Exhibit A

City of Coral Gables
Planning Department Staff Report

To: Honorable Local Planning Agency (LPA) / Planning and Zoning Board Members

From: Planning Department

Date: June 24, 2010

Subject: **Application No. 01-10-098-P. University of Miami - Comprehensive Plan Amendments.** Review of an Ordinance for the University of Miami, City of Coral Gables Campus requesting the following:

An Ordinance of the City Commission of Coral Gables amending the City of Coral Gables Comprehensive Plan pursuant to large scale amendment procedures subject to ss. 163.3187, Florida Statutes, for the following Comprehensive Plan text and Comprehensive Plan Map amendments for the University of Miami, City of Coral Gables Campus, generally bounded by Ponce de Leon Boulevard, Red Road (SW 57th Avenue), Mataro Avenue, San Amaro Drive, Campo Sano Avenue, Pisano Avenue and Carillo Street, Coral Gables, Florida (depicted graphically herein); and providing for severability, repealer, codification, and an effective date; as follows:

A. Amendment to Comprehensive Plan Policy FLU-1.1.6, Table FLU-5, entitled "Other Land Uses", by re-naming "University" land use to "University Campus" land use, and adding the "University Campus Multi-Use Area".
B. Amendment to Comprehensive Plan Policy FLU-1.1.6, Table FLU-5, entitled "Other Land Uses", by increasing the maximum Floor Area Ratio (FAR) for "University" land use from 0.5 FAR to 0.7 FAR.
C. Amendment to the Future Land Use Map to change the land use designation of University owned properties located on Block 192, Riviera Section Part 14 from "Commercial Use, Low-Rise Intensity" to "University Campus" land use.
D. Amendment to Comprehensive Plan Policy MOB-2.2.1, to include the University of Miami campus and several contiguous properties outside the campus in the geographic description of the Gables Redevelopment and Infill District (GRID) also known as a Transportation Concurrency Exemption Area (TCEA), including the area bounded by Ponce de Leon Boulevard, Red Road (SW 57th Avenue), Mataro Avenue, San Amaro Drive, Campo Sano Avenue, Pisano Avenue and Carillo Street.
E. Amendment to Comprehensive Plan MOB-2 Map, to graphically include the University of Miami campus and several contiguous properties outside of the campus into the Gables Redevelopment and Infill District (GRID) also known as a Transportation Concurrency Exemption Area (TCEA).
F. Amendment to the Future Land Use Map to designate and graphically locate proposed "University Campus Multi-Use Area" along Ponce de Leon Boulevard, approximately bounded by Stanford Drive, Walsh Avenue and the University (Mahi) Waterway Canal.

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Recommendation

The Planning Department recommends Local Planning Agency (Planning and Zoning Board) recommend transmittal of the proposed comprehensive plan amendments (as referenced in the below Ordinance title and attached as Attachment A) for the University of Miami, City of Coral Gables Campus to the Department of Community Affairs for review pursuant to section 163.3187, Fla, Stat. (2010).

The Planning Department recommends that the LPA recommend that in the event that the City Commission supports the proposed comprehensive plan amendments, that such approval be made subject to the approval of a Development Agreement between the City and the University providing for the future growth and development of the University and subject to appropriate mitigation of any potential adverse impacts to the City and its residents.

This recommendation is in furtherance of the Comprehensive Plan (CP) Goals, Objectives and Policies and the Zoning Code provisions and is subject to adhering to all plans, exhibits and descriptions submitted by the applicant and provided as Attachment B.

"An Ordinance of the City Commission of Coral Gables amending the City of Coral Gables Comprehensive Plan pursuant to large scale amendment procedures subject to ss. 163.3187, Florida Statutes, for the following Comprehensive Plan text and map amendments for the University of Miami, City of Coral Gables Campus, generally bounded by Ponce de Leon Boulevard, Red Road (SW 57th Avenue), Mataro Avenue, San Amaro Drive, Campo Sano Avenue, Pisano Avenue and Carillo Street, Coral Gables, Florida (depicted graphically herein); and providing for severability, repealer, codification, and an effective date; as follows:

A. *Amendment to Comprehensive Plan Policy FLU-1.1.6, Table FLU-5, entitled "Other Land Uses", by re-naming "University" land use to "University Campus" land use, and adding the "University Campus Multi-Use Area".*
B. *Amendment to Comprehensive Plan Policy FLU-1.1.6, Table FLU-5, entitled "Other Land Uses", by increasing the maximum Floor Area Ratio (FAR) for "University" land use from 0.5 FAR to 0.7 FAR.*
C. *Amendment to the Future Land Use Map to change the land use designation of University owned properties located on Block 192, Riviera Section Part 14 from "Commercial Use, Low-Rise Intensity" to "University Campus" land use.*
D. *Amendment to Comprehensive Plan Policy MOB-2.2.1, to include the University of Miami campus and several contiguous properties outside the campus in the geographic description of the Gables Redevelopment and Infill District (GRID) also known as a Transportation Concurrency Exemption Area (TCEA), including the area bounded by Ponce de Leon Boulevard, Red Road (SW 57th Avenue), Mataro Avenue, San Amaro Drive, Campo Sano Avenue, Pisano Avenue and Carillo Street.*
E. *Amendment to Comprehensive Plan MOB-2 Map, to graphically include the University of Miami campus and several contiguous properties outside of the campus into the Gables Redevelopment and Infill District (GRID) also known as a Transportation Concurrency Exemption Area (TCEA).*
F. *Amendment to the Future Land Use Map to designate and graphically locate proposed "University Campus Multi-Use Area" along Ponce de Leon Boulevard, approximately bounded by Stanford Drive, Walsh Avenue and the University (Mahi) Waterway Canal."*

Please refer to the following mapping for applicability of above items A through F. An aerial photograph has also been provided to illustrate existing campus layout.

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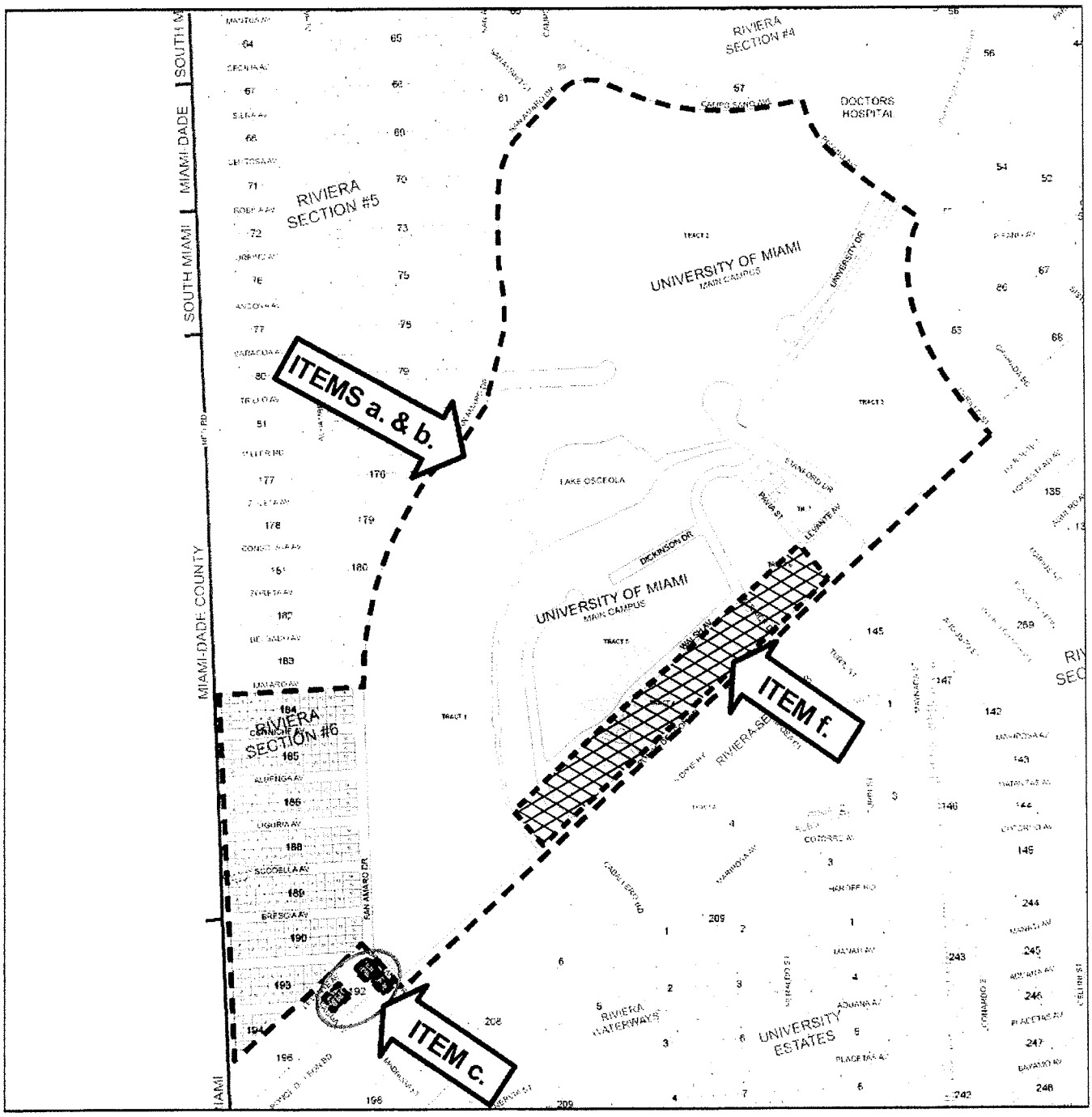

