Future Land Use Element – Text amendment (Revised April 2010)

Original Text

Policy FLU-1.1.6. Other land use classifications are as follows (Land use descriptions provided herein are general descriptions, refer to underlying/assigned Zoning Classification for the list of permitted uses):

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

Amended Text

Policy FLU-1.1.6. Other land use classifications are as follows (Land use descriptions provided herein are general descriptions, refer to underlying/assigned Zoning Classification for the list of permitted uses):

Table FLU-5 Other Land Uses			
Classification	**Description**	**Density / Intensity**	**Height**
University Campus	~~Buildings and l~~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~~70 for the entire campus as a planned development site.	Per the Zoning Code.
Sub Category			
University Campus Multi-use Area	In addition to the uses in Table FLU-5 hereinabove, 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, and to provide service to the community. Such other uses shall 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 percent (15%) of the total floor area.		

Future Land Use Comprehensive Plan Text Amendment Justification

A. Classification:

1. **Text amendment from "University" to "University Campus"**

Description: The proposed comprehensive plan text amendment renames the "University" classification to "University Campus" and better describes the uses permitted under the "University Campus" classification by deleting the language that permits uses "limited to commercial activities oriented to university housing" and adding new language that permits "other uses that are ancillary to a university campus."

Purpose: This text amendment reflects that the permitted uses are those specific to a university campus. A university campus is a unique assortment of land uses that function together to serve their student, faculty and staff population. Certain uses such as a theater, a museum, sports facilities, and the like are part of the unique assortment of uses that exist on university campuses and that have been present on the university campus since the university's inception.

Justification: These uses are not expressly described in the University Campus classification and the text amendment is required in order to conform the present and future uses on the university campus and the University Campus classification.

2. **Sub-category: University Campus Multi-Use Area**

Description: The proposed comprehensive plan text amendment creates a sub-category to the University Campus classification to be known as "University Campus Multi-Use Area". This area is more specifically shown in the map and legal description referred to as Exhibit "B" attached hereto. In addition to the uses permitted in the University Campus Classification, the University Campus Multi-Use Area will also permit "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, and to provide service to the community. Such other uses shall 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 percent (15%) of the total floor area."

Purpose: The subject area, originally defined in the UMCAD as the Long Range Development Zone and more recently as the North-South Center Development Zone, consistently contemplated the proposed added uses. Defining this area as the University Campus Multi-Use Area will clarify the nature of the permitted uses in this area and will limit these types of uses only to that specific area of campus, an area particularly well suited to this type of development due to its ease of access from US-1 and its proximity to the University Metrorail Station directly across Ponce de Leon Boulevard.

Justification: The range of uses described in the University Campus comprehensive plan district and in the University Campus Multi-Use Area sub-category confirm the use of the university properties as a vibrant, mixed-use institution that serves both as a locus of

activity within the City of Coral Gables and as a beacon of national and international attention. Said district and sub-category will institutionalize the university's function as a distinctive "place" on both neighborhood and municipal scales. In terms of shaping the City's urban form, the university is not merely an important institution but also a unique destination, and one that is specifically cited throughout the Comprehensive Plan. The proposed descriptions continue to foster the university's institutional and "placemaker" roles.

Moreover, the range of components to the two university-related descriptions continues to foster the integration of a wide variety of life activities in a single, coherent setting. Universities are perhaps the archetypical mixed-use project, bringing together a broad variety of residential, office, academic, research, cultural, and social functions in a closely integrated context that permits the sharing of resources and infrastructure across all of those life activities.

Consistency with Goals, Objectives and Policies: The amendment therefore is consistent with and furthers the following GOP's:

Goal FLU-1. Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live and play.

Objective FLU-1.1 Preserve Coral Gables as a “placemaker” where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use Classifications and Map (see FLU-1: Future Land Use Map).

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.

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 of 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.

B. Density/Intensity: Text amendment increasing FAR from 0.5 to 0.7

Description: The proposed comprehensive plan text amendment increases the Floor Area Ratio (FAR) for the University Campus Classification and for the University Campus Multi-Use Area sub-category from 0.5 to 0.7 to reflect the approved campus development program of 6.8M SF.

Purpose: The proposed FAR amendment serves to clarify the existing scope and extent of development that has long been contemplated by the City and the University through the UMCAD zoning process, and as reaffirmed in the most recent zoning Code. It will not grant additional development capacity to the University of Miami. The proposed comprehensive text amendment of 0.7 FAR for the campus will reflect the approved campus development program of 6.8M SF of FAR development based on the current acreage owned by the University.

