

RESOLUTION No. 21-246

A RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, SITTING AS THE LOCAL PLANNING AGENCY, RECOMMENDING GOING FORWARD WITHOUT A RECOMMENDATION TO TRANSMIT TO THE LOCAL GOVERNING BODY TEXT AMENDMENTS TO THE CITY OF DORAL LAND DEVELOPMENT CODE, CHAPTER 68 "LAND USES AND ZONING DISTRICTS", ARTICLE VI "INDUSTRIAL DISTRICTS", CREATING DIVISION 6, "DORAL DÉCOR OVERLAY DISTRICT" TO IMPLEMENT THE DORAL DÉCOR DISTRICT COMPREHENSIVE PLAN FUTURE LAND USE CATEGORY; AMENDING SECTION 52-5, "DEFINITIONS," SECTION 53-127, "ZONING DISTRICT DEVELOPMENT STANDARDS," SECTION 53-128, "USE COMPATIBILITY TABLE," SECTION 68-386, "ILLUSTRATION OF DISTRICT"; CHAPTER 68, "LAND USES AND ZONING DISTRICTS," ARTICLE VI, DIVISION 2, "INDUSTRIAL COMMERCIAL DISTRICT (IC), DIVISION 3, "INDUSTRIAL DISTRICT (I)," TO REMOVE EXISTING STANDARDS AND PROVISIONS RELATED TO THE DORAL DÉCOR DISTRICT ADDRESSED IN THE DORAL DÉCOR OVERLAY DISTRICT; AMENDING CHAPTER 71, "LANDSCAPING AND BUFFERS," CHAPTER 77, "ROADS AND VEHICULAR USE AREAS," AND CHAPTER 86, "URBAN DESIGN AND ARCHITECTURAL STANDARDS," TO CORRECT REFERENCES TO THE DISTRICT; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the Doral Design District Master Plan was adopted pursuant to Ordinance No. 2010-28; and

WHEREAS, the Doral Design District Core Future Land Use Designation was adopted pursuant to Ordinance No. 2012-07; and

WHEREAS, the City adopted land development regulations implementing the Doral Design District Plan and the Doral Design District Core Future Land Use Designation pursuant to Ordinance No. 2012-26 ; and

WHEREAS, the City Council passed and adopted Resolution No. 20-190, approving an agreement with Tindale-Oliver and Associates, Inc. to create a Doral Décor District Action Plan (the "Action Plan") and develop corresponding Land Development Code and Comprehensive Plan amendments; and

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WHEREAS, the Doral Décor District (the “District”) is generally bounded by NW 36 Street on the north, NW 25 Street on the south, NW 82 Avenue to the west and SR 826 (Palmetto Expressway) on the east, as graphically depicted in “Exhibit A”; and

WHEREAS, on August 2, 2021, the City of Doral staff and Tindale-Oliver & Associates, LLC, conducted City Council and Stakeholder Workshops to identify potential refinements to the City’s Land Development Code and Comprehensive Plan and to develop the Action Plan to better guide the growth of the District; and

WHEREAS, based on study conducted and input from the City Council, property owners, business owners, and stakeholders, the City of Doral staff has prepared a text amendment to the City’s Land Development Code modifying Chapter 68 to create Article VI, Division 6, entitled “Doral Décor Overlay District” consolidating standards for the District and modifying Chapters 52, 53, 68, and 86 to eliminate existing standards and provisions related to the District being addressed in the Doral Décor Overlay District; and

WHEREAS, on October 27, 2021, the City Council of the City of Doral sitting as the Local Planning Agency (LPA) at a properly advertised hearing received testimony and evidence related to the proposed text amendment to the City’s Land Development Code as required by state law and local ordinances.

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

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

Section 2. Decision. The Local Planning Agency hereby recommends going forward without a recommendation to the Local Governing Body (City Council) of a text amendment to the City’s Land Development Code modifying Chapter 68 to create Article VI, Division 6, entitled “Doral Décor Overlay District” consolidating standards for the District and modifying Chapters 52, 53, 68, and 86 to eliminate existing standards and provisions related to the District being addressed in the Doral Décor Overlay District. The City of Doral Land Development Code is hereby amended as follows:

* * *

CHAPTER 52 – GENERAL PROVISIONS

Sec. 52-5. – Definitions

Doral Décor Overlay District (DDOD). The DDOD implements the DDD future land use category and related policies. The DDOD boundary is reflected on the official zoning map.

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CHAPTER 53 – ADMINISTRATION

SEC. 53-127. - ZONING DISTRICT DEVELOPMENT STANDARDS.

k. See section 68-863(a) for development standards applicable within the Doral Décor Overlay District.

Sec. 53-128. Use compatibility table.

Notes: (Pertaining to percentage of retail uses for industrial and industrial commercial zoning. a. pertains to the Industrial District and b. pertains to the Industrial Commercial District.)

a. Only 15 percent of the entire development is permitted as an ancillary use to principal use. For parcels within the Doral Décor Overlay District, see section 68-862.

b. Only 15 percent of the entire development is permitted. For parcels located within the Doral Décor Overlay District, see section 68-862.

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c. Only 5 percent of the total floor area is permitted. If the property's future land use designation is office and residential, up to 10 percent of the floor area may be permitted.

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CHAPTER 68 – LAND USES AND ZONING DISTRICTS

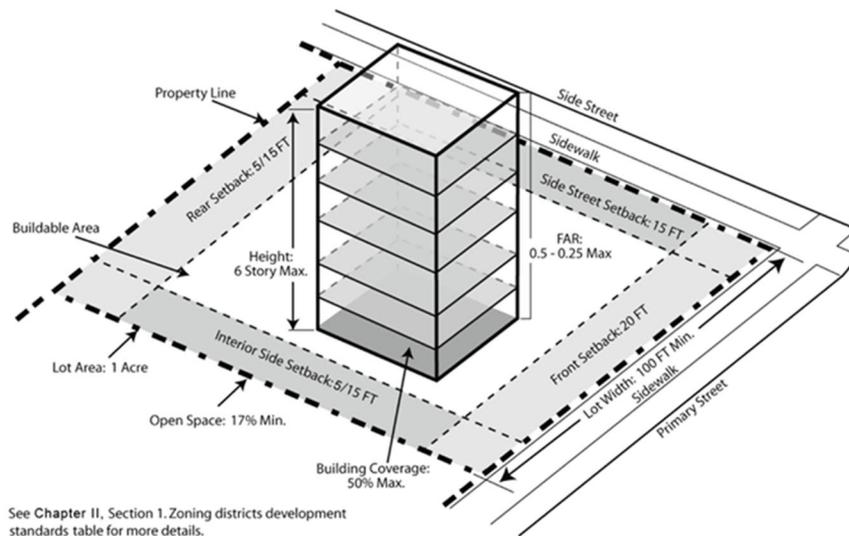
ARTICLE IV. – COMMERCIAL DISTRICTS

DIVISION 3. – CORRIDOR COMMERCIAL DISTRICT (CC)

Sec. 68-386. Illustration of district.

The following is the graphic depiction of the development standards for the corridor commercial district (CC). If the property is located within the Doral Décor Overlay District, then section 68-863(a) shall apply:

CC — Corridor Commercial District



* * *

ARTICLE VI. – INDUSTRIAL DISTRICTS

DIVISION 2. – INDUSTRIAL COMMERCIAL DISTRICT (IC)

Sec. 68-785. Permitted uses—Generally.

(a) *Permitted uses.* Refer to chapter 53, article II, division 5 for a detailed list of various types of uses and development standards. Refer to chapter 74 for special

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development requirements for the following uses permitted in the industrial commercial district (IC).

- (1) Residential uses as a watchman's or caretaker's quarters in connection with an existing industrial use located on the premises concerned.
- (2) Residential uses, subject to the provisions of section 68-862(a).-
- (3) Professional offices.
- (4) Medical office.
- (5) Restaurants.
- (6) Hotels and motels with a maximum density of 75 units per acre.
- (7) Hotels and motels with retail uses integrated into the project, in an amount no less than ten percent of the total project floor area ratio, as calculated in section 74-157, with a maximum density of 95 units per acre.
- (8) Retail and services, only 15 percent of the entire development and could be independent from the principal use.
- (9) Retail and services, subject to the provisions of 68-862(b).

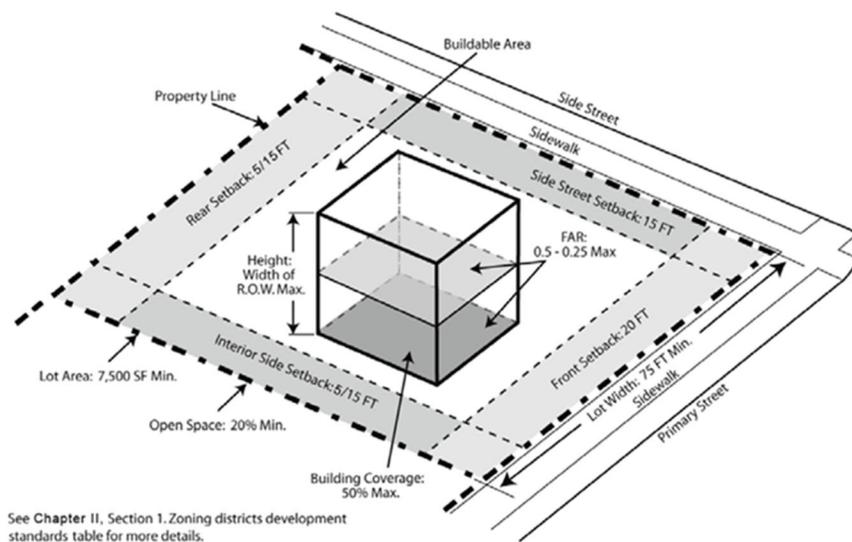
- (10) Educational facilities.
- (11) Trade schools.
- (12) Religious facilities.
- (13) Day care facilities.
- (14) Warehouses.
- (15) Showrooms.
- (16) Manufacturing, light (see section 52-5 for definitions).
- (17) Places of assembly (banquet halls, private clubs, convention and auditoriums).
- (18) Recreation facilities.
- (19) Automotive rental.
- (20) Mini warehouses or self-storage facility.
- (21) Motion picture production studios.
- (22) Parking lots.
- (23) Bars.
- (24) Nightclubs.
- (25) Wine cafes.
- (26) Kennels.

- (27) Banks.
- (28) Brewpubs.
- (29) Vertical indoor farms.
- (b) *Prohibited uses.* Refer to chapter 53, article II, division 5 for a detailed list of various types of uses and development standards. In no instance shall the following commercial uses be permitted in the industrial commercial district (IC):
 - (1) Amusement centers.
 - (2) Entertainment centers.
 - (3) Health/exercise centers.
 - (4) Sport facilities.
 - (5) Schools.

Sec. 68-790. Illustration of district standards.

The following is a graphic depiction of the development standards for the industrial commercial district (IC). If the property is located within in the Doral Décor Overlay District, then section 68-863(a) shall apply:

IC — Industrial Commercial District



* * *

DIVISION 3. – INDUSTRIAL DISTRICT (I)

Sec. 68-820. Permitted uses—Generally.

- (a) *Permitted uses.* Refer to chapter 53, article II, division 5 for a detailed list of various types of uses and development standards. Refer to chapter 74 for special

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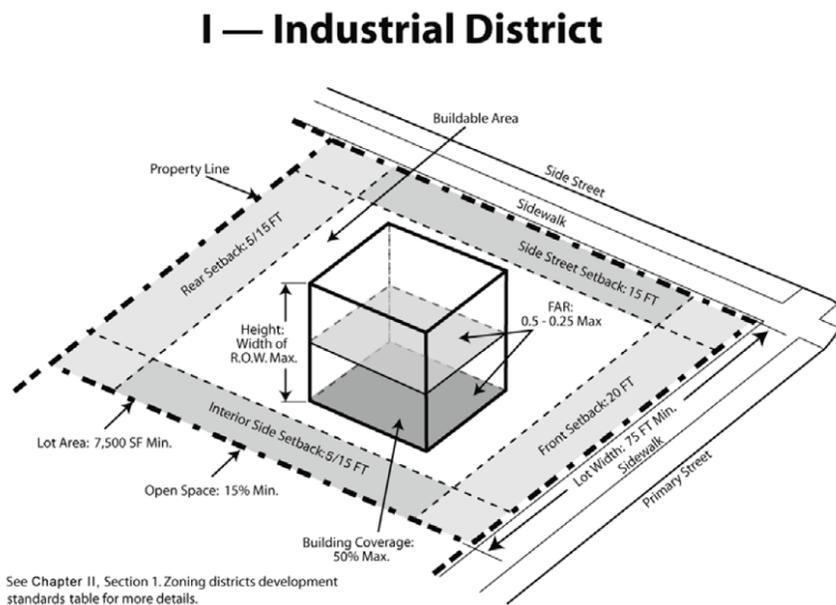
development requirements for the following uses permitted in the industrial district (I).

- (1) Residential uses as a watchman's or caretaker's quarters in connection with an existing industrial use located on the premises concerned.
- (1a) Residential uses, subject to the provisions of section 68-862(a).
- (2) Professional offices.
- (3) Medical offices.
- (4) Restaurants.
- (5) Hotels and motels with a maximum density of 75 units per acre.
- (6) Retail and services, permitted only as an ancillary use with only 15 percent of the entire development in conjunction with principle uses.
- (6a) Retail and services, subject to the provisions of 68-862(b).
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- (7) Educational facilities.
- (8) Trade schools.
- (9) Religious facilities.
- (10) Day care facilities.
- (11) Warehouses.
- (12) Showrooms.
- (13) Manufacturing, light.
- (14) Places of assembly (banquet halls, private clubs, convention and auditoriums).
- (15) Recreation facilities.
- (16) Automotive rental.
- (17) Mini warehouses or self-storage facility.
- (18) Motion picture production studios.
- (19) Parking lots.
- (20) Kennels.
- (21) Banks.
- (22) Brewpubs.
- (23) Vertical indoor farms.
- (b) *Prohibited uses.* Refer to chapter 53, article II, division 5 for a detailed list of various types of uses and development standards. In no instance shall the following commercial uses be permitted in the industrial district (I):

- (1) Amusement centers.
- (2) Entertainment centers.
- (3) Health/exercise centers.
- (4) Sport facilities.
- (5) Schools.

Sec. 68-824. Illustration of district.

The following is a graphic depiction of the development standards for the industrial district (I). If property is located within the Doral Décor Overlay District, then section 68-863(a) shall apply:



* * *

DIVISION 6. DORAL DÉCOR OVERLAY DISTRICT (DDOD)

Sec. 68-860 Purpose of Overlay District

The Doral Décor Overlay District (DDOD) is intended to implement the Doral Design District comprehensive plan future land use category and related policies. The district supports the continuation of the area's focus as a center for the production and sales of tile, cabinetry, and other elements of décor for residential and non-residential buildings,

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while enabling reinvestment for a variety of commercial and light industrial uses that will be compatible with surrounding uses.

Sec. 68-861 Authorized Land Uses

- (a) **Permitted Uses.** This district authorizes uses permitted in the underlying zoning districts except that residential development may be approved subject to the provisions of section 68-862.
- (b) **Prohibited Land Uses.** The following uses are prohibited in the DDOD:
 - a. Educational facilities for grades Pre-K through 12.
 - b. Assisted living facilities.

Sec. 68-862 Conditions Applicable to Specific Uses in the District

- (a) **Residential uses.** Residential uses may be approved by the City Council pursuant to the quasi-judicial proceeding procedures in Chapter 2, Article VI of this Code of Ordinances for parcels zoned IC or I when all of the following conditions are met:
 - (1) The parcel(s) are designated DDD on the Future Land Use Map.
 - (2) The units are located within a vertically mixed-use development.
 - (3) Residential units are not located on the ground floor of any structure.
 - (4) Density does not exceed 20 dwelling units per acre for any development. The number of units per projects shall be drawn down from the 925 unit maximum in the DDD Future Land Use Map category.
 - (5) The abutting streets meet all the design requirements for public streets as established by the city, including sidewalks, curbs, and gutters, etc.
 - (6) Truck loading docks shall not face the street.
 - (7) Parking for residential uses is provided in accordance with Section 77-139.
- (b) **Retail uses.** When the underlying zoning districts are IC or I, retail and service uses other than showrooms shall not encompass more than 25,000 square feet of floor area in each building. Décor businesses include sale of stone and tile, plumbing fixtures, lighting fixtures, and furnishings.

Sec. 68-863 Building and Site Development Standards

Unless specifically superseded by this section, all applicable land development and zoning regulations shall apply.

- (a) **Uses and Development Standards.** Refer to chapter 74 for special development requirements for the uses permitted in the applicable underlying zoning district.

Refer to chapter 53, article II, division 5 for a detailed list of various types of uses. The zoning district development standards of section 53-127 are modified as follows:

Development Standards for the District Décor Overlay District		
Maximum Floor area ratio (FAR)	4.75	
Maximum height	R-O-W Width	
Minimum lot area	7,500	
Minimum lot width (ft.)	75	
Maximum building coverage (pct.)	85	
Minimum open space (pct.)	10	
Minimum and maximum building setback (ft.) for the first three stories	Front	0 to 10
	Side, street	0 to 10
	Side, interior	0 to 10
	Rear	0 to 10
Setbacks for portions of the building above the third story	10 feet from each ground floor façade	

(b) **Landscaping and Buffers.** The provisions of chapter 71 are modified for the district as follows:

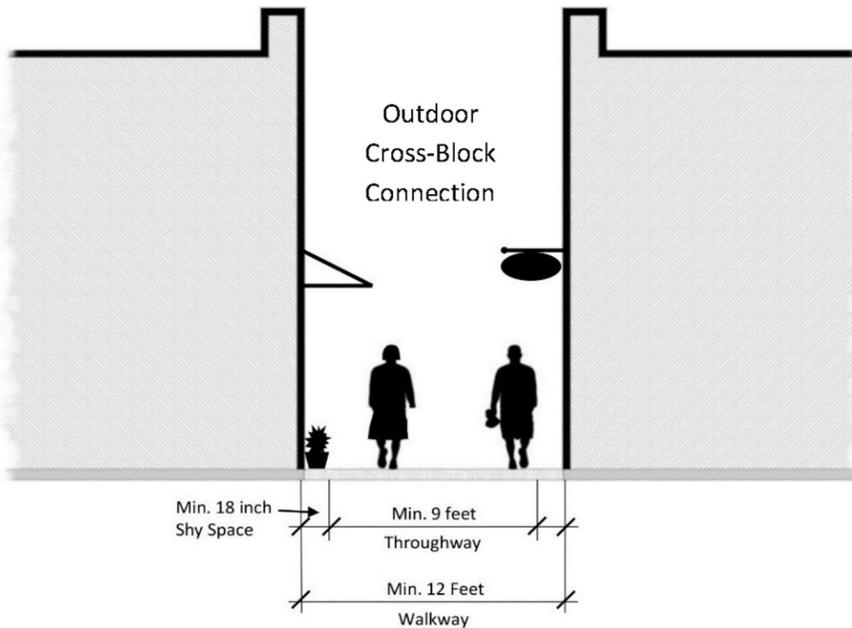
- (1) Street trees shall be provided pursuant to section 71-102.
- (2) Buffer yard requirements pursuant to article 5 chapter 71 are not required within the DDOD.
- (3) The minimum number of trees required by Section 71-105 are reduced by 50%.