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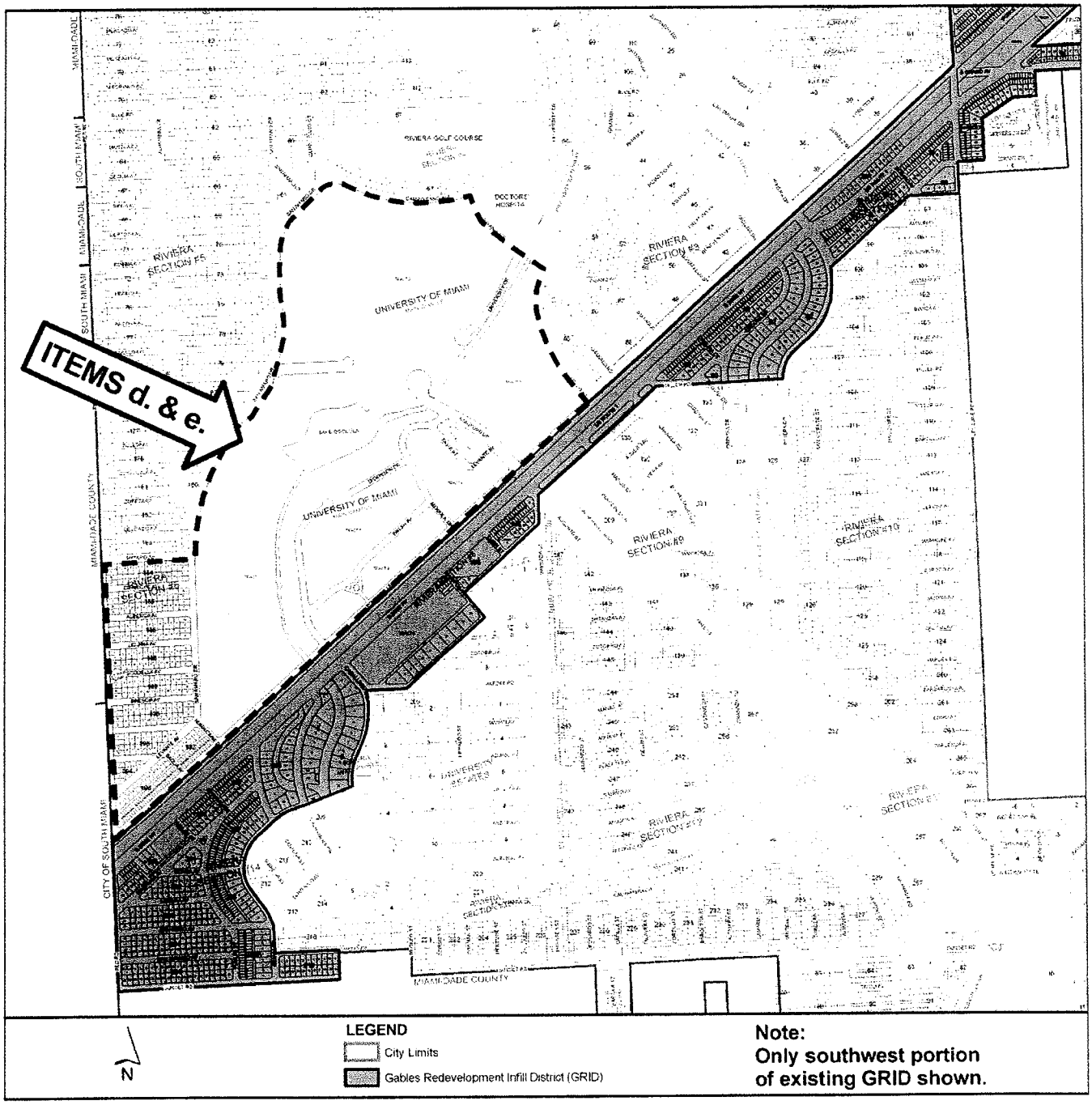

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Request

The University of Miami is proposing amendments to the Comprehensive Plan text and Comprehensive Plan Map for the University of Miami, City of Coral Gables Campus as referenced in the subject line of this report.

The proposed amendments to the Future Land Use Map and Comprehensive Plan text require review and recommendation by the Local Planning Agency (Planning and Zoning Board) and consideration and adoption in ordinance form by the City Commission (two public hearings). These amendments are considered "large scale" amendments according to the thresholds established by Florida Statues enforced by the Department of Community Affairs (DCA). Therefore, a State required impact analysis shall be necessary and DCA review required between the City Commission 1st and 2nd readings.

Background

Application Provisions

The University of Miami applications are being submitted in accordance with the provisions that allow for private parties to amend the City's Comprehensive Plan as provided for in Zoning Code Article 3, Division 15, "Comprehensive Land Use Plan Text and Map Amendments." This application has been filed within the twice yearly filing timeframe established in the Planning Department's Development Review Handbook (first business day in February and August).

This is the first time since the adoption of the UMCAD Ordinance in the early 1990's that the University has filed an application for Comprehensive Plan amendments for the University campus property.

City Reviews and Approvals

City Reviews/Timeline	Date Scheduled/Reviewed/Approved*
Development Review Committee	N/A
Board of Architects	N/A
City / UM Community Relations Committee	N/A
Board of Adjustment	N/A
Historic Preservation Board	N/A
Landscape Advisory Board	N/A
Local Planning Agency	06.24.10
Planning and Zoning Board	06.24.10
Street and Alley Vacation Committee	N/A
Public rights-of-way encroachment (City Commission)	N/A
City Commission, 1st reading	06.30.10
City Commission, 2nd reading	TBD – After the DCA concludes its review

*All scheduled dates and times are subject to change without notice.

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Discussion and Analysis

This section provides Staff's analysis of each of Comprehensive Plan text and Comprehensive Plan Map amendments.

Comprehensive Plan Text Amendments (Referenced above as Amendments A, B and D)

Amendment # A:

Amendment to Comprehensive Plan Policy FLU-1.1.6, Table FLU-5, entitled "Other Land Uses", by re-naming "University" to "University Campus", and adding the "University Campus Multi-use Area" overlay district.

Staff's analysis and comments: The City has always supported the continued growth of the University as a modern university which involves considerably more than classrooms and athletic fields. For example, research is a core ingredient of a modern university. The City recognizes that these uses are essential to the future success of the University; and that the inclusion of facilities to house such uses on campus is important to their success. It is also the optimal way to internalize potential compatibility issues and protect the City's tax base.

