

ORDINANCE NO. 2007-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, CREATING AND ADOPTING A CODE SECTION ENTITLED "VEHICULAR USE AREAS "; PROVIDING FOR DEFINITIONS; PROVIDING FOR MAINTENANCE STANDARDS; PROVIDING FOR ENFORCEMENT PROCEDURES; PROVIDING FOR CONFLICTS; PROVIDING FOR INCLUSION; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Doral wishes to ensure effective, efficient and safe design of vehicular use facilities; and

WHEREAS, the City of Doral has reviewed the proposed regulations provided by this ordinance and finds such regulations accomplish the purposes intended in the least restrictive method possible; and

WHEREAS, the City Council through the adoption of this ordinance seeks to develop a consistent design for vehicular use facilities;

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

Section 1. The foregoing "WHEREAS" clauses are hereby ratified and confirm as being true and correct and hereby made a specific part of this Ordinance upon adoption hereof.

Section 2. That new ordinance of the City of Doral, entitled, "VEHICULAR USE AREAS," shall be and it is hereby created to read as follows:

Section 1. Purpose and intent.

To ensure effective, efficient and safe design of vehicular use facilities, the following chapter specifies criteria for all development as stated herein. This chapter is intended to serve the following purposes:

- (a) Maintain functional roadway capacity and travel speeds by requiring traffic analyses for new development to determine the need for transportation improvements.
- (b) Promote safe and well-designed traffic patterns and enhance functional roadway capacity by maintaining standards for access control.
- (c) Provide adequate parking and loading spaces for specific uses within the city.
- (d) Establish standards for bicycle parking for specific uses within the city.
- (e) Establish positive design standards for the layout and construction of vehicular use areas which promote safe and logical traffic patterns.
- (f) Provide required stacking area for drive-through facilities.
- (g) Provide for construction of sidewalks and bikeways to maintain safe bicycle and pedestrian movements, and to encourage use of alternative transportation.
- (h) Establish ultimate right-of-way widths for roadways within the city network.

Section 2. General provisions.

- (a) Traffic analysis required. New development proposed within the city shall be required to provide a traffic analysis in accordance with the requirements established for concurrency review of this code.
- (b) Transportation improvements required.
 - (1) Turning lanes.
 - a. Left turn lanes. A left turn lane with a minimum of 150 feet of storage and 100 feet of transition shall be provided at each access point with an average daily trip end [volume] of 1,000 vehicles or more, and/or an average peak hour inbound left turn volume of 25 vehicles or more. Increased storage and transition lengths may be required by the city to provide for all deceleration outside the through lane.
 - b. Right turn deceleration lanes. A right turn deceleration lane with a minimum of 150 feet of storage and 100 feet of transition shall be required at each access point when the speed limit equals or exceeds 35 miles per hour or if the development will generate 100 or more right turn movements during the peak hour. Increased storage and transition

lengths may be required by the city to provide for all deceleration outside the through lane.

- (2) Intersection improvements. At any intersection which abuts the development, the following improvements shall be provided:
 - a. A right turn lane shall be provided if the speed limit of the street equals or exceeds 35 miles per hour and if the development will generate 100 or more right turns during the peak hour.
 - b. A left turn lane shall be provided if the speed limit of the street equals or exceeds 35 miles per hour and if the development will generate 25 or more left turns during the peak hour, provided sufficient right of way is available or can be acquired without significantly altering the alignment of the roadway.

- (3) Access drive. The design of access drives shall be in accordance with the following provisions:
 - a. Minor driveway entrance. This driveway type shall be provided for a maximum daily trip end volume of 500 vehicles and/or a maximum average peak hour volume of 50 vehicles. The minimum distance from the street right-of-way line at any ingress or egress minor driveway to the outer edge of any interior service drive or parking space with direct access to such driveway shall be 35 feet, measured perpendicular from the street. The city may require a turn lane of twelve 12 feet in width, with minimum 150 feet of storage and 100 feet of transition, unless a traffic engineering study acceptable to the city demonstrates that the absence of such a lane will not adversely impact traffic conditions.

 - b. Intermediate driveway entrance. This driveway type shall be provided for a maximum average daily trip end volume of 1,500 vehicles and/or a maximum average peak hour volume of 150 vehicles. The minimum distance from the street right-of-way line at any ingress or egress intermediate driveway to the outer edge of any interior service drive or parking space with direct access to such driveway shall be 60 feet, measured perpendicular from the street. A minimum turn lane 12 feet wide, with minimum 150 feet of storage and 100 feet of transition shall be provided, unless a traffic engineering study acceptable to the city demonstrates that the absence of such a lane will not adversely impact traffic conditions.

 - c. Major driveway entrance. This driveway type shall be provided for a maximum average daily trip end volume of 5,000 vehicles and/or maximum average peak hour volume of 500 vehicles. The minimum distance from the street right-of-way line at any ingress or egress major driveway to the outer edge of any interior service drive or parking space with direct access to such driveway shall be 100 feet, measured perpendicular from the street. A minimum turn lane 12 feet wide, with minimum 200 feet of storage and 100 feet of transition shall be provided, unless a traffic engineering study acceptable to the city demonstrates that the absence of such a lane will not adversely impact traffic conditions.

d. Major driveway signalized. Any major drive requiring a traffic signal shall conform to those warrants specified in the Manual of Uniform Traffic Control Devices (MUTCD) in addition to the following minimum requirements:

1. The installation of any traffic signal shall be subject to the approval of the appropriate jurisdiction responsible for the roadway upon which the signal is to be installed.
2. A continuous right turn lane shall be provided at all driveway locations where posted speeds are 35 miles per hour or greater and the total driveway volume of the development meets or exceeds 20 percent of the one-way directional flow on the street from which the driveway is provided access.

(4) Traffic control signs. Traffic control signs shall be provided on-site and off-site in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

(5) Pavement markings. Pavement markings shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

(6) Bus stops. New commercial developments exceeding 50,000 square feet in gross floor area and all new residential developments of more than 200 dwelling units shall provide on-site space for bus stops if located on an existing or proposed bus route. Such bus stops shall be separate and adjacent to travel lanes.

(c) Classification of streets. For purposes of this code, streets shall be classified as they are identified for future functional classification in the comprehensive plan.

Section 3. Access control.

