UNIVERSITY
OF MIAMI

Real Estate & Facilities

Comprehensive Plan Amendments
Volume II
University of Miami

January 2010
Rev. April 2010

UNIVERSITY OF Miami

April 23, 2010

Eric Riel, Jr.
Planning Director
City of Coral Gables
427 Biltmore Way, Suite 201
Coral Gables, FL 33134

RE: University of Miami 2010 Comprehensive Plan Amendments
Sufficiency review
Application No. 01-10-098-P

Dear Mr. Riel:

Attached, labeled as Volume II of the revised 2010 Comprehensive Plan Amendment Application, is the final item of the University's response to your Sufficiency Review Determination letter dated March 26, 2010 on the above referenced matter, of which I enclose a copy. Volume II addresses Item #8 of the Sufficiency Review Determination letter that provides as follows:

8. Expansion of the Coral Gables GRID (TCEA) to include University campus.

Volume II, together with Volume I of the revised 2010 Comprehensive Plan Amendment Application, submitted to you on April 14, 2010, completes our entire submission of the response to your Sufficiency Review Determination Letter.

If you have any questions or need further clarification, please do not hesitate to contact us.

Sincerely,

Janet Gavarrete

cc: Maria Gralia, University of Miami
Zeke Guilford, Guilford and Associates
Alan S. Krischer, Esq.
Jeffrey S. Bass, Esq.

REAL ESTATE & FACILITIES

1535 LEVANTE AVE, 2ND FLOOR CORAL GABLES, FLORIDA 33146-2820 PHONE: 305-284-3051 FAX: 305-284-4105

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DATA AND ANALYSIS FOR THE EXPANSION OF THE CORAL GABLES GRID (TCEA) TO INCLUDE UNIVERSITY CAMPUS.

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.

Response:

The proposed amendment represents an expansion of an existing Transportation Concurrency Exemption Area (TCEA) to encompass the lands that comprise the University of Miami (the "University"). In 1995, the City of Coral Gables (the "City") adopted Ordinance No. 3148 amending its comprehensive plan to create the Gables Redevelopment and Infill District (the "GRID"). A copy of that ordinance, together with the accompanying data and analysis and a map of the existing TCEA boundaries, is attached as Exhibit "1." The existing TCEA was determined by the Department of Community Affairs to be in compliance at the time it was adopted.

As noted in that supporting documentation, both the existing TCEA and the proposed expansion area (and indeed the entirety of the City) lie entirely within Miami-Dade County's transportation concurrency exception area, which encompasses most of the land area east and south of State Road 826 and N.W./S.W. 77th Avenue. A copy of the boundaries of the Miami-Dade County TCEA, together with relevant provisions from the Miami-Dade County Comprehensive Development Master Plan, are attached as Exhibit "2." Given the location of the existing TCEA and the proposed expansion area, the entire proposed TCEA is encompassed within all the **regional** strategies to support and fund mobility throughout Miami-Dade County.

The existing City TCEA is part of the comprehensive plan's Mobility Element, a copy of which is attached as Exhibit "3." The Mobility Element contains numerous strategies to promote mobility, including alternative modes of transportation, both within the area of the TCEA and throughout the balance of the City.

In addition to those strategies, the proposed expansion area is located in an ideal geographic location relative to existing transportation infrastructure to support inclusion within the existing TCEA. The proposed expansion area is adjacent to the Metrorail regional fixed-rail mass-transit system, to the regional bike pathway which is collocated with the Metrorail right of way, and to U.S. #1/S. Dixie Hwy. The proposed expansion area is immediately adjacent to the location of the only Metrorail station within the boundaries of the City (University Station). The University Campus comprises the largest single site under one ownership in the vicinity of this regional transportation station. Approximately half of the University Campus (and thus the lands proposed for inclusion in the TCEA) lie within the one-quarter (1/4) mile radius that makes up the traditional "pedestrian shed" for transportation facilities. The University property itself comprises the overwhelming majority of the pedestrian shed not already included in the existing

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

associated with the University. The approved University of Miami Campus Area Development plan provides for this mix of uses to be maintained, together with additional development in the North-South Development Zone (identified as the University Multi-Use Area in the current set of proposed Amendments).

The land use mixes, intensity and density provided in the proposed expansion area are intimately supportive of and consistent with the mobility strategies of the TCEA. The demographics of university users are themselves conducive to alternative forms of transportation, given the reduced levels of automobile use and increased pedestrian, bicycling or shuttle service modes of transportation. More specific analysis of the utilization of transportation infrastructure is provided in the Regional Traffic Study. Additionally, the use and ownership of the entire expansion area by a single institutional entity – the University of Miami – inherently fosters an organic integration of those various uses well beyond even the most coordinated efforts of multiple private owners. All of the facilities within the proposed expansion area have been developed in furtherance of the University's long term academic mission, and are intended to be complementary to each other.

163.3180(5)(d).
9J-5,0055(6)(a), and
9J-5.0055(6)(b)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.

Response:

The boundaries of the existing TCEA were designed around the City's efforts to establish a "healthy commercial and multifamily residential spine in the northeastern and southern parts of the City," as noted in the data and analysis accompanying the original Resolution adopting the GRID. The boundaries of the TCEA in the southern part of the City run along the major regional thoroughfare of U.S. Highway 1, and the regional Metrorail system that runs parallel to it.

The proposed expansion area is immediately adjacent to and contiguous to the existing GRID boundary and is immediately adjoining the portion of the GRID containing the University Metrorail station. The proposed expansion area would bring into the TCEA all of the lands north of U.S. 1 within the pedestrian shed surrounding the Metrorail station. The segment of U.S. 1 between S.W. 37th Avenue and S.W. 57th Avenue (that runs closely parallel to the entire southern boundary of the proposed expansion area) has been previously identified as a Constrained Facility under Policy MOB-2-1.2 of the City's approved comprehensive plan. As previously noted, the entirety of the proposed expansion area (and indeed the City as a whole) also lies wholly within the Miami-Dade County transportation concurrency exception area. All of the foregoing supports an expansion of the existing City TCEA to include this additional property.

163.3180(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.

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)

Provide a plan for the mitigation of impacts to the Strategic Intermodal System, including, if appropriate:

a. access management;
b. parallel reliever roads;
c. transportation demand management and
d. other measures.

Response:

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; iii) the University shuttle bus system; and iv the regional bikeway system. The Strategic Intermodal System ("SIS") in this immediate area of FDOT District VI consists of regional highways I-95, Dolphin Expressway (SR 836), Palmetto Expressway (SR 826), South Dade Expressway (SR 874) and the Homestead Extension of Florida's Turnpike (SR 821). None of these highways abut the University campus, and are located 4.7 to 11.8 miles from the campus boundaries

The University implements several transportation demand management systems that mitigate transportation impacts within the immediate the campus area, but these systems and strategies also mitigate regional impacts such as on SIS highways. The University campus plan adds student housing facilities that will reduce the commuter population and as such reduce regional travel on roads including the SIS. The Metrorail University Station enables university students to connect to regional SIS facilities such as Tri-Rail which further reduces the impact of commuter vehicles onto SIS highways.

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

Response:

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 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.

Response:

The existing TCEA consists of residential, non-residential and institutional uses as set forth in the "GRID Land Use Analysis" table in the City's data and analysis in Exhibit "1." Both the residential density of 22.9 du/ac and the non-residential floor area ratio of 2.47 within the existing TCEA significantly exceed the thresholds set forth in this paragraph of 5.0 du/ac or 1.0 FAR, respectively. The proposed expansion area consists of a mix of uses, including both residential and non-residential uses. Regardless of whether the addition of the proposed expansion area is considered residential or non-residential, or a mix thereof, the lands within the new boundaries of the TCEA will still significantly exceed either threshold.

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.

Response:

The University is located in an ideal geographic position relative to existing transportation infrastructure to support inclusion within the TCEA. As noted above, the University is adjacent to the Metrorail regional fixed-rail mass-transit system, is the site of numerous points of connection to the Miami-Dade County public bus mass-transit system, and is located immediately adjacent to the existing GRID.

Moreover, the specific characteristics of the University Campus support inclusion within the GRID. As noted above, the University Campus 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 – operates a shuttle service, which provides a functional mass-transit option within and beyond the University Campus 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.

The amendment therefore is consistent with and furthers the following portions and elements of the local comprehensive plan:

> **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" or "transit rider" between the City's downtown, adjoining retail centers, business attractors, employment centers and the University of Miami.

9J-5.0055(6)(c)
Provide guidelines and/or policies which specify programs to address transportation needs of TCEAs, 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 provision of transportation services and facilities.

Response:

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

combined with walking and bicycling. Further discussion of these TDM systems is contained in the Regional Traffic Study, specifically in Section 8 ("Further Considerations").

9348367_v2

MEETING DATE 8/29/95 AGENDA ITEM 31 (a) (b)

SUBJECT 2nd Reading Ordinance: Comprehensive Plan/traffic:

BACKGROUND AMENDING COMPREHENSIVE PLAN: (1) TO CREATE TRANSPORTATION CONCURRENCY EXCEPTION AREA; (2) TO CREATE EXCEPTION FOR PROJECTS THAT PROMOTE PUBLIC TRANSPORTATION; FOR PURPOSE OF PROMOTING REDEVELOPMENT AND INFILL IN APPROPRIATE AREAS.

memo: C.M., draft ordinance

RESOLUTION NO. _____ CLERK'S ITEM NO. ~~40~~ 41

ORDINANCE NO. 3148 MOTION B B PASSED _____

FIRST READING _____ SECOND K K FAILED _____

WORK SHEET FOR THE CITY CLERK'S COMMISSION MINUTES

YEAS 5 5 ABSENT _____

NAYS _____ ABSTAINED _____

K-T-W-B-V/F
T-W-B-K-V/F

POSTPONED _____

TRANSCRIPT ✓

~~Waive 30 Days~~

City Clerk: Return Ordinance

W: AC-2/V C C T V JOG
S-2

C.M.: 2/V C
[illegible]
[illegible]

Waived 30-Day Wait
Due to IMPACT FEE
being levied by
School Board as
of Oct 1, 1995

Sent "JOG" to Planning Board

CITY OF CORAL GABLES

- MEMORANDUM -

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COMMISSION

DATE: AUGUST 29, 1995

FROM: H.C. EADS, JR.
CITY MANAGER

SUBJECT:
SUBSTITUTE ORDINANCE:
GABLES REDEVELOPMENT AND INFILL DISTRICT (G.R.I.D)

RECOMMENDATION

It is recommended that the attached substitute ordinance amending the Comprehensive Plan to create a transportation concurrency exception area be adopted.

BACKGROUND

Following receipt of comments from DCA on the proposed G.R.I.D. area, technical changes have been made to the proposed Comprehensive Plan amendment. These involve minor adjustments to language, eliminating some single-family areas south of U.S. 1, and eliminating the separate exemption for public transit facilities within the G.R.I.D. These have been discussed with DCA and approved.

C I T Y O F C O R A L G A B L E S

P L A N I N G D E P A R T M E N T

DATE: March 3, 1995

TO: Honorable Local Planning Agency Board Members

SUBJECT: Consideration of a request from the Planning Department for Comprehensive Plan text amendment as follows: Creation of a transportation concurrency exception area pursuant to FS 163.3180 and FAC 9J-5.0055 (6).

REQUEST

The Planning Department recommends amending the text of the City of Coral Gables Comprehensive Plan to create the Redevelopment and Infill District (GRID), within which an exception for transportation concurrency would be created. The purpose of the amendment is to promote redevelopment and infill in appropriate parts of the City.

BACKGROUND

As a vibrant mature City located in rapidly growing Dade County, Coral Gables has always pursued infill and redevelopment in appropriate parts of the City. The economic and social health of the City depend on maintaining a healthy commercial and multifamily residential spine in the northeastern and southern parts of the city. This area is the focus of many efforts by the City to promote infill and redevelopment, including:

1. The Central Business District designation for the commercial core around Miracle Mile.

2. The City's sponsorship of a public-private ventures for redevelopment of the Bus Terminal as a multi-use retail, office and residential site.

3. The City's redevelopment of Lot 22 as an off-street parking structure with street-level retail and possible residential components.

4. The potential redevelopment of the City's Equipment Yard into a Design Centre, with uses concentrating on design-oriented light industrial uses, with possible retail, office and multifamily residential components.

5. A proposal currently being studied to establish a light trolley system in this part of the City traveling approximately from the Douglas Entrance, a huge mixed use redevelopment project, to the Metrorail Station at Douglas Avenue and U.S. 1.

6. The redevelopment effort currently underway for the Douglas Apartment District.

7. The completion of several sizable infill and redevelopment projects in this area of the City within the past 10 years, including the Colonnade, the Hyatt, Douglas Entrance, Service Merchandise and Lurias.

8. The Mediterranean Design Ordinance, which awards density and height bonuses for developments in the Mediterranean Design District.

(BACKGROUND - CONTINUED)

9. The proposal to locate City administrative office expansions at or near the existing City Hall.

While the City has undertaken these and other efforts to promote infill and redevelopment, it has also been maintaining a relatively strict transportation concurrency policy on a City wide basis. Sometimes the implementation of transportation concurrency has substantially interfered with efforts to promote infill and redevelopment in the described area. Specifically, concurrency is a major concern affecting redevelopment of the Bus Terminal and Lot 22, and efforts to complete the Douglas Entrance DRI.

Additional Data and Analyses[1]

The City of Coral Gables has hereby determined that the implementation of transportation concurrency in the Gables Redevelopment and Infill District (GRID) is inhibiting the City's legitimate and achievable efforts to promote goals and policies of the state comprehensive plan, such as revitalization of downtown areas, the maximum utilization of existing infrastructure and services, the discouragement of urban sprawl, and the promotion of public transportation.

While the City has been trying to implement a system of concurrency management that artificially props up the capacity of roadways that serve the urban core of the City, it is faced with the reality that the large majority of the traffic served by these roadways is through traffic, starting from and routing to areas outside City limits.

As indicated above, the City is engaged in and actively supporting redevelopment efforts to enhance its downtown, to increase its livability, and to lessen reliance on the individually occupied motor vehicle as a means to access its amenities.

At the same time, in 1994 MetroDade County proposed--and the Department of Community Affairs approved--a transportation concurrency exception area for the County that encompasses much of the land area east of the Florida Turnpike. The practical impact of this exception area is that projects in unincorporated areas immediately outside the boundaries of municipal jurisdictions like Coral Gables, that are trying to implement concurrency, will be allowed to proceed without regard to impacts on roadway capacity, even though they exacerbate concurrency situations in adjacent municipalities experiencing the affects of flow-thorough traffic. In fact, the County was allowed to include the enhanced density of areas within municipalities in its calculations to meet state regulations (which densities inevitably tend to be higher than those in unincorporated areas) without also including the municipalities in the areas to be excepted from transportation concurrency requirements.

This places other governmental jurisdictions which have no such exception areas at a distinct disadvantage.

It is now literally possible that a business could locate in an unincorporated area across the street from a municipality without having to address transportation concurrency, while on the other side of the street a municipality is still attempting to enforce transportation concurrency, having to take into account transportation impacts generated by the project across the street

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[1]All data an analyses are based on the best available sources, including: 1990 Census data; data from the 1989 Coral Gables Comprehensive Plan; data from MetroDade County and the MPO; and data gathered from windshield surveys and current aerial photographs of the areas subject to question.

that is located entirely outside its jurisdiction. Clearly, this is not a result contemplated or sanctioned by the 1993 amendments to the Growth Management Act.

SPECIFIC GEOGRAPHIC AREA:

The specific geographic area of the Gables Redevelopment and Infill District is as follows:

> Bounded on the north by Tamiami Trail (SW 8th Street), proceeding south along the city boundary west to Salzedo Avenue, then south, then west on Zamora Avenue to LeJeune (42nd Avenue), south to its intersection with Miracle Mile (S.W. 22nd Street), then west to Anderson Road, then south to Almeria Avenue, then east along Almeria Avenue to LeJeune (42nd Avenue), then south to the alley immediately north of Ponce De Leon Boulevard, then west following the centerline of that alley to Carillo Street, then south to South Dixie Highway, southwest to Red Road, south to Sunset Road, east to Maynada Street, north to Mariposa Avenue, east to Marius Street, northwest to South Dixie Highway, northeast to Miller Road, east to Riviera Avenue, then northeast to Rosaro Avenue to the city limits, and bound by the city limits on the east.

It is hereby declared that this area, known and identified as the Gables Redevelopment and Infill District (GRID) is designated as the redevelopment and infill district of the City; that it is the place most likely to lead to downtown revitalization; that it is the place most prone to maximization of existing infrastructure; that it is the place in the City and surrounding environs most likely to offer an attractive and functional mix of uses; and that it is the place which, through infill and redevelopment, is most likely to discourage the proliferation of urban sprawl now stretching the ability of County government to offer services and protect natural resources.

LAND USE ANALYSIS:

GRID
LAND USE ANALYSIS
(Analysis Based on 1989 Data & Analyses, Ground Surveys, Aerial Surveys, and FLUM Analyses)

LAND USE		ACRES	PCT%
SFR L	(Single Family Low--6 DU/acre)	178	15.9
SFR H	(Single Family High--9 DU/acre)	41	03.7
MFR D	(Multi-Family Duplex--9 DU/acre)	27	02.4
MFR L	(Multi-Family Low--20 DU/acre)	27	02.4
MFR M	(Multi-Family Medium--40 DU/acre)	40	03.6
MFR H	(Multi-Family High--60 DU/acre)	80	07.1
CLR	(Commercial Low-Rise FAR 3.0)	285	25.4
CMR	(Commercial Mid-Rise FAR 3.0)	82	07.3
CHR	(Commercial High-Rise FAR 3.0)	208	18.5
I	(Industrial FAR 3.0)	43	03.8
E	(Education FAR 2.0)	43	03.8
PR	(Parks and Recreation FAR 2.0)	11	01.0
OS	(Open Space FAR 0.0)	5	0.00

C I T Y O F C O R A L G A B L E S

P L A N N I N G D E P A R T M E N T

DATE: March 3, 1995

TO: Honorable Local Planning Agency Board Members

SUBJECT: Consideration of a request from the Planning Department for Comprehensive Plan text amendment as follows: Creation of a transportation concurrency exception for projects that promote public transportation pursuant to FS 163.3180 and FAC 9J-5.0055 (7).

REQUEST

The Planning Department recommends amending the text of the City of Coral Gables Comprehensive Plan to create an exception for transportation concurrency for projects in the Gables Redevelopment and Infill District that promote public transportation.

BACKGROUND

The Growth Management Act was amended in 1992 to allow transportation concurrency exceptions for projects that incorporate public transit features. This policy would add a provision permitting this to the Plan. A simple bus stop would not be sufficient to qualify; rather, the policy requires a terminal for multiple routes.

PROPOSED AMENDMENT

Add a new Policy 3.7.8. to the transportation element of the plan as follows:

POLICY 3.7.8.

> A proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted comprehensive plan and it is located inside the Gables Redevelopment and Infill District (GRID), and directly and significantly promotes public transportation by incorporating within the development a Metrorail, Metromover or TriRail Station, or a Metrobus terminal for multiple Metrobus routes, or is an office or residential development located within one-quarter mile of a Metrorail, Metromover or TriRail station or a Metrobus terminal for multiple Metrobus routes.

RECOMMENDATION

It is recommended that the amendment be approved as proposed.

Respectfully submitted,

DAVID J. ROSS
Planning Director

PB	(Public Buildings & Grounds FAR 2.0)	18	0.02
H	(Hospital Use FAR 2.0)	5	0.00
RI	(Religious/Institutional Use FAR 2.0)	30	0.03
TOTAL		1123	

AVERAGE DU/ACRE OF RESIDENTIAL USES IN GRID: 22.9 DU/ACRE

AVERAGE FAR OF NONRESIDENTIAL USE IN GRID: 2.47 FAR

COORDINATION WITH MPO, FDOT AND ADJACENT LOCAL GOVERNMENTS:

MPO, FDOT, and adjacent local governments have been informed of the Coral Gables initiative to establish a GRID. There is no existing data indicating that the establishment of A GRID would have an adverse impact on the Florida Intrastate Highway System. Also, none of the entities contacted, including MetroDade, FDOT, or other governmental entities, has registered an objection to this proposal. In fact, just as Coral Gables expressed its support for the MetroDade Transportation Concurrency Exception Area, so too has MetroDade endorsed this proposal by Coral Gables.

PROPOSED AMENDMENT

Add a new Policy 3.7.7. to the transportation element of the plan as follows:

POLICY 3.7.7.

A proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted comprehensive plan and it meets the following criteria pursuant to Section 163.3180, Florida Statues:

1) The proposed development is located with the Gables Redevelopment and Infill District; or

2) If the project would result in an increase in peak-period traffic volume on an FIHS roadway that is operating below any adopted LOS standard, which increase would exceed 5 percent of the capacity of the roadway at the CDMP-adopted LOS standard, the County shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resultant increase in traffic volume does not exceed 5 percent.

Coral Gables shall include in its concurrency management program ordinance or administrative rules appropriate criteria and methodologies to implement the exceptions authorized in this policy consistent with requirements of Chapter 163, Part II, Florida Statues.

A proposed development that conforms to the criteria enumerated in Section 163.3180(6), F.S., and is located in any portion of the Gables Redevelopment and Infill District where an affected transportation facility is operating below its adopted LOS standard is deemed to have a de minimis impact that, alone or in combination with other similar or lesser impacts, will not cause unacceptable degradation of the level of service on affected transportation facilities. Dade County shall include in its concurrency management program ordinance or administrative rules appropriate methodologies for determining and monitoring de minimis impacts consistent with Chapters 163.3180(6), Florida Statutes, and chapter 9J-5, Florida Administrative Code.

In highway and transit planning activities of the City and the Metropolitan Planning Organization (MPO), the City will give highest priority to the funding of necessary capacity improvements to any roadways and transit services that would help to relieve congestion on Florida Intrastate Highway System (FIHS) facilities as defined in Section 338.001, F.S., which are operating below their adopted LOS standard and which congestion can be attributed to development in the City.

SPECIFIC GEOGRAPHIC AREA:

The specific geographic area of the Gables Redevelopment and Infill District is as follows:

Bounded on the north by Tamiami Trail (SW 8th Street), proceeding south along the city boundary west to Salzedo Avenue, then south, then west on Zamora Avenue to LeJeune (42nd Avenue), south to its intersection with Miracle Mile (S.W. 22nd Street), then west to Anderson Road, then south to Almeria Avenue, then east along Almeria Avenue to LeJeune (42nd Avenue), then south to the alley immediately north of Ponce De Leon Boulevard, then west following the centerline of that alley to Carillo Street, then south to South Dixie Highway, southwest to Red Road, south to Sunset Road, east to Maynada Street, north to Mariposa Avenue, east to Marius Street, northwest to South Dixie Highway, northeast to Miller Road, east to Riviera Avenue, then northeast to Rosaro Avenue to the city limits, and bound by the city limits on the east.

RECOMMENDATION

Staff recommends that the Board approve the proposed amendments.

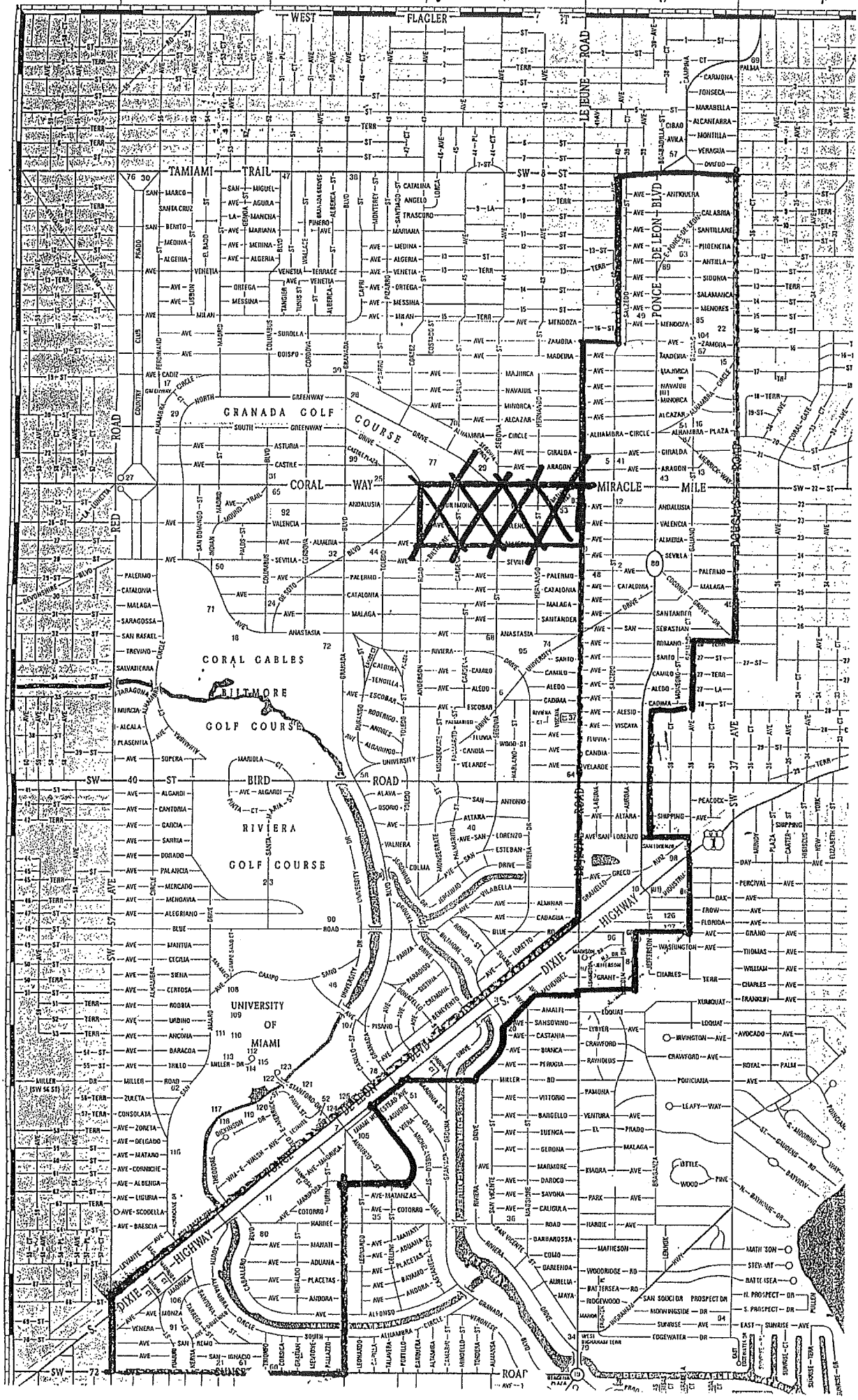
Respectfully submitted,

DAVID J. RUSS
Planning Director

ATTACHMENTS:

1. Map of GRID.
2. Map of MetroDade exemption area.

b:\reports\TRANSPORT.A


WEST FLAGLER
TAMIAMI TRAIL
LE JEUNE ROAD
PONCE DE LEON BLVD
GRANADA GOLF COURSE
CORAL WAY
MIRACLE MILE
CORAL GABLES
BILTMORE GOLF COURSE
BIRD ROAD
RIVIERA GOLF COURSE
UNIVERSITY OF MIAMI
DIXIE HIGHWAY
RED ROAD
DOUGLAS ROAD
SW 40 ST
SW 8 ST
SW 72 ST
SUNSET ROAD

EXCERPT
COMMISSION MEETING AUGUST 29, 1995
CITY OF CORAL GABLES, FLORIDA

ITEM 41. **SECOND READING ORDINANCE: AMENDING COMPREHENSIVE PLAN TO CREATE CONCURRENCY EXCEPTION AREA**

ORDINANCE NO. 3148

AN ORDINANCE AMENDING "CITY OF CORAL GABLES COMPREHENSIVE PLAN", CHAPTER 2, "GOALS, OBJECTIVES AND POLICY", "TRAFFIC CIRCULATION ELEMENT", BY ADDING SUBSECS. 3.7.7 AND 3.7.8, FOR PURPOSE OF CREATING CONCURRENCY EXCEPTION AREA WITHIN GABLES REDEVELOPMENT AND INFILL DISTRICT (GRID), AND TO INCLUDE EXCEPTION FOR PROJECTS THAT PROMOTE PUBLIC TRANSPORTATION; SETTING FORTH GRID BOUNDARIES; PROVIDING EFFECTIVE DATE; AND REPEALING ALL ORDINANCES INCONSISTENT HEREWITH.

The ordinance which was presented in full and approved on second reading at this time was read by title as hereinabove set forth and approved on first reading on April 18, 1995 (Item No. 18) for the purpose of amending the Comprehensive Plan to create a Concurrency Exception Area within the Gables Redevelopment and Infill District (GRID), and to include projects that promote public transportation, and setting forth GRID boundaries.

It was noted in the report from the administration to the Commission, which has been made a part of the record herein, that following receipt of comments from the State Department of Community Affairs on the proposed GRID area, technical changes were made to the proposed amendment, which involve minor adjustments to language, the elimination of some single-family areas south of U.S. 1 and the elimination of the separate exemption for public transit facilities within the GRID, which were discussed with DCA and approved.

Prior to approval at this time, Commissioner Withers suggested that the whole City be included in the GRID, or that they reinstate the "jog" area that went from Aragon to Almeria and as far west as Anderson Road, thereby including Biltmore Way, however, Planning Director David Russ advised that the Planning Board had recommended against doing that, based on the fact that when they approved those higher densities, they had assured the residents that they would be protected by concurrency management.

Regarding the suggestion that the whole City be included, City Attorney Elizabeth Hernandez explained that it had been indicated by the Planning Director when he was preparing to present the application to the DCA that it would be more likely they would reject it completely if they included the entire City, therefore, they had taken the more conservative approach to make certain that those areas which they felt the DCA would be able to accept would be accepted.

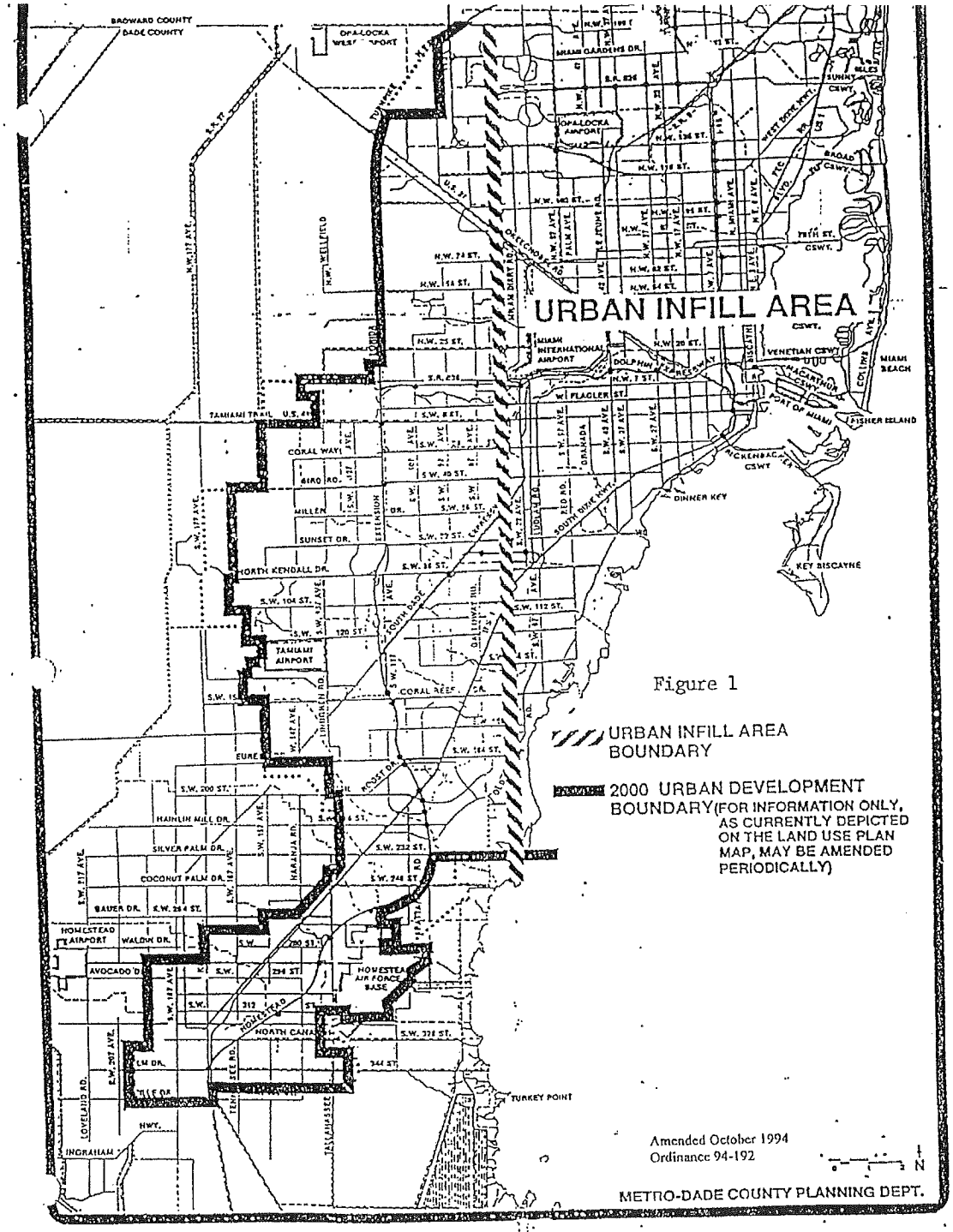
It was further emphasized by the Planning Director that they could submit a subsequent application that would include additional areas, but that what they were trying to address at this time were the concurrency problems confronting some of their redevelopment projects. Among the projects affected which were listed in his staff report were the Central Business District, the Bus Terminal, Lot 22, the Equipment Yard, the Douglas Apartment District, the Colonnade, the Hyatt, Douglas Entrance, Service Merchandise, Lurias, the Mediterranean Design District and the expansion of the municipal administrative offices.

There was also another reason they needed to get the ordinance passed as soon as possible, the City Manager advised, stating that an impact fee which was basically being levied by the School Board would go into effect on October 1, 1995 and if you had a Bus Terminal you were converting to some two hundred residential units, it would be subject to that fee.

Following discussion, action was taken approving the ordinance on second reading upon motion duly made by Commissioner Barker, seconded by Commissioner Kerdyk, and unanimously carried by the following roll call: Kerdyk: "Yea", Thomson: "Yea", Withers: "Yea", Barker: "Yea", Valdés-Fauli: "Yea".

Action was then taken waiving the thirty-day waiting period and making the ordinance effective upon the date of its adoption herein, upon motion duly made by Commissioner Barker, seconded by Commissioner Kerdyk, and unanimously carried by the following roll call: Thomson: "Yea", Withers: "Yea", Barker: "Yea", Kerdyk: "Yea", Valdés-Fauli: "Yea"; whereupon Mayor Valdés-Fauli declared Ordinance No. 3148 adopted on the 29th day of August, 1995 and effective on that date, and ordered its publication by number and title as hereinabove set forth.

Following the roll call the Commission agreed to send to the Planning and Zoning Board for a recommendation, consideration of including the "jog" area in the GRID, from Aragon to Almeria and Anderson Road.


URBAN INFILL AREA
Figure 1
URBAN INFILL AREA BOUNDARY
2000 URBAN DEVELOPMENT BOUNDARY (FOR INFORMATION ONLY, AS CURRENTLY DEPICTED ON THE LAND USE PLAN MAP, MAY BE AMENDED PERIODICALLY)
Amended October 1994
Ordinance 94-192
METRO-DADE COUNTY PLANNING DEPT.
BROWARD COUNTY
DADE COUNTY
OPA-LOCKA AIRPORT
MIAMI INTERNATIONAL AIRPORT
TAMIAMI AIRPORT
HOMESTEAD AIRPORT
HOMESTEAD AIR FORCE BASE
TURKEY POINT
KEY BISCAYNE
DINNER KEY
MIAMI BEACH
FISHER ISLAND
PORT OF MIAMI
VENETIAN CSWY
MACARTHUR CSWY
RICKENBACKER CSWY
TAMIAMI TRAIL
CORAL WAY
SUNSET DR.
NORTH KENDALL DR.
CORAL REEF DR.
HAINLIN MILL DR.
SILVER PALM DR.
COCONUT PALM DR.
NORTH CANAL
INGRAHAM HWY.

CITY OF CORAL GABLES, FLORIDA

ORDINANCE NO. 3148

AN ORDINANCE AMENDING "CITY OF CORAL GABLES COMPREHENSIVE PLAN", CHAPTER 2, "GOALS, OBJECTIVES AND POLICY", "TRAFFIC CIRCULATION ELEMENT", BY ADDING SUB-SECS. 3.7.7 AND 3.7.8, FOR PURPOSE OF CREATING CONCURRENCY EXCEPTION AREA WITHIN GABLES REDEVELOPMENT AND INFILL DISTRICT (GRID), AND TO INCLUDE EXCEPTION FOR PROJECTS THAT PROMOTE PUBLIC TRANSPORTATION; SETTING FORTH GRID BOUNDARIES; PROVIDING EFFECTIVE DATE; AND REPEALING ALL ORDINANCES INCONSISTENT HEREWITH.

WHEREAS, after notice duly published, a public hearing was held before the Local Planning Agency (Planning and Zoning Board) of the City of Coral Gables on March 8, 1995 on a proposed amendment to the "City of Coral Gables Comprehensive Plan" to create a "Transportation Concurrency Exception Area within a designated Gables Redevelopment and Infill District (GRID), and including an exception for projects that promote public transportation, at which all interested persons were afforded an opportunity to be heard, and it was recommended that the amendment be approved; and

WHEREAS, pursuant to the provisions of Chapter 163.3187 of the Florida Statutes, the City Commission held a public hearing on April 18, 1995, at which all interested persons were afforded an opportunity to be heard, and the amendment was approved on first reading; and

WHEREAS, pursuant to the provisions of Chapter 163.3184(3) of the Florida Statutes, a copy of the proposed amendment application was transmitted to the Florida Department of Community Affairs for review and comment; and

WHEREAS, pursuant to the provisions of Chapter 163.3187(7), the City Commission received and reviewed the written comments from the Florida Department of Community Affairs; and

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. That from and after the effective date of this ordinance, the "City of Coral Gables Comprehensive Plan", and in particular the "Goals, Objectives and Policy" section of Chapter 2 of the Plan, known as the "Traffic Circulation Element", is hereby amended to create a Transportation Concurrency Exception Area within a designated Gables

Redevelopment and Infill District (GRID), and to include a transportation concurrency exception for projects that promote public transportation, pursuant to FS 163.3180 and FAC 9J-5.0055 (6) and (7), by adding Sub-secs. 3.7.7 and 3.7.8 as hereinafter set forth.

Sub-sec. 3.7.7 A policy is hereby created whereby a proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted comprehensive plan and it meets the following criteria pursuant to Section 163.3180 of the Florida Statutes:

(1) The proposed development is located within the Gables Redevelopment and Infill District (GRID), the boundaries of which are as hereinafter set forth; or

(2) If the project would result in an increase in peak-period traffic volume on an FIHS roadway that is operating below any adopted LOS standard, which increase would exceed 5 percent of the capacity of the roadway at the CDMP-adopted LOS standard, the County shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resultant increase in traffic volume does not exceed 5 percent.

(3) The specific geographic area to be known and identified as the Gables Redevelopment and Infill District (GRID), is hereby declared to be as follows:

Beginning at the eastern city limits at Douglas Road (SW 37th Avenue), and bounded on the north by Tamiami Trail (SW 8th Street), proceeding south from Tamiami Trail (SW 8th Street) along the city boundary west of Salzedo Avenue to Zamora Avenue, then west on Zamora Avenue to Le Jeune Road (SW 42nd Avenue), then south to the alley immediately north of Ponce de Leon Boulevard, then west following the centerline of that alley to Carillo Street, then south to South Dixie Highway, southwest to Red Road (SW 57th Avenue), south to Sunset Road (SW 72nd Avenue), east to Maynada Street, north to Mariposa Avenue, east to Marius Street, northwest to South Dixie Highway, northeast to Miller Road, east to Riviera Avenue, then northeast to Rosario Avenue to the city limits, and bounded by the city limits on the east

to the point of beginning.

Coral Gables shall include in its concurrency management program ordinance or administrative rules appropriate criteria and methodologies to implement the exceptions authorized in this policy consistent with the requirements of Chapter 163, Part II, Florida Statutes.

A proposed development that conforms to the criteria enumerated in Section 163.3180 (6), F.S., and is located in any portion of the Gables Redevelopment and Infill District (GRID) where an affected transportation facility is operating below its adopted LOS standards deemed to have a de minimis impact that, alone or in combination with other similar or lesser impacts, will not cause unacceptable degradation of the level of service on affected transportation facilities. Dade County shall include in its concurrency management program ordinance or administrative rules appropriate methodologies for determining and monitoring de minimis impacts consistent with Chapters 163.3180 (6), Florida Statutes, and Chapter 9J-5, of the Florida Administrative Code.

In highway and transit planning activities of the City and the Metropolitan Planning Organization (MPO), the City will give highest priority to the funding of necessary capacity improvements to any roadways and transit services that would help to relieve congestion on Florida Intrastate Highway System (FIHS) facilities as defined in Section 338.001, F.S., which are operating below their adopted LOS standard and which congestion can be attributed to development in the City.

Sub-sec. 3.7.8 A policy is hereby created whereby a proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted comprehensive plan and it is located inside the Gables Redevelopment and Infill District (GRID), and directly and significantly promotes public transportation by incorporating within the development a Metrorail, Metromover or TriRail Station, or a Metrobus terminal for multiple Metrobus routes, or is an office or residential development located within one-quarter mile of a Metrorail, Metromover or TriRail station or a Metrobus terminal for multiple Metrobus routes.

SECTION 2. That this ordinance shall become effective thirty (30) days from the date of its adoption.

SECTION 3. That all ordinances or part of ordinances inconsistent or in conflict herewith shall be and they are hereby repealed insofar as there is conflict or inconsistency.

PASSED AND ADOPTED THIS TWENTY-NINTH DAY OF AUGUST A. D., 1995.

RAUL J. VALDES-FAULI
MAYOR

ATTEST:

VIRGINIA L. PAUL
CITY CLERK
B'R(5)

EXCERPT
TRANSCRIPT OF REGULAR MEETING
OF CITY COMMISSION
OF THE CITY OF CORAL GABLES, FLORIDA
AUGUST 29, 1995

CLERK'S
ITEM NO. 41. COMPREHENSIVE PLAN/TRANSPORTATION

VALDES-FAULI: Item 31, consideration of ordinance on second reading transportation concurrency exception area.

RUSS: This is the . . . . . that we propose to add to our comprehensive plan. . . . . Dade County east of the Palmetto . . . . . given the transportation concurrency exception area by DCA . . . . . concurrency, and it's stopping many of our projects . . . . . those same projects.

WITHERS: Let me ask a question on this, because we discussed the report real quick. And if we still control what happens within our boundaries, why don't we just exempt the whole city. I mean, I mean, why are we put . . ., why are we restricting ourselves at this point in time, which I'm sure will be harder to undo at a later point in time. I mean . . . Why don't we just say that the whole city is exempt if we have this window of opportunity here. I mean, what do we gain by just exempting this corridor?

RUSS: Because I think we're actually being more true to the rule. The rule requires the density, a residential density of 6.0 dwelling in its per acre, and a floor area ratio of 3.0 within your transportation concurrency exception area. And that's how this was designed to meet those rural (?) requirements. I don't know how Dade accomplished that with that huge area.

WITHERS: I don't either.

RUSS: They used Miami Beach, I mean, they used all the densities of all the municipalities without including the municipalities in their, in their application. But they used Miami Beach, which has, you know, 125 units per acre in some places, they used all the pending DRIs in unincorporated Dade. I don't know how they got to that. That would . . ., you know, that was a decision I disagreed with when I was at the . . . . . .

EADS: You have a different opinion now.

RUSS: Yes. No, no, I don't, I still wish they didn't have it.

WITHERS: I know, but if we have such a fail-safe Planning and Zoning Department and Building Department, and Code Department and everything

like that, reviews and looks, and check concurrency models, and . . . ., before we issue permits or allow people to pull permits, when they go up on the third floor and say, can I do this? Why do we have to, why are restricting our . . . . . Let's say there was someone that we wanted to put in the City. It is marginal, but they don't meet this requirement and we're not exempted out, and they're out the door. Is that what . . .?

RUSS: Yes, I wanted to be conservative and make sure this got through because we have several projects pending within this corridor. We have some outside the corridor also. The planning, I originally designed a job.

WITHERS: To go down Biltmore?

RUSS: Yes, the Planning Board was not pleased with that, so I took their recommendation. They indicated that they had assured when they approved these higher densities, they assured the residents that they would be protected by concurrency management.

WITHERS: Was the Equipment Yard included in there?

RUSS: Yes.

VALDES-FAULI: Will you make a motion?

WITHERS: Well, I would like to put back, I would approve it, but I think we should put that Biltmore job back in there.

THOMSON: I do too.

WITHERS: Do you?

THOMSON: I do.

EADS: I think you need to hear from David what the effect of doing that is.

RUSS: We, we can do that at a later date, but we advertised this now, and to go back and put that in, I think, would perhaps violate the notice requirements. But we can certainly do that in the next . . .

VALDES-FAULI: Why don't we vote on this, and then bring it back.

RUSS: If you give me a strong recommendation to do that, I will certainly process that.

WITHERS: I just want to know what the, what the rationale for not accepting the whole City is. I just . . .

RUSS: As I told you, I wanted to be sure this got through.

EADS: Well, that's number one, but number two, you want to, you want to maintain that, that control primarily in the residential area and not have it in the business district.

VALDES-FAULI: You don't want for a tremendous project to go up in Granada if . . .

WITHERS: But we still control it, the City does not sign away their . . . . right to control.

VALDES-FAULI: But this is another element of control.

WITHERS: I mean, what we're doing is we're now allowing Dade County, from what I understand, to control our development. As opposed to Coral Gables. I mean, we're only putting another layer of restriction on what developers can do?

RUSS: No, we're remove . . ., we're removing a layer of . . .

WITHERS: There we are, there we are. But I mean, the rest of the City is still . . .

KERDYK: It's still the same as it is.

RUSS: It's that status quou.

KERDYK: That you have to meet concurrency guidelines.

WITHERS: I know, but why, why are we allowing Dade County to control us even more? That's my question. Why don't we exempt . . .

RUSS: We're not.

EADS: Commissioner, I think those limits that are in there now are our limits, are they not?

WITHERS: No, not outside the area.

HERNANDEZ: Concurrency is, is Dade County, but we're not letting Dade County limit us. What, the concurrency criteria has already been adopted, so it's not just for Coral Gables, it's for all incorporated and unincorporated areas, ...

VALDES-FAULI: Let me . . ., do you have any objecting to this as it is?

HERNANDEZ: But what Mr. Russ, I'm sorry, but what Mr. Russ had indicated when he was preparing this to present the DCA, it would be more likely that DCA would reject the entire application if we put in the entire City. So we took the more conservative approach to make certain that those areas which we felt DCA would be able to accept more readily would be accepted.

WITHERS: And what is the process to go back and further exempt other . . .? Is it every year we're allowed to do it, or any time we're . . .

RUSS: Twice a year, twice a year.

WITHERS: It requires the Commission to just vote on it, is that what the future . . .?

RUSS: It would go through the Planning and Zoning Board for a public hearing, and it would come to you. It would be sent to DCA, and it would come back to you for a second reading, just like this, this process. But I wanted to, you know, one of my marching orders when I got here was, was to straighten this out because we have some redevelopment projects that are bumping up against our concurrency.

EADS: We also have another issue that we need to get this passed for, and that has to do with the impact fee, that is now being levied by, basically levied by the School Board. And that comes into effect, that levy starts October 1st this year.

WITHERS: Isn't that for a new homes zone?

EADS: It's for new residential construction, so if you add a bedroom to an existing house, that's subject to that fee. If you have a bus terminal that you're converting to 200-and some odd residential units, it will be subject to that fee.

VALDES-FAULI: Alright, do I hear a motion on this proposal as it is?

BARKER: Yes, I'll move it

VALDES-FAULI: What?

BARKER: I'll move it.

KERDYK: I'll second it.

VALDES-FAULI: It's moved and seconded. And we were just discussing this as it is, without taking away our ability to bring other things in the future. Madam City Clerk.

CLERK: Commissioner Kerdyk: "Yes", Commissioner Thomson: "Yes", Commissioner Withers: "Yes", Commissioner Barker: "Yes", Mayor Valdes-Fauli: "Yes".

RUSS: Would you like to start out in this "jog"?

WITHERS: Oh, well, I think . . .

THOMSON: The Planning Board . . .

RUSS: The Planning Board was very much . . .

EADS: I think the appropriate thing would be for the Commission to send us to the Planning Board and consideration given that the Commission has some real concerns on not including . . .

WITHERS: Finally, voted. The reason I said no, I mean they voted against it before so . . .

EADS: Well then, if we don't want to do it . . .

THOMSON: Let's do it. Let's send it back.

VALDES-FAULI: Okay. Item 32.

EADS: Do we want to? Well I'm going to make a suggestion given the impending impact fees? I guess that is a kind of double negative isn't it, that we waive second reading and 30 days on this particular item.

VALDES-FAULI: Alright. Do I hear a motion? Madam City Clerk.

CLERK: The one we just discussed?

EADS: You know what I'm sorry. You don't need to waive second reading just the 30 days.

VALDES-FAULI: Okay. Madam City Clerk.

CLERK: You're waiving 30 day waiting. Commissioner Thomson: "Yes", Commissioner Withers: "Yes", Commissioner Barker: "Yes", Commissioner Kerdyk: "Yes", Mayor Valdes-Fauli: "Yes".

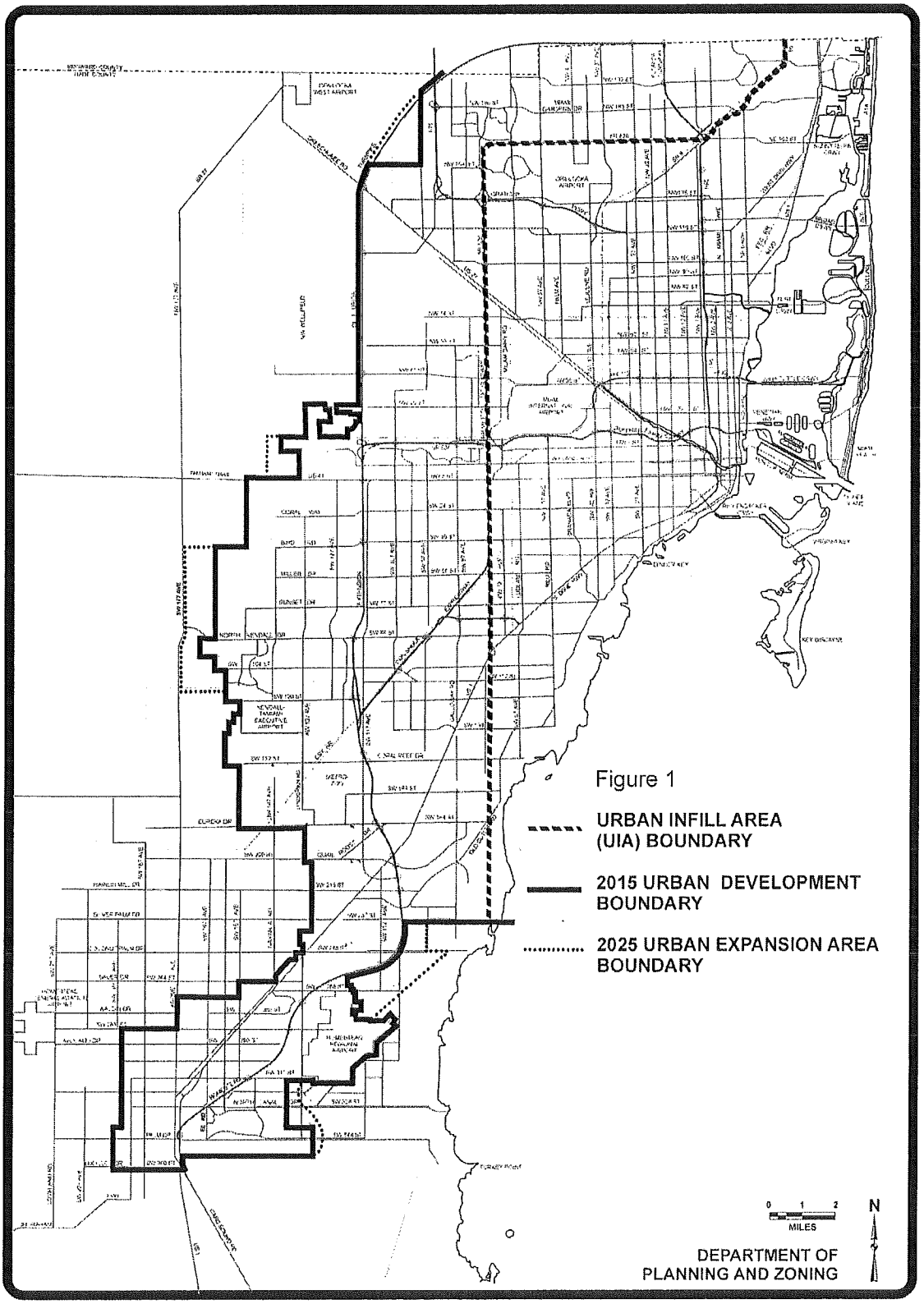


Figure 1
URBAN INFILL AREA (UIA) BOUNDARY
2015 URBAN DEVELOPMENT BOUNDARY
2025 URBAN EXPANSION AREA BOUNDARY
0 1 2
MILES
N
DEPARTMENT OF PLANNING AND ZONING

Land Use	Minimum Fire Flow Gallons per Minute
Single Family Residential Estate Density	500
Single Family and Duplex Residential on Minimum lots of 7,500 sq. ft.	750
Multi-family Residential, Semiprofessional Offices	1,500
Hospitals, Schools	2,000
Business and Industry	3,000

3. Water quality shall meet all federal, State, and County primary standards for potable water.

4. Countywide storage capacity for finished water shall equal no less than 15 percent of the Countywide average daily demand.