The proposed amendments to the text of Policy FLU-1.1.6 are intended to clarify and expand on the uses and activities permitted on the Coral Gables Campus of the University of Miami. In particular, the amendments more explicitly addresses the accessory and ancillary uses which are authorized on the University campus. At the same time, the amendment recognizes that portions of the campus abut single family residential neighborhoods and that many uses which are appropriate for a modern university campus, should not be located in the vicinity or adjacent single family residential neighborhoods. The proposes amendment limits specific accessory and ancillary university uses which have the potential for adversely affecting adjacent single family residential neighborhoods to parts of the Campus which is not adjacent to such neighborhoods by creating a "Campus Multi-use Area" which is land use subcategory of the University Campus Land Use Category.

The proposed text amendment within the format of the Comprehensive Plan would reads as follows:

Table FLU-5. Other Land Uses.			
Classification	Description	Density / Intensity	Height
Subcategory			
University Campus Multi-Use Area	In addition to the University Campus uses listed in Table FLU-5, this category shall include other land uses that are associated or affiliated with the university, or directly supportive of the university's mission to educate and nurture students, to create knowledge, to provide service to the community. Other uses may include lodging, conference center, governmental/public sector, research, office, and medical/healthcare uses. Retail uses ancillary to or which serve the other use(s) permitted in the University Campus and University Campus Multi Use area may be integrated in an amount not to exceed fifteen (15%) percent of the total floor area	Per allowable campus FAR.	Per the Zoning Code.

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Amendment # B:

Amendment to Comprehensive Plan Policy FLU-1.1.6, Table FLU-5, entitled "Other Land Uses", by increasing the maximum Floor Area Ratio (FAR) for "University" use from 0.5 FAR to 0.7 FAR.

Staff's analysis and comments: The University's long range plans, including the current campus master plan on which the original UMCAD approval was based, have always anticipated a total development of 6.8 million square feet of gross floor area on campus. For the purposes of the University Land Use Category (proposed to be changed to the University Campus Land Use Category) gross floor area includes all uses including residential.

UMCAD reports and amendments over the years have varied the amount of square footage have contemplated several different amounts of total floor area from as low of 5,009,400 square feet to a high of 6,975,360 square feet based on floor area calculation (FAR) calculation data which has have varied from one UMCAD report and amendment to another. The University's original 1992 Campus Master Plan identified the maximum square footage permitted for the UM Campus as 6,795,360. Subsequent UMCAD reports and amendments identified the planned square footage ranging between 5,293,895 square feet and then as 6,004,594 square feet and then again as 6,795,360. The varying results were in part a result of use of differing land areas and a differing FAR measures. Presently, the University existing built square footage is approximately 4,300,000 square feet.

The University desires, on a going forward basis, to resolve the issue of maximum permitted square footage by the Campus Master Plan and the City. The City recognizes that the University has well-developed expectations that the maximum floor area permitted on the UM Campus is 6.8 square feet, that various UMCAD analyses over the years have been based on that assumption; and the City understands the value of resolving the matter. The proposed comprehensive plan amendment resolves the issue of the maximum FAR of 0.7 in the University Campus Land Use Category.

The proposed Comprehensive Plan amendment is being considered in the context of on-going negotiations between the City and the University with regard to a 20-year City/University Agreement pursuant to section 163.3221 et seq. Fla. Stat. (2010), providing for the future growth and development on the UM Campus and providing for mitigation of potential adverse impacts on the City and its residents.

The proposed amendment to the maximum intensity of use in the University Use Land Use Category is an FAR of .7 of gross floor area for all uses. The proposed text amendment within the format of the Comprehensive Plan would reads as follows:

Table FLU-5. Other Land Uses.			
Classification	Description	Density / Intensity	Height
University Campus	Buildings and land uses ~~area used~~ for learning, research, ~~and~~ living and other uses which are ancillary to a university campus. ~~as part of a university campus. It may also include limited commercial activities oriented to university housing.~~	Maximum F.A.R. of ~~0.5~~ 0.7 for the entire campus as a planned development site.	Per the Zoning Code.

The continued intensification of the UM Campus in the context of the anticipated City/University Agreement pursuant to section 163.3221 et seq. Fla. Stat. (2010) and Zoning Code Article 3, Division 19 will provide for the future growth and development on the UM Campus and provide for mitigation of potential adverse impacts on the City and its residents. This is appropriate for the following reasons:

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1. Concentration of university uses and activities on the UM Campus "internalizes" the potential adverse impacts on surrounding properties and residential areas. There are numerous examples of university campus expansions around the country where the benefits of a major university in the community have been compromised because of so-called "campus creep." The City's Comprehensive Plan and Zoning Code contemplate the concentration of University of Miami activities and uses on the UM Campus as a means of protecting residential neighborhoods from intrusions.
2. Concentration of activities on the UM Campus promotes use of alternative modes of transportation. The provision of on-campus student housing reduces peak hour external trip generation and vehicles of miles of travel, as does the provision of shopping and entertainment opportunities on campus. Moreover, universities, by their very nature, are places where conservative behavior can be mandated. The University, for example, has recently prohibited freshman students from having a car on campus which has had a significant impact on off-street parking and external trip generation.
3. Diversification of the University is beneficial to the long term success of the University, however, diversification can only be achieved through expansion or intensification of the UM Campus. That is so because the City's comprehensive plan makes it clear that expansion of the UM Campus is not appropriate for neighborhood compatibility purposes and the preservation of the City's tax base and fiscal integrity.
4. The City's UMCAD regulations limit uses and heights near adjacent residential neighborhoods so that any that intensification of the campus is already limited to areas where intensification will not adversely affect adjacent residential neighborhoods. Fifth, the UM Campus is already served by on and off-campus transit. The UM operates a successful intra-campus shuttle system and there is a Metro Rail Station adjacent to the campus just south of Ponce De Leon Boulevard.
5. Intensification and internalization of university uses and activities is consistent with other Goals, Objectives and Policies of the City's Comprehensive Plan and is the most critical component that must be implemented and enforced to be good "neighbors" with adjoining residential neighborhoods surrounding the University.

Amendment # D:

Amendment to Comprehensive Plan Policy MOB-2.2.1, to include the University of Miami campus in the geographic description of the Gables Redevelopment and Infill District (GRID) also known as a Transportation Concurrency Exemption Area (TCEA), including the area bounded by Ponce de Leon Boulevard, Red Road (SW 57th Avenue), Matero Avenue, San Amaro Drive, Campo Sano Avenue, Pisano Avenue and Carillo Street. The GRID or TCEA is an urban area delineated by a local government where infill and redevelopment occurs and where exceptions to the transportation concurrency requirement are made, providing that alternative modes of transportation, land use mixes, urban design, connectivity, and funding are addressed. The primary purpose of a TCEA is to allow development to occur in urbanized areas where infrastructure already exists, thereby reducing urban sprawl. The TCEA concurrency exceptions apply to all land uses, development and types of facilities within the TCEA

In the context of the anticipated City/University Agreement pursuant to section 163.3221 et seq. Fla. Stat. (2010) providing for the future growth and development on the UM Campus and providing for mitigation of potential adverse impacts on the City and its residents, the inclusion of the University of Miami Campus in the GRID furthers the purposes of the Comprehensive Plan. The inclusion also responds to the City's efforts to promote use of alternative modes of transportation and to reduce the number/length of automobile trips to and from the UM campus. This will be solidified via the approval of a Mobility Plan which shall be a part of the University's Campus Master Plan.

The City implemented the GRID in 1995 to include commercial properties in the north Ponce De Leon area, the Central Business District (CBD) and both sides of Ponce De Leon Blvd north of US-1 and the south side of Ponce De Leon Blvd along US-1. The GRID was created pursuant to the urban infill criteria in Section 163.3180(5)(b)7, F.S.