(a) In general. The following regulations are designed to promote the safety of vehicular and pedestrian traffic, minimize traffic congestion, promote roadside aesthetics and enhance the functional capacity of roads and highways in the City of Doral. These regulations shall be in addition to those imposed by the Florida Department of Transportation and the Miami Dade County on roads under their jurisdiction[s].

Where recorded cross-access easements exist, all properties with cross-access shall be considered as one parcel under the provisions of this section. Further, where two or more of these regulations conflict, the more stringent requirement shall apply.

(b) Number of entrances. All parcels shall be allowed one access point, consisting of one two-way driveway or a pair of one-way driveways, except for those properties restricted by subdivision plats or otherwise stated herein. The minimum frontage to allow two access points shall be as follows:

TABLE INSET:

<u>Driveway Classification**</u>	<u>Section Line Rd</u>	<u>Half Section Line Rd</u>	<u>Quarter Section Line Rd</u>	<u>Local</u>
<u>Residential A</u>	<u>*</u> <u>-</u>	<u>*</u> <u>-</u>	<u>100'</u>	<u>75'</u>
<u>Residential B</u>	<u>*</u> <u>-</u>	<u>200'</u>	<u>150'</u>	<u>125'</u>
<u>Light commercial</u>	<u>500'</u>	<u>400'</u>	<u>300'</u>	<u>200'</u>
<u>Heavy commercial</u>	<u>500'</u>	<u>450'</u>	<u>350'</u>	<u>300'</u>

*Undesirable uses on roads of this classification and generally not permitted.

** Driveway Classification

Residential A driveway. An accessway serving a single-family detached, single-family attached or multifamily building of four units or less.

Residential B driveway. An accessway serving a multifamily development of five to 25 units.

Light commercial driveway. An accessway serving office and nonresidential uses of 80,000 square feet or less, and multifamily development of more than 25 units.

Heavy commercial driveway. An accessway serving office and nonresidential uses of more than 80,000 square feet, warehouse and industrial uses, and other uses with heavy truck traffic.

A third access point may be allowed for properties with at least two times the frontage cited above.

- (c) Distance between access points and intersections. Access points upstream from intersections of higher or similar classification to the accessed road should be located as far as feasible from the intersection to provide for stacking and protection of left turn movements. Minimum distance from the intersecting right-of-way line to nearest edge of driveway shall be as follows:

TABLE INSET:

	<u>Section Line Rd</u>	<u>Half Section Line Rd</u>	<u>Quarter Section Line Rd</u>	<u>Local</u>
<u>Residential A</u>	<u>*</u> <u>-</u>	<u>*</u> <u>-</u>	<u>45'</u>	<u>30'</u>
<u>Residential B</u>	<u>*</u> <u>-</u>	<u>60'</u>	<u>60'</u>	<u>45'</u>
<u>Light commercial</u>	<u>150'</u>	<u>120'</u>	<u>90'</u>	<u>60'</u>
<u>Heavy commercial</u>	<u>200'</u>	<u>150'</u>	<u>105'</u>	<u>60'</u>

*Undesirable uses on roads of this classification and generally not permitted.

- (d) Distance between two-way access points on one parcel. The minimum distance between two two-way access point centerlines on one parcel shall be as follows:

TABLE INSET:

	<u>Section Line Rd</u>	<u>Half Section Line Rd</u>	<u>Quarter Section Line Rd</u>	<u>Local</u>
<u>Residential A</u>	<u>*</u>	<u>*</u>	<u>80'</u>	<u>50'</u>
<u>Residential B</u>	<u>*</u>	<u>140'</u>	<u>120'</u>	<u>75'</u>
<u>Light commercial</u>	<u>350'</u>	<u>280'</u>	<u>210'</u>	<u>140'</u>
<u>Heavy commercial</u>	<u>350'</u>	<u>315'</u>	<u>245'</u>	<u>140'</u>

* Undesirable uses on roads of this classification and generally not permitted.

- (e) Distance between access point and property line. The minimum distance between the nearest edge of an access drive and any property line without a cross-access easement shall be as follows:

TABLE INSET:

	<u>Section Line Rd</u>	<u>Half Section Line Rd</u>	<u>Quarter Section Line Rd</u>	<u>Local</u>
<u>Residential A</u>	<u>*</u>	<u>*</u>	<u>7.5'</u>	<u>5'</u>
<u>Residential B</u>	<u>*</u>	<u>10'</u>	<u>10'</u>	<u>7.5'</u>
<u>Light commercial</u>	<u>25'</u>	<u>20'</u>	<u>15'</u>	<u>10'</u>
<u>Heavy commercial</u>	<u>25'</u>	<u>22.5'</u>	<u>17.5'</u>	<u>10'</u>

* Undesirable uses on roads of this classification and generally not permitted.

- (f) Width and radii of access drives. Width of two-way driveway access and radii shall be within the dimensions specified below. Actual width and radii shall be based on a) classification of the roadway, b) number of entrances to the parcel, and c) expected traffic demand, including truck usage.

TABLE INSET:

	<u>Width</u>		<u>Radius</u>	
	<u>Minimum</u>	<u>Maximum</u>	<u>Minimum</u>	<u>Maximum</u>
<u>Residential A</u>	<u>18'</u>	<u>24'</u>	<u>5'</u>	<u>10'</u>
<u>Residential B</u>	<u>20'</u>	<u>24'</u>	<u>10'</u>	<u>20'</u>
<u>Light commercial</u>	<u>24'</u>	<u>30'</u>	<u>20'</u>	<u>35'</u>
<u>Heavy commercial</u>	<u>24'</u>	<u>35'</u>	<u>25'</u>	<u>40'</u>

Where one-way turning motions are dictated, reverse radii with a 2.5-foot radius bullnose shall be provided.

(g) Single-family and duplex drives.

(1) Dimensions. The following dimensions shall apply to drives within the front yard setback of all single-family and duplex dwellings.

TABLE INSET:

	<u>Width</u>		<u>Minumum Lot Frontage</u>
	<u>Minimum</u>	<u>Maximum*</u>	
<u>Standard drive</u>	<u>10'</u>	<u>20'</u>	<u>N/A</u>
<u>Circular drive</u>	<u>10'</u>	<u>12'</u>	<u>75'</u>
<u>Standard drive with circular drive</u>	<u>10'</u>	<u>20'***</u>	<u>75'</u>

*Driveways in excess of the maximum width may be approved by the administrative official when such driveway width is proportional to the size of the residence, the number of garage parking spaces, and the size of the lot. To mitigate the impact of a driveway in excess of the above stated maximum width, the administrative official may require alternative paving surfaces, landscaping, screening, or other devices necessary to achieve the intent of this chapter.