(c) **Parking and loading.** The parking and loading provisions of chapter 44 and article IV of chapter 77 shall apply unless specifically superseded as follows with the DDOD:

- (1) **Parking calculations.** Parking spaces shall be provided in accordance with chapter 77 except as reduced by the use of the parking incentives below.
- (2) **Parking incentives.** Any combination of the following parking incentives may be used provided that the total parking is not less than 70 percent of the number of spaces required by section 77-139.
 - a. **Shared parking.** A shared parking ratio may be applied pursuant to section 77-140.

- b. **Electric vehicle (EV) parking.** Required parking spaces may be reduced by substituting electric vehicle charging/ parking spaces at a ratio of 2:1 for up to six EV spaces per site. All electric vehicle charging/parking spaces must comply with chapter 77 of this code.
 - c. **Off-site private parking.** Parking required within the district may be provided off-site per chapter 44 and chapter 77. An off-site parking agreement shall be executed in accordance with section 77-140 and this provision may only be used where continuous paved and lighted sidewalks or cross-block connections are provided or exist between the parcels subject to the agreement.
 - d. **Expansion of showroom.** Parking for a showroom of an existing décor business that is expanded into existing warehouse space is reduced by 50 percent, subject to the total limitation in this Section.
- (d) **Loading.** No loading dock shall directly face NW 82nd Avenue, NW 79th Avenue, NW 25th Street, or NW 36th Street.
- (e) **Cross-block connections.** Cross-block connections are intended to provide additional bicycle and pedestrian connectivity in the DDOD where block faces are longer than 500 linear feet.
- (1) **Applicability.** When a parcel is redeveloped within a block with a block face length of more than 500 linear feet, cross-block connections shall be provided.
 - (2) **Location.** Cross-block connections shall be located at least 250 feet from a road intersection. The cross-block connection shall connect to adjacent cross-block connections. Where an adjacent cross-block connection does not exist, the connection shall stub out to adjacent properties.
 - (3) **Design.** Outdoor cross-block connections shall be at least 12 feet in width (total), which includes: (See following illustration)
 - 1. At least 18 inches of shy space adjacent to buildings for window watchers and decorative features (i.e., planters, displays, menu boards, and trash receptacles).
 - 2. At least nine feet of unobstructed throughway for pedestrian travel.

Typical Outdoor Cross-Block Connection Section



3. Outdoor cross-block connections shall be concrete walkways with medium broom finish, control joints and minimum four-inch thickness or other surface with equivalent durability approved by the public works director.
4. Trash receptacles shall be placed at each cross-street intersection and mid-point of the outdoor cross-block connection and shall not obstruct pedestrian throughways.
5. Bicycle racks shall be located within a dedicated bicycle parking area and shall not obstruct pedestrian throughways.
6. For new development or redevelopment, buildings fronting the outdoor cross-block connections shall include the following design elements:
 - i. A primary entrance facing the outdoor cross-block connections;
 - ii. At least 40 percent of ground floor wall area between two and ten feet shall be comprised of windows or entries;
 - iii. At least 25 percent of upper floor(s) wall area between the finished floor and ceilings shall be comprised of windows;
 - iv. Awnings or canopies shall be provided above the ground floor doors and windows; and
7. All other urban design and architectural standards shall comply with chapter 86.

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CHAPTER 71 – LANDSCAPING ANC BUFFERS

ARTICLE II. – MINIMUM STANDARDS

DIVISION 3. - TREES

Sec. 71-105. - Minimum number of trees.

- (a) Within the city, the minimum number of required trees, in addition to street trees, is referenced in the following table. (See subsection (b) of this section regarding street trees.)

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CHAPTER 77 – ROADS AND VEHICULAR USE AREAS

ARTICLE IV – PARKING AND LOADING AREAS

DIVISION 2. – OFF-STREET PARKING

Sec. 77-139. Required off-street parking spaces.

- (a) ***Minimum requirements.*** The matrix below specifies the required minimum number of off-street motor vehicle and bicycle parking spaces, the percentage of motor vehicle spaces that must be allotted for compact vehicles, and in the notes, any special requirements that may apply. Parking requirements for each development in the Doral Décor Overlay District must meet 70 percent of the requirement for the specific use with the exception of the residential uses listed in the matrix. Within the Doral Décor Overlay District, on-street parking may be counted toward the number of spaces required for a development. Within the Doral Décor Overlay District off-site parking may be counted toward the number of spaces required for a development.
- (b) ***Uses not listed.*** The number of parking spaces required for uses not specifically listed in the matrix shall be determined by the city based upon information provided by the applicant. Applicable information shall include requirements for similar uses and appropriate traffic engineering and planning data, and shall establish a minimum number of parking spaces based upon the principles of this Land Development Code.
- (c) ***Multiple uses.*** Where a combination of uses is proposed for development, parking shall be provided for each of the uses as prescribed by the matrix, unless reduction is granted pursuant to section 77-140(c)(2).

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- (d) **Handicapped.** Where parking spaces for the handicapped are to be provided, they shall be a minimum of 18 feet long and the width and quality shall be in accordance with the state building code.
- (e) **Matrix.** The minimum off-street parking requirements are as follows:

Use	Minimum Off-Street Parking Requirement	Required Bicycle Spaces
Single-family detached	1, 2 and 3 bedrooms: 2 spaces per unit (a), (b)	0
	4+ bedrooms: 3 spaces per unit (a), (b)	
	(a) If on-street parking is not permitted or is restricted on the unit's street frontage, then one visitor parking shall be required. The visitor parking shall be located 100 feet from the unit's street frontage.	
	(b) Resident parking spaces may be tandem.	
Multifamily	1 and 2 bedrooms: 2 spaces per unit. If located in the Doral Décor Overlay District 1 bedroom: 1 space per unit. 2 or more bedrooms: 2 spaces per unit.	0.10
	3 or more bedrooms: 3 spaces per unit	
Age-restricted multifamily/independent living housing for older persons (55 years old and older) (see note)	1.2 spaces per unit in the DMU; 1.35 spaces per unit in the non-DMU zoning districts.	0.10
Doral Décor Overlay District Live-Work	1 bedroom: 2 spaces per unit, 2 or more bedrooms: 3 spaces per unit. If on-street parking is not permitted or is restricted on the unit's street frontage, then one visitor parking shall be required. The visitor parking shall be located within 100 feet from the unit's street frontage.	
Resident parking (c)	0.25 spaces per unit	0.10 per required parking space
Visitor parking		

Use	Minimum Off-Street Parking Requirement	Required Bicycle Spaces
Hotels, roominghouses	One space per first 40 individual guestrooms or suites; one additional space per two guestrooms thereafter; one parking space per four employees; public meeting rooms and restaurants shall provide additional parking as per respective uses in this matrix.	0
Motels, tourist courts and transient accommodations	One space per sleeping rooms or bedroom.	0
Churches	One space per 50 square feet of the seating area in the main auditorium (sanctuary), including adjacent area that may be used as part of the auditorium.	0.10 per required parking space
Hospitals	One parking space per first 300 beds and one additional space for every two additional beds thereafter; one space per three employees and resident staff members.	0.10 per required parking space
Sanitariums, convalescent homes, homes for the aged and similar institutions	One space per two beds for patients and one space per two employees.	0.10 per required parking space
Retail—Food or grocery stores, drug and sundry stores, department stores, membership warehouses, retail stores, retail stores similar to the foregoing, banks, post offices, mortuaries, funeral homes, waiting rooms stations for common carriers and shopping centers	One space per 250 square feet of the gross floor area or fraction thereof.	0.10 per required parking space

Use	Minimum Off-Street Parking Requirement	Required Bicycle Spaces
For retail uses within enclosed malls in excess of 300,000 square feet	One space per 350 square feet of the gross floor area or fraction thereof, excluding theaters, restaurants, and food courts that shall provide parking spaces as per the respective uses in this matrix.	0.10 per required parking space
Auto dealership showrooms		0
Garage and gas station bay areas and similar uses	Three parking spaces per first 2,500 square feet of floor area or fraction thereof; one parking space per each additional 500 square feet of gross floor area or fraction thereof; and Three parking spaces per 5,000 square feet of open lot area or fraction thereof. Parking spaces for office and retail parts areas shall be provided as per the respective uses in this matrix.	0
Furniture showrooms	Three spaces for the first 2,500 square feet of floor area or fraction thereof; one space per additional 500 square feet of gross floor area or fraction thereof.	0
	If located in a business district; the development shall illustrate future parking spaces based on a calculation of one space for 250 square feet of gross floor area or fraction thereof, which shall be provided if the furniture use is discontinued. The lot area reserved for future parking spaces shall remain unencumbered with any structures and shall be landscaped. This area shall not be credited towards the minimum required open space.	
Home improvement centers, including all storage per sales areas.	One space per 250 square feet of gross floor area or fraction thereof.	0

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Use	Minimum Off-Street Parking Requirement	Required Bicycle Spaces
Plant nurseries	Eight spaces for the first acre or fraction thereof; one additional space per two acres thereafter up to ten acre; one additional space for five acres or portion thereof thereafter.	0
Packing plants	One space per 1,000 square feet of gross floor area or fraction thereof.	0
Open lot commercial uses such as, but not limited to, used care lots, storage yards and recreational vehicle sales lots	Five spaces for first 5,000 square feet of net lot area or fraction thereof; and one space for additional 500 square feet of net lot area so used. Space shall be reserved for customer and employee parking only and shall be labeled as such.	0
Self service gas station and mini-marts	One space per 250 square feet of gross floor area or fraction thereof, with a minimum of three spaces designed not to interfere with the dispensing operation.	0
Wholesale showrooms in the industrial districts	One space per 600 square feet of showroom area or fraction thereof.	0
Any other commercial uses not identified above	Three spaces for the 2,500 square feet of gross floor area or fraction thereof and one space for additional 500 square feet of gross floor area or fraction thereof.	0.10 per required parking space
Restaurants, lounges, nightclubs, or similar places dispensing food, drink or refreshments.	One space per 45 square feet of patron area. Take-out establishments shall be provided one parking space for each 250 square feet of gross floor area, or fractional part thereof.	0.10 per required parking space
Art galleries, amusement centers, cultural centers, libraries and museums	One space per 250 square feet of gross floor area or fraction thereof.	0.20 per required parking space
Banquet halls, bingo halls, convention hall and private clubs	One space per 100 square feet of patron area or fraction thereof.	0.10 per required parking space

Use	Minimum Off-Street Parking Requirement	Required Bicycle Spaces
Bowling alleys, skating rinks, and indoor gun ranges	One space per 250 square feet of gross floor area or fraction thereof. Office, retail and restaurant areas in conjunction herewith shall have parking provided as otherwise contained in this matrix.	0.10 per required parking space
Dance, karate and aerobic schools and health/exercise studios	One space per 100 square feet of classroom area or fraction thereof. Office, retail and restaurant areas in conjunction herewith shall have parking provided as otherwise contained in this matrix.	0.10 per required parking space
Golf courses	Three parking spaces per hole plus three additional parking spaces. Office, retail and restaurant areas in conjunction herewith shall have parking provided as otherwise contained in this matrix.	0.10 per required parking space
Stadiums and basketball gymnasiums	One space per four seats	0.10 per required parking space
Commercial tennis and racquetball clubs	Four spaces per court. Office, retail and restaurant areas in conjunction herewith shall have parking provided as otherwise contained in this matrix.	0.10 per required parking space
Theaters, including movie theaters, and general auditoriums	One space per 100 square feet of auditorium seating area or fraction thereof.	0.10 per required parking space
Open lot recreation use	Shall be determined by the director on a basis of one space per four persons.	0.10 per required parking space
Day nurseries, kindergarten, and elementary schools	Total parking spaces shall equal the combined total of personnel and transportation vehicles.	0.10 per required parking space
Junior high schools	Total parking spaces shall equal 1¼ times the combined total of personnel and transportation vehicles.	0.10 per required parking space

Use	Minimum Off-Street Parking Requirement	Required Bicycle Spaces
High schools, trade schools and colleges	One parking space per 200 square feet of classroom area, including laboratories, libraries and administrative areas. Housing facilities on campus must provide two spaces per three sleeping rooms. One space per four employees, excluding teachers. Other uses such as office, retail, auditorium, restaurant etc. in conjunction herewith shall have parking provided as otherwise contained in this matrix.	0.10 per required parking space
Office, professional building or similar uses	One space per 300 square feet of gross floor area or fraction thereof.	0.10 per required parking space
Warehouses	One space per 1,000 square feet of gross warehouse floor area up to 10,000 square feet; one space per 2,000 square feet of gross warehouse floor area thereafter. Regardless of use mix, a minimum of two parking spaces per each bay. Office, retail and wholesale showroom areas provided in conjunction with the industrial use shall have parking spaces provided for such areas as otherwise contained in this article. The formula requiring the greatest number of parking spaces shall be applied in determining the number of spaces to be determined.	0
Open lot or walled-in uses such as salvage yards, batching plants, precast or prestressed concrete products or other similar uses.	Greater number of the following two options: Two spaces per 5,000 square feet of lot area or one space per two employees. Such parking spaces shall be located no farther than 1,500 feet from the subject industrial site. Such noncontiguous property to be used for parking shall be located in business and industrial zoning districts.	0

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Use	Minimum Off-Street Parking Requirement	Required Bicycle Spaces
Telecommunication hub	One parking space per 2,000 square feet of gross floor area. Office uses provided in conjunction with industrial uses shall have parking spaces provided for such areas as otherwise contained in this article. Subsequent change in use from a telecommunication hub to a permitted alternative use shall conform to the parking standards otherwise contained in this article. A variance to reduce the number of required parking spaces shall not be granted solely on the basis of a proposed change use from an existing telecommunications hub. To an alternative use.	0
Self-service storage facilities	One space per 5,000 square feet of building area for the first 20,000 square feet of building; one space per 10,000 square feet of building area thereafter. One space for managers apartment where provided. One space per 400 square feet of gross office area or fraction thereof. A minimum of five spaces shall be provided for any self-service storage facilities.	0
Housing for low and/or moderate income for older persons and/or persons with disabilities		0.10 per required parking space

Note: For a facility to qualify as age-restricted or as an independent living facility, it must, at a minimum, be in accordance with the Fair Housing Amendments Act of 1988, (42 U.S.C. § 3607(b)) as amended by the Housing for Older Persons Act of 1995. Further, each occupied unit must be occupied by at least one person at least 55 years of age. Occupancy of any dwelling unit by any person under the age of 55 at any time is prohibited, unless as may be expressly permitted as follows:

- a. Babysitting and/or childcare on a regular basis is not permitted.

- b. Guests under 55 years of age may not stay overnight for more than seven nights per month and no more than 30 days in a 12-month period.
- c. A life partner, an additional resident or spouse who is under the age of 55 is permitted only if at least one resident of a dwelling unit is age 55 or over; provided that, if, due to unforeseen circumstances, said life partner, additional resident or spouse, who is under age 55, becomes the sole resident of the dwelling unit, such person shall be allowed to remain in the dwelling unit subject to the terms of the lease with renewal rights, but such resident shall not allow occupancy by any person under the age of 55 except as expressly permitted herein. However, no persons under the age of 25 shall be permitted to be residents within the facility.

Prior to obtaining a certificate of use for any age-restricted or independent living facility, the owner shall provide the city with an enforceable and recordable deed restriction or covenant that expressly limits operation of the residential community as housing for older persons in accordance with the above restrictions, state and federal law and on a form satisfactory to the city attorney (the "restriction"). Said restriction shall expressly require that all sales and leases of the residential community shall contain a provision that it expressly set forth the language contained under the note of this section.

* * *

CHAPTER 77 – ROADS AND VEHICULAR USE AREAS

ARTICLE IV. – PARKING AND LOADING AREAS

DIVISION 4. – DESIGN STANDARDS

Sec. 77-185. Size.

(a) Parking spaces.

- (1) Standard parking spaces shall be a minimum of nine feet wide and 19 feet long. Standard parking spaces within the Doral Décor Overlay District shall be a minimum of eight and one-half feet wide by 18 feet long.
- (2) A standard parking space located in a structured parking facility shall be a minimum of 8½ feet wide and 18 feet long for structured parking.
- (3) Parallel parking spaces shall be a minimum of ten feet wide, or if located in the Doral Décor Overlay District, eight feet wide, and 22 feet long.
- (4) A tandem parking space is a parking space that abuts a second parking space in such a manner that vehicular access to the second space can be made only through the abutting, tandem space. Tandem parking spaces shall be a minimum of ten feet wide, or if located in the Doral Décor Overlay

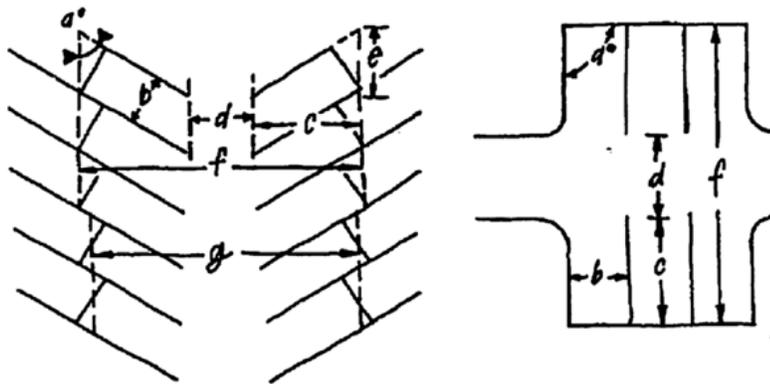
District, nine feet wide, and 20 feet long, and may only be used for residential uses in accordance with requirements of this article.

- (b) **Loading spaces.** The standard off-street loading space shall be 12 feet wide, 25 feet long, provide vertical clearance of 15 feet, and provide adequate area for maneuvering, ingress and egress. The city may require the length of one or more of the loading spaces to be increased up to 55 feet if full-length tractor-trailers are anticipated to be accommodated. Developers may install spaces that are larger than the standard, but the number of spaces shall not be reduced on that account.

Sec. 77-186. Layout

- (b) **Dimensions.** The following table and illustration prescribe the required minimum dimensions of all parking spaces:

Minimum Dimensions for Parking Spaces



Minimum dimensions for parking spaces

Parking Lot Dimensions						
a	b	c	d	e	f	g
(degrees)	(feet)					
20	9	16.2	11.0	29.2	43.4	43.0
30	9	18.7	11.0	20.0	48.4	39.7
40	9	20.5	12.0	15.6	53.0	45.3
45	9	21.2	13.0	14.1	55.4	48.3
50	9	21.8	12.0	13.1	55.6	49.2
60	9	22.4	18.0	11.5	62.8	57.8
70	9	22.1	18.0	10.6	62.2	58.8
80	9	21.5	24.0 (22.0 if in the DDOD)	10.2	67.0 (65.0 if located in the DDOD)	65.3(63.4 if located in the DDOD)
90	9	19.0 (18.0 if located	24.0 (22.0 if in the DDOD)	10.0	62.0 (58.0) if in	—

CODING

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		in the DDOD			the DDOD)	
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CHAPTER 86 – URBAN DESIGN AND ARCHITECTURAL STANDARDS

ARTICLE 1. – GENERAL

Sec. 86-32. District core.

In addition to the design standards enumerated in this Chapter, the city encourages the application of the architectural styles and massing as described in Chapter 6 of the Doral Design Master Plan for properties located in the Doral Décor Overlay District.

* * *

* * *

Section 3. Effective Date. This Resolution shall become effective immediately upon its adoption by the Local Planning Agency (LPA).

CODING

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Words in ~~striketrough~~ type are deletions

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

Mayor Juan Carlos Bermudez	Yes
Vice Mayor Pete Cabrera	Absent/Excused
Councilwoman Digna Cabral	Yes
Councilwoman Claudia Mariaca	Yes
Councilman Oscar Puig-Corve	Yes

TRANSMITTED WITHOUT A RECOMMENDATION TO THE LOCAL GOVERNING BODY (CITY COUNCIL) THIS 27 DAY OF OCTOBER, 2021.