Historically, the University of Miami had considered 260 acres to be the land owned by the University. The 260 acres reflected all the land within the campus boundaries, regardless of ownership. Based on this figure, the development permitted on the University Campus was calculated to be:

> Comprehensive Plan 260 acres at 0.5 FAR = 5,662,800 FAR (260 acres included land not owned by the University, ie, streets and waterways, fraternities and religious houses, and West Lab School).

The approval of UMCAD in 1992 provided for a 0.6 FAR for the University campus. This plan reflected a greater allowable square footage of FAR development on the campus to:

> UMCAD Plan 260 acres at 0.6 FAR = 6,795,360 SF FAR (260 acres included land not owned by the University, ie, streets and waterways, fraternities and religious houses, and West Lab School).

A survey conducted in recent times by the University revealed that the amount of land actually owned by the University within the campus boundary was 225 acres.

The amendment to the comprehensive plan to reflect a 0.7 FAR will accommodate the adopted UMCAD development program of 6,795,360 SF FAR based on the 225 acres owned by the University.

> UMCAD Plan 225 acres at 0.7 FAR = 6,860,700 SF FAR (225 acres includes only land owned by the University).

This amendment does not add any additional square footage to that which has been previously approved.

Justification: The City's determination to provide for that level of density and intensity of use within the University district is consistent with the planning principles set out in a number of the GOP's. The University is located immediately adjacent to the Metrorail's University station,

which is the only direct point of connection to the regional fixed-rail mass transit system that lies within the municipal boundaries of Coral Gables. The University district is also the terminus or connection point of numerous Miami-Dade County bus mass-transit routes. It is also directly adjacent to one of the more significant roadway thoroughfares, U.S. 1. As such, to the extent that the City chooses to site existing or proposed density or intensity at any location within its municipal boundaries, this geographic area is eminently appropriate.

As noted above, the University also serves as a unique destination. Having such distinctive "places" allows for activity to cluster and focus on those areas. This enables a wide variety of transportation and infrastructure options that are unavailable with disaggregated or separated land use patterns.

Consistency with Goals, Objectives and Policies: The amendment therefore is consistent with and furthers the following GOP's:

Objective FLU-1.15. The City acknowledges the importance of comprehensive planning and further understands the need to evaluate and appraise the City's Comprehensive Plan on a regular basis. The City wants to ensure that the growth management program in Coral Gables best serves its citizens and its rich natural and historical resources. In order to accomplish this objective, the City shall enforce the recently adopted Zoning Code.

Goal MOB-1. Provide accessible, attractive, economically viable transportation options that 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 of 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.

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 be coordinated with the City's Comprehensive Plan while