The request would change the GRID to include the area north of US-1 which comprises the University of Miami campus. The City sought an opinion from the DCA as a part of its review of this application regarding the requirements for such TCEA expansion. Section 163.3180(5)(b), F.S., and Rule 9J-5.0055(6), F.A.C. provide a complete discussion of the data and analysis and Goals, Objectives and Policies (GOP's) required to accompany a proposed TCEA expansion The University provided this data and analysis within Volume II of Attachment B.

The thirteen (13) requirements per Section 163.3180(5)(b), F.S., and Rule 9J-5.0055(6), F.A.C are listed below in *italics* and the Staff's analysis and comments of the required data and analysis is provided after each section as follows:

1. *162.3180(5)(d). Implementation of long-term strategies to support and fund mobility within the designated exception area, including alternative modes of transportation. Demonstrate how strategies will support the purpose of the exception. Demonstrate how mobility within the designated exception area will be provided.*

   Staff's analysis and comments: The University indicates that the following strategies are already in effect (and will continue) throughout the university campus:
   - Easy pedestrian access to the University Metrorail station for regional rail mobility.
   - Proximity to M-Path bike path underneath Metrorail guideway.
   - Hurrycane shuttle providing campus-wide mobility as well as connectivity to Metrorail and other popular student/staff/faculty destinations.
   - Proximity to University Metrorail station/transit hub for direct access to local bus routes that stop at the station, transfers to the regional bus system and access to the Coral Gables Trolley that stops at the next Metrorail station to the north (Douglas Road).

   City evaluation notes these strategies are all valid methods of providing enhanced mobility supporting the concept of GRID and reduce reliance on automobile access.

2. *163.3180(5)(d). The strategies must address the following: a) urban design; b) appropriate land use mixes; c) intensity and density; and d) network connectivity plans needed to promote urban infill, redevelopment, or downtown revitalization.*

   Staff's analysis and comments: The evaluation of points a and c above is provided above. Regarding points b and d, the University explains that:
   - The mix of land uses within the campus reduces external travel.
   - On-campus network of bicycle, pedestrian and shuttle service reduces external travel as well.

   These strategies are all valid methods of providing enhanced mobility supporting the concept of GRID and reduce reliance on automobile access.

3. *163.3180(5)(d).,9J-5, 0055(6)(a), and 9J-5.0055(6)(6)2. The comprehensive plan amendment designating the concurrency exception area must be accompanied by data and analysis supporting the local government's determination of the boundaries of the transportation concurrency exception area.*

Staff's analysis and comments: The University ascertains the following:

- The proposed GRID expansion is immediately adjacent and contiguous to the existing GRID.
- The expansion is also immediately adjacent and within walking distance of the Metrorail University station.
- The expanded GRID is completely within the Miami-Dade County TCEA which defines the county's Urban Infill Area.

Staff notes the above are all valid reasons to expand the existing GRID as proposed.

4. *163.318(5)(d)., 9J-5,0055(6)(a), and 9J-5.0055(6)(b)2. Demonstrate coordination with FDOT and the local MPO when designing local transportation concurrency exception area boundaries.*

   Staff's analysis and comments: The University representatives contacted and coordinated the request in April 2010, with the Florida Department of Transportation (FDOT – Mr. Carlton Card), the Miami Urbanized Area Metropolitan Planning Organization (MPO – Mr. Carlos Road), and the Miami-Dade Planning Department (Mr. Napoleon Somoza).

5. *163.3180(5)(e). Consult with Department of Community Affairs and the Department of Transportation to assess the impact that the proposed exception area is expected to have on the adopted level-of-service standards.*

   Staff's analysis and comments: Both the City and the University have been coordinating the proposed GRID expansion request since February. These consultations included the verification of the requirements for the expansion of the existing GRID in Coral Gables. Extensive level of service analysis, showing the impact of the mobility strategies already in place, has been previously submitted by University as is provide in Attachment B.

6. *163-3180(5)(e). Provide a plan for the mitigation of impacts to the Strategic Intermodal System (SIS), including, if appropriate: a) access management; b) parallel reliever roads; c) transportation demand management; and, d) other measures.*

   Staff's analysis and comments: The University explains that impacts on the SIS will be mitigated by the following techniques and strategies:

   - Metrorail accessible at University Station.
   - Local bus routes stopping at Metrorail University Station.
   - UM Hurrycane shuttle system.
   - Access to the regional bike system via the M-Path underneath the Metrorail guideway.
   - On Campus Transportation Demand Management (TDM) techniques.
   - Provision of on-campus housing to reduce commuter student traffic.

   These strategies are all valid methods of mitigating impacts on the SIS.

7. *9J-50055(6). Consider the impacts of the exception areas on the Florida Intrastate Highway System.*

   Staff's analysis and comments: The closest FIHS facility, the Palmetto Expressway, is located two miles from UM. UM explains that impacts on the FIHS will be mitigated by the following techniques and strategies:

   - Metrorail accessible at University Station.

- On Campus Transportation Demand Management (TDM) techniques including parking management/control.
- Provision of on-campus housing to reduce commuter student traffic.
- UM Hurrycane shuttle system.
- Pedestrian and bicycle linkages to the regional bike system via the M-Path underneath the Metrorail guideway.

These are all valid methods of mitigating impacts on the FIHS.

8. *9J-5.0055(6)(a) 1, 2 and 3. Indicate whether the TCEA is based on an area delineated for urban infill development, urban redevelopment, or downtown revitalization, and provide the associated objectives and policies that describe the supporting actions and programs.*

   Staff's analysis and comments: The UM Campus is treated by the Comprehensive Plan as a major employment center appropriate for compact urban development and infill development because of the importance of the University to the City's economy, the opportunity to internalize impacts on adjacent areas and promote alternative modes of transportation, intra-campus shuttle service and the availability of transit.

9. *9J-5.0055(6)(a)(1)(a). If the TCEA is based on an area delineated for urban infill development, demonstrate that the area contains not more than 10 percent developable vacant land.*

   Staff's analysis and comments: There is no "vacant" land within the UM Campus. There is land that currently serves as open space and land that is "underutilized." Virtually future growth and development will be in the nature of redevelopment .

10. *9J-5.0055(6)(a)(1)(b). If the TCEA is based on the area delineated for urban infill development, indicate whether the average residential density standard or the floor area ratio apply from this paragraph.*

    Staff's analysis and comments: The intensities of use for the portions of the UM Campus for residential and non-residential use exceed the densities specified in Rule 9(J)-5.0055(6)(a)(1)(b).

11. *9J-5.0055(6)(b)(1). Demonstrate that the TCEA is compatible with and furthers the various portions and elements of the local comprehensive plan.*

    Staff's analysis and comments: The University indicates that the following Coral Gables Comprehensive Plan Mobility Element Goals, Objectives and Policies that the proposed GRID expansion is consistent with:

    Goal MOB-1. Provide accessible, attractive, economically viable transportation options the meet the needs of the residents, employers, employees and visitors through a variety of methods.

    Objective MOB-1.1. Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling.

    Policy MOB-1.1.1. Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.

Policy MOB-1.1.2 Encourage land use decisions that encourage infill, redevelopment and reuse or vacant or underutilized parcels that support walking, bicycling and public transit use.

Policy MOB-1.1.3. Locate higher density development along transit corridors and near multimodal stations.

Policy MOB-1.1.4. Support incentives that promote walking, bicycling and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, University of Miami and multimodal transit centers/stations.

Policy MOB-1.1.7. Search the expansion of the current trolley system by 2010 to meet the needs of the community with specific attention to a northern expansion of the system and connection to the University of Miami.

Goal MOB-2. The City will maintain and enhance a safe, convenient, balanced, efficient and interconnected multi-modal system consisting of vehicular, transit, bicycle, and pedestrian transportation options; and will coordinated with the City's Comprehensive Plan while maintaining the economic viability of the City's businesses, and continued enhancement of the quality of life for the City's neighborhoods.

Objective MOB-2.2. The City shall maintain and continue to monitor its Transportation Concurrency Exception Area (TCEA) within the City's Concurrency Management Program pursuant to the policies listed below.