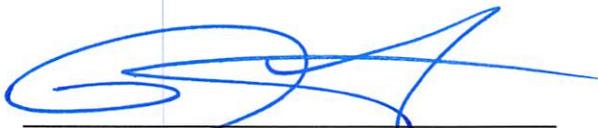
JUAN CARLOS BERMUDEZ, MAYOR

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

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Words in ~~strikethrough~~ type are deletions

EXHIBIT “A”



City of Doral

Doral Décor District Action Plan

October 2021

Draft

Prepared by





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1.0 Introduction

Much has changed since the adoption of the Doral Design District Master Plan in 2010. While the downtown core has experienced significant reinvestment in mixed-use development with vibrant commercial and residential components, there remains capacity for anticipated commercial and residential growth through infill and redevelopment. The Downtown Doral Arts District has provided the way forward for the adaptive reuse of industrial structures north of the downtown core to support arts and entertainment. In the Décor District, the historic tile industry and other home décor establishments are being joined by new establishments in the medical industry. The City is interested in maintaining and fostering the presence of these historic and emerging industries, in conjunction with clarifying and calibrating the conditions under which residential uses will be permitted in the District.

In view of these circumstances, the City of Doral engaged Tindale Oliver and Michael Lauer Planning to create a Décor District Action Plan as an update to the original Doral Design District Plan and provide related Land Development Code regulations to implement the plan. The Action Plan primarily focuses on land use, development standards, circulation, and implementation topics. It includes the following sections with a review of existing conditions, a summary of the future vision for the District based on outreach efforts, general actions items to realize the vision, and a more detailed implementation plan.

- **Section 2.0: Existing Plan & Policy Review** includes high-level summaries of existing related plans, regulations, and policy documents.
- **Section 3.0: Adopted Improvements and Approved Developments** documents future public capital improvements planned for the area and significant approved private developments based on City development tracking maps in the Décor District.
- **Section 4.0: Study Area Data Analysis** summarizes land use, development, and taxable value data.
- **Section 5.0: Fieldwork** lists observations and provides images from fieldwork to illustrate on-the-ground conditions in the Décor District.
- **Section 6.0: Outreach** summarizes components of the future vision for the Décor District based on outreach to City Council members and property owners in the District.
- **Section 7.0: Key Takeaways & Action Items** summarizes the findings from the consultant team's analysis with associated action items regarding the District.
- **Section 8.0: Implementation Plan** includes a list of detailed regulatory amendments for the Comprehensive Plan and Land Development Code, as well as an approach to funding capital improvements.



2.0 Existing Plan & Policy Review

These brief summaries highlight key information from relevant plans, regulations, and policy documents related to the Décor District Action Plan.

Doral Design District Master Plan (2010)

The original Master Plan for this area (formerly referred to as the “Design” District, but now known as the “Décor” District) was originally crafted in 2010 to guide future development of the District. The Plan included a distinction between the “District Core” and the “Area of Influence”, as shown in **Map 2-1**. Throughout this section, improvements in the District Core and nearby in the Area of Influence will be noted for context. The District as a whole includes both the area of influence and the District Core.

Map 2-1: District Core and Area of Influence in the Doral Design Master Plan (2010)

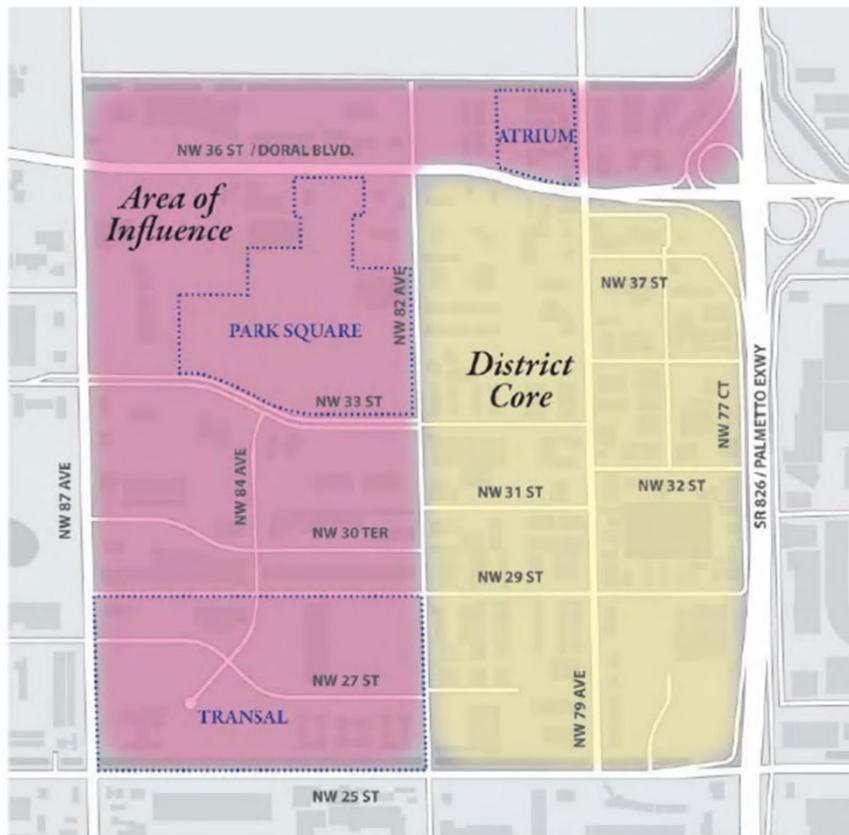


Exhibit 2.2: Doral Design District features

Source: Doral Design Master Plan (2010), p 2-6

The Master Plan included direction that would allow and potentially increase residential land uses in this area in mixed-use future land use categories that are described further in the following section. It incorporated existing mixed-use opportunity areas from the Comprehensive Plan that established the potential for future Downtown Mixed-Use designation in the northern portion of the District



Core and Community Mixed-Use designation in the southwest corner of the District Core. It also proposed a new Future Land Use category for the District Core with residential allowances (a version of which was later adopted) and allocated limited residential opportunities in three subdistricts of the Core (see subdistricts in **Map 2-2**). However, when the Master Plan was codified, these limitations were replaced by language with more permissive allowances for multi-family and live-work units in the Core area.

Map 2-2: Sub-Districts Plan from Doral Design Master Plan (2010)

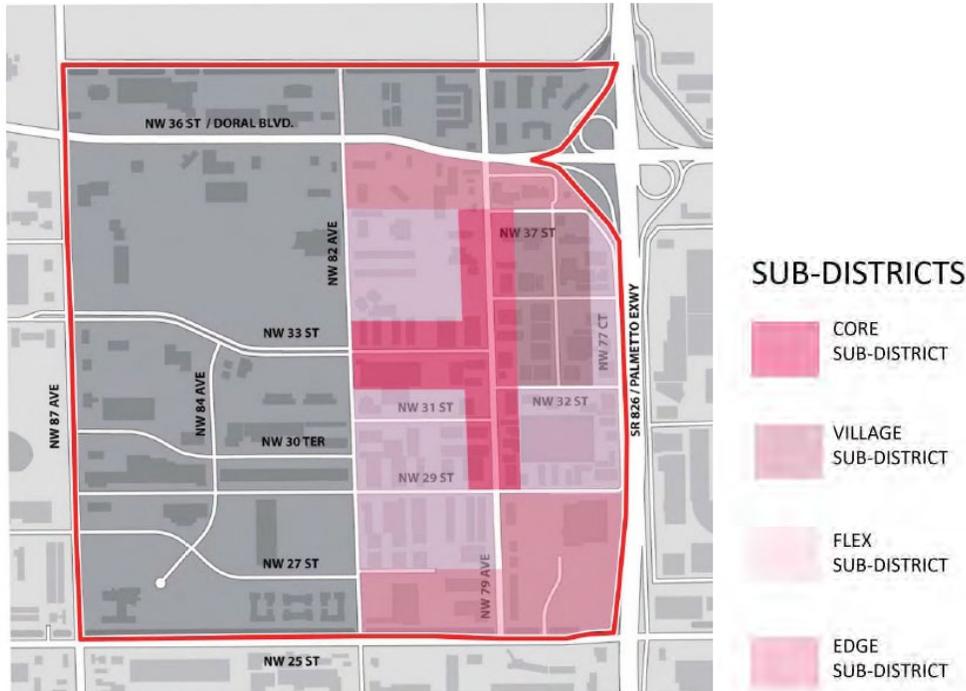


Exhibit 4.2: Proposed Sub-Districts Plan

Source: Doral Design Master Plan (2010), p 4-2

This Action Plan is driven by the objective of preserving historic and emerging commercial, industrial, and service establishments in the Core area, namely in the décor and medical industries. Existing and planned development just north of the Décor District in Downtown Doral, the new arts and dining focus of the Downtown Doral Arts District further north (which currently has industrial uses), and the mixed-use development in the Décor District’s area of influence address projected demands for new residential and supporting service sector uses. Conditions for residential development proposed in this Action Plan allow the commercial, industrial, and service uses to maintain a foothold among and integrate with the general mix of uses emerging around the District and that may arise in the District in the future based on current allowances; establishing these conditions is generally preferable from a legal standpoint to instituting prohibitions of currently allowed uses.



Doral Comprehensive Plan and Future Land Use

The emphasis of this Action Plan on preserving industrial, commercial, and service uses in the Décor District aligns with the general direction of the City to preserve industrial uses, illustrated through Comprehensive Plan Policy 2.2.11; this policy signals a desire generally to protect industrial land in the City from residential conversion (yet how industrial and residential land is defined would benefit from additional clarity). However, this Plan had to account for the current residential allowances in the 205-acre Doral Décor District (DDD) Future Land Use category (see **Map 2-3**). Regarding the DDD category, the Comprehensive Plan currently states: “Residential uses comprised of work/live units, lofts and multi-family units are [permitted] but are limited by the District-wide maximum of 5 units per gross acre for all District parcels combined. In addition, no more than 20 units per acre are permitted for any one single parcel.”

The District also contains parcels designated Downtown Mixed Use Opportunity Area and Community Mixed Use Opportunity Area. The CMU and DMU designations, once adopted (which requires a Future Land Use amendment), allow for the inclusion of residential development (in the case of CMU, it is required) according to Policy 2.1.2 of the Comprehensive Plan; these designations prohibit industrial uses. Note that the Comprehensive Plan also states: “The fact that a property may be situated within a Community Mixed Use Opportunity Area does not create or establish: (1) any vested rights for or to development; or (2) any expectation of a future use of the property.” (Note – the DMU Opportunity Area language was removed from the Comprehensive Plan via Ordinance 2016-09 yet remains on the Future Land Use Map. This designation should either be removed from the map or the language should be added back in.)

Other Comprehensive Plan policies to note regarding land uses and transportation/connectivity include:

- 4.1.8 and 4.2.1 of the Housing Element to protect residential land uses from industrial land uses through actions such as buffering and avoiding excessive truck traffic in residential neighborhoods.
- Policy 2.4.1 of the FLU Element also allows schools in all FLU and zoning districts, which warranted re-evaluation for industrial areas such as the Décor District to promote compatible uses.
- Policies 3.2.4, 3.6.6, and 3.6.11 which reference a 79th Avenue corridor study; any future study along this corridor offers a coordination opportunity with land use and transportation options in the Décor District if the study area includes or is adjacent to the District.
- Policy 3.4.2 promoting pedestrian infrastructure: “All streets within the City shall, where feasible, include sidewalks on both sides.”
- Policies on bike path easements and construction by private developers:
 - Policy 3.5.1: “Implementation of the Doral Bikeway Network Plan and Transit Mobility Study recommendations to expand the interconnected bicycle system within the City by five (5) % annually by obtaining “bikeway” easements from property owners, encouraging private developers to build paths and constructing paths with City funds.”



- Policy 3.5.1: “Require private development to incorporate public easements for bicycle paths and trails recommended in the Bikeway Network Plan into residential and non-residential development plans.”
- Policy 3.5.5 on bike parking: “Amend the Land Development Code as necessary to ensure bicycle racks are required to be provided at major transit generators such as commercial, industrial, public facilities and mixed use areas.”
- Additional development standards included in the Comprehensive Plan were evaluated to ensure they work together successfully; see resulting recommendation options in **Section 8.0**.

Doral Land Development Code and Zoning Districts

The “District Core” referenced in the original 2010 Master Plan and the Land Development Code (defined in the code as bounded by NW 36 Street, NW 82nd Avenue, NW 25th Street and SR 826) is a larger area than the DDD Future Land Use area. Within the DDD Future Land Use Category boundary, approximately 172 acres (84 percent) of the land is zoned Industrial (I), the remainder as Corridor Commercial (CC). **Map 2-4** shows the zoning map with the DDD Future Land Use category boundary overlaid on top, and the District Core boundary is defined in the text for comparison (note that the DDD Future Land Use boundary and the District Core boundary are not formally adopted on the official Zoning Map – it is for illustrative purposes only). One parcel outside the DDD boundary but within the District Core boundary is zoned Industrial Commercial (IC), and the rest is CC. Permitted industrial uses in Industrial and Industrial Commercial base zoning districts in the District Core include warehouse and light manufacturing.

The map shows that Downtown Mixed Use and Community Mixed Use areas are present in the area to the west of the District. Currently in the District itself, no properties are zoned as mixed-use or residential, but the applicable zoning allows for multi-family and live-work residential uses in the I and IC zoning districts at 20 units per acre. As noted previously, the design restrictions set forth by sub-district in the original 2010 Master Plan were not codified, which could facilitate conversion of non-residential uses to stand-alone residential. Additional considerations for regulatory recommendations include the following:

- Areas of the District Core that are not within the DDD Future Land Use area fall in the Business and Office Residential designations. These Future Land Use designations have Floor Area Ratio (FAR) limits that are more restrictive than the zoning permits for the District Core, highlighting the issue of the differing DDD Future Land Use boundary and the zoning districts within the District Core. Section 163.3194 (b) Florida Statutes requires Land Development Regulations to be consistent with the comprehensive plan; recommendations to correct this inconsistency are outlined in **Section 8.0** of this report. (Note the regulations that were adopted in the notes of the code essentially adopted an overlay, but it was not mapped on the official zoning map.) Additionally, some of these parcels front Doral Boulevard, which has additional development standards enabled through Sec. 86-3 referencing standards in the “Doral Boulevard Study” (there is a Doral Boulevard Street Beautification Master Plan; see discussion later in this section). Recommendations in this

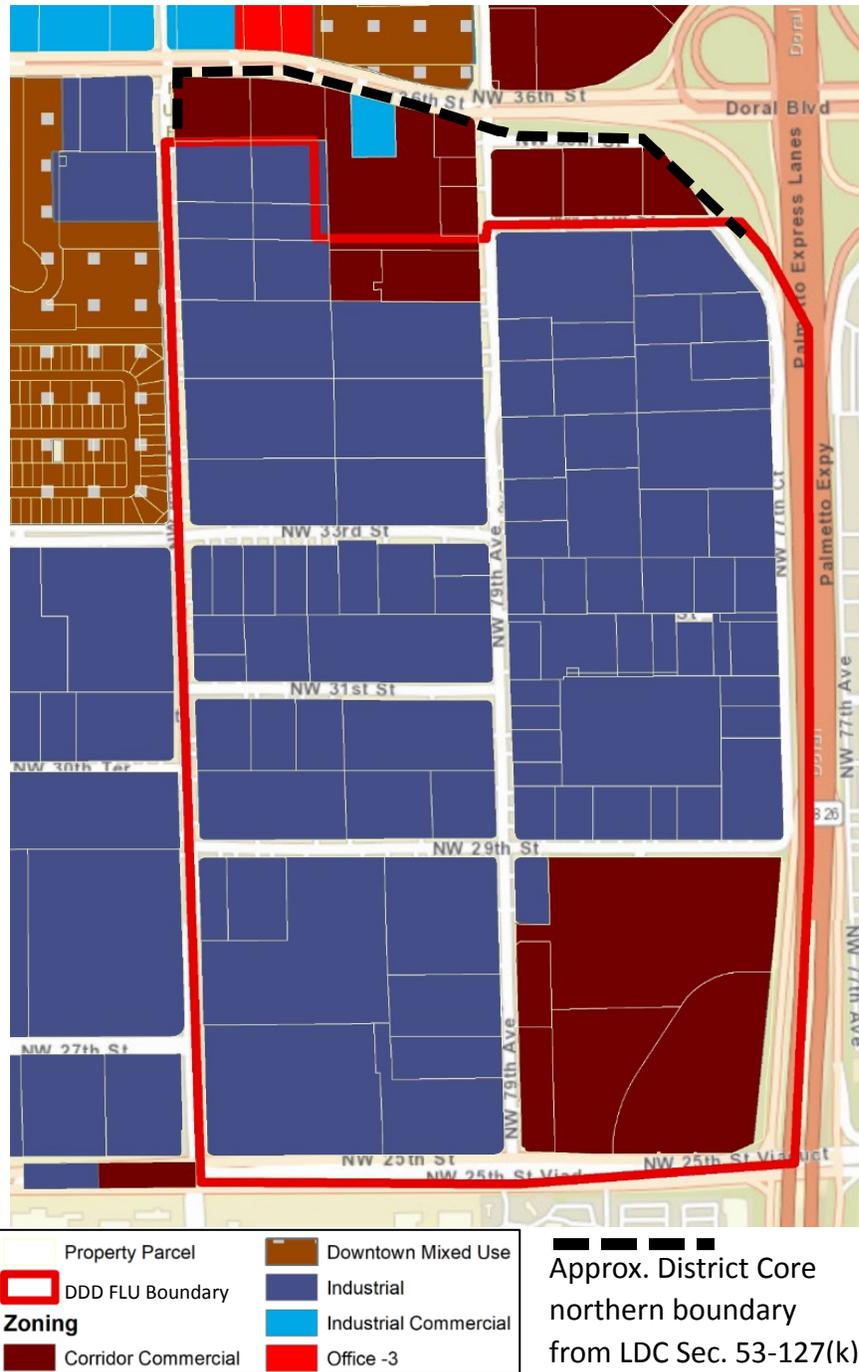


Action Plan address the boundaries to help clarify and coordinate applicable planning and development standards in the Comprehensive Plan and the LDC.

- IC parcels in the District Core are allowed 20 units per acre of residential according to the code, yet there is an IC parcel in the District Core but not within the DDD Future Land Use Category that provides the basis for allowed residential uses in the Décor District.
- Assisted Living Facilities are currently allowed in the industrial zoning districts; an allowance that is re-evaluated by this Action Plan to promote compatible uses.



Map 2-4: Décor District Adopted Zoning Map illustrating the Doral Décor District Future Land Use category boundary (red) and the District Core Boundary (black)



Source: City of Doral Zoning Data; note that the Doral Décor District Future Land Use boundary and the District Core Boundaries are shown here for comparative purposes to the Zoning Map and are not adopted on the official Zoning Map.



Pedestrian and bicycle improvements

- Sidewalk gaps are noted at NW 79th Avenue, NW 84th Avenue, NW 33rd Street, and NW 30th Terrace in the Décor District; certain streets are also noted for sidewalk repairs which may have segments in the District.
- Pedestrian safety improvements at intersections – several intersections in the Décor District are noted as deficient.
- Other general improvements such as mid-block crossings, pedestrian islands, and bike facilities are noted.