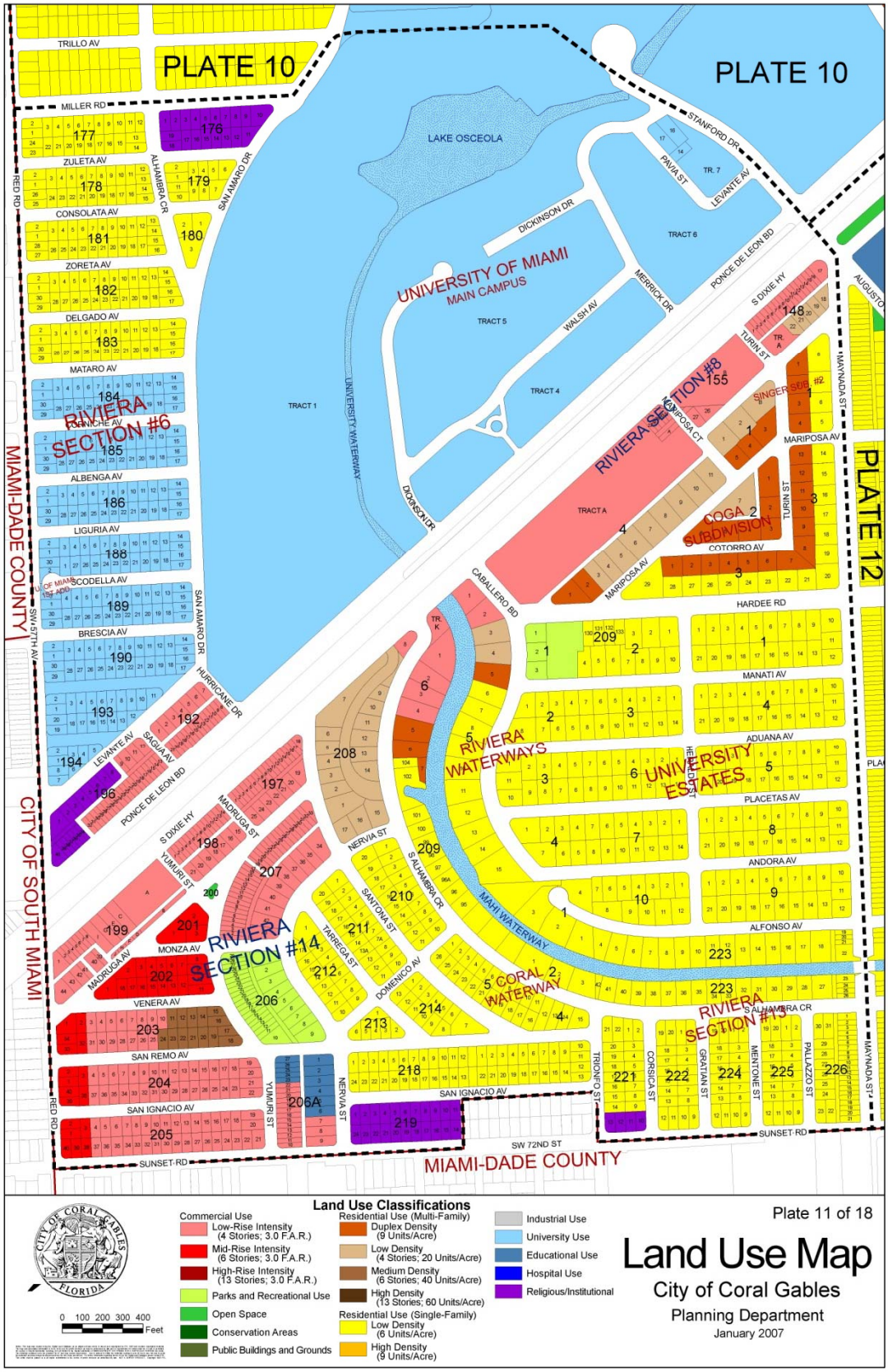
maintaining the economic viability of the City's businesses, and continued enhancement of the quality of life for the City's neighborhoods.