Sanitary Sewer

1. Regional wastewater treatment plants shall operate with physical capacity no less than the annual average daily sewage flow.

2. Effluent discharged from wastewater treatment plants shall meet all federal, State, and County standards.

3. The system shall collectively maintain the capacity to collect and dispose of 102 percent of the average daily sewage system demand for the preceding five years.

Solid Waste

The County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall, for a minimum of five (5) years, collectively maintain a solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long-term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated non-committed waste flows.

Traffic Circulation

The minimum acceptable peak period[1] operating level of service (LOS)[2] for all State and County roads in Miami-Dade County outside of the Urban Development Boundary (UDB) identified in the Land Use Element shall be LOS D on State minor arterials and LOS C on all other State roads and on all County roads. The

[1] Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.

[2] NOTE: LOS will be measured based on the latest edition of the Highway Capacity Manual.

minimum acceptable peak-period LOS for all State and County roads inside the UDB shall be the following:

1. Within the Urban Infill Area (UIA)[1]
   (a) Where no public mass transit service exists, roadways shall operate at or above LOS E;
   (b) Where mass transit service having headways of 20 minutes or less is provided within 1/2 mile distance, roadways shall operate at no greater than 120 percent of their capacity;
   (c) Where extraordinary transit service such as commuter rail or express bus service exists parallel roadways within 1/2 mile shall operate at no greater than 150 percent of their capacity.

2. Between the UIA and the UDB
   (a) Roadways shall operate at no worse than LOS D (90 percent of their capacity) except that State urban minor arterials (SUMAs) may operate at LOS E (100 percent of their capacity);
   (b) Where public mass transit service exists having headways of 20 minutes or less within 1/2 mile distance, roadways shall operate at or above LOS E;
   (c) Where extraordinary transit service such as commuter rail or express bus service exists parallel roadways within 1/2 mile shall operate at no greater than 120 percent of roadway capacity.

3. Notwithstanding the foregoing, as required by s.163.3180 (10), F.S., the following standards, established by rule by the Florida Department of Transportation (FDOT), are adopted by Miami-Dade County as its minimum LOS Standards for Florida Intrastate Highway System (FIHS) roadways in Miami-Dade County:
   (a) Outside the UDB
      (1) Limited access State Highways shall operate at LOS B or better;
      (2) Controlled access state highways shall operate at LOS C or better for two lane facilities and LOS B or better for four or more lane facilities; and
      (3) Constrained[2] or backlogged[3] limited and controlled access State highways operating below LOS B, must be managed to not cause significant degradation.[1]

[1] UIA is defined as that part of Miami-Dade County located east of, and including, SR 826 (Palmetto) Expressway and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95, and the City of Islandia.

[2] Constrained FIHS facilities are roadways that FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints.

[3] Backlogged FIHS facilities are roadways operating below the minimum LOS standards not constrained and not, programmed for addition of lanes in the first three years of FDOT's adopted work program or the five-year CIE.

(b) Inside the UDB

(1) Limited access State highways shall operate at LOS D or better, except where exclusive through lanes exist roadways may operate at LOS E.

(2) Controlled access highways shall operate at LOS D or better, except where such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E.

(3) Constrained or backlogged limited and controlled access State Highways operating below the foregoing referenced minimum LOS standards must be managed to not cause significant deterioration.

Mass Transit

The minimum peak-hour mass transit level of service shall be that all areas within the Urban Development Boundary of the Land Use Plan (LUP) map which have a combined resident and work force population of more than 10,000 persons per square mile shall be provided with public transit service having 30-minute headways and an average route spacing of one mile provided that:

1. The average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile. The corridor is 0.5 miles on either side of any necessary new routes or route extensions to the area of expansion;
2. It is estimated that there is sufficient demand to warrant service;
3. The service is economically feasible; and
4. The expansion of transit service into new areas is not provided at a detriment to existing or planned services in higher density areas with greater need.

Park and Recreation

Miami-Dade County's minimum level of service standard for the provision of recreational open space shall be the following: i.) 2.75 acres of local recreation space per 1,000 permanent residents in unincorporated areas; ii.) A County-provided, or an annexed or incorporated, local recreation open space of 5 acres or larger must exist within a 3-mile distance from the residential development; iii.) The acreage/population measure of the Level of Service Standard will be calculated for each Park Benefit District (PBD); iv.) For purposes of issuing

[1] For roadways outside the UDB significant degradation means: an average annual daily traffic increase in two-way traffic volume of 5 percent or a 5 percent reduction in operating speed for the peak direction in the 100th highest hour of 5 percent. For roadways inside the UDB roadways parallel to exclusive transit facilities or roadways in transportation concurrency management areas, significant degradation means an average annual daily traffic increase in two-way traffic volume of 10 percent, or a 10 percent reduction in operating speed for the peak direction in the 100th highest hour.

GOAL

DEVELOP, OPERATE AND MAINTAIN A SAFE, EFFICIENT AND ECONOMICAL TRAFFIC CIRCULATION SYSTEM IN MIAMI-DADE COUNTY THAT PROVIDES EASE OF MOBILITY TO ALL PEOPLE AND FOR ALL GOODS, IS CONSISTENT WITH DESIRED LAND USE PATTERNS, CONSERVES ENERGY, AND PROTECTS THE NATURAL ENVIRONMENT.

Objective TC-1

It is desirable that all roadways in Miami-Dade County operate at level of service (LOS) C or better. By the year 2010 no roadways in Miami-Dade County should operate at a level of service lower than the base level of service standard contained herein.

Policies

TC-1A. Miami-Dade County will continue to update and readopt a Long Range Transportation Plan, as periodically required, that will achieve Traffic Circulation Objective TC-1 above, in a manner consistent with the other objectives of the Comprehensive Development Master Plan (CDMP). Upon completion of each update of the Long Range Transportation Plan, Miami-Dade County shall prepare for submittal, pursuant to Chapter 163, Part II, F.S., proposals to enhance and revise the Traffic Circulation and Mass Transit Subelements of the Transportation Element as warranted by said technical findings and policy proposals, consistent with the goals, objectives and policies of the CDMP.

TC-1B. The minimum acceptable peak period* operating level of service for all State and County roads in Miami-Dade County outside of the Urban Development Boundary (UDB) identified in the Land Use Element shall be LOS D on State minor arterials and LOS C on all other State roads and on all County roads. The minimum acceptable peak-period LOS for all State and County roads inside the UDB shall be the following:

1) Within the Urban Infill Area (UIA)[2]

(a) Where no public mass transit service exists, roadways shall operate at or above LOS E.

(b) Where mass transit service having headways of 20 minutes or less is provided within 1/2-mile distance, roadways shall operate at no greater than 120 percent of their capacity.

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* Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.
Note: LOS will be measured based on the latest edition of the Highway Capacity Manual.

[2] UIA is defined as that part of Miami-Dade County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95, and the City of Islandia.

(c) Where extraordinary transit service such as commuter rail or express bus service exists parallel roadways within 1/2 mile shall operate at no greater than 150 percent of their capacity.

2) Between the UIA and the UDB

(a) Roadways shall operate at no worse than LOS D (90 percent of their capacity) except that State Urban Minor Arterials (SUMAs) may operate at LOS E (100 percent of their capacity);

(b) Where public mass transit service exists having headways of 20 minutes or less within 1/2-mile distance, roadways shall operate at or above LOS E;

(c) Where extraordinary transit service such as commuter rail or express bus service exists parallel roadways within 1/2 mile shall operate at no greater than 120 percent of roadway capacity.

3) Notwithstanding the foregoing, as required in s.163.3180 (10), F.S., the following standards established by rule by the Florida Department of Transportation (FDOT), are adopted by Miami-Dade County as its minimum LOS standards for Florida Intrastate Highway System (FIHS) roadways in Miami-Dade County:

(a) Outside the UDB

1. Limited access State highways shall operate at LOS B or better;

2. Controlled access State highways shall operate at LOS C or better for two lane facilities, and LOS B or better for four or more lane facilities; and

3. Constrained or backlogged limited and controlled access state highways operating below LOS B, must be managed to not cause significant degradation.

(b) Inside the UDB

1. Limited access State highways shall operate at LOS D or better, except where exclusive through lanes exist, roadways may operate at LOS E.

2. Controlled access State highways shall operate at LOS D or better, except where such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E.

3. Constrained or backlogged limited and controlled access State highways operating below the foregoing minimums must be managed to not cause significant deterioration.

TC-1C. The County shall continue to maintain and enhance as necessary, a comprehensive traffic counting system for annually monitoring the level of service on, at a minimum, the County roadway system.

TC-1D. Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the Level of Service standards contained in Policy TC-1B, except as otherwise provided in the "Concurrency Management Program" section of the Capital Improvements Element.

TC-1E. The County shall, to the maximum extent feasible, improve the operating efficiency of the existing thoroughfare system and reduce peak hour congestion by encouraging the application of low-cost transportation system management techniques including, but not limited to, improved signal timing, and intersection signing, marking, channelization, and on-street parking restrictions.

NOTES: Constrained FIHS facilities are roadways that FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints.

Backlogged FIHS facilities are roadways operating below the minimum LOS standards, not constrained, and not programmed for addition of lanes in the first three years of FDOT's adopted work program or the five-year CIE.

For roadways outside the UDB significant degradation means an average annual daily traffic increase in two-way traffic volume of 5 percent, or a 5 percent reduction in operating speed for the peak direction in the 100th highest hour. For roadways inside the UDB, roadways parallel to exclusive transit facilities or roadways in transportation concurrency management areas, significant degradation means an average annual daily traffic increase in two-way traffic volume of 10 percent, or a 10 percent reduction in operating speed for the peak direction in the 100 highest hour.

SUMMARY
MIAMI-DADE COUNTY
TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARD

Peak Period* LOS Standard
Non-FIHS Roadways

Location	Transit Availability		
	No Transit Service	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit Service (Commuter Rail or Express Bus)
Outside UDB	LOS D-State Minor Arterials LOS C-County Roads and State Principal Arterials		
Between UIA and UDB	LOS D (90% of Capacity); or LOS E (100% Capacity) on SUMAs	LOS E (100% of Capacity)	120% of Capacity
Inside UIA	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

FIHS Roadways

FIHS Facility	Location				
	Outside UDB	Inside UDB	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained or Backlogged Roadways
Limited Access Facilities	B	D [E]	D [E]	D [E]	Manage
Controlled Access Facilities (Two Lanes)	C	D	E	E	Manage
Controlled Access Facilities (Four or More Lanes)	B	D	E	E	Manage

NOTE: LOS inside of [brackets] applies to general use lanes only when exclusive thru lanes exist.

FIHS= Florida Intrastate Highway System

UIA= Urban Infill Area--Area east of, and including NW/SW 77 Avenue and SR 826 (Palmetto Expressway), excluding the City of Islandia, and excluding the area north of SR 826 and west of I-95.

UDB= Urban Development Boundary

SUMA= State Urban Minor Arterial

* Peak-period means the average of the two highest consecutive hours of traffic volume during a weekday.

TC-1F. The County shall implement a transportation demand management (TDM) program to reduce overall peak-hour demand and use of single occupant vehicles (SOV). This program will include such TDM strategies as the following:

1) van pooling and employer-based car pooling;
2) employer-based staggered and/or flexible work hours;
3) parking management;
4) telecommunicating;
5) congestion pricing;
6) park and ride lots;
7) high occupancy vehicle lanes;
8) trip reduction ordinances;
9) transportation management associations (TMA's); and
10) subsidies for transit riders.

TC-1G. Miami-Dade County shall continue to implement procedures and requirements for all development, regardless of size, to contribute its proportionate share of transportation facilities, or funds or land therefore, necessary to accommodate the impact of the proposed development. The County shall periodically review and update impact fee schedules to ensure that all public and marginal costs are appropriately recognized, and that fee structures reflect pertinent geographic (i.e., core vs. fringe area) variability in facility usage.

TC-1H. In highway and transit planning activities of the County and the Metropolitan Planning Organization (MPO), Miami-Dade County will give highest priority to the funding of necessary capacity improvements to roadways on the Florida Intrastate Highway System (FIHS) as defined in Section 338.001, F.S., and to proximate facilities and services that would serve to relieve congestion on FIHS facilities which are operating above their capacity. Further, the County and the Miami-Dade County MPO shall coordinate with FDOT to develop feasible strategies and mechanisms to minimize local traffic impact on FIHS facilities.

TC-1I. By 2005, the County will investigate and develop for implementation parking management strategies to promote the land use and transportation objectives of the CDMP to reduce the use of Single Occupant Vehicles (SOVs) and highway congestion and encourage the use of transit and ridesharing. Additionally, parking requirements in the County's zoning regulations will be reviewed to encourage shared and possibly on-street parking in planned Urban Centers, and to moderate parking requirements where transit service exists, and where developments contains complementary use mixes.

TC-1J. Upon completion of the Countywide Parking Policy Study conducted by the Miami-Dade County MPO, the County shall amend the CDMP Transportation Element as necessary to facilitate implementation of the study's recommendation and to depict planned future major parking facilities in the Traffic Circulation Subelement map series.

TC-1K. The County shall utilize the Miami-Dade County MPO transportation planning and project review processes to evaluate and implement roadway and transit improvements that will improve access to, and connections between, the County's major aviation, rail and port facilities

Objective TC-2

Rights-of-way and corridors needed for existing and future transportation facilities will be designated and reserved.

Policies

TC-2A. The County shall continue to maintain and enforce the minimum right-of-way requirements as established in the *Public Works Manual* and in Chapter 33, Zoning, *Code of Miami-Dade County*, to ensure Countywide continuity of the thoroughfare system. The County shall review roadway design standards and right-of-way reservations and shall propose changes as may be necessary to better accommodate projected vehicular and non-vehicular movement in the corridors and design features recommended in the Transportation and Land Use Elements

TC-2B. The County shall require the dedication of the appropriate share of all necessary rights-of-way from all developments at the time of development.

TC-2C. Except for those section, half-section and quarter-section line rights-of-way within the portion of the Northwest Wellfield Protection Area located west of the Homestead Extension of the Florida Turnpike, advance rights-of-way shall be reserved or acquired, where necessary, for future transportation improvements identified in the Traffic Circulation and Mass Transit Sub-Elements.

TC-2D. The section line, half-section line, and quarter-section line road system should form a continuous network within developed areas, interrupted only when it would destroy the integrity of a neighborhood or development. The County shall not approve vacation of zoned rights-of-way unless it is determined that the right-of-way is not required for present or future public use, or unless the zoned right-of-way is within that portion of the Northwest Wellfield Protection Area located west of the Homestead Extension of the Florida Turnpike, and the CDMP Guidelines for Urban Form will be reflected.

Objective TC-3

The County's transportation system will emphasize safe and efficient management of traffic flow.

is the creation of a detailed plan, which resolves areas of concern identified in the Area Plan Report study area; often these concerns involve capital improvements such as roads, sewers, sidewalks, parks and other community improvements. The Department of Planning and Zoning implements the Area Plan Report process as a collective planning effort that develops a small area plan which incorporates the priorities of a community.

Beyond these existing procedures and processes, the CIE is obviously a key component in growth management and development planning. It provides the broad basis for meeting the public facilities needs of the existing and projected population of the area. However, unless it is being implemented, the CIE would quickly lose its effectiveness.

The central requirement for adequate implementation is close coordination among several agencies and departments in the County government. The following are involved: the Office of Strategic Business Management, Department of Planning and Zoning, Finance Department, and operating departments. It is likely that the recently established Office of Capital Improvements will become involved as time goes on. This office is charged with the implementation of projects contained in the $2.9 Billion General Obligation Bond Program.

The purpose is to achieve the following:

1. The overall financial management of Miami-Dade County and comprehensive planning should be closely coordinated.
2. Both capital and operating costs and existing and potential revenue sources need to be considered for both intermediate and long run.
3. Planning guidelines and key indicators (such as population projections) must be utilized by operational agencies which in turn provide relevant input to the preparation of the CIE.
4. Close agreement must be obtained from all participants in the development process concerning service standards and how their attainment is to be measured.

To a large extent, the existing process and procedures achieve these ends. However, demonstrated need exists for even more complete interconnection between the CDMP and the operating and capital budgets of the key County departments.

Concurrency Management Program

An essential requirement of the State's local government comprehensive planning law has been termed the service "concurrency" requirement. Paraphrasing Section 163.3202, *Florida Statutes*, each county and municipality must amend its development regulations to incorporate specific and detailed provisions which shall provide that public facilities and services meet or exceed the LOS standards established in the Plan's Capital Improvements Element and are available when needed for the development, or that the development orders or permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development. The term "development order" is defined in Chapter 163.3164, F.S., to include any zoning action, subdivision approval, certification, permit, or any other official action of local government having the effect of permitting the development of land. Miami-Dade County agencies and boards typically issue many different types of such development orders. These include zoning district

boundary changes, variances, unusual use, and site plan approvals; environmental permits and certifications; tentative and final subdivision plat approvals; building permits, and certificates of use and occupancy (COs). At progressive stages in the development planning and approval process, concurrency determinations can be made with greater certainty.

In order to effectuate the service concurrency requirements contemplated by Chapter 163, F.S, Miami-Dade County shall enact, by ordinance, a concurrency management program which accomplishes the statutory requirements. Administration of the required program necessarily involves the establishment of methods and capabilities to monitor outstanding development commitments and the service demands posed by those commitments, plus the existing, programmed and projected capacities of all pertinent urban service facilities or systems.

In its concurrency management program, Miami-Dade County shall make appropriate concurrency determinations in conjunction with the following development approval activities: 1) at the time of zoning actions, site plan approvals and subdivision approvals; 2) prior to the issuance of building permits; and 3) prior to the issuance of certificates of use and occupancy. Consideration will be given to effective measures which may be employed to mitigate traditional service impacts of developments. In general, no zoning action authorizing a new use or the expansion of an existing use and no subdivision plat or site plan shall be approved unless the facilities necessary to maintain level of service standards exist or are projected to exist when necessary to serve the development. Zoning approvals shall be based on inclusion of necessary facilities in the applicable service Element of the Comprehensive Development Master Plan, in the adopted Capital Improvements Element of the CDMP, in the adopted Miami-Dade County Public Schools Facilities Work Program dated September 2007, for educational facilities, or in the plan or work program of the State agency having functional responsibility for provision of the facilities. Such findings shall be included in staff recommendations to the Board of County Commissioners, Community Zoning Appeals Board (CZAB), or other applicable board or agency. If the foregoing plans and programs indicate a low probability that concurrency will be met, but the necessary facilities are technically feasible, such rezoning action should be preceded by a CDMP amendment to add the necessary facilities. Alternatively, such zoning may be approved if the applicant executes a written agreement to provide the necessary facilities on a timely basis. All such development approvals prior to the "Principal Concurrency Determination" will contain a notice reserving the right of the County to make its principal concurrency determination prior to issuance of building permits.

An affirmative principal concurrency determination will be required before a prospective developer can obtain a subsequent development order. It is intended that at least one principal determination be made at an early stage in the development planning process prior to the point at which major expenses are incurred in reliance on development approval. Principal concurrency determinations will be made prior to the approval of subdivision plats or, in instances where plat approvals are not required or have predated the effective date of the concurrency requirement, a principal concurrency determination will be made at the building permit stage. A principal concurrency determination made at final plat approval will serve as the determination for requested building permits where said permits are issued within two years after the date of final plat approval. Where the applicant demonstrates that development has commenced on a timely basis and is continuing in good faith, this period may be extended but in no case shall this period

exceed five years after final plat approval. Administrative procedures for demonstrating that development has commenced on a timely basis and is continuing in good faith shall be established in the County's land development regulations.

1. Except as provided in paragraphs 3, 4, 5, 6 and 7 below, in no instance shall a building permit be issued authorizing construction of a new building or expansion of an existing building unless the facilities necessary to maintain LOS standards are existing and available or are assured to be existing and available within the following timeframes relative to the date of issuance of a certificate of use and occupancy (CO):

   a) Necessary water, sewer, solid waste and drainage facilities must be in place and available at the time of issuance of a CO;

   b) Necessary parkland must be acquired or dedicated, or funds in the developer's fair share must be committed prior to the issuance of a CO if the development is located within the Urban Development Boundary (UDB)[1]; and

   c) Necessary transportation facilities must be contracted for construction no later than 36 months after issuance of a CO if the development is located within the UDB, and no later than the date of issuance of a CO if the development is located outside the UDB.

   d) Necessary public school facilities must be in place or under actual construction within three years after issuance of final subdivision or site plan approval, or the functional equivalent.

2. Assurance that the facilities[2] will be constructed or acquired and available within the timeframes established in foregoing paragraph 1b), 1c) and 1d) shall be provided by the following means:

   a) The necessary facilities are under construction at the time the building permit is issued;

   b) The necessary facilities and services are the subject of a binding executed contract for the construction of the facilities or the provision of services at the time the building permit is issued;

   c) The necessary facilities are funded and programmed in year one of the County's adopted capital budget or are programmed in the CIE for construction or acquisition; the necessary facilities shall not be deferred or deleted from the CIE work program or adopted one-year capital budget unless the dependent building permit expires or is rescinded prior to the issuance of a certificate of use and occupancy; the County and Miami-Dade County Public Schools will diligently strive to enter into construction contracts for necessary facilities within said time but shall retain the right to reject unsatisfactory bids; contracts shall provide that construction of the necessary facilities must proceed to completion with no unreasonable delay or interruption;

[1] The Urban Development Boundary is presented on the Land Use Plan Map.

[2] The term facilities shall mean or shall include land, and the phrase construction of facilities shall mean acquisition of land, when applicable to a CDMP LOS standard.

d) The necessary facilities are programmed, in the five-year capital facility plan or work program of the Miami-Dade County Public Schools or State agency having operational responsibility for affected facilities, for construction or acquisition;

e) The necessary facilities and services are guaranteed, in an enforceable development agreement, to be provided by the developer. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; or

f) Timely provision of the necessary facilities will be guaranteed by some other means or instrument providing substantially equivalent assurances.

g) In all instances where required park land is not dedicated or acquired prior to issuance of a CO, funds in the amount of the developer's fair share shall be committed prior to the issuance of a CO unless the developer has entered into a binding agreement to dedicate an improved park site within the time frame established in foregoing paragraph 1b). Where solid waste disposal facilities to be available for years 3 through 5 pursuant to the adopted LOS standard are not in place and available prior to the issuance of a CO, a commitment for that capacity to be in place and available to accommodate projected demand in those future years shall be made through the means provided in paragraphs 2a) through 2f), above, prior to issuance of a CO.

It is anticipated that after building permits are issued, determinations of concurrency prior to the issuance of COs may simply involve review and verification of compliance with terms of the conditions set forth in foregoing paragraphs 1 and 2.

3. A proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted Comprehensive Development Master Plan and it meets the following criteria pursuant to Section 163.3180, Florida Statutes:

a) The proposed development located within the Urban Infill Area[1]; or

b) The proposed development is located in an existing urban service area[2] within the UDB and is located in a Community Development Block Grant (CDBG)-eligible Area established pursuant to the Housing and Community Development Act of 1974, as amended, and CFR Part 570, or Chapter 163, Part 3, F.S., respectively, or in an Enterprise Zone established pursuant to Chapter 290, F.S., or in an designated Enterprise Community area established pursuant to Federal law; or

c) The proposed development is one which poses only special part-time demands on the transportation system as defined in Section 163.3180(5)(c), Florida Statutes, and is located in an existing urban service area inside the UDB; or

d) The proposed development is located inside the UDB, and directly and significantly promotes public transportation by incorporating within the

[1] Urban Infill area (UIA) is defined in Traffic Circulation Subelement Policy 1B and is depicted in CIE Figure 1.

[1] Existing urban service area means an area inside the UDB which is already built up and where public facilities and services such as sewage treatment systems, roads, schools, and recreation areas are already in place.

development a Metrorail, Metromover or TriRail Station, or a Metrobus terminal[1] for multiple Metrobus routes, or is an office, hotel or residential development located within one-quarter mile of a Metrorail, Metromover or TriRail station, or a Metrobus terminal for multiple Metrobus routes[2]; and

e) If the project would result in an increase in peak period traffic volume on an FIHS roadway that is operating below the CDMP-adopted LOS standard or would operate below the LOS standard as a result of the project, and which increase would exceed 2 percent of the capacity of the roadway at the CDMP-adopted LOS standard, the County shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resultant increase in traffic volume does not exceed 2 percent.

Miami-Dade County shall include in its concurrency management program ordinance or administrative rules appropriate criteria and methodologies to implement the exceptions authorized in foregoing paragraphs 3a) through 3e), consistent with requirements of Chapter 163, Part 2, Florida Statutes.

4. A proposed development that conforms to the criteria enumerated in Section 163.3180 (6), F.S., and is located in an existing urban service area within the UDB where an affected transportation facility is operating below its adopted LOS standard is deemed to have a de minimis impact that, alone or in combination with other similar or lesser impacts, will not cause unacceptable degradation of the level of service on affected transportation facilities; however no impact will be a de minimis impact if it would exceed the adopted level of service standard of any affected designated evacuation route, as mapped in the Traffic Circulation Subelement. Miami-Dade County shall include in its concurrency management program ordinance or administrative rules appropriate methodologies for determining and monitoring de minimis impacts consistent with Chapters 163.3180 (6) Florida Statutes, and Chapter 9J-5, Florida Administrative Code and any amendments thereto and successor legislation or rules.

5. A proposed development that is located within the UDB may receive an extension of the 36-month limitation established in foregoing paragraph 1c), and receive transportation concurrency approval on this basis, when all the following factors are shown to exist:

a) The CDMP is in compliance with State law;

b) The proposed development would be consistent with the future land use designation for the specific property and with pertinent portions of the CDMP, as determined by the County;

c) The CIE provides for transportation facilities adequate to serve the proposed development, and the County has not implemented that project;

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[2] Metrobus terminals for multiple routes are those non-rail transit centers as mapped in the CDMP Mass Transit Subelement, which contain dedicated parking facilities or significant transit patron structures and amenities.

[3] Planned stations and terminals shall not serve as a basis to grant this concurrency exception if the station, associated rapid transit corridor segment, or terminal is identified in the Transportation Element as "not cost-feasible."

d) The landowner shall be assessed a fair share of the cost of providing the transportation facilities necessary to serve the proposed development; and

e) The landowner has made a binding commitment to the County to pay the fair share of the cost of providing the transportation facilities to serve the proposed development. Miami-Dade County shall include in its concurrency management program ordinance or administrative rules appropriate criteria and methodologies to implement this provision.

6. Miami-Dade County shall, by ordinance, include proportionate fair share mitigation methodologies and options in its concurrency management program, consistent with the requirements of Chapter 163, Florida Statutes. The intent of these options is to provide for the mitigation of transportation impacts through mechanisms that might include, but are not limited to, private funds, public funds, contributions of land, and the construction or contribution of facilities. Transportation facilities or segments identified for improvement through the use of proportionate fair share mitigation options must be included in the Capital Improvements Element, or in the next regularly scheduled update of the Capital Improvements Element.

7. The County in coordination with the Miami-Dade County Public Schools shall by ordinance, include proportionate share mitigation methodologies and options for public school facilities in its concurrency management program and adopted Interlocal Agreement for Public School Facility Planning consistent with the requirements of Chapter 163, Florida Statutes. The intent of these options is to provide for the mitigation of residential development impacts on public school facilities through mechanisms that might include, but are not limited to, one or more of the following: contribution of land; the construction, expansion, or payment for land acquisition or construction of a permanent public school facility; or, the creation of a mitigation bank based on the construction of a permanent public school facility in exchange for the right to sell capacity credits.

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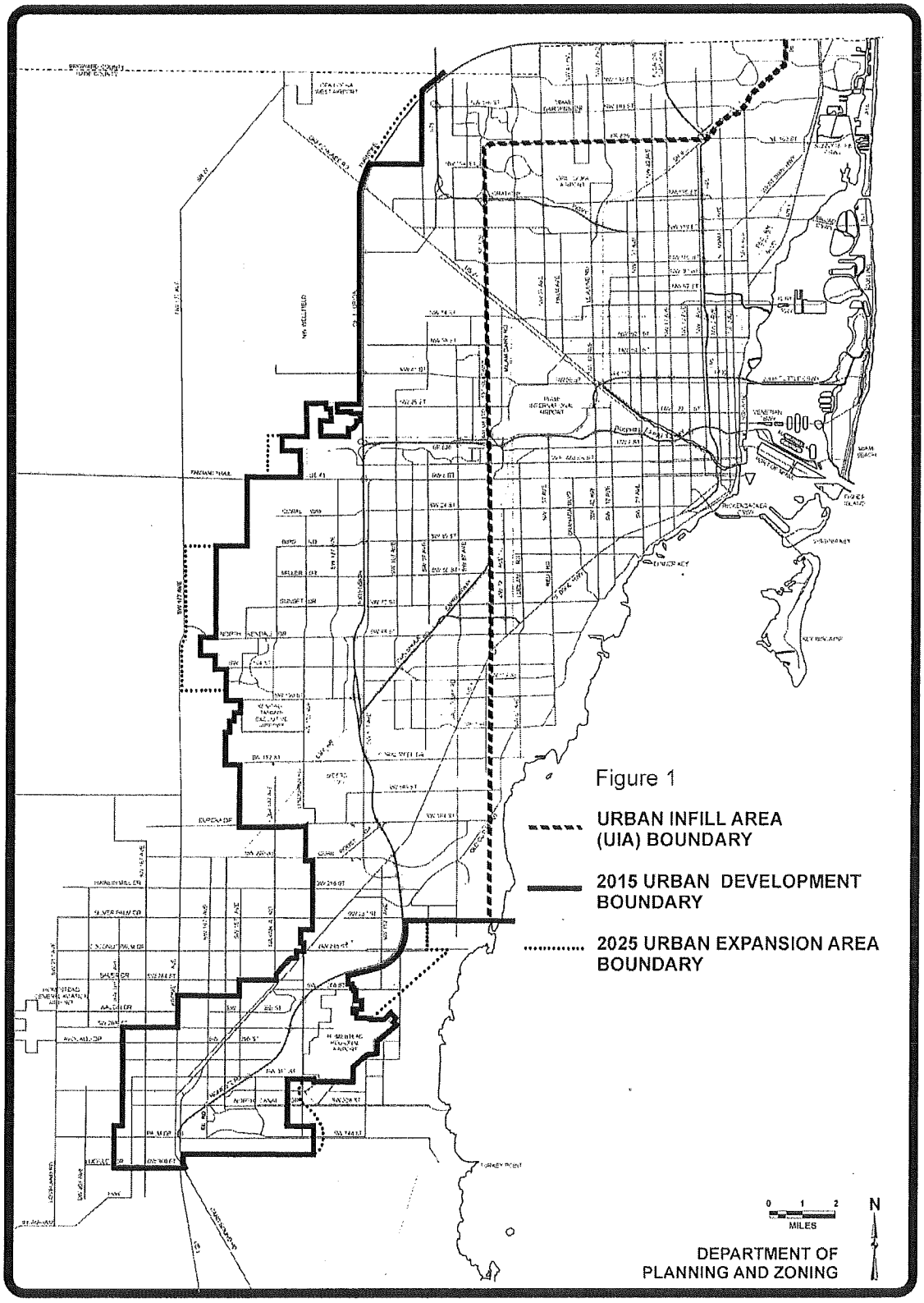
Figure 1
URBAN INFILL AREA (UIA) BOUNDARY
2015 URBAN DEVELOPMENT BOUNDARY
2025 URBAN EXPANSION AREA BOUNDARY
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DEPARTMENT OF PLANNING AND ZONING

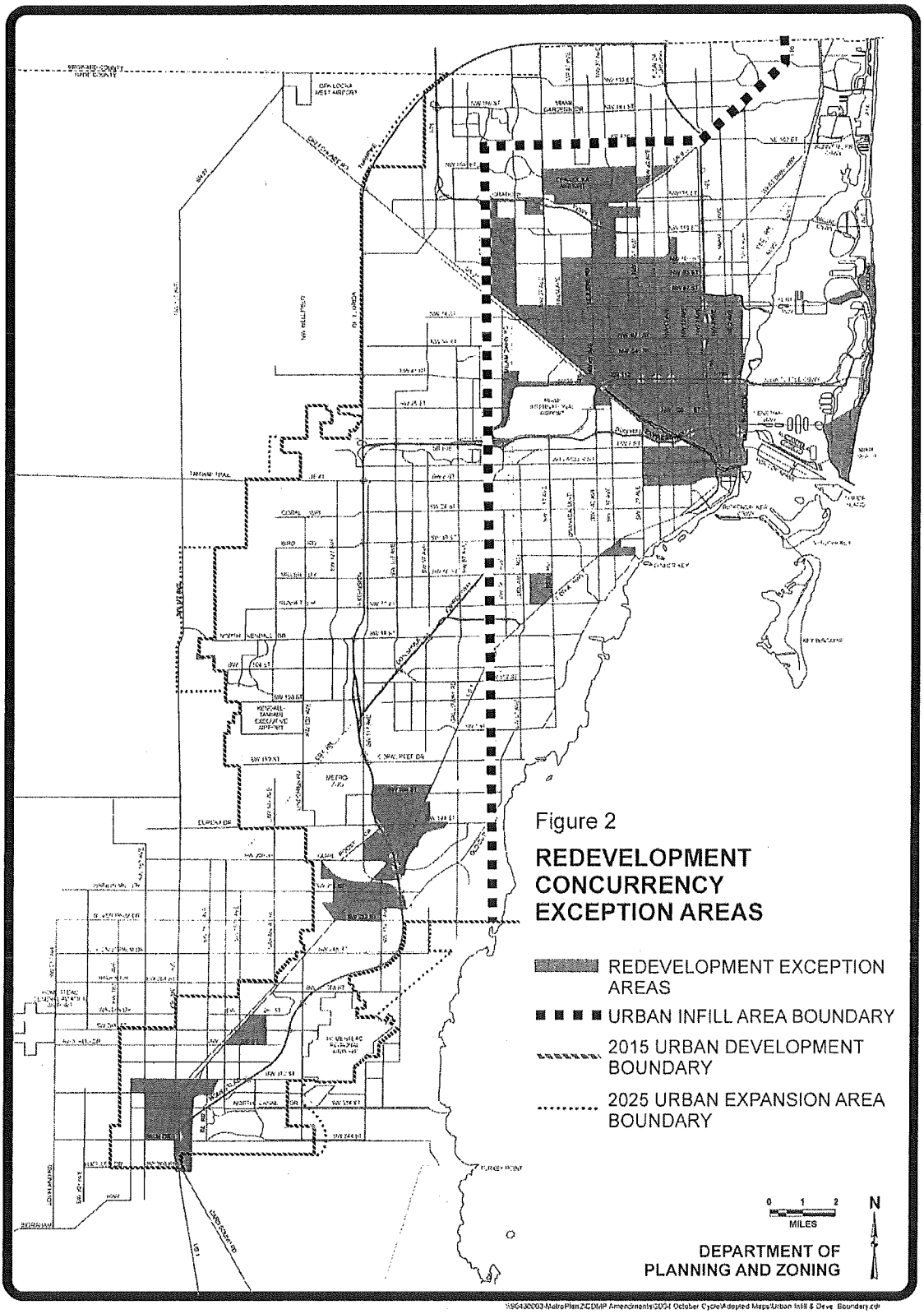
Figure 2
REDEVELOPMENT CONCURRENCY EXCEPTION AREAS
REDEVELOPMENT EXCEPTION AREAS
URBAN INFILL AREA BOUNDARY
2015 URBAN DEVELOPMENT BOUNDARY
2025 URBAN EXPANSION AREA BOUNDARY
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DEPARTMENT OF PLANNING AND ZONING

Mobility

Vision Statement: Provide progressive direction for the City's multi-modal transportation system in a way that sustains the City's natural, aesthetic, historic, cultural, social and economic resources.

Goals, Objectives and Policies:

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-1.1.5. Improve amenities within public spaces, streets, alleys and parks to include the following improvements: seating; art; architectural elements (at street level); lighting; bicycle parking; street trees; improved pedestrian crossing with bulbouts, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths to encourage walking and cycling with the intent of enhancing the feeling of safety.

Policy MOB-1.1.6. Employ further measures to increase trolley ridership beyond the current peak day of 5,000 passengers using the trolley to provide their transportation into or out of downtown Coral Gables. Further reduce VMT on downtown streets and the number of parking spaces needed in the downtown business district by 750. By 2012, achieve a trolley ridership goal of at least 7,500 passengers daily.

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.

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.

Policy MOB-1.1.9. The City shall undertake a Transportation Master Plan by 2011 to specifically identify roadways within the City that are projected to fail the adopted LOS standards, as well as short and long term multi-modal and policy oriented mitigation measures. Each project shall have

an estimated probability cost associated with it to assist in determining a financially feasible Capital Improvements Element.

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-2.1. All roads within the City are classified as roads within Existing Urbanized Areas by the State of Florida, and are within the Urban Infill Area (UIA) by Miami-Dade County. The City shall reduce the number of roadways operating at a level of service lower than the LOS Standards contained in the adopted policies of this element to zero (0) by January 2010. The LOS standards for traffic facilities shall be used in the Concurrency Management Program (CMP) to issue development orders as of the effective date provided in CMP as set forth in the Capital Improvements Element.

Policy MOB-2.1.1. The minimum or lowest quality acceptable peak-period* operating LOS standards for State Principal Arterial, Minor Arterial, County Minor Arterial, County and City Collector roads within the City shall be -the minimum acceptable peak-period LOS standard:

- Where public transit service does not exist, roadways shall operate at or above LOS E; within the Special Transportation Area (STA) twenty (20%) percent of non-State roads may operate below LOS E. All County roads within the STA will maintain LOS standards consistent with the County adopted standards.
- Where public transit service having headways of twenty (20) minutes or less is provided within 1/2 mile distance, roadways shall operate at no greater than one-hundred twenty (120%) percent of their capacity;
- Where commuter rail or express bus public transit service exists, generally parallel roads within ½ mile shall operate at no greater than one-hundred fifty (150%) percent of their capacity.

** Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.*

Policy MOB-2-1.2. Roadways that are physically or environmentally constrained or legislatively prohibited from expansion due to their valued historic, or cultural character, will be allowed to operate at a LOS above the minimum established LOS standards. These roadways will continue to operate at such a level that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in urbanized areas such as the City, significant degradation means (1) an increase in average annual daily traffic of 10 percent above the maximum service volume, or (2) a reduction in operating speed for the peak direction in the 100th highest hour of 10 percent below the speed of the adopted LOS standard. The following roads are designated Constrained Facilities:

- U.S. 1 (S. Dixie Hwy., S.R. 5) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road).
- S.W. 40th Street (Bird Road) from Ponce de Leon Blvd. to S.W. 57th Avenue (Red Road).
- S.W. 8th Street (Tamiami Trail) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road).
- S.W. 24th Street (Coral Way) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road).
- Old Cutler Road from S.W. 72nd Street (Sunset Drive) to S.W. 57th Avenue (Red Road).
- S.W. 72nd Street (Sunset Drive) from Cartagena Circle to S.W. 57th Avenue (Red Road).

- S.W. 42nd Avenue (LeJeune Road) from Cartagena Circle to U.S. 1 (S. Dixie Hwy., S.R. 5).

Policy MOB-2.1.3. Any section of any roadway may temporarily operate at a LOS lower than the established minimum if capacity improvements raising the LOS of such roadway to its standard are assured to exist on a timely basis as required by 9J-5.0055 (3) (c) – Concurrency Management System, Minimum Requirements for Concurrency for Transportation Facilities, as amended.

Policy MOB-2.1.4. Issuance of all Developments Orders for new developments or expansions of existing developments shall be contingent upon compliance with the applicable LOS standards contained in this Comprehensive Plan.

Policy MOB-2.1.5. The City shall maintain and update as needed its current procedures and requirements for all development, regardless of size, to contribute its proportionate share of transportation facilities, or funds or land, necessary to accommodate the impact of the proposed development.

Policy MOB-2.1.6. The City shall maintain and update as needed its designated Special Transportation Area (STA). The STA reflects and supports special planning and urban management needs related to severe limitations of right-of-way conditions, high land values, urban infill development, highly regarded historic, aesthetic, environmental and unique residential nature of the area, combined with central business district requirements for LOS standards which support more intense road and mass transit utilization for productive and essential human and business interaction are recognized by the City's establishment of a special transportation area (STA). The STA is currently defined as the area bounded by Tamiami Trail (S.W. 8th Street), Flagler Street and the City Limits on the North; Sunset Drive on the South, Red Road (S.W. 57th Avenue) on the West & Cartagena Plaza, LeJeune Road, the City Limits and Douglas Road (S.W. 37th Avenue) on the East; less the area contained within the Gables Redevelopment and Infill District (GRID) as described in Policy 2.2.1 of this Element. All transportation facilities within the STA shall be considered both as individual facilities and as an integrated functional system for balanced transportation services.

Policy MOB-2.1.7. The City recognizes that traffic circulation and minimization of traffic via promotion of efficient mass transit and paratransit services that serve existing and future trip generators and attractors is essential and an important goal providing for the continued development of the City. Therefore, the City shall continue to support and supplement mass transit by expansion of its current successful trolley system in conjunction with Miami-Dade County mass transit services. Such support shall include the expansion of trolley system, continued improvement of existing trolley system, enforcement of the adopted LOS standards, roadway design standards, and effective transportation mode options that enhance efficient person-trip and vehicular movements and reduces accident potential. Support shall also continue to include participation in the intergovernmental coordination activities of the Metropolitan Planning Office (MPO), Florida Department of Transportation, and the Transportation Plan Technical Advisory Committee of Miami-Dade County, South Florida Regional Planning Council forums/committees or other applicable local government forums/committees in the formulation of transportation policy and efforts to maintain adopted City and regional LOS standards.

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-2.2.1. 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 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.

Policy MOB-2.2.2. A proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted Comprehensive Plan and it meets the following criteria pursuant to Section 163.3180 (5) (b), Florida Statutes, as amended:

- The proposed development is located within the Gables Redevelopment and Infill District.
- If the project would result in an increase in peak-period traffic volume on a Florida Intrastate Highway System (FIHA).
- FIHA roadway that is operating below any adopted LOS standard, which increase would exceed two (2%) percent of the capacity of the roadway at the adopted LOS standard, the City shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resultant increase in traffic volume does not exceed two (2%) percent.

Policy MOB-2.2.3. The City will maintain and update, as required in its Concurrency Management Program (CMP) or administrative rules, appropriate criteria and methodologies to implement the exception authorized in this policy consistent with requirements of Chapter 163, F.S., as amended.

Policy MOB-2.2.4. A proposed development, that conforms to the criteria enumerated in Section 163.3180(6), F.S., as amended and is located in any portion of the Gables Redevelopment and Infill District (GRID) where an affected transportation facility is operating below its adopted LOS standard, is deemed to have a de minimis impact that, alone or in combination with other similar or lesser impacts, will not cause unacceptable degradation of the level of service on affected transportation facilities. The City will maintain and update as required in its Concurrency Management Program or administrative rules appropriate methodologies for determining and monitoring de minimis impacts consistent with Section 163.3180(6), F.S., as amended, and Chapter 9J-5, Florida Administrative Code, as amended.

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.

Policy MOB-2.3.2. Accessibility to major thoroughfares shall be limited to adequate, properly designed and safe systems through adopted design standards and procedures, which at a minimum address: adequate vehicle storage and turning bays; spacing and design of median openings and curb cuts; provision and maintenance of service roads; driveway access and spacing.

Policy MOB-2.3.3. High frequency accident locations shall be monitored by maintaining detailed data acquired by the City from other agencies, in order to provide accident/crash related information and to maintain an early warning system as to the identification of serious deficiencies and the development of potential roadway and other transportation improvements and measures to address the identified hazardous conditions.

Policy MOB-2.3.4. The City shall require private and public development projects to adhere to the City's Citywide Bicycle Lane Master Plan, 2004 and possible expansion of bicycle and pedestrian ways throughout the City (see MOB-1: Bicycle Facilities Map).

Policy MOB-2.3.5. As a part of development review, the City shall promote the safe movement of bicycle and pedestrian traffic.

Objective MOB-2.4. Coordinate proposed transportation projects and measures with a specific emphasis on traffic circulation with future land uses and capital improvements element as adopted on the Future Land Use Map series and all other pertinent and applicable City adopted documents recognizing fiscal and physical constraints.

Policy MOB-2.4.1. The City, through the Concurrency Management Program, shall continually monitor and evaluate the impacts of existing and future land development on the transportation system in order to achieve integrated management of land use decisions and traffic circulation impacts, particularly outside of the STA and GRID.

Policy MOB-2.4.2. The City shall maintain consistency between the adopted Mobility element policies and other adopted policies of the Comprehensive Plan.

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.

Objective MOB-2.5. On an annual basis, pursuant to the requirements of Chapter 380, F.S., as amended, the City shall coordinate their plans and programs with those of the Metropolitan Planning Organization, Miami-Dade Transit, Miami-Dade Public Works, Florida Dept of Transportation, as well as those from regional and local jurisdictions.

Policy MOB-2.5.1. The City shall review proposed transportation plans and proposed transportation projects by other governmental agencies with regards to compatibility with the City Comprehensive Plan and other applicable adopted plans and programs by the City. The governmental agencies include, but are not limited to, the Metropolitan Planning Organization, Miami-Dade Transit, Miami-Dade Public Works, Florida Dept of Transportation, as well as those from regional and local jurisdictions.

Objective MOB-2.6. Rights-of-way and transportation corridor needs for existing and future transportation facilities shall be designated and reserved.

Policy MOB-2.6.1. The City shall continue to maintain and conform with the minimum right-of-way requirements as established by appropriate agencies, as balanced against the historic, aesthetic, cultural and residential character of the City, as well as having compatibility with the City adopted Comprehensive Plan and other applicable plans and programs.

Policy MOB-2.6.2. The City shall require the dedication of the appropriate share of the necessary right-of-way from all developments at the time of development to maintain vehicular circulation in association with pedestrian circulation as provided for within this element.

Policy MOB-2.6.3. Advanced rights-of-way shall be reviewed or acquired, where necessary, for future transportation improvements identified in the adopted Comprehensive Plan.

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.

Policy MOB-2.7.1. The City shall, via the review of development projects and city transportation improvement projects, conserve and protect the character and livability of all residential neighborhoods by preventing the intrusion of through vehicles on local and collector streets. The City shall discourage through traffic in neighborhoods and may incorporate traffic management and calming measures including, but not limited to, signage, landscape design, traffic calming devices and roadway design.

Policy MOB-2.7.2. Major thoroughfares and intersections should be located and designed in a manner which would not tend to sever or fragment land which is or could otherwise be developed as well defined residential neighborhoods.

Policy MOB-2.7.3. Because of the unique historic, aesthetic and residential qualities of Coral Way, Bird Road, Old Cutler Road, Red Road and Douglas Road these arterial roadways shall be maintained at their present designation and capacity.

Objective MOB-2.8. The City shall plan and ensure development of a transportation system that preserves environmentally sensitive areas, conserves energy and natural resources, and maintains and enhances community aesthetic values.

Policy MOB-2.8.1. The City shall continue implementation and further strengthen the City's existing land development regulations requiring the placement of landscaping within rights-of-way to complete the following:

- Promote expansion of the City's existing tree canopy.
- Provide screening of potentially objectionable uses.
- Serve as visual and sound buffers.
- Provide a comfortable environment for pedestrian walking (walkability) and other activities.
- Improve the visual attractiveness of the urban and residential areas (neighborhoods).

Policy MOB-2.8.2. The City is its development of the downtown and and/or central business district shall promote the installation of landscaping within the rights-of-way and private properties since the urban fabric will be transformed into a significant urban center as buildout continues pursuant to the established Comprehensive Plan and Map.

Policy MOB-2.8.3. The City shall avoid transportation improvements that negatively impact environmentally sensitive areas identified in the Comprehensive Plan.

Policy MOB-2.8.4. If no feasible alternative exists, needed transportation facilities may be placed in environmentally protected conservation areas. However, such areas are to be limited and design techniques used to minimize the negative impact upon the natural systems to the greatest extent possible.

Policy MOB-2.8.5. New roads shall be designed to prevent and control soil erosion, minimize destructive secondary impacts of clearing and grubbing operations, minimize storm run-off, and avoid unnecessary changes in drainage patterns. Design of new roadways shall be undertaken so as to make them compatible with the surrounding environment, complement adjacent development and provide an aesthetically pleasing visual experience to the user and to the adjacent area.

Policy MOB-2.8.6. The City shall pursue and support transportation projects and programs (e.g., rapid transit, express buses, high occupancy vehicles (HOV), bikeways, etc.) that will help to maintain or improve air quality and help conserve energy.

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.

Objective MOB-3.1. Provide efficient use, availability and notification of parking within the City.

Policy MOB-3.1.1. The City shall research various parking strategies and policies for consideration and possible adoption that may include one or more of the following:

- Additional opportunities for visible/clear signage identifying public parking facilities or opportunities to "intercept" vehicle parking patrons.
- Wayfinding signage to direct "pedestrian parkers" to their destinations.
- Quality pedestrian connections between the parking facility and the initial destination and secondary destination(s), and City trolley.
- Creation of an online real-time access to parking location and occupancy information.
- Performance based pricing within high demand areas.
- 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.
- Continue research on the use of shared parking for destinations for public facilities or the overall parking system.

Policy MOB-3.1.2. Management of existing public facilities or future public facilities shall be based on a Level of Service (LOS) that provide parking for short term users (i.e., visitors) within 500 feet of their initial destination and beyond 500 feet for long term users.

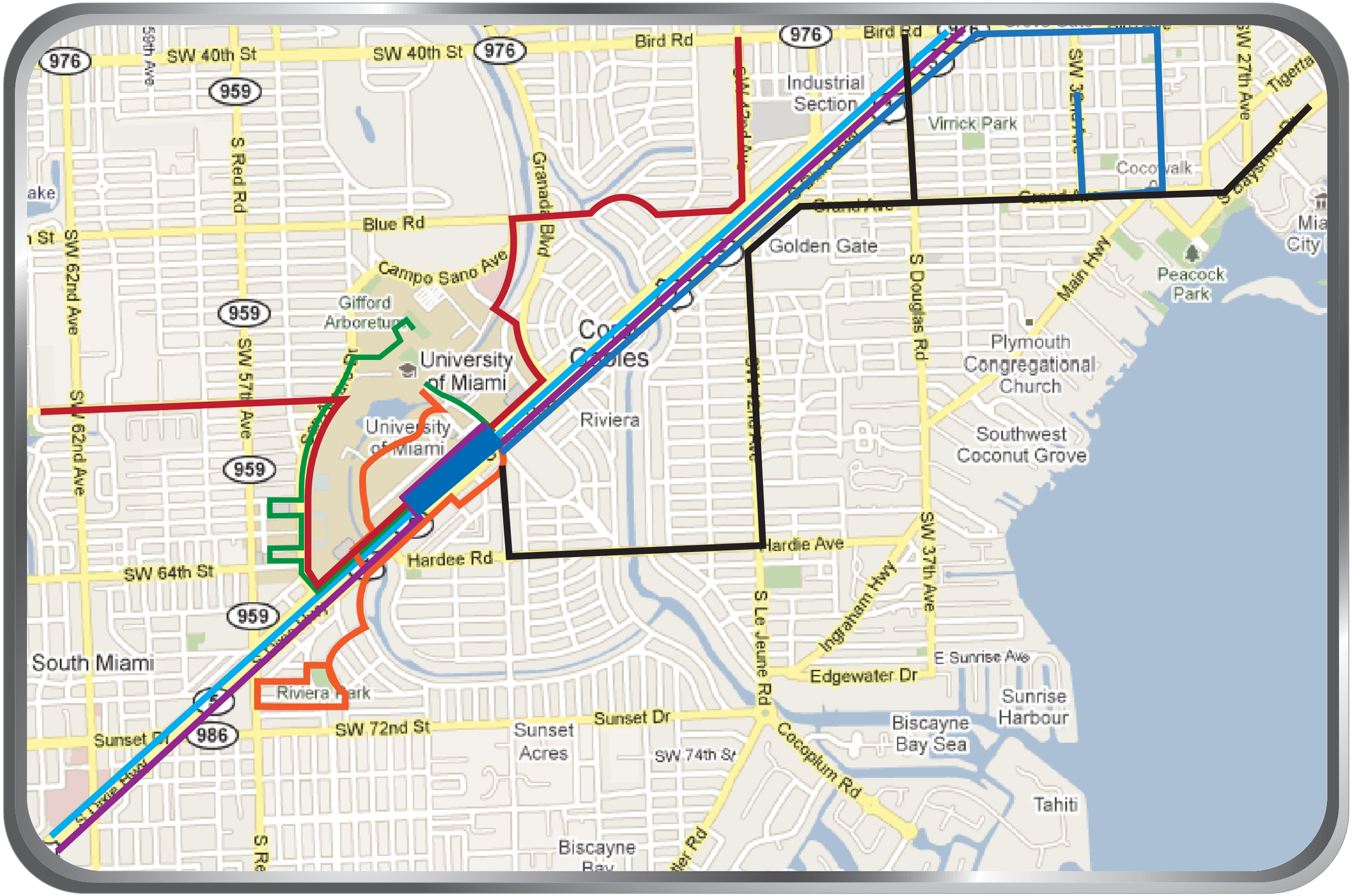
Policy MOB-3.1.3. Adopt by 2009, a payment in lieu of parking system allowing the development community to reduce parking requirements where alternative transportation or existing parking supply can support new development. Rigid adherence to development of excessive additional parking supply can only exacerbate roadway capacity limitations.

Objective MOB-3.2. Protect single-family neighborhoods from commercial traffic intrusion.

Policy MOB-3.2.1. Continue the use and improvement of the City's established Residential Parking Zone (RPZ) opportunities to protect single-family residential neighborhoods from parking and traffic intrusion. On an annual basis, evaluate neighborhoods and promote the establishment of the RPZ where substantial intrusion is occurring.