Roadway improvements

- Widening and operations improvements noted:
 - NW 25th Street between NW 79th Avenue and NW 97th Avenue – widen from 4 to 6 lanes
 - NW 36th Street between NW 79th Avenue and NW 97th Avenues – widen from 6 to 8 lanes
 - NW 36th Street/NW 41st Street at NW 87th Avenue – expand from 6 to 8 lanes
 - NW 33rd Street between NW 79th Avenue and NW 87th Avenue – raise speed limit to 40 and reclassify roadway
- Safety study is needed for Doral Boulevard between NW 97th Avenue and NW 87th Avenue.

Intersection improvements

- NW 25th Street and NW 82nd Avenue
- NW 25th Street and NW 79th Avenue
- NW 33rd Street and NW 87th Avenue
- NW 36th Street and NW 87th Avenue
- NW 36th Street and NW 82nd Avenue
- NW 36th Street and NW 79th Avenue
- Studies needed for intersections at:
 - NW 36th Street and NW 79th Avenue
 - NW 33rd Street and NW 82nd Avenue
- Other general improvements are noted, such as wayfinding signage.

Transit

- Trolley service proposals: extended service to Sundays; pilot lunch route service potentially on:
 - NW 41st /NW 36th Street between NW 87th Avenue and NW 114th Avenue
 - NW 87th Avenue between NW 36th Street and NW 25th Street
- Potential transit hubs:
 - NW 87th Avenue and NW 36th Street
 - NW 8300 Block and NW 35th Street (CityPlace)
- Other general improvements are noted, including transit signal priority projects and bus stop amenities improvements.



Bikeway Network Plan (2015)

The City of Doral has in place a Bikeway Network Plan (**Map 2-6**), whose purpose is to develop a network of proposed multi-use trails that will provide dedicated facilities for a variety of users including bicyclists, pedestrians, and rollerbladers. The Plan illustrates proposed multi-use trails which are intended to be recognizable community assets meeting community needs. The intent of the plan is to allow a greater number of Doral residents, employees and visitors to enjoy activities such as exercising, accessing the park system, biking to work, and experiencing tranquil outdoor settings.

This plan includes an overall planning map that includes major off-street bikeways along the canal at the north edge of the Décor District and along NW 25th Street; the plan also includes an on-street bikeway loop east of what was formerly the Miami West Park (now Doral Central Park).

Note that the 2017 Doral Transportation Master Plan indicates a needed update to the Bicycle Master Plan, which can account for the Décor District vision and recommendations.

Doral Transit Mobility Plan (2014)

This plan focuses on pedestrian, bicycle, and transit components of Doral's transportation system for overall system improvements that support many different transportation options and improves safety, access and connectivity, economic growth, and quality of life in the city. The plan notes existing transit service in the District, such as the trolley service along NW 79th Avenue and NW 33rd Street, and identifies 87th Avenue as a key corridor for transit, bike, and pedestrian improvements, including express service to Palmetto Station and service increases during lunch hours (**Figure 2-1**). Policy 3.6.13 of the Comprehensive Plan provided direction to start including and funding the Transit Mobility Study recommended improvements into the Capital Budget and 5-year Capital Improvement Plan starting in fiscal year 2018/2019.

Miami-Dade Transit Development Plan (FY 2021-2030 Annual Update)

No mention of a funded capital or operations project in the area is in the 10-year plan.

Doral Citywide Parking Study (2019)

This plan analyzes existing conditions related to parking in and around the Downtown Doral area and provides recommendations to manage parking demand. The Study notes that illegal parking is taking place at several places in the Décor District:

- NW 29th Street east of NW 87th Avenue
- NW 32nd Street and NW 29th Street east of 79th Avenue
- NW 77th Court between NW 29th Street and NW 32nd Street

Initial recommendations for these areas include further study of volume and on-street parking patterns, marking on-street parking, and reviewing regulatory signs in these areas.

The plan also includes general short-, mid-, and long-term recommendations that call for actions to address parking comprehensively.



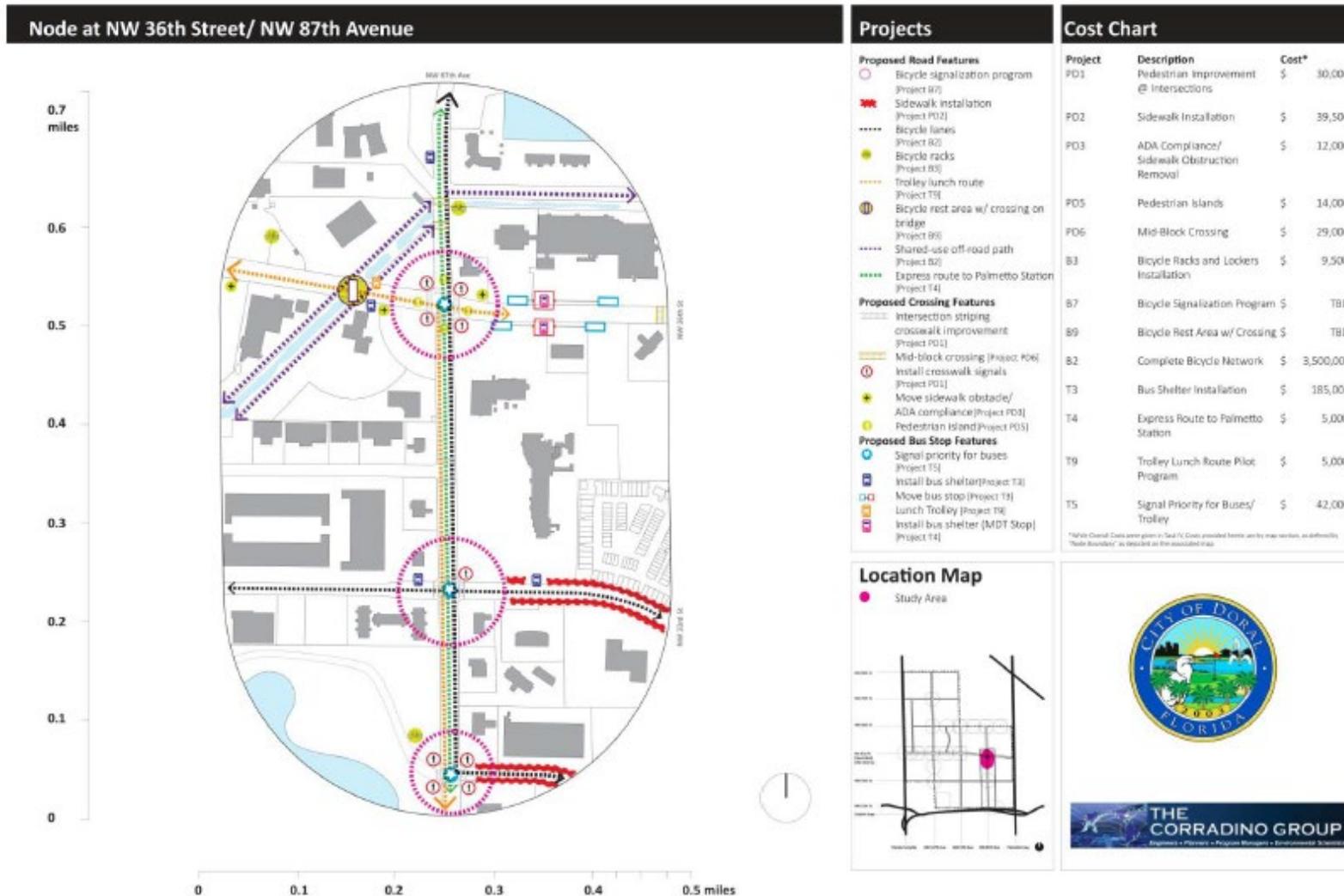
Map 2-6: City of Doral Bikeway Network Plan Map (2015)



Source: City of Doral Bikeway Network Plan (Kimley-Horn & Associates, Inc., 2015)



Figure 2-1: Project Area 2 Corridor along 87th Avenue- Recommendation Graphics from 2014 Doral Transit Mobility Plan



Source: 2014 Doral Transit Mobility Plan (The Corradino Group, Figure 15 of plan)



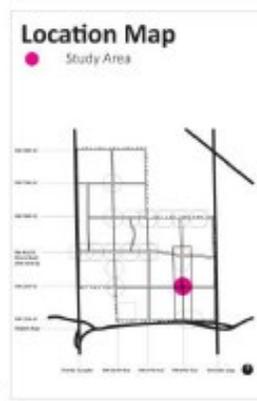
Projects

- Proposed Road Features**
 - Bicycle lanes (Project B2)
 - Shared-use off-road path (Project B2)
 - Trolley lunch route (Project T9)
 - Bicycle rest area (Project B9)
 - Express route to Palmetto Station (Project T4)
- Proposed Crossing Features**
 - Intersection striping/crosswalk improvement (Project PD1)
 - Midblock crossing (Project PD6)
 - Install crosswalk signals (Project PD1)
 - Move sidewalk obstacle/ADA compliance (Project PD3)
- Proposed Bus Stop Features**
 - Signal priority for buses (Project T3)
 - Install bus shelter (Project T3)
 - Install bus shelter (MDT Stop) (Project T9)

Cost Chart

Project	Description	Cost*
PD1	Pedestrian Improvement @ Intersections	\$ 21,000
PD3	ADA Compliance/Sidewalk Obstruction Removal	\$ 4,500
PD6	Midblock Crossings	\$ 14,500
B7	Bicycle Signalization Program	\$ TBD
B9	Bicycle Rest Area	\$ 7,500
B2	Complete Bicycle Network	\$ 136,000
T3	Bus Shelter Installation	\$ 60,000
T4	Express Route to Palmetto Station	\$ 5,000
T9	Trolley Lunch Route Pilot Program	\$ 5,000
T5	Bus Signal Priority for Buses/ Trolley	\$ 14,000

*While some of Costs were given in Total Cost provided herein are by no means an defined by "Costs Inventory" as depicted on the associated map.



Source: 2014 Doral Transit Mobility Plan (The Corradino Group, Figure 17 of plan)



Doral Boulevard Street Beautification Master Plan

The City of Doral commissioned a Streetscape Beautification Master Plan for Doral Boulevard that addressed the planning and landscape components of the corridor’s beautification process. The purpose of the master plan was to create a vision and develop a guide for how the physical environment along Doral Boulevard should be built. The Master Plan addressed issues such as building heights and scale, sidewalk improvements and amenities, architectural features, median planting improvements, gateways, and other right-of-way improvements typical of most streetscape beautification projects. The plan also includes improvements for major intersections and special designs for “gateway” nodes along the corridor.

The portion of Doral Boulevard within the District Core is planned for the most urban design and landscaping treatment in the Master Plan (**Figure 2-2**). The vision includes ample space for sidewalks/ pedestrians, cyclists, and restaurant/café uses along the corridor, as well as landscaping and sidewalk “furniture” (trash cans, benches, etc.). Buildings facing the roadway in the plan concept would be multi-story and include a colonnade to shade pedestrian areas. The Business, Downtown Mixed Use, and Office-Residential Future Land Use category standards should be evaluated in the future to determine their efficacy in fulfilling this vision; However, that process is not a part of this scope of work.

2045 Miami-Dade Transportation Planning Organization Long Range Transportation Plan

The Long-Range Transportation Plan is a regional transportation planning document for the Miami-Dade County area with a planning time horizon through the year 2045. It is helpful to understand any improvements identified at this regional level that may affect the Décor District so that the city can coordinate local transportation efforts. Improvements in and connecting to the Décor District included for programming with funding (in the “Cost Feasible Plan”) are:

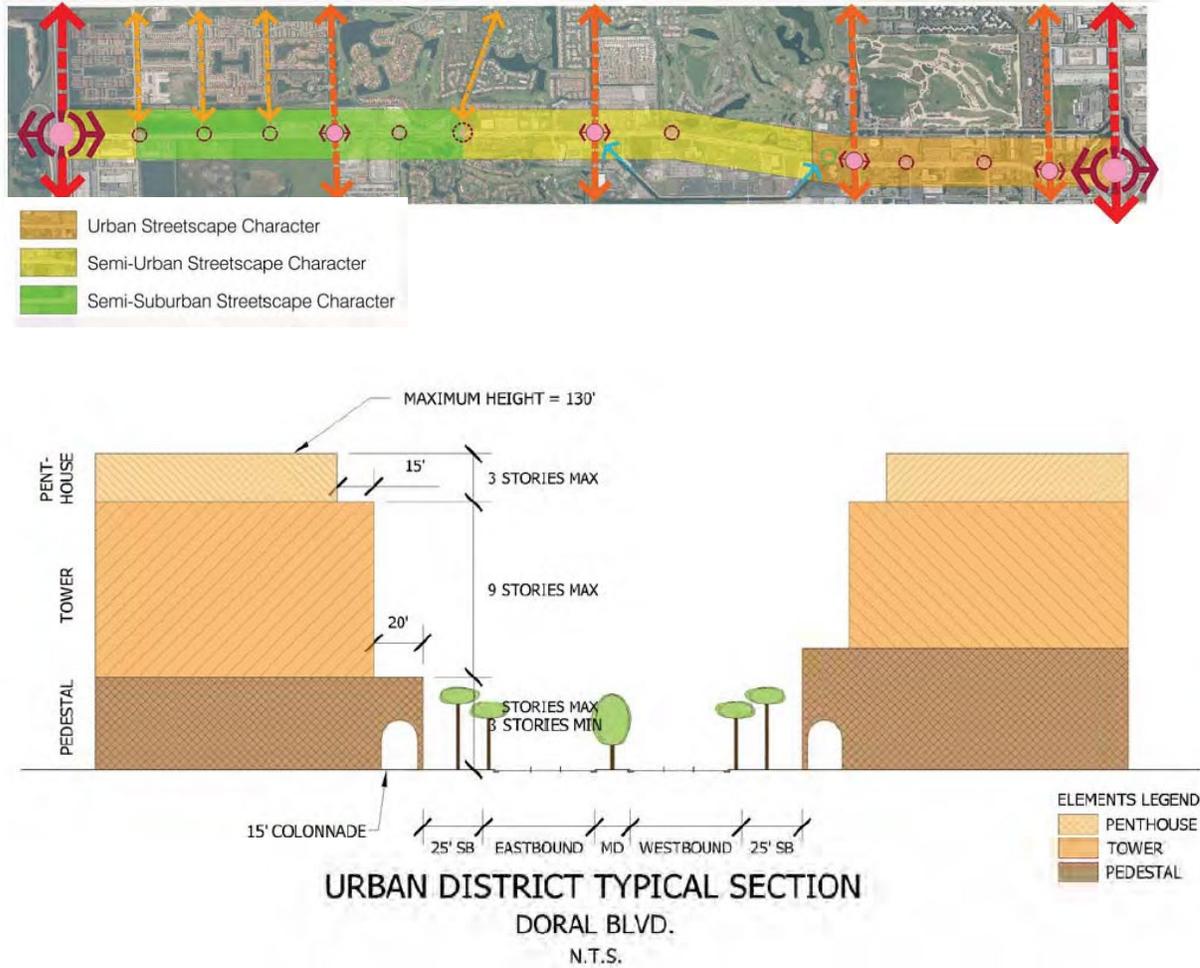
- Construction funds for NW 25th Street off-road bicycle and pedestrian infrastructure improvement between NW 117th Avenue and NW 87th Avenue (just west of the Décor District); this project is listed as a Priority I improvement (for 2020-2025).
- A congestion management project along NW 36th Street/NW 41 Street/Doral Boulevard between NW 107th Avenue and East Drive; funding is noted in periods 2020-2025 and 2025-2030. The project description includes increasing bus route coverage/frequencies, expansion of a local circulator, and “travel demand strategies” which typically aim to reduce the amount of travel alone by car through alternative means of getting around or to reduce the car travel at rush hour times by shifting trips to other times of day.
- Improvements are also noted for freight travel along the Palmetto Expressway and at NW 25th Street and NW 75 Avenue as well as Doral Boulevard and NW 79th Avenue.

Miami-Dade Transportation Planning Organization Transportation Improvement Program (Fiscal Years 2021-2025)

Includes funding for a study of the Palmetto Expressway, including the segment along the Décor District eastern border, in fiscal year 2023.



Figure 2-2: Corridor Graphics from Doral Boulevard Street Beautification Master Plan



Typical Street-wide Section – Urban Character District

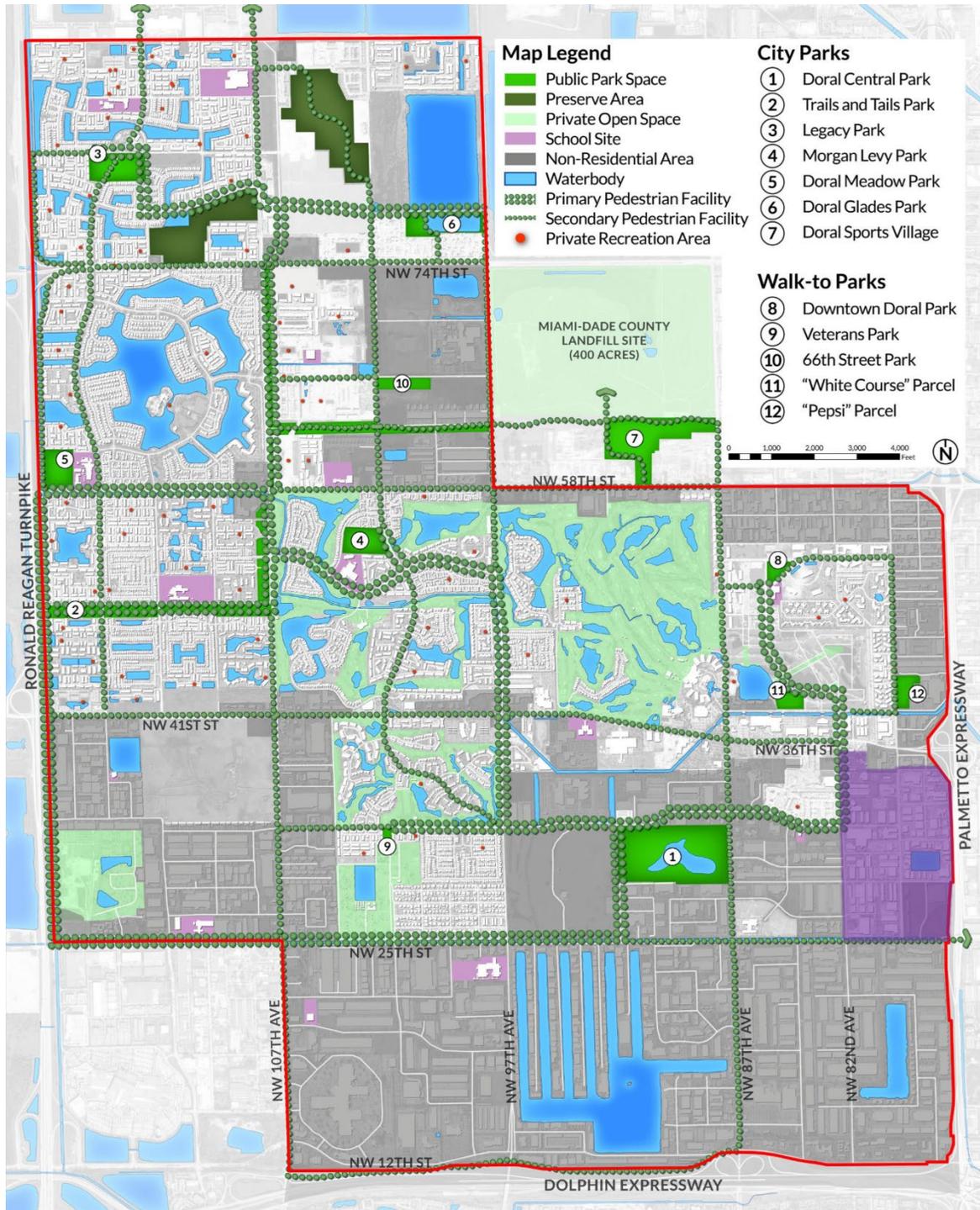
Source: Doral Boulevard Street Beautification Master Plan (Calvin Giordano & Associates)

Doral Parks System Master Plan (2017)

The City’s Parks System Master Plan evaluates the existing conditions, needs, and priorities for the parks system, then establishes a vision for the future of the system and provides an implementation strategy to achieve that vision. The latest 2017 update includes a Master Plan Vision Map (**Map 2-7**) that highlights Doral Central Park, a central focus of the entire system, immediately to the west of the Area of Influence and the White Course Park parcel north of the Area of Influence. Both of these parks are undergoing improvements. The vision also includes high priority trail opportunities along 33rd Street and NW 82nd Avenue in the Décor District, among other trail connections. These bicycle and pedestrian routes, along with those in the transportation plans reviewed, provide a starting point for enhancing connectivity in the Décor District for various types of transportation to ensure a coordinated and connected transportation system.