Policy MOB-2.2.5. As a vibrant mature City located in rapidly growing Miami-Dade County, the City shall continue to purse and promote infill and redevelopment in appropriate parts of the City, especially within the City's GRID. The City shall research the following:

- *The possible expansion and upgrade of the current trolley system to other destinations within the City which many include a northern extension beyond 8th Street and connection to the University of Miami campus.*
- *Potential development incentives and/or economic incentives to promote trolley ridership.*
- *Maintain the existing Coral Gables Mediterranean System Design Standards, which awards density and height bonuses for development which provide pedestrian amenities thereby encouraging walkability.*

Objective MOB-2.3. Provide for a safe, convenient, efficient and interconnected multi-modal transportation system.

Policy MOB-2.3.1. The City shall, as a part of its development review process, continue to maximize utilization of the existing roadway capacity and reduce peak period congestion by implementing to the maximum extent feasible, traffic operation improvements and transportation systems management alternatives including but not limited to the following:

- *Limitations of the number and width of vehicular driveways/curbcuts on street to minimize pedestrian intrusion/obstacles.*
- *Improved signal timing.*
- *Intersection signing, markings, channelization.*
- *Restrictions and management of on-street parking.*
- *The use of mass transit and paratransit services.*
- *Possible expansion of routes of the existing trolley system.*
- *Continue improvements of the existing trolley system (i.e., additional cars).*
- *Employer-based van pooling, car pooling.*
- *Employer-based staggered and/or flexible work hours.*
- *Provisions for the accommodation of bicycles and associated bicycle support facilities.*

Goal MOB-3. Develop strategies and policies to reduce automobile travel demand or to redistribute the demand in space or time that support the general concepts of Transportation Demand Management (TDM) to deliver better environmental outcomes, improve public health, as well as create a stronger and more livable City.

- *Support a "park once" effort, whereas parking patrons become a "pedestrian" or "transit rider" between the City's downtown, adjoining retail centers, business attractors, employment centers and the University of Miami.*

Staff's conclusions are that the proposed GRID expansion is consistent with the above Goals, Objectives and Policies of the Comprehensive Plan Mobility Element. Further detailed "consistency analysis" is provided in the latter portion of this report within the Comprehensive Plan (CP) Specific Goals, Objectives and Policies Analysis section.

12. *9J-5.0055(6)(c). Provide guidelines and/or policies which specific programs to address transportation needs of TCEA's, including: a) timing and staging plans; b) parking control and pricing policies; c) transportation demand management programs; d) transportation system management programs; e) availability of public transportation; and, f) utilization of creative financing tools for the provisions of transportation services and facilities.*

    Staff's analysis and comments: The University enumerates the following programs addressing the transportation needs of the GRID:
    - Metrorail accessible at University Station.
    - Local bus routes stopping at Metrorail University Station.
    - UM Hurrycane shuttle system.
    - On Campus Transportation Demand Management (TDM) techniques.
    - Pedestrian and bicycle facilities and linkages to the regional bike system via the M-Path underneath the Metrorail guideway.
    - Ring road to internalize Hurrycane shuttle and vehicular trips.

    These are all valid programs addressing the transportation needs of the proposed GRID.

13. *9J-5.0055(6)(d). Demonstrate by supporting data and analysis, including short and long range traffic analysis that consideration has been given to the impact of proposed development within the concurrency exception area on the Florida Intrastate Highway System.*

Staff's analysis and comments: Extensive level of service analysis, showing the traffic impacts and the effect of the mobility strategies already in place, has been previously submitted by the University. This analysis, extending through the year 2025, is part of the University of Miami Regional Traffic Study (UMRTS).

The closest FIHS facility, the Palmetto Expressway, is located two miles from the University. The University explains that impacts on the FIHS will be mitigated by the following techniques and strategies:

- Metrorail accessible at University Station.
- On Campus Transportation Demand Management (TDM) techniques including parking management/control.
- Provision of on-campus housing to reduce commuter student traffic.
- UM Hurrycane shuttle system.
- Pedestrian and bicycle linkages to the regional bike system via the M-Path underneath the Metrorail guideway.

These data and analyses confirm that consideration has been given to the impacts of the proposed development on the FIHS.

In summary, based upon the information provided, sufficient data and analysis has been provided justifying the expansion of the existing GRID to include the University of Miami Campus. The proposed text as amended in the Comprehensive Plan would be as follows:

> ***"Policy MOB-2.2.1.*** *The City shall maintain and continue to monitor its Gables Redevelopment and Infill District (GRID) as adopted pursuant to Ordinance #3148 adopted 08.29.1995 to ensure compliance with its established LOS standards and established boundaries.*
>
> *The specific geographic area of the Gables Redevelopment and Infill District (GRID) is bounded on the north by Tamiami Trail (SW 8th Street), beginning at Douglas Road and proceeding west along Tamiami Trail, then south along the city boundary to LeJeune Road, then south to Ponce de Leon Boulevard, then southwest to <u>Carillo Street, then north to Pisano Avenue, then northwest to Campo Sano Avenue, then west to San Amaro Drive, then south to Mataro Avenue, then west to</u> Red Road, then south to Sunset Road, then north at Lot 14, Block 29, Riviera Section Part 14 to San Ignacio Street, then west to Nervia Street, then north-northeast (projected) to Caballero Boulevard, then north to Hardee Road, then west to Mariposa Avenue, then northeast to Mariposa Court then northwest to Madruga Avenue, then northeast to Maynada Street, then north to Miami-Homestead Avenue, then northeast to Miller Road, then east to Riviera Drive, then northeast to Menendez Avenue, then northeast to Rosaro Street then east to LeJeune Road, then north to Grant Drive, then east to Washington Drive north and northeast to Lincoln Drive, then north to Grand Avenue, then east to Brooker Street, then north to Florida Avenue, then west to South Dixie Highway, then northeast to Brooker Street, then proceeding west then north along the western city boundary to point of beginning at the intersection of Tamiami Trail (SW 8th Street) and Douglas Road as exhibited on the MOB-2: Gables Redevelopment Infill Districts (GRID) Map."*

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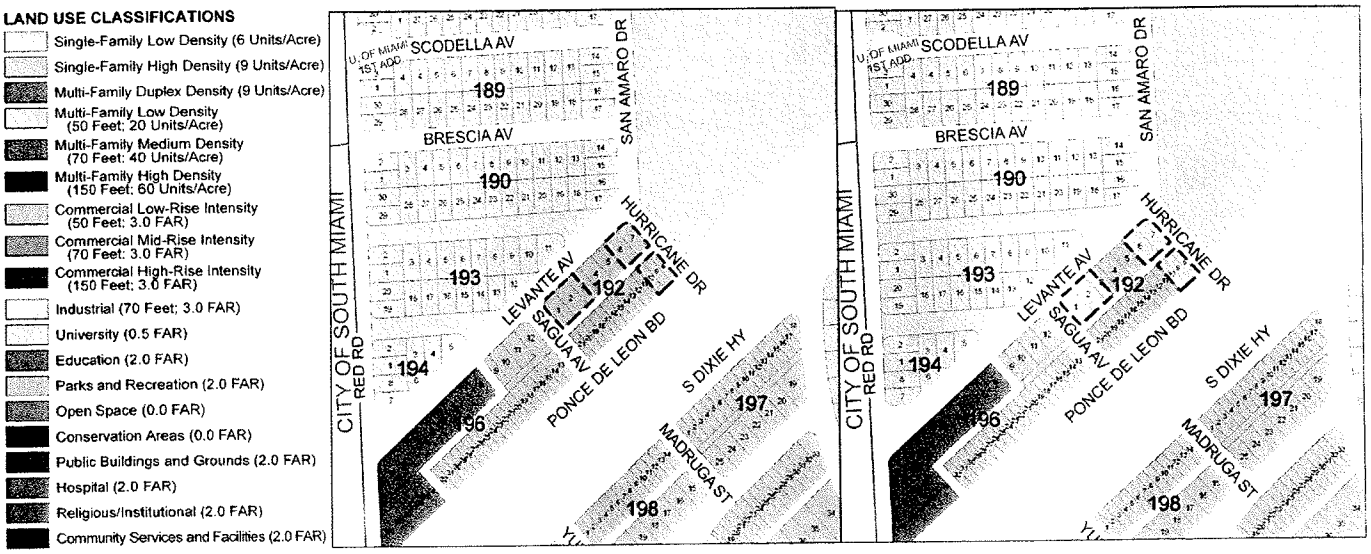
Comprehensive Plan Future Land Use Map Amendments (Referenced above as Amendments C, E and F).