University Multi-Use Area
Property Description

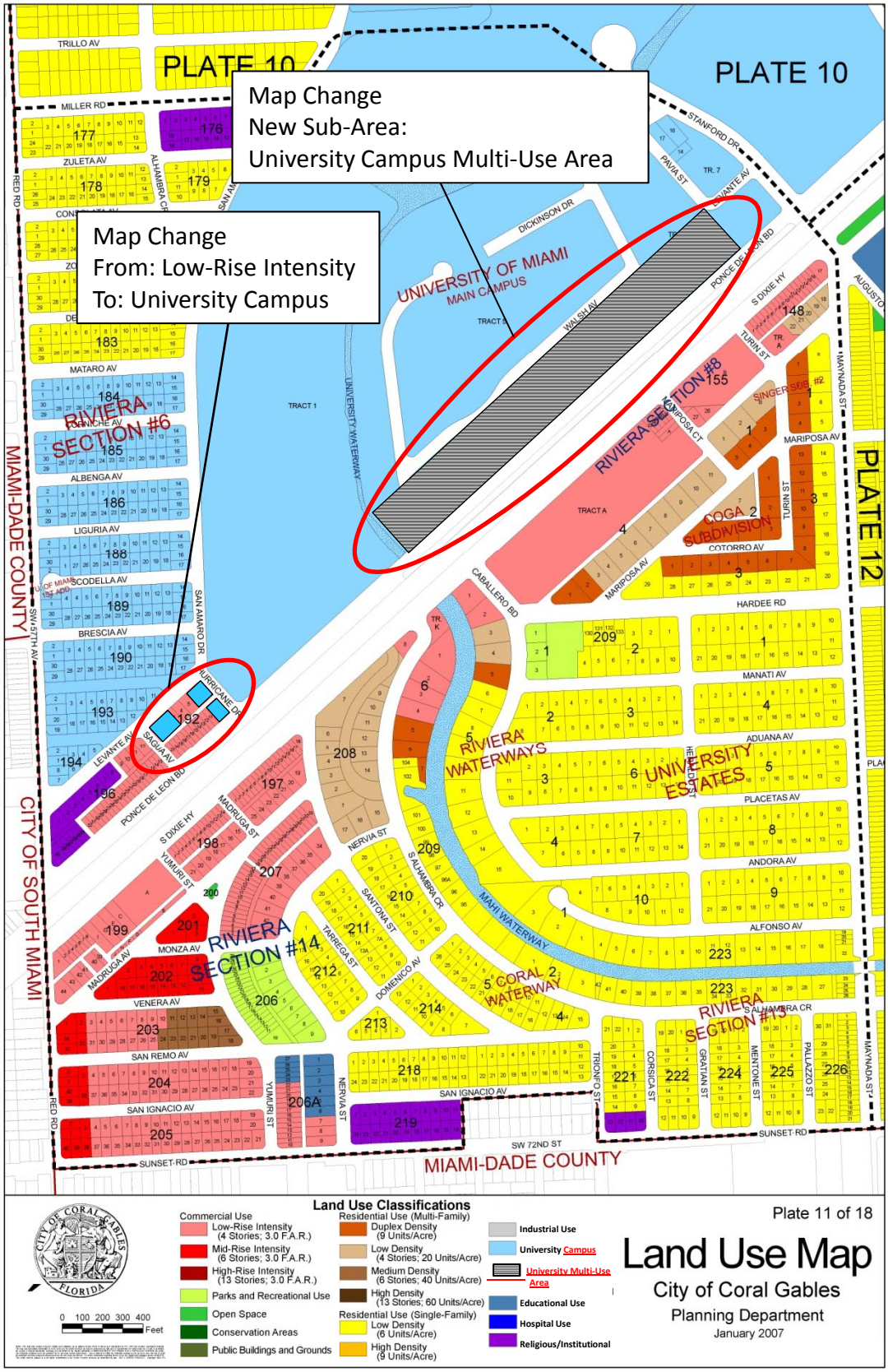
All those lots, pieces or parcels of land situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida within the area being generally described by metes and bounds as follows, *viz.:*

BEGIN at the Point of Intersection of the Northwesterly Right of Way line of Ponce de Leon Boulevard (University Concourse/Ron Fraser Way) with the Southeasterly prolongation of the Centerline of Pavia St. as shown on the Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida; thence Southwesterly along said Northwesterly Right of Way line of Ponce de Leon Boulevard to a point of intersection with the Northeasterly edge of the University Waterway; thence Northwesterly along said Northeasterly edge of the University Waterway to a point of intersection with the Southwesterly prolongation of the Centerline of Wm. E. Walsh Ave.; thence Northeasterly along said Southwesterly prolongation of the Centerline of Wm. E. Walsh Ave., said Centerline of Wm. E. Walsh Ave. and the Northeasterly prolongation of said Centerline of Wm. E. Walsh Ave. to a point of intersection with said Centerline of Pavia St. and its Southeasterly prolongation thereof; thence Southeasterly along said Centerline of Pavia St. and its Southeasterly prolongation to the POINT OF BEGINNING.

With all of the lands as contained within the above described area having such location, size, shape, bearings, distances, buttings and boundings as reference to the underlying plats, deeds and other instruments of record filed with the Clerk of the Circuit Court in the Public Records of Miami-Dade County, Florida will at large more fully appear.



Existing Comprehensive Land Use Map
January 28, 2010



Proposed Comprehensive Land Use Map Change
Including Legend Change
January 28, 2010

Mobility Element – Text amendment. (Revised April 2010)

Original Text:

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 standard 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 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 MPB-2: Gables Redevelopment Infill Districts (GRID) Map.

Amended Text:

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 standard 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 Carrillo Street, then north to Pisano Avenue, then northwest to Campo Sano Avenue, then west and southwest to San Amaro Drive, then south to Mataro Avenue, then west to 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.

Mobility Element Text Amendment Justification

Description: The proposed comprehensive plan text amendment includes the University of Miami in the description of the Gables Redevelopment and Infill District (GRID) boundary.