Map 2-7: City of Doral Parks System Master Plan Vision Map from the 2017 Parks System Master Plan



Source: 2017 City of Doral Parks System Master Plan Vision Map (Browning, Day Mullins, Dierdorf, Figure 4.1 of plan); general Décor District area highlighted in purple (added by memo authors for illustrative purposes only)



Stormwater Master Plan (2014)

This plan “analyzes the current condition of the City’s existing stormwater 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,” as stated in its Executive Summary. General improvements for 79th Ave and a sub-area within the Décor District (“Sub-basin D-3”) were recommended for inclusion in the 5-year capital plan. Note that the Décor District has certain additional considerations for stormwater management since many roads are private and, consequently, much of the drainage infrastructure that is part of these roadways is not under the jurisdiction of the City.

Green Plan (2009)

In 2009, the City of Doral adopted a Green Master Plan which lays out recommendations and strategies based on sustainable principles which can be integrated into the City’s urban development and governmental operations. These initiatives cover the areas of vehicle travel, landscape and open space standards, energy efficiency standards, alternative urban energy sources, place interconnectivity, water, reuse and recycling, urban agriculture, carbon neutral operations, education and outreach. Strategies included in the plan that relate to the following topics may be particularly relevant for the Décor District with an industrial and commercial focus and the Action Plan will include a specific focus on multi-modal connectivity:

- Multi-modal connectivity and accessibility;
- Low Impact Development (LID) and green building practices (addressed later in this memo with the Low Impact Development Master Plan);
- Renewable energy opportunities (with potential for incentives); and
- Coordination with strategies noted in the plan to increase workforce housing and improve commuting options (e.g., work week flexibility).

Low Impact Development Master Plan (2016)

The following highlighted takeaways from this master plan and related LID regulations may help inform efforts in the Décor District:

- Mentions the existing LID provisions in the Land Development Code (Sec. 74-881), which were referenced in the Downtown Doral Art District overlay; these standards state that “new buildings and redevelopment sites must make every effort to incorporate” a listed set of LID practices into project design, site and building plans.
- Additional recommendations from the plan for the Land Development Code include:
 - A required hydrological assessment of the pre- versus post-development conditions
 - Inclusion of a Site LID Design Strategies Checklist in the current permit application
 - More details for the implementation of LID requirements
 - Provisions for sites where LID is technically infeasible
 - Provisions for long-term maintenance, monitoring, and enforcement



City of Doral Economic Analysis (2017)

This analysis, completed by the Florida International University's Metropolitan Center, included a data-driven assessment of the City's economy (Report I: Competitive Assessment) and a set of policy recommendations (Report II: Strategic Policy Recommendations) based on the findings in the assessment. The analysis highlights several findings, including high-level conclusions regarding:

- The City's "explosive" economic and population growth over the past couple of decades
- The City's desirability as a place to live
- The idea that future growth is not guaranteed and may look different in the City due to factors such as the lack of remaining vacant land, even accounting for proposed additions of land ("annexations") to the City, and the likelihood that, moving forward, job growth will come from expansion and formation of small companies (50 employees or fewer)
- The need to focus on job quality in the future as opposed to just the quantity of jobs

The policy recommendations include, among others, programs and incentives to reward innovation and also a focus on "Target Advanced Industries" for growth, which are already represented relatively strongly in the City's employment. Medical & Diagnostic Laboratories services and Medical Equipment & Supplies manufacturing are included among these target industries and may align with some of the medically oriented developments being built in the Décor District. Life Sciences & Health Care is a more general industry cluster identified to target for the City. Land use/development policies and regulations developed/adjusted through the Décor District planning process can support these targets and potentially allow for the future presence of other target industries and industries related to target clusters.

Advanced Industry Target Sectors listed in the report include:

Services:

- Architecture & Engineering
- Management Consulting
- Computer Systems Design
- Other Telecommunications
- Data Processing & Hosting
- Software Products
- Wireless Telecom Carriers
- Web Search and Internet Publishing
- R&D Services
- Medical & Diagnostic Laboratories
- Cable & Other Programming

Manufacturing:

- Semiconductors
- Precision Instruments
- Computer Equipment
- General Purpose Machinery
- Medical Equipment & Supplies



- Jewelry, Sporting Goods
- Aircraft Products & Parts

Target clusters mentioned in the report include:

- International Trade & Logistics
- Life Sciences & Health Care
- Aviation
- International Banking & Finance
- Creative Design

The recommendations include a focus on quality of job growth; the role of small businesses, business and site conversion, and acquisition of existing businesses in business growth; promoting more housing choices, transportation strategies, and new workplace strategies to better connect people to their workplaces and attract/retain members of the workforce.

Business Assistance Programs – Façade Improvement Program

The City has an existing Façade Improvement Program that provides a grant to reimburse costs for certain external façade improvements. Businesses and commercial properties in the City of Doral are eligible. The maximum reimbursement is up to 50 percent of costs, up to \$10,000 per property.

Housing Master Plan (2018)

In eliminating or adding restrictions to residential uses in the Downtown Doral Art District and the Décor District, the City will need to capitalize on remaining opportunities where residential is allowed to promote housing options, including housing at attainable price points.

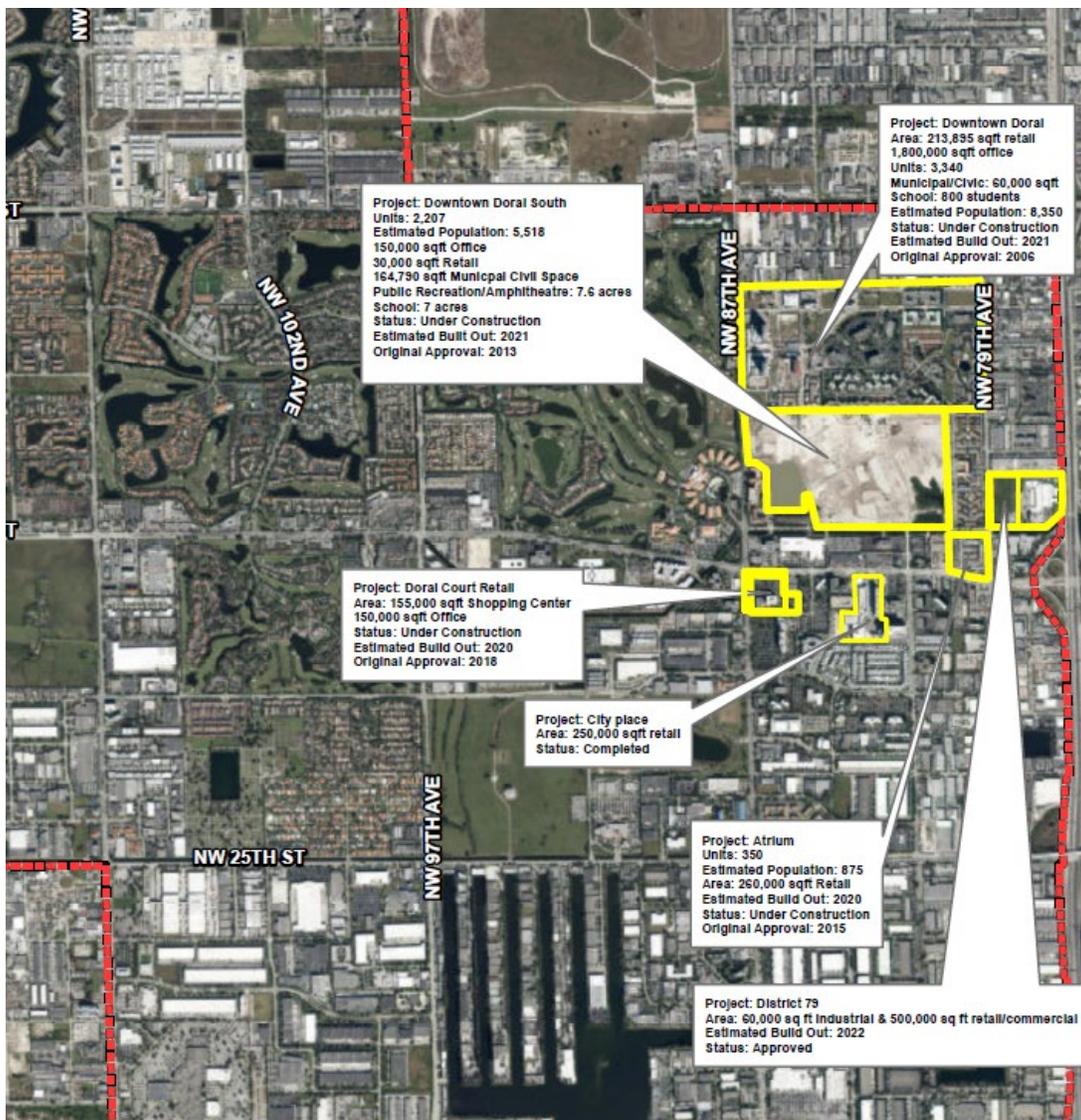


3.0 Adopted Improvements and Approved Developments

The NW 25th Street viaduct project and the extension of NW 33rd Street between NW 97th Avenue and NW 87th Avenue have been completed since the Design District Master Plan was completed. The Capital Improvement Plan of the 2020-2021 Adopted Budget includes \$1.6 million programmed in fiscal year 2024/2025 for NW 33rd St roadway improvements/widening from NW 79th Ave to 82nd Ave. Additionally, improvements to NW 25th Street between the Florida Turnpike and SR 826 are under design with Miami-Dade County.

The images in this section show recently approved mixed-use and non-residential developments in the City, notably Jackson Health and the skilled nursing facility in the Décor District

Map 3-1: Recently Approved Mixed-Use Developments



Source: City of Doral



Map 3-2: Recently Approved Non-Residential Developments



Source: City of Doral

Figure 3-1: Atrium Development Rendering



Source: Chisholm Architects, featured in 2010 Doral Design District Plan



Figure 3-2: Jackson West Medical center

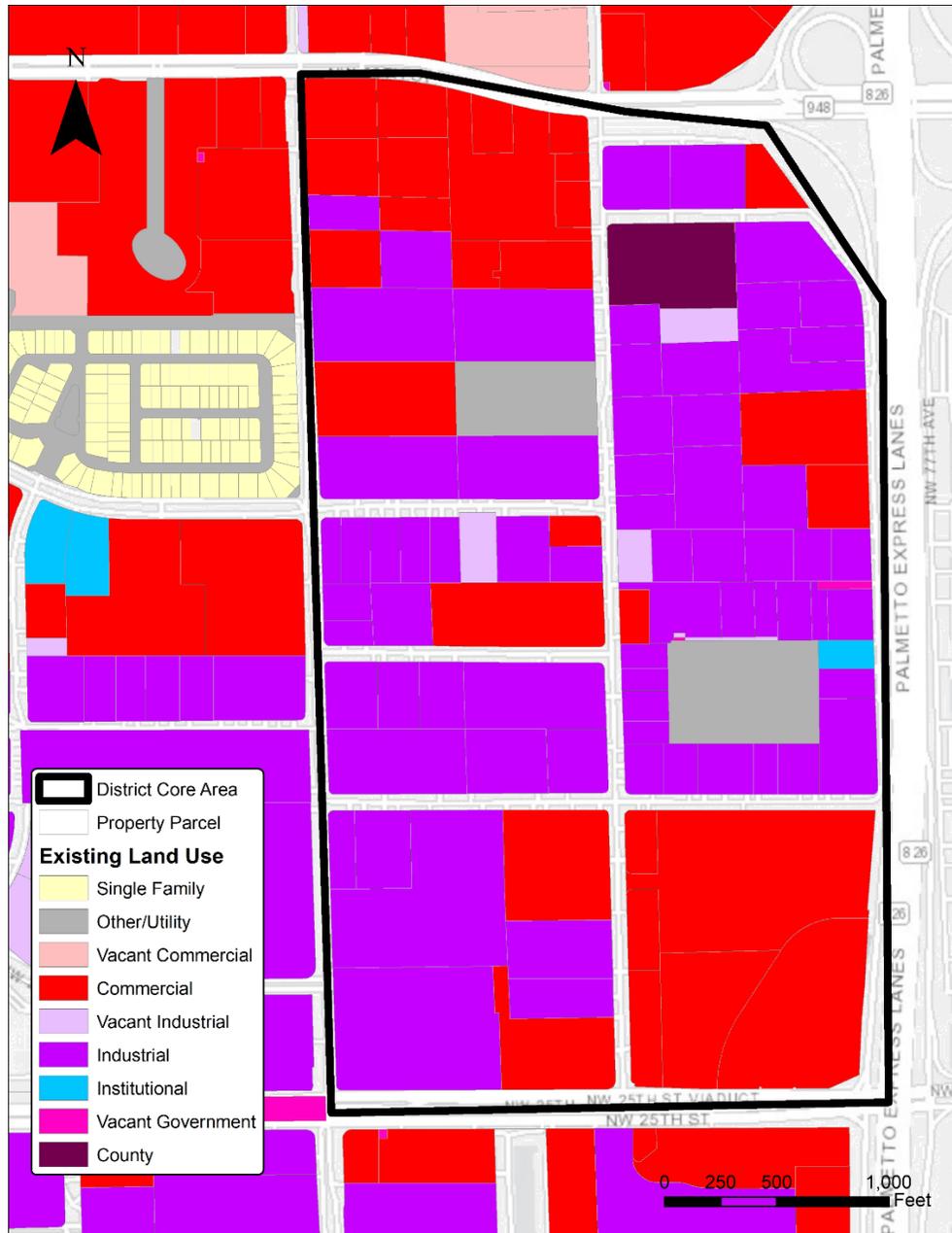




4.0 Study Area Data Analysis

Map 4-1 shows the Existing Land Uses in the District based on Florida Department of Revenue 2020 data, with an adjustment to reflect the new Jackson West Medical Center in the southeast corner of the District. The northern portion of the District is directly east of residential and commercial development, while the southern portion is directly east of industrial uses.

Map 4-1: Existing Land Uses within the Décor District Future Land Use Map Boundary (2020)



Source: Florida Department of Revenue (2020) with edit to reflect new Jackson West Medical Center



While comparison of the fiscal impact of different land uses involves revenues and costs of infrastructure and services, review of relative property values between land uses in the sub-area in comparison to those same uses citywide can highlight area-specific needs. Existing land use data over time from the Florida Department of Revenue (the latest reported in 2020) compare the taxable value of various land uses. Commercial uses in the District Core and Area of Influence contribute to a higher share of taxable value relative to share of acreage (47 percent of taxable value versus 35 percent of acreage); industrial uses have a lower share of taxable value than their acreage (28 percent of taxable value versus 36 percent of acreage, **Table 4-1**). Regarding the City overall, the shares of acreage for these uses are comparable to their shares of taxable value (**Table 4-2**). This finding indicates that the taxable value of the industrial uses in the District Core and Area of Influence slightly lag industrial values for the City as whole; while further research on exact causes are outside the scope of this study, one contributing factor might be the needed improvements to private roadways in the Décor District for issues such as stormwater (see **Section 5.0**) that may not be as prevalent in other industrial parts of the City; while the square footage built trends in the District Core and Area of Influence compared to the City overall are fairly similar for industrial development (see **Figure 4-1** and **Figure 4-2**), the variations in year built may influence building age enough to impact taxable value.

Figure 4-1 also shows the recent appearance of residential building in the area of influence surrounding the District (e.g. the remainder of the Design District as a whole as mapped in the Master Plan).

Figure 4-3 and **Figure 4-4** show how the taxable value per square foot of non-residential has been trending upward over time in the District Core, the Area of Influence, and the City of Doral overall.

Table 4-1 and **Table 4-2** also provide context on the District Core and its Area of Influence's role in land use diversity in the city overall. Nearly 25 percent of the city's acreage overall is used for industrial purposes, compared to nearly 19 percent for commercial uses (excluding golf, parking, and tourist uses) and residential uses (each). The District Core and Area of Influence industrial acreage makes up nearly 12 percent of the City's overall industrial acreage, supporting a diverse mix of these three major use categories.



Table 4-1: Existing Land Uses and Taxable Value in the District Core and Area of Influence (2020)

Land Use	Acres	% of Area	% of City	Taxable Value	% of Area	% of City
Vacant*	62	11.5%	7.0%	40,722,840	2.9%	10.8%
Single Family	17	3.1%	2.4%	100,156,705	7.2%	4.3%
Multi-Family	22	4.1%	4.7%	159,220,000	11.4%	3.5%
Commercial	187	34.7%	14.9%	657,616,873	47.3%	23.8%
Golf/Parking/Tourist	28	5.2%	6.8%	33,784,164	2.4%	40.6%
Industrial	192	35.5%	11.6%	395,478,156	28.4%	11.7%
Agricultural	0	0.0%	0.0%	0	0.0%	0.0%
Institutional	4	0.7%	2.1%	0	0.0%	0.0%
Government	5	0.9%	1.7%	0	0.0%	0%
Other/Utility	23	4.2%	3.9%	4,514,181	0.3%	13.5%
Total	540	100.0%	8.1%	1,391,492,919	100.0%	10.3%

Source: Florida Department of Revenue (2020) *Construction is underway at the site of new Jackson West medical center in southeast corner of Décor District (see Section 3.0).