Amendment # C:

Amendment to the Future Land Use Map to change the land use designation of University owned properties located on Block 192, Riviera Section Part 14 from "Commercial Use, Low-Rise Intensity" to "University Campus" land use.

Staff's Analysis and comments: The University owns three (3) small parcels of land which are contiguous to the UM Campus. The parcels are improved with a total of 25,379 square feet of floor area used for miscellaneous University support. The properties are currently located in the Commercial Low Rise Land Use Category. The City encourages the University to include all contiguous properties owned and used by the University for university use or university support in the UMCAD District. The proposed land use classification of University Use would allow the property to be included in the UMCAD District

The updated mapping would result in the following changes:



Existing *Proposed*

Amendment # E:

Amendment to Comprehensive Plan MOB-2 Map, to graphically include the University of Miami campus as a part of and within the Gables Redevelopment and Infill District (GRID) also known as a Transportation Concurrency Exemption Area (TCEA).

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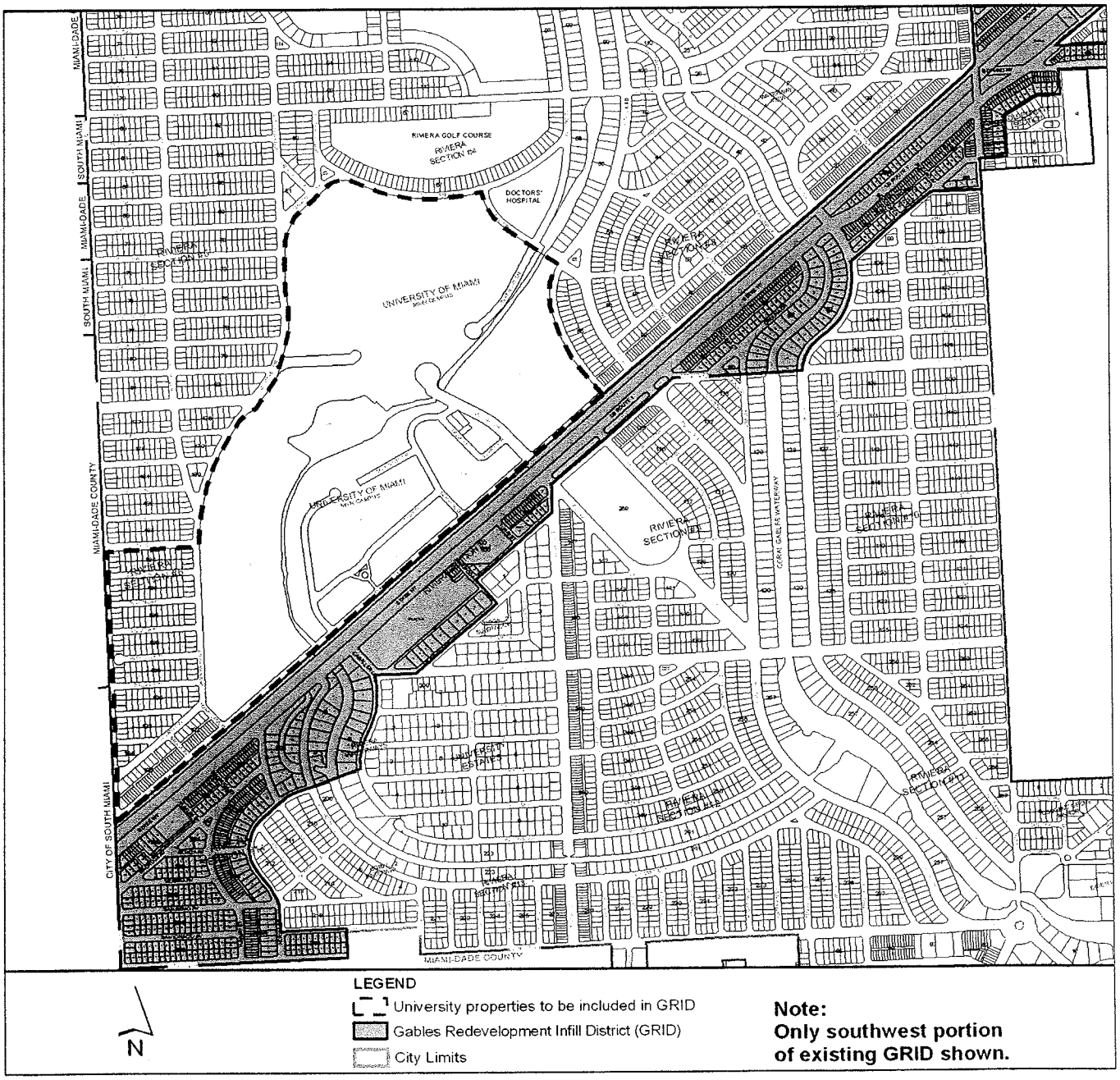

Staff's Analysis and comments: This amendment to the Comprehensive Plan Map MOB-2 implements the expanded the GRID to include the University Campus.

Amendment # F:

Amendment to the Future Land Use Map to designate and graphically locate proposed "University Campus Multi-Use Area" overlay district along Ponce de Leon Boulevard, approximately bounded by Stanford Drive, Walsh Avenue and the University (Mahi) Waterway Canal.

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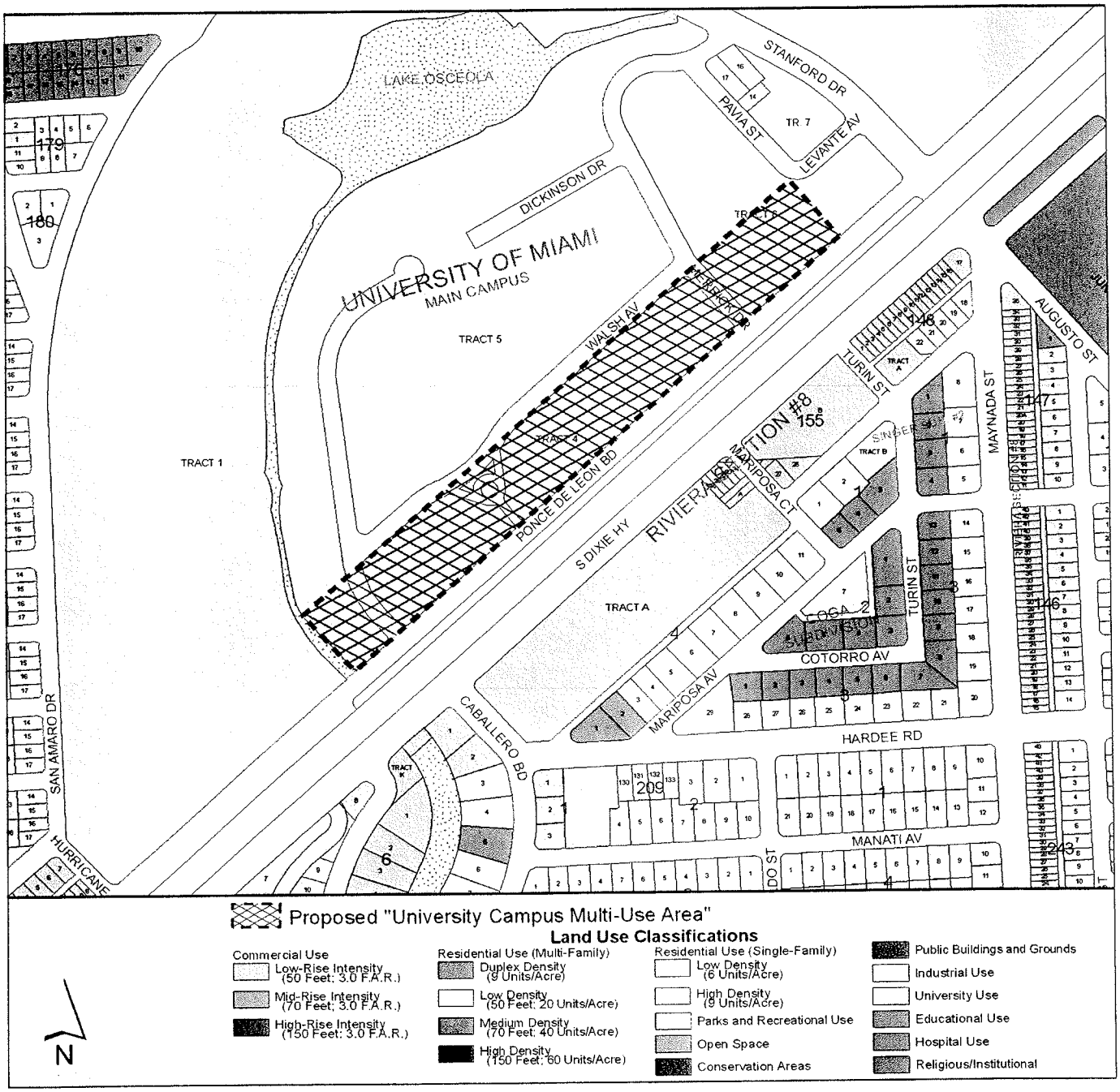
Staff's Analysis and comments: The proposed amendment to the Future Land Use Map locates the University Multi-Use sub category where surrounding land uses are: 1) the core of the University; and 2) the Ponce de Leon Boulevard/Metro Rail/U. S. 1 corridor. The location ensures that the accessory and ancillary uses permitted in the University Multi-Use subcategory will not have an adverse impact on single family neighborhoods which are located adjacent to the University Campus.