Purpose: Extending the Gables Redevelopment Infill District (GRID) boundary to include the University of Miami Coral Gables Campus is both logical and technically appropriate. The GRID is a Traffic Concurrency Exemption Area (TCEA) within the City of Coral Gables that has defined geographic boundaries that generally run along both sides of Ponce de Leon Boulevard north of US-1, and southwest along Ponce de Leon Boulevard, which forms the southern boundary of the university campus. Along the campus, the GRID includes Ponce de Leon Boulevard, US-1 and properties along the southeast side of US-1. In this immediate area, US-1 is a physically constrained roadway that cannot be widened. Within the boundaries of the GRID, redevelopment, infill development and new development are exempt from traffic concurrency. In addition, all City of Coral Gables roadways, and the entire UM Coral Gables Campus, are located within the Miami-Dade County Urban Infill Area (UIA).

Justification: The university campus functions as a single interconnected destination, with commuters arriving at designated parking facilities, and then travelling throughout the campus by foot, shuttle or bicycle, incorporating Mobility Goals, Objectives, and Policies set forth in the City of Coral Gables Comprehensive Plan as they pertain to mixed use development, mass transit, shuttles, pedestrian facilities, bicycles, multi-modal facilities, and reductions in vehicular travel. A key consideration for traffic concurrency exception is the availability and proximity of mass transit. The Metrorail runs along the campus between Ponce de Leon Boulevard and US-1, and is a 22-mile elevated rapid transit system with a University Station that is accessed by a signalized pedestrian crossing on Ponce de Leon Boulevard.

Further justification to be included in the GRID consists of the studies completed by the University of Miami for the Coral Gables Campus that are generally consistent with those required of state universities for traffic concurrency exemption, which was granted under Chapter 1013.30 of the Florida Statutes. The completed studies include a campus master plan that was adopted as part of the City's comprehensive Master Plan (University of Miami Campus Area Development District), known as UMCAD, and the University of Miami Regional Traffic Study (UMRTS) completed in October 2008. All phases of the UMRTS from methodology through final report were reviewed and approved by the City of Coral Gables. Mirroring the requirements under Chapter 1013.30 F.S., the UMRTS evaluates traffic impact for buildout of the campus through year 2025 in five year increments, and sets forth regional and local transportation mitigation for each five year planning horizon. The UMRTS is required to be updated every five years to assure that traffic impact mitigation is commensurate with university traffic impacts, also mirroring the requirements of Chapter 1013.30 F.S.

The University is located in an ideal geographic position relative to existing transportation infrastructure to support inclusion within the GRID. The University is adjacent to the Metrorail regional fixed-rail mass-transit system, and is the location of the only station within the

boundaries of the City (University Station). It is the site of numerous points of connection to the Miami-Dade County public bus mass-transit system. It is located immediately adjacent to the existing GRID.

Moreover, the specific characteristics of the University support inclusion within the GRID. As noted above, the University incorporates a wide mix of diverse activities, such as residential, office, academic, research, cultural, and social functions – this allows for the use of alternative and non-vehicular forms of transportation. The University – like virtually all major universities – maintains and operates its own shuttle service, which provides a functional mass-transit option within and beyond the University property. The students who make up a significant portion of the users of University facilities are less likely to rely solely on automobiles or other forms of vehicular transportation. Additionally, the University implements a wide range of transportation demand practices (such as controlling access to parking, scheduling of different activities at different times, providing infrastructure supportive of bicycling, etc.) intended to minimize auto transport within the property.

Consistency with Goals, Objectives and Policies: The amendment therefore is consistent with and furthers the following GOP's:

Goal MOB-1. Provide accessible, attractive, economically viable transportation options that 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 of 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. Research 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 be 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 pursue 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 may 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 Style Design Standards, which awards density and height bonuses for developments 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 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 streets 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 that 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" of "transit rider" between the City's downtown, adjoining retail centers, business attractors, employment centers and the University of Miami.

TCEA – indeed, the TCEA currently excludes a very large portion of the pedestrian shed that surrounds the transit station.

Additionally, the University – like virtually all large university campuses – operates a shuttle bus service as an alternative transit option that also serves the purpose of enhancing mobility. That service provides mobility both within and outside of the University campus (the TCEA expansion area). Existing shuttle service provides transit access to the various University facilities, as well as to destinations of regional importance such as the Shops at Sunset Place (in the City of South Miami) and Coconut Grove (in the City of Miami). In addition to providing mobility within the University, the shuttle service functionally extends the area in which pedestrians can access the Metrorail system to include the entirety of the campus to create a much larger pedestrian shed. A graphic depiction of the existing fixed rail Metrorail system and the University shuttle service is attached as Exhibit "4."