UNIVERSITY OF MIAMI CORAL GABLES CAMPUS

Transit Availability Map



METRORAIL STATION

METRORAIL

UM SHUTTLE CAMPUS ROUTE

UM SHUTTLE SUNSET ROUTE

UM SHUTTLE IBIS ROUTE (Coconut Grove)

MDTA ROUTE 56

MDTA ROUTE 500

MDTA ROUTE 48

University of Miami

2007 REGIONAL TRAFFIC STUDY & CONCURRENCY ANALYSIS

Prepared for:

The University of Miami

Revised
October 2008

Prepared by:

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

2007 REGIONAL TRAFFIC STUDY
&
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Prepared for:

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Revised,
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Fadi Emil Nassar, Ph.D., P.E., PTOE.
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EXECUTIVE SUMMARY

GENERAL OVERVIEW

Keith and Schnars (K&S) has been retained by the University of Miami (University) to perform the 2007 Regional Traffic Study for the University of Miami Campus Area Development District (UMCAD). The objective of the University of Miami Regional Traffic Study (UMRTS) is to identify the long-term regional transportation impacts associated with the expansion, redevelopment, and development of planned facilities on the Coral Gables Campus of the University of Miami. These facilities are identified in the University of Miami Campus Area Development District (UMCAD) documents and amendments. The UMRTS is intended to identify the regional traffic impacts and appropriate mitigation to accommodate the remainder of the UMCAD facilities, namely those that have not already been addressed or mitigated. The main component of the UMCAD program in the first phase of development is to construct student housing and student activity facilities necessary to increase the number of students residing on campus while not changing the overall student population.

The overall traffic impact of Phase I of the UMCAD program (2010) is a negligible increase in campus traffic of 13 vehicles per hour (vph) during the AM peak hour and 99 vph during the PM peak hours. This is due to about 1,000 fewer commuter trips to campus that balanced the increase in trips generated by proposed UMCAD facilities. In Phase I, in addition to constructing the first phase of the internal roadway, the University is proposing to build over 1150 parking spaces in the area accessed from Ponce de Leon Blvd and removing over 250 parking spaces from the area along San Amaro Drive/Campo Sano Avenue resulting in a further reduction in traffic along the residential streets. Historical traffic counts obtained from FDOT and Miami-Dade County permanent count stations indicated a negative growth rate in traffic volumes and an overall decrease in regional traffic. A number of programmed improvements resulting from prior traffic studies may be reconsidered as a result of these lower traffic volumes.

TRAFFIC ANALYSIS METHODOLOGY

The UMRTS was performed consistent with the UMCAD traffic study Methodology Letter of Understanding (MLOU) revised on March 5, 2007 and provided in Attachment 1. The MLOU document and most of its exhibits have been approved by the City of Coral Gables' traffic consultant, David Plummer & Associates (DPA). The traffic study was revised consistent with DPA recommendations and review comments.

The existing traffic conditions are based on an extensive traffic count program conducted during the peak season; February-March 2007. The count program included forty-three (43) intersections and thirty (30) bi-directional machine counts as specified in Exhibit 4 of the MLOU. The intersections were counted from 7:00 AM to 10:00 AM and from 3:00 PM to 6:00 PM. Additional traffic counts were collected to estimate the AM and PM peak hour trip rates per student. Traffic counts were also performed on the residential streets located between Miller Road and Blue Road. New traffic counts were performed in January 2008 at University Village (UV) garages and Mahoney-Pearson parking areas to recalculate the trip rate per residential student since the previous counts were collected when one of the two UV garages was not completed and temporary lots were being used near the Mahoney-Pearson parking areas.

Future background conditions were established for future phases by reviewing historical count data and the growth rate derived from 2000 Validated and 2030 Cost Feasible Miami-Dade County regional transportation FSUTMS models. Historical counts indicated a negative growth rate for the study area whereas the regional model projected a 0.42% compounded annual growth rate between 2000 and 2030. A conservative regional annual growth rate of 0.5% was used for all UMCAD phases consistent with methodology agreements.

Consistent with the MLOU and previous UMCAD studies, the proposed UMCAD facilities were classified as Type 1 (entirely academic use), Type 2 (non-academic use), or Type 1-2 (mixed academic and non-academic use). Changes in student population were accounted for using a trip rate per student. The new trips generated by Type 1 (academic) facilities were estimated by assuming a 25% increase in staff and faculty trips needed to maintain and operate these facilities. The 25% increase represents an increase in trips and not in the number of faculty and staff. A trip rate for staff was calculated based on the campus wide trip rate and the ratio of staff to students. The peak hour trip rates per student were established using an extensive traffic count program that covered all campus access points and accounted for all trips made by students, staff, faculty and visitors.

A special procedure was developed to estimate trips generated by UMCAD Type 1-2 facilities such as student activity centers, museum, alumni center and others. Most of Type 1-2 trips were generated by students attending non-academic activities such as visiting a student activity center or a sport facility. Trips generated by Type 1-2 facilities were conservatively estimated at 15% of existing student trips. This represents an increase in trips made by the same student population since the student population, based on full-time equivalent (FTE), is projected to grow by only 2.6% from the current 12,544 to the maximum 12,871 FTE students.

Trips generated by non-academic (Type 2) facilities were estimated using the Institute of Transportation Engineers (ITE) 7th Edition trip rates. The only Type 2 project in the development program is the North South Center Development Zone (NSCDZ). The trips generated by the NSCDZ using ITE trip rates were adjusted to account for internalization between the mixed uses of the NSCDZ, and between the NSCDZ and the rest of the campus.

The FSUTMS regional transportation model was used to distribute project and committed development trips using the select zone analysis procedure. Project trips were distributed separately for the academic area and the NSCDZ due to differing trip purposes and access locations. Manual adjustments to model distributions were performed to assign trips to local roadways not included in the regional model.

Total future traffic volumes were compared to adopted roadway levels of service (LOS) standards as identified in the City of Coral Gables Comprehensive Plan. LOS E, a standard LOS in most of eastern Miami-Dade County, was assumed to be the adopted LOS for roadways and intersections not explicitly covered in the Comprehensive Plan. The operational analysis at selected intersections was performed using the Highway Capacity Manual (HCM) module of the SYNCHRO software. SYNCHRO was also used to optimize signal timing green splits for future conditions. Changes to the traffic signal phasing or cycle length were considered as intersection improvements.

STUDY RESULTS

The main findings of the regional traffic study are the following:

1. Comparing the 2007 and 2003 traffic counts indicates a small decrease in background traffic on the regional roadways and residential streets. This was consistent with the negative growth rates calculated using historical traffic counts obtained from FDOT and County count stations.

2. The University Full Time Equivalent (FTE) student population in Fall 2006 was 12,544. The UMRTS study accounted for the maximum allowable increase in student population to occur by 2025.

3. The University proposed plan will increase the resident student population from the current 4,756 students to 5,906 students by 2015. The percent of students residing on campus will increase from 38% in 2007 to 46% in 2015 resulting in another significant reduction in peak hour student trips, especially during the AM peak period.

4. Consistent with the procedures set in the MLOU document, revised on March 5, 2007, Type 1 Academic buildings are projected to generate 2,150 daily trips, 198 AM and 232 PM peak hour trips. These trips are generated mainly by additional staff assigned to these facilities and the small increase in student population. Mixed Type 1-2 facilities will generate 5,165 daily trips, 475 AM and 558 PM peak hour trips. This increase represents net new inbound and outbound trips to the campus generated by students, faculty, staff and visitors. The reduction in the number of commuter students will result in 329 fewer AM peak hour trips and 300 fewer PM peak hour trips.

5. The proposed UMCAD Type 2 project consisting of the North South Center Development Zone (NSCDZ) will impact the 2020 and 2025 phases. At buildout, the project is estimated to generate a total of 7,330 daily trips, 1,097 AM and 854 PM peak hour trips. For the purpose of this study, the NSCDZ is estimated to be constructed in two equal phases impacting 2020 and 2025.

6. It appears that the traffic calming improvements along San Amaro Drive and Campo Sano have had a positive impact on reducing speed and minimizing cut-through traffic into residential neighborhoods. Traffic volumes are lower on all the residential streets that were counted in 2003 and 2007. Only one local street, Mantua Avenue, is projected to have future traffic volumes slightly in excess of 120 vph. It should be monitored to determine if any traffic calming measure will be needed. In addition, one residential collector street, Alhambra Circle, in spite of a significant traffic reduction between 2003 and 2007 of 24% daily, 19% AM and 27% PM peak hours, still carry more traffic than its allowable service volume and should be considered for traffic calming measures. According to the City's traffic consultant, the two-way service volume on Alhambra Circle is 2400 daily vehicles and 240 vph during peak hours.

7. The construction of the Phase I internal roadway system and the realignment of Miller Road and Miller Drive will improve mobility within the campus area and further reduce traffic on San Amaro

Drive. The study indicates that the signalization of San Amaro Drive and memorial Drive (#4) is not warranted. This intersection currently operates at LOS E, and will operate at an improved LOS D between 2010 and 2025 due to fewer commuter students and traffic diversion to the internal roadway.

8. The status of the previously recommended improvements is the following:

   1. Internal Roadway: The University plans to construct the internal roadway in two phases, to be completed in 2010 and 2012. For the purpose of this UMRTS, both phases of the internal roadway were evaluated in Phase 1 in 2010.
   2. Widening Brescia Avenue to three lanes: This improvement was recommended in the University Village traffic study completed in 2003. The UMRTS analysis based on updated 2007 traffic counts indicated that the current and projected traffic volumes remain below the road capacity and therefore this improvement is no longer warranted. The UMRTS, however, indicates that providing a westbound right turn lane at the intersection of Brescia Avenue and Red Road will be needed in 2025.
   3. Signalization of San Amaro Drive and Brescia Avenue: This improvement was recommended in the University Village traffic study. At present, the signal is not warranted. The University will conduct future warrant analyses. The signal will be constructed when warranted and approved by FDOT.
   4. Extending northeast bound left turn storage at the intersections of US-1 and Stanford (#13) and US-1 and South Alhambra Circle (#17). These improvements are currently under evaluation and design.
   5. Removing the two parking meters on San Amaro Drive between Ponce de Leon Blvd and Levante Avenue: this improvement is still recommended for implementation.
   6. Modify traffic signal heads to provide a southbound protected left turn phase at the intersections of Red Road and Miller Road (#1) and Red Road and Blue Road (#26): This improvement was recommended in the University Village traffic study. Both intersections were evaluated and the study results transmitted to FDOT. These improvements were denied by FDOT because the current and projected traffic volumes as well as the intersection operational analyses did not justify providing a southbound left turn protected phase at either intersection.
   7. Construct a southbound left turn lane at the intersection of Red Road and Albenga Avenue: This improvement was recommended in the University Village traffic study. The intersection was evaluated and the study results transmitted to FDOT. This improvement was denied by FDOT because the current and projected traffic volumes as well as the intersection operational analysis did not justify constructing a southbound left turn lane.

9. For the 2010 phase, the Planned Development consists entirely of Type 1 and mixed Type 1-2 uses. In 2010 there will be a negligible increase in campus traffic by 13 AM and 99 PM peak hour trips due to the significant shift from commuter to resident students. The 2010 Planned Development trips are not significant (5% or greater of the adopted service volume) on any regional roadway within the study area and therefore do not require traffic mitigation. Nonetheless, a number of improvements are being proposed to improve traffic flow at the intersections providing access to the campus. The improvements recommended for completion by 2010 are the following:

1. Construction of the Phase I internal roadway including the alignment of Miller Road and Miller Drive.
2. Signalization of Campo Sano Avenue and Brunson Drive (#6) if warranted.
3. Adding a southbound right turn lane at Dickinson Drive and Ponce de Leon Blvd (#15) and installing a traffic signal if warranted.
4. Adding a southbound right turn lane at Merrick Drive and Ponce de Leon Blvd (#14) and installing a traffic signal if warranted.
5. Signal interconnect or other measures to improve the operation of the westbound free flow right turn movement at the intersection of Ponce de Leon Blvd and Red Road (#21)
6. Performing a traffic calming study to evaluate effective measures to reduce traffic on Alhambra Circle and Mantua Avenue.

10. For the 2015 phase, the Planned Development Type 1 and Type 1-2 facilities will generate a net increase in campus traffic of 245 AM and 378 PM peak hour trips. The 2015 Planned Development trips are only significant and failing on Miller Road between San Amaro Drive and Red Road. In addition to paying the proportionate share for improving this road segment, the following intersection improvement is recommended for this phase:

    1. Signalization of Campo Sano Avenue and Pisano Avenue (#22) if warranted.

11. The 2020 Phase of the Planned Development includes the first phase of the NSCDZ. No changes in the number of resident students are anticipated between 2015 and 2020. The Planned Development of Type 1, Type 1-2 and Type 2 facilities will generate a cumulative increase in campus traffic of 849 AM and 867 PM peak hour trips. Two roadway segments become significant and are projected to operate below their adopted LOS and therefore require mitigation. They are Miller Road between San Amaro Drive and Red Road and San Amaro Drive between Levante Road and Ponce de Leon Blvd. No intersection improvements are warranted for this phase.

12. The 2025 phase of the Planned Development includes the completion of the NSCDZ. No changes in the number of resident students are anticipated between 2020 and 2025. The Planned Development of Type 1, Type 1-2 and Type 2 facilities will generate a net increase in campus traffic of 1,442 AM peak hour trips and 1,344 PM peak hour trips. Three roadway segments are significant and will operate below their adopted LOS in 2025. They are Miller Road between San Amaro Drive and Red Road, San Amaro Drive between Miller Road and Levante Avenue, and San Amaro Drive between Levante Avenue and Ponce de Leon Blvd. San Amaro Drive is currently a three lane divided road. It will require widening to a four lane cross section. In addition to paying the proportionate share for improving Miller Road and full cost for improving San Amaro Drive, the following intersection improvement is recommended for this phase:

    1. Providing an exclusive westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23) to improve the intersection operation to an acceptable LOS E. As stated earlier, the University may elect to construct this improvement at an earlier date.

13. In summary, the recommended improvements described above that will help improve circulation and access to the Coral Gables campus are summarized below:

    1. Providing an internal roadway connector that can also be used by the shuttle buses.
    2. Aligning Miller Road and Miller Drive and improving the intersection.
    3. Adding a southbound right turn lane on Dickinson Drive (#15) and signalizing it if warranted.
    4. Adding a southbound right turn lane on Merrick Street (#14) and signalizing it if warranted.
    5. Signalizing the intersection of San Amaro Drive and Brescia Avenue if warranted.
    6. Adding by 2025 a westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23).
    7. Removing the 2 parking meters on San Amaro Drive north of Ponce de Leon Blvd.
    8. Signalizing the intersection of Campo Sano Avenue and Brunson Drive (#6) if warranted.
    9. Signalizing the intersection of Campo Sano Avenue and Pisano Avenue (#22) if warranted.
    10. Adding a northbound lane on San Amaro drive and widening Miller Road if feasible.

    The operational analysis using HCM module of SYNCHRO indicated that Dickinson Drive, Merrick Street, Brescia Avenue, Brunson Drive and Pisano Avenue intersections will all operate at acceptable LOS when signalized. Signalizing these intersections will also improve the inbound and outbound access to the campus, especially for left turn movements, and enhance traffic safety.

14. The University operates a successful shuttle system that serves students living on campus and others moving throughout the campus. The shuttle system carries about 850,000 riders a year. The University has a fleet of 23 buses, of which 17 operate during peak hours.

15. The City of Coral Gables has updated its concurrency system and new capacities were estimated for all the traffic zones within the City. Concurrency was evaluated for the proposed Development Plan using a methodology consistent with the previous concurrency studies performed for various University facilities and approved by the City of Coral Gables. The 2007 concurrency analysis is based on actual peak hour traffic impact of the proposed facilities, instead of using a default trip rate per square feet of development from the old Concurrency Management System (CMS) database. This approach was consistent with the Type 1, Type 1-2 and Type 2 classification of UMCAD buildings based on their trip making characteristics.

16. Concurrency was evaluated based on the net change in Campus trips generated by each phase of the proposed UMCAD Development Plan. The UMCAD UMRTS analysis indicated that in 2010 the University overall traffic will increase slightly during peak hours due to a projected decrease in student enrollment combined with the construction of new residential units on campus. The projected net peak hour traffic increase in phases 2010, 2015, 2020 and 2025 were converted into daily traffic assuming one peak hour trip is equivalent to 10 daily trips (K factor = 0.1). The reserve capacity requirement to accommodate the proposed development program buildout in 2025 is 11,500 daily trips which is less than the residual trip capacity in University zones 46 and 47. Therefore there are sufficient remaining trips in the University zones to satisfy concurrency for the buildout of the proposed UMCAD Development Plan.

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ATTACHMENTS

Attachment 1: Methodology Letter of Understanding (MLOU)

Attachment 2: Technical Memorandum - Traffic Counts and Growth Rates

Attachment 3: Technical Memorandum – Campus Wide Student Peak Hour Trip Rates

Attachment 4: Technical Memorandum – Resident Student Peak Hour Trip Rates

Attachment 5: Traffic Count Stations Used in Growth Rate Calculations

Attachment 6: Technical Document – Committed Developments

Attachment 7: Technical Memorandum – UMCAD Facility Classification and Trip Generation

Attachment 8: Trip Assignment Tables, Trip Distribution Plots, and Student Zip Code Plots

Attachment 9: Traffic Adjustments Due to Internal Roadway and Parking Relocation
Internal Roadway and Service Delivery Draft Plans

Attachment 10: SYNCHRO Network and Volume Plots for All Phases

Attachment 11: Roadway Improvement Maps

Attachment 12: Updated MLOU Attachment "A" – Improvement Status

Attachment 13: David Plummer & Associates Review Comments and Responses

Attachment 14: Concurrency Information Statements for University Zones (12/4/2007).

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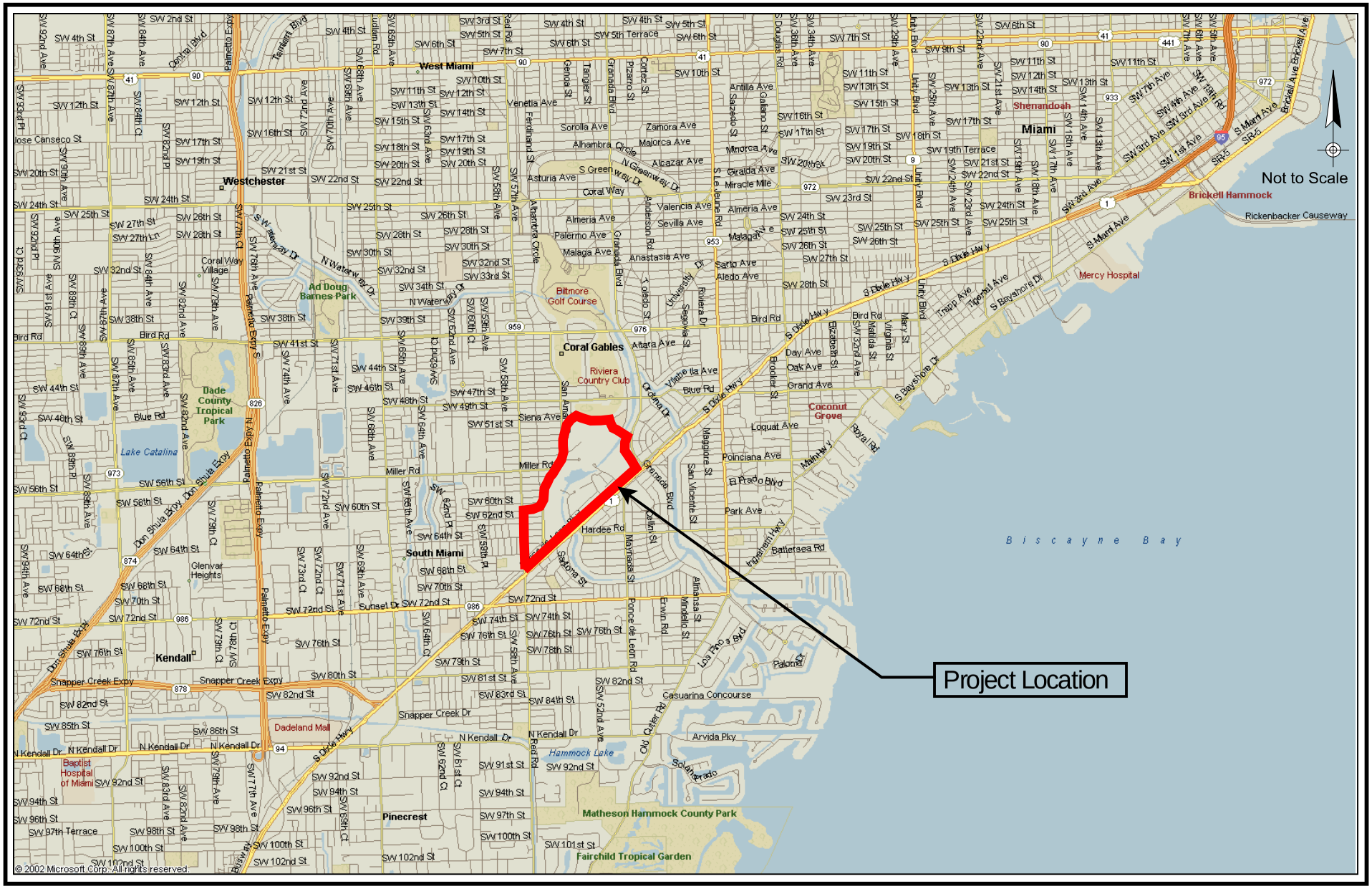
1. INTRODUCTION

The objective of this University of Miami Regional Traffic Study (UMRTS) is to identify the long-term regional transportation impacts associated with the expansion, redevelopment, and development of planned facilities on the Coral Gables Campus of the University of Miami (UM). These facilities are identified in the University of Miami Campus Area Development District (UMCAD) documents and amendments. The UMRTS is intended to identify the regional impacts and appropriate mitigation to accommodate the remainder of the UMCAD facilities, namely those that have not already been addressed or mitigated.

The University's Coral Gables Campus consists of approximately 230 acres and is located in the City of Coral Gables, north of Ponce de Leon Blvd, east of Red Road, west of Granada Blvd and Pisano Avenue and south of San Amaro Drive and Campo Sano Avenue. The general location of the Campus is shown in Figure 1.

The proposed UMCAD development program depicted in Table 1 includes 4,183,298 SF of new buildings of which 1,182,568 SF are additional parking structures not included in the campus FAR. About 415,031 SF will be replacing existing structures to be demolished resulting in net new future buildings of 2,585,699 SF in the campus FAR.

This report also examines concurrency consistent with the site specific concurrency method applied in previous UM-related concurrency studies.



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	Site Location Map	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 1 7/23/04

UNIVERSITY OF MIAMI
2006 UMCAD TRAFFIC STUDY

PROPOSED UMCAD PLAN

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

FIGURE
2
12/14/05

TABLE 1

UMCAD PROJECT TYPES AND TRIPS

June 1, 2007 (REVISED FEBRUARY 18, 2008)

No.	Project Name	Area GSF	Demolish GSF	UMCAD Phase	Building Category				Building Trip Generation [1]				
					Academic	Residential	Parking	Others	Type	Notes	Daily [5]	AM Peak	PM Peak
0001	NSCDZ I	501,173	39,452	2020				Research	2	[7]	3,665	549	427
0001	NSCDZ II	501,172		2025				Research	2	[7]	3,665	549	427
0002	Museum	50,000	51,966	2020				Museum	1-2	[2]*	0	0	0
0003	University Hall	30,000		2020	Academic				1	[3]	107	10	12
0006	Theater	80,000		2015				Theater	1-2	[2]	1,243	114	134
0007A	Bank United Convocation Center Parking Garage (700 space	227,500		2015			700 Spaces		1	[4]			
0007B	Basketball Practice Facility	30,000		2010				Courts	1-2	[2]	466	43	50
0009	NSCDZ Parking	274,948		2025			TBD		1	[5]			
0116	Interactive Science Center and Engineering Research Phase	54,000		2015	Academic				1	[3]	193	18	21
0204	Replacement of Whitten Learning Center	45,054	45,054	2025	Academic				1	[3]*	0	0	0
0285	Otto G. Richter Library and Law School Addition	140,000		2010	Academic				1	[3]	501	46	54
0287	School of Education	60,000		2015	Academic				1	[3]	215	20	23
0288	Interactive Science Center and Engineering Research Phase	96,000	12,290	2015	Academic				1	[3]*	299	28	32
0308	Islamic Center	15,000		2015				Students	1-2	[2]	233	21	25
0309	MBF School of Business Admin - Phase I (350 students)	150,400		2010		350 Students			1	[4]			
0310	MBF School of Business Admin - Phase I (Academic)	42,000		2010	Academic				1	[3]	150	14	16
0455B	School of Architecture ADA Addition	4,000		2015	Academic				1	[3]	14	1	2
0456	Art & Architecture College (Academics)	74,550	69,109	2015	Academic				1	[3]*	19	2	2
0457	Art and Architecture Residential College (120 students)	42,248		2015		120 Students			1	[4]			
0519	Center for Music Learning and Leadership	70,000	18,095	2010	Academic				1	[3]*	186	17	20
0610A	Athletics Maintenance Facility	2,093		2010				Service	1				
N002	School of Music Academic Facilities Replacement	94,000	43,336	2015	Academic				1	[3]*	181	17	20
N104A	Student Activities Center	108,000	8,501	2010				Students	1-2	[2]*	1,546	142	167
N104B	Whitten University Center Addition	31,000		2010				Students	1-2	[2]	482	44	52
N109A	MBF School of Business Admin - Phase II (350 students)	110,664		2010		350 Students			1	[4]			
N109B	MBF School of Business Admin - Phase II (Academic)	43,672	11,230	2010	Academic				1	[3]*	116	11	13
N111/112	Lowe Art Museum Additions	10,000		2010				Museum	1-2	[2]	155	14	17
N112A/B	Lakeview Housing Phase I (800 students)	320,000		2010		800 Students			1	[4]			
N113A	Pavia Parking Garage Addition (304 new spaces for commut	84,970		2010			304 Spaces		1	[5]			
N113B	Merrick Garage (871 new spaces for resident students)	298,150	46,948	2010			871 Spaces		1	[5]			
N114	Convocation / Student Parking Garage (500 spaces)	150,000	13,044	2015			500 Spaces		1	[5]			
N115	Dickinson Residential Parking Garage (490 spaces for reside	147,000		2010			490 Spaces		1	[5]			
N116	Dickinson Student Housing (400 students)	160,000		2010		400 Students			1	[4]			
N118	Cobb Track and Field Facility	1,000		2010				Other	1				
N119	Wellness Center Addition	18,704		2010				Gym	1-2	[2]	291	27	31
N120	Hecht Center Addition	50,000	2,902	2015	Academic				1	[3]*	168	16	18
N121	Robert and Judi Prokop Newman Alumni Center	66,000	17,702	2010			224 Spaces	Alumni	1-2	[2]	750	69	81
	Other Demolitions (Residentials)		35,402										
	TOTAL NEW BUILDINGS	**4,183,298**			**803,276**	**783,312**	**1,182,568**	**1,414,142**		**YEAR**	**Daily**	**AM Peak**	**PM Peak**
	FUTURE NON FAR	**1,182,568**					**1,182,568**			**2010 =>**	**4643**	**427**	**501**
	FUTURE IN FAR	**3,000,730**			**803,276**	**783,312**		**1,414,142**		**2015 =>**	**2565**	**237**	**277**
	DEMOLITION		**415,031**		**202,016**	**35,402**	**59,992**	**117,621**		**2020 =>**	**3772**	**559**	**439**
	NET FUTURE IN FAR (LESS DEMOLITION)	**2,585,699**			**601,260**	**747,910**	**1,122,576**	**1,296,521**		**2025 =>**	**3665**	**549**	**427**
	ADDITIONAL TRIPS FOR ACADEMIC TYPE 1	**25%**	**OF STAFF TRIPS**								**2,150**	**198**	**232**
	ADDITIONAL TRIPS FOR ALL TYPES 1-2	**15%**	**OF STUDENT TRIPS**								**5,165**	**475**	**558**
	ADDITIONAL TRIPS FOR NSCDZ TYPE 2	**100%**	**ITE TRIP RATES**								**7,330**	**1,097**	**854**
	TOTAL NEW TRIPS										**14,645**	**1,771**	**1,644**
	TRIP REDUCTION - COMMUTER TO RESIDENT										**-3,145**	**-329**	**-300**
	NET TOTAL NEW TRIPS FOR THE UMCAD										**11,500**	**1,442**	**1,344**

NOTES:

(*) NET ADDITIONAL SPACE WAS ADJUSTED FOR DEMOLISHED SPACE

[1] TRIPS GENERATED BY TYPE 1 (ACADEMIC) AND TYPE 1-2 (MIXED) BUILDINGS WERE DISTRIBUTED AMONG BUILDINGS IN PROPORTION TO NET SQUARE FOOTAGE.

[2] NEW TRIPS FROM TYPE 1-2 FACILITIES (MUSEUM, THEATER, STUDENT ACTIVITY CENTERS, WELLNESS EXPANSION) WERE ESTIMATED AT 10% OF EXISTING STUDENT TRIPS.

[3] NEW TRIPS FROM TYPE 1 ACADEMIC FACILITIES WERE ESTMATED AT 15% OF EXISTING STAFF TRIPS.

[4] TRIPS FROM NEW RESIDENTIAL HALLS ARE ACCOUNTED FOR IN THE UPDATED TRIP RATE PER RESIDENTIAL STUDENT.

[5] NO ADDITIONAL TRIPS WERE GENERATED BY PARKING FACILITIES, HOWEVER THEY IMPACTED TRIP PATTERNS AT UNIVERSITY ACCESS DRIVEWAYS.

[6] DAILY TRIPS FOR TYPE 1 AND TYPE 1-2 FACILITIES WERE ESTIMATED AS TEN TIMES THE AVERAGE AM AND PM PEAK HOUR TRIPS.

[7] THE NSCDZ IS CONSIDERED AS A TYPE 2 FACILITY AND ITS TRIP GENERATION WAS ESTIMATED USING ITE TRIP RATES.

2. METHODOLOGY AND ASSUMPTIONS

2.1 Methodology Overview

The methodology and assumptions used in this traffic study are based on the approved Methodology Letter of Understanding (MLOU) revised on March 5, 2007, and provided in Attachment 1. The MLOU document and most of its exhibits have been approved by the City of Coral Gables' traffic consultant, David Plummer & Associates (DPA). This revised study was performed consistent with all DPA review comments.

This study also adheres to the guidelines and standards provided in the 2006 FDOT's *Project Traffic Forecasting Handbook*, the FDOT's *2002-2007 Quality/Level of Service (QLOS) Handbook*, the *2000 Highway Capacity Manual* (HCM), the *City of Coral Gables Comprehensive Plan*, adopted March 1998, and the July 2006 *Comprehensive Plan: Goals, Objectives and Policies*. The operational analysis was performed using the highway capacity module (HCM) of the SYNCHRO software.

The analysis steps consisted of (1) defining the study area boundaries, (2) identifying base year peak season traffic conditions, (3) calculating a regional traffic growth rate based on historical trends and the regional transportation model, (4) estimating AM and PM peak hour trip rates per resident and commuter student, (5) estimating trips from committed developments, (6) estimating the trips generated by the various UMCAD facilities, (7) distributing UMCAD and committed development trips over the roadway network and study intersections, (8) accounting for traffic shift resulting from the construction of the internal roadway and the construction of new parking facilities near Ponce de Leon Blvd and (9) calculating background and total traffic conditions for each phase of development, as well as, performing an operational analysis to identify needed improvements.

2.2 Building Classification

Consistent with the MLOU and previous UMCAD updates, the proposed UMCAD facilities were classified as Type 1 (entirely academic use), Type 2 (non-academic use), or Type 1-2 (mixed academic and non-academic activities). Trips generated from Type 1 (academic) facilities were estimated using a trip rate per student and additional staff instead of building area. These trip rates were established using an extensive traffic count program that covered all campus access points, and account for all trips made by students, staff, faculty and visitors.

2.3 Trips Generated by UMCAD Building Type

A procedure was developed to estimate trips generated by Type 1 and Type 1-2 facilities based on the expected increase in student population and supporting staff. The analysis procedure is detailed in technical memoranda provided as attachments to this UMRTS report.

Trips generated by non-academic (Type 2) facilities were estimated using the Institute of Transportation Engineers (ITE) 7th Edition trip rates. Only one UMCAD project, the North South Center Development Zone (NSCDZ), qualified as a Type 2 facility. The NSCDZ only impacts the 2020 and 2025 development periods.

The NSCDZ trips were adjusted to account for internalization among its mixed uses, and between the NSCDZ and the campus.

The Miami-Dade FSUTMS regional transportation model was used to estimate the regional growth rate and to distribute UMCAD new trips over the roadway network. Project trip distribution was performed separately for academic and non-academic facilities using two distinct select zone analyses. Trip distribution manual adjustments were performed to assign UMCAD and committed development trips onto roadways not included in the FSUTMS regional transportation system. Other adjustments were performed for future UMCAD phases to account for the internal roadway and the shift in parking supply and location.

Total future traffic volumes were compared to roadway adopted levels of service (LOS) as identified in the City of Coral Gables Comprehensive Plan. LOS E, a standard LOS in most of eastern Miami-Dade County, was assumed to be the adopted LOS for roadways and intersections not explicitly covered in the Comprehensive Plan. Consistent with the MLOU, the operational analysis at selected intersections was performed using the HCM module of the SYNCHRO software. SYNCHRO was also used to optimize signal timing splits for future conditions.

In addition to the traffic operational analysis of the proposed UMCAD development plan, concurrency was also examined using a procedure consistent with the site specific concurrency methodology used in previous UMCAD studies. This procedure is based on net external trips instead of square feet of additional buildings.

3. EXISTING TRAFFIC CONDITIONS

3.1 Study Area

The study area boundaries as specified in the MLOU include the areas surrounding the University of Miami Coral Gables Campus, with boundaries formed by regional arterials consisting of Bird Road (SW 40th Street) to the north, Sunset Drive (SW 72nd Street) to the south, LeJeune Road (SW 42nd Avenue) to the east, and Red Road (SW 57th Avenue) to the west. The study area contains an approximate 3.5 square miles of area bordering the Cities of Miami, South Miami, and unincorporated Miami-Dade County. The analysis examined the traffic conditions of regional roadways located within the study area and significantly impacted local roadways and intersections. A series of local residential streets located between Miller Road and Blue Road were also examined. The Study Area is depicted in Figure 3. The main roadways within the study area are listed below:

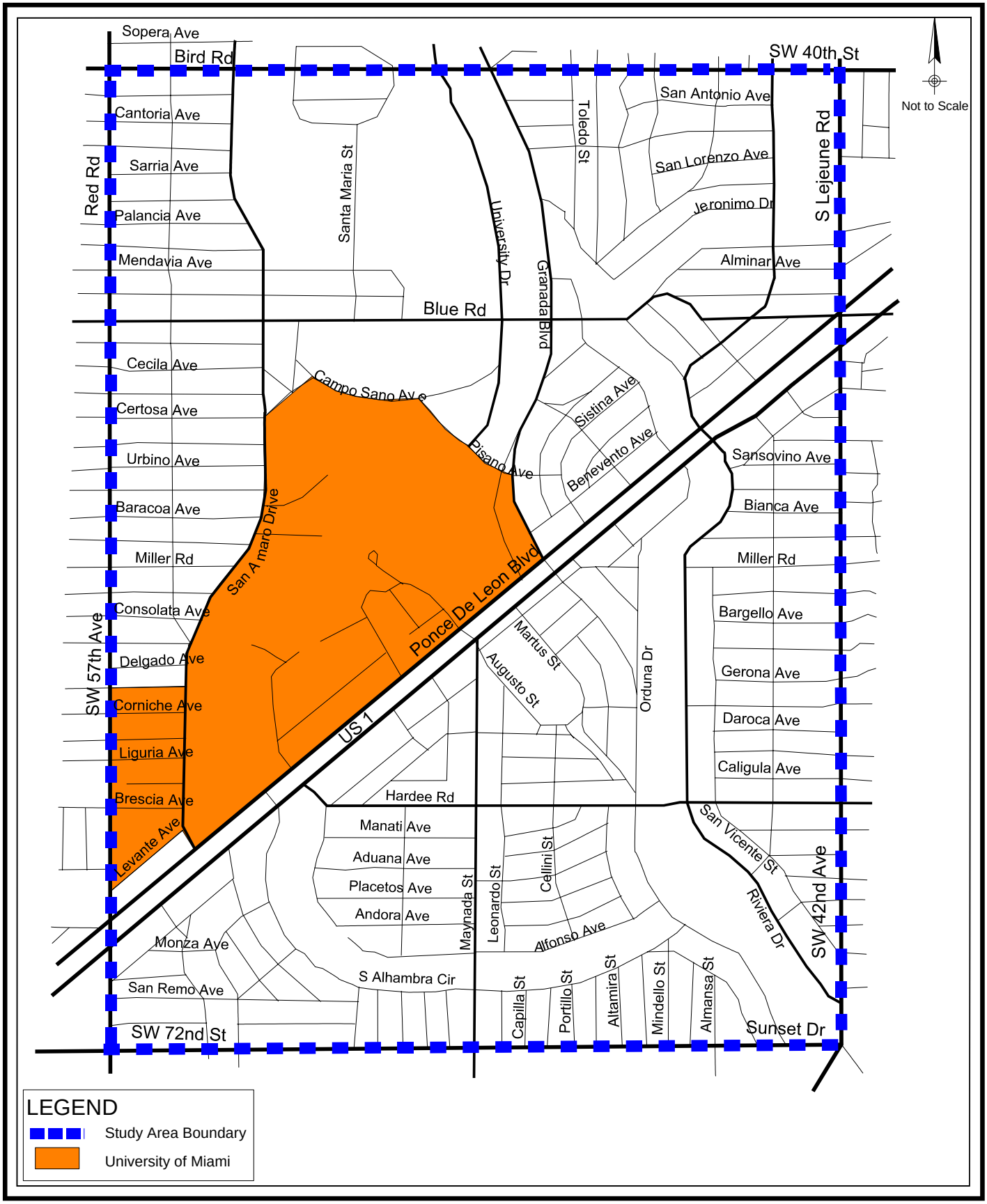
US 1/South Dixie Highway: from LeJeune Road to Kendall Drive.
Red Road (SW 57th Avenue): from Bird Road to Sunset Drive (SW 72nd St).
Ponce de Leon Blvd: from Granada Blvd to Red Road.
Hurricane Dr./San Amaro Drive: from Alhambra Circle to Ponce de Leon Blvd.
Maynada Street: from South Dixie Highway to Sunset Drive.
Granada Blvd: from Bird Road to San Amaro Drive.
Blue Road (SW 48th Street): from Red Road to Ponce de Leon Blvd.
Alhambra Circle: from Bird Road to San Amaro Drive.
Alhambra Circle: from South Dixie Highway to Granada Blvd.
Sunset Drive: from Cartegena Circle to Ludlam Road.
Miller Road (SW 56th Street): from San Amaro Drive to Ludlam Road.
University Drive: from Bird Road to Pisano Avenue.

3.2 Adopted Levels of Service

The UMRTS analysis is consistent with the adopted levels of service (LOS) identified in the City of Coral Gables Comprehensive Plan. The City of Coral Gables Comprehensive Plan (the "Comprehensive Plan") defines the adopted level of service (LOS) for each roadway within the study area. The roadway capacity was based on the generalized LOS tables updated by the FDOT in 2007. The MLOU has a provision to calculate when appropriate a more specific roadway capacity for established LOS using operational software such as ART-PLAN or SYNCHRO consistent with the guidance provided in the FDOT Handbook. This provision, however, was not used in the UMRTS.

The Traffic Circulation Element of the Comprehensive Plan Policy 2-1.1.1, Minimum Roadway Level of Service Standards, states the following:

The minimum or lowest quality acceptable peak-period (average of the two highest consecutive hours of traffic volume during a weekday) *operating Level of Service (LOS) standards for State Principal Arterial, Minor Arterial, County Minor Arterial and County Collector roads within the City of Coral Gables shall be as herein established:*



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	STUDY AREA LIMIT	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 3 2/05/07

Beginning January 1, 1995, the minimum acceptable peak-period LOS standard shall be the following:

- *Where no public mass transit service exists, roadways shall operate at or above LOS E; In STA's 20 percent of non-State roads may operate below LOS E.*

- *Where mass transit service having headways of 20 minutes or less is provided within2 mile distance, roadways shall operate at no greater than 120 percent of their capacity;*

- *Where extraordinary transit service such as commuter rail or express bus service exists, generally parallel roads within 2 miles shall operate at no greater than 150 percent of their capacity.*

Policy 2-1.1.8 of the Comprehensive Plan lists the collector and arterial roadways where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, and the collector and arterial roadways where extraordinary transit services such as commuter rail or express bus exists and where mass transit service having headways of 20 minutes or less is provided within 2 mile distance. The adopted LOS standards used in this study are based on this policy.

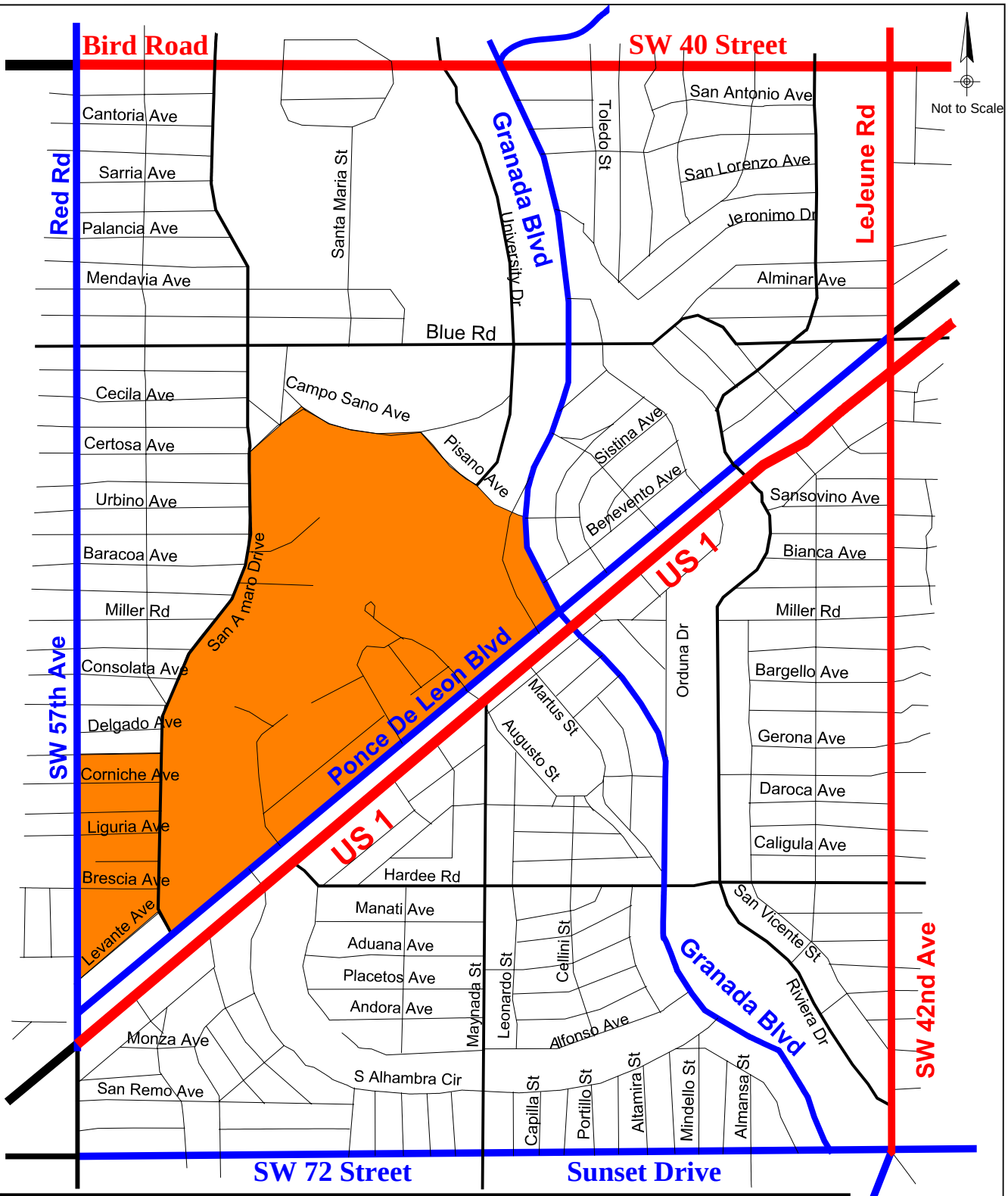
The LOS standards for the roadways and intersections within the study area are depicted in Figure 4. The MLOU establishes the LOS standards for residential streets based on peak hour volumes not exceeding 120 vehicles, or daily traffic volumes not exceeding 1,200 vehicles for both directions of travel. The MLOU requires that all residential streets between Miller Road and Blue Road that exceed these thresholds for existing as well as future conditions should be mitigated by the University with traffic calming measures subject to neighborhood acceptance and city approval of those measures.

3.3 Existing Site Access and Circulation

The Campus is bounded by Ponce de Leon Blvd, Red Road, San Amaro Drive, Campo Sano Avenue, Pisano Street and Granada Avenue. Along Ponce de Leon Blvd, the Campus may be accessed through Stanford Drive, Merrick Street, Dauer Drive, Dickinson Drive, and Sagua Avenue. The main driveways along the other access roadways are Brescia Avenue, Liguria Avenue, Albenga Avenue, Corniche Avenue, Miller Road, Memorial Drive, University Drive and Carrillo Street. A number of other secondary driveways provide access to the Campus from the boundary roadways.

Traffic circulation on City streets in the immediate vicinity of the Campus is affected by both the location of parking facilities and applicable parking permit policies. Parking permits provided to students residing on Campus restrict their access until 4:00 PM to only the parking facilities located near the residential colleges.

The Ponce, Mahoney-Pearson and Pavia parking garages are located in close proximity to Ponce de Leon Blvd and US-1 for the purpose of diverting commuter traffic away from the residential areas and toward major arterials. The traffic calming measures implemented on segments of San Amaro Drive/Campo Sano Avenue that include street narrowing, curbside improvement and roundabouts also serve to divert commuter traffic away from the residential areas. They resulted in a reduction in traffic especially during the AM peak period.



LEGEND: LOS E+50% LOS E+20% LOS E

SOURCE: COMPREHENSIVE PLAN: GOALS, OBJECTIVES AND POLICIES, JULY 2006

UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	STUDY AREA LEVELS OF SERVICE (COMPREHENSIVE PLAN)	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 4 5/1/07

3.4 Metrorail and Shuttle Buses

The Metrorail University Station is located on Ponce de Leon Blvd directly across from the Campus. A pedestrian traffic light connects Metrorail Station to the Campus pedestrian pathway. The station also serves the Metro Dade Transit bus system and the University shuttle bus. The shuttle stop at this location serves as a high-quality feeder system to Metrorail linking the mass transit and bus transit to the academic and administrative sections of the Campus.

The Campus is served with a shuttle bus service operated by the University that runs continuously between the hours of 7:30 AM and 6:00 PM with approximate headways of four (4) to seven (7) minutes. Service continues from 6:00 PM to Midnight with longer headways. The shuttle system has 23 buses with up to 17 buses operating during peak time. It currently serves over 850,000 riders per year. Shuttle buses connect major parking lots, academic buildings, University Village and the Metrorail Station for the purpose of reducing intracampus traffic. The shuttle routes provide access throughout the campus from key access roadways, such as Hurricane Drive/San Amaro Drive, Memorial Drive, Ponce De Leon Blvd, Dickinson Drive West, and Stanford Drive. Shuttle buses will be diverted to the internal roadway when completed thereby reducing travel time, increasing convenience and greatly enhancing the shuttle system attractiveness to students.

3.5 Traffic Counts

Existing conditions were based on an extensive traffic count program conducted during the peak season of March 2007. The count program included forty-three (43) intersections and thirty (30) bi-directional machine counts consistent with Exhibit 4 of the MLOU. The intersections were counted from 7:00 AM to 10:00 AM and from 3:00 PM to 6:00 PM. Additional traffic counts were collected to estimate the trip rate per student campus-wide and for residential students. Traffic counts were also performed on the residential streets between Miller Road and Blue Road and were compared to previous counts collected in 2003. New counts were collected in January 2008 at University Village and Mahoney-Pearson to recalculate the resident student trip rates. The count locations used in this study are listed in Table 2 and depicted in Figure 5. The technical memorandum summarizing the traffic counts reviewed by DPA is provided in Attachment 2. The raw traffic count data printouts are provided in a separate document.

3.6 Campus Wide Student Trip Rates

The UM student peak hour trip rates were updated in this study using 2007 traffic count data. The count locations used to estimate a campus wide trip rate are depicted in Figure 6. The AM and PM peak hour student trip rates were calculated in Table 3 by first expanding the campus traffic trips to account for parking areas not included in the counts, and then dividing the highest AM and PM peak hour counts by the number of students. The parking spaces not included in the March 2007 counts consisted of some of the smaller parking lots located west of San Amaro Drive, the on street parking areas along San Amaro Drive, the UM parking lots between Ponce de Leon Blvd and US-1, and the fraternity parking lots. These parking areas accounted for approximately 1,291 spaces out of the University's 9,155 spaces or about 14.1%. This resulted in 16.4% expansion factor that was applied to counted locations.

Consistent with the city consultant's recommendation, the number of FTE (Full Time Equivalent) students was used to derive the campus wide peak hour trip rates. As a result, the 2007 AM peak hour overall

student trip rate occurred from 9:00 AM to 10:00 AM and is 0.331 trips per student based on FTE student population. The 2007 PM peak hour student trip rate occurred from 5:00 PM to 6:00 PM and is 0.389 trips based on FTE student population. Detailed information on calculating the campus wide student trip rates is provided in Attachment 3.

3.7 Resident Student Trip Rates

Updated traffic counts were collected on Wednesday, January 16, 2008 and Thursday, January 17, 2008 at the University Village two parking garages and the Mahoney-Pearson parking facilities to estimate a trip rate per resident student for the AM and PM peak hours.

University Village parking is restricted to two parking structures located within the Village. University Village residents are not allowed to park elsewhere on campus on weekdays until parking restrictions are lifted at 4:00 PM. The parking facilities serving the Mahoney-Pearson residential hall are accessed from two one-way driveways off Stanford Avenue. These driveways also provide access to a commuter lot near the dining hall and smaller parking lots serving the Behavioral Medicine building. All vehicles entering and exiting Mahoney-Pearson parking facilities were counted during peak hours. Resident student vehicles were identified from the parking decal.

Per methodology agreement, peak hour blended resident student trip rates were calculated by averaging the University Village and Mahoney-Pearson rates. Peak hour commuter student trip rates were then calculated based on the campus wide rates that consist of resident, commuter and non-student trips. About 20% of campus trips were assumed as non-student trips generated by staff, faculty and visitors.

During the Spring 2008 Semester, approximately 1,324 students resided at Mahoney-Pearson residential hall and 747 students at University Village, out of a total resident population of 4,582 students. The AM and PM peak hour trip rates were calculated by dividing the number of inbound and outbound resident trips for that hour by the number of resident students. Resident student blended peak hour trip rates were estimated by averaging University Village and Mahoney-Pearson trip rates.

The student trip rates calculations specific to the University of Miami are summarized in Table 4. The peak hour trip rates per resident student were measured at 0.035 trips per resident student during the AM peak hour and 0.100 trips per resident student during the PM peak hour. Campus wide trip rates based on full-time equivalent (FTE) students were obtained from Table 3 and were calculated at 0.331 trips during the AM peak hour and 0.389 trips during the PM peak hour. Assuming campus wide trips are composed of resident, commuter and 20% non-student trips, commuter student trip rates were calculated as 0.449 trips per commuter student during the AM peak hour and 0.504 trips per commuter student during the PM peak hour.

The technical memorandum dealing with resident student trip rates, including related tables, figures and traffic count raw data, is provided in Attachment 4.