The updated mapping would result in the following:



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Findings of Facts

This section evaluates the application for compliance with the Zoning Code and Comprehensive Plan. This evaluation provides Findings of Fact and Basis for Consistency .

Change of Land Use

Zoning Code Section 3-1506 provides the standards for Comprehensive Plan map and text amendments, as follows:

A. *Proposed amendments to the Text and Maps of the Comprehensive Land Use Plan shall be reviewed pursuant to the following standards:*
   1. *Whether it specifically advances any objective or policy of the Comprehensive Land Use Plan.*
   2. *Whether it is internally consistent with Comprehensive Land Use Plan.*
   3. *Its effect on the level of service of public infrastructure.*
   4. *Its effect on environmental resources.*
   5. *Its effect on the availability of housing that is affordable to people who live or work in the City of Coral Gables.*
   6. *Any other effect that the City determines is relevant to the City Commission's decision on the application.*

Staff's Analysis and comments: In the context of the anticipated City/University Agreement pursuant to section 163.3221 et seq. Fla. Stat. (2010) providing for the future growth and development on the UM Campus and providing for mitigation of potential adverse impacts on the City and its residents, the standards identified in Section 3-1506 for the proposed Comprehensive Plan map and text amendments are satisfied. The proposed amendments are recommended to be transmitted to the Department of Community Affairs for review pursuant to section 163.3187 Fla. Stat. (2010) and if, after review by the Department, the City Commission approves the proposed amendments, that such approval should be subject to a condition that an enforceable City/University Agreement pursuant to section and 163.3221 et seq. Fla. Stat. (2010) and Zoning Code Article 3, Division 19 be approved by the City and be effective and enforceable.

Comprehensive Plan (CP) Specific Goals, Objectives and Policies Analysis

This section provides a detailed analysis of the CP providing for the Basis for Consistency of the following CP Goals, Objectives and Policies:

Ref. No.	CP Goals, Objectives and Policies	Basis for Consistency
1.	***Policy ADM-1.1.7.*** *Provide for notice, advertisement, publication, dissemination, and distribution of the Comprehensive Plan and associated amendments to the public and interested parties. All avenues of electronic mediums shall be utilized to apprise all parties of the Comprehensive Plan and future changes.*	*The City has complied with the public participation requirements of this policy and requiring that the University of Miami hold a neighborhood meeting in conjunction with consideration of these amendments.*
2.	***Policy GOV-1.1.5.*** *Ensure that resident's concerns regarding incompatible or inconsistent development are addressed in conformance with established provisions of*	*The existing provisions of the City's Zoning Code and a proposed Development Agreement ensure that the proposed comprehensive plan*

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Ref. No.	CP Goals, Objectives and Policies	Basis for Consistency
	the City Code, Comprehensive Plan, and Zoning Code provisions; and coordinate with established neighborhood organizations in the planning and implementation of neighborhood improvements – such as historic preservation, infrastructure, traffic calming, landscaping, public safety, and other quality of life issues.	*amendments are consistent with Policy GOV-1.1.5.*
3.	***Objective GOV-2.1.*** *Coordinate and cooperate City Comprehensive Plan activities with other jurisdictions and agencies at all levels and functions of government to achieve mutually beneficial goals and objectives.*	*The Department of Transportation was contacted by the University of Miami with regard to the proposed plan amendment to add the University Campus to the City's transportation concurrency exemption area.*
4.	***Objective FLU-1.3.*** *By the year 2015 the City shall endeavor to reduce the number of inconsistencies between the Future Land Use Map and the actual land uses from 40 to 20.*	*The proposed amendment to the Future Land Use Map to designate the three (3) parcels which are owned and used by the University and contiguous the UM Campus eliminates a inconsistency between land use designation and actual use.*
5.	***Policy FLU-1.3.1.*** *Private properties desiring to develop or seek City development order reviews which have inconsistent land use and zoning classifications shall, as a part of the City's development review process, be required to undergo applicable City review for a change in land use and/or zoning to provide for consistent land and zoning designations. The determination as to the proper assignment of land use and/or zoning to correct the inconsistency shall be based on conformance with the goals, objective and polices of the City's Comprehensive Plan and Zoning Code regulations.*	*The proposed amendments clarify the accessory and ancillary uses that are appropriate for and authorized within the University Campus. The proposed map amendment which changes University owned and used properties which are contiguous to the University Campus land use category furthers this policy.*
6.	***Policy FLU-1.3.3.*** *Non-residential uses designated in the Comprehensive Plan which cause significant noise, light, glare, odor, vibration, dust, hazardous conditions or industrial traffic, shall provide buffering such as landscaping, walls and setbacks, when located adjacent to or across the street from incompatible uses such as residential uses.*	*To the extent that any of the accessory and ancillary uses permitted in the University Multi-use Area have the potential to cause adverse impacts on adjacent land uses, the amendment to the text and Future Land Use Map of the Comprehensive Plan to designate the location of the University Multi-use Area mitigates against the potential for adverse impacts.*
7.	***Policy FLU-1.7.1.*** *Encourage effective and proper high quality development of the Central Business District, the Industrial District and the University of Miami employment centers which offer potential for local employment in proximity to protected residential neighborhoods.*	*The clarification and expansion of accessory and ancillary University uses promotes the University of Miami as an employment center in proximity to single family residential neighborhoods which are at the same time protected from potential adverse impacts by the mapped location of the University Multi-use Area.*
8.	***Policy FLU-1.11.1.*** *Maintain and enforce effective development and maintenance regulations through site plan review, code enforcement, and design review boards and committees.*	*Nothing in the proposed comprehensive plans diminishes the effective enforcement of the City's development and maintenance regulations.*
9.	***Policy FLU-1.14.1.*** *The City shall enforce Zoning Code provisions which continue to address the location and extent of residential and non-residential land uses*	*N/A*