University Station is also the site of numerous points of connection to the Miami-Dade County public bus mass-transit system and connectivity to the City's trolley and other transportation services that link with the Metrorail system. Three existing Miami-Dade Transit Authority Bus Routes – MDTA Route 56, MDTA Route 500, and MDTA Route 48 – have stops at the University Station and are thus accessible to the University property. Those bus routes provide mobility to numerous points within the City, surrounding municipalities, and other points within unincorporated Miami-Dade County. Those routes are also depicted on Exhibit "4."

An analysis of the existing shuttle service is contained in a Regional Traffic Study and Concurrency Analysis prepared for the University by Keith & Schnars, P.A., updated as of October 2008 (the "Regional Traffic Study"). A copy of that Regional Traffic Study is attached as Exhibit "5." The shuttle service serves a total ridership of approximately 850,000 riders per year.

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.

Response:

As noted above, the proposed TCEA expansion encompasses all the land area that comprises the University Campus. Universities are perhaps the archetypical mixed-use project, bringing together a broad variety of residential, office, academic, research, cultural, and social functions in a closely integrated context that permits the sharing of resources and infrastructure across all of those life activities. The existing University of Miami Campus contains: residential uses to house its students and faculty, classroom and teaching facilities; multiple libraries; numerous recreational facilities (including Mark Light Field at Alex Rodriguez Park and the BankUnited Convocation Center); ancillary commercial uses to serve the university (such as the campus bookstore and various food service facilities); as well as various office and institutional uses

9J-5.0055(6)(b)2
Demonstrate coordination with FDOT and the local MPO when designing local transportation concurrency exception area boundaries.

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.

Response:

The University has retained Keith & Schnars, P.A. to assist in analyzing the proposed expansion of the TCEA. On April 7, 2010, Mr. Andre Groenhoff left a voicemail for Phil Steinmiller, Florida Department of Transportation ("FDOT)" District VI Planning Manager to request a coordination meeting related to the expansion of the TCEA to include the University of Miami Coral Gables Campus. Mr. Steinmiller responded by email on April 8, 2010 and advised Mr. Groenhoff to contact Mr. Carlton Card on his Growth Management staff. Mr. Groenhoff spoke with Carlton Card on April 8, 2010 and Mr. Card indicated that he would be happy to meet to discuss the proposed expansion.

On April 8, 2010 Mr. Groenhoff spoke with Mr. Carlos Roa; TIP and LRTP Program Manager for the Miami Dade County MPO, who suggested that Mr. Groenhoff contact Mr. Jose Luis Mesa, the Director of the MPO by email. On Monday April 12, 2010 Mr. Groenhoff emailed Mr. Mesa and requested a coordination meeting with an explanation regarding the expansion of the GRID boundaries to include the University campus. Mr. Roa responded by email on April 12, 2010 on behalf of Mr. Mesa. Mr. Roa provided Mr. Groenhoff with a summary of the Comprehensive Plan process relative to the GRID extension. Mr. Roa indicated that the proposal will come before the County Planning Advisory Board when it is processed by the City of Coral Gables. He offered the name of Mr. Napoleon Somoza of the Miami-Dade Department of Planning and Zoning for further questions. On April 12, 2010 Mr. Groenhoff spoke with Mr. Somoza who confirmed that the County will review the City's proposed Comprehensive Plan amendments as part of the amendment process. Mr. Somoza suggested that a pre-application meeting could be scheduled if requested by the City. Mr. Somoza reminded Mr. Groenhoff that the Miami-Dade County Urban Infill Area, already a TCEA, covers this entire area, and as such, he was doubtful that there would be any major concerns if the City of Coral Gables approved extending the GRID to the UM campus.

Both the City and representatives of the University have had correspondence with the Department of Community Affairs regarding the proposed expansion of the TCEA. This response is being prepared based upon, and as part of, that ongoing consultation.

Further consultation and coordination with DCA, FDOT and the MPO will continue on an ongoing basis, as needed, throughout the process of approval of this proposed amendment.

163-3180(5)(e)

(E+50%). The UMRTS found that SR 959 would experience 2025 traffic demands that were within this established LOS (UMRTS Table 37).