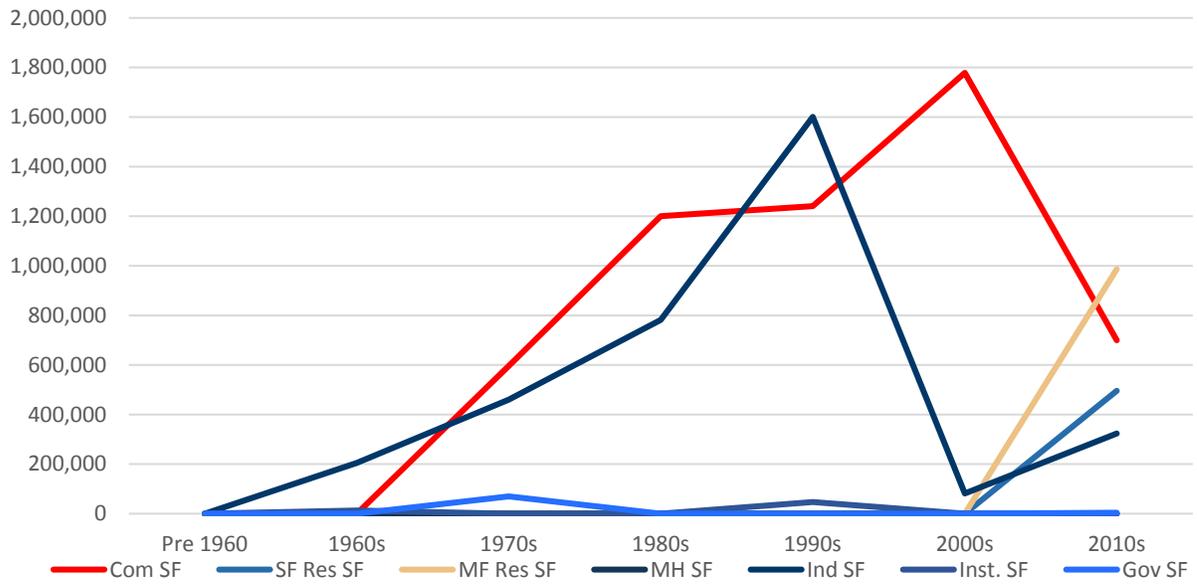
Table 4-2: Existing Land Uses in Doral Overall (2020)

Land Use	Acres	% of Area	Taxable Value	% of Area
Vacant	885	13.3%	375,795,056	2.8%
Single Family	702	10.6%	2,306,937,711	17.1%
Multi-Family	479	7.2%	4,538,430,967	33.6%
Commercial	1,254	18.9%	2,766,632,342	20.5%
Golf/Parking/Tourist	415	6.2%	83,225,571	0.6%
Industrial	1,656	24.9%	3,393,094,335	25.1%
Agricultural	199	3.0%	3,019,205	0.0%
Institutional	181	2.7%	5,199,934	0.0%
Government	298	4.5%	0	0.0%
Other/Utility	580	8.7%	33,470,597	0.2%
Total	6,648	100.0%	13,505,805,718	100.0%

Source: Florida Department of Revenue (2020)

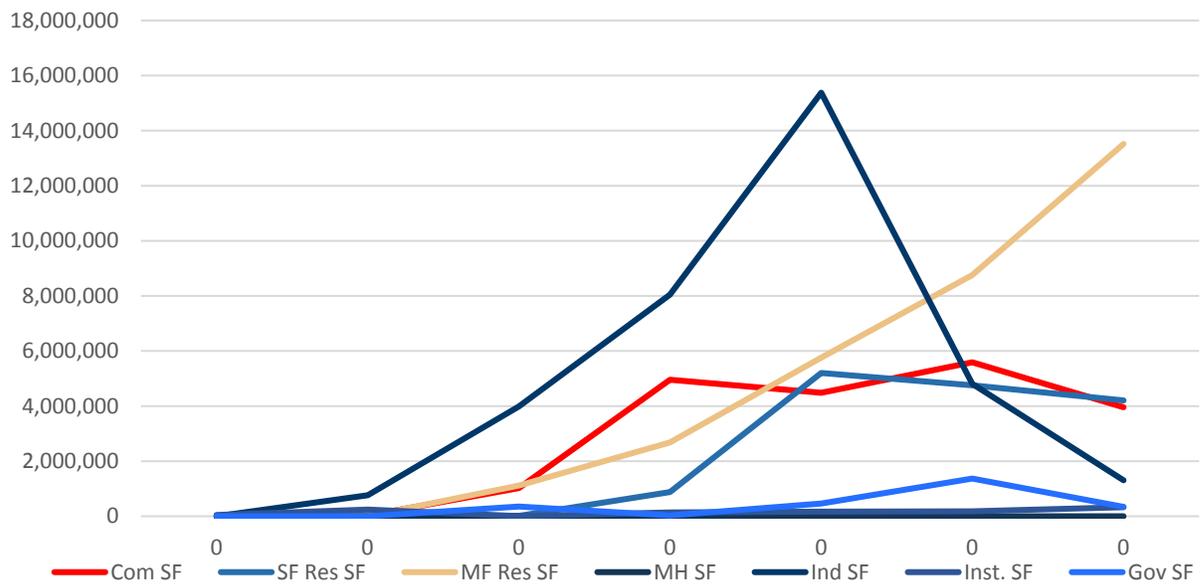


Figure 4-1: Square Footage Built by Decade in District Core and Area of Influence



Source: Florida Department of Revenue (2020)

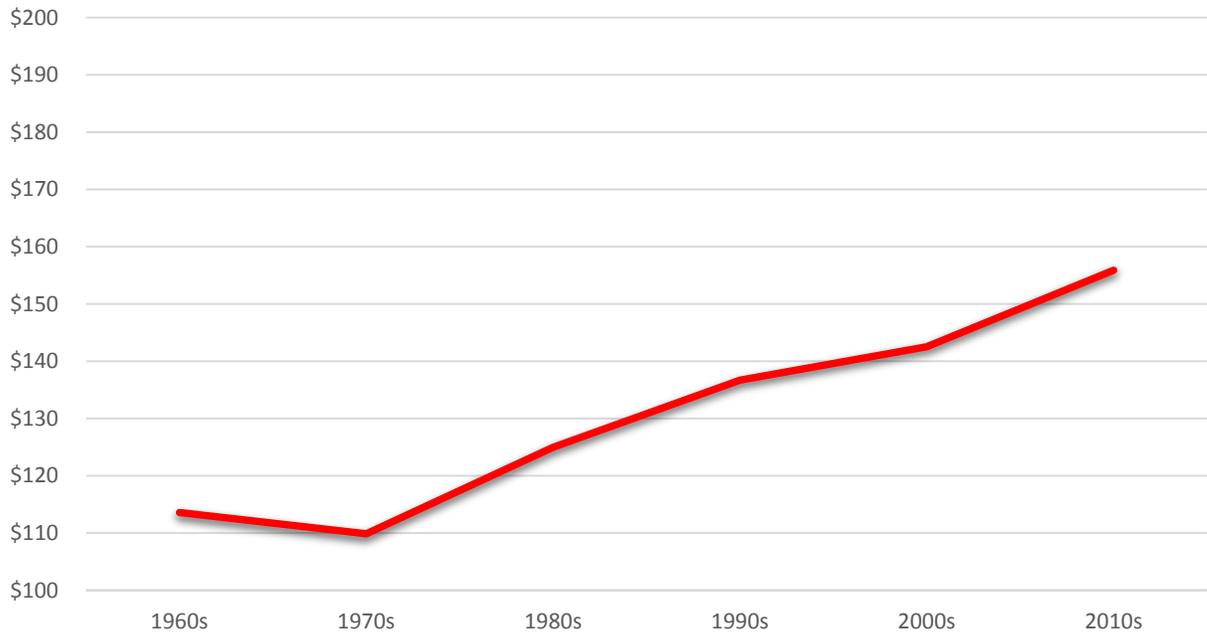
Figure 4-2: Square Footage Built by Decade in Doral Overall



Source: Florida Department of Revenue (2020)

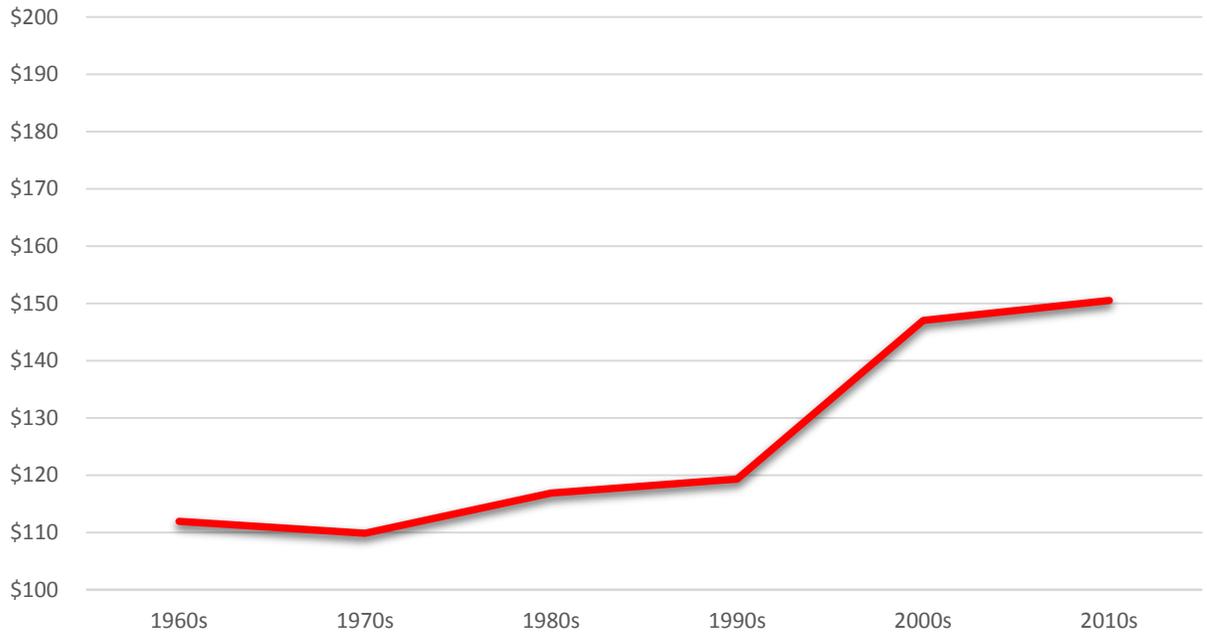


Figure 4-3: Taxable Value per Square Foot of Non-Residential in Décor District Core and Area of Influence



Source: Florida Department of Revenue (2020)

Figure 4-4: Taxable Value per Square Foot of Non-Residential in Doral Overall



Source: Florida Department of Revenue (2020)



5.0 Fieldwork

The project team completed one day of fieldwork in the Décor District. The following points summarize key takeaways from observations, followed by documentation of conditions in the District (**Table 5-1** and **Figure 5-1** through **Figure 5-16**).

- Several businesses observed included the tile and building materials stores, retail strip and retail center development types, a hotel, and the Jackson medical development (see **Section 3.0**).
- Pedestrian and bicycle improvements, such as sidewalks, streetlighting, bike lanes, and on-street parking (serving as a buffer between travel lanes and those using sidewalk) are rare along District Core roadways; NW 79th Avenue and NW 82nd Avenue have the most improvements, namely sidewalks and streetlighting. The project team noted truck-related establishments in the area; truck movement would need to be coordinated with the movement of vehicles, pedestrians, cyclists and other transportation methods in the area.
- Most buildings observed in the District Core are setback from roadway with parking in front of the building along with the main entrance; in several cases, truck loading/unloading docks are at the front of the building, which creates conflicts between loading operations, customer traffic and users of the abutting streets. As new development and redevelopment occurs within the Decor District, conflicts between loading, customer traffic and bike/ped circulation should be mitigated.
- While façade and building designs are generally attractive and appropriate to the uses, there are a number of older sites and structures that would benefit from façade improvements and enhanced landscaping.
- While outdoor storage and operations are generally appropriate for the area, there are several sites that would benefit from improved screening and/or relocation of storage areas.
- Certain parts of the District Core have poor drainage conditions, evidenced by pavement condition and standing water.
- The project team observed some use of pervious pavement along NW 37th St.



Table 5-1: Roadway Characteristics in Décor District

Roadway Name	Public	Sidewalks	Streetlighting	Bike Lanes	Striped On-Street Parking	Additional Observations
NW 29 th St	Yes	No	No	No	No	
NW 32 nd St	No	No	No	No	No	Standing water
NW 33 rd St	Yes	No	No	No	No	
NW 34 th St	No	No	No	No	No	Standing water
NW 37 th St	Yes	Partial 1 Side	No	No	Partial 1 side	
NW 77 th Ct	Partially	No	No	No	No	Standing water; cars parked in grass roadway shoulder
NW 78 th Ave	No	No	No	No	No	Standing water; pavement depressions
NW 79 th Ave	Yes	2 sides	Yes	No	No	
NW 82 nd Ave	Yes	2 sides	Yes	No	No	



Figure 5-1: NW 32nd St Standing Water



Figure 5-2: NW 77th Ct Standing Water





Figure 5-3: Roadway conditions along NW 78th Ave



Figure 5-4: NW 77th Ct Parking





Figure 5-5: Pervious Pavement along NW 37th St



Figure 5-6: Hotel Use along NW 37th St





Figure 5-7: Tile and Surface Materials Store on 77th Ct



Figure 5-8: Tile and Interior Design Service/Materials Store - NW 79th Ave





Figure 5-9: Truck/Trailer Repair Establishment along NW 79th Ave



Figure 5-10: Truck Along NW 79th Ave





Figure 5-11: Truck Loading/Unloading Area along NW 82nd Ave



Figure 5-12: Truck Loading/Unloading Area on NW 79th Ave





Figure 5-13: One-Story Commercial Space with Parking in Front





Figure 5-14: Commercial building 79th Ave in the Area of Influence





Figure 5-15: Shaded median on NW 27th St in Area of Influence



Figure 5-16: Non-Residential along NW 30th Terrace





6.0 Outreach

The project team facilitated a discussion with City Council on August 2, 2021; the following are takeaways from that discussion:

- A need to put limitations on residential uses in the area was discussed, although views on the degree of limitation varied (e.g., not allowing any residential uses versus limiting stand-alone residential uses).
- There was discussion about merging the hospital uses and its outgrowth with the existing uses. There was general agreement that growth of medical uses would be more natural than residential in the district. The Council agreed to allow for the expansion of medical uses.
- Council agrees that the 15 percent limitation on retail space per development should be relaxed to allow for market shifts that reduce the viability of warehousing in the Décor District.
- The Council agreed that Assisted Living Facilities should not be authorized in the Industrial zoning district.
- Council also agreed to remove schools from this District.
- More parking needs to be provided in this area, as this area faces constraints that are similar to Downtown Doral Arts District. Parking would need to be expanded for increased retail uses, but some flexibility should be authorized.
- There was general agreement among the Council that it is not economically feasible for the City to correct private road deficiencies. One Council Member suggested that requiring the roads be brought up to standard when a change of use is requested.
- The Council asked the Consultant to review the need for a separate Décor District based on the range of uses authorized in the Industrial and Décor Districts.
- One Council Member would like property owners to come in one-by-one with their requests.

The project team facilitated a discussion with a sample of property owners on August 2, 2021; three of the ten participants were involved in the original Master Plan Advisory Board. The following are takeaways from that discussion:

- A former Advisory Board member explained that in 2010, when the District Master Plan was created, the city wanted residential development. This participant explained that this has changed in the past few years and that Comprehensive Plan language protecting industrial land uses was adopted after the Master Plan and a specific multifamily development that occurred in the area. This participant stated that the purpose of the Master Plan was to encourage redevelopment.
- The area is evolving. Owners reported that they can no longer afford to use their buildings solely for warehousing. One participant's business is leasing property for warehousing at a cheaper location. There is a need for expanded showrooms. Saturday is the heaviest retail day.
- There was discussion on Panda Kitchen's purchase of a cluster of warehouses to redevelop them.



- The lack of clarity in the zoning regulations regarding residential uses in the District was raised. Clarifying the residential uses allowed by the Master Plan, Comprehensive Plan and LDC is one of the issues the project team is attempting to address in the Action Plan and its implementing documents.
- The consensus of the group supported allowing for some residential uses in the long-term, but short-term efforts should support existing businesses and commercial redevelopment opportunities. One participant thinks that the hospital will foster expansion of medical uses, as well demand for some residential uses, and that some residential uses should be allowed. One participant reported that because residential redevelopment is not currently financially feasible in the core area, it is okay to leave the possibility for residential development open until the market supports it.
- Adaptive reuse should be considered in this area.
- Participants agreed that that the Décor District is not a good location for schools.
- Discussion of preliminary findings from the economic study underway included preliminary finding is that smaller uses are more advantageous than larger uses with a lot of parking.
- A former Advisory Board member likes the pedestrian-oriented recommendations. This participant explained that the original idea was to park once and walk in the area. Providing lighting in the evenings is critical. This participant thinks that pedestrian improvements, including the lighting, will help connect medical uses to the rest of the area.
- A former Advisory Board member mentioned the problems with the private roads and the pilot project that was completed on 34th Street to improve the drainage and pavement conditions at the property owners' expense. This participant encouraged the other participants to do the same when they update their properties. One participant stated that the City had done studies to determine what is needed to fix the roads and related drainage problems.
- There was discussion about the Department of Environmental Resource Management placing a moratorium on new drains in the area.
- There was discussion about conflicts with trucks and other uses. One participant mentioned that 79th Ave should not be used for loading of trucks, unless this occurs entirely within private property.
- The following are takeaways from the discussion about implementation options:
 - A Business Improvement District (BID) is not an acceptable approach. The pilot project example reflects the best approach.
 - All options were explored during the original master plan development, and the conclusion was that land use and zoning changes would promote redevelopment and implement the desired changes.
 - There was discussion of the Finger Lakes area that has similar issues and created a private property owners association to fund improvements. There is a Décor District Merchants Association. There were 40 members who paid; there are now 6 active members.
 - There was a request for signage on highway that promotes the District.
- Regarding impediments to redevelopment, the participants shared the following:
 - Zoning should allow other uses so the area can grow.



- Relaxed parking standards would encourage different uses.
- The city requirement for traffic impact fees creates some cost challenges.
- Alcohol permits should be easier to obtain to support retail events.
- There was discussion about sewer connections east of 79th Street and now that it is available, connection fees are required.
- The 15 percent limitation on retail and services per development in the District was mentioned.



7.0 Key Takeaways & Action Items

Land Use

- Introduce conditions for development to avoid premature redevelopment with residential uses that is not integrated with industrial and commercial uses, based on considerations for preserving space for and integrating with historic and emerging industries (e.g., the tile/décor materials, medical industries), providing facilities and services adequate to serve residential uses, and maintaining the City's tax base diversity. Conditions include those related to elimination of drainage deficiencies, improvement of streetscapes, mitigation of conflicts between residential and industrial truck traffic, connectivity improvements, addressing parking constraints, and other urban design factors.
- Eliminate the current allowance of schools and senior care facilities in Industrial Future Land Use and zoning districts on the basis of land use compatibility.
- Remove the ten percent limitation of retail and services in the core district and the 15 percent limitation per development in the District Core in the LDC as operational changes reduce the amount of warehouse space and increase the area of showrooms. Note that this shift will also necessitate adjustments to parking requirements as the current mix of land uses changes.
- Remove the CMU Opportunity Area from the District Core and consider removal of the DMU Opportunity Area to limit conversion of industrial uses in the District to residential. The DMU Opportunity Area is posed as an option here since the DDD Future Land Use category area that has this opportunity area is adjacent to recent mixed-use development. Also, as it has been noted earlier, the DMU Opportunity Area Language was removed from the Comprehensive Plan – the illustration on the Future Land Use Map is meaningless without the descriptive text.
- Property owners indicated an interest in alcohol sales/service allowances to support showroom events. However, this is addressed in the special event section of the Land Development Code.

Development Standards

- The current District Core boundary where Décor District development standards are implemented is larger than the DDD Future Land Use category. Currently, certain parcels within the District Core but outside the DDD have zoning allowances, including FAR maximums and residential use allowances, that exceed limits in their respective Future Land Use categories of Business and Office Residential; other development standards predicated on the current FAR limits stated in the LDC for the District Core may also warrant re-evaluation to ensure compatibility of and internal inconsistency with various standards. We recommended scaling back the District Core standards to match the DDD Future Land Use area to address these differences. Subsequently, development standards for parcels that are currently in the District Core but outside the DDD Future Land Use boundary can be evaluated for additional allowances through efforts such as update to plans for the Doral Boulevard Corridor, which should include coordinated LDC and Comprehensive Plan updates to implement and codify the direction of those plans.