TABLE 2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2007 TRAFFIC COUNT PROGRAM

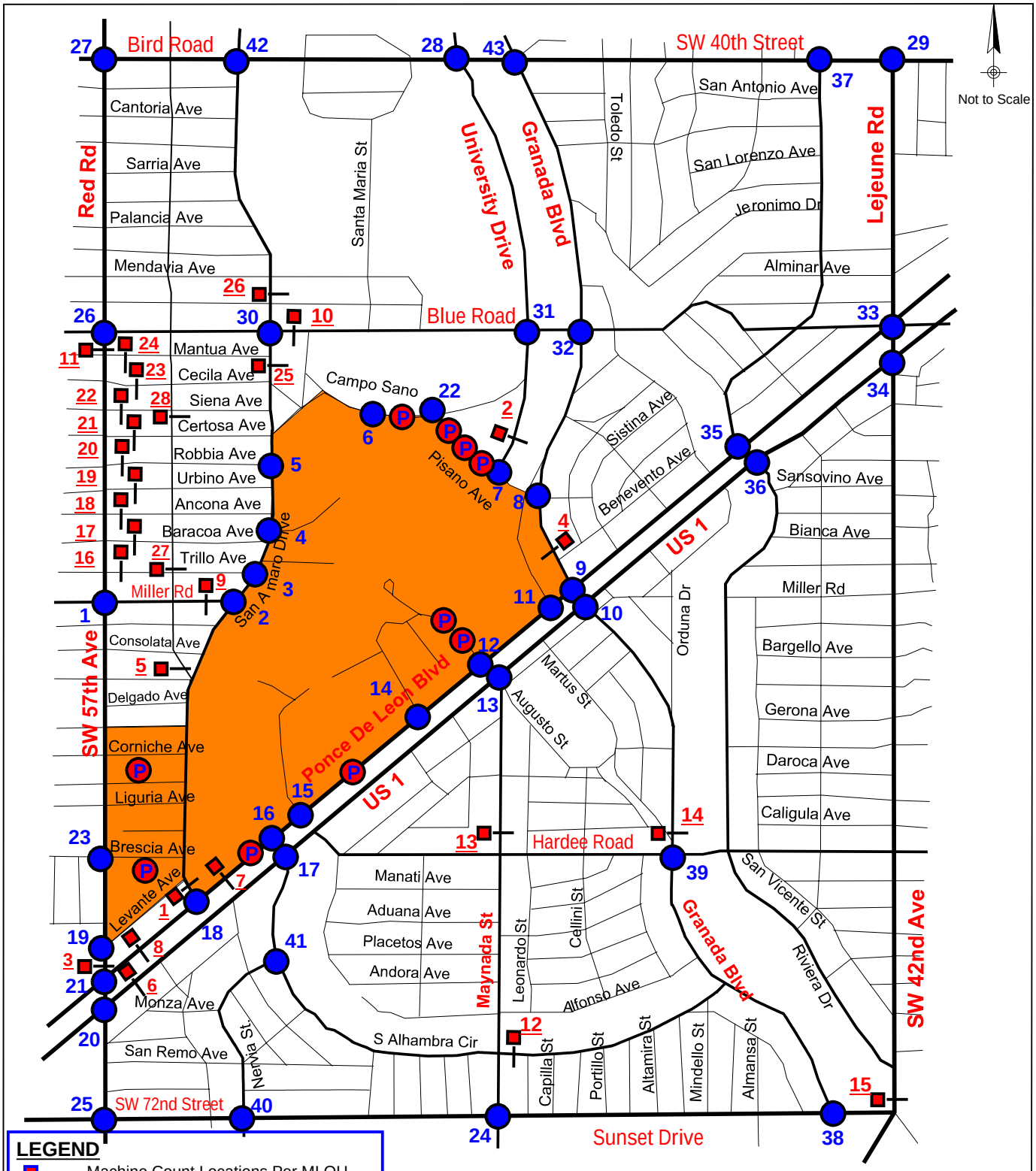
3/5/2008

NO.	INTERSECTION	COUNT DATE
1	Red Road / Miller Road	3/7/2007
2	San Amaro Dr / Miller Road	3/7/2007
3	San Amaro Dr / Trillo Ave	3/7/2007
4	San Amaro Dr / Memorial Dr	3/7/2007
5	San Amaro Dr / Robbia Ave	3/7/2007
6	Campo Sano / Brunsen Dr	3/8/2007
7	Pisano Ave / University Dr	3/8/2007
8	Pisano Ave / Carillo Street	3/8/2007
9	Granada Blvd / Ponce De Leon Blvd	3/6/2007
10	Granada Blvd / US 1 (Dixie Highway)	3/6/2007
11	Carillo Street / Ponce De Leon Blvd	3/6/2007
12	Stanford Dr / Ponce De Leon Blvd	3/6/2007
13	Stanford Dr / US 1 (Dixie Highway)	3/6/2007
14	Merrick Dr / Ponce De Leon Blvd	3/22/2007
15	Dickinson Dr / Ponce De Leon Blvd	3/6/2007
16	South Alhambra Cir. / Ponce De Leon Blvd	3/6/2007
17	South Alhambra Cir. / US 1 (Dixie Hwy)	3/6/2007
18	Hurricane Dr / Ponce De Leon Blvd	3/6/2007
19	Red Road / Levante Ave	4/12/2007
20	Red Road / US 1 (Dixie Hwy)	3/22/2007
21	Red Road/Ponce de Leon Blvd	3/7/2007
22	Campo Sano Ave / Pisano Ave	3/7/2007
23	Red Road / Brescia	4/12/2007
24	Sunset Dr / Maynada Street	3/7/2007
25	Sunset Dr / Red Road	3/7/2007
26	Red Road / Blue Road	3/7/2007
27	Red Road / Bird Road	4/12/2007
28	Bird Road / University Dr	4/12/2007
29	Bird Road / LeJeune Road	3/8/2007
30	Blue Road / San Amaro	3/7/2007
31	Blue Road / University Dr	3/7/2007
32	Blue Road / Granada Blvd	3/8/2007
33	Blue Road / Ponce de Leon (5-leg)	10/30/2007
34	US 1 (Dixie) / LeJeune Road	3/6/2007
35	Riviera Dr / Ponce de Leon	3/7/2007
36	Riviera Dr / US 1 (Dixie)	3/6/2007
37	Riviera Dr / Bird Road	3/8/2007
38	Granada Blvd / Sunset Dr	3/8/2007
39	Granada Blvd / Hardee Road	3/7/2007
40	Sunset Dr / Nervia Street	3/7/2007
41	South Alhambra / Nervia Street	3/7/2007
42	San Amaro Dr / Bird Road	3/7/2007
43	Granada Blvd / Bird Road (5-leg)	3/7/2007

NO.	MACHINE COUNT (48 HRS)	COUNT DATE
1	San Amaro Dr North of Ponce De Leon	3/6/07 & 3/7/07
2	University Dr East of Granada Blvd.	3/6/07 & 3/7/07
3	Red Road North of Ponce De Leon	3/6/07 & 3/7/07
4	Granada Blvd. North of Ponce De Leon	3/6/07 & 3/7/07
5	Alhambra Cir. North of San Amaro Dr	3/6/07 & 3/7/07
6	US 1 / Dixie Hwy. East of Red Road	3/6/07 & 3/7/07
7	Ponce De Leon East of San Amaro Dr	3/6/07 & 3/7/07
8	Ponce De Leon East of Red Road	3/6/07 & 3/7/07
9	Miller Road West of San Amaro Dr	3/6/07 & 3/7/07
10	Blue Road East of San Amaro Dr	3/6/07 & 3/7/07
11	Red Road south of Blue Road (New)	3/6/07 & 3/7/07
12	Alhambra Cir. East of Maynada Street	3/6/07 & 3/7/07
13	Maynada Street North of Hardee Road	3/6/07 & 3/7/07
14	Granada Blvd. North of Hardee Road	3/6/07 & 3/7/07
15	LeJeune Road North of Sunset Dr	3/6/07 & 3/7/07
16	Trillo Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
17	Baracoa Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
18	Ancona Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
19	Urbino Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
20	Robbia Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
21	Certosa Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
22	Siena Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
23	Cecillia Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
24	Mantua Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
25	San Amaro Dr South of Mantua Ave	3/6/07 & 3/7/07
26	San Amaro Dr North of Alegriano Ave	3/6/07 & 3/7/07
27	Alhambra Cir. North of Trillo Ave	3/6/07 & 3/7/07
28	Alhambra Cir. North of Certosa Ave	3/6/07 & 3/7/07

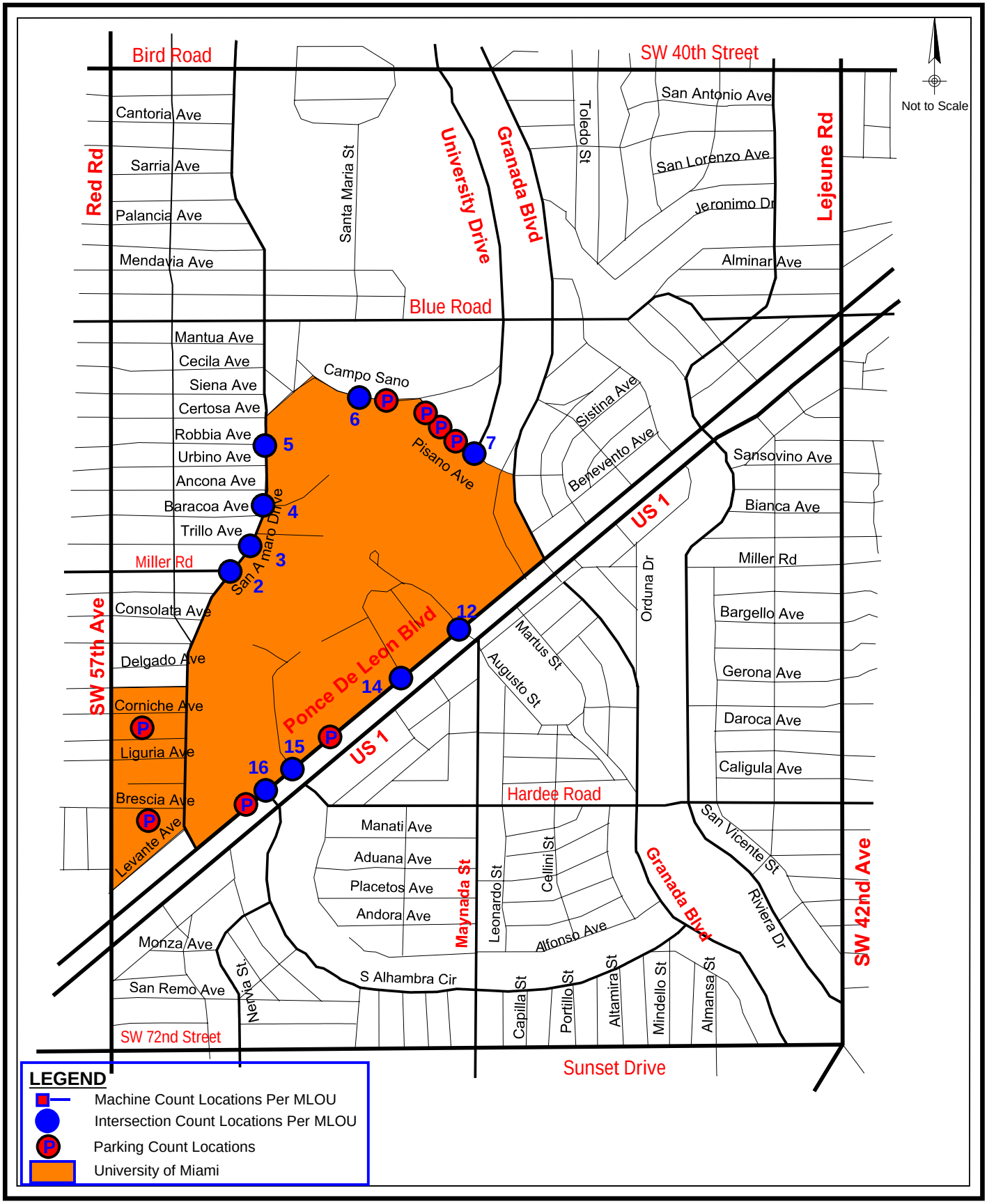
NO.	RESIDENTIAL STUDENT TRIP RATES	COUNT DATE
29	Mahoney Pearson ResidentialFacility	3/28/07-3/29/07
30	University Village Residential Facility	3/28/07-3/29/07
31	Trillo Ave East of Red Rd	3/6/07 & 3/7/07
32	Baracoa Ave East of Red Rd	3/6/07 & 3/7/07
33	Ancona Ave East of Red Rd	3/6/07 & 3/7/07
34	Urbino Ave East of Red Rd	3/6/07 & 3/7/07
35	Robbia Ave East of Red Rd	3/6/07 & 3/7/07
36	Certosa Ave East of Red Rd	3/6/07 & 3/7/07
37	Siena Ave East of Red Rd	3/6/07 & 3/7/07
38	Cecillia Ave East of Red Rd	3/6/07 & 3/7/07
39	Mantua Ave East of Red Rd	3/6/07 & 3/7/07
40	Alhambra Cir. North of Miller Rd	3/6/07 & 3/7/07

Note:
New residential counts at University Village and Mahoney-Pearson parking facilities were collected in January 2008.



Note: Additional area count locations by FDOT and Miami-Dade County are not shown on this figure.

UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	COUNT LOCATIONS	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 5 7/13/2007



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	COUNT LOCATIONS USED FOR OVERALL STUDENT TRIP RATE	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 6 7/09/07

TABLE 3
UNIVERSITY OF MIAMI CORAL GABLES CAMPUS
PEAK PERIOD TRIP RATES PER STUDENT
MARCH & APRIL 2007

Rev 03-Mar-08

	7:00-8:00 AM	8:00-9:00 AM	9:00-10:00 AM	3:00-4:00 PM	4:00-5:00 PM	5:00-6:00 PM
	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
TOTAL INBOUND	1710	2154	2316	1604	1739	1699
TOTAL OUTBOUND	578	830	1076	1964	2032	2285
TOTAL IN/OUT	2288	2984	3392	3568	3771	3984
			AM PEAK PERIOD			*PM PEAK PERIOD*
ADJUSTMENT FACTORS [1]:						
PARKING LOTS NOT COUNTED [2]: 14.1%						
(On street, W. of San Amaro & between Ponce & US-1)						
TOTAL ADJUSTMENT FACTOR: 16.4%	1.164	1.164	1.164	1.164	1.164	1.164
ADJUSTED TOTAL INBOUND	1990	2507	2696	1867	2024	1978
ADJUSTED TOTAL OUTBOUND	673	966	1252	2286	2365	2660
ADJUSTED TOTAL IN/OUT	2663	3473	3948	4153	4389	4638
			AM PEAK PERIOD			*PM PEAK PERIOD*

	Headcount	FTE							
TOTAL STUDENTS [3]:	13,377	11,917	UPDATED TRIP RATE PER STUDENT (2007)				OLD TRIP RATE PER STUDENT - UMCAD 2000		
AM PEAK PERIOD (9:00-10:00 AM)			Headcount	FTE			Headcount		
PEAK INBOUND RATE			0.202	0.226	trip ends per student	IN: 68%	0.196	trip ends per student	IN: 70%
PEAK OUTBOUND RATE			0.094	0.105	trip ends per student	OUT: 32%	0.085	trip ends per student	OUT: 30%
PEAK IN/OUT RATE			0.295	0.331	trip ends per student	AM TRIP RATE	0.281	trip ends per student	AM TRIP RATE
PM PEAK PERIOD (5:00-6:00 PM)									
PEAK INBOUND RATE			0.148	0.166	trip ends per student	IN: 43%	0.155	trip ends per student	IN: 44%
PEAK OUTBOUND RATE			0.199	0.223	trip ends per student	OUT: 57%	0.198	trip ends per student	OUT: 56%
PEAK IN/OUT RATE			0.347	0.389	trip ends per student	PM TRIP RATE	0.353	trip ends per student	PM TRIP RATE

[1] The adjustment factor is different from previous years due to new parking structures and the construction of University Village garage.
[2] The parking lots not included in the counts are those west of San Amaro Drive, parking along San Amaro Drive, and the Metrorail parking areas between Ponce and US-1.
[3] Student enrollements are provided by UM Office of Planning and Institutional Research. Per methodology agreement, student enrollment was assumed to be 5% lower in the Spring Semester compared to the Fall Semester.

TABLE 4
UNIVERSITY OF MIAMI RESIDENT STUDENT TRIP RATES

Rev 6-Mar-08

MAHONEY-PEARSON RESIDENTS (SPRING 2007):	1,324	students	ADJUSTED MAHONEY-PEARSON RATES [1]	
UNIVERSITY VILLAGE RESIDENTS (SPRING 2007):	747	students	EVENING (7:00 PM-6:00 AM):	95%
			OFF PEAK (10:00 AM-4:00 PM):	25%

ADJUSTED UV RATE [3]: 100%

SPRING BREAK: MARCH 12-16, 2007

TIME PERIOD	MAHONEY-PEARSON RESIDENTIAL COLLEGE [2]									UNIVERSITY VILLAGE GARAGE [3]								
	INBOUND		OUTBOUND					GROSS	ADJ	INBOUND		OUTBOUND					UV	AVERAGE
	3/28/07 IN	3/29/07 IN	3/28/07 OUT	3/29/07 OUT	AVG IN	AVG OUT	AVG IN/OUT	TRIP RATE	TRIP RATE	1/16/08 IN	1/17/08 IN	1/16/08 OUT	1/17/08 OUT	AVG IN	AVG OUT	AVG IN/OUT	TRIP RATE	TRIP RATE
12:00-01:00 AM	69	65	59	57	67	58	125	0.094	0.089	19	13	24	25	16	25	41	0.055	0.072
01:00-02:00 AM	47	34	33	32	41	33	74	0.056	0.053	11	9	19	22	10	21	31	0.041	0.047
02:00-03:00 AM	31	32	28	18	32	23	55	0.042	0.040	10	10	15	8	10	12	22	0.029	0.035
03:00-04:00 AM	17	17	14	8	17	11	28	0.021	0.020	1	4	2	5	3	4	7	0.009	0.015
04:00-05:00 AM	10	13	10	9	12	10	22	0.017	0.016	1	2	0	3	2	2	4	0.005	0.011
05:00-06:00 AM	6	10	6	14	8	10	18	0.014	0.013	1	0	4	4	1	4	5	0.007	0.010
06:00-07:00 AM	18	23	14	13	21	14	35	0.026	0.025	4	5	6	4	5	5	10	0.013	0.019
07:00-08:00 AM	47	70	31	22	19	16	35	0.026	0.026	15	24	10	16	20	13	33	0.044	**0.035**
08:00-09:00 AM	100	81	39	29	**19**	**16**	**35**	**0.026**	**0.026**	17	18	12	15	18	14	32	0.043	**0.035**
09:00-10:00 AM	96	123	39	63	19	16	35	0.026	0.026	27	17	11	23	22	17	39	0.052	0.039
10:00-11:00 AM	119	119	60	67	119	64	183	0.138	0.035	33	22	21	22	28	22	50	0.067	0.051
11:00-12:00 AM	96	92	81	83	94	82	176	0.133	0.033	27	28	32	19	28	26	54	0.072	0.053
12:00-01:00 PM	108	153	119	124	**30**	**29**	**59**	**0.045**	**0.045**	28	60	29	33	44	31	75	**0.100**	**0.073**
01:00-02:00 PM	100	140	123	148	120	136	256	0.193	0.048	37	26	32	38	32	35	67	0.090	0.069
02:00-03:00 PM	88	97	106	109	93	108	201	0.152	0.038	45	34	37	29	40	33	73	0.098	0.068
03:00-04:00 PM	107	112	103	153	110	128	238	0.180	0.045	46	55	37	35	51	36	87	0.116	0.081
04:00-05:00 PM	110	103	102	115	**42**	**47**	**89**	**0.067**	**0.067**	60	66	26	45	63	36	99	**0.133**	**0.100**
05:00-06:00 PM	85	91	100	119	47	40	87	0.066	0.066	53	50	36	40	52	38	90	0.120	0.093
06:00-07:00 PM	125	126	132	164	126	148	274	0.207	0.197	66	64	44	49	65	47	112	0.150	0.174
07:00-08:00 PM	95	114	144	127	105	136	241	0.182	0.173	65	54	45	51	60	48	108	0.145	0.159
08:00-09:00 PM	120	118	156	140	119	148	267	0.202	0.192	48	55	39	50	52	45	97	0.130	0.161
09:00-10:00 PM	132	129	131	108	131	120	251	0.190	0.181	56	50	58	55	53	57	110	0.147	0.164
10:00-11:00 PM	105	120	96	112	113	104	217	0.164	0.156	37	52	50	34	45	42	87	0.116	0.136
11:00-12:00 PM	74	95	73	100	85	87	172	0.130	0.124	33	24	39	30	29	35	64	0.086	0.105
TOTAL	**1,905**	**2,077**	**1,799**	**1,934**	**1,589**	**1,584**	**3,173**			**740**	**742**	**628**	**655**	**749**	**648**	**1,397**		

Notes:

[1] No adjustment factor was needed for revised peak hour rates at Mahoney-Pearson because resident students were identified by car decals. The trip rate from 7:00-8:00 AM was assumed similar to 8:00-9:00 AM. The off-peak hour adjusment factor is based on the updated January 2008 counts. Evening adjustments are based on University Village survey and mainly account for intercampus trips.

[2] Mahoney-Pearson traffic counts covered the inbound and outbound driveways east of Stanford Drive. These are the only non-service driveways leading to the Mahoney-Pearson garage and student parking lots.

[3] No trip rate adjustment was needed for University Village since the construction of the South garage was completed and all University Village's 800 planned parking spaces were available for students.

[4] The residential student blended peak hour trip rate was calculated by combining the University Village trips rates with the Mahoney-Pearson trip rates that represented all remaining resident students.

[5] The calculated commuter trip rates are based on FTE rates and take into account that about 20% of campus trips are made by non-students (faculty, staff and visitors).

AM TRIP RATES

	2007-MP	2007-UV	RATE [4]
AM PEAK HOUR RESIDENT TRIP RATE (7:00 AM - 10:00 AM):	0.026	0.044	0.035
AM PEAK HOUR OVERALL RATE (2007 STUDY - 34% RESIDENTS):			**0.331**
AM PEAK HOUR TRIP RATE FOR COMMUTERS (7:00 AM - 9:00 AM) [5]:			0.449

PM TRIP RATES

	2007-MP	2007-UV	RATE [4]
PM PEAK HOUR RESIDENT TRIP RATE (4:00 PM - 6:00 PM):	0.067	0.133	0.100
PM PEAK HOUR OVERALL RATE (2007 STUDY - 34% RESIDENTS):			**0.389**
PM PEAK HOUR TRIP RATE FOR COMMUTERS (4:00 PM-6:00 PM) [5]:			0.504

3.8 Existing Roadway Levels of Service

The roadway link analysis was performed for the following roadway segments within the Study Area:

1. US-1 from LeJeune Road to Red Road
2. Bird Road from LeJeune Road to Red Road
3. LeJeune Road from Bird Road to Sunset Road
4. Red Road from Bird Road to Sunset Road
5. Miller Road from San Amaro Drive to Red Road
6. Sunset Road from LeJeune Road to Red Road
7. Ponce de Leon Blvd. from LeJeune Road to Red Road
8. Granada Blvd. from Bird Road to Sunset Road
9. Maynada Street from US-1 to Sunset Road
10. San Amaro Drive from Bird Road to Ponce de Leon Blvd.
11. Blue Road from LeJeune Road to Red Road
12. University Drive from Bird Road to Pisano Avenue
13. Riviera Drive from Bird Road to LeJeune Road
14. Alhambra Circle from Bird Road to Miller Road
15. South Alhambra Circle from US-1 to Sunset Drive
16. Campo Sano Avenue from San Amaro Drive to Pisano Avenue
17. Pisano Avenue from Campo Sano Drive to University Drive
18. Brescia Avenue from San Amaro Drive to Red Road
19. Levante Avenue from San Amaro Drive to Red Road
20. Hardee Road from US-1 to Granada Blvd.
21. Nervia Street from South Alhambra Blvd. to LeJeune Road.

Policy 2-1.1.1 of the comprehensive plan defines the peak period as the average of the two highest consecutive hours of traffic volume during a weekday. In order to perform separate AM and PM analyses, the traffic analysis was based on the AM and PM peak hours instead of the peak period. This results in a more conservative analysis since the peak hour volume is equal or higher than the peak period volume.

The AM and PM peak hour analyses were performed using the HCM module of the SYNCHRO software. The field traffic counts indicated that the majority of the AM and PM highest hours occurred from 8:00 AM to 9:00 AM during the AM peak period and from 5:00 PM to 6:00 PM during the PM peak period. Traffic counts corresponding to these peak hours were used in the SYNCHRO analyses.

The existing peak hour directional link volumes were based on intersection approach counts that were collected during the peak season month of March. The peak hour counts generally provide a higher level of accuracy compared to daily counts converted to peak hour volumes using default K and D factors. Where a link segment had multiple intersection counts, the highest directional volume was used in the analysis. The maximum service volumes (MSV) for roadway segments were based on the roadway characteristics and the corresponding LOS E volume as provided in FDOT's *2002 Quality/Level of Service (QLOS) Handbook (including 2007 updates)*.

The City of Coral Gables, like many other cities in South Florida, acknowledges that certain roadways are constrained with current volumes exceeding LOS E thresholds. Since constrained roadways cannot be widened, volumes in excess of LOS E have been allowed based on the availability of transit systems in order not to negatively impact urban infill and economic growth objectives. The roadway maximum allowable volumes (MAV) are defined in Policy 2-1.1.1 of the Comprehensive Plan and the benefiting roadways are listed in Policy 2-1.1.8 of the City's Comprehensive Plan.

The peak hour roadway link analysis for existing conditions is summarized in Table 5 for the AM and PM peak hours. The following roadway links did not meet the City's adopted LOS during the AM peak hour:

1. Miller Road from San Amaro Drive to Red Road.
2. San Amaro Drive from Blue Road to Levante Avenue.
3. Blue Road from Granada Blvd. to San Amaro Drive.
4. Campo Sano Avenue from San Amaro Drive to Pisano Avenue.
5. Hardee Road from Granada Blvd to LeJeune Road.

The following roadway links did not meet the City's adopted LOS during the PM peak hour:

1. San Amaro Drive from Blue Road to Miller Road
2. Blue Road from Granada Blvd to University Drive
3. Campo Sano Avenue from San Amaro Drive to Pisano Avenue.

TABLE 5
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
EXISTING ROADWAY LINK ANALYSIS FOR AM & PM PEAK HOURS

8/5/2008

		AM PEAK HOUR							PM PEAK HOUR						
LOCATION	ROAD TYPE [1]	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	MEETS ADOPTED LOS STD	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	MEETS ADOPTED LOS STD
BIRD ROAD															
LeJeune to Granada Blvd	4LD/SR3	EB	2	2,082	1,720	1.20	2,060	NO	EB	2	1,329	1,720	1.20	2,060	YES
		WB	2	1,052	1,720	1.20	2,060	YES	WB	2	2,046	1,720	1.20	2,060	YES
Granada Blvd to University	4LD/SR3	EB	2	2,021	1,720	1.20	2,060	YES	EB	2	1,299	1,720	1.20	2,060	YES
		WB	2	1,050	1,720	1.20	2,060	YES	WB	2	1,811	1,720	1.20	2,060	YES
University to San Amaro	4LD/SR3	EB	2	1,863	1,720	1.20	2,060	YES	EB	2	1,287	1,720	1.20	2,060	YES
		WB	2	1,026	1,720	1.20	2,060	YES	WB	2	1,693	1,720	1.20	2,060	YES
San Amaro to Red Road	4LD/SR3	EB	2	1,905	1,720	1.20	2,060	YES	EB	2	1,373	1,720	1.20	2,060	YES
		WB	2	1,008	1,720	1.20	2,060	YES	WB	2	1,938	1,720	1.20	2,060	YES
BLUE ROAD															
LeJeune to Granada Blvd	2LU/NS	EB	1	538	810	1.00	810	YES	EB	1	552	810	1.00	810	YES
		WB	1	427	810	1.00	810	YES	WB	1	677	810	1.00	810	YES
Granada to University Dr	2LU/NS	EB	1	1,021	810	1.00	810	NO	EB	1	332	810	1.00	810	YES
		WB	1	252	810	1.00	810	YES	WB	1	1,071	810	1.00	810	NO
University to San Amaro	2LU/NS	EB	1	862	810	1.00	810	NO	EB	1	193	810	1.00	810	YES
		WB	1	186	810	1.00	810	YES	WB	1	699	810	1.00	810	YES
San Amaro to Red Road	2LU/NS	EB	1	643	810	1.00	810	YES	EB	1	176	810	1.00	810	YES
		WB	1	131	810	1.00	810	YES	WB	1	575	810	1.00	810	YES
MILLER ROAD															
San Amaro to Red Road	2LU/NS	EB	1	830	810	1.00	810	NO	EB	1	325	810	1.00	810	YES
		WB	1	254	810	1.00	810	YES	WB	1	672	810	1.00	810	YES
PONCE DE LEON BLVD															
LeJeune to Granada Blvd	4LD/NS	NE	2	1,071	1,720	1.20	2,060	YES	NE	2	556	1,720	1.20	2,060	YES
		SW	2	515	1,720	1.20	2,060	YES	SW	2	1,239	1,720	1.20	2,060	YES
Granada Blvd to Stanford	4LD/NS	NE	2	1,294	1,720	1.20	2,060	YES	NE	2	639	1,720	1.20	2,060	YES
		SW	2	616	1,720	1.20	2,060	YES	SW	2	1,067	1,720	1.20	2,060	YES
Stanford to Hurricane Dr.	4LD/NS	NE	2	1,309	1,720	1.20	2,060	YES	NE	2	776	1,720	1.20	2,060	YES
		SW	2	565	1,720	1.20	2,060	YES	SW	2	1,575	1,720	1.20	2,060	YES
Hurricane Dr. to Red Road	4LD/NS	NE	2	955	1,720	1.20	2,060	YES	NE	2	376	1,720	1.20	2,060	YES
		SW	2	274	1,720	1.20	2,060	YES	SW	2	1,004	1,720	1.20	2,060	YES
US1															
LeJeune to Granada Blvd	6LD/SR2	NE	3	3,087	2,710	1.50	4,070	YES	NE	3	2,593	2,710	1.50	4,070	YES
		SW	3	2,760	2,710	1.50	4,070	YES	SW	3	2,383	2,710	1.50	4,070	YES
Granada Blvd to Maynada	6LD/SR2	NE	3	3,082	2,710	1.50	4,070	YES	NE	3	2,816	2,710	1.50	4,070	YES
		SW	3	2,783	2,710	1.50	4,070	YES	SW	3	2,257	2,710	1.50	4,070	YES
Maynada to S. Alhambra	6LD/SR2	NE	3	3,314	2,710	1.50	4,070	YES	NE	3	2,863	2,710	1.50	4,070	YES
		SW	3	3,098	2,710	1.50	4,070	YES	SW	3	3,306	2,710	1.50	4,070	YES
S. Alhambra to Red Road	6LD/SR2	NE	3	3,357	2,710	1.50	4,070	YES	NE	3	2,579	2,710	1.50	4,070	YES
		SW	3	3,075	2,710	1.50	4,070	YES	SW	3	3,481	2,710	1.50	4,070	YES
SUNSET ROAD															
LeJeune Rd to Maynada	2LU/CC	EB	1	767	810	1.20	970	YES	EB	1	487	810	1.20	970	YES
		WB	1	350	810	1.20	970	YES	WB	1	495	810	1.20	970	YES
Maynada to Red Road	2LU/CC	EB	1	502	810	1.20	970	YES	EB	1	571	810	1.20	970	YES
		WB	1	384	810	1.20	970	YES	WB	1	661	810	1.20	970	YES
LEJEUNE ROAD															
Bird Road to Blue Road	4LD/SR3	NB	2	847	1,720	1.50	2,580	YES	NB	2	891	1,720	1.50	2,580	YES
		SB	2	778	1,720	1.50	2,580	YES	SB	2	1,102	1,720	1.50	2,580	YES
Blue Road to US-1	4LD/SR3	NB	2	849	1,720	1.50	2,580	YES	NB	2	559	1,720	1.50	2,580	YES
		SB	2	503	1,720	1.50	2,580	YES	SB	2	646	1,720	1.50	2,580	YES
US-1 to Sunset Drive	2LU/NS	NB	1	774	810	1.50	1,220	YES	NB	1	617	810	1.50	1,220	YES
		SB	1	455	810	1.50	1,220	YES	SB	1	698	810	1.50	1,220	YES
GRANADA BLVD															
Bird Rd to Blue Rd	2LU/NS	NB	1	605	660	1.20	790	YES	NB	1	392	660	1.20	790	YES
		SB	1	405	660	1.20	790	YES	SB	1	695	660	1.20	790	YES
Blue Rd to Ponce	2LU/NS	NB	1	645	660	1.20	790	YES	NB	1	510	660	1.20	790	YES
		SB	1	494	660	1.20	790	YES	SB	1	561	660	1.20	790	YES
Ponce de Leon to US 1	2LU/NS	NB	1	551	660	1.20	790	YES	NB	1	340	660	1.20	790	YES
		SB	1	396	660	1.20	790	YES	SB	1	457	660	1.20	790	YES
US 1 to Sunset Drive	2LU/NS	NB	1	380	660	1.20	790	YES	NB	1	224	660	1.20	790	YES
		SB	1	328	660	1.20	790	YES	SB	1	485	660	1.20	790	YES
MAYNADA STREET															
US 1 to Sunset Drive	2LU/NS	NB	1	541	660	1.00	660	YES	NB	1	203	660	1.00	660	YES
		SB	1	284	660	1.00	660	YES	SB	1	504	660	1.00	660	YES
SAN AMARO DRIVE															
Bird Rd to Blue Rd	2LU/LR	NB	1	94	660	1.00	660	YES	NB	1	121	660	1.00	660	YES
		SB	1	168	660	1.00	660	YES	SB	1	52	660	1.00	660	YES
Blue Rd to Miller Rd	2LU/LR	NB	1	1,362	660	1.00	660	NO	NB	1	606	660	1.00	660	YES
		SB	1	456	660	1.00	660	YES	SB	1	979	660	1.00	660	NO
Miller Rd to Levante	3LD/LR	NB	1	807	660	1.00	660	NO	NB	1	572	660	1.00	660	YES
		SB	2	490	1,320	1.00	1,320	YES	SB	2	664	1,320	1.00	1,320	YES
Levante Rd to Ponce	3LD/LR	NB	1	368	660	1.00	660	YES	NB	1	636	660	1.00	660	YES
		SB	2	462	1,320	1.00	1,320	YES	SB	2	488	1,320	1.00	1,320	YES

TABLE 5
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
EXISTING ROADWAY LINK ANALYSIS FOR AM & PM PEAK HOURS

8/5/2008

		AM PEAK HOUR							PM PEAK HOUR						
LOCATION	ROAD TYPE [1]	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	MEETS ADOPTED LOS STD	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	MEETS ADOPTED LOS STD
RED ROAD															
Bird Road to Blue Road	2LU/SR3	NB	1	633	810	1.20	970	YES	NB	1	569	810	1.20	970	YES
		SB	1	551	810	1.20	970	YES	SB	1	653	810	1.20	970	YES
Blue Road to Miller Road	2LU/SR3	NB	1	683	810	1.20	970	YES	NB	1	604	810	1.20	970	YES
		SB	1	551	810	1.20	970	YES	SB	1	694	810	1.20	970	YES
Miller Rd to Brescia Ave	2LU/SR3	NB	1	757	810	1.20	970	YES	NB	1	745	810	1.20	970	YES
		SB	1	765	810	1.20	970	YES	SB	1	768	810	1.20	970	YES
Brescia Ave to Ponce	4LU/SR3	NB	2	750	1,720	1.20	2,060	YES	NB	2	1,348	1,720	1.20	2,060	YES
		SB	2	1,240	1,720	1.20	2,060	YES	SB	2	1,004	1,720	1.20	2,060	YES
Ponce to US-1	4LU/SR3	NB	2	867	1,720	1.20	2,060	YES	NB	2	701	1,720	1.00	1,720	YES
		SB	2	637	1,720	1.20	2,060	YES	SB	2	811	1,720	1.00	1,720	YES
US 1 to Sunset Drive	4LU/CC	NB	2	761	1,720	1.00	1,720	YES	NB	2	551	1,720	1.00	1,720	YES
		SB	2	564	1,720	1.00	1,720	YES	SB	2	951	1,720	1.00	1,720	YES
UNIVERSITY DRIVE															
Bird Road to Blue Road	2LU/NS	NB	1	238	660	1.00	660	YES	NB	1	124	660	1.00	660	YES
		SB	1	153	660	1.00	660	YES	SB	1	211	660	1.00	660	YES
Blue Road to Pisano Ave	2LU/NS	NB	1	273	660	1.00	660	YES	NB	1	183	660	1.00	660	YES
		SB	1	205	660	1.00	660	YES	SB	1	281	660	1.00	660	YES
RIVIERA DRIVE															
Bird Road to Blue Road	2LU/NS	NB	1	526	660	1.00	660	YES	NB	1	192	660	1.00	660	YES
		SB	1	127	660	1.00	660	YES	SB	1	553	660	1.00	660	YES
Blue Road to Ponce	2LU/NS	NB	1	306	660	1.00	660	YES	NB	1	224	660	1.00	660	YES
		SB	1	407	660	1.00	660	YES	SB	1	292	660	1.00	660	YES
US-1 to LeJeune Road	2LU/NS	NB	1	333	660	1.00	660	YES	NB	1	202	660	1.00	660	YES
		SB	1	246	660	1.00	660	YES	SB	1	278	660	1.00	660	YES
ALHMABRA CIRCLE															
Bird Road to Blue Road	2LU/NS	NB	1	262	660	1.00	660	YES	NB	1	162	660	1.00	660	YES
		SB	1	216	660	1.00	660	YES	SB	1	244	660	1.00	660	YES
Blue Road to Miller Road	2LU/NS	NB	1	235	660	1.00	660	YES	NB	1	154	660	1.00	660	YES
		SB	1	188	660	1.00	660	YES	SB	1	213	660	1.00	660	YES
S. ALHMABRA CIRCLE															
US-1 to Nervia Street	2LU/NS	NB	1	273	660	1.00	660	YES	NB	1	244	660	1.00	660	YES
		SB	1	196	660	1.00	660	YES	SB	1	238	660	1.00	660	YES
Nervia Street to Sunset Dr.	2LU/NS	EB	1	172	660	1.00	660	YES	NB	1	118	660	1.00	660	YES
		WB	1	101	660	1.00	660	YES	SB	1	111	660	1.00	660	YES
CAMPO SANO															
San Amaro to Pisano	2LU/NS	EB	1	792	660	1.00	660	NO	NB	1	386	660	1.00	660	YES
		WB	1	191	660	1.00	660	YES	SB	1	795	660	1.00	660	NO
PISANO ANEVUE															
Campo Sano to University	2LU/NS	EB	1	287	660	1.00	660	YES	NB	1	322	660	1.00	660	YES
		WB	1	285	660	1.00	660	YES	SB	1	380	660	1.00	660	YES
BRESCIA AVENUE															
San Amaro to Red Road	2LU/NS	EB	1	349	660	1.00	660	YES	NB	1	79	660	1.00	660	YES
		WB	1	42	660	1.00	660	YES	SB	1	362	660	1.00	660	YES
LEVANTE AVENUE															
San Amaro to Red Road	2LU/NS	EB	1	202	660	1.00	660	YES	NB	1	36	660	1.00	660	YES
		WB	1	88	660	1.00	660	YES	SB	1	382	660	1.00	660	YES
HARDEE ROAD															
US-1 to Granada Blvd	2LU/NS	EB	1	590	660	1.00	660	YES	NB	1	457	660	1.00	660	YES
		WB	1	295	660	1.00	660	YES	SB	1	493	660	1.00	660	YES
Granada Blvd to LeJeune	2LU/NS	EB	1	813	660	1.00	660	NO	NB	1	498	660	1.00	660	YES
		WB	1	375	660	1.00	660	YES	SB	1	403	660	1.00	660	YES
NERVIA STREET															
S. Alhambra to Sunset Dr.	2LU/NS	NB	1	195	660	1.00	660	YES	NB	1	121	660	1.00	660	YES
		SB	1	134	660	1.00	660	YES	SB	1	165	660	1.00	660	YES

NOTES:
[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] 2007 link volumes are based on peak hour intersection turning movement counts performed during the peak season.
[3] Counts were collected during the peak month of March ad therefore no seasonal adjustment was necessary.
[4] The maximum service volume (MSV at LOS E) and the maximum allowable volumes (MAV) are consistent with the City's Comprehensive Plan.

3.9 Existing Intersection Levels of Service

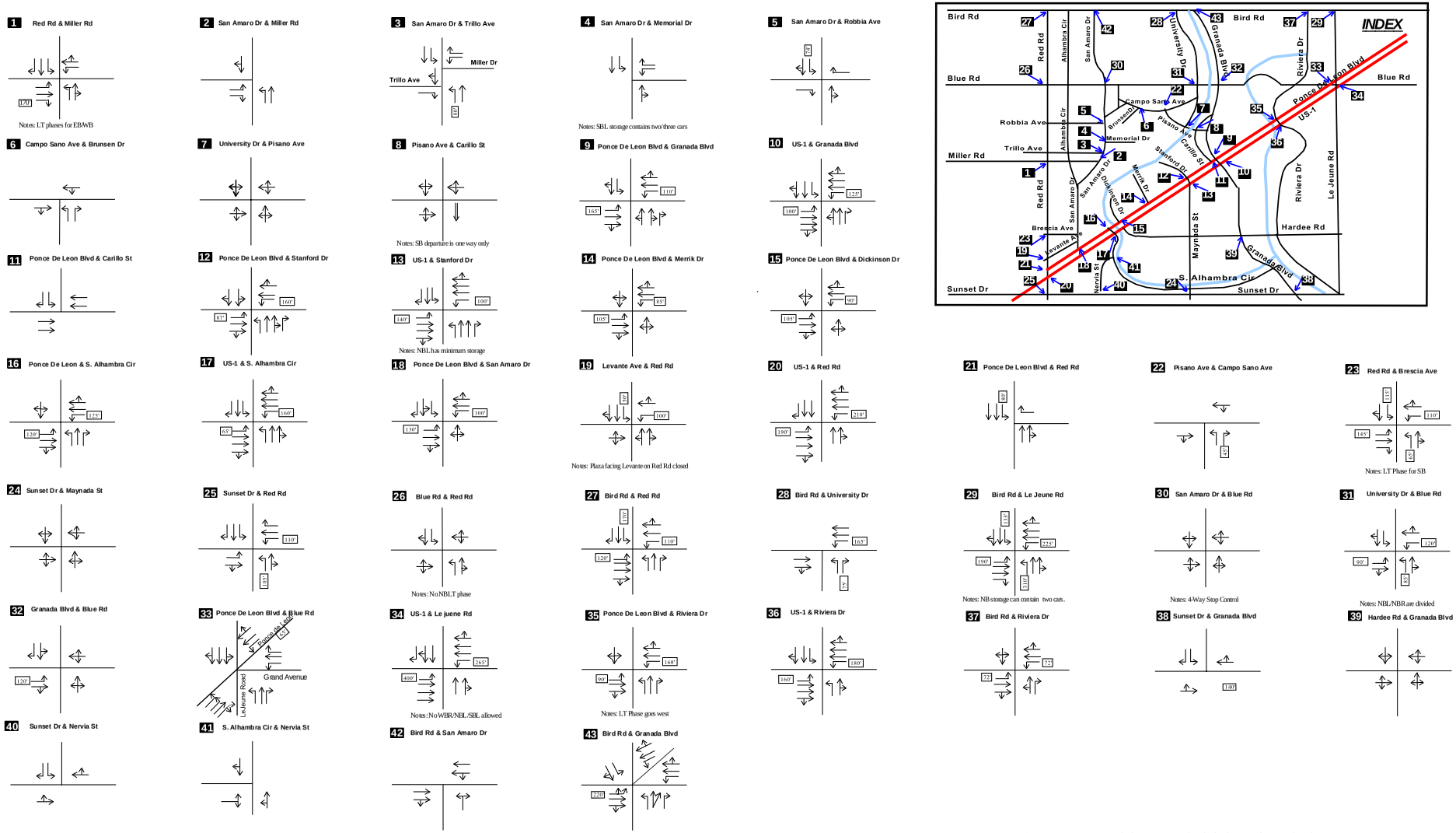
Operational analysis was performed for all 43 intersections identified in Exhibit 4 of the MLOU and depicted in Figure 5. The analysis for the two 5-leg intersections was performed separately. Intersection numbering system provided in Exhibit 5 of the MLOU was maintained throughout the UMRTS document. The analysis was performed for each phase of the UMCAD Development and for both the AM and PM peak hours. The existing conditions analysis was performed using the highway capacity manual (HCM) module of SYNCHRO. The intersection layouts are illustrated in Figure 7. The existing peak season turning volumes for the AM and PM peak hours are shown in Figure 8. Tables 6 and 7 provide a summary of intersection turning movement volumes and operating LOS for the existing AM and PM peak hour conditions. The SYNCHRO outputs of the intersection analysis for existing conditions are provided in Attachment 10.

During the AM peak hour, the following three (3) intersections operated at LOS F:

1. San Amaro Drive and Trillo Avenue (#3)
2. Blue Road and San Amaro Drive (#30)
3. Granada Blvd and Hardee Road (#39).

During the PM peak hour, the following six (5) intersections operated at LOS F:

1. San Amaro Drive and Trillo Avenue (#3)
2. Ponce de Leon Blvd and Merrick Street (#14)
3. Ponce de Leon Blvd and Dickinson Drive (#15)
4. Red Road and Ponce de Leon Blvd (#21)
5. Granada Blvd and Hardee Road (#39)

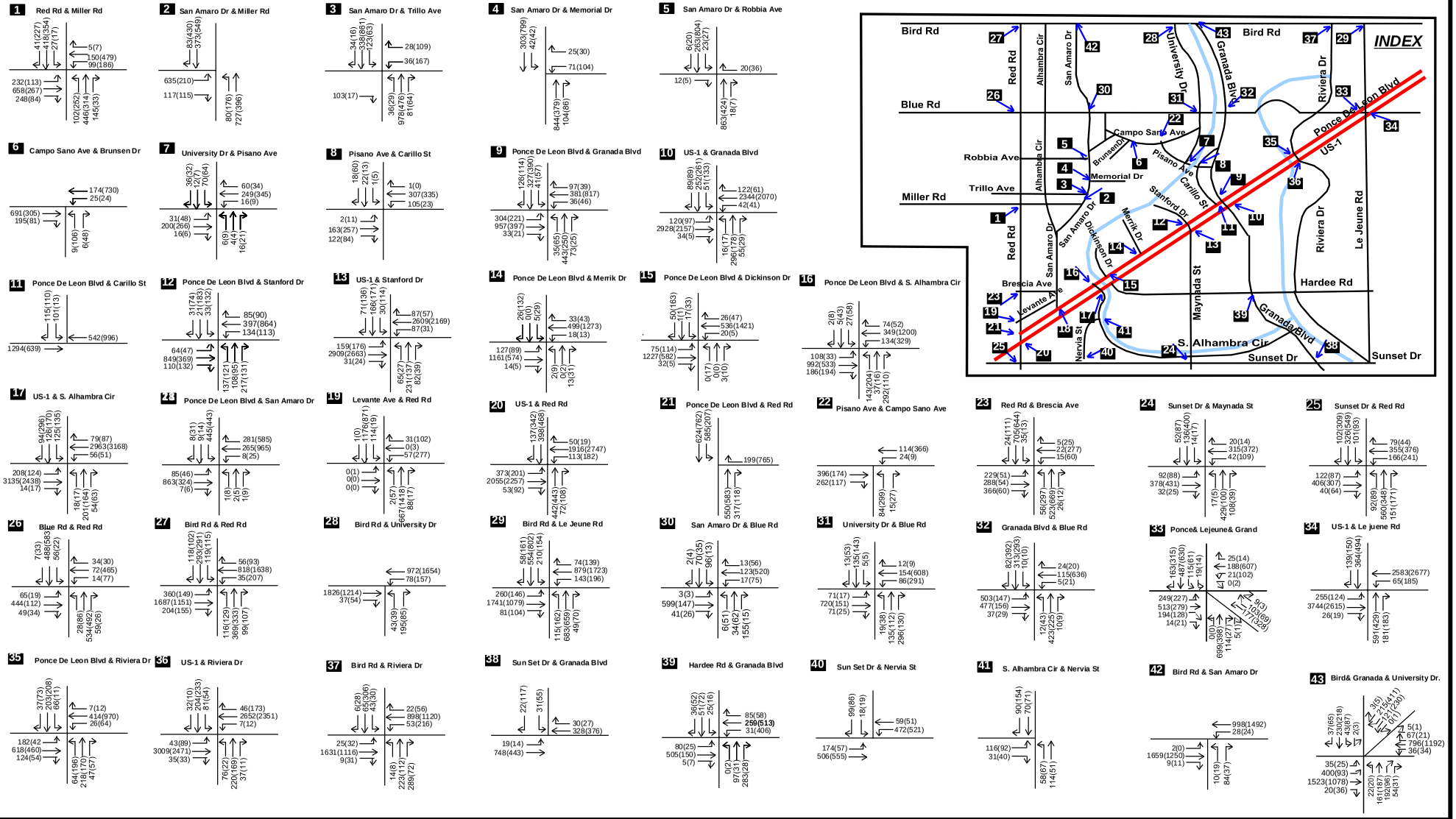


UNIVERSITY OF MIAMI
REGIONAL TRAFFIC STUDY

LEGEND

- Intersection Number
- Storage Length (Feet)
- Intersection Turning Movements

UNIVERSITY OF MIAMI - CORAL GABLES CAMPUS
Regional Transportation Impacts
Intersections Geometry
Figure 7



UNIVERSITY OF MIAMI
REGIONAL TRAFFIC STUDY

LEGEND
XXX(XXX)
PM Peak Hours
AM Peak Hours

xx Intersection Number

Existing (2007) AM & PM Peak Hour Intersection Turning Movement Counts

FIGURE 8

TABLE 6
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
EXISTING YEAR 2007 INTERSECTION TURNING VOLUMES - AM PEAK HOUR

8/5/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	102	446	145	27	418	41	232	658	248	99	150	5	**2571**	YES	D
2	SAN AMARO/MILLER	80	727	0	0	373	83	635	0	117	0	0	0	**2015**	YES	C
3	SAN AMARO/TRILLO	36	978	81	123	338	34	0	0	103	36	0	28	**1757**	NO	F
4	SAN AMARO/MEMORIAL	0	844	104	42	303	0	0	0	0	71	0	25	**1389**	NO	E
5	SAN AMARO/ROBBIA	0	863	18	23	263	6	0	0	12	0	0	20	**1205**	NO	C
6	CAMPO SANO/BRUNSON	9	0	10	0	0	0	0	691	195	25	174	0	**1104**	NO	C
7	PISANO/UNIVERSITY	6	4	16	70	12	36	31	200	20	20	249	60	**724**	NO	B
8	PISANO/CARILLO	0	0	0	1	22	18	2	163	122	105	307	1	**741**	NO	C
9	PONCE/GRANADA	35	443	73	41	327	126	304	957	33	36	381	97	**2853**	YES	B
10	US-1/GRANADA	16	296	55	51	252	89	120	2928	34	42	2344	122	**6349**	YES	B
11	PONCE/CARILLO	0	0	0	101	0	115	0	1294	0	0	542	0	**2052**	NO	C
12	PONCE/STANFORD	137	108	217	33	21	31	64	849	110	134	397	85	**2186**	YES	B
13	US-1/STANFORD	65	231	82	30	166	71	159	2909	31	87	2609	87	**6527**	YES	C
14	PONCE/MERRICK	2	0	13	5	0	26	127	1161	14	18	499	33	**1898**	NO	C
15	PONCE/DICKINSON	0	0	3	17	1	50	75	1227	32	20	536	26	**1987**	NO	C
16	PONCE/S.ALHAMBRA	143	37	292	27	5	2	108	992	186	134	349	74	**2349**	YES	B
17	US-1/S.ALHAMBRA	18	201	54	125	126	94	208	3135	14	56	2963	79	**7073**	YES	C
18	PONCE/SAN AMARO	1	2	1	445	9	8	85	863	7	8	265	281	**1975**	YES	B
19	RED/LEVANTE	2	667	88	114	1176	1	0	0	0	57	0	31	**2136**	YES	A
20	RED/US-1	0	442	72	0	398	137	373	2055	53	113	1916	50	**5609**	YES	C
21	RED/PONCE	0	550	317	585	624	31	0	0	13	0	0	199	**2319**	NO	B
22	CAMPO SANO/PISANO	84	0	15	0	0	0	0	396	262	24	114	0	**895**	NO	C
23	RED/BRESCIA	56	523	26	35	705	24	229	288	366	15	22	5	**2294**	YES	C
24	SUNSET/MAYNADA	17	429	108	14	136	52	92	378	32	42	315	20	**1635**	YES	C
25	RED/SUNSET	92	560	151	101	326	102	122	406	40	166	355	79	**2500**	YES	D
26	RED/BLUE	28	534	59	56	488	7	65	444	49	14	72	34	**1850**	YES	C
27	RED/BIRD	116	369	99	119	293	118	360	1687	204	35	818	56	**4274**	YES	C
28	BIRD/UNIVERSITY	43	0	195	0	0	0	0	1826	37	78	972	0	**3151**	YES	A
29	BIRD/LEJEUNE	115	683	49	210	554	58	260	1741	81	143	879	74	**4847**	YES	D
30	BLUE/SAN AMARO	6	34	155	96	70	2	3	599	41	17	123	13	**1159**	NO	E
31	BLUE/UNIVERSITY	19	135	296	5	135	13	71	720	71	86	154	12	**1717**	YES	C
32	BLUE/GRANADA	13	423	10	10	313	82	503	477	37	5	115	24	**2012**	YES	B
33	BIRD RD/GRANADA BLVD	22	161	54	43	230	37	35	1523	20	36	796	67	**3024**	YES	E
34	US-1/LE JEUNE RD	0	591	181	0	364	139	255	3744	26	65	2583	0	**7948**	YES	E
35	PONCE/RIVIERA DR	64	218	47	66	203	37	182	618	124	26	414	7	**2006**	YES	B
36	US1/RIVIERA DR	76	220	37	81	204	32	43	3009	35	7	2652	46	**6442**	YES	B
37	BIRD RD/RIVIERA DR	14	223	289	43	65	6	25	1631	9	53	898	22	**3278**	YES	B
38	SUNSET RD/GRANADA	0	0	0	31	0	22	19	748	0	0	328	30	**1178**	NO	C
39	GRANADA/HARDEE RD	0	97	283	25	51	36	80	505	5	31	259	85	**1457**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	18	0	99	174	506	0	0	472	59	**1328**	NO	C
41	S. ALHAMBRA CR/NERVIA	58	114	0	0	70	90	116	0	31	0	0	0	**479**	NO	A
42	BIRD RD/SAN AMARO DR	10	0	84	0	0	0	0	1659	9	28	998	0	**2788**	NO	D
43	BIRD RD/GRANADA BLVD	25	179	56	38	214	41	378	1541	15	44	800	80	**3411**	YES	E

NOTE [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 7
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
EXISTING YEAR 2007 INTERSECTION TURNING VOLUMES - PM PEAK HOUR

8/5/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	252	314	33	17	354	227	113	267	84	186	479	7	**2333**	YES	D
2	SAN AMARO/MILLER	176	396	0	0	549	430	210	0	115	0	0	0	**1876**	YES	B
3	SAN AMARO/TRILLO	29	476	64	63	861	16	0	0	17	167	0	109	**1802**	NO	F
4	SAN AMARO/MEMORIAL	0	379	86	42	799	0	0	0	0	104	0	30	**1440**	NO	D
5	SAN AMARO/ROBBIA	0	424	7	27	804	20	0	0	5	0	0	36	**1323**	NO	C
6	CAMPO SANO/BRUNSON	106	0	48	0	0	0	0	305	81	24	730	0	**1294**	NO	D
7	PISANO/UNIVERSITY	20	4	21	64	7	32	48	266	20	9	345	34	**870**	NO	B
8	PISANO/CARILLO	0	0	0	5	13	60	11	257	84	23	335	0	**788**	NO	B
9	PONCE/GRANADA	65	250	25	57	390	114	221	397	21	46	817	39	**2442**	YES	C
10	US-1/GRANADA	17	178	29	133	261	89	97	2157	5	41	2070	61	**5138**	YES	B
11	PONCE/CARILLO	0	0	0	13	0	110	0	639	0	0	996	0	**1758**	NO	B
12	PONCE/STANFORD	121	95	131	132	183	74	47	369	132	113	864	90	**2351**	YES	B
13	US-1/STANFORD	27	137	39	114	171	136	176	2663	24	31	2169	57	**5744**	YES	B
14	PONCE/MERRICK	9	2	31	29	0	132	89	574	5	13	1273	43	**2200**	NO	F
15	PONCE/DICKINSON	17	0	10	33	1	163	114	582	5	5	1421	47	**2398**	NO	F
16	PONCE/S.ALHAMBRA	204	16	110	58	43	8	33	533	194	329	1200	52	**2780**	YES	C
17	US-1/S.ALHAMBRA	17	164	63	135	170	296	124	2438	17	51	3168	87	**6730**	YES	C
18	PONCE/SAN AMARO	8	5	9	443	14	31	46	324	6	25	965	585	**2461**	YES	B
19	RED/LEVANTE	57	1418	17	19	871	0	1	0	0	277	3	102	**2765**	YES	B
20	RED/US-1	0	443	108	0	468	342	201	2257	92	182	2747	19	**6859**	YES	C
21	RED/PONCE	0	583	118	207	762	35	0	0	9	0	0	765	**2479**	NO	F
22	CAMPO SANO/PISANO	299	0	27	0	0	0	0	174	117	9	366	0	**992**	NO	D
23	RED/BRESCIA	297	669	12	13	644	111	51	54	60	60	277	25	**2273**	YES	D
24	SUNSET/MAYNADA	5	100	39	17	400	87	88	431	25	109	372	14	**1687**	YES	C
25	RED/SUNSET	89	348	171	93	549	309	87	307	64	241	376	44	**2678**	YES	D
26	RED/BLUE	86	492	26	22	583	33	19	112	34	77	465	30	**1979**	YES	C
27	RED/BIRD	129	333	107	115	291	102	149	1151	155	207	1638	93	**4470**	YES	D
28	BIRD/UNIVERSITY	39	0	85	0	0	0	0	1214	54	157	1654	0	**3203**	YES	A
29	BIRD/LEJEUNE	162	659	70	154	802	161	146	1079	104	196	1723	139	**5395**	YES	D
30	BLUE/SAN AMARO	51	62	15	13	35	4	3	147	26	75	520	56	**1007**	NO	D
31	BLUE/UNIVERSITY	38	112	130	5	143	53	17	151	25	291	608	9	**1582**	YES	B
32	BLUE/GRANADA	43	225	9	10	293	392	147	156	29	21	636	20	**1981**	YES	C
33	BIRD RD/GRANADA BLVD	20	187	31	87	218	65	25	1078	36	34	1192	21	**2994**	YES	0
34	US-1/LE JEUNE RD	0	429	183	0	494	150	124	2615	19	185	2677	0	**6876**	YES	D
35	PONCE/RIVIERA	196	170	57	11	208	73	42	460	54	64	970	12	**2317**	YES	B
36	US1/RIVIERA DR	22	169	11	54	233	10	89	2471	33	12	2351	173	**5628**	YES	B
37	BIRD RD/RIVIERA DR	8	112	72	30	306	28	32	1116	31	216	1120	56	**3127**	YES	C
38	SUNSET RD/GRANADA	0	0	0	55	0	117	14	443	0	0	376	27	**1032**	NO	B
39	GRANADA/HARDEE RD	2	31	28	16	72	52	25	150	7	406	513	58	**1360**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	19	0	86	57	555	0	0	521	51	**1289**	NO	C
41	S. ALHAMBRA CR/NERVIA	67	51	0	2	71	154	92	0	40	0	0	0	**477**	NO	A
42	BIRD RD/SAN AMARO DR	19	0	37	0	0	0	0	1250	11	24	1492	0	**2833**	NO	D
43	BIRD RD/GRANADA BLVD	20	96	31	90	218	65	93	1078	36	34	1192	22	**2975**	YES	B

NOTE [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

4. FUTURE TRAFFIC CONDITIONS

4.1 Historical Growth

A regional growth rate was calculated using the annual average daily traffic (AADT) volumes from the past five years for FDOT traffic count data and Miami-Dade count stations located within the Study Area. The FDOT count stations resulted in a negative regional annual growth rate of -2.3% as depicted in Table 8. The Miami-Dade traffic count data resulted in a negative regional annual growth rate of -0.28% as depicted in Table 9. Per MLOU agreement, a minimum growth rate of 0.5% was used in the analysis for the first phase of development.