Additionally, the University has adopted a number of TDM strategies that reduce local and regional trips, and as such reduce impacts to the FIHS. The programmed increase in campus housing for students will further reduce commuter trips. The University also restricts parking availability through various measures in order to promote non-motorized transportation; for example, students in the University Village housing are restricted from parking anywhere else within the campus from 8:00 AM to 4:00 PM. The UM shuttle provides their local transportation combined with walking and bicycling. Further discussion of these TDM systems is contained in the Regional Traffic Study, specifically in Section 8 ("Further Considerations").

9J-5.0055(6)(a)1, 2, 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.

9J-5.0055(6)(a)1a
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.

Response:

The existing TCEA was adopted in an effort to promote both infill and redevelopment, as set forth in the data and analysis accompanying the original adoption (and incorporated by reference herein).

The City, in its entirety, is almost completely devoid of vacant developable land. In its April 2006 Evaluation and Appraisal Report (EAR), the City identified only 52.8 acres of vacant developable land within the municipal boundaries as a whole. A copy of the EAR is attached as Exhibit "6". Indeed, the quantity of vacant developable land within the City was determined to be so low in the EAR analyses that the City deleted several provisions of the comprehensive plan dealing with the treatment of vacant parcels within the City.

The Land Use Analyses contained in the data and analyses accompanying the existing TCEA provides the land area for various categories of land use within the GRID. The total land area within the existing TCEA is approximately 1,123 acres. Thus, even if every vacant parcel in the entire City were located within the existing TCEA or the proposed expansion area, the area would still contain no more than five (5%) percent developable vacant land, well below the threshold. The near-total absence of vacant developable land within the City is consistent with the fact that the entire City lies within the Miami-Dade County TCEA, and could support treatment of any portion of the City as a TCEA.

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

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 of 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. Research 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 be 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 pursue 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 may 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 Style Design Standards, which awards density and height bonuses for developments which provide pedestrian amenities thereby encouraging walkability.

As discussed at length above, the proposed TCEA expansion area is served by existing alternative transportation systems that mitigate impacts on traffic infrastructure, including but not limited to: i) the regional Metrorail system; ii) numerous MDTA bus routes; and iii) the University shuttle service.

The University also implements several transportation demand management systems to mitigate transportation impacts both within and beyond the campus. The Campus itself is developed with a broad network of internal sidewalks, pathways, pedestrian passages, and thoroughfares intended to facilitate and promote walking and bicycling. The campus is improved with numerous bike racks and other facilities to accommodate non-motorized transit. The University restricts parking availability through various measures in order to promote non-motorized transportation; for example, students in the University Village housing are restricted from parking anywhere else within the campus during peak hours. Further discussion of these TDM systems is contained in the Regional Traffic Study, specifically in Section 8 ("Further Considerations").

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.

Response:

As noted above, in addition to the SIS highways, South Dixie Highway (US-1) which runs along the University campus is component of the Florida Intrastate Highway System that is physically constrained due to limited right-of-way. Along the University campus, the Metrorail, an elevated regional fixed-rail mass-transit system runs parallel to US-1 between US-1 and Ponce de Leon Boulevard. The University Station which is accessed from Ponce de Leon Boulevard serves the University, Coral Gables, and South Miami. In recognition of US-1 being constrained, and the availability of Metrorail, the level of service standard for US-1 was elevated beyond the theoretical carrying capacity (E+50%) to account for person trips along the corridor using the Metrorail. This was intended specifically to allow infill and redevelopment to take place. The University of Miami Regional Transportation Study (UMRTS) identified that by 2025 the completion of all anticipated development and redevelopment on campus will not cause US-1 to exceed the adopted LOS standard (UMRTS Table 37). The other FIHS running along the campus is State Road 959 (SW 57th Avenue/Red Road). This roadway is historically constrained. Like US-1, the level of service standard for SR 959 is elevated beyond the theoretical carrying capacity (E+50%). The UMRTS found that SR 959 would experience 2025 traffic demands that were within this established LOS (UMRTS Table 37).

Additionally, the University has adopted a number of TDM strategies that reduce local and regional trips, and as such reduce impacts to the FIHS. The programmed increase in campus housing for students will further reduce commuter trips. The University also restricts parking availability through various measures in order to promote non-motorized transportation; for example, students in the University Village housing are restricted from parking anywhere else within the campus from 8:00 AM to 4:00 PM. The UM shuttle provides their local transportation