- Initiate and adopt recommended Land Development Code amendments in **Section 8.0**.
- Calibrate development standards for non-residential uses to ensure that standards work together for successful development (e.g., heights and FAR maximums). See **Section 8.0** for specific items.
- The 2019 Parking Study and fieldwork in **Section 5.0** documented instances of informal parking in the right-of-way and a demand for parking. Strategies to address parking, include:
 - For improvements related to on-street parking, implement planned improvements and further study documented in **Section 2.0**, including recommendations from the 2019 Parking Study.
 - Provide flexibility and other incentives for parking management strategies (see **Section 8.0**).
- The current development standards for the District Core by sub-district in LDC Sec. 53-127(k) should be simplified and re-oriented towards the two main types of development envisioned for the Doral Décor District: mixed-use development with residential and non-residential development. Further, these standards should be codified in a duly adopted overlay versus remaining in the notes of the Land Use Compatibility Table.
- Eliminate buffer requirements. Permitted industrial uses in Industrial and Industrial Commercial base zoning districts in the District Core include warehouse and light manufacturing as opposed to heavier industrial uses that typically require more buffering. The mixed-use development standards proposed in these recommendations can be used to promote appropriate integration of uses in the area.

Circulation

- To coordinate truck movements with mixed-use redevelopment, include limitations in the LDC on location of truck loading areas for industrial uses and on location of mixed-use development with residential in relation to existing truck loading docks.
- Explore transit improvements and shuttle options coordinated with surrounding transit improvements and planning documented in **Section 2.0** (e.g., proposed transit service along NW 87th Avenue, improvements coordinated with existing trolley service along NW 79th Avenue and NW 33rd Street) to help address parking needs; consider enhanced service particularly for Saturday, the busiest retail day reported by the property owner stakeholder group
- To enhance connectivity between buildings and parking, ensure back-of-building entrances accessed by pedestrian pathways connecting to parking behind buildings.
- Comprehensive Plan policy 3.4.2 states “All streets within the City shall, where feasible, include sidewalks on both sides.” In line with this aspiration, require provision of sidewalks, where lacking (see **Section 5.0**), through redevelopment requirements in the LDC.
- Require streetlighting on private streets where lacking through redevelopment requirements in the LDC. For public streets where street lighting is lacking, address needs through the City’s capital improvement process. For needs, see **Section 5.0**.
- For public improvements related to bike lanes, implement planned improvements documented in **Section 2.0**; in updates to the Bikeway Network Plan and other future bike capital planning efforts, consider network connections to the eastern portions of the Décor



District, which will become increasingly important as redevelopment occurs if the share of commercial/mixed-use development increases. Although not stated explicitly, parking behind buildings is implied through the use of maximum building setbacks (also known as build-to lines). The city may consider amending the LDC to regulate parking placement and design.

Infrastructure improvements (e.g., road and stormwater improvements) are needed for the Décor District area, as noted in the current Master Plan and field observations. These improvements are key to maintaining circulation in the Décor District. The planning and implementation of these improvements is highly dependent on the roadway jurisdiction in terms of maintenance, which may add complexity to improvements for privately owned roads in the District. While it is outside of the scope of this Plan to recommend detailed capital improvement projects, issues observed through fieldwork are documented in **Section 5.0**. City Council members and property owners participating in outreach discussions expressed general interest to handle private roadway improvement and maintenance through the private redevelopment process and collective private property owner efforts to improve roadways; this approach provides a basis for our capital improvement implementation discussion in **Section 8.0**.



8.0 Implementation Plan

Regulatory

Table 8-1: Comprehensive Plan Amendment Options

Future Land Use Map/Policies	Issue/Suggested Amendment Option
<p>Future Land Use Map</p>	<p>Change name of “Doral Design District Core” to “Doral Décor District” on the map for consistency with Comprehensive Plan policies. Remove CMU Opportunity Area from Doral Décor District area. Option to retain DMU Opportunity Area, in which case add policy language to the Comprehensive Plan to define it; if this area is not retained, remove it from the Future Land Use Map (see notes on DMU and DMU Opportunity Area in this table below).</p>
<p>Policy 2.1.2: Doral Décor District (DDD) - This land use category establishes the core area of the Doral Decor District as envisioned and defined in the Doral Design District Master Plan (adopted August 2010). The Décor District Core is generally bounded by NW 37th Street on the north, NW 25th Street on the south, SR 826 (Palmetto Expressway) on the east, and NW 82nd Avenue to the west. The DDDC category allows industries, manufacturing operations, warehouses, mini-warehouses, offices, showrooms, distribution centers, merchandise marts, utility maintenance yards, utility plants, public facilities, hospitals, medical buildings, hotels, convention facilities, restaurants, banks, cultural facilities, entertainment and similar uses. No rock quarrying or ancillary uses are allowed. Retail and service uses (in addition to the above mentioned uses) designed to serve local businesses and residences within the category may be permitted in the category in an amount not to exceed 10% of the total floor area of the entire category.</p> <p>Residential uses comprised of work/live units, lofts and multi-family units are allowed but are limited by the District-wide maximum of 5 units per gross acre for all District parcels combined. In addition, no more than 20 units per acre are permitted for any one single parcel.</p>	<p>37th Street does not go all the way through to the eastern boundary of NW 82nd Ave. The boundary does not close. Adjust the description of the boundary to simply refer to the Future Land Use Map.</p> <p>Remove 10% retail and services cap; integrate specific target retail and service uses into the list of allowed uses.</p> <p>Currently allows stand-alone residential. Include a requirement for residential to be a part of mixed-use development with non-residential. If DMU Opportunity Area is removed, option to insert total number of</p>



Future Land Use Map/Policies	Issue/Suggested Amendment Option
<p>Building height is limited to the width of the public-right-of-way fronting the subject property and landscaped open space must comprise a minimum of 10% of a project site.</p> <p>The floor area ratio (FAR) for Décor District parcels will be as per the FAR standards contained in the adopted Doral Design District Master Plan.</p>	<p>allowed units based on current DDD acreage and permit developments to draw down on the total, retaining the 20-unit-per-acre limitation per development (since the DMU Opportunity Area signals the opportunity to convert the base DDD acreage to DMU, this approach is easier in the case where the opportunity area is removed).</p> <p>Remove these provisions from the Future Land Use policies and establish appropriate standards for buildings fronting both public rights-of-way and private streets in the land development regulations (see Table 8-2).</p> <p>Refers back to the Master Plan, yet the areas in the Plan where the FAR standards are applicable and the Décor District as defined in the Future Land Use policies do not have the same boundaries. Additionally, FAR standards in the Master Plan are low relative to lot coverage and height regulations that are based on right-of-way widths - generally 60-70 feet. (Note – the Master Plan likely meant to establish a ground floor FAR and smaller FAR for upper stories, but that is not specified, and with that conflict, the more stringent standard controls.) Remove reference to the Master Plan and include an increased FAR allowance for the overall site. Step-backs can be addressed in the LDC.</p>



Future Land Use Map/Policies	Issue/Suggested Amendment Option
<p>Community Mixed Use (CMU) - The purpose of this multiple use category is to provide a flexible land use palette for high activity nodes north, south and west of Doral’s downtown, and at other special locations in the City such as gateways. It allows retail, service, office and residential uses and is limited to parcels 10 acres in size or greater, except for parcels with frontage on Doral Boulevard which can be seven (7) acres or greater in size. A mix of commercial and residential uses are permitted and required for CMU sites. Areas that may be deemed as appropriate by the City Council for the CMU designation and associated CMU projects are within the Community Mixed Use Opportunity Area (CMUOA) depicted on the FLUM. Retail and commercial service businesses and hotels may develop on single-use parcels within a mixed use setting in which no building is a distance of more than 330 feet from another building containing a different single use type or mixed use located on the same side of the street.</p> <p>The base density allowed in the CMU category is limited to no more than 19 dwelling units per gross acre and maximum building height is 8 stories. Additional density up to 25 dwelling units per gross acre and height up to 10 stories may be granted by the City Council for projects that exhibit creative excellence in exceeding the minimum standards contained in Section 86-83 of the City’s Code. A workforce housing density bonus of up to 30% of total units may be granted by the City Council for the provision of at least two-thirds (2/3) of the approved bonus units as workforce housing in compliance with Miami-Dade County Code Chapter 17, as amended, Article IX or applicable workforce housing regulations adopted by the City in the future. Landscaped open space in CMU must comprise a minimum of 15% of a project site. Floor area ratio (FAR) shall be limited to 0.5 for the first floor and 0.25 for each additional floor above, exclusive of structured parking.</p> <p>Governmental and non-profit offices, parks, public facilities and recreational facilities are allowed in CMU. All zoning applications seeking to develop or redevelop within this category must be accompanied by a site-specific master development plan showing, at a minimum, the proposed uses, residential density,</p>	<p>The southwest corner of the DDD area is designated as CMUOA. CMU development requires a mix of commercial and residential uses but does not include industrial uses.</p>



Future Land Use Map/Policies	Issue/Suggested Amendment Option
<p>public realm improvements, internal transportation system, non-residential intensity, building mass, parks and open space, typical street orientation and building elevations, and external connectivity of the proposed development.</p> <p>Downtown Mixed Use (DMU) - This land use category allows business/retail, office and residential uses. It is limited only to parcels 10 acres or greater in size and is designed to provide for the horizontal and vertical integration of a diversity of urban-oriented uses at the city center. The City Council may consider DMU applications less than 10 acres in size if the property is adjacent to an existing DMU parcel, and located south of NW 58th Street, east of NW 87th Avenue, north of NW 33rd Street and west of NW 79th Avenue. A mix of uses are permitted and required for every DMU site. Hotel and related hospitality uses are allowed as part of the commercial mix, which said mix shall include a combination of at least two (2) of the following uses: (i) business/retail; (ii) office use; and (iii) residential use. In terms of location, areas designated as DMU should be within the city center area defined above for parcels less than 10 acres in size. Other DMU sites can be considered west of NW 87th Avenue provided they are located at major intersections along Doral Boulevard and meet or exceed the 10-acre size minimum. The conceptual site design and community connectivity plans for DMU sites shall identify strategic locations where vertical mixed use shall occur to facilitate multimodal options. At these locations, retail/commercial service businesses are encouraged to be located on the ground floor with office/residential uses above. This shall not preclude horizontal mixed use development where the conceptual site design and community connectivity plans demonstrate that the functional arrangement of such uses achieves the purpose of the DMU category.</p> <p>The base density allowed in the DMU category is limited to no more than 25 dwelling units per gross acre and maximum building height is eight (8) stories. All DMU project land use applications must be accompanied by a conceptual site design and community connectivity plan. Additional density up to 35 dwelling units per gross acre and height greater than 8 stories may be granted by the City Council for projects that exhibit creative excellence in exceeding the minimum standards</p>	<p>The northwest corner of the DDD is shown as a DMU Opportunity Area on the Future Land Use Map. It allows for residential uses in addition to business/retail and office uses but does not include industrial uses.</p>



Future Land Use Map/Policies

Issue/Suggested Amendment Option

contained in Section 86-83 of the City’s Code. A workforce housing density bonus of up to 30% of total units may be granted by the City Council for the provision of at least two-thirds (2/3) of the approved bonus units as workforce housing in compliance with Miami-Dade County Code Chapter 17, Article IX, as amended, or applicable workforce housing regulations adopted by the City in the future. Landscaped open space in DMU must comprise a minimum of 10% of a project site. Floor area ratio (FAR) shall be limited to 0.5 for the first floor and 0.25 for each additional floor above, exclusive of structured parking.

Governmental and non-profit offices, parks, public facilities and recreational facilities are allowed in DMU. All zoning applications seeking to develop or redevelop within this category must be accompanied by a site-specific master development plan showing, at a minimum, the proposed uses, residential density, nonresidential intensity, public realm improvements, building mass, internal transportation system, parks and open space, art-in public place typical building street orientation and elevation, and external public connectivity of the proposed development.

Community Mixed Use Opportunity Areas – Parcels depicted as being within a Community Mixed Use Opportunity Area may be an appropriate sites [sic] for redesignation to CMU. The Opportunity Areas **are not formal land use designations and do not represent a land use change**. The current underlying land use designation for the various parcels within these areas applies. The underlying land use designation within a CMU Opportunity Areas may only be changed when the City, on its own initiative, or upon application from the respective property owner(s) applies for an amendment to the Future Land Use Map. Such applications will be considered by the City Council in accordance with the requirements set forth in Chapter 163, Florida Statutes. The City reserves legislative discretion to adopt or deny any such amendments. **The fact that a property may be situated within a Community Mixed Use Opportunity Area does not create or establish: (1) any vested rights for or to development; or (2) any expectation of a future use of the property.**

DMU Opportunity Area language was removed from this section via Ordinance 2016-09, but it remained on the Future Land Use Map. Option to re-insert descriptive policy language to define the DMU Opportunity Area and allow mixed-use development with residential in the DDD area near the existing residential and commercial development to the west of the northern portion of the DDD (e.g., CityPlace). If this area is not retained, remove it from the Future Land Use Map. Remove Community Mixed Use Opportunity Area from the DDD as a protection for non-residential uses in the southern portion of the Décor District which border the existing industrial uses to the west.



Future Land Use Map/Policies	Issue/Suggested Amendment Option
<p>Policy 2.1.11: There shall be no conversion of Industrial lands to residential, except for special occasions when 50% or more of the immediate area surrounding the industrial parcel has been developed residential. Only in this case shall the City Council consider the conversion of industrial use to residential. This conversion, if approved, shall require extensive buffering in order to separate the uses and protect the new residential development. This policy shall not apply to the DMU core area bounded by NW 58th Street on the north, NW 79th Avenue on the east, NW 33rd Street on the south and NW 87th Avenue on the west.</p>	<p>Clarify the definition of industrial and residential lands. It is unclear if this means existing use, zoning, or Future Land Use. A proposed clarification is to prohibit Future Land Use Map amendments that change areas in the Industrial Future Land Use category to other categories that allow residential uses.</p>
<p>Policy 2.1.20: All parcels within the Doral Décor District Core must adhere to the development standards in the approved Doral Design District Master Plan.</p>	<p>The Master Plan reads on page 4-2: “Unless otherwise stated, all elements of the current land use and zoning remain effect.” The Master Plan information and Future Land Use policies are not clear in terms of where the regulatory authority lies. Remove Policy 2.1.20 and rely on Comprehensive Plan policies and the land development regulations for development standards in the Décor District (see Table 8-2 for suggested amendments).</p>
<p>Policy 2.4.1: Public schools are allowed in all land use categories shown on the adopted Future Land Use Map and all zoning districts contained in the LDC.</p>	<p>Prohibit the allowance of schools in the Décor District through the Future Land Use category and zoning districts (see Table 8-2 for land use compatibility).</p>



Table 8-2: Land Development Code (LDC) Amendment Options

Land Development Regulations	Issue/Action
<p>General LDC and new additions</p>	<p>Regulations specific to what is currently defined as the Doral Design District Core are included in various parts of the LDC, particularly the notes sections. Consolidate requirements specific to this area in one overlay section and illustrate the overlay on the zoning map, not embedded in the code text. Remove references to the original Master Plan and ensure that “Décor District” term is used, with removal of any reference to “Design District”.</p> <p>In the proposed overlay, include the district-wide total unit allowance for residential uses and conditions for residential development to be occur:</p> <ul style="list-style-type: none"> • As part of vertical mixed-use development that includes non-residential • With City Council hearing • With upgrades to infrastructure (including private roadways and drainage systems) • With sidewalk, curb, gutter, and streetlighting improvements • With locational limitations to avoid having truck loading docks fronting the street along the block where the mixed-use residential development is locating • With reserved parking for residential uses in accordance with Section 77-139 <p>Prohibit K-12 educational facilities and assisted living facilities.</p>



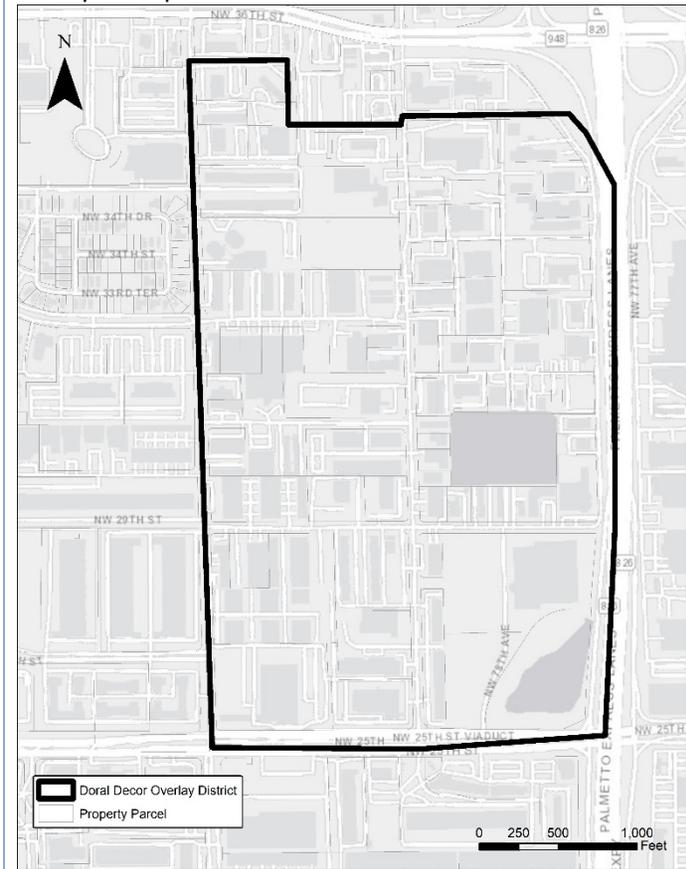
Land Development Regulations	Issue/Action
	<p>Include parking flexibility for changes in use where limited impacts to parking demand are anticipated and for off-site, off-street parking provision (with regulations on associated parking agreements). Include incentives for electric vehicle parking spaces and shared-use parking.</p> <p>Prohibit truck loading docks along major public roadways (NW 82nd Avenue, NW 79th Avenue, NW 25th Street, or NW 36th Street).</p> <p>Include a requirement for a back-of-building entrance accessing pedestrian pathways that connect to parking lots; include reference to this requirement in LDC Sec. 86-28 on building entrances and parking and Sec. 77-260 on sidewalks for pedestrian access.</p>
<p>Sec. 52-5 Definitions: "Doral Design District Core (District Core). The term "Doral Design District Core or district core" is the area bound by NW 36th Street, NW 82nd Avenue, NW 25th Street and SR 826. The area is graphically depicted in section 53-127(k) of this Land Development Code."</p>	<p>This area is larger than the Future Land Use DDD category (currently shown as the Doral Design District Core on the Future Land Use Map) since the boundary goes up to NW 36th Street. Adjust District Core boundary to align with DDD Future Land Use boundary. Remove reference to "Core" or "District Core" since Area of Influence defined in the original Master Plan will not be referenced; suggest replacing with Doral Décor Overlay District (DDOD). Change these references throughout the regulations.</p>



Land Development Regulations

Issue/Action

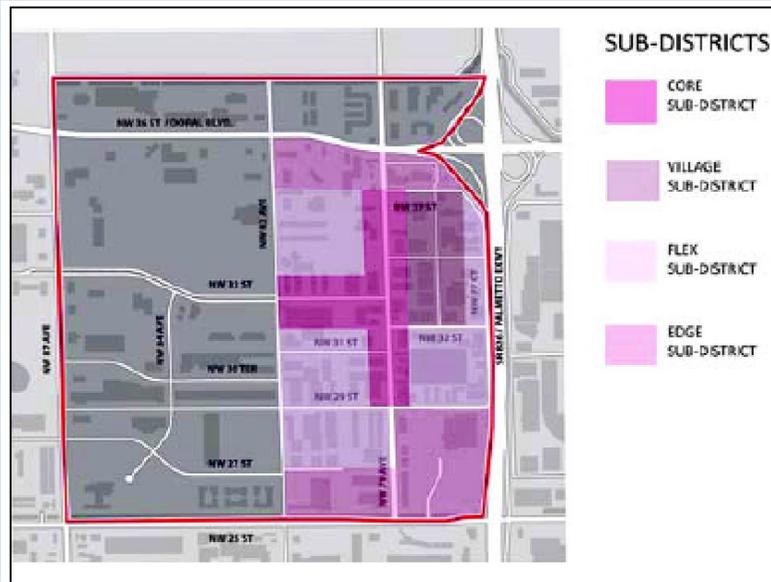
Example Map:





Land Development Regulations

Sec. 53-127 (k) If located in a Sub-District of the District Core pursuant to the Doral Design District Master Plan, the following table of development standards shall apply (If the property is zoned DMU or CMU, this provision does not apply) The district map is pursuant to the Doral Design District Plan:



Issue/Action

This section is located in the notes section of the development standards table and applies to the Corridor Commercial, Industrial Commercial, and Industrial zoning districts. To adopt an appropriate overlay, remove the standards and map from the notes and place in a separate overlay section. Given the re-oriented land use vision for the District and the fact that there is little difference between the standards in each subdistrict, develop one set of standards for the area covered by the DDD FLUM category and adopt the overlay as part of the zoning map. Make the standards consistent with the comprehensive plan. One should be able to see the overlay on the map and turn to that section of the code to see what can be built.