**Maximum width shall only be permitted for the portion of the circular drive which diverges to create a standard drive.

Residential Driveway Dimensions

(2) Maximum coverage. Driveway and parking coverage within the front yard area shall not exceed 60 percent. Both pervious and impervious surfaces shall be considered in calculating whether the foregoing standard has been exceeded.

(3) Visual screening. Any parking or driveway area which is not perpendicular to the right-of-way and located within the building setback shall be screened from view with a minimum of 3-foot high hedge or berm. This requirement shall not apply to second drives for corner lots.

(h) Limited use service drives. The provisions of this chapter shall not generally apply to limited use service drives. Dimensions regarding this type of drive shall be determined based on the specific traffic safety considerations of the location and proposed use of the drive.

(i) Existing curb cuts. New development and renovation/rehabilitation of existing sites shall be required to remove all abandoned existing curb cuts adjacent to the site. Such removal shall include repair of the curb, sidewalk and landscaped area as necessary.

(j) Variances. Where the department concurs that unique traffic engineering considerations exist on a specific site, variances from this chapter may be authorized through the development plan approval process, or at the time of

building permit application for one-family and two-family residences. However, if the department objects to a proposed variance from this chapter, a formal variance shall be requested in accordance with provisions for such in this code.

Section 4. Parking.

(a) General Provisions.

(1) Off-street parking required. Off-street parking facilities shall be provided for all development within the city pursuant to the requirements of this code. The facilities shall be maintained as long as the use exists that the facilities were designed to serve.

(2) Computation.

a. Number of spaces. When the number of off-street spaces required by this code results in a fractional space, the fraction of one-half or less may be disregarded, and a fraction in excess of one-half shall be counted as one parking space.

b. Places of public assembly.

1. Benches. In stadiums, sports arenas, churches and other places of assembly in which those in attendance occupy benches, pews or other similar seating facilities, each 18 inches of the seating facilities shall be counted as one seat.

2. Fixed seats and assembly areas. In cases where a place of assembly has both fixed seats and open assembly area, requirements shall be computed separately for each type and added together.

3. Square feet. Unless otherwise stated herein, square feet shall be defined as gross floor area. Gross floor area shall be the sum of the gross horizontal area of all floors of a building measured from the exterior faces of the exterior walls.

(b) Required off-street parking spaces.

(1) 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.

(2) 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 code.

(3) 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 [subsection] (d)(3) of this section.

(4) Where parking spaces for the handicapped are to be provided, they shall be a minimum of eighteen (18) feet long and the width and quality shall be in accordance with the South Florida Building Code.

(5) Matrix.

TABLE INSET:

<u>Use</u>	<u>Minimum Off-Street Parking Requirement</u>	<u>Required Bicycle Spaces</u>
<u>Single-family detached</u>	<u>1, 2 and 3 bedrooms: 2 spaces/unit (a), (b);</u> <u>4+ bedrooms: 3 spaces/unit (a), (b)</u> <u>(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.</u> <u>(b) Resident parking spaces may be tandem.</u>	<u>0</u>
<u>Multifamily:</u>	<u>—</u>	<u>—</u>
- <u>Resident parking (c)</u>	<u>1 and 2 bedrooms: 2 spaces/unit;</u> <u>3 or more bedrooms: 2.5 spaces/unit</u>	<u>.10 per required parking space</u>
- <u>Visitor parking</u>	<u>.25 spaces/unit</u>	<u>—</u>

TABLE INSET:

<u>Use</u>	<u>Minimum Off-Street Parking Requirement</u>	<u>Required Bicycle Spaces</u>
<u>Hotels, rooming houses</u>	<u>One (1) space/first forty (40) individual guest rooms or suites; one (1) additional space/two (2) guest rooms thereafter; one (1) parking space/four (4) employees; public meeting rooms and restaurants shall provide additional parking as per respective uses in this matrix.</u>	<u>0</u>
<u>Motels, tourist courts and transient accommodations</u>	<u>One (1) space/sleeping rooms or bedroom.</u>	<u>0</u>
<u>Churches</u>	<u>One (1) space/fifty (50) square feet of the seating area in the main auditorium (sanctuary), including adjacent area that may used as part of the auditorium.</u>	<u>.10 per required parking space</u>

<u>Hospitals</u>	<u>One (1) parking space/first three hundred (300) beds and one additional space for every two (2) additional beds thereafter; one (1) space/three (3) employees and resident staff members.</u>	<u>.10 per required parking space</u>
<u>Sanitariums, convalescent homes, homes for the aged and similar institutions</u>	<u>One (1) space/two (2) beds for patients and one (1) space/two (2) employees.</u>	<u>.10 per required parking space</u>
<u>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</u>	<u>One (1) space/two hundred and fifty (250) sq.ft. feet of the gross floor area or fraction thereof.</u>	<u>.10 per required parking space</u>
<u>For the above mentioned retail uses within enclosed malls in excess of three hundred thousand (300,000) sq.ft.</u>	<u>One (1) space/three hundred and fifty (350) sq.ft 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.</u>	<u>.10 per required parking space</u>
<u>Auto dealership showrooms</u>		<u>0</u>
<u>Garage and gas station bay areas and similar uses</u>	<u>Three (3) parking spaces/first twenty-five hundred (2,500) sq.ft. of floor area or fraction thereof; one (1) parking space/each additional five hundred (500) square feet of gross floor area or fraction thereof; and Three (3) parking spaces/five thousand (5,000) sq.ft 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.</u>	<u>0</u>
<u>Furniture showrooms</u>	<p>1) <u>Three (3) spaces/first twenty-five hundred (2,500) sq.ft. of floor area or fraction thereof; one (1) space /additional five hundred (500) sq.ft. of gross floor area or fraction thereof.</u></p> <p>2) <u>If located in a business district; the development shall illustrate future parking spaces based on a calculation of one (1) space for two hundred fifty (250) sq.ft. of gross floor area or fraction thereof, which shall be provided if the furniture use is discontinued. The lot area reserved for</u></p>	<u>0</u>

