th St.)	Bike Path and Sidewalks	\$0	\$1,640,000	\$0	\$0	\$0	\$1,640,000	FG, TF
Turnpike Trail Bridge over Doral Blvd. at NW 117 th Av.	Bicycle / Pedestrian Connectivity; Design-Build	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000	TF
Traffic Monitoring Cameras	Install Cameras for Congestion Mgmt.	\$0	\$50,000	\$0	\$50,000	\$0	\$100,000	TF
NW 33 rd St. (104 th Av. to Torremolinos Av.	Construct Sidewalk	\$75,000	\$0	\$0	\$0	\$0	\$75,000	TF
NW 112 th Av. (34 th St. to 41 st St.)	Land acquisition & roadway Improvements	\$0	\$0	\$7,000,000	\$0	\$0	\$7,000,000	TF
NW 58 th St. and 99 th Av.	Install Traffic Signal	\$250,000	\$0	\$0	\$0	\$0	\$250,000	TF
NW 82 nd Av. and 84 th Av. Connection	Roadway Improvements	\$0	\$250,000	\$00	\$0	\$0	\$250,000	TF
NW 74 th St. at 102 nd Av and 97 th Av.	Install Traffic Signal	\$700,000	\$0	\$0	\$0	\$0	\$700,000	TF
Do Not Block Box Intersections	Roadway Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	TF
Street Lighting Segments	Roadway Improvements	\$0	\$250,000	\$0	\$250,000	\$0	\$500,000	GF
5 Year Transportation Cost Sub Total		\$10,491,000	\$10,528,750	\$14,996,563	\$9,522,297	\$11,121,141	\$56,659,751	

Source: City of Doral Public Works Dept., June 27, 2017.

Table 19. 2017/18-2021/22 Schedule of Capital Improvements (continued)

Project/Location	Type of Work	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Cost FY 2018-2022	Fund Source
City Parks								
NW 97 th Av. & 74 th St.	Doral Glades Park	\$10,500,000	\$0	\$0	\$0	\$0	\$10,500,000	GF
Doral Central Park	Aquatic Facility	\$0	\$15,000,000	\$15,000,000	\$0	\$0	\$30,000,000	Multiple
NW 87 th Av. & 30 th St	Doral Central Park	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000	Multiple
Adjacent to Downtown Doral Park	Triangle Parcel	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000	GF
NW 50 th St. & 107 th Av.	Linear Greenway Park	\$0	\$0	\$0	\$450,000	\$0	\$450,000	GF
Parks Cost Subtotal		\$10,500,000	\$19,000,000	\$15,000,000	\$2,950,000	\$0	\$47,450,000	
City Stormwater								
City Wide	Stormwater Drainage	\$1,968,342	\$1,047,694	\$1,398,536	\$960,000	\$1,050,000	\$6,424,572	SWF, SG
Stormwater Cost Subtotal		\$1,968,342	\$1,047,694	\$1,398,536	\$960,000	\$1,050,000	\$6,424,572	
Total City Capital Cost		\$22,959,342	\$30,576,444	\$31,395,099	\$13,432,297	\$12,171,141	\$110,534,323	

Source: Public Works and Parks Depts., City of Doral, 2017.

Table Key:

TF: Transportation Fund

SWF: Stormwater Fund

GF: General Fund

SG: State Appropriation for Stormwater Improvements

PTP: Peoples Transportation Fund (CITT)