4.2 Model Derived Growth

A model derived regional growth rate for the study area was estimated by comparing traffic volumes from the 2000 Validated and 2030 Cost Feasible FSUTMS models. Minor adjustments to these models were performed such as adding the missing turn prohibitor at Ponce de Leon Blvd and Red Road. The calculated model-derived regional growth rate was 0.42% per year as depicted in Table 10.

Since both the historical and model-derived growth rates are less than 0.5% per year, a conservative background regional growth rate of 0.5% was assumed for all phases of the analysis. This corresponds to a traffic increase of about 10% between 2007 and 2025, which is a significant increase in background traffic considering the buildout of the area and the congestion experienced on major roadways and intersections.

A technical memorandum was prepared to address the various traffic growth rates calculations. It is provided in Attachment 5.

4.3 Committed Developments

The lists of committed developments were obtained from the City of Coral Gables, the City of Miami, and the City of South Miami. Committed developments located within a 2 mile distance from the edge of campus and generating peak hour trips in excess of 300 trips were included in the analysis. For projects located within a mile from campus, the trip threshold was lowered to 100 peak hour trips.

The daily, AM and PM peak hour external trips generated by each committed development using ITE 7th Edition trip rates are shown in Table 11. We were informed that the Byblos project from the list was abandoned. The technical document dealing with committed developments is provided in Attachment 6.

4.4 Programmed Roadway Improvements

The City's Traffic Improvement Program ("City TIP") includes predominantly road resurfacing and curb and drainage improvements. No significant roadway improvements are planned within the Study Area. Additional roadway improvements are related to development order commitments by projects such as Village of Merrick Park, Red Commons, Alhambra Grand Plaza, Starwood, Andalusia and others. All these improvements except for the Village of Merrick Park and Red Commons are in the vicinity of these developments outside the Study Area but within the expanded traffic impact area. Most of the Village of Merrick Park recommended improvements (MPO Project No. PS000004) have been implemented.

TABLE 8
UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY
REGIONAL GROWTH BASED ON HISTORICAL FDOT TRAFFIC COUNTS

06-Mar-08

ROADWAY	STATION NUMBER	AADT 2002	AADT 2003	AADT 2004	AADT 2005	AADT 2006	COMP. GROWTH RATE 2002-2006
RED ROAD							
N. OF US-1	FDOT-34	22,500	22,000	20,400	20,500	22,500	0.00%
S. OF BIRD [1]	FDOT-2552	18,700	19,300	19,900	18,700	17,000	-2.35%
S. OF CORAL WAY	FDOT-35	17,400	16,900	17,500	17,800	16,800	-0.87%
LEJEUNE ROAD							
N. OF PONCE DE LEON	FDOT-1053	25,500	25,500	28,000	29,000	27,000	1.44%
S. OF CORAL WAY	FDOT-24	39,000	37,500	41,000	48,000	34,000	-3.37%
BIRD ROAD							
E. OF RED ROAD	FDOT-1049	50,000	41,500	49,000	49,000	50,500	0.25%
W. OF RED ROAD	FDOT-80	53,500	49,500	51,500	55,500	38,500	-7.90%
W. OF LEJEUNE RD	FDOT-1048	45,000	40,000	43,500	51,000	41,500	-2.00%
E. OF LEJEUNE RD	FDOT-82	44,500	42,000	42,500	39,000	38,000	-3.87%
SUNSET DRIVE							
W. OF US-1	FDOT-70	33,000	27,000	31,000	29,500	30,000	-2.35%
US-1							
S. OF RED ROAD	FDOT-127	84,000	89,000	92,500	81,000	79,000	-1.52%
S. OF GRANADA BLVD	FDOT-178	91,000	93,000	86,343	85,550	86,325	-1.31%
S. OF GRAND AVENUE	FDOT-521	89,500	84,000	93,500	80,000	78,000	-3.38%
TOTAL VOL & AVG GROWTH RATE		**613,600**	**587,200**	**616,643**	**604,550**	**559,125**	**-2.30%**

TABLE 9
UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY
REGIONAL GROWTH BASED ON HISTORICAL COUNTY COUNTS

06-Mar-08

ROADWAY	COUNTY COUNT STATION NUMBER	SEASONAL FACTOR ADJUST.	YEAR 2002	YEAR 2003	YEAR 2004	YEAR 2005	YEAR 2006	COMP. GROWTH RATE 2002-2006
SR 27 - INGRAHAM HWY								
EAST OF 42 AVE	**194**	**COUNT**	***20,349***	20,349	17,948	21,203	18,514	
		S.F.	**1.01**	**1.01**	**1.01**	**0.99**	**0.99**	
		DATE		**9/16/03**	**6/3/04**	**12/12/05**	**11/29/06**	
		AADT	**20,552**	**20,552**	**18,127**	**20,991**	**18,329**	**-2.82%**
SW 42 AVENUE								
SOUTH OF US-1	**218**	**COUNT**	17,518	***18,979***	***18,979***	20,439	17,111	
		S.F.	**0.99**	**0.99**	**0.99**	**0.99**	**0.99**	
		DATE	**10/8/02**			**12/13/05**	**10/11/06**	
		AADT	**17,343**	**18,789**	**18,789**	**20,235**	**16,940**	**-0.59%**
MILLER ROAD								
WEST OF RED ROAD	**260**	**COUNT**	22,933	24,391	22,919	20,056	20,173	
		S.F.	**1.00**	**0.99**	**0.99**	**1.00**	**1.01**	
		DATE	**4/30/02**	**2/11/03**	**4/7/04**	**5/10/05**	**9/20/06**	
		AADT	**22,933**	**24,147**	**22,690**	**20,056**	**20,375**	**-2.91%**
PONCE DE LEON BLVD								
NORTH OF BIRD DRIVE	**624**	**COUNT**	17,852	18,671	19,952	20,296	19,474	
		S.F.	**1.00**	**1.01**	**1.01**	**0.99**	**1.00**	
		DATE	**4/30/02**	**9/15/03**	**5/27/04**	**12/13/05**	**10/5/06**	
		AADT	**17,852**	**18,858**	**20,152**	**20,093**	**19,474**	**2.20%**
RED ROAD								
SOUTH OF BIRD ROAD	**632**	**COUNT**	19,627	***21,301***	22,975	22,615	19,804	
		S.F.	**0.99**	**1.00**	**1.01**	**0.99**	**1.00**	
		DATE	**10/15/02**		**6/9/04**	**1/04/06**	**9/27/06**	
		AADT	**19,431**	**21,301**	**23,205**	**22,389**	**19,804**	**0.48%**
NORTH OF SUNSET DR	**634**	**COUNT**	22,666	21,687	22,406	23,203	21,914	
		S.F.	**1.00**	**0.99**	**1.01**	**0.99**	**1.00**	
		DATE	**5/2/02**	**2/11/03**	**6/9/04**	**12/13/05**	**9/27/06**	
		AADT	**22,666**	**21,470**	**22,630**	**22,971**	**21,914**	**-0.84%**
SUNSET DRIVE								
WEST OF COCOPLUM	**656**	**COUNT**	12,522	12,907	12,217	13,076	15,147	
		S.F.	**1.00**	**0.99**	**1.01**	**0.99**	**0.99**	
		DATE	**4/30/02**	**10/14/03**	**6/1/04**	**12/14/05**	**11/16/06**	
		AADT	**12,522**	**12,778**	**12,339**	**12,945**	**14,996**	**4.61%**
TOTAL VOL & AVG GROWTH RATE			**133,299**	**137,895**	**137,932**	**139,680**	**131,832**	**-0.28%**

NOTE:
[1] Italic and red values are an estimated average count.
[2] Seasonal factors were obtained from the 2006 Traffic Data CD Rom

TABLE 10
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
MODEL DERIVED REGIONAL GROWTH RATE USING MUATS 2000 AND 2030 MODELS

3/6/2008

ROAD SEGMENT	ROADWAY NUMBER OF LANES	2000 FSUTMS VOLUMES [1]	2030 FSUTMS VOLUMES [2]	ANNUAL GROWTH RATES [3]
US 1				
DOUGLAS RD TO LEJEUNE RD	6LD	69974	72589	0.12%
LEJEUNE RD RD TO GRANADA BLVD	6LD	62308	77374	0.72%
GRANADA BLVD TO RED ROAD	6LD	66485	75618	0.43%
RED ROAD				
BIRD ROAD TO BRESCIA AVE	2LU	16586	18881	0.43%
BRESCIA AVE TO US-1	4LU	26740	31527	0.55%
US-1 TO SUNSET DRIVE	4LU	33377	39357	0.55%
MILLER ROAD				
SAN AMARO DR TO RED ROAD	2LU	23600	26209	0.35%
WEST OF RED ROAD	2LU	19952	26340	0.93%
SUNSET DRIVE				
CARTEGENA CIRCLE TO MAYNADA	2LU	13343	17230	0.86%
MAYNADA TO RED ROAD	2LU	15733	18184	0.48%
PONCE DE LEON				
BIRD ROAD TO LEJEUNE ROAD	4LD	32455	45453	1.13%
LEJEUNE ROAD TO STANFORD DR	4LD	61298	60243	-0.06%
STANFORD DR TO RED ROAD	4LD	55934	54608	-0.08%
BIRD ROAD				
PONCE TO LEJEUNE RD	4LU	46081	47328	0.09%
LEJEUNE ROAD TO GRANADA BLVD	4LU	62049	67089	0.26%
GRANADA BLVD TO RED ROAD	4LU	55151	61596	0.37%
LEJEUNE ROAD				
CARTEGENA CIRCLE TO US-1	2LU	20456	25443	0.73%
US-1 TO BIRD ROAD	4LU	33180	43778	0.93%
GRANADA BLVD				
BIRD ROAD TO US-1	2LU	23316	22590	-0.11%
US-1 TO SUNSET DRIVE	2LU	12418	17553	1.16%
MAYNADA STREET				
US-1 TO SUNSET DRIVE	2LU	15977	17635	0.33%
ALHAMBRA CIRCLE / SAN AMARO DRIVE				
BIRD ROAD TO MILLER ROAD	2LU	10205	12220	0.60%
MILLER ROAD TO PONCE DE LEON	3LU	9424	11535	0.68%
TOTAL		**786042**	**890380**	**0.42%**

NOTES:

[1] THE ADJUSTMENTS TO THE VALIDATED 2000 MODEL ARE THE FOLLOWING:
- ADD TURN PROHIBITORS AT RED ROAD AND PONCE DE LEON BLVD

[2] THE ADJUSTMENTS TO THE COST FEASIBLE 2030 MODEL ARE THE FOLLOWING:
- ADD TURN PROHIBITORS AT RED ROAD AND PONCE DE LEON BLVD
- ADJUST ZONAL DATA TO INCLUDE AT A MINIMUM ALL USES OF ALL COMMITTED DEVELOPMENTS
- KEPT SAME ZONAL DATA FOR UM BECAUSE BACKGROUND GROWTH RATE SHOULD NOT INCLUDE NEW CAMPUS TRIPS

TABLE 11
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS TRIP GENERATION

3/6/2008

LAND USE	TAZ	UNITS	ITE LAND USE CODE	DAILY TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	DAILY TRIPS: GROSS DAILY TRIPS	DAILY TRIPS: PASS BY %	DAILY TRIPS: NET DAILY TRIPS	AM PEAK HOUR TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	AM IN %	AM IN TRIPS	AM OUT %	AM OUT TRIPS	AM PEAK TRIPS	AM PASS BY %	AM NET AM PK TRIPS	PM PEAK HOUR TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	PM IN %	PM IN TRIPS	PM OUT %	PM OUT TRIPS	PM PEAK TRIPS	PM PASS BY %	PM NET PM PK TRIPS
I. CORAL GABLES																							
1. MERRICK PLACE	1081																						
HIGH RISE		127 UNITS	222	Ln(T) = 0.83 Ln(X) + 2.50	679	0%	679	Ln(T) = 0.99 Ln(X) - 1.14	25%	10	75%	29	39	0%	39	T = 0.32 (X) + 12.30	61%	32	39%	21	53	0%	53
RETAIL		32,072 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	3243	25%	2432	Ln(T) = 0.60 Ln(X) + 2.29	61%	48	39%	31	79	25%	59	Ln(T) = 0.66 Ln(X) + 3.40	48%	142	52%	154	296	25%	222
NET EXTERNAL							**3111**		**47%**	**46**	**53%**	**52**			**98**		**51%**	**139**	**49%**	**137**			**275**
2. MERRICK VIEW																							
RETAIL	1080	100,000 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	6791	25%	5093	Ln(T) = 0.60 Ln(X) + 2.29	61%	96	39%	61	157	25%	118	Ln(T) = 0.66 Ln(X) + 3.40	48%	300	52%	326	626	25%	470
3. US1 OFFICE BLDG																							
(ROSARO & RIVIERA)	1083																						
OFFICE		61,751 SF	710	Ln(T) = 0.77 Ln(X) + 3.65	920	10%	828	Ln(T) = 0.80 Ln(X) + 1.55	88%	113	12%	15	128	10%	115	T = 1.12 (X) + 78.81	17%	25	83%	123	148	10%	133
4. 1430 S. DIXIE																							
RETAIL	1086	80,000 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	5874	25%	4406	Ln(T) = 0.60 Ln(X) + 2.29	61%	84	39%	53	137	25%	103	Ln(T) = 0.66 Ln(X) + 3.40	48%	259	52%	281	540	25%	405
5. SAN REMO PLAZA																							
RETAIL	1086	205,866 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	10858	25%	8144	Ln(T) = 0.60 Ln(X) + 2.29	61%	147	39%	94	241	25%	181	Ln(T) = 0.66 Ln(X) + 3.40	48%	484	52%	524	1008	25%	756
6. ST PHILLIP'S SCHOOL																							
SCHOOL	1064	110,000 SF		N/A				T = 3.54 (X)	63%	245	45%	144	389	25%	292	T = 5.5 (X)	28%	169	72%	436	605	25%	454
II. SOUTH MIAMI																							
1. RED ROAD COMMONS	1098																						
TRAFFIC STUDY										89		113			202			113		89			202
III. CITY OF MIAMI																							
1. 3760 BIRD ROAD	1067																						
OFFICE		319,607 SF	710	Ln(T) = 0.77 Ln(X) + 3.65	3264	10%	2938	Ln(T) = 0.80 Ln(X) + 1.55	88%	418	12%	57	475	10%	428	T = 1.12 (X) + 78.81	17%	74	83%	363	437	10%	393
RETAIL		23,283 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	2633	25%	1975	Ln(T) = 0.60 Ln(X) + 2.29	61%	40	39%	25	65	25%	49	Ln(T) = 0.66 Ln(X) + 3.40	48%	115	52%	124	239	25%	179
NET EXTERNAL							**4913**		**85%**	**406**	**15%**	**70**			**477**		**27%**	**153**	**73%**	**420**			**572**
2. MIAMI GREEN																							
OFFICE	1080	100,282 SF	710	Ln(T) = 0.77 Ln(X) + 3.65	1337		1337	Ln(T) = 0.80 Ln(X) + 1.55	88%	165	12%	23	188		188	T = 1.12 (X) + 78.81	17%	32	83%	159	191		191
3. VILLAGIO																							
HOME DEPOT	1070	160,450 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	9234	25%	6926	Ln(T) = 0.60 Ln(X) + 2.29	61%	127	39%	81	208	25%	156	Ln(T) = 0.66 Ln(X) + 3.40	48%	410	52%	445	855	25%	641
TOTAL					**44833**		**34758**		**82%**	**1582**	**18%**	**726**	**2106**		**1930**		**53%**	**2155**	**47%**	**3045**	**4998**		**4099**

4.5 Project Trips

The Planned Development facilities were classified as Type 1, Type 2, or a mixed Type 1-2 as depicted in Table 1. To estimate the external trips generated by UMCAD facilities, these buildings were further grouped into 'Academic', 'Housing', 'Parking', Type 1-2 and Type 2 categories.

The 'Academic' space, after accounting for demolition, will increase by about 30% in 2025. In general, there is a strong correlation between the number of faculty and the number of students, and a correlation between staff and both students and building size. Figure 9 shows a relatively stable faculty plus staff population, representing an FTE ratio of about 4 students per faculty plus staff. Furthermore, the University position, as stated in an email, is the following:

> *The University position is that the increase in square footage projected through 2025 will not increase significantly the number of faculty and staff working on campus. The University will develop additional on-campus housing for students, improve and expand activity centers for an increasingly resident population (Wellness Center, Student Activity Center), and improve the quality of classroom, laboratory, and research space. These spaces are not populated in the same way that development for the free market is populated. Private development constructs new buildings with the purpose of filling them with new bodies. When the University constructs new buildings, they will be populated with bodies that already exist on campus.*
>
> *As an example, in the last several years, the University has added space to several schools. Their increase in square footage has not translated to a corresponding increase in faculty or staff. The new Nursing School, opened in 2006, provided new facilities for learning and research. The school's programs moved from a 10,556 square foot building that was demolished, into a new facility comprising 53,414 square feet of new space. Prior to the new building, their employment was (approx.) 25 full-Time, 25 part-time. After construction of the new building, their full-time employees increased to 29, but their part time employees decreased to 14. They were able to improve their space from 211sf/employee to 1,242sf/employee.*
>
> *Recently, the School of Architecture also built the 8,200 square foot Perez Center. This increased the School of Architecture's usable space from 31,500 square feet to 39,708 square feet. Their ratio of square foot per employee increased from 477 sf/employee to 661 sf/employee. We believe that our future development will mirror these trends, and help us to provide more comfortable, state-of-the-art facilities for our students and the faculty.*

Based on the foregoing information, and since the student population is projected to remain relatively constant, the UMRTS analysis initially assumed that the new 'Academic' space will result in a 5% increase in faculty trips and a 20% increase in staff trips considering the academic buildings will be "decompressed" and most cleaning staff trips occur off-peak hours. The resulting weighted combined average is a 15% increase in faculty plus staff trips. However, it was agreed with the City's consultant to use in the UMRTS analysis a more conservative 25% increase in faculty and staff trips to account for the impact of the academic buildings proposed in the UMCAD program.

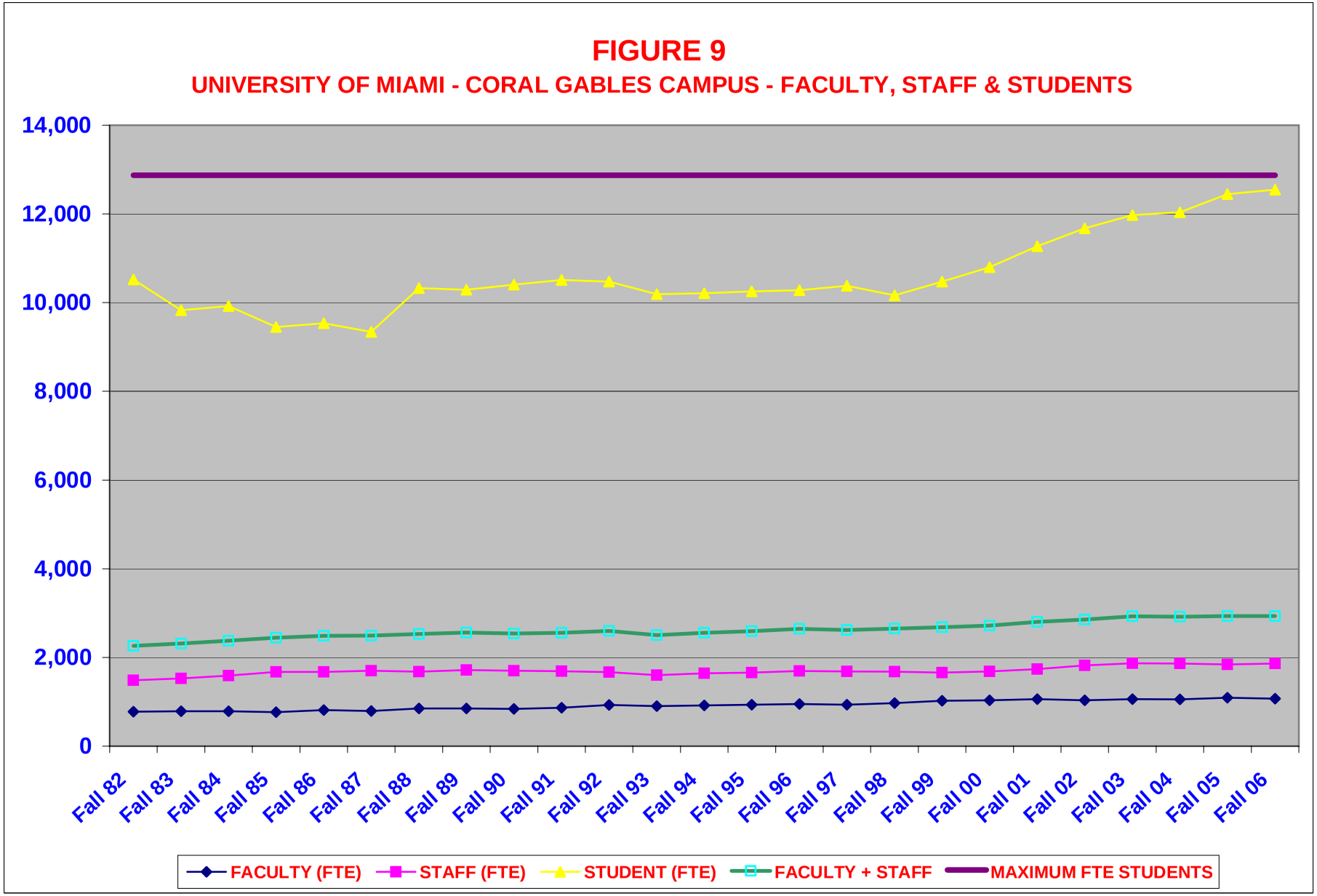


FIGURE 9
UNIVERSITY OF MIAMI - CORAL GABLES CAMPUS - FACULTY, STAFF & STUDENTS
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Fall 82
Fall 83
Fall 84
Fall 85
Fall 86
Fall 87
Fall 88
Fall 89
Fall 90
Fall 91
Fall 92
Fall 93
Fall 94
Fall 95
Fall 96
Fall 97
Fall 98
Fall 99
Fall 00
Fall 01
Fall 02
Fall 03
Fall 04
Fall 05
Fall 06
FACULTY (FTE)
STAFF (FTE)
STUDENT (FTE)
FACULTY + STAFF
MAXIMUM FTE STUDENTS

The new 'Housing' trips are accounted for in the updated residential trip rates. No new trips will be generated by new 'Parking' facilities, however, changes in parking supply and location has an impact on traffic patterns and traffic volumes at University access driveways as discussed in a separate section of this document.

The trips generated by Type 1-2 facilities, representing a net additional space of less than 300,000 SF, and consisting of facilities such as additions to student activity centers, alumni center, Wellness Center, museum, theater, etc, were conservatively estimated as representing 15% of existing student trips. This is equally a conservative assumption because many trips generated by these facilities occur during off-peak hours or on weekends.

Table 1 provides a detailed summary of the AM and PM peak hour trips generated by each category of UMCAD buildings. The daily trips, used for concurrency purposes, were estimated as ten times the average AM and PM peak hour trips, or representing a reasonable K factor of about 10%.

A detailed description of the procedure used to classify UMCAD facility classification into Type 1, Type 2 and Type 1-2 facilities and estimate project trips for each facility type is provided in a technical memorandum included in Attachment 7. The net additional AM and PM peak hour trips generated by Type 1, Type 2 and Type 1-2 facilities for each phase of development, as well as the trip reduction resulting from the increase in the number of students living on Campus are summarized in Table 12.

The NSCDZ is the only Type 2 facility proposed in the UMCAD development plan. It is projected to be constructed in two equal phases in 2020 and 2025. Table 13 provides an estimate of the daily AM and PM peak hour external trips expected to be generated by this facility at buildout using ITE 7th Edition trip rates and appropriate internalization rates.

Without specific information regarding the nature of the retail space provided at the NSCDZ, a worst case condition was considered in the analysis. In case the retail was designed primarily to serve the NSCDZ offices and research facilities, it will have no pass-by trips, however, over 70% of its trips will be internalized within the site reducing an equivalent trip ends from office and research uses. A more conservative assumption that was used in the UMRTS analysis assumed traditional retail space with 10% internalization within the site and 25% pass-by trips applied only to the retail component of the NSCDZ. The traditional retail assumption resulted in higher external trips (7,330 daily, 1097 AM and 854 PM trips used in the RTS versus 5,159 daily, 773 AM and 765 PM trips if retail were assumed to serve primarily (70%) the NSCDZ with no pass-by reductions) and therefore represented a worst case condition.

The net external trips generated by the NSCDZ are presented in Table 13 are therefore based on the assumptions of 25% pass-by of commercial trips, 10% internalization between the NSCDZ mixed uses, and 20% internalization between the NSCDZ and the Campus. No additional trip reduction was applied to account for the high-quality transit service provided by the shuttle buses and Metrorail.

TABLE 12
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
NEW PROJECT TRIPS RELATED TO INCREASE IN STUDENTS AND STAFF AS WELL AS UMCAD FACILITIES

3/6/2008

				AM PEAK HOUR								PM PEAK HOUR							
							CUMULATIVE TRIPS								CUMULATIVE TRIPS				
YEAR	FUTURE FTE STUDENTS	FUTURE RESIDENT STUDENTS	FUTURE COMMUTER STUDENTS	RESIDENT STUDENT TRIPS	COMMUTER STUDENT TRIPS	TOTAL STUDENT TRIPS	TRIP REDUCTION FEWER COMMUTER	TYPE 1 TRIPS	TYPE 1-2 TRIPS	TYPE 2 NSCDZ TRIPS	TOTAL UMCAD TRIPS	RESIDENT STUDENT TRIPS	COMMUTER STUDENT TRIPS	TOTAL STUDENT TRIPS	TRIP REDUCTION FEWER COMMUTER	TYPE 1 TRIPS	TYPE 1-2 TRIPS	TYPE 2 NSCDZ TRIPS	TOTAL UMCAD TRIPS
2007	12544	4756	7788	166	3497	3663	0	0	0	0	**0**	476	3925	4401	0	0	0	0	**0**
2010	12571	5786	6785	203	3046	3249	-414	88	339	0	**13**	579	3420	3999	-402	103	398	0	**99**
2015	12671	5906	6765	207	3037	3244	-419	190	474	0	**245**	591	3410	4001	-400	221	557	0	**378**
2020	12771	5906	6865	207	3082	3289	-374	200	474	549	**849**	591	3460	4051	-350	233	557	427	**867**
2025	12871	5906	6965	207	3127	3334	-329	200	474	1,097	**1,442**	591	3510	4101	-300	233	557	854	**1,344**

NOTES:

TRIP REDUCTION IS DUE TO MORE RESIDENTIAL STUDENTS AND FEWER COMMUTER STUDENTS AS MORE RESIDENTIAL HALLS ARE CONSTRUCTED.
FUTURE STUDENT POPULATION AT THE CORAL GABLES CAMPUS IS LIMITED TO 12,871 FTE STUDENTS, OTHERWISE A NEW DRI ANALYSIS MUST BE PERFORMED.
RESIDENT STUDENT AND COMMUTER STUDENT TRIPS WERE ESTIMATED USING A CALCULATED RESIDENT AND COMMUTER TRIP RATES SPECIFIC TO UM CAMPUS.
TYPE 1 TRIPS ACCOUNT FOR INCREASED STAFF AT ACADEMIC FACILITIES. TYPE 1 TRIPS ARE ESTIMATED TO BE EQUAL TO 25% OF EXISTING STAFF TRIPS.
TYPE 1-2 TRIPS ACCOUNT FOR INCREASED STUDENT TRIPS GENERATED BY TYPE 1-2 FACILITIES. THEY ARE ESTIMATED TO BE EQUAL TO 15% OF EXISTING STUDENT TRIPS.
FOR THE PURPOSE OF THIS RTS STUDY, CAMPUS TRIPS ARE ASSUMED TO BE SPLIT INTO 80% STUDENTS AND 20% STAFF AND FACULTY.
TYPE 2 TRIPS ACCOUNT FOR THE NORTH SOUTH CENTER DEVELOPMENT ZONE (NSCDZ). TYPE 2 TRIPS ARE CALCULATED USING ITE TRIP RATES.
AM PEAK HOUR TRIP RATES ARE 0.035 TRIPS PER RESIDENT STUDENT AND 0.449 TRIPS PER COMMUTER STUDENT.
PM PEAK HOUR TRIP RATES ARE 0.1 TRIPS PER RESIDENT STUDENT AND 0.504 TRIPS PER COMMUTER STUDENT.

TABLE 13
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
NSCDZ TRIP GENERATION

3/6/2008

LAND USE	UNITS	ITE LAND USE CODE	DAILY TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	DAILY TRIPS: GROSS VEHICLE TRIPS	AM PEAK HOUR TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	AM IN %	AM IN TRIPS	AM OUT %	AM OUT TRIPS	AM PEAK TRIPS	PM PEAK HOUR TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	PM IN %	PM IN TRIPS	PM OUT %	PM OUT TRIPS	PM PEAK TRIPS
OFFICE	350 K.S.F.	710	Ln(T) = 0.77 Ln(X) + 3.65	3,500	Ln(T) = 0.80 Ln(X) + 1.55	88%	450	12%	61	511	T = 1.12 (X) + 78.81	17%	80	83%	391	471
SPECIALITY RETAIL	75 K.S.F.	814	T = 42.78 (X) + 37.66	3,246	T = 4.91 (X) +115.59	48%	232	52%	252	484	T = 2.40 (X) + 21.48	44%	88	56%	113	201
RESEARCH	577.4 K.S.F.	760	Ln(T) = 0.82 Ln(X) + 3.14	4,247	Ln(T) = 0.88 Ln(X) + 0.88	83%	539	17%	110	649	Ln(T) = 0.83 Ln(X) + 1.06	15%	85	85%	480	565
GROSS TRIPS	**1002.4 K.S.F.**			**10,993**			**1,221**		**423**	**1,644**			**253**		**984**	**1,237**
RETAIL PASS-BY [1], [2]	25%			812			58		63	121			22		28	50
SITE INTERNALIZATION	10%			1,018			116		36	152			23		96	119
SITE EXTERNAL TRIPS				**9,163**			**1,047**		**324**	**1,371**			**208**		**860**	**1,068**
INTERNALIZATION W/ UM	20%			1,833			209		65	274			42		172	214
NET EXTERNAL TRIPS				**7,330**			**838**		**259**	**1,097**			**166**		**688**	**854**
NET EXTERNAL TRIPS PER PHASE				**3,665**			**419**		**130**	**549**			**83**		**344**	**427**

NOTES:
[1] RETAIL PASS-BY INTERNALIZATION IS LIMITED TO 10% OF BACKGROUND TRAFFIC ON PONCE DE LEON BLVD
[2] IN CASE RETAIL IS DESIGNED TO SERVE THE NSCDZ, IT WILL HAVE NO PASS-BY BUT A MUCH HIGHER INTERNALIZATION RATE RESULTING IN LESS OVERALL EXTERNAL TRIPS

4.6 Project Trip Distribution

Peak hour project trip distributions and assignments to the roadway network and intersections were based on select zone analysis using the Miami-Dade FSUTMS regional transportation model. Two new zones were created to account for the Planned Development. One zone was assigned to the NSCDZ and the other to the remaining Planned Development facilities. The NSCDZ zone had driveway access to Ponce de Leon Blvd only.

The regional model distribution plots were checked for reasonableness and compared to the distribution of student zip codes. There was a relative consistency between the two distributions which confirmed the validity of the regional model trip assignment. Both distributions assigned from 36% to 38% of the trips to the southwest quadrant, 27% to 30% to the northeast quadrant, 27% to 28% to the northwest quadrant and the remaining 6% to 7% to the southwest quadrant as depicted on the plots provided in Attachment 8.

One important limitation of the FSUTMS regional model is that it does not include a number of local roadways serving the campus area such as University Drive, Campo Sano Avenue, Levante Avenue, Brescia Avenue, Alhambra Circle north of Delgado Avenue, South Alhambra Circle south of Ponce de Leon Blvd. The only east-west roads between San Amaro Drive and Red Road north of Ponce de Leon Blvd are Miller Road, Blue Road and Bird Road. This caused excessive loading of project trips onto Miller Road since it provided the only east-west link between Brescia Avenue and Blue Road. Similarly, Granada Blvd provided the only north-south roadway between San Amaro Drive and Ponce de Leon Blvd, and therefore also represented traffic assignment on University Drive and Riviera Drive.

Engineering judgment and volume ratios were used when necessary to distribute project trips between parallel roads such as Granada Blvd and University Drive or between Miller Road and Brescia Avenue and Levante Avenue. Also adjustment was made to the NSCDZ traffic assignment west on Ponce de Leon Blvd to increase assignment on US-1 considering the westbound left turn prohibitor at Ponce de Leon Blvd and Red Road. No adjustments were generally made to divert project trip assignment to roadways not included in our link analysis. Overall, the project trip assignments used in the UMRTS analysis remained conservative on critical roadways.

The trip distribution plots using the select zone analysis for the NSCDZ, the Planned Development, the committed developments and the zip code plots are provided in Attachment 8. The manual adjustments of project trip distribution plots to account for roadways included in our analysis that are not represented in the regional model and the committed development trip assignment tables showing committed trips at intersection turning movements are also provided in Attachment 8.

4.7 Traffic Adjustments Due to Internal Roadway

The University is in the process of preparing plans to construct in two phases an internal roadway to link the various areas of the campus. Currently, there is no roadway connection between the areas of the Campus located south and north of the canal, requiring drivers and shuttle buses to use the public streets surrounding the Campus. Since a final design plan has not been completed, for the purpose of the UMRTS, both phases of the internal roadway were assumed to impact the first phase of the UMCAD.

The internal roadway will be implemented concurrently with the realignment of Miller Road and Miller Drive. The latest design plans being considered indicate that existing Miller Drive will be closed as well as the campus entrance driveway facing Robbia Avenue and the driveway north of Brunson Drives. These are draft plans and will continue to be in development during the planning and design phases throughout 2008 in coordination with City staff. Traffic diversion was applied to first divert traffic from the driveways that will closed to nearby entrances, then reassign Miller Drive traffic to the realigned Miller Road, and finally divert 10% of the through traffic on San Amaro Drive between Miller Road and Campo Sano Avenue, and 5% of the through traffic on Campo Sano Avenue and Pisano Avenue to the internal roadway as agreed upon with City consultant. Figures depicting the existing and diverted traffic volumes as well as the draft internal road design plan and the latest service delivery draft plan are provided in Attachment 9.

4.8 Traffic Adjustments Due to New Parking

The UMCAD program includes the construction of parking facilities, mostly in the south area of the campus, and the loss of parking spaces, mostly in the north area of the campus to accommodate the internal roadway and UMCAD buildings. For the purpose of the UMRTS analysis, the campus was divided into two areas north and south of the canal. A more detailed traffic impact analysis dividing the campus into more zones can be performed in the future for specific building approvals when more information about these facilities will be available.

The changes in parking availability in the two campus areas north and south of the canal and per UMCAD phase are depicted in Table 14. The NSCDZ parking areas were excluded because trips to the NSCDZ could only access the campus via Ponce de Leon Blvd, and were assigned separately using a distinct trip distribution analysis.

The diversion analysis due to changes in parking is shown in Table 15. It is performed for 2010 and for all subsequent phases combined since by excluding the NSCDZ parking spaces, there is no significant change in campus parking between 2015 and 2025.

The diversion analysis was accomplished in 6 steps:

1. Identify from the new parking facilities those serving new residential students and apply resident student trip rates per parking space.

2. Develop AM and PM non-residential peak hour trip rates per parking space for the area south of the canal derived from the 2007 traffic counts performed for the Ponce de Leon parking garage. These rates are then applied to the non-residential trips gained in the campus area south of the canal.

3. Apply a campus wide parking trip rate to the changes in non-residential parking spaces north of the canal. The campus wide AM and PM peak hour trip rates per parking space are based on total adjusted campus trips calculated in Table 3 divided by total campus parking spaces which are about 9000 spaces.

4. Subtract the UMCAD trips already assigned for UMCAD Type I and Type 1-2 facilities (excluding the NSCDZ) onto the two campus areas north and south of the canal to avoid double counting of project trips.

TABLE 14
UNIVERSITY OF MIAMI
PARKING NET CHANGES PER UMCAD PHASE

3/6/2008

	UMCAD PARKING CHANGES	SOUTH OF LAKE TOTAL SPACES	SOUTH OF LAKE PERCENT	SOUTH OF LAKE IMPACT SPACES		UMCAD PARKING CHANGES	NORTH OF LAKE TOTAL SPACES	NORTH OF LAKE PERCENT	NORTH OF LAKE IMPACT SPACES
	PHASE 2010					**PHASE 2010**			
	PARKING ADDITIONS					**PARKING ADDITIONS**			
N113A	PAVIA ADDITION	304	100%	304					
N113B	MERRICK GARAGE	871	100%	871					
N115	DICKINSON GARAGE	490	100%	490					
	SUBTOTAL			**1665**		**SUBTOTAL**			**0**
	PARKING LOSSES								
421A	SOUTH OF LAKE	30	100%	30					
421	SOUTH OF LAKE	27	50%	14					
422	SOUTH OF LAKE	25	100%	25					
423	SOUTH OF LAKE	34	100%	34					
413	SOUTH OF LAKE	290	60%	174					
433	SOUTH OF LAKE	100	50%	50		**PARKING LOSSES**			
446	SOUTH OF LAKE	77	50%	39		INTERNAL ROADWAY	150	100%	150
451	SOUTH OF LAKE	118	50%	59	202	NORTH OF LAKE	27	100%	27
452	SOUTH OF LAKE	89	50%	45	203	NORTH OF LAKE	37	100%	37
303	SOUTH OF LAKE	38	100%	38	213	NORTH OF LAKE	37	100%	37
	SUBTOTAL			**508**		**SUBTOTAL**			**251**
	NET ADDITION			**1157**		**NET LOSS**			**-251**
	PHASE 2015					**PHASE 2015**			
	PARKING ADDITIONS					**PARKING ADDITIONS**			
0007A	BANK UNITED CONVOCATION	700	100%	700					
N114	CONVOCATION/STUDENTS	500	100%	500					
	SUBTOTAL			**1200**		**SUBTOTAL**			**0**
	PARKING LOSSES					**PARKING LOSSES**			
431	SOUTH OF LAKE	97	100%	97					
434N	SOUTH OF LAKE	63	50%	32					
435	SOUTH OF LAKE	44	100%	44					
436	SOUTH OF LAKE	22	100%	22					
437	SOUTH OF LAKE	20	100%	20					
441	SOUTH OF LAKE	53	100%	53	604A	NORTH OF CANAL	18	100%	18
	SUBTOTAL			**268**		**SUBTOTAL**			**18**
	NET ADDITION			**932**		**NET LOSS**			**-18**
	PHASE 2020					**PHASE 2020**			
	PARKING LOSSES								
442	SOUTH OF LAKE	25	100%	25					
443	SOUTH OF LAKE	52	100%	52					
367	SOUTH OF LAKE	63	50%	32					
	SUBTOTAL			**109**		**SUBTOTAL**			**0**
	NET LOSS			**-109**		**NET GAIN/LOSS**			**0**
	PHASE 2025					**PHASE 2025**			
	PARKING ADDITION					**PARKING ADDITION**			
	NSCDZ	N/A							
	PARKING LOSSES					**PARKING LOSSES**			
425	SERPENTINE LOT (NSCDZ)	344			209	NORTH OF LAKE	245	50%	123
	SUBTOTAL			**N/A**		**SUBTOTAL**			**123**
	NET GAIN/LOSS					**NET LOSS**			**-123**
TOTAL NET GAIN IN PARKING SPACES				**1,980**	**TOTAL NET LOSS IN PARKING SPACES**				**-392**

NOTE:
THE NSCDZ PARKING AREAS ARE NOT INCLUDED IN PARKING TRIP DIVERSION BECAUSE THE NSCDZ TRIPS WERE ASSIGNED SEPARATELY ONTO THE ROADWAY NETWORK USING A NEW ZONE ACCESSED ONLY VIA PONCE DE LEON BLVD.

TABLE 15
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
TRAFFIC DIVERSION DUE TO CHANGES IN PARKING SPACES

8/5/2008

UMCAD PHASE I: 2010

SOUTH OF CANAL

NEW NET PARKING SPACES (MOSTLY RESIDENTS):		1157	SPACES		
NEW RESIDENT STUDENTS (VS. 2007):		1030	STUDENTS		
NEW UMCAD TRIPS EXCEPT NSCDZ:		13	AM TRIPS	99	PM TRIPS
TRIPS ALREADY ASSIGNED ON PONCE (TYPES I & I-II):	9%	1	AM TRIPS	9	PM TRIPS

SOUTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
RESIDENT TRIPS	1030	0.035	36	64%	23	13	0.100	103	56%	58	45
OTHER TRIPS	127	0.280	36	82%	29	7	0.313	40	40%	16	24
ALREADY ASSIGNED			-1	68%	-1	0		-9	43%	-4	-5
TOTAL ADDITIONAL TRIPS			**71**		**51**	**20**		**134**		**70**	**64**

NORTH OF CANAL

NET LOSS OF PARKING SPACES:		251	SPACES		
TRIPS ALREADY ASSIGNED ON SAN AMARO DRIVE:	8%	1	AM TRIPS	8	PM TRIPS

NORTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
MIXED TRIPS	251	0.439	110	68%	75	35	0.515	129	43%	56	73
ALREADY ASSIGNED			-1	68%	-1	0		-8	43%	-3	-5
TOTAL TRIP REDUCTION			**109**		**74**	**35**		**121**		**53**	**68**

BALANCING (AVERAGING) TRIP DIVERSIONS BETWEEN AREAS NORTH AND SOUTH OF CANAL

AVERAGE TRIPS DIVERTED TO SOUTH	**90**		**63**	**28**		**128**		**62**	**66**
NEW TRIPS/MVMT ON PONCE 3 DRIVES (1/6)	**15**		**11**	**5**		**21**		**10**	**11**
LESS TRIPS/MVMT ON NORTH 4 DRIVES (1/8)	**-11**		**-8**	**-4**		**-16**		**-8**	**-8**

UMCAD PHASES II TO IV: 2015 TO 2025

SOUTH OF CANAL

NEW PARKING SPACES (VS. 2007):		1980	SPACES		
NEW RESIDENT STUDENTS (VS. 2007):		1150	STUDENTS		
NEW UMCAD TRIPS EXCEPT NSCDZ (2025):		345	AM TRIPS	490	PM TRIPS
TRIPS ALREADY ASSIGNED ON PONCE (TYPES I & I-II):	9%	31	AM TRIPS	44	PM TRIPS

SOUTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
RESIDENT TRIPS	1150	0.035	40	64%	26	14	0.100	115	56%	64	51
OTHER TRIPS	830	0.280	232	82%	191	41	0.313	260	40%	104	156
ALREADY ASSIGNED			-31	68%	-21	-10		-44	43%	-19	-25
TOTAL ADDITIONAL TRIPS			**241**		**196**	**45**		**331**		**149**	**182**

NORTH OF CANAL

NET LOSS OF PARKING SPACES (VS. 2007):		392	SPACES		
TRIPS ALREADY ASSIGNED ON SAN AMARO DRIVE:	8%	28	AM TRIPS	39	PM TRIPS

NORTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
MIXED TRIPS	392	0.439	172	68%	117	55	0.515	202	43%	87	115
ALREADY ASSIGNED			-28	68%	-19	-9		-39	43%	-17	-22
TOTAL TRIP REDUCTION			**144**		**98**	**46**		**163**		**70**	**93**

BALANCING (AVERAGING) TRIP DIVERSIONS BETWEEN AREAS NORTH AND SOUTH OF CANAL

AVERAGE TRIPS DIVERTED TO SOUTH	**193**		**147**	**46**		**247**		**110**	**138**
NEW TRIPS/MVMT ON PONCE 3 DRIVES (1/6)	**32**		**25**	**8**		**41**		**18**	**23**
LESS TRIPS/MVMT ON NORTH 4 DRIVES (1/8)	**-24**		**-18**	**-6**		**-31**		**-14**	**-17**

NOTES:

THE AVERAGE RESIDENT STUDENT TRIP RATES ARE 0.035 TRIPS/STUDENT IN AM PEAK HOUR & 0.10 TRIPS/STUDENT IN PM PEAK HOUR.
THE AVERAGE CAMPUS WIDE TRIP RATE PER PARKING SPACE ARE 0.439 TRIPS/SPACE IN AM PEAK HOUR & 0.515 TRIPS/SPACE IN PM PEAK HOUR.
THE TWO DRIVEWAYS OF PONCE DE LEON GARAGE (1042 PARKING SPACES) CARRIED 292 AM & 326 PM PEAK HOUR VEHICLES (IN & OUT).
THE AVERAGE PONCE DE LEON PARKING TRIP RATES ARE 0.280 TRIPS/SPACE IN AM PEAK HOUR & 0.313 TRIPS/SPACE IN PM PEAK HOUR.
THE ADDITIONAL TRIPS ON PONCE DE LEON BLVD ARE DISTRIBUTED EQUALLY AMONG STANFORD, MERRICK AND DICKINSON DRIVEWAYS.
THE REDUCTION IN TRIPS ON SAN AMARO/CAMPO SANO AND PISANO DRIVES ARE DISTRIBUTED EQUALLY AMONG UM FOUR DRIVEWAYS.
TRIP DIVERSIONS IMPACT EAST AND WEST DIRECTIONS ON PONCE DRIVEWAYS, AND ONLY THE SOUTH DIRECTION ON THE NORTH DRIVEWAYS.

5. Average for the AM and PM peak periods the trip increase south of the canal with the trip reduction north of the canal to determine the total number of University trips diverted from the north area to the south area as a result of changes to parking availability. The trips diverted from the north campus area should be the same as the trips received in the south campus area to avoid double counting of project trips.

6. Distribute the total diverted inbound and outbound trips to campus driveways accounting for driveway closures. The additional trips south of the canal are split equally among Ponce De Leon Blvd three driveways located at Stanford, Merrick and Dickinson. The trip reduction in the north area is split among the four remaining driveways consisting of Miller and San Amaro (after realignment of Miller), San Amaro and Memorial Drive, Campo Sano and Brunson Drive, and Pisano Avenue and University Drive.

The justification for developing separate non-residential trip rates per parking space for the campus areas north and south of the canal is that the traffic count collected in 2007 clearly indicate a higher trip rate per parking space for the core academic area, located north of the canal, as compared the south campus area that is accessed from Ponce de Leon Blvd. While a separate trip rate could have been calculated for the south area by combining traffic from the three driveways along Ponce de Leon Blvd, this trip rate will include residential parking and therefore would not have been useful for non-residential trips. Ponce de Leon Garage is located south of the canal and serves exclusively non-residential trips. It provides a better measure of trip rates for the new parking garages proposed south of the canal. Further, averaging parking trip gained in the south area and lost in the north area results in effectively increasing the rates north of the canal which is appropriate considering it serves the core academic area and are expected to operate at higher rates than campus wide average.

In the first phase of development, the increase parking spaces south of the canal serves primarily the additional 1,030 students residing on campus in new residential halls located south of the canal. This corresponds to a net increase of 1157 parking spaces south of the canal and a loss of 251 spaces north of the canal. The AM and PM peak hour trips generated by resident students were estimated using resident student trip rates and equally split among Stanford Drive, Merrick Street and Dickinson Drive. The remaining parking gains south of the canal and parking losses north of the canal where translated into driveway trips using the campus wide trip rates. The same process was applied to the subsequent phases of the UMCAD which were grouped because they did not include any major changes in parking spaces or number of resident students.

Plots depicting the diverted trips at campus driveways due to parking relocation for the AM and PM peak hours and for the first and subsequent phases of the UMCAD are provided in Attachment 9.

4.9 Total Traffic Condition in 2010

Total traffic condition in 2010 was established by (1) applying the regional growth rate to base year 2007 peak hour turning volumes to account for background growth; (2) adjusting for the internal roadway, the realignment of Miller Road and Miller Drive, the driveway closures, and the construction of new parking facilities accessed only from Ponce de Leon Blvd; (3) adding the committed development trips, and finally (4) accounting for UMCAD trips including the changes in residential and commuter trips. The increase in trips generated by Type 1 and Type 1-2 facilities programmed for 2010 were mostly offset with the reduction in commuter student trips as the Campus will accommodate 1,030 new resident students. The UMCAD development program for 2010, as shown in Table 12, resulted in a minor increase of 13 AM and 99 PM peak hour net external trips compared to existing conditions.

It should be noted that applying the growth rate to peak season peak hour directional volumes results in a conservative analysis. This procedure assumes that the peak-to-daily ratio (K) and directional (D) factors will remain constant in the future whereas the HCM indicates that K and D factors tend to decrease as traffic volume increase on congested roadways causing a spreading of the peak hour traffic.

The results of the roadway link analysis are presented in Table 16 for the AM peak hour and in Table 18 for the PM peak hour. The committed development trips are summarized in Table 17 for the AM peak hour and Table 19 for the PM peak hour. The trips generated by this phase of the Planned Development do not exceed 5% of any roadway's maximum allowable volume (MAV) and therefore no roadway link mitigation is warranted.

The results of the 2010 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 20 for the background conditions and Table 21 for the total traffic conditions. The results of the 2010 intersection analyses for the PM peak hour are presented in Table 22 for the background conditions and Table 23 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover.

Since there were no significant and failing links in 2010, the 2010 UMCAD trips are not significant at any intersection and therefore no mitigation is required. Nonetheless, a number of improvements are being proposed to improve traffic flow at the intersections providing access to the campus. The intersection improvements and other improvements recommended for completion by 2010 are the following:

1. Construction of Phase 1 of the internal roadway that includes the closure of Miller Drive and realignment of Miller Road and Miller Drive.
2. Signalization of Campo Sano Avenue and Brunson Drive (#6) if warranted.
3. Adding a southbound right turn lane at Dickinson Drive and Ponce de Leon Blvd (#15) and installing a traffic signal when warranted.
4. Adding a southbound right turn lane at Merrick Drive and Ponce de Leon Blvd (#14) and installing a traffic signal when warranted.
5. Installing a signal interconnect on Red Road to provide more gaps and improve the traffic operation at the intersection of Ponce de Leon Blvd and Red Road.
6. Performing a traffic calming study at Alhambra Circle north of San Amaro Drive.