	<u>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.</u>	
<u>Home improvement centers, including all storage/sales areas.</u>	<u>One (1) space/two hundred fifty (250) sq.ft. of gross floor area or fraction thereof.</u>	<u>0</u>
<u>Plant nurseries</u>	<u>Eight (8) spaces/first acre or fraction thereof; one (1) additional space/(2) acres thereafter up to 10 acre; one (1) additional space/ five (5) acres or portion thereof thereafter.</u>	<u>0</u>
<u>Packing plants</u>	<u>One (1) space per 1,000 sq.ft. of gross floor area or fraction thereof.</u>	<u>0</u>
<u>Open lot commercial uses such as, but not limited to, used care lots, storage yards and recreational vehicle sales lots</u>	<u>Five (5) spaces for first five thousand (5,000) sq.ft. of net lot area or fraction thereof; and one (1) space/additional five hundred (500) sq.ft. of net lot area so used. Space shall be reserved for customer and employee parking only and shall be labeled as such.</u>	<u>0</u>
<u>Self service gas station/mini marts</u>	<u>One (1) space/two hundred fifty (250) sq.ft. of gross floor area or fraction thereof, with a minimum of three (3) spaces designed not to interfere with the dispensing operation.</u>	<u>0</u>
<u>Wholesale showrooms in the industrial districts</u>	<u>One (1) space/six hundred (600) sq.ft. of showroom area of fraction thereof.</u>	<u>0</u>
<u>Any other commercial uses not identified above</u>	<u>Three (3) spaces for the twenty-five hundred (2,500) square feet of gross floor area or fraction thereof and one (1) space/additional five hundred (500) sq.ft. of gross floor area or fraction thereof.</u>	<u>.10 per required parking space</u>
<u>Restaurants, lounges, nightclubs, or similar places dispensing food, drink or refreshments.</u>	<u>One (1) space/35 sq.ft. of patron area. Take-out establishments shall be provided one (1) parking space for each two hundred fifty (250) square feet of gross floor area, or fractional part thereof.</u>	<u>.10 per required parking space</u>
<u>Art galleries, amusement centers, cultural centers, libraries and museums</u>	<u>One (1) space/two hundred fifty (250) sq.ft. of gross floor area or fraction thereof.</u>	<u>.20 per required parking space</u>
<u>Banquet halls, bingo halls, convention hall and private</u>	<u>One (1) space/100 sq.ft. of patron area or fraction thereof.</u>	<u>.10 per required</u>

<u>clubs</u>		<u>parking space</u>
<u>Bowling alleys, skating rinks, and indoor gun ranges</u>	<u>One (1) space/250 sq.ft. of gross floor area or fraction thereof. Office, retails and restaurant areas in conjunction herewith shall have parking provided as otherwise contained in this matrix.</u>	<u>.10 per required parking space</u>
<u>Dance, karate and aerobic schools and health/exercise studios</u>	<u>One (1) space/one hundred (100) sq.ft. of classroom area or fraction thereof. Office, retails and restaurant areas in conjunction herewith shall have parking provided as otherwise contained in this matrix.</u>	<u>.10 per required parking space</u>
<u>Golf courses</u>	<u>Three (3) parking spaces per hole plus three (3) additional parking spaces. Office, retail and restaurant areas in conjunction herewith shall have parking provided as otherwise contained in this matrix.</u>	<u>.10 per required parking space</u>
<u>Stadiums and basketball gymnasiums</u>	<u>One (1) space/ four (4) seats</u>	<u>.10 per required parking space</u>
<u>Commercial tennis and racquetball clubs</u>	<u>Four (4) spaces/court. Office, retails and restaurant areas in conjunction herewith shall have parking provided as otherwise contained in this matrix.</u>	<u>.10 per required parking space</u>
<u>Theaters, including movie theaters, and general auditoriums</u>	<u>One (1) space/one hundred (100) sq.ft. of auditorium seating area or fraction thereof.</u>	<u>.10 per required parking space</u>
<u>Open lot recreation use</u>	<u>Shall be determined by the director on a basis of one (1) space/four (4) persons.</u>	<u>.10 per required parking space</u>
<u>Day nurseries, kindergarten, and elementary schools</u>	<u>Total parking spaces shall equal the combined total of personnel and transportation vehicles.</u>	<u>.10 per required parking space</u>
<u>Junior high schools</u>	<u>Total parking spaces shall equal one and one-quarter (1 ¼) times the combined total of personnel and transportation vehicles.</u>	<u>.10 per required parking space</u>
<u>High schools, trade schools and colleges</u>	<u>One (1) parking space per two hundred (200) square feet of classroom area, including laboratories, libraries and administrative areas.</u>	<u>.10 per required parking space</u>

	<p><u>Housing facilities on campus must provide two(2) spaces/three (3) sleeping rooms.</u> <u>One (1) space/four (4) employees, excluding teachers.</u> <u>Other uses such as office, retail, auditorium, restaurant etc. in conjunction herewith shall have parking provided as otherwise contained in this matrix.</u></p>	
<u>Office, professional building or similar uses</u>	<u>One (1) space/ three hundred (300) square feet of gross floor area or fraction thereof.</u>	<u>.10 per required parking space</u>
<u>Warehouses</u>	<p><u>One (1) space/one thousand (1,000) sq.ft. of gross warehouse floor area up to ten thousand (10,000) sq.ft.; one (1) space/two thousand (2,000) sq.ft. of gross warehouse floor area thereafter.</u></p> <p><u>Regardless of use mix, a minimum of two (2) parking spaces/each bay.</u></p> <p><u>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.</u></p> <p><u>The formula requiring the greatest number of parking spaces shall be applied in determining the number of spaces to be determined.</u></p>	<u>0</u>
<u>Open lot or walled-in uses such as salvage yards, batching plants, precast or prestressed concrete products or other similar uses.</u>	<p><u>Greater number of the following two options: Two (2) spaces/five thousand (5,000) square feet of lot area or one (1) space/two (2) employees.</u></p> <p><u>Such parking spaces shall be located no farther than one thousand five hundred (1,500) feet from the subject industrial site. Such non-contiguous property to be used for parking shall be located in business and industrial zoning districts.</u></p>	<u>0</u>
<u>Telecommunication hub</u>	<p><u>One (1) parking space/two thousand (2,000) sq.ft. of gross floor area.</u></p> <p><u>Office uses provided in conjunction with industrial uses shall have parking spaces</u></p>	<u>0</u>