Ref. No.	CP Goals, Objectives and Policies	Basis for Consistency
	consistent with the Future Land Use Map in order to preserve the character of existing neighborhoods.	
10.	***Goal FLU-3.*** *The City as a part of its development review process shall engage public/community participation and collaboration to provide for a transparent development review process.*	*The process by which the proposed Comprehensive Plan amendments are being considered promotes public/community participation. The University has conducted a neighborhood meeting to present the proposed amendments and to ensure that interested and concerned citizens have a meaningful opportunity to participant in the process.*
11.	***Policy FLU-3.2.1.*** *Entities requesting changes in land use and zoning for property that adjoins a single-family residential district or neighborhood shall provide ample opportunities for input into the land use process which may include one or more of the following: additional public notice via regular mail, electronic mail, establishment of website, etc; completion of neighborhood meetings; establishment of point of contact.*	*The Applicant has given notice and conducted a neighborhood meeting with owners of property within 1,500 feet of the University Campus. In addition, affected and interested persons will receive notice of public meetings and hearings with regard to the proposed amendments.*
12.	***Policy DES-1.1.5.*** *Promote the development of property that achieves unified civic design and proper relationship between the uses of land both within zoning districts and surrounding districts, by regulating, limiting and determining the location, height, density, bulk and massing, access to light and air, area of yards, open space, vegetation and use of buildings, signs and other structures.*	*In the context of the anticipated City/University Agreement pursuant to section 163.3221 et seq. Fla. Stat. (2010) providing for the future growth and development on the UM Campus and providing for mitigation of potential adverse impacts on the City and its residents, the proposed amendments clarify and expand the uses which are accessory and ancillary to University uses and ensure that uses with potential adverse impacts on adjacent single family residential neighborhoods are protected by restriction such uses to a location which is not in the vicinity of the such neighborhoods.*
13.	***Policy DES-1.1.7.*** *Preserve residential properties to assure that future development will be in conformity with the foregoing distinctive character, with respect to type, intensity, design and appearance.*	*In the context of the anticipated City/University Agreement pursuant to section 163.3221 et seq. Fla. Stat. (2010) providing for the future growth and development on the UM Campus and providing for mitigation of potential adverse impacts on the City and its residents, the proposed amendments clarify and expand the uses which are accessory and ancillary to University uses and ensure that uses with potential adverse impacts on adjacent single family residential neighborhoods are protected by restriction such uses to a location which is not in the vicinity of the such neighborhoods.*
14.	***Policy MOB-1.1.2.*** *Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.*	*The creation of the University Multi-use Area promotes the use of alternative modes of transportation by locating accessory and ancillary uses adjacent to the Metro Rail Station.*
15.	***Policy MOB-1.1.3.*** *Locate higher density development along transit corridors and near multimodal stations.*	*The location of the University Multi-Use Area adjacent to the Metro Rail Station furthers this Policy.*

Ref. No.	CP Goals, Objectives and Policies	Basis for Consistency
16.	***Policy MOB-1.1.8.*** *Protect residential areas from parking impacts of nearby nonresidential uses and businesses and discourage parking facilities that intrude, impact and increase traffic into adjacent residential areas.*	*The location of the University Multi-Use Area adjacent to the Metro Rail Station furthers this Policy.*
17.	***Objective MOB-2.2.*** *The City shall maintain and continue to monitor its Transportation Concurrency Exception Area (TCEA) within the City's Concurrency Management Program pursuant to the policies listed below.*	*In the context of the anticipated City/University Agreement pursuant to section 163.3221 et seq. Fla. Stat. (2010) providing for the future growth and development on the UM Campus and providing for mitigation of potential adverse impacts on the City and its residents,, the inclusion of the University Campus in the TCEA is consistent with this Policy.*
18.	***Policy MOB-2.2.1.*** *The City shall maintain and continue to monitor its Gables Redevelopment and Infill District (GRID) as adopted pursuant to Ordinance #3148 adopted 08.29.1995 to ensure compliance with its established LOS standards and established boundaries.*	*In the context of the anticipated City/University Agreement pursuant to section 163.3221 et seq. Fla. Stat. (2010) providing for the future growth and development on the UM Campus and providing for mitigation of potential adverse impacts on the City and its residents,, the inclusion of the University Campus in the TCEA is consistent with this Policy.*
19.	***Policy MOB-2.4.3.*** *The adopted Land Use Plan Maps shall be used to guide the planning of future transportation corridors to ensure the proper coordination between transportation planning and future development patterns.*	*In the context of the anticipated City/University Agreement pursuant to section 163.3221 et seq. Fla. Stat. (2010) providing for the future growth and development on the UM Campus and providing for mitigation of potential adverse impacts on the City and its residents,, the inclusion of the University Campus in the TCEA is consistent with this Policy.*
20.	***Objective MOB-2.7.*** *The City's Comprehensive Plan, this element and all applicable plans and programs shall protect and minimize any potential traffic impacts to the community and residential neighborhoods.*	*The location of the University Multi-Use Area adjacent to the Metro Rail Station furthers this Policy.*

Conclusion

In summary, Staff based upon its analysis of the Comprehensive Plan, the Zoning Code and applicable codes determined the following Findings of Fact in support of the application:

1. The application for the proposed amendments to the City's Comprehensive Plan has complied with all procedural requirements of the Zoning Code.
2. Prior to University's application for comprehensive plan amendments were filed with the City and while those proposed amendments have been pending, the City Manager (supported by staff and consultant) and representatives of the University have been engaged in discussions directed at the preparation and approval of an agreement between the City and the University. The proposed agreement would be approved and enforced pursuant to section 163.3221 Fla. Stat. (2010) and Zoning Code Article 3, Division 19. This agreement would provide for the future growth and development of the UM Campus, together with appropriate mitigation to ensure that such growth and development does not have an adverse impact on existing single family neighborhoods and other land in the vicinity of the UM Campus and promotes the welfare of the City and its citizens. The proposed mitigation agreement would as a

minimum include provisions providing for the following:

- Approval of a Campus Master Plan and associated Mobility Plan.
- Agreement for financial mitigation.
- Creation of a buffer and transition zone where single family neighborhoods are adjacent to the campus.
- No university parking on Metro Rail property.
- Restrictions on the capacity and use of the Bank United Center.
- Limitations with regard to off-campus university uses.
- Conveyance of certain city land to the University.
- Re-conveyance of the fire station property which was previously conveyed to the City by the University.

3. The application for the proposed amendments to the City's Comprehensive Plans is consistent with and promotes the Goals, Objectives and Policies of the Comprehensive Plan.

Public Notification/Comments

The following has been completed to solicit input and provide notice of the application:

Type	Explanation
Courtesy notification of all property owners within 1,500 feet of the subject property	Completed 06.09.10
Newspaper ad w/ map published	Completed 06.11.10, 06.21.10 and 06.23.10
Posted courtesy notice on City web page	Completed 06.14.10
Posted ad on City web page	Completed 06.14.10
Posted property	Completed 06.14.10
Posted agenda on City web page/City Hall	Completed 06.14.10
Posted Staff report on City web page	Completed 06.21.10

The perimeter of the campus was posted with numerous signage and 1,697 courtesy notices were mailed out to all property owners within 1,500 feet of the entire perimeter of the campus to advise of the request. This is in excess of the 1,000 feet notification per the Zoning Code. The courtesy notice provides for the opportunity to provide written comments on the application. These comments are then provided to the Board and the City Commission as a part of their deliberations. See Attachment C and D for advertisements and blank copy of courtesy notice.

The Applicant per the request of City staff conducted a neighborhood meeting on 06.16.2010. A summary of the meeting, attendance sheet and University provided notice is attached as Attachment E.

Those property owners who returned the comment form, including the date received, property owners name, address, legal description, object/no object/no comment and verbatim comments are provided as Attachment F. A copy of the DCA Comprehensive Plan Citizen Courtesy Information is provided as Attachment G.

Respectfully submitted,

Eric Riel, Jr.
Planning Director

Attachments:

A. Ordinance.
B. Applicant's submittal package (Volume I and II).
C. Legal Advertisements.
D. Courtesy Notice.
E. University of Miami Neighborhood Meeting Notice, Summary and attendance.
F. Public comments.
G. Department of Community Affairs Comprehensive Plan Citizen Courtesy Information List.