In addition to the UMRTS warranted improvements listed above, the University will implement a number of previously identified roadway improvements to enhance traffic circulation at the Campus. The status of these improvements is the following:

1. Internal Roadway: The University plans to construct the internal roadway in two phases, to be completed in 2010 and 2012. For the purpose of this UMRTS, both phases of the internal roadway were evaluated in Phase 1 in 2010.
2. Widening Brescia Avenue to three lanes: This improvement was recommended in the University Village traffic study completed in 2003. The UMRTS analysis based on updated 2007 traffic counts indicated that the current and projected traffic volumes remain below the road capacity and therefore this improvement is no longer warranted. The UMRTS, however, indicates that providing a westbound right turn lane at the intersection of Brescia Avenue and Red Road will be needed in 2025. The University may elect to construct this improvement at an earlier date.
3. Signalization of San Amaro Drive and Brescia Avenue: This improvement was recommended in the University Village traffic study. At present, the signal is not warranted. The University will conduct future warrant analyses and construct the signal when warranted and approved by FDOT.
4. Extending northeast bound left turn storage at the intersections of US-1 and Stanford (#13) and US-1 and South Alhambra Circle (#17). These improvements are currently under evaluation and design.
5. Removing the two parking meters on San Amaro Drive between Ponce de Leon Blvd and Levante Avenue: this improvement is still recommended for implementation.
6. Modify traffic signal heads to provide a southbound protected left turn phase at the intersections of Red Road and Miller Road (#1) and Red Road and Blue Road (#26): This improvement was recommended in the University Village traffic study. Both intersections were evaluated and the study results transmitted to FDOT. These improvements were denied by FDOT because the current and projected traffic volumes as well as the intersection operational analyses did not justify providing a southbound left turn protected phase at either intersection.
7. Construct a southbound left turn lane at the intersection of Red Road and Albenga Avenue: This improvement was recommended in the University Village traffic study. The intersection was evaluated and the study results transmitted to FDOT. This improvement was denied by FDOT because the current and projected traffic volumes as well as the intersection operational analysis did not justify constructing a southbound left turn lane.

The study-area intersections that will operate at a failing LOS in 2010, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
3. US-1 and LeJeune Road (#34) during the AM peak hour.
4. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
5. Bird Road and San Amaro Drive (#42) during the AM peak hour.

TABLE 16
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2010 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	OUT 0 TRIPS	ACADEMIC [6] IN 9 %	I/O	OUT 4 TRIPS	DIV-ERTED TRIPS [7]	2010 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2010 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	2,082	2,060	NO	2,113	126	2,239	NO	2%	O	0	3%	O	0		0	0.0%	NO	2,239	NO
	WB	2	1,052	2,060	YES	1,068	59	1,127	YES		I	0		I	0		0	0.0%	NO	1,127	YES
Granada Blvd to University	EB	2	2,021	2,060	YES	2,051	90	2,141	NO	1%	I	0	5%	O	0		0	0.0%	NO	2,141	NO
	WB	2	1,050	2,060	YES	1,066	34	1,100	YES		O	0		I	0		0	0.0%	NO	1,100	YES
University to San Amaro	EB	2	1,863	2,060	YES	1,891	66	1,957	YES	1%	I	0	1%	I	0		0	0.0%	NO	1,957	YES
	WB	2	1,026	2,060	YES	1,041	24	1,065	YES		O	0		O	0		0	0.0%	NO	1,065	YES
San Amaro to Red Road	EB	2	1,905	2,060	YES	1,934	72	2,006	YES	1%	I	0	1%	I	0		0	0.0%	NO	2,006	YES
	WB	2	1,008	2,060	YES	1,023	29	1,052	YES		O	0		O	0		0	0.0%	NO	1,052	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	538	810	YES	546	5	551	YES	1%	O	0	1%	I	0		0	0.0%	NO	551	YES
	WB	1	427	810	YES	433	3	436	YES		I	0		O	0		0	0.0%	NO	436	YES
Granada to University Dr	EB	1	1,021	810	NO	1,036	17	1,053	NO	2%	O	0	1%	I	0		0	0.0%	NO	1,053	NO
	WB	1	252	810	YES	256	4	260	YES		I	0		O	0		0	0.0%	NO	260	YES
University to San Amaro	EB	1	862	810	NO	875	26	901	NO	2%	I	0	1%	O	0		0	0.0%	NO	901	NO
	WB	1	186	810	YES	189	10	199	YES		O	0		I	0		0	0.0%	NO	199	YES
San Amaro to Red Road	EB	1	643	810	YES	653	30	683	YES	4%	I	0	8%	O	0		0	0.0%	NO	683	YES
	WB	1	131	810	YES	133	13	146	YES		O	0		I	1		1	0.1%	NO	147	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	830	810	NO	843	28	871	NO	9%	I	0	25%	I	2		2	0.2%	NO	873	NO
	WB	1	254	810	YES	258	17	275	YES		O	0		O	1		1	0.1%	NO	276	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	1,071	2,060	YES	1,087	83	1,170	YES	20%	O	0	13%	O	1	5	6	0.3%	NO	1,176	YES
	SW	2	515	2,060	YES	523	50	573	YES		I	0		I	1	11	12	0.6%	NO	585	YES
Granada Blvd to Stanford	NE	2	1,294	2,060	YES	1,314	86	1,400	YES	33%	O	0	17%	O	1	5	6	0.3%	NO	1,406	YES
	SW	2	616	2,060	YES	625	45	670	YES		I	0		I	2	11	13	0.6%	NO	683	YES
Stanford to Hurricane Dr.	NE	2	1,309	2,060	YES	1,329	69	1,398	YES	38%	I	0	9%	I	1	5	6	0.3%	NO	1,404	YES
	SW	2	565	2,060	YES	574	31	605	YES		O	0		O	0	11	11	0.5%	NO	616	YES
Hurricane Dr. to Red Road	NE	2	955	2,060	YES	969	52	1,021	YES	20%	I	0	8%	I	1	11	12	0.6%	NO	1,033	YES
	SW	2	274	2,060	YES	278	24	302	YES		O	0		O	0	5	5	0.2%	NO	307	YES
US1																					
LeJeune to Granada Blvd	NE	3	3,087	4,070	YES	3,134	103	3,237	YES	8%	O	0	3%	O	0	5	5	0.1%	NO	3,242	YES
	SW	3	2,760	4,070	YES	2,802	89	2,891	YES		I	0		I	0	11	11	0.3%	NO	2,902	YES
Granada Blvd to Maynada	NE	3	3,082	4,070	YES	3,128	103	3,231	YES	7%	O	0	4%	O	0	5	5	0.1%	NO	3,236	YES
	SW	3	2,783	4,070	YES	2,825	62	2,887	YES		I	0		I	0	11	11	0.3%	NO	2,898	YES
Maynada to S. Alhambra	NE	3	3,314	4,070	YES	3,364	110	3,474	YES	17%	I	0	10%	I	1	5	6	0.1%	NO	3,480	YES
	SW	3	3,098	4,070	YES	3,145	78	3,223	YES		O	0		O	0	11	11	0.3%	NO	3,234	YES
S. Alhambra to Red Road	NE	3	3,357	4,070	YES	3,408	93	3,501	YES	16%	I	0	10%	I	1	11	12	0.3%	NO	3,513	YES
	SW	3	3,075	4,070	YES	3,121	56	3,177	YES		O	0		O	0	5	5	0.1%	NO	3,182	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	767	970	YES	779	14	793	YES	1%	O	0	1%	O	0		0	0.0%	NO	793	YES
	WB	1	350	970	YES	355	10	365	YES		I	0		I	0		0	0.0%	NO	365	YES
Maynada to Red Road	EB	1	502	970	YES	510	17	527	YES	1%	I	0	1%	O	0		0	0.0%	NO	527	YES
	WB	1	384	970	YES	390	15	405	YES		O	0		I	0		0	0.0%	NO	405	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	847	2,580	YES	860	46	906	YES	5%	O	0	2%	O	0		0	0.0%	NO	906	YES
	SB	2	778	2,580	YES	790	46	836	YES		I	0		I	0		0	0.0%	NO	836	YES
Blue Road to US-1	NB	2	849	2,580	YES	862	38	900	YES	7%	O	0	3%	O	0		0	0.0%	NO	900	YES
	SB	2	503	2,580	YES	511	43	554	YES		I	0		I	0		0	0.0%	NO	554	YES
US-1 to Sunset Drive	NB	1	774	1,220	YES	786	40	826	YES	1%	I	0	1%	I	0		0	0.0%	NO	826	YES
	SB	1	455	1,220	YES	462	13	475	YES		O	0		O	0		0	0.0%	NO	475	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	605	790	YES	614	13	627	YES	4%	O	0	6%	O	0		0	0.0%	NO	627	YES
	SB	1	405	790	YES	411	11	422	YES		I	0		I	1		1	0.1%	NO	423	YES
Blue Rd to Ponce	NB	1	645	790	YES	655	18	673	YES	6%	O	0	6%	O	0		0	0.0%	NO	673	YES
	SB	1	494	790	YES	501	18	519	YES		I	0		I	1		1	0.1%	NO	520	YES
Ponce de Leon to US 1	NB	1	551	790	YES	559	51	610	YES	7%	I	0	7%	I	1		1	0.1%	NO	611	YES
	SB	1	396	790	YES	402	44	446	YES		O	0		O	0		0	0.0%	NO	446	YES
US 1 to Sunset Drive	NB	1	380	790	YES	386	10	396	YES	2%	I	0	2%	I	0		0	0.0%	NO	396	YES
	SB	1	328	790	YES	333	5	338	YES		O	0		O	0		0	0.0%	NO	338	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	541	660	YES	549	10	559	YES	4%	I	0	5%	I	0		0	0.0%	NO	559	YES
	SB	1	284	660	YES	288	7	295	YES		O	0		O	0		0	0.0%	NO	295	YES
SAN AMARO DRIVE [8,9]																					
Bird Rd to Blue Rd	NB	1	94	660	YES	95	14	109	YES	1%	O	0	3%	O	0		0	0.0%	NO	109	YES
	SB	1	168	660	YES	171	11	182	YES		I	0		I	0		0	0.0%	NO	182	YES
Blue Rd to Miller Rd	NB	1	1,362	660	NO	1,383	5	1,388	NO	2%	O	0	8%	O	0	-140	-140	-21.2%	NO	1,248	NO
	SB	1	456	660	YES	463	5	468	YES		I	0		I	1	-54	-53	-8.0%	NO	415	YES
Miller Rd to Levante	NB	1	807	660	NO	819	16	835	NO	11%	O	0	2%	I	0	-8	-8	-1.2%	NO	827	NO
	SB	2	490	1,320	YES	497	13	510	YES		I	0		O	0	-4	-4	-0.3%	NO	506	YES
Levante Rd to Ponce	NB	1	368	660	YES	374	20	394	YES	19%	O	0	2%	I	0	-8	-8	-1.2%	NO	386	YES
	SB	2	462	1,320	YES	469	15	484	YES		I	0		O	0	-4	-4	-0.3%	NO	480	YES

TABLE 16
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2010 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	OUT 0 TRIPS	ACADEMIC [6] IN 9 %	I/O	OUT 4 TRIPS	DIV-ERTED TRIPS [7]	2010 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2010 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
RED ROAD																					
Bird Road to Blue Road	NB	1	633	970	YES	643	24	667	YES	3%	O	0	5%	O	0		0	0.0%	NO	667	YES
	SB	1	551	970	YES	559	22	581	YES		I	0		I	0		0	0.0%	NO	581	YES
Blue Road to Miller Road	NB	1	683	970	YES	693	34	727	YES	1%	O	0	4%	O	0		0	0.0%	NO	727	YES
	SB	1	551	970	YES	559	29	588	YES		I	0		I	0		0	0.0%	NO	588	YES
Miller Rd to Brescia Ave	NB	1	757	970	YES	768	28	796	YES	3%	O	0	3%	I	0		0	0.0%	NO	796	YES
	SB	1	765	970	YES	777	26	803	YES		I	0		O	0		0	0.0%	NO	803	YES
Brescia Ave to Ponce	NB	2	750	2,060	YES	761	50	811	YES	8%	O	0	5%	I	0		0	0.0%	NO	811	YES
	SB	2	1,240	2,060	YES	1,259	46	1,305	YES		I	0		O	0		0	0.0%	NO	1,305	YES
Ponce to US-1	NB	2	867	2,060	YES	880	45	925	YES	10%	O	0	9%	I	1		1	0.0%	NO	926	YES
	SB	2	637	2,060	YES	647	43	690	YES		I	0		O	0		0	0.0%	NO	690	YES
US 1 to Sunset Drive	NB	2	761	1,720	YES	772	58	830	YES	10%	I	0	4%	I	0		0	0.0%	NO	830	YES
	SB	2	564	1,720	YES	573	31	604	YES		O	0		O	0		0	0.0%	NO	604	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	238	660	YES	242	2	244	YES	2%	O	0	4%	O	0		0	0.0%	NO	244	YES
	SB	1	153	660	YES	155	2	157	YES		I	0		I	0		0	0.0%	NO	157	YES
Blue Road to Pisano Ave	NB	1	273	660	YES	277	0	277	YES	4%	O	0	4%	O	0		0	0.0%	NO	277	YES
	SB	1	205	660	YES	208	0	208	YES		I	0		I	0		0	0.0%	NO	208	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	526	660	YES	534	1	535	YES	1%	O	0	1%	O	0		0	0.0%	NO	535	YES
	SB	1	127	660	YES	129	6	135	YES		I	0		I	0		0	0.0%	NO	135	YES
Blue Road to Ponce	NB	1	306	660	YES	311	2	313	YES	1%	O	0	1%	O	0		0	0.0%	NO	313	YES
	SB	1	407	660	YES	413	7	420	YES		I	0		I	0		0	0.0%	NO	420	YES
US-1 to LeJeune Road	NB	1	333	660	YES	338	11	349	YES	1%	I	0	1%	I	0		0	0.0%	NO	349	YES
	SB	1	246	660	YES	250	71	321	YES		O	0		O	0		0	0.0%	NO	321	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	262	660	YES	266	8	274	YES	1%	O	0	1%	O	0		0	0.0%	NO	274	YES
	SB	1	216	660	YES	219	5	224	YES		I	0		I	0		0	0.0%	NO	224	YES
Blue Road to Miller Road	NB	1	235	660	YES	239	2	241	YES	1%	O	0	4%	O	0		0	0.0%	NO	241	YES
	SB	1	188	660	YES	191	2	193	YES		I	0		I	0		0	0.0%	NO	193	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	273	660	YES	277	87	364	YES	1%	I	0	1%	I	0		0	0.0%	NO	364	YES
	SB	1	196	660	YES	199	56	255	YES		O	0		O	0		0	0.0%	NO	255	YES
Nervia Street to Sunset Dr.	EB	1	172	660	YES	175	2	177	YES	1%	I	0	1%	I	0		0	0.0%	NO	177	YES
	WB	1	101	660	YES	103	3	106	YES		O	0		O	0		0	0.0%	NO	106	YES
CAMPO SANO [10]																					
San Amaro to Pisano	EB	1	792	660	NO	804	11	815	NO	2%	I	0	10%	I	1	-48	-47	-7.1%	NO	768	NO
	WB	1	191	660	YES	194	9	203	YES		O	0		O	0	-14	-14	-2.1%	NO	189	YES
PISANO ANEVUE [10]																					
Campo Sano to University	EB	1	287	660	YES	291	11	302	YES	1%	O	0	10%	O	0	-18	-18	-2.7%	NO	284	YES
	WB	1	285	660	YES	289	9	298	YES		I	0		I	1	-22	-21	-3.2%	NO	277	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	349	660	YES	354	1	355	YES	5%	I	0	6%	I	1		1	0.2%	NO	356	YES
	WB	1	42	660	YES	43	1	44	YES		O	0		O	0		0	0.0%	NO	44	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	202	660	YES	205	3	208	YES	3%	I	0	5%	I	0		0	0.0%	NO	208	YES
	WB	1	88	660	YES	89	2	91	YES		O	0		O	0		0	0.0%	NO	91	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	590	660	YES	599	0	599	YES	1%	I	0	2%	I	0		0	0.0%	NO	599	YES
	WB	1	295	660	YES	299	0	299	YES		O	0		O	0		0	0.0%	NO	299	YES
Granada Blvd to LeJeune	EB	1	813	660	NO	825	0	825	NO	1%	O	0	2%	O	0		0	0.0%	NO	825	NO
	WB	1	375	660	YES	381	0	381	YES		I	0		I	0		0	0.0%	NO	381	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	195	660	YES	198	14	212	YES	1%	I	0	1%	I	0		0	0.0%	NO	212	YES
	SB	1	134	660	YES	136	9	145	YES		O	0		O	0		0	0.0%	NO	145	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 17
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
AM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS

3/6/08

		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
		IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMMITTED
		46	1081	52	95	1070	61	184	1064	108	173	1086	111	405	1067	72	239	1080	67	101	1083	14	89	1098	113	TRIPS
LOCATION	**DIR**	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	**AM PEAK**
BIRD ROAD																										
LeJeune to Granada Blvd	EB	22.0%	I	10	13.0%	I	12	6.0%	O	6	0.0%	O	0	13.0%	I	53	17.0%	I	41	6.0%	O	1	3.0%	O	3	126
	WB		O	11		O	8		I	11		I	0		O	9		O	11		I	6		I	3	59
Granada Blvd to University	EB	12.0%	I	6	12.0%	I	11	1.0%	O	1	0.0%	O	0	9.0%	I	36	11.0%	I	26	2.0%	I	2	7.0%	O	8	90
	WB		O	6		O	7		I	2		I	0		O	6		O	7		O	0		I	6	34
University to San Amaro	EB	9.0%	I	4	6.0%	I	6	0.0%	O	0	0.0%	O	0	7.0%	I	28	9.0%	I	22	1.0%	I	1	4.0%	O	5	66
	WB		O	5		O	4		I	0		I	0		O	5		O	6		O	0		I	4	24
San Amaro to Red Road	EB	9.0%	I	4	6.0%	I	6	7.0%	I	13	0.0%	O	0	6.0%	I	24	9.0%	I	22	1.0%	I	1	2.0%	O	2	72
	WB		O	5		O	4		O	8		I	0		O	4		O	6		O	0		I	2	29
BLUE ROAD																										
LeJeune to Granada Blvd	EB	2.0%	I	1	0.0%	I	0	0.0%	O	0	0.0%	O	0	1.0%	I	4	0.0%	I	0	1.0%	O	0	0.0%	O	0	5
	WB		O	1		O	0		I	0		I	0		O	1		O	0		I	1		I	0	3
Granada to University Dr	EB	2.0%	I	1	0.0%	I	0	0.0%	O	0	0.0%	O	0	1.0%	I	4	2.0%	I	5	7.0%	I	7	0.0%	O	0	17
	WB		O	1		O	0		I	0		I	0		O	1		O	1		O	1		I	0	4
University to San Amaro	EB	2.0%	I	1	2.0%	I	2	0.0%	O	0	0.0%	O	0	1.0%	I	4	2.0%	I	5	7.0%	I	7	6.0%	O	7	26
	WB		O	1		O	1		I	0		I	0		O	1		O	1		O	1		I	5	10
San Amaro to Red Road	EB	2.0%	I	1	1.0%	I	1	3.0%	I	6	0.0%	O	0	1.0%	I	4	2.0%	I	5	6.0%	I	6	6.0%	O	7	30
	WB		O	1		O	1		O	3		I	0		O	1		O	1		O	1		I	5	13
MILLER ROAD																										
San Amaro to Red Road	EB	1.0%	I	0	1.0%	I	1	1.0%	I	2	1.0%	O	1	1.0%	I	4	2.0%	I	5	4.0%	I	4	10.0%	O	11	28
	WB		O	1		O	1		O	1		I	2		O	1		O	1		O	1		I	9	17
PONCE DE LEON BLVD																										
LeJeune to Granada Blvd	NE	12.0%	I	6	7.0%	I	7	0.0%	O	0	12.0%	O	13	6.0%	I	24	9.0%	I	22	0.0%	O	0	10.0%	O	11	83
	SW		O	6		O	4		I	0		I	21		O	4		O	6		I	0		I	9	50
Granada Blvd to Stanford	NE	10.0%	I	5	6.0%	I	6	0.0%	O	0	9.0%	O	10	6.0%	I	24	8.0%	I	19	10.0%	I	10	11.0%	O	12	86
	SW		O	5		O	4		I	0		I	16		O	4		O	5		O	1		I	10	45
Stanford to Hurricane Dr.	NE	7.0%	I	3	5.0%	I	5	0.0%	O	0	1.0%	O	1	4.0%	I	16	7.0%	I	17	10.0%	I	10	15.0%	O	17	69
	SW		O	4		O	3		I	0		I	2		O	3		O	5		O	1		I	13	31
Hurricane Dr. to Red Road	NE	6.0%	I	3	4.0%	I	4	1.0%	I	2	1.0%	O	1	3.0%	I	12	5.0%	I	12	6.0%	I	6	11.0%	O	12	52
	SW		O	3		O	2		O	1		I	2		O	2		O	3		O	1		I	10	24
US1																										
LeJeune to Granada Blvd	NE	11.0%	I	5	10.0%	I	10	0.0%	O	0	15.0%	O	17	8.0%	I	32	12.0%	I	29	33.0%	O	5	4.0%	O	5	103
	SW		O	6		O	6		I	0		I	26		O	6		O	8		I	33		I	4	89
Granada Blvd to Maynada	NE	11.0%	I	5	9.0%	I	9	0.0%	O	0	21.0%	O	23	6.0%	I	24	11.0%	I	26	14.0%	I	14	2.0%	O	2	103
	SW		O	6		O	5		I	0		I	36		O	4		O	7		O	2		I	2	62
Maynada to S. Alhambra	NE	12.0%	I	6	8.0%	I	8	0.0%	O	0	31.0%	O	34	6.0%	I	24	11.0%	I	26	12.0%	I	12	0.0%	O	0	110
	SW		O	6		O	5		I	0		I	54		O	4		O	7		O	2		I	0	78
S. Alhambra to Red Road	NE	11.0%	I	5	8.0%	I	8	0.0%	I	0	18.0%	O	20	6.0%	I	24	10.0%	I	24	11.0%	I	11	1.0%	O	1	93
	SW		O	6		O	5		O	0		I	31		O	4		O	7		O	2		I	1	56
SUNSET ROAD																										
LeJeune Rd to Maynada	EB	1.0%	I	0	2.0%	I	2	0.0%	I	0	3.0%	O	3	1.0%	I	4	1.0%	I	2	2.0%	I	2	1.0%	O	1	14
	WB		O	1		O	1		O	0		I	5		O	1		O	1		O	0		I	1	10
Maynada to Red Road	EB	1.0%	I	0	1.0%	I	1	0.0%	I	0	5.0%	O	6	1.0%	I	4	1.0%	I	2	2.0%	I	2	2.0%	O	2	17
	WB		O	1		O	1		O	0		I	9		O	1		O	1		O	0		I	2	15
LEJEUNE ROAD																										
Bird Road to Blue Road	NB	31.0%	O	16	2.0%	O	1	3.0%	I	6	6.0%	O	7	3.0%	I	12	1.0%	O	1	12.0%	O	2	1.0%	O	1	46
	SB		I	14		I	2		O	3		I	10		O	2		I	2		I	12		I	1	46
Blue Road to US-1	NB	21.0%	I	10	3.0%	I	3	2.0%	I	4	7.0%	O	8	2.0%	I	8	1.0%	I	2	13.0%	O	2	1.0%	O	1	38
	SB		O	11		O	2		O	2		I	12		O	1		O	1		I	13		I	1	43
US-1 to Sunset Drive	NB	3.0%	I	1	1.0%	I	1	0.0%	I	0	1.0%	O	1	1.0%	I	4	4.0%	I	10	22.0%	I	22	1.0%	O	1	40
	SB		O	2		O	1		O	0		I	2		O	1		O	3		O	3		I	1	13
GRANADA BLVD																										
Bird Rd to Blue Rd	NB	1.0%	I	0	0.0%	I	0	1.0%	I	2	2.0%	O	2	1.0%	I	4	1.0%	I	2	1.0%	O	0	3.0%	O	3	13
	SB		O	1		O	0		O	1		I	3		O	1		O	1		I	1		I	3	11
Blue Rd to Ponce	NB	2.0%	I	1	2.0%	I	2	1.0%	I	2	2.0%	O	2	1.0%	I	4	2.0%	I	5	9.0%	O	1	1.0%	O	1	18
	SB		O	1		O	1		O	1		I	3		O	1		O	1		I	9		I	1	18
Ponce de Leon to US 1	NB	6.0%	I	3	5.0%	I	5	1.0%	I	2	6.0%	O	7	4.0%	I	16	5.0%	I	12	18.0%	O	3	3.0%	O	3	51
	SB		O	3		O	3		O	1		I	10		O	3		O	3		I	18		I	3	44
US 1 to Sunset Drive	NB	1.0%	I	0	1.0%	I	1	1.0%	I	2	0.0%	O	0	1.0%	I	4	1.0%	I	2	1.0%	I	1	0.0%	O	0	10
	SB		O	1		O	1		O	1		I	0		O	1		O	1		O	0		I	0	5
MAYNADA STREET																										
US 1 to Sunset Drive	NB	1.0%	I	0	1.0%	I	1	0.0%	I	0	1.0%	O	1	1.0%	I	4	1.0%	I	2	1.0%	I	1	1.0%	O	1	10
	SB		O	1		O	1		O	0		I	2		O	1		O	1		O	0		I	1	7
SAN AMARO DRIVE																										
Bird Rd to Blue Rd	NB	0.0%	I	0	0.0%	I	0	4.0%	I	7	1.0%	O	1	0.0%	I	0	0.0%	I	0	1.0%	O	0	5.0%	O	6	14
	SB		O	0		O	0		O	4		I	2		O	0		O	0		I	1		I	4	11
Blue Rd to Miller Rd	NB	0.0%	I	0	0.0%	I	0	1.0%	I	2	1.0%	O	1	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	5
	SB		O	0		O	0		O	1		I	2		O	0		O	0		I	0		I	2	5
Miller Rd to Levante	NB	1.0%	I	0	1.0%	I	1	1.0%	I	2	1.0%	O	1	1.0%	I	4	2.0%	I	5	4.0%	O	1	2.0%	O	2	16
	SB		O	1		O	1		O	1		I	2		O	1		O	1		I	4		I	2	13
Levante Rd to Ponce	NB	2.0%	I	1	1.0%	I	1	1.0%	I	2	1.0%	O	1	1.0%	I	4	2.0%	I	5	4.0%	O	1	4.0%	O	5	20
	SB		O	1		O	1		O	1		I	2		O	1		O	1		I	4		I	4	15
RED ROAD **																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	6	3.0%	O	3	0.0%	I	0	0.0%	I	0	2.0%	O	0	13.0%	O	15	24
	SB		O	0		O	0		O	3		I	5		O	0		O	0		I	2		I	12	22
Blue Road to Miller Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	6	4.0%	O	4	0.0%	I	0	0.0%	I	0	0.0%	O	0	21.0%	O	24	34
	SB		O	0		O	0		O	3		I	7		O	0		O	0		I	0		I	19	29
Miller Rd to Brescia Ave	NB	0.0%	I	0	0.0%	I	0	4.0%	I	7	6.0%	O	7	0.0%	I	0	0.0%	I	0	1.0%	O	0	12.0%	O	14	28
	SB		O	0		O	0		O	4		I	10		O	0		O	0		I	1		I	11	26
Brescia Ave to Ponce	NB	2.0%	I	1	2.0%	I	2	3.0%	I	6	13.0%	O	14	1.0%	I	4	2.0%	I	5	3.0%	O	0	16.0%	O	18	50
	SB		O	1		O	1		O	3		I	22		O	1		O	1		I	3		I	14	46
Ponce to US-1	NB	2.0%	I	1	2.0%	I	2	3.0%	I	6	15.0%	O	17	2.0%	I	8	3.0%	I	7	3.0%	O	0	5.0%	I	4	45
	SB		O	1		O	1		O	3		I	26		O	1		O	2		I	3		O	6	43
US 1 to Sunset Drive	NB	2.0%	I	1	2.0%	I	2	2.0%	I	4	17.0%	I	29	2.0%	I	8	3.0%	I	7	3.0%	I	3	4.0%	I	4	58
	SB		O	1		O	1		O	2		O	19		O	1		O	2		O	0		O	5	31

TABLE 17
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
AM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS

3/6/08

		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
		IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMMITTED
		46	1081	52	95	1070	61	184	1064	108	173	1086	111	405	1067	72	239	1080	67	101	1083	14	89	1098	113	TRIPS
LOCATION	DIR	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
UNIVERSITY DRIVE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	2
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		I	2	2
Blue Road to Pisano Ave	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		O	0	0
RIVIERA DRIVE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	6.0%	O	1	0.0%	O	0	1
	SB		O	0		I	0		O	0		I	0		O	0		O	0		I	6		I	0	6
Blue Road to Ponce	NB	2.0%	I	1	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	6.0%	O	1	0.0%	O	0	2
	SB		O	1		O	0		O	0		I	0		O	0		O	0		I	6		I	0	7
US-1 to LeJeune Road	NB	2.0%	I	1	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	69.0%	O	10	0.0%	I	0	11
	SB		O	1		O	0		O	0		I	0		O	0		O	0		I	70		O	0	71
ALHMABRA CIRCLE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	6	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	8
	SB		O	0		O	0		O	3		I	0		O	0		O	0		I	0		I	2	5
Blue Road to Miller Road	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	2
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		I	2	2
S. ALHMABRA CIRCLE																										
US-1 to Nervia Street	NB	0.0%	O	0	0.0%	O	0	0.0%	O	0	50.0%	I	87	0.0%	O	0	0.0%	O	0	0.0%	O	0	0.0%	I	0	87
	SB		I	0		I	0		I	0		O	56		I	0		I	0		I	0		O	0	56
Nervia Street to Sunset Dr.	EB	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2
	WB		O	0		O	0		I	0		I	3		O	0		O	0		O	0		I	0	3
CAMPO SANO																										
San Amaro to Pisano	EB	1.0%	I	0	1.0%	I	1	1.0%	O	1	1.0%	O	1	1.0%	I	4	1.0%	I	2	1.0%	I	1	1.0%	O	1	11
	WB		O	1		O	1		I	2		I	2		O	1		O	1		O	0		I	1	9
PISANO ANEVUE																										
Campo Sano to University	EB	1.0%	I	0	1.0%	I	1	1.0%	O	1	1.0%	O	1	1.0%	I	4	1.0%	I	2	1.0%	I	1	1.0%	O	1	11
	WB		O	1		O	1		I	2		I	2		O	1		O	1		O	0		I	1	9
BRESCIA AVENUE																										
San Amaro to Red Road	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	O	1	1
	WB		O	0		O	0		O	0		O	0		O	0		O	0		O	0		I	1	1
LEVANTE AVENUE																										
San Amaro to Red Road	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	I	2	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	O	1	3
	WB		O	0		O	0		O	0		O	1		O	0		O	0		O	0		I	1	2
HARDEE ROAD																										
US-1 to Granada Blvd	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0
	WB		O	0		O	0		O	0		I	0		O	0		O	0		O	0		I	0	0
Granada Blvd to LeJeune	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0
	WB		O	0		O	0		O	0		I	0		O	0		O	0		O	0		I	0	0
NERVIA STREET																										
S. Alhambra to Sunset Dr.	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	8.0%	I	14	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	14
	SB		O	0		O	0		O	0		O	9		O	0		O	0		O	0		O	0	9

TABLE 18
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2010 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	OUT 0 TRIPS	ACADEMIC [6] IN 43 %	I/O	OUT 56 TRIPS	DIV-ERTED TRIPS [7]	2010 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2010 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	1,329	2,060	YES	1,349	165	1,514	YES	2%	O	0	3%	O	2		2	0.1%	NO	1,351	YES
	WB	2	2,046	2,060	YES	2,077	208	2,285	NO		I	0		I	1		1	0.0%	NO	2,078	NO
Granada Blvd to University	EB	2	1,299	2,060	YES	1,319	105	1,424	YES	1%	I	0	5%	O	3		3	0.1%	NO	1,322	YES
	WB	2	1,811	2,060	YES	1,838	149	1,987	YES		O	0		I	2		2	0.1%	NO	1,840	YES
University to San Amaro	EB	2	1,287	2,060	YES	1,306	69	1,375	YES	1%	I	0	1%	I	0		0	0.0%	NO	1,306	YES
	WB	2	1,693	2,060	YES	1,719	103	1,822	YES		O	0		O	1		1	0.0%	NO	1,720	YES
San Amaro to Red Road	EB	2	1,373	2,060	YES	1,394	74	1,468	YES	1%	I	0	1%	I	0		0	0.0%	NO	1,394	YES
	WB	2	1,938	2,060	YES	1,967	119	2,086	NO		O	0		O	1		1	0.0%	NO	1,968	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	552	810	YES	560	6	566	YES	1%	O	0	1%	I	0		0	0.0%	NO	560	YES
	WB	1	677	810	YES	687	7	694	YES		I	0		O	1		1	0.1%	NO	688	YES
Granada to University Dr	EB	1	332	810	YES	337	12	349	YES	2%	O	0	1%	I	0		0	0.0%	NO	337	YES
	WB	1	1,071	810	NO	1,087	23	1,110	NO		I	0		O	1		1	0.1%	NO	1,088	NO
University to San Amaro	EB	1	193	810	YES	196	23	219	YES	2%	I	0	1%	O	1		1	0.1%	NO	197	YES
	WB	1	699	810	YES	710	37	747	YES		O	0		I	0		0	0.0%	NO	710	YES
San Amaro to Red Road	EB	1	176	810	YES	179	23	202	YES	4%	I	0	8%	O	4		4	0.5%	NO	183	YES
	WB	1	575	810	YES	584	42	626	YES		O	0		I	3		3	0.4%	NO	587	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	325	810	YES	330	28	358	YES	9%	I	0	25%	I	11		11	1.4%	NO	341	YES
	WB	1	672	810	YES	682	40	722	YES		O	0		O	14		14	1.7%	NO	696	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	556	2,060	YES	564	152	716	YES	20%	O	0	13%	O	7	11	18	0.9%	NO	582	YES
	SW	2	1,239	2,060	YES	1,258	178	1,436	YES		I	0		I	6	10	16	0.8%	NO	1,274	YES
Granada Blvd to Stanford	NE	2	639	2,060	YES	649	128	777	YES	33%	O	0	17%	O	10	11	21	1.0%	NO	670	YES
	SW	2	1,067	2,060	YES	1,083	164	1,247	YES		I	0		I	7	10	17	0.8%	NO	1,100	YES
Stanford to Hurricane Dr.	NE	2	776	2,060	YES	788	70	858	YES	38%	I	0	9%	I	4	11	15	0.7%	NO	803	YES
	SW	2	1,575	2,060	YES	1,599	105	1,704	YES		O	0		O	5	10	15	0.7%	NO	1,614	YES
Hurricane Dr. to Red Road	NE	2	376	2,060	YES	382	56	438	YES	20%	I	0	8%	I	3	10	13	0.6%	NO	395	YES
	SW	2	1,004	2,060	YES	1,019	82	1,101	YES		O	0		O	4	11	15	0.7%	NO	1,034	YES
US1																					
LeJeune to Granada Blvd	NE	3	2,593	4,070	YES	2,632	220	2,852	YES	8%	O	0	3%	O	2	11	13	0.3%	NO	2,645	YES
	SW	3	2,383	4,070	YES	2,419	226	2,645	YES		I	0		I	1	10	11	0.3%	NO	2,430	YES
Granada Blvd to Maynada	NE	3	2,816	4,070	YES	2,858	212	3,070	YES	7%	O	0	4%	O	2	11	13	0.3%	NO	2,871	YES
	SW	3	2,257	4,070	YES	2,291	248	2,539	YES		I	0		I	2	10	12	0.3%	NO	2,303	YES
Maynada to S. Alhambra	NE	3	2,863	4,070	YES	2,906	269	3,175	YES	17%	I	0	10%	I	4	11	15	0.4%	NO	2,921	YES
	SW	3	3,306	4,070	YES	3,356	298	3,654	YES		O	0		O	6	10	16	0.4%	NO	3,372	YES
S. Alhambra to Red Road	NE	3	2,579	4,070	YES	2,618	188	2,806	YES	16%	I	0	10%	I	4	10	14	0.3%	NO	2,632	YES
	SW	3	3,481	4,070	YES	3,533	220	3,753	YES		O	0		O	6	11	17	0.4%	NO	3,550	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	487	970	YES	494	31	525	YES	1%	O	0	1%	O	1		1	0.1%	NO	495	YES
	WB	1	495	970	YES	502	36	538	YES		I	0		I	0		0	0.0%	NO	502	YES
Maynada to Red Road	EB	1	571	970	YES	580	41	621	YES	1%	I	0	1%	O	1		1	0.1%	NO	581	YES
	WB	1	661	970	YES	671	44	715	YES		O	0		I	0		0	0.0%	NO	671	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	891	2,580	YES	904	112	1,016	YES	5%	O	0	2%	O	1		1	0.0%	NO	905	YES
	SB	2	1,102	2,580	YES	1,119	112	1,231	YES		I	0		I	1		1	0.0%	NO	1,120	YES
Blue Road to US-1	NB	2	559	2,580	YES	567	104	671	YES	7%	O	0	3%	O	2		2	0.1%	NO	569	YES
	SB	2	646	2,580	YES	656	100	756	YES		I	0		I	1		1	0.0%	NO	657	YES
US-1 to Sunset Drive	NB	1	617	1,220	YES	626	31	657	YES	1%	I	0	1%	I	0		0	0.0%	NO	626	YES
	SB	1	698	1,220	YES	709	58	767	YES		O	0		O	1		1	0.1%	NO	710	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	392	790	YES	398	23	421	YES	4%	O	0	6%	O	3		3	0.4%	NO	401	YES
	SB	1	695	790	YES	705	26	731	YES		I	0		I	3		3	0.4%	NO	708	YES
Blue Rd to Ponce	NB	1	510	790	YES	518	40	558	YES	6%	O	0	6%	O	3		3	0.4%	NO	521	YES
	SB	1	561	790	YES	569	39	608	YES		I	0		I	3		3	0.4%	NO	572	YES
Ponce de Leon to US 1	NB	1	340	790	YES	345	102	447	YES	7%	I	0	7%	I	3		3	0.4%	NO	348	YES
	SB	1	457	790	YES	464	105	569	YES		O	0		O	4		4	0.5%	NO	468	YES
US 1 to Sunset Drive	NB	1	224	790	YES	227	10	237	YES	2%	I	0	2%	I	1		1	0.1%	NO	228	YES
	SB	1	485	790	YES	492	16	508	YES		O	0		O	1		1	0.1%	NO	493	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	203	660	YES	206	16	222	YES	4%	I	0	5%	I	2		2	0.3%	NO	208	YES
	SB	1	504	660	YES	512	20	532	YES		O	0		O	3		3	0.5%	NO	515	YES
SAN AMARO DRIVE [7,8]																					
Bird Rd to Blue Rd	NB	1	121	660	YES	123	16	139	YES	1%	O	0	3%	O	2		2	0.3%	NO	125	YES
	SB	1	52	660	YES	53	25	78	YES		I	0		I	1		1	0.2%	NO	54	YES
Blue Rd to Miller Rd	NB	1	606	660	YES	615	9	624	YES	2%	O	0	8%	O	4	-69	-65	-9.8%	NO	550	YES
	SB	1	979	660	NO	994	11	1,005	NO		I	0		I	3	-106	-103	-15.6%	NO	891	NO
Miller Rd to Levante	NB	1	572	660	YES	581	24	605	YES	11%	O	0	2%	I	1	-8	-7	-1.1%	NO	574	YES
	SB	2	664	1,320	YES	674	28	702	YES		I	0		O	1	-8	-7	-0.5%	NO	667	YES
Levante Rd to Ponce	NB	1	636	660	YES	646	28	674	NO	19%	O	0	2%	I	1	-8	-7	-1.1%	NO	639	YES
	SB	2	488	1,320	YES	495	33	528	YES		I	0		O	1	-8	-7	-0.5%	NO	488	YES

TABLE 18
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2010 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	OUT 0 TRIPS	ACADEMIC [6] IN 43 %	I/O	OUT 56 TRIPS	DIV-ERTED TRIPS [7]	2010 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2010 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
RED ROAD																					
Bird Road to Blue Road	NB	1	569	970	YES	578	36	614	YES	3%	O	0	5%	O	3		3	0.3%	NO	581	YES
	SB	1	653	970	YES	663	42	705	YES		I	0		I	2		2	0.2%	NO	665	YES
Blue Road to Miller Road	NB	1	604	970	YES	613	47	660	YES	1%	O	0	4%	O	2		2	0.2%	NO	615	YES
	SB	1	694	970	YES	704	56	760	YES		I	0		I	2		2	0.2%	NO	706	YES
Miller Rd to Brescia Ave	NB	1	745	970	YES	756	53	809	YES	3%	O	0	3%	I	1		1	0.1%	NO	757	YES
	SB	1	768	970	YES	780	60	840	YES		I	0		O	2		2	0.2%	NO	782	YES
Brescia Ave to Ponce	NB	2	1,348	2,060	YES	1,368	116	1,484	YES	8%	O	0	5%	I	2		2	0.1%	NO	1,370	YES
	SB	2	1,004	2,060	YES	1,019	123	1,142	YES		I	0		O	3		3	0.1%	NO	1,022	YES
Ponce to US-1	NB	2	701	2,060	YES	712	124	836	YES	10%	O	0	9%	I	4		4	0.2%	NO	716	YES
	SB	2	811	2,060	YES	823	129	952	YES		I	0		O	5		5	0.2%	NO	828	YES
US 1 to Sunset Drive	NB	2	551	1,720	YES	559	124	683	YES	10%	I	0	4%	I	2		2	0.1%	NO	561	YES
	SB	2	951	1,720	YES	965	147	1,112	YES		O	0		O	2		2	0.1%	NO	967	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	124	660	YES	126	2	128	YES	2%	O	0	4%	O	2		2	0.3%	NO	128	YES
	SB	1	211	660	YES	214	2	216	YES		I	0		I	2		2	0.3%	NO	216	YES
Blue Road to Pisano Ave	NB	1	183	660	YES	186	0	186	YES	4%	O	0	4%	O	2		2	0.3%	NO	188	YES
	SB	1	281	660	YES	285	0	285	YES		I	0		I	2		2	0.3%	NO	287	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	192	660	YES	195	7	202	YES	1%	O	0	1%	O	1		1	0.2%	NO	196	YES
	SB	1	553	660	YES	561	1	562	YES		I	0		I	0		0	0.0%	NO	561	YES
Blue Road to Ponce	NB	1	224	660	YES	227	10	237	YES	1%	O	0	1%	O	1		1	0.2%	NO	228	YES
	SB	1	292	660	YES	296	4	300	YES		I	0		I	0		0	0.0%	NO	296	YES
US-1 to LeJeune Road	NB	1	202	660	YES	205	79	284	YES	1%	I	0	1%	I	0		0	0.0%	NO	205	YES
	SB	1	278	660	YES	282	19	301	YES		O	0		O	1		1	0.2%	NO	283	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	162	660	YES	164	6	170	YES	1%	O	0	1%	O	1		1	0.2%	NO	165	YES
	SB	1	244	660	YES	248	12	260	YES		I	0		I	0		0	0.0%	NO	248	YES
Blue Road to Miller Road	NB	1	154	660	YES	156	2	158	YES	1%	O	0	4%	O	2		2	0.3%	NO	158	YES
	SB	1	213	660	YES	216	2	218	YES		I	0		I	2		2	0.3%	NO	218	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	244	660	YES	248	279	527	YES	1%	I	0	1%	I	0		0	0.0%	NO	248	YES
	SB	1	238	660	YES	242	302	544	YES		O	0		O	1		1	0.2%	NO	243	YES
Nervia Street to Sunset Dr.	EB	1	118	660	YES	120	12	132	YES	1%	I	0	1%	I	0		0	0.0%	NO	120	YES
	WB	1	111	660	YES	113	11	124	YES		O	0		O	1		1	0.2%	NO	114	YES
CAMPO SANO																					
San Amaro to Pisano	EB	1	386	660	YES	392	19	411	YES	2%	I	0	10%	I	4	-27	-23	-3.5%	NO	369	YES
	WB	1	795	660	NO	807	21	828	NO		O	0		O	6	-48	-42	-6.4%	NO	765	NO
PISANO ANEVUE																					
Campo Sano to University	EB	1	322	660	YES	327	19	346	YES	1%	O	0	10%	O	6	-24	-18	-2.7%	NO	309	YES
	WB	1	380	660	YES	386	21	407	YES		I	0		I	4	-27	-23	-3.5%	NO	363	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	79	660	YES	80	1	81	YES	5%	I	0	6%	I	3		3	0.5%	NO	83	YES
	WB	1	362	660	YES	367	1	368	YES		O	0		O	3		3	0.5%	NO	370	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	36	660	YES	37	7	44	YES	3%	I	0	5%	I	2		2	0.3%	NO	39	YES
	WB	1	382	660	YES	388	7	395	YES		O	0		O	3		3	0.5%	NO	391	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	457	660	YES	464	0	464	YES	1%	I	0	2%	I	1		1	0.2%	NO	465	YES
	WB	1	493	660	YES	500	0	500	YES		O	0		O	1		1	0.2%	NO	501	YES
Granada Blvd to LeJeune	EB	1	498	660	YES	506	0	506	YES	1%	O	0	2%	O	1		1	0.2%	NO	507	YES
	WB	1	403	660	YES	409	0	409	YES		I	0		I	1		1	0.2%	NO	410	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	121	660	YES	123	45	168	YES	1%	I	0	1%	I	0		0	0.0%	NO	123	YES
	SB	1	165	660	YES	167	48	215	YES		O	0		O	1		1	0.2%	NO	168	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 19
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
PM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS

3/6/08

		MERRICK PLACE			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
		IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMMITTED
		140	1081	135	308	1070	333	127	1064	327	557	1086	604	154	1067	418	258	1080	403	23	1083	110	113	1098	89	TRIPS
LOCATION	**DIR**	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
BIRD ROAD																										
LeJeune to Granada Blvd	EB	22.0%	I	31	13.0%	I	40	6.0%	O	20	0.0%	O	0	13.0%	I	20	17.0%	I	44	6.0%	O	7	3.0%	O	3	165
	WB		O	30		O	43		I	8		I	0		O	54		O	69		I	1		I	3	208
Granada Blvd to University	EB	12.0%	I	17	12.0%	I	37	1.0%	O	3	0.0%	O	0	9.0%	I	14	11.0%	I	28	2.0%	I	0	7.0%	O	6	105
	WB		O	16		O	40		I	1		I	0		O	38		O	44		O	2		I	8	149
University to San Amaro	EB	9.0%	I	13	6.0%	I	18	0.0%	O	0	0.0%	O	0	7.0%	I	11	9.0%	I	23	1.0%	I	0	4.0%	O	4	69
	WB		O	12		O	20		I	0		I	0		O	29		O	36		O	1		I	5	103
San Amaro to Red Road	EB	9.0%	I	13	6.0%	I	18	7.0%	I	9	0.0%	O	0	6.0%	I	9	9.0%	I	23	1.0%	I	0	2.0%	O	2	74
	WB		O	12		O	20		O	23		I	0		O	25		O	36		O	1		I	2	119
BLUE ROAD																										
LeJeune to Granada Blvd	EB	2.0%	I	3	0.0%	I	0	0.0%	O	0	0.0%	O	0	1.0%	I	2	0.0%	I	0	1.0%	O	1	0.0%	O	0	6
	WB		O	3		O	0		I	0		I	0		O	4		O	0		I	0		I	0	7
Granada to University Dr	EB	2.0%	I	3	0.0%	I	0	0.0%	O	0	0.0%	O	0	1.0%	I	2	2.0%	I	5	7.0%	I	2	0.0%	O	0	12
	WB		O	3		O	0		I	0		I	0		O	4		O	8		O	8		I	0	23
University to San Amaro	EB	2.0%	I	3	2.0%	I	6	0.0%	O	0	0.0%	O	0	1.0%	I	2	2.0%	I	5	7.0%	I	2	6.0%	O	5	23
	WB		O	3		O	7		I	0		I	0		O	4		O	8		O	8		I	7	37
San Amaro to Red Road	EB	2.0%	I	3	1.0%	I	3	**3.0%**	I	4	0.0%	O	0	1.0%	I	2	2.0%	I	5	6.0%	I	1	6.0%	O	5	23
	WB		O	3		O	3		O	10		I	0		O	4		O	8		O	7		I	7	42
MILLER ROAD																										
San Amaro to Red Road	EB	1.0%	I	1	1.0%	I	3	1.0%	I	1	1.0%	O	6	1.0%	I	2	2.0%	I	5	4.0%	I	1	10.0%	O	9	28
	WB		O	1		O	3		O	3		I	6		O	4		O	8		O	4		I	11	40
PONCE DE LEON BLVD																										
LeJeune to Granada Blvd	NE	12.0%	I	17	7.0%	I	22	0.0%	O	0	12.0%	O	72	6.0%	I	9	9.0%	I	23	0.0%	O	0	10.0%	O	9	152
	SW		O	16		O	23		I	0		I	67		O	25		O	36		I	0		I	11	178
Granada Blvd to Stanford	NE	10.0%	I	14	6.0%	I	18	0.0%	O	0	9.0%	O	54	6.0%	I	9	8.0%	I	21	10.0%	I	2	11.0%	O	10	128
	SW		O	14		O	20		I	0		I	50		O	25		O	32		O	11		I	12	164
Stanford to Hurricane Dr.	NE	7.0%	I	10	5.0%	I	15	0.0%	O	0	1.0%	O	6	4.0%	I	6	7.0%	I	18	10.0%	I	2	15.0%	O	13	70
	SW		O	9		O	17		I	0		I	6		O	17		O	28		O	11		I	17	105
Hurricane Dr. to Red Road	NE	6.0%	I	8	4.0%	I	12	1.0%	I	1	1.0%	O	6	3.0%	I	5	5.0%	I	13	6.0%	I	1	11.0%	O	10	56
	SW		O	8		O	13		O	3		I	6		O	13		O	20		O	7		I	12	82
US1																										
LeJeune to Granada Blvd	NE	11.0%	I	15	10.0%	I	31	0.0%	O	0	15.0%	O	91	8.0%	I	12	12.0%	I	31	33.0%	O	36	4.0%	O	4	220
	SW		O	15		O	33		I	0		I	84		O	33		O	48		I	8		I	5	226
Granada Blvd to Maynada	NE	11.0%	I	15	9.0%	I	28	0.0%	O	0	21.0%	O	127	6.0%	I	9	11.0%	I	28	14.0%	I	3	2.0%	O	2	212
	SW		O	15		O	30		I	0		I	117		O	25		O	44		O	15		I	2	248
Maynada to S. Alhambra	NE	12.0%	I	17	8.0%	I	25	0.0%	O	0	31.0%	O	187	6.0%	I	9	11.0%	I	28	12.0%	I	3	0.0%	O	0	269
	SW		O	16		O	27		I	0		I	173		O	25		O	44		O	13		I	0	298
S. Alhambra to Red Road	NE	11.0%	I	15	8.0%	I	25	0.0%	I	0	18.0%	O	109	6.0%	I	9	10.0%	I	26	11.0%	I	3	1.0%	O	1	188
	SW		O	15		O	27		O	0		I	100		O	25		O	40		O	12		I	1	220
SUNSET ROAD																										
LeJeune Rd to Maynada	EB	1.0%	I	1	2.0%	I	6	0.0%	I	0	3.0%	O	18	1.0%	I	2	1.0%	I	3	2.0%	I	0	1.0%	O	1	31
	WB		O	1		O	7		O	0		I	17		O	4		O	4		O	2		I	1	36
Maynada to Red Road	EB	1.0%	I	1	1.0%	I	3	0.0%	I	0	5.0%	O	30	1.0%	I	2	1.0%	I	3	2.0%	I	0	2.0%	O	2	41
	WB		O	1		O	3		O	0		I	28		O	4		O	4		O	2		I	2	44
LEJEUNE ROAD																										
Bird Road to Blue Road	NB	31.0%	O	42	2.0%	O	7	3.0%	I	4	6.0%	O	36	3.0%	I	5	1.0%	O	4	**12.0%**	O	13	1.0%	O	1	112
	SB		I	43		I	6		O	10		I	33		O	13		I	3		I	3		I	1	112
Blue Road to US-1	NB	**21.0%**	I	29	3.0%	I	9	2.0%	I	3	7.0%	O	42	2.0%	I	3	1.0%	I	3	**13.0%**	O	14	1.0%	O	1	104
	SB		O	28		O	10		O	7		I	39		O	8		O	4		I	3		I	1	100
US-1 to Sunset Drive	NB	**3.0%**	I	4	1.0%	I	3	0.0%	I	0	1.0%	O	6	1.0%	I	2	4.0%	I	10	**22.0%**	I	5	1.0%	O	1	31
	SB		O	4		O	3		O	0		I	6		O	4		O	16		O	24		I	1	58
GRANADA BLVD																										
Bird Rd to Blue Rd	NB	1.0%	I	1	0.0%	I	0	1.0%	I	1	2.0%	O	12	1.0%	I	2	1.0%	I	3	1.0%	O	1	**3.0%**	O	3	23
	SB		O	1		O	0		O	3		I	11		O	4		O	4		I	0		I	3	26
Blue Rd to Ponce	NB	2.0%	I	3	2.0%	I	6	1.0%	I	1	2.0%	O	12	1.0%	I	2	2.0%	I	5	9.0%	O	10	1.0%	O	1	40
	SB		O	3		O	7		O	3		I	11		O	4		O	8		I	2		I	1	39
Ponce de Leon to US 1	NB	6.0%	I	8	5.0%	I	15	1.0%	I	1	6.0%	O	36	4.0%	I	6	5.0%	I	13	18.0%	O	20	3.0%	O	3	102
	SB		O	8		O	17		O	3		I	33		O	17		O	20		I	4		I	3	105
US 1 to Sunset Drive	NB	1.0%	I	1	1.0%	I	3	1.0%	I	1	0.0%	O	0	1.0%	I	2	1.0%	I	3	1.0%	I	0	0.0%	O	0	10
	SB		O	1		O	3		O	3		I	0		O	4		O	4		O	1		I	0	16
MAYNADA STREET																										
US 1 to Sunset Drive	NB	1.0%	I	1	1.0%	I	3	0.0%	I	0	1.0%	O	6	1.0%	I	2	1.0%	I	3	1.0%	I	0	1.0%	O	1	16
	SB		O	1		O	3		O	0		I	6		O	4		O	4		O	1		I	1	20
SAN AMARO DRIVE																										
Bird Rd to Blue Rd	NB	0.0%	I	0	0.0%	I	0	**4.0%**	I	5	1.0%	O	6	0.0%	I	0	0.0%	I	0	1.0%	O	1	**5.0%**	O	4	16
	SB		O	0		O	0		O	13		I	6		O	0		O	0		I	0		I	6	25
Blue Rd to Miller Rd	NB	0.0%	I	0	0.0%	I	0	**1.0%**	I	1	1.0%	O	6	0.0%	I	0	0.0%	I	0	0.0%	O	0	**2.0%**	O	2	9
	SB		O	0		O	0		O	3		I	6		O	0		O	0		I	0		I	2	11
Miller Rd to Levante	NB	1.0%	I	1	1.0%	I	3	**1.0%**	I	1	1.0%	O	6	1.0%	I	2	2.0%	I	5	4.0%	O	4	**2.0%**	O	2	24
	SB		O	1		O	3		O	3		I	6		O	4		O	8		I	1		I	2	28
Levante Rd to Ponce	NB	2.0%	I	3	1.0%	I	3	1.0%	I	1	1.0%	O	6	1.0%	I	2	2.0%	I	5	4.0%	O	4	4.0%	O	4	28
	SB		O	3		O	3		O	3		I	6		O	4		O	8		I	1		I	5	33
RED ROAD **																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	4	3.0%	O	18	0.0%	I	0	0.0%	I	0	2.0%	O	2	13.0%	O	12	36
	SB		O	0		O	0		O	10		I	17		O	0		O	0		I	0		I	15	42
Blue Road to Miller Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	4	4.0%	O	24	0.0%	I	0	0.0%	I	0	0.0%	O	0	21.0%	O	19	47
	SB		O	0		O	0		O	10		I	22		O	0		O	0		I	0		I	24	56
Miller Rd to Brescia Ave	NB	0.0%	I	0	0.0%	I	0	4.0%	I	5	6.0%	O	36	0.0%	I	0	0.0%	I	0	1.0%	O	1	12.0%	O	11	53
	SB		O	0		O	0		O	13		I	33		O	0		O	0		I	0		I	14	60
Brescia Ave to Ponce	NB	2.0%	I	3	2.0%	I	6	3.0%	I	4	13.0%	O	79	1.0%	I	2	2.0%	I	5	3.0%	O	3	16.0%	O	14	116
	SB		O	3		O	7		O	10		I	72		O	4		O	8		I	1		I	18	123
Ponce to US-1	NB	2.0%	I	3	2.0%	I	6	3.0%	I	4	15.0%	O	91	2.0%	I	3	3.0%	I	8	3.0%	O	3	5.0%	I	6	124
	SB		O	3		O	7		O	10		I	84		O	8		O	12		I	1		O	4	129
US 1 to Sunset Drive	NB	2.0%	I	3	2.0%	I	6	2.0%	I	3	17.0%	I	95	2.0%	I	3	3.0%	I	8	3.0%	I	1	4.0%	I	5	124
	SB		O	3		O	7		O	7		O	103		O	8		O	12		O	3		O	4	147