	<p><u>provided for such areas as otherwise contained in this article.</u></p> <p><u>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.</u></p>	
<u>Self-service storage facilities</u>	<p><u>One (1) space/five thousand (5,000) sq.ft. of building area for the first twenty thousand (20,000) square feet of building; one (1) space/ten thousand (10,000) sq.ft. of building area thereafter.</u></p> <p><u>One (1) space for managers apartment where provided. One (1) space/four hundred (400) sq.ft. of gross office area or fraction thereof.</u></p> <p><u>A minimum of five (5) spaces shall be provided for any self service storage facilities.</u></p>	<u>0</u>
<u>Housing for low and/or moderate income for older persons and/or persons with disabilities</u>		<u>.10 per required parking space</u>

(c) Special parking spaces.

- (1) Parking for handicapped persons. Any parking area to be used by the general public shall provide suitable, marked parking spaces for handicapped persons. The number, design, and location of these spaces shall be consistent with the requirements of the applicable Florida Statutes, or succeeding provisions.

Parking spaces required for the handicapped may be counted as parking spaces in determining compliance with this chapter. All spaces for the handicapped shall be paved.

(2) Bicycle parking.

- a. Bicycle racks or other acceptable bicycle parking devices shall:
1. Be designed to allow each bicycle to be supported by its frame.

2. Be designed to allow the frame and wheels of each bicycle to be secured against theft.
3. Be designed to avoid damage to the bicycles.
4. Be anchored to resist removal and solidly constructed to resist damage by rust, corrosion, and vandalism.
5. Accommodate a range of bicycle shapes and sizes and to facilitate easy locking without interfering with adjacent bicycles.
6. Be located to prevent damage to bicycles by cars.
7. Be consistent with the surroundings in color and design and be incorporated wherever possible into building or street furniture design.
8. Be located in convenient, highly-visible, active, well-lighted areas.
9. Be located so as not to interfere with pedestrian movements.
10. Be located as near the principal entrance of the building as practicable.
11. Provide safe access from the spaces to the right-of-way or bikeway.

(d) Adjustments to requirements.

- (1) Reduction for mixed or joint use of parking spaces. The city may authorize a reduction in the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of need of maximum parking do not normally overlap. Reduction of parking requirements because of joint use may be approved if the following conditions are met:
 - a. The developer submits sufficient data to demonstrate that hours of maximum demand for parking at the respective uses do not normally overlap.
 - b. The developer submits a legal agreement approved by the city attorney guaranteeing the joint use of the off-street parking spaces as long as the uses requiring parking are in existence or until the required parking is provided elsewhere in accordance with the provisions of this code.
 - c. The structures and facilities provided for one or both of the uses are specialized to the degree that no change in use resulting in greater parking demand could take place without expensive reconstruction necessitating a development permit and development plan review.
 - d. If the properties are under separate ownership and control, a written easement and agreement shall be recorded at the applicant's expense, specifying the conditions of such joint use. This agreement shall be approved by the city attorney.
- (2) Reduction to achieve compliance with other code requirements for existing developments. The city may authorize a reduction in the total number of required parking spaces for existing developments when such reduction is proposed in conjunction with renovation, redevelopment or reuse of the site as part of the development plan approval process. In reviewing the reduction, the city shall consider the extent of the reduction, the degree to which the site is brought into compliance with current code requirements as a result of the reduction, the historical parking utilization of the subject

property, the impact such reduction may have on adjoining properties and parking facilities, and any other concern which may be deemed significant by the administrative official.

Section 5. Loading.

- (a) In general. Spaces to accommodate off-street loading of business vehicles shall be provided as required below.
- (b) Required loading spaces.

TABLE INSET:

<u>Use</u>	<u>Square Footage of Floor Area</u>	<u>Number of Spaces</u>
<u>Auditoriums, gymnasiums, stadiums, theaters and other buildings for public assembly</u>	<u>10,000--50,000</u>	<u>1</u>
	<u>50,001--100,000</u>	<u>2</u>
	<u>Over 100,000</u>	<u>3</u>
<u>Convenience stores and restaurants</u>	<u>0 to total floor area</u>	<u>1</u>
<u>Hotels, motels, and other similar uses</u>	<u>30,000--60,000</u>	<u>1</u>
	<u>Each additional 30,000 or fraction thereof</u>	<u>1</u>
<u>Industrial, manufacturing and warehouse uses</u>	<u>3,000--15,000</u>	<u>1</u>
	<u>15,001--30,000</u>	<u>2</u>
	<u>Each additional 15,000 or fraction thereof</u>	<u>1</u>
<u>Multifamily uses</u>	<u>50,000 in one building, for each building</u>	<u>1</u>
<u>Offices and financial institutions</u>	<u>10,000--30,000</u>	<u>1</u>
	<u>30,001--60,000</u>	<u>2</u>
	<u>Each additional 30,000 or fraction thereof</u>	<u>1</u>
<u>Retail commercial, service and commercial entertainment uses</u>	<u>5,000--10,000</u>	<u>1</u>
	<u>10,001--30,000</u>	<u>2</u>
	<u>Each additional 20,000 or fraction thereof</u>	<u>1</u>
<u>Schools, hospitals, nursing homes and other similar institutional uses</u>	<u>10,000--50,000</u>	<u>1</u>
	<u>Each additional 50,000 or fraction thereof</u>	<u>1</u>

Section 6. Design standards for off-street parking and loading areas.

(a) Location.