Land Development Regulations					Issue/Action																																																									
<table border="1"> <thead> <tr> <th colspan="5">Development Standards for the District Core</th> </tr> <tr> <th></th> <th>core sub-district</th> <th>village sub-district</th> <th>flex sub-district</th> <th>edge sub-district</th> </tr> </thead> <tbody> <tr> <td>Floor area ratio (Far)</td> <td>0.85 & 0.65</td> <td>0.75 & 0.5</td> <td>0.75 & 0.5</td> <td>0.85 & 0.65</td> </tr> <tr> <td>Maximum height</td> <td>R-O-W Width</td> <td>R-O-W Width</td> <td>R-O-W Width</td> <td>R-O-W Width</td> </tr> <tr> <td>Minimum lot area</td> <td>7,500</td> <td>7,500</td> <td>7,500</td> <td>7,500</td> </tr> <tr> <td>Minimum lot width (ft.)</td> <td>75</td> <td>75</td> <td>75</td> <td>75</td> </tr> <tr> <td>Maximum building coverage (pct.)</td> <td>85</td> <td>75</td> <td>75</td> <td>85</td> </tr> <tr> <td>Minimum open space (pct.)</td> <td>10</td> <td>10</td> <td>10</td> <td>10</td> </tr> <tr> <td rowspan="4">Minimum building setback (ft.)</td> <td>Front</td> <td>8 to 15</td> <td>0 to 10</td> <td>0 to 10</td> </tr> <tr> <td>Side street</td> <td>8 to 15</td> <td>0 to 10</td> <td>0 to 10</td> </tr> <tr> <td>Interior side</td> <td>0 to 10</td> <td>0 to 10</td> <td>0 to 10</td> </tr> <tr> <td>rear</td> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>					Development Standards for the District Core						core sub-district	village sub-district	flex sub-district	edge sub-district	Floor area ratio (Far)	0.85 & 0.65	0.75 & 0.5	0.75 & 0.5	0.85 & 0.65	Maximum height	R-O-W Width	R-O-W Width	R-O-W Width	R-O-W Width	Minimum lot area	7,500	7,500	7,500	7,500	Minimum lot width (ft.)	75	75	75	75	Maximum building coverage (pct.)	85	75	75	85	Minimum open space (pct.)	10	10	10	10	Minimum building setback (ft.)	Front	8 to 15	0 to 10	0 to 10	Side street	8 to 15	0 to 10	0 to 10	Interior side	0 to 10	0 to 10	0 to 10	rear	0	0	0	
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<p>Sec. 53-128 – Use Compatibility Table Industrial District: “Retail and services, up to 100 percent of the parcel if located within the District Core of the Doral Design District Plan. The District Core shall contain no more than ten percent retail and service uses. Refer to section 68-820(6a) calculation methodology and exemptions.” Industrial Commercial District: “Retail and services, up to 100 percent of the parcel if located within the District Core of the Doral Design District Plan. The District Core shall contain no more than ten percent retail and service uses. Refer to section 68-785(6a) for calculation methodology and exemptions.”</p>					<p>Remove caps on retail and services allowances. This is currently inconsistent with the comprehensive plan and the district already exceeds the 10% retail maximum. (Also see recommended comprehensive plan changes above.)</p>																																																									
<p>Sec. 68-785(a)(2) Industrial Commercial “Residential, maximum 20 units per acre if located within the district core of the Doral Design District Plan. Residential units may consist of work/live, multi-family condominium/apartment house and lofts.”</p>					<p>The density is inconsistent with the 5 UPA limit in the comprehensive plan. Assuming the boundary for the Décor District provisions is updated to reflect the DDD FLUM boundary, reference the Décor zoning overlay district provisions for residential allowances and associated conditions.</p>																																																									
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Land Development Regulations	Issue/Action
<p>Industrial - Sec. 68-820. - Permitted uses—Generally. [and see similar language for Industrial Commercial in Sec. 68-785]</p> <p>(6a) Retail and services, up to 100 percent of the parcel if located within the District Core of the Doral Design District Plan. The district core shall contain no more than ten percent retail and service uses.</p> <p><i>a. Exceptions:</i></p> <ol style="list-style-type: none"> 1. All other uses permitted pursuant to this section, regardless of the nature of the use, shall not be counted towards the ten percent retail district core maximum. 2. In the event that the District Core reaches its ten percent retail and services maximum, ancillary retail and services are still permitted on an individual site up to 15 percent of the development pursuant to (6). <p><i>b. Calculations:</i></p> <ol style="list-style-type: none"> 1. Only retail and services uses pursuant to (6a) shall be calculated toward the maximum ten percent based on all building square footage within the district core. 2. Retail and services pursuant to (6a) shall not be added to the overall building square footage of the district core in which retail and services, pursuant to (6a), is calculated. 3. The city's Planning and Zoning Department will maintain an inventory of remaining allocation for retail and services permitted within the district core. 4. Retail and service uses that are located within either a mixed use or commercially zoned property and that fall within the district core, shall not 	<p>FLUM boundary, reference the Décor zoning district provisions for residential allowances and associated conditions.</p> <p>Remove the caps on retail and services uses. The district already exceeds the 10% maximum and the permitted retail and service uses in the code versus the comprehensive plan are different.</p>



Land Development Regulations	Issue/Action
<p>contribute to the overall ten percent maximum retail and services allocation. Additionally, building area within these zoning districts shall not contribute to the overall square footage within the district core for the purposes of the aforementioned calculations.</p>	
<p>Sec. 71-105 –Minimum numbers of trees.</p> <p>Properties located in the district core must meet 50 percent of the tree planting requirement.</p>	<p>Move this language to proposed Décor District overlay section of LDC and retain a reference to the proposed overlay section in this LDC section.</p>



Land Development Regulations	Issue/Action
<p>Sec. 77-139 – Required off-street parking spaces.</p> <p>Parking requirements for each development in the district core must meet 70 percent of the requirement for the specific use with the exception of the residential uses listed in the matrix. Within the district core, on-street parking may be counted toward the number of spaces required for a development. Within the district core, off-site parking may be counted toward the number of spaces required for a development.”</p> <p>Multi-family requirement - 1 bedroom: 1 space per unit, 2 or more bedrooms: 2 spaces per unit.</p> <p>District Core Live-Work - 1 bedroom: 2 spaces per unit, 2 or more bedrooms: 3 spaces per unit. If on-street parking is not permitted or is restricted on the unit's street frontage, then one visitor parking shall be required. The visitor parking shall be located 100 feet from the unit's street frontage.</p> <p>Sec. 77-185 – Size.</p> <p>Standard parking spaces within the district core shall be eight and one-half feet wide by 18 feet long.</p> <p>Parallel parking spaces shall be a minimum of ten feet wide, or if located in the design core, eight feet wide, and 22 feet long.</p> <p>A tandem parking space is a parking space that abuts a second parking space in such a manner that vehicular access to the second space can be made only through the abutting, tandem space. Tandem parking spaces shall be a minimum of ten feet wide, of if located in the design core, nine feet wide, and 20 feet long, and may only be used for residential uses in accordance with requirements of this article.</p>	<p>Move this language to proposed Décor District overlay section of LDC and retain a reference to the proposed overlay section in this LDC section.</p>
<p>Sec. 86-32. - District core.</p>	<p>The City should evaluate these standards to determine if they shall be retained; if they are retained, add them</p>



Land Development Regulations	Issue/Action
<p>The city encourages the application the architectural styles and massing as described in Chapter 6 of the Doral Design Master Plan for properties located in the district core.</p> <p>Sec. 86-3. - Compliance with Doral Boulevard study.</p> <p>All developments fronting Doral Boulevard shall comply with the urban design, architectural design and landscape regulations recommended in "Doral Boulevard Study."</p>	<p>directly to the LDC in the proposed overlay section. As written, they have no effect.</p> <p>With the update to the Doral Boulevard Streetscape Master Plan, the city should evaluate Comprehensive Plan and LDC amendments needed to implement that plan and add language directly to those regulatory documents. Currently, there is overlap between the Core standards and the Doral Blvd standards, with no direction on which controls when in conflict.</p>



Capital Improvements & Redevelopment Funding

In terms of capital improvements, those related to private infrastructure assets, namely roads and drainage systems, are key to complete for the future success of the Décor District. The original 2010 Master Plan laid out several funding mechanisms for the District, including a BID, a Community Redevelopment Area, and other funding sources generally available. Revisiting these options and other funding approaches through the outreach completed for this Action Plan indicated a general desire to have private assets improved through the efforts of private property owners and developers. This approach would include:

- Requirements in the LDC for redevelopment to be conditioned on upgrades to adjacent private assets
- Encouraged collaboration between private property owners to collectively fund and implement upgrades to adjacent private infrastructure assets; as noted in **Section 6.0**, property owners successfully used this approach to make upgrades to 34th Street.

These approaches can also be supplemented by existing funding sources for redevelopment that may be available, such as the State Brownfields Program Incentives (**Map 8-1** shows that the entire Décor District is a State Designated Brownfield Area). This program involves a Site Rehabilitation Agreement and offers incentives including but not limited to:¹

- Voluntary Cleanup Tax Credits that partially offset the cost of site rehabilitation or solid waste removal
- Cleanup liability protection
- A regulatory framework for cleanup
- Up to \$2500 in Job Bonus Tax Refunds for new jobs created in Qualified Target Industries or in conjunction with an eligible capital investment of at least \$2 million
- Refund on Sales and Use Taxes paid on building materials (note that this applies to construction of qualified home, affordable housing or mixed-use affordable housing projects)

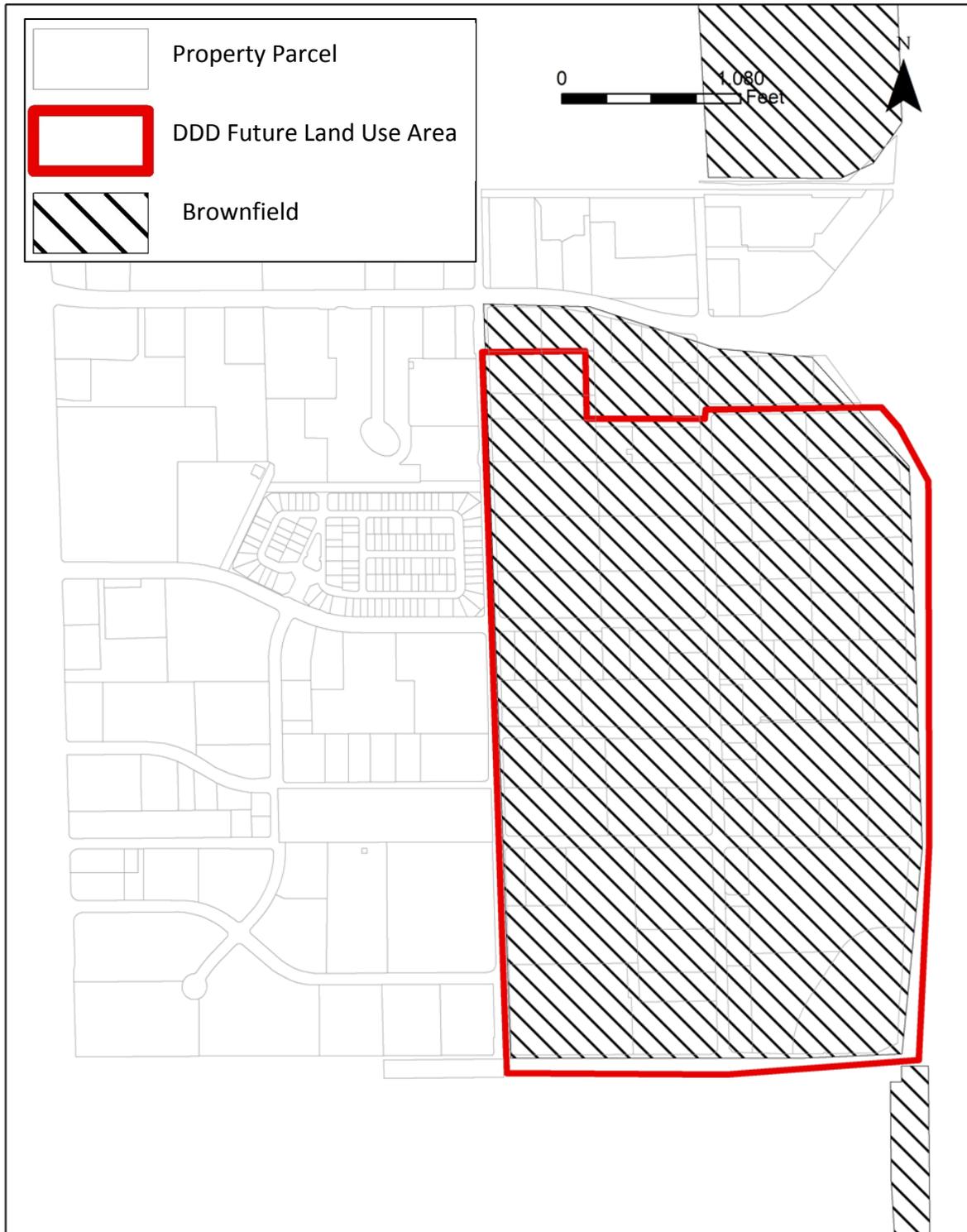
Other local incentives for non-residential development include the local Façade Improvement Program discussed in **Section 2.0**.

Section 5.0 documents some additional capital needs including sidewalks and streetlighting along public streets; these needs can be addressed through requirements for redevelopment in the LDC and the City's capital improvement process for public infrastructure; capital improvements for bike network connections to the eastern portion of the District may become increasingly important depending on the type of future redevelopment (for example, if there is more mixed-use and commercial development) and can be considered with updates to the Bikeway Network Plan and other future bikeway capital planning efforts.

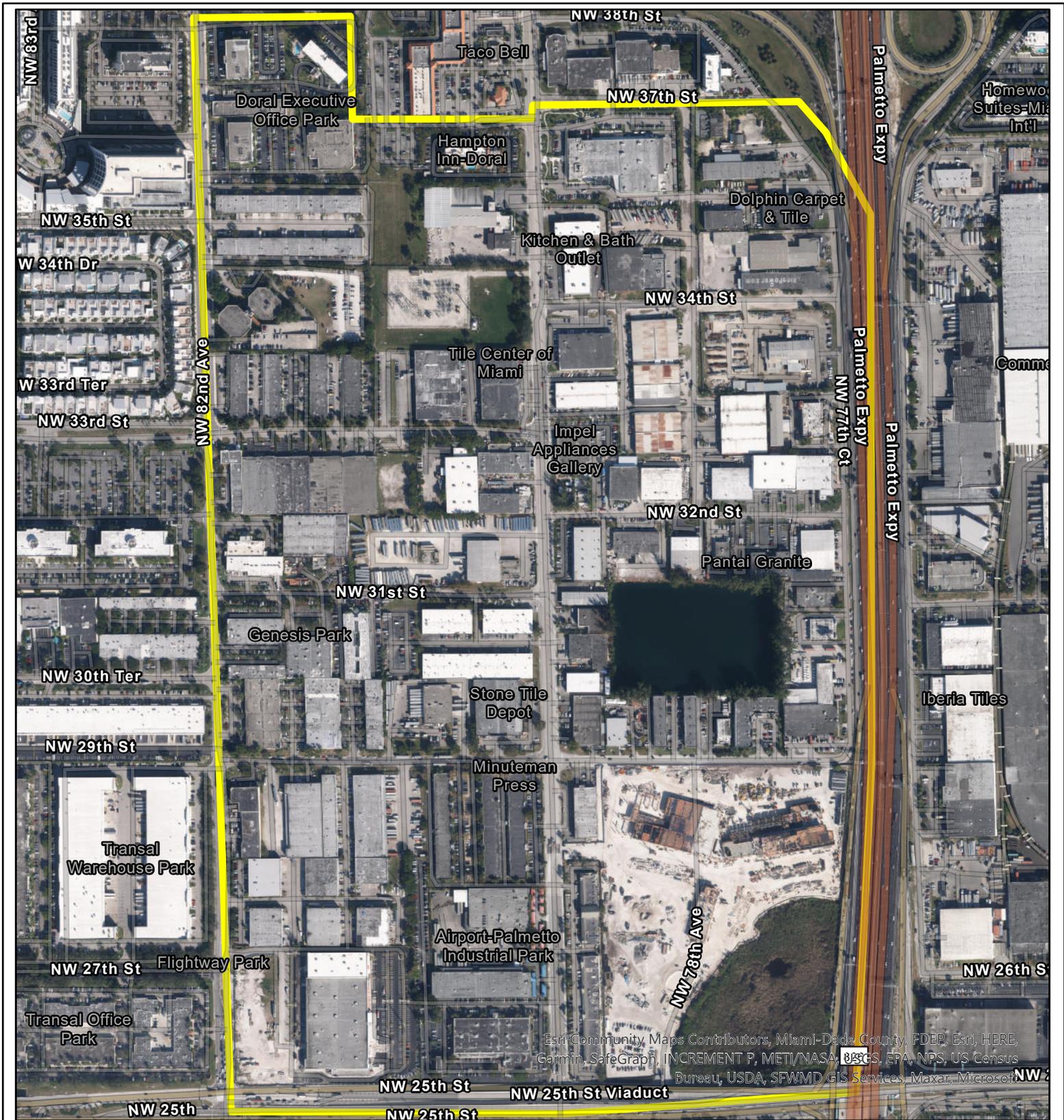
¹ Incentives summarized from Florida Department of Environmental Protection (2021) "Brownfields Program: <https://floridadep.gov/waste/waste-cleanup/content/brownfields-program>.



Map 8-1: Brownfields in the Décor District



Source: Florida Department of Environmental Protection



Esri Community Maps Contributors, Miami-Dade County, FDEP, Esri, HERE, Garmin, SafeGrab, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, SFWMD GIS Services, Maxar, Microsoft

 Doral Décor District Boundary



Planning & Zoning Department
Doral Décor District