TABLE 19
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
PM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS

3/6/08

		MERRICK PLACE			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
		IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMMITTED
		140	1081	135	308	1070	333	127	1064	327	557	1086	604	154	1067	418	258	1080	403	23	1083	110	113	1098	89	TRIPS
LOCATION	**DIR**	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
UNIVERSITY DRIVE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	2
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		I	2	2
Blue Road to Pisano Ave	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		O	0	0
RIVIERA DRIVE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	6.0%	O	7	0.0%	O	0	7
	SB		O	0		I	0		O	0		I	0		O	0		O	0		I	1		I	0	1
Blue Road to Ponce	NB	2.0%	I	3	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	6.0%	O	7	0.0%	O	0	10
	SB		O	3		O	0		O	0		I	0		O	0		O	0		I	1		I	0	4
US-1 to LeJeune Road	NB	2.0%	I	3	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	69.0%	O	76	0.0%	I	0	79
	SB		O	3		O	0		O	0		I	0		O	0		O	0		I	16		O	0	19
ALHMABRA CIRCLE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	4	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	6
	SB		O	0		O	0		O	10		I	0		O	0		O	0		I	0		I	2	12
Blue Road to Miller Road	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	2
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		I	2	2
S. ALHMABRA CIRCLE																										
US-1 to Nervia Street	NB	0.0%	O	0	0.0%	O	0	0.0%	O	0	50.0%	I	279	0.0%	O	0	0.0%	O	0	0.0%	O	0	0.0%	I	0	279
	SB		I	0		I	0		I	0		O	302		I	0		I	0		I	0		O	0	302
Nervia Street to Sunset Dr.	EB	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	12	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	12
	WB		O	0		O	0		I	0		I	11		O	0		O	0		O	0		I	0	11
CAMPO SANO																										
San Amaro to Pisano	EB	1.0%	I	1	1.0%	I	3	1.0%	O	3	1.0%	O	6	1.0%	I	2	1.0%	I	3	1.0%	I	0	1.0%	O	1	19
	WB		O	1		O	3		I	1		I	6		O	4		O	4		O	1		I	1	21
PISANO ANEVUE																										
Campo Sano to University	EB	1.0%	I	1	1.0%	I	3	1.0%	O	3	1.0%	O	6	1.0%	I	2	1.0%	I	3	1.0%	I	0	1.0%	O	1	19
	WB		O	1		O	3		I	1		I	6		O	4		O	4		O	1		I	1	21
BRESCIA AVENUE																										
San Amaro to Red Road	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	O	1	1
	WB		O	0		O	0		O	0		O	0		O	0		O	0		O	0		I	1	1
LEVANTE AVENUE																										
San Amaro to Red Road	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	I	6	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	O	1	7
	WB		O	0		O	0		O	0		O	6		O	0		O	0		O	0		I	1	7
HARDEE ROAD																										
US-1 to Granada Blvd	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0
	WB		O	0		O	0		O	0		I	0		O	0		O	0		O	0		I	0	0
Granada Blvd to LeJeune	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0
	WB		O	0		O	0		O	0		I	0		O	0		O	0		O	0		I	0	0
NERVIA STREET																										
S. Alhambra to Sunset Dr.	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	8.0%	I	45	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	45
	SB		O	0		O	0		O	0		O	48		O	0		O	0		O	0		O	0	48

TABLE 20
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2010 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	106	488	153	27	454	42	235	690	256	106	162	5	**2724**	YES	D
2	SAN AMARO/MILLER	88	667	66	54	307	76	417	238	135	19	15	8	**2090**	YES	C
3	SAN AMARO/TRILLO	37	768	0	0	386	35	0	0	105	0	0	0	**1331**	NO	B
4	SAN AMARO/MEMORIAL	0	632	75	121	202	0	0	0	0	68	0	58	**1156**	NO	C
5	SAN AMARO/ROBBIA	0	652	0	0	271	6	0	0	12	0	0	0	**941**	NO	A
6	CAMPO SANO/BRUNSON	9	0	20	0	0	0	0	635	330	54	166	0	**1214**	NO	C
7	PISANO/UNIVERSITY	2	7	32	71	16	32	28	191	12	38	231	61	**721**	NO	B
8	PISANO/CARILLO	0	0	0	1	22	18	2	173	124	107	316	1	**764**	NO	C
9	PONCE/GRANADA	38	467	102	42	350	132	315	1047	45	49	422	98	**3107**	YES	B
10	US-1/GRANADA	16	335	57	71	270	103	132	3086	35	43	2441	128	**6717**	YES	C
11	PONCE/CARILLO	0	0	0	103	0	117	0	1400	0	0	595	0	**2215**	NO	C
12	PONCE/STANFORD	139	110	246	39	21	37	76	933	115	157	432	97	**2402**	YES	B
13	US-1/STANFORD	68	249	83	32	173	90	172	3056	32	89	2711	88	**6843**	YES	C
14	PONCE/MERRICK	2	0	13	10	0	31	140	1248	14	18	537	45	**2058**	NO	C
15	PONCE/DICKINSON	0	0	3	22	1	56	87	1308	32	20	574	38	**2141**	NO	C
16	PONCE/S.ALHAMBRA	145	38	296	27	5	2	110	1070	189	136	384	75	**2477**	YES	B
17	US-1/S.ALHAMBRA	39	204	97	127	128	95	211	3259	47	115	3036	80	**7438**	YES	D
18	PONCE/SAN AMARO	1	2	1	472	9	11	89	925	7	8	290	294	**2109**	YES	B
19	RED/LEVANTE	11	715	90	116	1252	10	11	1	17	60	1	32	**2316**	YES	A
20	RED/US-1	0	497	73	0	447	140	380	2189	54	116	1988	52	**5936**	YES	D
21	RED/PONCE	0	586	322	631	676	31	0	0	13	0	0	221	**2480**	NO	B
22	CAMPO SANO/PISANO	90	0	23	0	0	0	0	402	269	28	116	0	**928**	NO	C
23	RED/BRESCIA	73	555	26	36	739	29	240	298	378	15	26	31	**2446**	YES	C
24	SUNSET/MAYNADA	19	442	110	15	141	53	93	396	33	43	328	21	**1694**	YES	C
25	RED/SUNSET	93	601	156	107	348	127	167	422	41	170	368	87	**2687**	YES	D
26	RED/BLUE	29	566	69	60	515	7	66	472	52	21	81	35	**1973**	YES	C
27	RED/BIRD	118	395	102	121	315	121	367	1784	208	38	858	57	**4484**	YES	C
28	BIRD/UNIVERSITY	46	0	198	0	0	0	0	1920	38	81	1011	0	**3294**	YES	B
29	BIRD/LEJEUNE	134	712	60	220	593	59	264	1881	84	148	925	90	**5170**	YES	E
30	BLUE/SAN AMARO	6	45	157	98	79	15	23	633	42	17	135	13	**1263**	NO	F
31	BLUE/UNIVERSITY	19	137	300	5	137	15	74	755	72	87	165	12	**1778**	YES	C
32	BLUE/GRANADA	18	438	10	10	326	88	518	484	53	5	117	24	**2091**	YES	B
33	PONCE/LEJEUNE/GRAND	22	171	62	55	240	38	36	1613	20	41	875	75	**3248**	YES	E
34	US-1/LE JEUNE RD	0	615	190	0	408	168	292	3834	36	84	2666	5	**8298**	YES	F
35	PONCE/RIVIERA DR	65	223	48	67	213	38	185	726	126	26	476	7	**2200**	YES	B
36	US1/RIVIERA DR	82	225	42	82	214	32	44	3130	69	37	2737	47	**6741**	YES	B
37	BIRD RD/RIVIERA DR	14	226	293	44	69	6	25	1780	12	54	964	22	**3509**	YES	B
38	SUNSET RD/GRANADA	0	0	0	31	0	22	19	769	0	0	342	30	**1213**	NO	C
39	GRANADA/HARDEE RD	0	100	287	25	55	37	81	515	5	31	266	86	**1488**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	20	0	107	187	524	0	0	485	63	**1386**	NO	C
41	S. ALHAMBRA CR/NERVIA	76	124	0	0	75	178	174	0	42	0	0	0	**669**	NO	A
42	BIRD RD/SAN AMARO DR	23	6	86	0	0	0	0	1747	18	29	1036	0	**2945**	NO	F
43	BIRD RD/GRANADA BLVD	25	190	64	50	224	42	384	1631	15	49	837	88	**3599**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 21
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2010 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	106	488	154	27	454	42	235	693	256	106	163	5	**2729**	YES	D
2	SAN AMARO/MILLER	88	667	66	54	307	77	418	238	136	19	15	8	**2093**	YES	C
3	SAN AMARO/TRILLO	37	769	0	0	387	35	0	0	105	0	0	0	**1333**	NO	B
4	SAN AMARO/MEMORIAL	0	633	75	121	203	0	0	0	0	68	0	58	**1158**	NO	C
5	SAN AMARO/ROBBIA	0	652	0	0	271	6	0	0	12	0	0	0	**941**	NO	A
6	CAMPO SANO/BRUNSON	9	0	20	0	0	0	0	635	330	54	166	0	**1214**	YES	C/A
7	PISANO/UNIVERSITY	2	7	32	71	16	32	28	191	12	38	231	61	**721**	NO	B
8	PISANO/CARILLO	0	0	0	1	22	18	2	173	124	107	316	1	**764**	NO	C
9	PONCE/GRANADA	38	468	102	42	350	132	315	1047	45	49	422	99	**3109**	YES	B
10	US-1/GRANADA	16	335	57	71	270	103	132	3086	35	43	2441	128	**6717**	YES	C
11	PONCE/CARILLO	0	0	0	103	0	117	0	1400	0	0	595	0	**2215**	NO	C
12	PONCE/STANFORD	139	110	246	39	21	37	76	933	115	157	432	97	**2402**	YES	B
13	US-1/STANFORD	68	249	83	32	173	90	172	3056	32	89	2711	88	**6843**	YES	C
14	PONCE/MERRICK	2	0	13	10	0	31	140	1248	14	18	537	45	**2058**	YES	C/A
15	PONCE/DICKINSON	0	0	3	22	1	56	87	1308	32	20	574	38	**2141**	YES	C/A
16	PONCE/S.ALHAMBRA	145	38	296	27	5	2	110	1070	189	136	384	75	**2477**	YES	B
17	US-1/S.ALHAMBRA	39	204	97	127	128	95	211	3259	47	115	3036	80	**7438**	YES	D
18	PONCE/SAN AMARO	1	2	1	472	9	11	89	925	7	8	290	294	**2109**	YES	B
19	RED/LEVANTE	11	716	90	116	1252	10	11	1	17	60	1	32	**2317**	YES	A
20	RED/US-1	0	497	73	0	447	140	380	2189	54	116	1988	52	**5936**	YES	D
21	RED/PONCE	0	586	322	631	676	31	0	0	14	0	0	221	**2481**	NO	B
22	CAMPO SANO/PISANO	90	0	23	0	0	0	0	402	269	28	116	0	**928**	NO	C
23	RED/BRESCIA	73	555	26	36	739	29	240	298	378	15	26	31	**2446**	NO	C
24	SUNSET/MAYNADA	19	442	110	15	141	53	93	396	33	43	328	21	**1694**	YES	C
25	RED/SUNSET	93	601	156	107	348	127	167	422	41	170	368	87	**2687**	YES	D
26	RED/BLUE	29	566	69	60	515	7	66	473	52	21	81	35	**1974**	YES	C
27	RED/BIRD	118	395	102	121	315	121	367	1784	208	38	858	57	**4484**	YES	C
28	BIRD/UNIVERSITY	46	0	198	0	0	0	0	1920	38	81	1011	0	**3294**	YES	B
29	BIRD/LEJEUNE	134	712	60	220	593	59	264	1881	84	148	925	90	**5170**	YES	E
30	BLUE/SAN AMARO	6	45	157	98	80	15	23	633	43	17	135	13	**1265**	NO	F
31	BLUE/UNIVERSITY	19	137	300	5	137	15	74	755	72	87	165	12	**1778**	YES	C
32	BLUE/GRANADA	18	439	10	10	327	88	518	484	53	5	117	24	**2093**	YES	B
33	PONCE/LEJEUNE/GRAND	22	171	62	55	240	38	36	1613	20	41	875	75	**8298**	YES	E
34	US-1/LE JEUNE RD	0	615	190	0	408	168	292	3834	36	84	2666	5	**8298**	YES	F
35	PONCE/RIVIERA DR	65	223	48	67	213	38	185	727	126	26	477	7	**2202**	YES	B
36	US1/RIVIERA DR	82	225	42	82	214	32	44	3130	69	37	2737	47	**6741**	YES	B
37	BIRD RD/RIVIERA DR	14	226	293	44	69	6	25	1780	12	54	964	22	**3509**	YES	B
38	SUNSET RD/GRANADA	0	0	0	31	0	22	19	769	0	0	342	30	**1213**	NO	C
39	GRANADA/HARDEE RD	0	100	287	25	55	37	81	515	5	31	266	86	**1488**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	20	0	107	187	524	0	0	485	63	**1386**	NO	C
41	S. ALHAMBRA CR/NERVIA	76	124	0	0	75	178	174	0	42	0	0	0	**669**	NO	A
42	BIRD RD/SAN AMARO DR	23	6	86	0	0	0	0	1747	18	29	1036	0	**2945**	NO	F
43	BIRD RD/GRANADA BLVD	25	190	64	50	224	42	384	1631	15	49	837	88	**3599**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 22
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2010 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	269	367	43	17	418	230	115	290	96	200	516	7	**2568**	YES	C
2	SAN AMARO/MILLER	201	368	32	23	517	386	136	90	131	98	70	37	**2089**	YES	B
3	SAN AMARO/TRILLO	29	413	0	0	845	16	0	0	17	0	0	0	**1320**	NO	C
4	SAN AMARO/MEMORIAL	0	314	62	93	751	0	0	0	0	97	0	125	**1442**	NO	C
5	SAN AMARO/ROBBIA	0	360	0	0	783	20	0	0	5	0	0	0	**1168**	NO	B
6	CAMPO SANO/BRUNSON	160	0	59	0	0	0	0	292	120	94	679	0	**1404**	NO	F
7	PISANO/UNIVERSITY	12	9	41	65	10	29	44	252	12	37	328	35	**874**	NO	B
8	PISANO/CARILLO	0	0	0	5	13	61	11	270	85	23	353	0	**821**	NO	B
9	PONCE/GRANADA	84	289	72	58	430	135	242	511	29	108	971	40	**2969**	YES	D
10	US-1/GRANADA	17	222	29	142	325	126	137	2379	5	43	2334	85	**5844**	YES	B
11	PONCE/CARILLO	0	0	0	13	0	112	0	777	0	0	1175	0	**2077**	NO	B
12	PONCE/STANFORD	126	96	205	145	186	86	58	440	135	192	979	102	**2750**	YES	B
13	US-1/STANFORD	33	154	41	116	197	192	237	2913	30	34	2447	58	**6452**	YES	B
14	PONCE/MERRICK	9	2	31	41	0	145	100	651	5	13	1394	54	**2445**	NO	F
15	PONCE/DICKINSON	17	0	10	45	1	177	126	658	5	5	1537	58	**2639**	NO	F
16	PONCE/S.ALHAMBRA	207	16	112	59	44	8	33	608	197	334	1313	53	**2984**	YES	B
17	US-1/S.ALHAMBRA	132	166	260	137	173	300	126	2557	123	238	3340	88	**7640**	YES	F
18	PONCE/SAN AMARO	8	5	9	468	14	40	54	378	6	25	1053	621	**2681**	YES	B
19	RED/LEVANTE	69	1565	17	19	997	11	10	1	13	281	4	105	**3092**	YES	C
20	RED/US-1	0	584	111	0	615	348	205	2468	93	186	3015	20	**7645**	YES	D
21	RED/PONCE	0	701	120	254	874	36	0	0	9	0	0	837	**2831**	NO	F
22	CAMPO SANO/PISANO	312	0	36	0	0	0	0	177	129	22	372	0	**1048**	NO	E
23	RED/BRESCIA	373	729	12	13	708	122	57	59	65	61	287	80	**2566**	YES	E
24	SUNSET/MAYNADA	11	108	40	20	416	88	89	454	31	111	400	17	**1785**	YES	C
25	RED/SUNSET	90	423	180	102	641	432	194	345	65	248	422	50	**3192**	YES	D
26	RED/BLUE	93	533	33	23	634	33	19	133	41	87	506	33	**2168**	YES	C
27	RED/BIRD	133	369	111	117	333	107	152	1241	157	212	1783	96	**4811**	YES	D
28	BIRD/UNIVERSITY	42	0	86	0	0	0	0	1301	55	161	1782	0	**3427**	YES	A
29	BIRD/LEJEUNE	198	741	78	164	877	163	148	1203	107	211	1925	194	**6009**	YES	E
30	BLUE/SAN AMARO	52	76	15	13	57	39	18	171	26	76	564	58	**1165**	NO	F
31	BLUE/UNIVERSITY	39	114	132	5	145	56	19	175	25	295	652	9	**1666**	YES	B
32	BLUE/GRANADA	69	248	9	10	318	406	155	158	45	21	646	20	**2105**	YES	C
33	PONCE/LEJEUNE/GRAND	21	207	38	102	241	66	25	1164	39	45	1280	36	**3264**	YES	E
34	US-1/LE JEUNE RD	0	480	194	0	548	247	190	2748	29	220	2796	6	**7458**	YES	D
35	PONCE/RIVIERA DR	199	183	58	11	215	74	43	653	55	65	1204	12	**2772**	YES	B
36	US1/RIVIERA DR	58	182	44	55	241	10	90	2653	41	19	2557	176	**6126**	YES	B
37	BIRD RD/RIVIERA DR	11	117	73	30	312	28	32	1288	32	219	1341	57	**3540**	YES	C
38	SUNSET RD/GRANADA	0	0	0	56	0	119	14	471	0	0	405	27	**1092**	NO	C
39	GRANADA/HARDEE RD	2	43	28	16	84	53	25	164	7	412	532	59	**1425**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	31	0	123	91	574	0	0	545	63	**1427**	NO	C
41	S. ALHAMBRA CR/NERVIA	124	61	0	2	85	435	395	0	101	0	0	0	**1203**	NO	D
42	BIRD RD/SAN AMARO DR	29	10	39	0	0	0	0	1337	34	25	1614	0	**3088**	NO	D
43	BIRD RD/GRANADA BLVD	21	114	38	105	241	66	94	1164	39	45	1314	37	**3278**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 23
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2010 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	269	367	46	18	418	230	115	303	96	204	533	8	**2607**	YES	C
2	SAN AMARO/MILLER	208	368	32	23	517	394	142	90	136	98	70	37	**2115**	YES	B
3	SAN AMARO/TRILLO	29	421	0	0	851	16	0	0	17	0	0	0	**1334**	NO	C
4	SAN AMARO/MEMORIAL	0	322	62	93	757	0	0	0	0	97	0	125	**1456**	NO	D
5	SAN AMARO/ROBBIA	0	361	0	0	784	20	0	0	5	0	0	0	**1170**	NO	B
6	CAMPO SANO/BRUNSON	160	0	59	0	0	0	0	295	120	94	681	0	**1409**	YES	F/B
7	PISANO/UNIVERSITY	12	9	41	65	10	29	44	255	12	37	330	35	**879**	NO	B
8	PISANO/CARILLO	0	0	0	5	13	61	11	270	88	23	353	0	**824**	NO	B
9	PONCE/GRANADA	84	292	72	64	434	136	242	511	29	108	971	45	**2988**	YES	D
10	US-1/GRANADA	17	223	29	144	327	126	137	2379	5	43	2334	87	**5851**	YES	B
11	PONCE/CARILLO	0	0	0	13	0	112	0	777	0	0	1176	0	**2078**	NO	B
12	PONCE/STANFORD	126	96	205	146	186	86	58	440	135	192	979	102	**2751**	YES	B
13	US-1/STANFORD	33	154	41	116	198	192	237	2913	30	34	2447	58	**6453**	YES	B
14	PONCE/MERRICK	9	2	31	41	0	145	100	651	5	13	1395	54	**2446**	YES	F/A
15	PONCE/DICKINSON	17	0	10	45	1	177	126	658	5	5	1538	58	**2640**	YES	F/B
16	PONCE/S.ALHAMBRA	207	16	112	59	44	8	33	608	197	334	1314	53	**2985**	YES	B
17	US-1/S.ALHAMBRA	132	166	260	137	173	300	126	2557	123	238	3341	88	**7641**	YES	F
18	PONCE/SAN AMARO	8	5	9	468	14	42	55	378	6	25	1053	621	**2684**	YES	B
19	RED/LEVANTE	69	1568	17	19	1001	11	10	1	13	281	4	105	**3099**	YES	C
20	RED/US-1	0	584	111	0	615	348	205	2468	93	186	3015	20	**7645**	YES	D
21	RED/PONCE	0	703	120	254	876	40	0	0	12	0	0	837	**2842**	NO	F
22	CAMPO SANO/PISANO	312	0	36	0	0	0	0	178	129	22	373	0	**1050**	NO	E
23	RED/BRESCIA	373	731	14	13	710	124	59	61	65	63	289	80	**2582**	NO	E
24	SUNSET/MAYNADA	11	108	40	20	417	88	89	454	31	111	400	17	**1786**	YES	C
25	RED/SUNSET	90	425	180	102	643	432	194	345	65	248	422	50	**3196**	YES	D
26	RED/BLUE	93	534	33	24	635	33	19	136	41	87	510	34	**2179**	YES	C
27	RED/BIRD	134	370	111	117	334	107	152	1242	158	212	1784	96	**4817**	YES	D
28	BIRD/UNIVERSITY	44	0	88	0	0	0	0	1301	56	162	1782	0	**3433**	YES	A
29	BIRD/LEJEUNE	198	742	78	164	878	163	148	1204	107	211	1926	194	**6013**	YES	E
30	BLUE/SAN AMARO	57	79	15	13	60	39	18	171	30	76	564	58	**1180**	NO	F
31	BLUE/UNIVERSITY	39	114	132	5	145	56	19	175	25	295	653	9	**1667**	YES	B
32	BLUE/GRANADA	70	255	9	10	324	406	155	158	45	21	646	20	**2119**	YES	C
33	PONCE/LEJEUNE/GRAND	21	209	40	102	242	67	26	1164	39	46	1280	36	**3272**	YES	E
34	US-1/LE JEUNE RD	0	480	194	0	548	248	191	2749	30	220	2797	6	**7463**	YES	D
35	PONCE/RIVIERA DR	199	183	58	11	215	74	43	660	55	65	1210	12	**2785**	YES	B
36	US1/RIVIERA DR	58	182	44	55	241	10	90	2655	41	19	2558	176	**6129**	YES	B
37	BIRD RD/RIVIERA DR	11	117	73	30	312	28	32	1290	32	219	1342	57	**3543**	YES	C
38	SUNSET RD/GRANADA	0	0	0	56	0	120	14	471	0	0	405	27	**1093**	NO	C
39	GRANADA/HARDEE RD	2	43	28	16	85	53	25	164	7	412	532	59	**1426**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	31	0	123	91	574	0	0	545	63	**1427**	NO	C
41	S. ALHAMBRA CR/NERVIA	124	61	0	2	85	436	395	0	101	0	0	0	**1204**	NO	D
42	BIRD RD/SAN AMARO DR	31	10	40	0	0	0	0	1337	35	25	1614	0	**3092**	NO	D
43	BIRD RD/GRANADA BLVD	21	116	40	105	242	67	95	1164	39	46	1314	37	**3286**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

4.10 Total Traffic Condition in 2015

Total traffic in 2015 was calculated by first applying the regional growth rate from 2007 to 2015 to existing peak hour turning volumes to account for background growth, then adding committed development trips, and finally adding project trips generated by Type 1 and Type 1-2 facilities. A trip adjustment was made to account for the small increase in the number of resident students, and divert traffic to account for the internal roadway and the new parking structures. There are no Type 2 facilities proposed to be constructed by 2015.

The combined UMCAD trips for Phase 2015 result in an increase of Campus external trips by 245 AM and 378 PM peak hour trips compared to existing conditions as depicted in Table 12.

The results of the 2015 roadway link analysis are presented in Table 24 for the AM peak hour and in Table 25 for the PM peak hour. The 2015 Planned Development trips are significant and failing on the following roadway segment:

1. Miller Road between San Amaro Drive and Red Road.

The results of the 2015 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 26 for the background conditions and Table 27 for the total traffic conditions. The results of the 2015 intersection analyses for the PM peak hour are presented in Table 28 for the background conditions and Table 29 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover.

In addition to paying the proportionate share for improving the significant and failing road segment, the following intersection improvement is warranted for this phase:

1. Signalization of Campo Sano Avenue and Pisano Avenue (#22) if warranted.

The analyzed intersections that will operate at a failing LOS in 2015, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
3. LeJeune Road, Ponce de Leon Blvd and Grand Ave (5-leg #33) during the AM peak hour.
4. US-1 and LeJeune Road (#34) during the AM peak hour.
5. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
6. Bird Road and San Amaro Drive (#42) during the AM peak hour.

TABLE 24
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2015 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	OUT 0 TRIPS	ACADEMIC [6] IN 167 %	I/O	OUT 78 TRIPS	DIV-ERTED TRIPS [7]	2015 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2015 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	2,082	2,060	NO	2,167	126	2,293	NO	2%	O	0	3%	O	2		2	0.1%	NO	2,295	NO
	WB	2	1,052	2,060	YES	1,095	59	1,154	YES		I	0		I	5		5	0.2%	NO	1,159	YES
Granada Blvd to University	EB	2	2,021	2,060	YES	2,103	90	2,193	NO	1%	I	0	5%	O	4		4	0.2%	NO	2,197	NO
	WB	2	1,050	2,060	YES	1,093	34	1,127	YES		O	0		I	8		8	0.4%	NO	1,135	YES
University to San Amaro	EB	2	1,863	2,060	YES	1,939	66	2,005	YES	1%	I	0	1%	I	2		2	0.1%	NO	2,007	YES
	WB	2	1,026	2,060	YES	1,068	24	1,092	YES		O	0		O	1		1	0.0%	NO	1,093	YES
San Amaro to Red Road	EB	2	1,905	2,060	YES	1,983	72	2,055	YES	1%	I	0	1%	I	2		2	0.1%	NO	2,057	YES
	WB	2	1,008	2,060	YES	1,049	29	1,078	YES		O	0		O	1		1	0.0%	NO	1,079	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	538	810	YES	560	5	565	YES	1%	O	0	1%	I	2		2	0.2%	NO	567	YES
	WB	1	427	810	YES	444	3	447	YES		I	0		O	1		1	0.1%	NO	448	YES
Granada to University Dr	EB	1	1,021	810	NO	1,063	17	1,080	NO	2%	O	0	1%	I	2		2	0.2%	NO	1,082	NO
	WB	1	252	810	YES	262	4	266	YES		I	0		O	1		1	0.1%	NO	267	YES
University to San Amaro	EB	1	862	810	NO	897	26	923	NO	2%	I	0	1%	O	1		1	0.1%	NO	924	NO
	WB	1	186	810	YES	194	10	204	YES		O	0		I	2		2	0.2%	NO	206	YES
San Amaro to Red Road	EB	1	643	810	YES	669	30	699	YES	4%	I	0	8%	O	6		6	0.7%	NO	705	YES
	WB	1	131	810	YES	136	13	149	YES		O	0		I	13		13	1.6%	NO	162	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	830	810	NO	864	28	892	NO	9%	I	0	25%	I	42		42	5.2%	YES	934	NO & F
	WB	1	254	810	YES	264	17	281	YES		O	0		O	20		20	2.5%	NO	301	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	1,071	2,060	YES	1,115	83	1,198	YES	20%	O	0	13%	O	10	8	18	0.9%	NO	1,216	YES
	SW	2	515	2,060	YES	536	50	586	YES		I	0		I	22	25	47	2.3%	NO	633	YES
Granada Blvd to Stanford	NE	2	1,294	2,060	YES	1,347	86	1,433	YES	33%	O	0	17%	O	13	8	21	1.0%	NO	1,454	YES
	SW	2	616	2,060	YES	641	45	686	YES		I	0		I	28	25	53	2.6%	NO	739	YES
Stanford to Hurricane Dr.	NE	2	1,309	2,060	YES	1,362	69	1,431	YES	38%	I	0	9%	I	15	8	23	1.1%	NO	1,454	YES
	SW	2	565	2,060	YES	588	31	619	YES		O	0		O	7	25	32	1.6%	NO	651	YES
Hurricane Dr. to Red Road	NE	2	955	2,060	YES	994	52	1,046	YES	20%	I	0	8%	I	13	25	38	1.8%	NO	1,084	YES
	SW	2	274	2,060	YES	285	24	309	YES		O	0		O	6	8	14	0.7%	NO	323	YES
US1																					
LeJeune to Granada Blvd	NE	3	3,087	4,070	YES	3,213	103	3,316	YES	8%	O	0	3%	O	2	8	10	0.2%	NO	3,326	YES
	SW	3	2,760	4,070	YES	2,872	89	2,961	YES		I	0		I	5	25	30	0.7%	NO	2,991	YES
Granada Blvd to Maynada	NE	3	3,082	4,070	YES	3,207	103	3,310	YES	7%	O	0	4%	O	3	8	11	0.3%	NO	3,321	YES
	SW	3	2,783	4,070	YES	2,896	62	2,958	YES		I	0		I	7	25	32	0.8%	NO	2,990	YES
Maynada to S. Alhambra	NE	3	3,314	4,070	YES	3,449	110	3,559	YES	17%	I	0	10%	I	17	8	25	0.6%	NO	3,584	YES
	SW	3	3,098	4,070	YES	3,224	78	3,302	YES		O	0		O	8	25	33	0.8%	NO	3,335	YES
S. Alhambra to Red Road	NE	3	3,357	4,070	YES	3,494	93	3,587	YES	16%	I	0	10%	I	17	25	42	1.0%	NO	3,629	YES
	SW	3	3,075	4,070	YES	3,200	56	3,256	YES		O	0		O	8	8	16	0.4%	NO	3,272	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	767	970	YES	798	14	812	YES	1%	O	0	1%	O	1		1	0.1%	NO	813	YES
	WB	1	350	970	YES	364	10	374	YES		I	0		I	2		2	0.2%	NO	376	YES
Maynada to Red Road	EB	1	502	970	YES	522	17	539	YES	1%	I	0	1%	O	1		1	0.1%	NO	540	YES
	WB	1	384	970	YES	400	15	415	YES		O	0		I	2		2	0.2%	NO	417	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	847	2,580	YES	881	46	927	YES	5%	O	0	2%	O	2		2	0.1%	NO	929	YES
	SB	2	778	2,580	YES	810	46	856	YES		I	0		I	3		3	0.1%	NO	859	YES
Blue Road to US-1	NB	2	849	2,580	YES	884	38	922	YES	7%	O	0	3%	O	2		2	0.1%	NO	924	YES
	SB	2	503	2,580	YES	523	43	566	YES		I	0		I	5		5	0.2%	NO	571	YES
US-1 to Sunset Drive	NB	1	774	1,220	YES	806	40	846	YES	1%	I	0	1%	I	2		2	0.2%	NO	848	YES
	SB	1	455	1,220	YES	474	13	487	YES		O	0		O	1		1	0.1%	NO	488	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	605	790	YES	630	13	643	YES	4%	O	0	6%	O	5		5	0.6%	NO	648	YES
	SB	1	405	790	YES	421	11	432	YES		I	0		I	10		10	1.3%	NO	442	YES
Blue Rd to Ponce	NB	1	645	790	YES	671	18	689	YES	6%	O	0	6%	O	5		5	0.6%	NO	694	YES
	SB	1	494	790	YES	514	18	532	YES		I	0		I	10		10	1.3%	NO	542	YES
Ponce de Leon to US 1	NB	1	551	790	YES	573	51	624	YES	7%	I	0	7%	I	12		12	1.5%	NO	636	YES
	SB	1	396	790	YES	412	44	456	YES		O	0		O	5		5	0.6%	NO	461	YES
US 1 to Sunset Drive	NB	1	380	790	YES	395	10	405	YES	2%	I	0	2%	I	3		3	0.4%	NO	408	YES
	SB	1	328	790	YES	341	5	346	YES		O	0		O	2		2	0.3%	NO	348	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	541	660	YES	563	10	573	YES	4%	I	0	5%	I	8		8	1.2%	NO	581	YES
	SB	1	284	660	YES	296	7	303	YES		O	0		O	4		4	0.6%	NO	307	YES
SAN AMARO DRIVE [8,9]																					
Bird Rd to Blue Rd	NB	1	94	660	YES	98	14	112	YES	1%	O	0	3%	O	2		2	0.3%	NO	114	YES
	SB	1	168	660	YES	175	11	186	YES		I	0		I	5		5	0.8%	NO	191	YES
Blue Rd to Miller Rd	NB	1	1,362	660	NO	1,417	5	1,422	NO	2%	O	0	8%	O	6	-142	-136	-20.6%	NO	1,286	NO
	SB	1	456	660	YES	475	5	480	YES		I	0		I	13	-64	-51	-7.7%	NO	429	YES
Miller Rd to Levante	NB	1	807	660	NO	840	16	856	NO	11%	O	0	2%	I	3	-18	-15	-2.3%	NO	841	NO
	SB	2	490	1,320	YES	510	13	523	YES		I	0		O	2	-6	-4	-0.3%	NO	519	YES
Levante Rd to Ponce	NB	1	368	660	YES	383	20	403	YES	19%	O	0	2%	I	3	-18	-15	-2.3%	NO	388	YES
	SB	2	462	1,320	YES	481	15	496	YES		I	0		O	2	-6	-4	-0.3%	NO	492	YES

TABLE 24
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2015 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	OUT 0 TRIPS	ACADEMIC [6] IN 167 %	I/O	OUT 78 TRIPS	DIV-ERTED TRIPS [7]	2015 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2015 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
RED ROAD																					
Bird Road to Blue Road	NB	1	633	970	YES	659	24	683	YES	3%	O	0	5%	O	4		4	0.4%	NO	687	YES
	SB	1	551	970	YES	573	22	595	YES		I	0		I	8		8	0.8%	NO	603	YES
Blue Road to Miller Road	NB	1	683	970	YES	711	34	745	YES	1%	O	0	4%	O	3		3	0.3%	NO	748	YES
	SB	1	551	970	YES	573	29	602	YES		I	0		I	7		7	0.7%	NO	609	YES
Miller Rd to Brescia Ave	NB	1	757	970	YES	788	28	816	YES	3%	O	0	3%	I	5		5	0.5%	NO	821	YES
	SB	1	765	970	YES	796	26	822	YES		I	0		O	2		2	0.2%	NO	824	YES
Brescia Ave to Ponce	NB	2	750	2,060	YES	781	50	831	YES	8%	O	0	5%	I	8		8	0.4%	NO	839	YES
	SB	2	1,240	2,060	YES	1,290	46	1,336	YES		I	0		O	4		4	0.2%	NO	1,340	YES
Ponce to US-1	NB	2	867	2,060	YES	902	45	947	YES	10%	O	0	9%	I	15		15	0.7%	NO	962	YES
	SB	2	637	2,060	YES	663	43	706	YES		I	0		O	7		7	0.3%	NO	713	YES
US 1 to Sunset Drive	NB	2	761	1,720	YES	792	58	850	YES	10%	I	0	4%	I	7		7	0.4%	NO	857	YES
	SB	2	564	1,720	YES	587	31	618	YES		O	0		O	3		3	0.2%	NO	621	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	238	660	YES	248	2	250	YES	2%	O	0	4%	O	3		3	0.5%	NO	253	YES
	SB	1	153	660	YES	159	2	161	YES		I	0		I	7		7	1.1%	NO	168	YES
Blue Road to Pisano Ave	NB	1	273	660	YES	284	0	284	YES	4%	O	0	4%	O	3		3	0.5%	NO	287	YES
	SB	1	205	660	YES	213	0	213	YES		I	0		I	7		7	1.1%	NO	220	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	526	660	YES	547	1	548	YES	1%	O	0	1%	O	1		1	0.2%	NO	549	YES
	SB	1	127	660	YES	132	6	138	YES		I	0		I	2		2	0.3%	NO	140	YES
Blue Road to Ponce	NB	1	306	660	YES	318	2	320	YES	1%	O	0	1%	O	1		1	0.2%	NO	321	YES
	SB	1	407	660	YES	424	7	431	YES		I	0		I	2		2	0.3%	NO	433	YES
US-1 to LeJeune Road	NB	1	333	660	YES	347	11	358	YES	1%	I	0	1%	I	2		2	0.3%	NO	360	YES
	SB	1	246	660	YES	256	71	327	YES		O	0		O	1		1	0.2%	NO	328	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	262	660	YES	273	8	281	YES	1%	O	0	1%	O	1		1	0.2%	NO	282	YES
	SB	1	216	660	YES	225	5	230	YES		I	0		I	2		2	0.3%	NO	232	YES
Blue Road to Miller Road	NB	1	235	660	YES	245	2	247	YES	1%	O	0	4%	O	3		3	0.5%	NO	250	YES
	SB	1	188	660	YES	196	2	198	YES		I	0		I	7		7	1.1%	NO	205	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	273	660	YES	284	87	371	YES	1%	I	0	1%	I	2		2	0.3%	NO	373	YES
	SB	1	196	660	YES	204	56	260	YES		O	0		O	1		1	0.2%	NO	261	YES
Nervia Street to Sunset Dr.	EB	1	172	660	YES	179	2	181	YES	1%	I	0	1%	I	2		2	0.3%	NO	183	YES
	WB	1	101	660	YES	105	3	108	YES		O	0		O	1		1	0.2%	NO	109	YES
CAMPO SANO [10]																					
San Amaro to Pisano	EB	1	792	660	NO	824	11	835	NO	2%	I	0	10%	I	17	-58	-41	-6.2%	NO	794	NO
	WB	1	191	660	YES	199	9	208	YES		O	0		O	8	-16	-8	-1.2%	NO	200	YES
PISANO ANEVUE [10]																					
Campo Sano to University	EB	1	287	660	YES	299	11	310	YES	1%	O	0	10%	O	8	-20	-12	-1.8%	NO	298	YES
	WB	1	285	660	YES	297	9	306	YES		I	0		I	17	-32	-15	-2.3%	NO	291	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	349	660	YES	363	1	364	YES	5%	I	0	6%	I	10		10	1.5%	NO	374	YES
	WB	1	42	660	YES	44	1	45	YES		O	0		O	5		5	0.8%	NO	50	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	202	660	YES	210	3	213	YES	3%	I	0	5%	I	8		8	1.2%	NO	221	YES
	WB	1	88	660	YES	92	2	94	YES		O	0		O	4		4	0.6%	NO	98	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	590	660	YES	614	0	614	YES	1%	I	0	2%	I	3		3	0.5%	NO	617	YES
	WB	1	295	660	YES	307	0	307	YES		O	0		O	2		2	0.3%	NO	309	YES
Granada Blvd to LeJeune	EB	1	813	660	NO	846	0	846	NO	1%	O	0	2%	O	2		2	0.3%	NO	848	NO
	WB	1	375	660	YES	390	0	390	YES		I	0		I	3		3	0.5%	NO	393	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	195	660	YES	203	14	217	YES	1%	I	0	1%	I	2		2	0.3%	NO	219	YES
	SB	1	134	660	YES	139	9	148	YES		O	0		O	1		1	0.2%	NO	149	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 25
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2015 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	OUT 0 TRIPS	ACADEMIC [6] IN 163 %	I/O	OUT 215 TRIPS	DIV-ERTED TRIPS [7]	2015 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2015 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	1,329	2,060	YES	1,383	165	1,548	YES	2%	O	0	3%	O	6		6	0.3%	NO	1,389	YES
	WB	2	2,046	2,060	YES	2,129	208	2,337	NO		I	0		I	5		5	0.2%	NO	2,134	NO
Granada Blvd to University	EB	2	1,299	2,060	YES	1,352	105	1,457	YES	1%	I	0	5%	O	11		11	0.5%	NO	1,363	YES
	WB	2	1,811	2,060	YES	1,885	149	2,034	YES		O	0		I	8		8	0.4%	NO	1,893	YES
University to San Amaro	EB	2	1,287	2,060	YES	1,339	69	1,408	YES	1%	I	0	1%	I	2		2	0.1%	NO	1,341	YES
	WB	2	1,693	2,060	YES	1,762	103	1,865	YES		O	0		O	2		2	0.1%	NO	1,764	YES
San Amaro to Red Road	EB	2	1,373	2,060	YES	1,429	74	1,503	YES	1%	I	0	1%	I	2		2	0.1%	NO	1,431	YES
	WB	2	1,938	2,060	YES	2,017	119	2,136	NO		O	0		O	2		2	0.1%	NO	2,019	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	552	810	YES	574	6	580	YES	1%	O	0	1%	I	2		2	0.2%	NO	576	YES
	WB	1	677	810	YES	705	7	712	YES		I	0		O	2		2	0.2%	NO	707	YES
Granada to University Dr	EB	1	332	810	YES	346	12	358	YES	2%	O	0	1%	I	2		2	0.2%	NO	348	YES
	WB	1	1,071	810	NO	1,115	23	1,138	NO		I	0		O	2		2	0.2%	NO	1,117	NO
University to San Amaro	EB	1	193	810	YES	201	23	224	YES	2%	I	0	1%	O	2		2	0.2%	NO	203	YES
	WB	1	699	810	YES	727	37	764	YES		O	0		I	2		2	0.2%	NO	729	YES
San Amaro to Red Road	EB	1	176	810	YES	183	23	206	YES	4%	I	0	8%	O	17		17	2.1%	NO	200	YES
	WB	1	575	810	YES	598	42	640	YES		O	0		I	13		13	1.6%	NO	611	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	325	810	YES	338	28	366	YES	9%	I	0	25%	I	41		41	5.1%	YES	379	YES
	WB	1	672	810	YES	699	40	739	YES		O	0		O	54		54	6.7%	YES	753	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	556	2,060	YES	579	152	731	YES	20%	O	0	13%	O	28	23	51	2.5%	NO	630	YES
	SW	2	1,239	2,060	YES	1,289	178	1,467	YES		I	0		I	21	18	39	1.9%	NO	1,328	YES
Granada Blvd to Stanford	NE	2	639	2,060	YES	665	128	793	YES	33%	O	0	17%	O	37	23	60	2.9%	NO	725	YES
	SW	2	1,067	2,060	YES	1,110	164	1,274	YES		I	0		I	28	18	46	2.2%	NO	1,156	YES
Stanford to Hurricane Dr.	NE	2	776	2,060	YES	808	70	878	YES	38%	I	0	9%	I	15	23	38	1.8%	NO	846	YES
	SW	2	1,575	2,060	YES	1,639	105	1,744	YES		O	0		O	19	18	37	1.8%	NO	1,676	YES
Hurricane Dr. to Red Road	NE	2	376	2,060	YES	391	56	447	YES	20%	I	0	8%	I	13	18	31	1.5%	NO	422	YES
	SW	2	1,004	2,060	YES	1,045	82	1,127	YES		O	0		O	17	23	40	1.9%	NO	1,085	YES
US1																					
LeJeune to Granada Blvd	NE	3	2,593	4,070	YES	2,699	220	2,919	YES	8%	O	0	3%	O	6	23	29	0.7%	NO	2,728	YES
	SW	3	2,383	4,070	YES	2,480	226	2,706	YES		I	0		I	5	18	23	0.6%	NO	2,503	YES
Granada Blvd to Maynada	NE	3	2,816	4,070	YES	2,931	212	3,143	YES	7%	O	0	4%	O	9	23	32	0.8%	NO	2,963	YES
	SW	3	2,257	4,070	YES	2,349	248	2,597	YES		I	0		I	7	18	25	0.6%	NO	2,374	YES
Maynada to S. Alhambra	NE	3	2,863	4,070	YES	2,980	269	3,249	YES	17%	I	0	10%	I	16	23	39	1.0%	NO	3,019	YES
	SW	3	3,306	4,070	YES	3,441	298	3,739	YES		O	0		O	22	18	40	1.0%	NO	3,481	YES
S. Alhambra to Red Road	NE	3	2,579	4,070	YES	2,684	188	2,872	YES	16%	I	0	10%	I	16	18	34	0.8%	NO	2,718	YES
	SW	3	3,481	4,070	YES	3,623	220	3,843	YES		O	0		O	22	23	45	1.1%	NO	3,668	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	487	970	YES	507	31	538	YES	1%	O	0	1%	O	2		2	0.2%	NO	509	YES
	WB	1	495	970	YES	515	36	551	YES		I	0		I	2		2	0.2%	NO	517	YES
Maynada to Red Road	EB	1	571	970	YES	594	41	635	YES	1%	I	0	1%	O	2		2	0.2%	NO	596	YES
	WB	1	661	970	YES	688	44	732	YES		O	0		I	2		2	0.2%	NO	690	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	891	2,580	YES	927	112	1,039	YES	5%	O	0	2%	O	4		4	0.2%	NO	931	YES
	SB	2	1,102	2,580	YES	1,147	112	1,259	YES		I	0		I	3		3	0.1%	NO	1,150	YES
Blue Road to US-1	NB	2	559	2,580	YES	582	104	686	YES	7%	O	0	3%	O	6		6	0.2%	NO	588	YES
	SB	2	646	2,580	YES	672	100	772	YES		I	0		I	5		5	0.2%	NO	677	YES
US-1 to Sunset Drive	NB	1	617	1,220	YES	642	31	673	YES	1%	I	0	1%	I	2		2	0.2%	NO	644	YES
	SB	1	698	1,220	YES	726	58	784	YES		O	0		O	2		2	0.2%	NO	728	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	392	790	YES	408	23	431	YES	4%	O	0	6%	O	13		13	1.6%	NO	421	YES
	SB	1	695	790	YES	723	26	749	YES		I	0		I	10		10	1.3%	NO	733	YES
Blue Rd to Ponce	NB	1	510	790	YES	531	40	571	YES	6%	O	0	6%	O	13		13	1.6%	NO	544	YES
	SB	1	561	790	YES	584	39	623	YES		I	0		I	10		10	1.3%	NO	594	YES
Ponce de Leon to US 1	NB	1	340	790	YES	354	102	456	YES	7%	I	0	7%	I	11		11	1.4%	NO	365	YES
	SB	1	457	790	YES	476	105	581	YES		O	0		O	15		15	1.9%	NO	491	YES
US 1 to Sunset Drive	NB	1	224	790	YES	233	10	243	YES	2%	I	0	2%	I	3		3	0.4%	NO	236	YES
	SB	1	485	790	YES	505	16	521	YES		O	0		O	4		4	0.5%	NO	509	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	203	660	YES	211	16	227	YES	4%	I	0	5%	I	8		8	1.2%	NO	219	YES
	SB	1	504	660	YES	525	20	545	YES		O	0		O	11		11	1.7%	NO	536	YES
SAN AMARO DRIVE [7,8]																					
Bird Rd to Blue Rd	NB	1	121	660	YES	126	16	142	YES	1%	O	0	3%	O	6		6	0.9%	NO	132	YES
	SB	1	52	660	YES	54	25	79	YES		I	0		I	5		5	0.8%	NO	59	YES
Blue Rd to Miller Rd	NB	1	606	660	YES	631	9	640	YES	2%	O	0	8%	O	17	-78	-61	-9.2%	NO	570	YES
	SB	1	979	660	NO	1,019	11	1,030	NO		I	0		I	13	-112	-99	-15.0%	NO	920	NO
Miller Rd to Levante	NB	1	572	660	YES	595	24	619	YES	11%	O	0	2%	I	3	-14	-11	-1.7%	NO	584	YES
	SB	2	664	1,320	YES	691	28	719	YES		I	0		O	4	-17	-13	-1.0%	NO	678	YES
Levante Rd to Ponce	NB	1	636	660	YES	662	28	690	NO	19%	O	0	2%	I	3	-14	-11	-1.7%	NO	651	YES
	SB	2	488	1,320	YES	508	33	541	YES		I	0		O	4	-17	-13	-1.0%	NO	495	YES