- (1) Except as provided herein, all required off-street parking spaces and the use they are intended to serve shall be located on the same parcel.
- (2) The city may approve a special exception for off-site parking facilities as part of the parking required by this code if:
 - a. The location of the off-site parking spaces will adequately serve the use for which it is intended. The following factors shall be considered:
 1. Be designed to allow each bicycle to be supported by its frame.
 2. Be designed to allow the frame and wheels of each bicycle to be secured against theft.
 3. Proximity of the off-site spaces to the use that they will serve.
 4. Ease of pedestrian access to the off-site parking spaces.
 5. Whether off-site parking spaces are compatible with the use intended to be served, e.g., off-site parking is not ordinarily compatible with high turnover uses such as retail.
 - b. The location of off-site parking spaces will not create unreasonable:
 1. Hazards to pedestrians.
 2. Hazards to vehicular traffic.
 3. Traffic congestion.
 4. Interference with access to other parking spaces in the vicinity.
 5. Detriment to any nearby use.
 - c. The developer supplies a written agreement or attaches off-site parking by deed to the parcel to which such parking is designed to serve, approved in form by the city attorney, assuring the continued availability of the off-site parking facilities for the use they are intended to serve.
- (3) All parking spaces required by this code for residential uses should be located no further than the following distances from the units they serve:
 - a. Resident parking: 200 feet.
 - b. Visitor parking: 250 feet.

Distances shall be measured from a dwelling unit's entry to the parking space. Where a stairway or elevator provides access to dwelling units, the stairway or elevator shall be considered to be the entrance to the dwelling unit. For purposes of measuring these distances, each required parking space shall be assigned to a specific unit on the development plan, whether or not the developer will actually assign spaces for the exclusive use of the specific unit.

(b) Size.

(1) Parking spaces.

- a. A standard parking space shall be 9 feet wide and 19 feet long.
- b. Parallel parking spaces shall be a minimum of ten feet wide and 22 feet long.
- c. 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 and 20 feet long, and may only be used for residential uses in accordance with requirements of this chapter.
- d. A standard motorcycle parking space shall be 4 1/4 feet long.
- e. Spaces for handicapped parking shall be the size specified by the applicable Florida Statutes.

- (2) 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.

(c) Layout.

(1) General requirements.

- a. Pedestrian and bicyclist circulation facilities, roadways, driveways, and off-street parking and loading areas shall be designed to be safe and convenient.
- b. Parking and loading areas, aisles, pedestrian walks, bikeways, landscaping, and open space shall be designed as integral parts of an overall development plan and shall be properly related to existing and proposed buildings.
- c. Buildings, parking and loading areas, landscaping and open spaces shall be designed so that pedestrians moving from parking areas to buildings and between buildings are not unreasonably exposed to vehicular traffic.
- d. Each off-street parking space shall open directly onto an aisle or driveway that, except for single-family and two-family residences, is not a public street.
- e. Aisles and driveways shall not be used for parking vehicles, except that the driveway of a single-family, two-family residence or townhouse shall be counted as a parking space for the dwelling unit, or as a number of

parking spaces as determined by the city based on the size and accessibility of the driveway. Attached garages shall not be counted as a parking space.

- f. The design shall be based on a definite and logical system of drive lanes to serve the parking and loading spaces. A physical separation or barrier, such as vertical curbs, may be required to separate parking spaces from travel lanes.
- g. Parking spaces for all uses, except single-family and two-family residences and townhouse units with attached garages, shall be designed to permit entry and exit without moving any other motor vehicle.
- h. No parking space shall be located so as to block access by emergency vehicles.
- i. No designated off-street parking or loading space or drive shall be located within ten feet of any multifamily structure or within three feet of any other building or structure which such vehicular facility is intended to serve.
- j. Dead-end aisles with adjoining parking spaces shall have an extension of the aisle a minimum of five feet beyond the last space to provide for vehicular maneuvering.

(2) Dimensions. The following table and illustration prescribe the required minimum dimensions of all parking spaces.

Minimum Dimensions for Parking Spaces

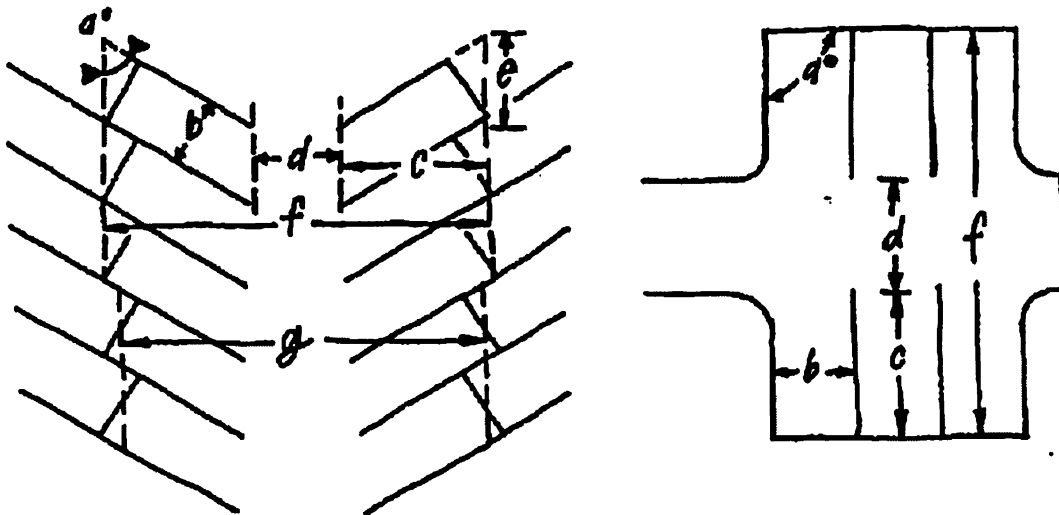


TABLE FOR PARKING LOT DIMENSIONS

TABLE INSET:

<u>a</u>	<u>b</u>	<u>c</u>	<u>d</u>	<u>e</u>	<u>f</u>	<u>g</u>
<u>20</u>	<u>9'</u>	<u>16.2'</u>	<u>11.0'</u>	<u>29.2'</u>	<u>43.4'</u>	<u>43.0'</u>
<u>30</u>	<u>9'</u>	<u>18.7'</u>	<u>11.0'</u>	<u>20.0'</u>	<u>48.4'</u>	<u>39.7'</u>
<u>40</u>	<u>9'</u>	<u>20.5'</u>	<u>12.0'</u>	<u>15.6'</u>	<u>53.0'</u>	<u>45.3'</u>
<u>45</u>	<u>9'</u>	<u>21.2'</u>	<u>13.0'</u>	<u>14.1'</u>	<u>55.4'</u>	<u>48.3'</u>
<u>50</u>	<u>9'</u>	<u>21.8'</u>	<u>12.0'</u>	<u>13.1'</u>	<u>55.6'</u>	<u>49.2'</u>
<u>60</u>	<u>9'</u>	<u>22.4'</u>	<u>18.0'</u>	<u>11.5'</u>	<u>62.8'</u>	<u>57.8'</u>
<u>70</u>	<u>9'</u>	<u>22.1'</u>	<u>18.0'</u>	<u>10.6'</u>	<u>62.2'</u>	<u>58.8'</u>
<u>80</u>	<u>9'</u>	<u>21.5'</u>	<u>24.0'</u>	<u>10.2'</u>	<u>67.0'</u>	<u>65.3'</u>
<u>90</u>	<u>9'</u>	<u>19.0'</u>	<u>24.0'</u>	<u>10.0'</u>	<u>64.0'</u>	<u>--</u>

Reductions in required width and length may be permitted under the following conditions. Such reductions shall be utilized to reduce pavement area, preserve significant trees or vegetation or increase landscaped areas. The unpaved area resulting from such reductions shall not be credited towards required vehicular use landscaping or be included within required buffers.

- a. Reduced width. An unlimited number of spaces may be approved to be reduced to nine feet wide to increase internal landscaped area above the minimums specified by this code, and to preserve existing specimen trees.
- b. Reduced length. Designers are encouraged to reduce paved areas by reducing the length of standard parking spaces to 18 feet of pavement with two feet of grassed overhang area.

(d) Access to loading spaces.

- (1) Each required loading space shall be accessible to a street, service drive, or alley in a manner that will not interfere with the movement of vehicles passing the loading space.
- (2) No loading space shall be located so that a vehicle must back onto a public street or extend into any street right-of-way while being loaded or unloaded.

(e) Surfacing.

- (1) In general. All parking and loading spaces, access drives, aisles, and other means of vehicular access required under this code shall be graded and paved in accordance with the specifications described in Standard Paving and Drainage Details of the Miami Dade County, except as otherwise permitted herein.
- (2) Alternative surfaces.

- a. The city may allow specified parking spaces or areas to be surfaced with paver blocks, aggregate concrete, or other semi-impervious material in order to reduce adverse impacts to existing vegetation and trees shown to be preserved on a development plan.
 - b. The city may allow alternative surfaces such as brick, decorative block or other material for decorative purposes, provided such materials are determined to be an acceptable substitute by the department.
- (f) Curbing, wheel stops and speed bumps.
- (1) Curbing, wheel stops, or barriers to protect sidewalks, walls, fences, or landscaped areas, and to prevent parking or loading where not permitted, shall be provided in accordance with this code except for parking areas for single-family or two-family dwellings.
 - (2) Wheel stops shall be prohibited, however, a 2' wide vehicle overhang shall be provided for this purpose from obstructing a sidewalk or making contact with a wall, landscape island, hedge or fence.
 - (3) Speed bumps or other devices which create a hazardous break in the level surface of a roadway or drive shall not be permitted within the city.
- (g) Marking.
- (1) Designated parking and loading spaces shall be marked on the surface of the parking space with paint or permanent marking materials in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), and maintained in a clear and visible condition.
- (h) Directional arrows. Directional arrows. In parking facilities containing 20 spaces or more, all aisles, approach lanes, and maneuvering areas shall be clearly marked with directional arrows and lines to expedite traffic movement in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).
- (i) Signs. The city shall require a developer to install signs in addition to directional arrows and consistent with the sign regulations in this code and the Manual of Uniform Traffic Control Devices (MUTCD) to ensure the safe and efficient flow of vehicles, both on-site and off-site as warranted.
- (j) Landscaping and buffers. All off-street parking and loading areas shall be landscaped and buffered in accordance with the landscaping and buffer regulations of Chapter 18A of the Miami Dade County Code and Chapter IX in this code in addition to meeting following regulations:
- (1) All parking lots adjacent to a right-of-way or private street shall be screened by a continuous planting and/or three (3) foot high wall with a seven (7) foot landscaped strip incorporating said planting and/or wall on private property. Planting material at time of planting shall be either a minimum height of eighteen (18) inches with a maximum average spacing of thirty (30) inches

on center, or a minimum height of thirty-six (36) inches with a maximum average spacing of forty-eight (48) inches on center.

- (2) A Minimum of ten (10) square feet of landscaped area per parking space shall be provided within a parking lot.
- (3) Landscape islands shall be placed at a minimum interval of 10 parking spaces with a minimum width of 10'.
- (4) Landscape islands that terminate a row of parking spaces shall be a minimum of 12' in width.
- (5) A landscape 7.5 feet landscape strip shall be placed between parallel rows of parking stalls.
 - a. Pursuant to the table below, a specific number of parallel rows must contain a 5' wide pedestrian walkway with a minimum 5' wide landscape strip on either side of the walkway. Rows that do not contain a walkway, must provide a 7.5 foot wide landscape strip between parallel rows as described above.

Table

<u>No. of Parallel rows* of parking spaces</u>	<u>No. of pedestrian walkways to be provided</u>
<u>5</u>	<u>1</u>
<u>6 to 10</u>	<u>2</u>
<u>11 to 15</u>	<u>3</u>
<u>16 to 20</u>	<u>4</u>
<u>21 to 25</u>	<u>5</u>
<u>26 or more</u>	<u>1 every 6 parallel rows</u>

**a parallels row consists of two rows of parking stalls*

- (6) Each island shall have a minimum of one tree minimum 14' feet in height with a 4" caliper at the time of planting.
- (7) Landscaping between rows shall have one tree for every 25 lineal feet on average, a minimum 14' feet in height with a 4" caliper at the time of planting.
- (8) Buildings shall be connected to the parking lot area and public sidewalks with an internal system of walkways.
- (9) Where the walkway traverses a drive aisle, pavers, stamped asphalt or a similar material shall be used.
- (10) Full curb shall surround the landscape island.
- (k) Lighting. Parking lots of 20 spaces or more that are to be used after dark shall be lighted. The lighting shall not shine directly upon any adjacent residence or street, and shall not produce excessive glare. Commercial lighting shall have glare guards when adjacent to single-family residential units.

- (1) A photometric study shall be required as a condition of site plan approval and shall take the proposed landscaping into account when conducting the study.
- (2) Trees and foliage shall be logically placed within the landscaped area as not to impede light from reaching the parking stalls and drive aisles. The planting scheme should incorporate both palms and trees which mature with medium sized canopies.

Section 7. Required stacking area for drive-through facilities.

All commercial and office uses utilizing drive-through facilities shall provide vehicle stacking area based on the following criteria:

- (a) Size of space. Stacking area shall be designed based on a ten-foot by 22-foot space per required vehicle.
- (b) Design of stacking area. The stacking area required below shall be designed so as to operate independently of other required parking and circulation areas. The required number of vehicle spaces shall include the vehicle being served.
- (c) Required stacking area.

TABLE INSET:

<u>Use</u>	<u>Number of Spaces</u>
<u>Financial institutions</u>	<u>5 spaces per service lane</u>
<u>Restaurant</u>	<u>6 spaces per service lane with a minimum of 3 spaces behind the order station or menu</u>
<u>Utility business office</u>	<u>8 spaces per service lane</u>
<u>Auto wash (self-service)</u>	<u>3 spaces per service lane</u>
<u>Auto wash (attendant service or drive-through automatic service)</u>	<u>8 spaces per service lane</u>
<u>Service stations (gasoline, quick lube, and other drive-through facilities)</u>	<u>3 spaces per service lane</u>
<u>All other drive-through facilities</u>	<u>3 spaces per service lane</u>

Section 8. Pedestrian/bicycle access.

- (a) In general. All new development shall be required to provide for pedestrian/bicycle access in accordance with Bikeway Master Plan and this section. Such access shall be coordinated with general vehicular traffic and

directed to provide safe access to bicycle parking areas, main entrances and other appropriate focal points.

(b) Bikeways.

(1) Location. All new development shall construct the following when required by the city:

- a. Bikeways shown for construction pursuant to the City's Bikeway Master Plan which are in rights-of-way adjacent to new development. Bikeways shall be constructed on the side of the right-of-way designated by the city, regardless of which side new development is proposed.
- b. Bikeways shall be provided according to the Bikeway Master Plan.
- c. Bikeway connectors between bicycle parking areas, main entrances or other areas and the bikeway within the right-of-way when the required number of bicycle parking spaces exceeds five. Such connectors shall be a minimum of five feet in width and shall be designed separate from general vehicular traffic.
- d. Bikeways required as a specific contingency of any subdivision, site or planned development approval.

(2) Specifications. The minimum specifications for bikeways shall be in accordance with the Standard Paving and Drainage Details of the Miami Dade County.

(c) Sidewalks.

(1) Location. All new development shall construct the following when required by the city:

- a. Sidewalks which would logically extend and connect to an existing sidewalk.
- b. Sidewalks to connect new development with existing or proposed sidewalks or bikeways within the right-of-way when the total required number of parking spaces for the development exceeds 35.
- c. Complete internal sidewalk systems within multifamily developments which connect buildings, parking areas and common facilities.
- d. Sidewalks which separate parking areas from buildings, and provide safe pedestrian access from parking areas to buildings.
- e. Sidewalks required as part of any subdivision, site or planned development approval.
- f. Sidewalks in adjacent rights-of-way.

- (2) Specifications. The minimum specifications for sidewalks shall be in accordance with the Standard Paving and Drainage Details of the Miami Dade County.
- (d) Walklights. All development within the downtown and Doral Boulevard corridor shall be required to install high-level walklights adjacent to bikeways and sidewalks as shown in the Bikeway Master Plan and Doral Boulevard plan. Such walklights shall be ten to 12 feet in height, placed three feet from the edge of the bikeway or sidewalk, spaced 100 feet on center, and be of the general shoe box style with light fixtures directed down toward the bikeway or sidewalk. Other style fixtures may be considered by the city when such fixtures are determined to be integral to a desired theme or recognized architectural style, and consistent with the intent of the corridor plan.

Section 9. Roadways.

- (a) In general. The following section describes the city program for ensuring an effective, efficient and attractive roadway network. All new development shall be required to comply with these regulations as applicable in order to promote the purposes and determinations stated herein.
- (b) Right-of-way. The city has determined the ultimate and future right-of-way for all streets comprising the roadway network. The following list provides ultimate right-of-way widths by link for roadways which are existing or planned.
 - (1) Exception to local road right-of-way widths. Local roads widths may be permitted pursuant to the provisions of the TND (Traditional Neighborhood Development District) or as part of a PUD (Planned Unit Development District).

**TABLE 12-1. ULTIMATE RIGHT-OF-WAY WIDTHS
TABLE INSET:**

<u>Roadway</u>	<u>Ultimate Right-of-Way Width (Feet)</u>
<u>Section Line Road</u>	<u>86'</u>
<u>Half Section Line Road</u>	<u>74'</u>
<u>Quarter Section Line Road</u>	<u>60'</u>
<u>Local Road (including private roadways)</u>	<u>50'</u>

- (c) Expansion of existing structures along existing roadways. Expansion of existing structures on properties fronting on roadways identified in [subsection] (c) above shall comply with special setback requirements contained therein for the applicable thoroughfare buffer zone.

Section 3. Severability. That if any section, subsection, sentence, clause, Phrase, work or amount of this ordinance shall be declared unconstitutional or invalid by competent authority, then the remainder of the ordinance shall not be affected thereby, and shall remain in full force and effect.

Section 4. Repeal of Conflicting Provisions. That all ordinances or parts of ordinances or resolutions of the County Code made inconsistent or in conflict herewith shall be and they are hereby repealed in their entirety as there is conflict or inconsistency.

Section 5. Inclusion in Code. It is the intention of the City Council and it is hereby ordained that the provisions of this Ordinance shall become and made a part of the City of Doral Code; that the sections of this Ordinance may be renumbered or relettered to accomplish such intentions; and that the word "Ordinance" shall be changed to "Section " or other appropriate word.

Section 6. Effective Date. This Ordinance shall become upon adoption on second reading.

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

Mayor Juan Carlos Bermudez	Yes
Vice Mayor Peter Cabrera	Yes
Councilmember Michael DiPietro	Yes
Councilwoman Sandra Ruiz	Absent
Councilmember Robert Van Name	Yes

PASSED AND ADOPTED upon first reading the 24th day of January, 2007

PASSED AND ADOPTED upon second reading the 12th day of February, 2007.



JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:



BARBARA HERRERA, CITY CLERK

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



JOHN J. HEARN, CITY ATTORNEY