TABLE 25
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2015 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	OUT 0 TRIPS	ACADEMIC [6] IN 163 %	I/O	OUT 215 TRIPS	DIV-ERTED TRIPS [7]	2015 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2015 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
RED ROAD																					
Bird Road to Blue Road	NB	1	569	970	YES	592	36	628	YES	3%	O	0	5%	O	11		11	1.1%	NO	603	YES
	SB	1	653	970	YES	680	42	722	YES		I	0		I	8		8	0.8%	NO	688	YES
Blue Road to Miller Road	NB	1	604	970	YES	629	47	676	YES	1%	O	0	4%	O	9		9	0.9%	NO	638	YES
	SB	1	694	970	YES	722	56	778	YES		I	0		I	7		7	0.7%	NO	729	YES
Miller Rd to Brescia Ave	NB	1	745	970	YES	775	53	828	YES	3%	O	0	3%	I	5		5	0.5%	NO	780	YES
	SB	1	768	970	YES	799	60	859	YES		I	0		O	6		6	0.6%	NO	805	YES
Brescia Ave to Ponce	NB	2	1,348	2,060	YES	1,403	116	1,519	YES	8%	O	0	5%	I	8		8	0.4%	NO	1,411	YES
	SB	2	1,004	2,060	YES	1,045	123	1,168	YES		I	0		O	11		11	0.5%	NO	1,056	YES
Ponce to US-1	NB	2	701	2,060	YES	730	124	854	YES	10%	O	0	9%	I	15		15	0.7%	NO	745	YES
	SB	2	811	2,060	YES	844	129	973	YES		I	0		O	19		19	0.9%	NO	863	YES
US 1 to Sunset Drive	NB	2	551	1,720	YES	573	124	697	YES	10%	I	0	4%	I	7		7	0.4%	NO	580	YES
	SB	2	951	1,720	YES	990	147	1,137	YES		O	0		O	9		9	0.5%	NO	999	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	124	660	YES	129	2	131	YES	2%	O	0	4%	O	9		9	1.4%	NO	138	YES
	SB	1	211	660	YES	220	2	222	YES		I	0		I	7		7	1.1%	NO	227	YES
Blue Road to Pisano Ave	NB	1	183	660	YES	190	0	190	YES	4%	O	0	4%	O	9		9	1.4%	NO	199	YES
	SB	1	281	660	YES	292	0	292	YES		I	0		I	7		7	1.1%	NO	299	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	192	660	YES	200	7	207	YES	1%	O	0	1%	O	2		2	0.3%	NO	202	YES
	SB	1	553	660	YES	576	1	577	YES		I	0		I	2		2	0.3%	NO	578	YES
Blue Road to Ponce	NB	1	224	660	YES	233	10	243	YES	1%	O	0	1%	O	2		2	0.3%	NO	235	YES
	SB	1	292	660	YES	304	4	308	YES		I	0		I	2		2	0.3%	NO	306	YES
US-1 to LeJeune Road	NB	1	202	660	YES	210	79	289	YES	1%	I	0	1%	I	2		2	0.3%	NO	212	YES
	SB	1	278	660	YES	289	19	308	YES		O	0		O	2		2	0.3%	NO	291	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	162	660	YES	169	6	175	YES	1%	O	0	1%	O	2		2	0.3%	NO	171	YES
	SB	1	244	660	YES	254	12	266	YES		I	0		I	2		2	0.3%	NO	256	YES
Blue Road to Miller Road	NB	1	154	660	YES	160	2	162	YES	1%	O	0	4%	O	9		9	1.4%	NO	169	YES
	SB	1	213	660	YES	222	2	224	YES		I	0		I	7		7	1.1%	NO	229	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	244	660	YES	254	279	533	YES	1%	I	0	1%	I	2		2	0.3%	NO	256	YES
	SB	1	238	660	YES	248	302	550	YES		O	0		O	2		2	0.3%	NO	250	YES
Nervia Street to Sunset Dr.	EB	1	118	660	YES	123	12	135	YES	1%	I	0	1%	I	2		2	0.3%	NO	125	YES
	WB	1	111	660	YES	116	11	127	YES		O	0		O	2		2	0.3%	NO	118	YES
CAMPO SANO																					
San Amaro to Pisano	EB	1	386	660	YES	402	19	421	YES	2%	I	0	10%	I	16	-33	-17	-2.6%	NO	385	YES
	WB	1	795	660	NO	827	21	848	NO		O	0		O	22	-57	-35	-5.3%	NO	792	NO
PISANO ANEVUE																					
Campo Sano to University	EB	1	322	660	YES	335	19	354	YES	1%	O	0	10%	O	22	-30	-8	-1.2%	NO	327	YES
	WB	1	380	660	YES	395	21	416	YES		I	0		I	16	-36	-20	-3.0%	NO	375	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	79	660	YES	82	1	83	YES	5%	I	0	6%	I	10		10	1.5%	NO	92	YES
	WB	1	362	660	YES	377	1	378	YES		O	0		O	13		13	2.0%	NO	390	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	36	660	YES	37	7	44	YES	3%	I	0	5%	I	8		8	1.2%	NO	45	YES
	WB	1	382	660	YES	398	7	405	YES		O	0		O	11		11	1.7%	NO	409	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	457	660	YES	476	0	476	YES	1%	I	0	2%	I	3		3	0.5%	NO	479	YES
	WB	1	493	660	YES	513	0	513	YES		O	0		O	4		4	0.6%	NO	517	YES
Granada Blvd to LeJeune	EB	1	498	660	YES	518	0	518	YES	1%	O	0	2%	O	4		4	0.6%	NO	522	YES
	WB	1	403	660	YES	419	0	419	YES		I	0		I	3		3	0.5%	NO	422	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	121	660	YES	126	45	171	YES	1%	I	0	1%	I	2		2	0.3%	NO	128	YES
	SB	1	165	660	YES	172	48	220	YES		O	0		O	2		2	0.3%	NO	174	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 26
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	108	499	157	28	465	43	241	707	262	109	166	5	**2790**	YES	D
2	SAN AMARO/MILLER	90	684	57	45	314	78	427	244	138	18	16	6	**2117**	YES	C
3	SAN AMARO/TRILLO	37	787	0	0	395	35	0	0	107	0	0	0	**1361**	NO	B
4	SAN AMARO/MEMORIAL	0	648	67	113	207	0	0	0	0	68	0	57	**1160**	NO	C
5	SAN AMARO/ROBBIA	0	668	0	0	278	6	0	0	12	0	0	0	**964**	NO	A
6	CAMPO SANO/BRUNSON	7	0	19	0	0	0	0	651	328	45	170	0	**1220**	YES	A
7	PISANO/UNIVERSITY	0	7	31	73	17	33	29	195	2	28	237	62	**714**	NO	B
8	PISANO/CARILLO	0	0	0	1	23	19	2	178	127	109	323	1	**783**	NO	C
9	PONCE/GRANADA	38	478	104	43	358	135	322	1072	46	49	432	101	**3178**	YES	B
10	US-1/GRANADA	17	343	58	72	276	106	135	3161	35	44	2501	131	**6879**	YES	C
11	PONCE/CARILLO	0	0	0	105	0	120	0	1433	0	0	609	0	**2267**	NO	C
12	PONCE/STANFORD	143	112	252	43	22	41	93	955	117	160	442	114	**2494**	YES	B
13	US-1/STANFORD	70	255	85	33	177	92	176	3130	33	92	2778	91	**7012**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	35	158	1277	15	19	549	60	**2143**	YES	A
15	PONCE/DICKINSON	0	0	3	26	1	60	104	1340	33	21	588	53	**2229**	YES	A
16	PONCE/S.ALHAMBRA	149	39	304	28	5	2	112	1095	194	139	393	77	**2537**	YES	C
17	US-1/S.ALHAMBRA	40	209	98	130	131	98	216	3340	48	116	3112	82	**7620**	YES	D
18	PONCE/SAN AMARO	1	2	1	483	9	11	91	947	7	8	297	301	**2158**	YES	B
19	RED/LEVANTE	11	732	93	119	1282	10	11	1	17	61	1	33	**2371**	YES	A
20	RED/US-1	0	508	75	0	457	144	389	2242	55	119	2037	53	**6079**	YES	D
21	RED/PONCE	0	600	330	646	692	32	0	0	14	0	0	226	**2540**	NO	B
22	CAMPO SANO/PISANO	92	0	24	0	0	0	0	412	276	29	119	0	**952**	NO	C
23	RED/BRESCIA	74	568	27	36	757	30	246	306	387	16	27	31	**2505**	YES	C
24	SUNSET/MAYNADA	20	453	112	16	145	54	96	405	34	44	336	22	**1737**	YES	C
25	RED/SUNSET	96	616	160	109	356	129	170	433	42	174	377	89	**2751**	YES	D
26	RED/BLUE	30	580	70	61	528	7	68	483	53	22	83	35	**2020**	YES	C
27	RED/BIRD	121	404	105	124	323	124	377	1828	213	38	879	58	**4594**	YES	C
28	BIRD/UNIVERSITY	47	0	203	0	0	0	0	1966	39	83	1036	0	**3374**	YES	A
29	BIRD/LEJEUNE	137	730	61	226	608	60	271	1926	86	152	948	92	**5297**	YES	E
30	BLUE/SAN AMARO	6	45	161	101	81	15	23	648	43	18	138	14	**1293**	NO	F
31	BLUE/UNIVERSITY	20	140	308	5	140	16	76	773	74	90	169	12	**1823**	YES	C
32	BLUE/GRANADA	19	449	10	10	334	90	530	496	54	5	120	25	**2142**	YES	B
33	PONCE/LEJEUNE/GRAND	23	176	63	56	246	39	36	1652	21	41	895	77	**3325**	YES	F
34	US-1/LE JEUNE RD	0	630	194	0	418	172	298	3930	37	86	2732	5	**8502**	YES	F
35	PONCE/RIVIERA DR	67	229	49	69	218	39	189	742	129	27	487	7	**2252**	YES	B
36	US1/RIVIERA DR	84	231	43	84	219	33	45	3207	69	37	2805	48	**6905**	YES	B
37	BIRD RD/RIVIERA DR	15	232	301	45	71	6	26	1821	12	55	987	23	**3594**	YES	B
38	SUNSET RD/GRANADA	0	0	0	32	0	23	20	788	0	0	350	31	**1244**	NO	C
39	GRANADA/HARDEE RD	0	103	295	26	56	37	83	528	5	32	273	88	**1526**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	21	0	110	191	537	0	0	497	64	**1420**	NO	D
41	S. ALHAMBRA CR/NERVIA	77	127	0	0	77	181	177	0	43	0	0	0	**682**	NO	B
42	BIRD RD/SAN AMARO DR	23	6	88	0	0	0	0	1790	18	30	1062	0	**3017**	NO	F
43	BIRD RD/GRANADA BLVD	26	194	65	51	230	43	393	1671	16	50	858	90	**3687**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 27
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	108	499	170	31	465	43	241	759	262	115	190	7	**2890**	YES	D
2	SAN AMARO/MILLER	99	684	57	45	314	90	452	244	158	18	16	6	**2183**	YES	C
3	SAN AMARO/TRILLO	37	799	0	0	420	35	0	0	107	0	0	0	**1398**	NO	B
4	SAN AMARO/MEMORIAL	0	660	67	113	232	0	0	0	0	68	0	57	**1197**	NO	C
5	SAN AMARO/ROBBIA	0	670	0	0	281	6	0	0	12	0	0	0	**969**	NO	A
6	CAMPO SANO/BRUNSON	7	0	19	0	0	0	0	655	328	45	178	0	**1232**	YES	A
7	PISANO/UNIVERSITY	0	7	31	73	17	33	29	199	2	28	245	62	**726**	NO	B
8	PISANO/CARILLO	0	0	0	1	23	19	2	178	131	109	323	1	**787**	NO	C
9	PONCE/GRANADA	38	490	104	52	363	136	324	1072	46	49	432	119	**3225**	YES	B
10	US-1/GRANADA	17	348	58	75	278	106	135	3161	35	44	2501	138	**6896**	YES	C
11	PONCE/CARILLO	0	0	0	105	0	120	0	1435	0	0	610	0	**2270**	NO	C
12	PONCE/STANFORD	143	112	252	44	22	41	93	955	117	160	442	116	**2497**	YES	B
13	US-1/STANFORD	70	257	85	33	178	92	176	3130	33	92	2778	91	**7015**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	35	158	1279	15	19	550	60	**2146**	YES	A
15	PONCE/DICKINSON	0	0	3	26	1	60	104	1342	33	21	589	53	**2232**	YES	A
16	PONCE/S.ALHAMBRA	149	39	304	28	5	2	112	1097	194	139	394	77	**2540**	YES	C
17	US-1/S.ALHAMBRA	40	209	98	130	131	98	216	3342	48	116	3113	82	**7623**	YES	D
18	PONCE/SAN AMARO	1	2	1	483	9	13	96	947	7	8	297	301	**2165**	YES	B
19	RED/LEVANTE	11	745	93	119	1288	10	11	1	17	61	1	33	**2390**	YES	A
20	RED/US-1	0	508	75	0	457	144	389	2242	55	119	2037	53	**6079**	YES	D
21	RED/PONCE	0	607	330	646	695	37	0	0	26	0	0	226	**2567**	NO	B
22	CAMPO SANO/PISANO	92	0	24	0	0	0	0	414	276	29	122	0	**957**	YES	C/A
23	RED/BRESCIA	74	575	34	36	760	33	253	313	387	19	30	31	**2545**	NO	C
24	SUNSET/MAYNADA	20	455	112	16	146	54	96	405	34	44	336	22	**1740**	YES	C
25	RED/SUNSET	96	623	160	109	359	129	170	433	42	174	377	89	**2761**	YES	D
26	RED/BLUE	30	582	70	64	531	7	68	495	53	22	88	37	**2047**	YES	C
27	RED/BIRD	123	406	105	124	326	124	377	1831	216	38	881	58	**4609**	YES	C
28	BIRD/UNIVERSITY	49	0	205	0	0	0	0	1966	44	88	1036	0	**3388**	YES	B
29	BIRD/LEJEUNE	137	732	61	226	611	60	271	1928	86	152	951	92	**5307**	YES	E
30	BLUE/SAN AMARO	13	50	161	101	91	15	23	648	58	18	138	14	**1330**	NO	F
31	BLUE/UNIVERSITY	20	140	308	5	140	16	76	775	74	90	170	12	**1826**	YES	C
32	BLUE/GRANADA	20	459	10	10	356	90	530	496	56	5	120	25	**2177**	YES	B
33	PONCE/LEJEUNE/GRAND	23	178	65	56	251	42	38	1652	21	46	895	77	**8513**	YES	F
34	US-1/LE JEUNE RD	0	630	194	0	418	175	300	3932	38	86	2735	5	**8513**	YES	F
35	PONCE/RIVIERA DR	67	229	49	69	218	39	189	752	129	27	509	7	**2284**	YES	B
36	US1/RIVIERA DR	84	231	43	84	219	33	45	3209	69	37	2810	48	**6912**	YES	B
37	BIRD RD/RIVIERA DR	15	232	301	45	71	6	26	1823	12	55	992	23	**3601**	YES	B
38	SUNSET RD/GRANADA	0	0	0	32	0	24	22	788	0	0	350	31	**1247**	NO	C
39	GRANADA/HARDEE RD	0	105	295	26	57	37	83	528	5	32	273	88	**1529**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	21	0	110	191	537	0	0	497	64	**1420**	NO	D
41	S. ALHAMBRA CR/NERVIA	77	127	0	0	77	182	179	0	43	0	0	0	**685**	NO	B
42	BIRD RD/SAN AMARO DR	25	6	89	0	0	0	0	1790	23	32	1062	0	**3027**	NO	F
43	BIRD RD/GRANADA BLVD	26	196	67	51	235	46	395	1671	16	55	858	90	**3706**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
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TABLE 28
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	275	375	44	18	427	236	118	297	98	205	528	7	**2628**	YES	C
2	SAN AMARO/MILLER	205	377	27	18	529	395	139	92	134	92	72	28	**2108**	YES	B
3	SAN AMARO/TRILLO	30	423	0	0	866	17	0	0	18	0	0	0	**1354**	NO	C
4	SAN AMARO/MEMORIAL	0	322	57	90	769	0	0	0	0	91	0	119	**1448**	NO	C
5	SAN AMARO/ROBBIA	0	369	0	0	803	21	0	0	5	0	0	0	**1198**	NO	C
6	CAMPO SANO/BRUNSON	155	0	51	0	0	0	0	299	117	91	696	0	**1409**	YES	B
7	PISANO/UNIVERSITY	3	9	32	67	10	30	45	258	6	31	336	35	**862**	NO	B
8	PISANO/CARILLO	0	0	0	5	14	62	11	276	87	24	362	0	**841**	NO	B
9	PONCE/GRANADA	86	295	73	59	440	138	248	521	30	109	992	41	**3032**	YES	D
10	US-1/GRANADA	18	226	30	145	332	129	140	2434	5	44	2387	86	**5976**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	114	0	793	0	0	1201	0	**2122**	NO	B
12	PONCE/STANFORD	129	99	208	161	190	101	68	449	138	195	1001	112	**2851**	YES	C
13	US-1/STANFORD	34	158	42	119	201	196	241	2981	31	35	2502	59	**6599**	YES	B
14	PONCE/MERRICK	9	2	32	54	0	161	111	665	5	14	1427	63	**2543**	YES	A
15	PONCE/DICKINSON	18	0	10	58	1	194	137	673	5	5	1574	68	**2743**	YES	B
16	PONCE/S.ALHAMBRA	212	17	114	60	45	8	34	622	202	342	1344	54	**3054**	YES	C
17	US-1/S.ALHAMBRA	133	171	262	140	177	308	129	2619	124	239	3421	91	**7814**	YES	F
18	PONCE/SAN AMARO	8	5	9	479	15	41	55	386	6	26	1077	636	**2743**	YES	B
19	RED/LEVANTE	70	1602	18	20	1019	11	10	1	13	288	4	107	**3163**	YES	C
20	RED/US-1	0	595	113	0	627	357	210	2526	96	190	3086	21	**7821**	YES	D
21	RED/PONCE	0	716	123	259	894	36	0	0	9	0	0	856	**2893**	NO	F
22	CAMPO SANO/PISANO	319	0	37	0	0	0	0	181	132	22	381	0	**1072**	NO	F
23	RED/BRESCIA	381	746	12	14	724	125	58	60	66	62	294	81	**2623**	YES	E
24	SUNSET/MAYNADA	11	110	41	21	426	91	92	466	32	113	409	18	**1830**	YES	C
25	RED/SUNSET	93	432	184	105	655	440	197	352	67	254	431	51	**3261**	YES	D
26	RED/BLUE	96	546	34	24	649	34	20	136	41	89	518	34	**2221**	YES	C
27	RED/BIRD	136	378	113	120	341	109	156	1271	161	217	1825	99	**4926**	YES	D
28	BIRD/UNIVERSITY	43	0	88	0	0	0	0	1332	56	165	1824	0	**3508**	YES	A
29	BIRD/LEJEUNE	203	758	80	168	898	168	152	1231	109	216	1969	198	**6150**	YES	E
30	BLUE/SAN AMARO	53	78	16	14	57	39	18	175	27	78	577	59	**1191**	NO	F
31	BLUE/UNIVERSITY	40	117	135	5	149	57	20	179	26	303	668	9	**1708**	YES	B
32	BLUE/GRANADA	70	254	9	10	326	416	159	162	46	22	662	21	**2157**	YES	C
33	PONCE/LEJEUNE/GRAND	22	212	39	105	247	68	26	1192	39	45	1311	37	**3343**	YES	E
34	US-1/LE JEUNE RD	0	491	198	0	561	251	193	2815	30	225	2865	6	**7635**	YES	D
35	PONCE/RIVIERA DR	204	187	59	11	220	76	44	665	56	67	1228	12	**2829**	YES	B
36	US1/RIVIERA DR	59	186	44	56	246	10	93	2717	42	19	2618	180	**6270**	YES	B
37	BIRD RD/RIVIERA DR	11	120	75	31	319	29	33	1316	33	225	1370	58	**3620**	YES	C
38	SUNSET RD/GRANADA	0	0	0	57	0	122	15	482	0	0	414	28	**1118**	NO	C
39	GRANADA/HARDEE RD	2	44	29	17	86	54	26	168	7	423	545	60	**1461**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	32	0	126	92	589	0	0	558	64	**1461**	NO	C
41	S. ALHAMBRA CR/NERVIA	126	62	0	2	87	439	398	0	102	0	0	0	**1216**	NO	D
42	BIRD RD/SAN AMARO DR	30	10	40	0	0	0	0	1369	34	26	1653	0	**3162**	NO	E
43	BIRD RD/GRANADA BLVD	22	117	39	108	247	68	97	1192	39	45	1345	38	**3357**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
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TABLE 29
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	275	375	57	21	427	236	118	348	98	222	595	11	**2783**	YES	D
2	SAN AMARO/MILLER	231	377	27	18	529	427	163	92	154	92	72	28	**2210**	YES	C
3	SAN AMARO/TRILLO	30	455	0	0	890	17	0	0	18	0	0	0	**1410**	NO	C
4	SAN AMARO/MEMORIAL	0	354	57	90	793	0	0	0	0	91	0	119	**1504**	NO	D
5	SAN AMARO/ROBBIA	0	373	0	0	806	21	0	0	5	0	0	0	**1205**	NO	C
6	CAMPO SANO/BRUNSON	155	0	51	0	0	0	0	310	117	91	704	0	**1428**	YES	B
7	PISANO/UNIVERSITY	3	9	32	67	10	30	45	269	6	31	344	35	**881**	NO	B
8	PISANO/CARILLO	0	0	0	5	14	62	11	276	98	24	362	0	**852**	NO	B
9	PONCE/GRANADA	86	306	73	83	455	140	250	521	30	109	992	59	**3104**	YES	D
10	US-1/GRANADA	18	231	30	154	338	129	140	2434	5	44	2387	93	**6003**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	114	0	795	0	0	1203	0	**2126**	NO	B
12	PONCE/STANFORD	129	99	208	163	190	101	68	449	138	195	1001	114	**2855**	YES	B
13	US-1/STANFORD	34	160	42	119	203	196	241	2981	31	35	2502	59	**6603**	YES	B
14	PONCE/MERRICK	9	2	32	54	0	161	111	667	5	14	1429	63	**2547**	YES	A
15	PONCE/DICKINSON	18	0	10	58	1	194	137	675	5	5	1576	68	**2747**	YES	B
16	PONCE/S.ALHAMBRA	212	17	114	60	45	8	34	624	202	342	1346	54	**3058**	YES	B
17	US-1/S.ALHAMBRA	133	171	262	140	177	308	129	2621	124	239	3423	91	**7818**	YES	F
18	PONCE/SAN AMARO	8	5	9	479	15	47	60	386	6	26	1077	636	**2754**	YES	B
19	RED/LEVANTE	70	1615	18	20	1036	11	10	1	13	288	4	107	**3193**	YES	C
20	RED/US-1	0	595	113	0	627	357	210	2526	96	190	3086	21	**7821**	YES	D
21	RED/PONCE	0	723	123	259	903	51	0	0	20	0	0	856	**2935**	NO	F
22	CAMPO SANO/PISANO	319	0	37	0	0	0	0	185	132	22	384	0	**1079**	YES	F/A
23	RED/BRESCIA	381	753	19	14	733	134	65	67	66	71	303	81	**2687**	NO	E
24	SUNSET/MAYNADA	11	112	41	21	428	91	92	466	32	113	409	18	**1834**	YES	C
25	RED/SUNSET	93	439	184	105	664	440	197	352	67	254	431	51	**3277**	YES	D
26	RED/BLUE	96	550	34	27	652	34	20	147	41	89	533	38	**2261**	YES	D
27	RED/BIRD	140	382	113	120	344	109	156	1274	164	217	1829	99	**4947**	YES	D
28	BIRD/UNIVERSITY	49	0	94	0	0	0	0	1332	61	170	1824	0	**3530**	YES	A
29	BIRD/LEJEUNE	203	762	80	168	901	168	152	1235	109	216	1972	198	**6164**	YES	E
30	BLUE/SAN AMARO	72	91	16	14	67	39	18	175	42	78	577	59	**1248**	NO	F
31	BLUE/UNIVERSITY	40	117	135	5	149	57	20	181	26	303	670	9	**1712**	YES	B
32	BLUE/GRANADA	72	282	9	10	347	416	159	162	48	22	662	21	**2210**	YES	C
33	PONCE/LEJEUNE/GRAND	22	218	45	105	252	71	30	1192	39	50	1311	37	**3372**	YES	E
34	US-1/LE JEUNE RD	0	491	198	0	561	254	197	2819	32	225	2868	6	**7651**	YES	D
35	PONCE/RIVIERA DR	204	187	59	11	220	76	44	693	56	67	1249	12	**2878**	YES	B
36	US1/RIVIERA DR	59	186	44	56	246	10	93	2723	42	19	2623	180	**6281**	YES	B
37	BIRD RD/RIVIERA DR	11	120	75	31	319	29	33	1322	33	225	1375	58	**3631**	YES	C
38	SUNSET RD/GRANADA	0	0	0	57	0	124	17	482	0	0	414	28	**1122**	NO	C
39	GRANADA/HARDEE RD	2	46	29	17	88	54	26	168	7	423	545	60	**1465**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	32	0	126	92	589	0	0	558	64	**1461**	NO	C
41	S. ALHAMBRA CR/NERVIA	126	62	0	2	87	441	400	0	102	0	0	0	**1220**	NO	D
42	BIRD RD/SAN AMARO DR	36	10	42	0	0	0	0	1369	39	28	1653	0	**3177**	NO	E
43	BIRD RD/GRANADA BLVD	22	123	45	108	252	71	101	1192	39	50	1345	38	**3386**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

4.11 Total Traffic Condition in 2020

The 2020 phase of the Planned Development includes the first phase of the NSCDZ in addition to Type 1 and Type 1-2 facilities. No changes in the number of resident students are anticipated between 2015 and 2020.

The UMCAD development program for Phase 2020 results in an increase of Campus external trips by 849 AM and 867 PM peak hour trips compared to existing conditions as depicted in Table 12. Most of the additional net external trips are generated by the construction of the first phase of the NSCDZ.

The results of the 2020 roadway link analysis are presented in Table 30 for the AM peak hour and in Table 31 for the PM peak hour. Two roadway links are significant and failing in 2020:

1. Miller Road between San Amaro Drive and Red Road.
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.

The results of the 2020 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 32 for the background conditions and Table 33 for the total traffic conditions. The results of the 2020 intersection analyses for the PM peak hour are presented in Table 34 for the background conditions and Table 35 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover. No intersection improvements are warranted for this phase.

The study-area intersections that will operate at a failing LOS in 2020, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Bird Road and LeJeune Road (#29) in the AM and PM peak hours.
3. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
4. LeJeune Road, Ponce de Leon Blvd and Grand Ave (5-leg #33) during the AM and PM peak hours.
5. US-1 and LeJeune Road (#34) during the AM peak hour.
6. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
7. Bird Road and San Amaro Drive (#42) during the AM peak hour.
8. Bird Road, Granada Blvd and University Drive (5-leg #43) during the PM peak hour.

TABLE 30
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2020 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 419 %	I/O	OUT 130 TRIPS	ACADEMIC [6] IN 204 %	I/O	OUT 96 TRIPS	DIV-ERTED TRIPS [7]	2020 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2020 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	2,082	2,060	NO	2,221	126	2,347	NO	2%	O	3	3%	O	3		6	0.3%	NO	2,353	NO
	WB	2	1,052	2,060	YES	1,122	59	1,181	YES		I	8		I	6		14	0.7%	NO	1,195	YES
Granada Blvd to University	EB	2	2,021	2,060	YES	2,156	90	2,246	NO	1%	I	4	5%	O	5		9	0.4%	NO	2,255	NO
	WB	2	1,050	2,060	YES	1,120	34	1,154	YES		O	1		I	10		11	0.5%	NO	1,165	YES
University to San Amaro	EB	2	1,863	2,060	YES	1,988	66	2,054	YES	1%	I	4	1%	I	2		6	0.3%	NO	2,060	YES
	WB	2	1,026	2,060	YES	1,095	24	1,119	YES		O	1		O	1		2	0.1%	NO	1,121	YES
San Amaro to Red Road	EB	2	1,905	2,060	YES	2,033	72	2,105	NO	1%	I	4	1%	I	2		6	0.3%	NO	2,111	NO
	WB	2	1,008	2,060	YES	1,076	29	1,105	YES		O	1		O	1		2	0.1%	NO	1,107	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	538	810	YES	574	5	579	YES	1%	O	1	1%	I	2		3	0.4%	NO	582	YES
	WB	1	427	810	YES	456	3	459	YES		I	4		O	1		5	0.6%	NO	464	YES
Granada to University Dr	EB	1	1,021	810	NO	1,089	17	1,106	NO	2%	O	3	1%	I	2		5	0.6%	NO	1,111	NO
	WB	1	252	810	YES	269	4	273	YES		I	8		O	1		9	1.1%	NO	282	YES
University to San Amaro	EB	1	862	810	NO	920	26	946	NO	2%	I	8	1%	O	1		9	1.1%	NO	955	NO
	WB	1	186	810	YES	198	10	208	YES		O	3		I	2		5	0.6%	NO	213	YES
San Amaro to Red Road	EB	1	643	810	YES	686	30	716	YES	4%	I	17	8%	O	8		25	3.1%	NO	741	YES
	WB	1	131	810	YES	140	13	153	YES		O	5		I	16		21	2.6%	NO	174	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	830	810	NO	886	28	914	NO	9%	I	38	25%	I	51		89	11.0%	YES	1,003	NO & F
	WB	1	254	810	YES	271	17	288	YES		O	12		O	24		36	4.4%	NO	324	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	1,071	2,060	YES	1,143	83	1,226	YES	20%	O	26	13%	O	12	8	46	2.2%	NO	1,272	YES
	SW	2	515	2,060	YES	549	50	599	YES		I	84		I	27	25	136	6.6%	YES	735	YES
Granada Blvd to Stanford	NE	2	1,294	2,060	YES	1,381	86	1,467	YES	33%	O	43	17%	O	16	8	67	3.3%	NO	1,534	YES
	SW	2	616	2,060	YES	657	45	702	YES		I	138		I	35	25	198	9.6%	YES	900	YES
Stanford to Hurricane Dr.	NE	2	1,309	2,060	YES	1,397	69	1,466	YES	38%	I	159	9%	I	18	8	185	9.0%	YES	1,651	YES
	SW	2	565	2,060	YES	603	31	634	YES		O	49		O	9	25	83	4.0%	NO	717	YES
Hurricane Dr. to Red Road	NE	2	955	2,060	YES	1,019	52	1,071	YES	20%	I	84	8%	I	16	25	125	6.1%	YES	1,196	YES
	SW	2	274	2,060	YES	292	24	316	YES		O	26		O	8	8	42	2.0%	NO	358	YES
US1																					
LeJeune to Granada Blvd	NE	3	3,087	4,070	YES	3,294	103	3,397	YES	8%	O	10	3%	O	3	8	21	0.5%	NO	3,418	YES
	SW	3	2,760	4,070	YES	2,945	89	3,034	YES		I	34		I	6	25	65	1.6%	NO	3,099	YES
Granada Blvd to Maynada	NE	3	3,082	4,070	YES	3,288	103	3,391	YES	7%	O	9	4%	O	4	8	21	0.5%	NO	3,412	YES
	SW	3	2,783	4,070	YES	2,969	62	3,031	YES		I	29		I	8	25	62	1.5%	NO	3,093	YES
Maynada to S. Alhambra	NE	3	3,314	4,070	YES	3,536	110	3,646	YES	17%	I	71	10%	I	20	8	99	2.4%	NO	3,745	YES
	SW	3	3,098	4,070	YES	3,306	78	3,384	YES		O	22		O	10	25	57	1.4%	NO	3,441	YES
S. Alhambra to Red Road	NE	3	3,357	4,070	YES	3,582	93	3,675	YES	16%	I	67	10%	I	20	25	112	2.8%	NO	3,787	YES
	SW	3	3,075	4,070	YES	3,281	56	3,337	YES		O	21		O	10	8	39	1.0%	NO	3,376	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	767	970	YES	818	14	832	YES	1%	O	1	1%	O	1		2	0.2%	NO	834	YES
	WB	1	350	970	YES	373	10	383	YES		I	4		I	2		6	0.6%	NO	389	YES
Maynada to Red Road	EB	1	502	970	YES	536	17	553	YES	1%	I	4	1%	O	1		5	0.5%	NO	558	YES
	WB	1	384	970	YES	410	15	425	YES		O	1		I	2		3	0.3%	NO	428	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	847	2,580	YES	904	46	950	YES	5%	O	7	2%	O	2		9	0.3%	NO	959	YES
	SB	2	778	2,580	YES	830	46	876	YES		I	21		I	4		25	1.0%	NO	901	YES
Blue Road to US-1	NB	2	849	2,580	YES	906	38	944	YES	7%	O	9	3%	O	3		12	0.5%	NO	956	YES
	SB	2	503	2,580	YES	537	43	580	YES		I	29		I	6		35	1.4%	NO	615	YES
US-1 to Sunset Drive	NB	1	774	1,220	YES	826	40	866	YES	1%	I	4	1%	I	2		6	0.5%	NO	872	YES
	SB	1	455	1,220	YES	485	13	498	YES		O	1		O	1		2	0.2%	NO	500	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	605	790	YES	646	13	659	YES	4%	O	5	6%	O	6		11	1.4%	NO	670	YES
	SB	1	405	790	YES	432	11	443	YES		I	17		I	12		29	3.7%	NO	472	YES
Blue Rd to Ponce	NB	1	645	790	YES	688	18	706	YES	6%	O	8	6%	O	6		14	1.8%	NO	720	YES
	SB	1	494	790	YES	527	18	545	YES		I	25		I	12		37	4.7%	NO	582	YES
Ponce de Leon to US 1	NB	1	551	790	YES	588	51	639	YES	7%	I	29	7%	I	14		43	5.4%	YES	682	YES
	SB	1	396	790	YES	423	44	467	YES		O	9		O	7		16	2.0%	NO	483	YES
US 1 to Sunset Drive	NB	1	380	790	YES	405	10	415	YES	2%	I	8	2%	I	4		12	1.5%	NO	427	YES
	SB	1	328	790	YES	350	5	355	YES		O	3		O	2		5	0.6%	NO	360	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	541	660	YES	577	10	587	YES	4%	I	17	5%	I	10		27	4.1%	NO	614	YES
	SB	1	284	660	YES	303	7	310	YES		O	5		O	5		10	1.5%	NO	320	YES
SAN AMARO DRIVE [8,9]																					
Bird Rd to Blue Rd	NB	1	94	660	YES	100	14	114	YES	1%	O	1	3%	O	3		4	0.6%	NO	118	YES
	SB	1	168	660	YES	179	11	190	YES		I	4		I	6		10	1.5%	NO	200	YES
Blue Rd to Miller Rd	NB	1	1,362	660	NO	1,453	5	1,458	NO	2%	O	3	8%	O	8	-142	-131	-19.8%	NO	1,327	NO
	SB	1	456	660	YES	487	5	492	YES		I	8		I	16	-64	-40	-6.1%	NO	452	YES
Miller Rd to Levante	NB	1	807	660	NO	861	16	877	NO	11%	O	14	2%	I	4	-18	0	0.0%	NO	877	NO
	SB	2	490	1,320	YES	523	13	536	YES		I	46		O	2	-6	42	3.2%	NO	578	YES
Levante Rd to Ponce	NB	1	368	660	YES	393	20	413	YES	19%	O	25	2%	I	4	-18	11	1.7%	NO	424	YES
	SB	2	462	1,320	YES	493	15	508	YES		I	80		O	2	-6	76	5.8%	YES	584	YES

TABLE 30
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2020 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 419 %	I/O	OUT 130 TRIPS	ACADEMIC [6] IN 204 %	I/O	OUT 96 TRIPS	DIV-ERTED TRIPS [7]	2020 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2020 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
RED ROAD																					
Bird Road to Blue Road	NB	1	633	970	YES	675	24	699	YES	3%	O	4	5%	O	5		9	0.9%	NO	708	YES
	SB	1	551	970	YES	588	22	610	YES		I	13		I	10		23	2.4%	NO	633	YES
Blue Road to Miller Road	NB	1	683	970	YES	729	34	763	YES	1%	O	1	4%	O	4		5	0.5%	NO	768	YES
	SB	1	551	970	YES	588	29	617	YES		I	4		I	8		12	1.2%	NO	629	YES
Miller Rd to Brescia Ave	NB	1	757	970	YES	808	28	836	YES	3%	O	4	3%	I	6		10	1.0%	NO	846	YES
	SB	1	765	970	YES	816	26	842	YES		I	13		O	3		16	1.6%	NO	858	YES
Brescia Ave to Ponce	NB	2	750	2,060	YES	800	50	850	YES	8%	O	10	5%	I	10		20	1.0%	NO	870	YES
	SB	2	1,240	2,060	YES	1,323	46	1,369	YES		I	34		O	5		39	1.9%	NO	1,408	YES
Ponce to US-1	NB	2	867	2,060	YES	925	45	970	YES	10%	O	13	9%	I	18		31	1.5%	NO	1,001	YES
	SB	2	637	2,060	YES	680	43	723	YES		I	42		O	9		51	2.5%	NO	774	YES
US 1 to Sunset Drive	NB	2	761	1,720	YES	812	58	870	YES	10%	I	42	4%	I	8		50	2.9%	NO	920	YES
	SB	2	564	1,720	YES	602	31	633	YES		O	13		O	4		17	1.0%	NO	650	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	238	660	YES	254	2	256	YES	2%	O	3	4%	O	4		7	1.1%	NO	263	YES
	SB	1	153	660	YES	163	2	165	YES		I	8		I	8		16	2.4%	NO	181	YES
Blue Road to Pisano Ave	NB	1	273	660	YES	291	0	291	YES	4%	O	5	4%	O	4		9	1.4%	NO	300	YES
	SB	1	205	660	YES	219	0	219	YES		I	17		I	8		25	3.8%	NO	244	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	526	660	YES	561	1	562	YES	1%	O	1	1%	O	1		2	0.3%	NO	564	YES
	SB	1	127	660	YES	136	6	142	YES		I	4		I	2		6	0.9%	NO	148	YES
Blue Road to Ponce	NB	1	306	660	YES	326	2	328	YES	1%	O	1	1%	O	1		2	0.3%	NO	330	YES
	SB	1	407	660	YES	434	7	441	YES		I	4		I	2		6	0.9%	NO	447	YES
US-1 to LeJeune Road	NB	1	333	660	YES	355	11	366	YES	1%	I	4	1%	I	2		6	0.9%	NO	372	YES
	SB	1	246	660	YES	262	71	333	YES		O	1		O	1		2	0.3%	NO	335	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	262	660	YES	280	8	288	YES	1%	O	1	1%	O	1		2	0.3%	NO	290	YES
	SB	1	216	660	YES	230	5	235	YES		I	4		I	2		6	0.9%	NO	241	YES
Blue Road to Miller Road	NB	1	235	660	YES	251	2	253	YES	1%	O	1	4%	O	4		5	0.8%	NO	258	YES
	SB	1	188	660	YES	201	2	203	YES		I	4		I	8		12	1.8%	NO	215	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	273	660	YES	291	87	378	YES	1%	I	4	1%	I	2		6	0.9%	NO	384	YES
	SB	1	196	660	YES	209	56	265	YES		O	1		O	1		2	0.3%	NO	267	YES
Nervia Street to Sunset Dr.	EB	1	172	660	YES	184	2	186	YES	1%	I	4	1%	I	2		6	0.9%	NO	192	YES
	WB	1	101	660	YES	108	3	111	YES		O	1		O	1		2	0.3%	NO	113	YES
CAMPO SANO [10]																					
San Amaro to Pisano	EB	1	792	660	NO	845	11	856	NO	2%	I	8	10%	I	20	-58	-30	-4.5%	NO	826	NO
	WB	1	191	660	YES	204	9	213	YES		O	3		O	10	-16	-3	-0.5%	NO	210	YES
PISANO ANEVUE [10]																					
Campo Sano to University	EB	1	287	660	YES	306	11	317	YES	1%	O	1	10%	O	10	-20	-9	-1.4%	NO	308	YES
	WB	1	285	660	YES	304	9	313	YES		I	4		I	20	-32	-8	-1.2%	NO	305	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	349	660	YES	372	1	373	YES	5%	I	21	6%	I	12		33	5.0%	YES	406	YES
	WB	1	42	660	YES	45	1	46	YES		O	7		O	6		13	2.0%	NO	59	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	202	660	YES	216	3	219	YES	3%	I	13	5%	I	10		23	3.5%	NO	242	YES
	WB	1	88	660	YES	94	2	96	YES		O	4		O	5		9	1.4%	NO	105	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	590	660	YES	630	0	630	YES	1%	I	4	2%	I	4		8	1.2%	NO	638	YES
	WB	1	295	660	YES	315	0	315	YES		O	1		O	2		3	0.5%	NO	318	YES
Granada Blvd to LeJeune	EB	1	813	660	NO	867	0	867	NO	1%	O	1	2%	O	2		3	0.5%	NO	870	NO
	WB	1	375	660	YES	400	0	400	YES		I	4		I	4		8	1.2%	NO	408	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	195	660	YES	208	14	222	YES	1%	I	4	1%	I	2		6	0.9%	NO	228	YES
	SB	1	134	660	YES	143	9	152	YES		O	1		O	1		2	0.3%	NO	154	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 31
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2020 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 83 %	I/O	OUT 344 TRIPS	ACADEMIC [6] IN 189 %	I/O	OUT 251 TRIPS	DIV-ERTED TRIPS [7]	2020 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2020 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	1,329	2,060	YES	1,418	165	1,583	YES	2%	O	7	3%	O	8		15	0.7%	NO	1,433	YES
	WB	2	2,046	2,060	YES	2,183	208	2,391	NO		I	2		I	6		8	0.4%	NO	2,191	NO
Granada Blvd to University	EB	2	1,299	2,060	YES	1,386	105	1,491	YES	1%	I	1	5%	O	13		14	0.7%	NO	1,400	YES
	WB	2	1,811	2,060	YES	1,932	149	2,081	NO		O	3		I	9		12	0.6%	NO	1,944	YES
University to San Amaro	EB	2	1,287	2,060	YES	1,373	69	1,442	YES	1%	I	1	1%	I	2		3	0.1%	NO	1,376	YES
	WB	2	1,693	2,060	YES	1,806	103	1,909	YES		O	3		O	3		6	0.3%	NO	1,812	YES
San Amaro to Red Road	EB	2	1,373	2,060	YES	1,465	74	1,539	YES	1%	I	1	1%	I	2		3	0.1%	NO	1,468	YES
	WB	2	1,938	2,060	YES	2,068	119	2,187	NO		O	3		O	3		6	0.3%	NO	2,074	NO
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	552	810	YES	589	6	595	YES	1%	O	3	1%	I	2		5	0.6%	NO	594	YES
	WB	1	677	810	YES	722	7	729	YES		I	1		O	3		4	0.5%	NO	726	YES
Granada to University Dr	EB	1	332	810	YES	354	12	366	YES	2%	O	7	1%	I	2		9	1.1%	NO	363	YES
	WB	1	1,071	810	NO	1,143	23	1,166	NO		I	2		O	3		5	0.6%	NO	1,148	NO
University to San Amaro	EB	1	193	810	YES	206	23	229	YES	2%	I	2	1%	O	3		5	0.6%	NO	211	YES
	WB	1	699	810	YES	746	37	783	YES		O	7		I	2		9	1.1%	NO	755	YES
San Amaro to Red Road	EB	1	176	810	YES	188	23	211	YES	4%	I	3	8%	O	20		23	2.8%	NO	211	YES
	WB	1	575	810	YES	614	42	656	YES		O	14		I	15		29	3.6%	NO	643	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	325	810	YES	347	28	375	YES	9%	I	7	25%	I	47		54	6.7%	YES	401	YES
	WB	1	672	810	YES	717	40	757	YES		O	31		O	63		94	11.6%	YES	811	NO & F
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	556	2,060	YES	593	152	745	YES	20%	O	69	13%	O	33	23	125	6.1%	YES	718	YES
	SW	2	1,239	2,060	YES	1,322	178	1,500	YES		I	17		I	25	18	60	2.9%	NO	1,382	YES
Granada Blvd to Stanford	NE	2	639	2,060	YES	682	128	810	YES	33%	O	114	17%	O	43	23	180	8.7%	YES	862	YES
	SW	2	1,067	2,060	YES	1,138	164	1,302	YES		I	27		I	32	18	77	3.7%	NO	1,215	YES
Stanford to Hurricane Dr.	NE	2	776	2,060	YES	828	70	898	YES	38%	I	32	9%	I	17	23	72	3.5%	NO	900	YES
	SW	2	1,575	2,060	YES	1,681	105	1,786	YES		O	131		O	23	18	172	8.3%	YES	1,853	YES
Hurricane Dr. to Red Road	NE	2	376	2,060	YES	401	56	457	YES	20%	I	17	8%	I	15	18	50	2.4%	NO	451	YES
	SW	2	1,004	2,060	YES	1,071	82	1,153	YES		O	69		O	20	23	112	5.4%	YES	1,183	YES
US1																					
LeJeune to Granada Blvd	NE	3	2,593	4,070	YES	2,767	220	2,987	YES	8%	O	28	3%	O	8	23	59	1.4%	NO	2,826	YES
	SW	3	2,383	4,070	YES	2,543	226	2,769	YES		I	7		I	6	18	31	0.8%	NO	2,574	YES
Granada Blvd to Maynada	NE	3	2,816	4,070	YES	3,005	212	3,217	YES	7%	O	24	4%	O	10	23	57	1.4%	NO	3,062	YES
	SW	3	2,257	4,070	YES	2,408	248	2,656	YES		I	6		I	8	18	32	0.8%	NO	2,440	YES
Maynada to S. Alhambra	NE	3	2,863	4,070	YES	3,055	269	3,324	YES	17%	I	14	10%	I	19	23	56	1.4%	NO	3,111	YES
	SW	3	3,306	4,070	YES	3,527	298	3,825	YES		O	58		O	25	18	101	2.5%	NO	3,628	YES
S. Alhambra to Red Road	NE	3	2,579	4,070	YES	2,752	188	2,940	YES	16%	I	13	10%	I	19	18	50	1.2%	NO	2,802	YES
	SW	3	3,481	4,070	YES	3,714	220	3,934	YES		O	55		O	25	23	103	2.5%	NO	3,817	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	487	970	YES	520	31	551	YES	1%	O	3	1%	O	3		6	0.6%	NO	526	YES
	WB	1	495	970	YES	528	36	564	YES		I	1		I	2		3	0.3%	NO	531	YES
Maynada to Red Road	EB	1	571	970	YES	609	41	650	YES	1%	I	1	1%	O	3		4	0.4%	NO	613	YES
	WB	1	661	970	YES	705	44	749	YES		O	3		I	2		5	0.5%	NO	710	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	891	2,580	YES	951	112	1,063	YES	5%	O	17	2%	O	5		22	0.9%	NO	973	YES
	SB	2	1,102	2,580	YES	1,176	112	1,288	YES		I	4		I	4		8	0.3%	NO	1,184	YES
Blue Road to US-1	NB	2	559	2,580	YES	596	104	700	YES	7%	O	24	3%	O	8		32	1.2%	NO	628	YES
	SB	2	646	2,580	YES	689	100	789	YES		I	6		I	6		12	0.5%	NO	701	YES
US-1 to Sunset Drive	NB	1	617	1,220	YES	658	31	689	YES	1%	I	1	1%	I	2		3	0.2%	NO	661	YES
	SB	1	698	1,220	YES	745	58	803	YES		O	3		O	3		6	0.5%	NO	751	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	392	790	YES	418	23	441	YES	4%	O	14	6%	O	15		29	3.7%	NO	447	YES
	SB	1	695	790	YES	742	26	768	YES		I	3		I	11		14	1.8%	NO	756	YES
Blue Rd to Ponce	NB	1	510	790	YES	544	40	584	YES	6%	O	21	6%	O	15		36	4.6%	NO	580	YES
	SB	1	561	790	YES	599	39	638	YES		I	5		I	11		16	2.0%	NO	615	YES
Ponce de Leon to US 1	NB	1	340	790	YES	363	102	465	YES	7%	I	6	7%	I	13		19	2.4%	NO	382	YES
	SB	1	457	790	YES	488	105	593	YES		O	24		O	18		42	5.3%	YES	530	YES
US 1 to Sunset Drive	NB	1	224	790	YES	239	10	249	YES	2%	I	2	2%	I	4		6	0.8%	NO	245	YES
	SB	1	485	790	YES	517	16	533	YES		O	7		O	5		12	1.5%	NO	529	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	203	660	YES	217	16	233	YES	4%	I	3	5%	I	9		12	1.8%	NO	229	YES
	SB	1	504	660	YES	538	20	558	YES		O	14		O	13		27	4.1%	NO	565	YES
SAN AMARO DRIVE [7,8]																					
Bird Rd to Blue Rd	NB	1	121	660	YES	129	16	145	YES	1%	O	3	3%	O	8		11	1.7%	NO	140	YES
	SB	1	52	660	YES	55	25	80	YES		I	1		I	6		7	1.1%	NO	62	YES
Blue Rd to Miller Rd	NB	1	606	660	YES	647	9	656	YES	2%	O	7	8%	O	20	-78	-51	-7.7%	NO	596	YES
	SB	1	979	660	NO	1,045	11	1,056	NO		I	2		I	15	-112	-95	-14.4%	NO	950	NO
Miller Rd to Levante	NB	1	572	660	YES	610	24	634	YES	11%	O	38	2%	I	4	-14	28	4.2%	NO	638	YES
	SB	2	664	1,320	YES	708	28	736	YES		I	9		O	5	-17	-3	-0.2%	NO	705	YES
Levante Rd to Ponce	NB	1	636	660	YES	679	28	707	NO	19%	O	65	2%	I	4	-14	55	8.3%	YES	734	NO & F
	SB	2	488	1,320	YES	521	33	554	YES		I	16		O	5	-17	4	0.3%	NO	525	YES

TABLE 31
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2020 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 83 %	I/O	OUT 344 TRIPS	ACADEMIC [6] IN 189 %	I/O	OUT 251 TRIPS	DIV-ERTED TRIPS [7]	2020 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2020 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
RED ROAD																					
Bird Road to Blue Road	NB	1	569	970	YES	607	36	643	YES	3%	O	10	5%	O	13		23	2.4%	NO	630	YES
	SB	1	653	970	YES	697	42	739	YES		I	2		I	9		11	1.1%	NO	708	YES
Blue Road to Miller Road	NB	1	604	970	YES	644	47	691	YES	1%	O	3	4%	O	10		13	1.3%	NO	657	YES
	SB	1	694	970	YES	740	56	796	YES		I	1		I	8		9	0.9%	NO	749	YES
Miller Rd to Brescia Ave	NB	1	745	970	YES	795	53	848	YES	3%	O	10	3%	I	6		16	1.6%	NO	811	YES
	SB	1	768	970	YES	819	60	879	YES		I	2		O	8		10	1.0%	NO	829	YES
Brescia Ave to Ponce	NB	2	1,348	2,060	YES	1,438	116	1,554	YES	8%	O	28	5%	I	9		37	1.8%	NO	1,475	YES
	SB	2	1,004	2,060	YES	1,071	123	1,194	YES		I	7		O	13		20	1.0%	NO	1,091	YES
Ponce to US-1	NB	2	701	2,060	YES	748	124	872	YES	10%	O	34	9%	I	17		51	2.5%	NO	799	YES
	SB	2	811	2,060	YES	865	129	994	YES		I	8		O	23		31	1.5%	NO	896	YES
US 1 to Sunset Drive	NB	2	551	1,720	YES	588	124	712	YES	10%	I	8	4%	I	8		16	0.9%	NO	604	YES
	SB	2	951	1,720	YES	1,015	147	1,162	YES		O	34		O	10		44	2.6%	NO	1,059	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	124	660	YES	132	2	134	YES	2%	O	7	4%	O	10		17	2.6%	NO	149	YES
	SB	1	211	660	YES	225	2	227	YES		I	2		I	8		10	1.5%	NO	235	YES
Blue Road to Pisano Ave	NB	1	183	660	YES	195	0	195	YES	4%	O	14	4%	O	10		24	3.6%	NO	219	YES
	SB	1	281	660	YES	300	0	300	YES		I	3		I	8		11	1.7%	NO	311	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	192	660	YES	205	7	212	YES	1%	O	3	1%	O	3		6	0.9%	NO	211	YES
	SB	1	553	660	YES	590	1	591	YES		I	1		I	2		3	0.5%	NO	593	YES
Blue Road to Ponce	NB	1	224	660	YES	239	10	249	YES	1%	O	3	1%	O	3		6	0.9%	NO	245	YES
	SB	1	292	660	YES	312	4	316	YES		I	1		I	2		3	0.5%	NO	315	YES
US-1 to LeJeune Road	NB	1	202	660	YES	216	79	295	YES	1%	I	1	1%	I	2		3	0.5%	NO	219	YES
	SB	1	278	660	YES	297	19	316	YES		O	3		O	3		6	0.9%	NO	303	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	162	660	YES	173	6	179	YES	1%	O	3	1%	O	3		6	0.9%	NO	179	YES
	SB	1	244	660	YES	260	12	272	YES		I	1		I	2		3	0.5%	NO	263	YES
Blue Road to Miller Road	NB	1	154	660	YES	164	2	166	YES	1%	O	3	4%	O	10		13	2.0%	NO	177	YES
	SB	1	213	660	YES	227	2	229	YES		I	1		I	8		9	1.4%	NO	236	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	244	660	YES	260	279	539	YES	1%	I	1	1%	I	2		3	0.5%	NO	263	YES
	SB	1	238	660	YES	254	302	556	YES		O	3		O	3		6	0.9%	NO	260	YES
Nervia Street to Sunset Dr.	EB	1	118	660	YES	126	12	138	YES	1%	I	1	1%	I	2		3	0.5%	NO	129	YES
	WB	1	111	660	YES	118	11	129	YES		O	3		O	3		6	0.9%	NO	124	YES
CAMPO SANO																					
San Amaro to Pisano	EB	1	386	660	YES	412	19	431	YES	2%	I	2	10%	I	19	-33	-12	-1.8%	NO	400	YES
	WB	1	795	660	NO	848	21	869	NO		O	7		O	25	-57	-25	-3.8%	NO	823	NO
PISANO ANEVUE																					
Campo Sano to University	EB	1	322	660	YES	344	19	363	YES	1%	O	3	10%	O	25	-30	-2	-0.3%	NO	342	YES
	WB	1	380	660	YES	405	21	426	YES		I	1		I	19	-36	-16	-2.4%	NO	389	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	79	660	YES	84	1	85	YES	5%	I	4	6%	I	11		15	2.3%	NO	99	YES
	WB	1	362	660	YES	386	1	387	YES		O	17		O	15		32	4.8%	NO	418	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	36	660	YES	38	7	45	YES	3%	I	2	5%	I	9		11	1.7%	NO	49	YES
	WB	1	382	660	YES	408	7	415	YES		O	10		O	13		23	3.5%	NO	431	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	457	660	YES	488	0	488	YES	1%	I	1	2%	I	4		5	0.8%	NO	493	YES
	WB	1	493	660	YES	526	0	526	YES		O	3		O	5		8	1.2%	NO	534	YES
Granada Blvd to LeJeune	EB	1	498	660	YES	531	0	531	YES	1%	O	3	2%	O	5		8	1.2%	NO	539	YES
	WB	1	403	660	YES	430	0	430	YES		I	1		I	4		5	0.8%	NO	435	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	121	660	YES	129	45	174	YES	1%	I	1	1%	I	2		3	0.5%	NO	132	YES
	SB	1	165	660	YES	176	48	224	YES		O	3		O	3		6	0.9%	NO	182	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 32
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2020 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	111	511	161	29	476	44	248	724	269	112	170	5	**2860**	YES	D
2	SAN AMARO/MILLER	92	701	59	46	322	80	438	251	141	18	16	6	**2170**	YES	C
3	SAN AMARO/TRILLO	38	807	0	0	405	36	0	0	110	0	0	0	**1396**	NO	B
4	SAN AMARO/MEMORIAL	0	664	68	116	212	0	0	0	0	69	0	59	**1188**	NO	C
5	SAN AMARO/ROBBIA	0	684	0	0	284	6	0	0	13	0	0	0	**987**	NO	A
6	CAMPO SANO/BRUNSON	7	0	19	0	0	0	0	668	336	46	175	0	**1251**	YES	A
7	PISANO/UNIVERSITY	0	7	32	75	17	34	30	200	2	29	243	64	**733**	NO	B
8	PISANO/CARILLO	0	0	0	1	23	19	2	182	130	112	332	1	**802**	NO	C
9	PONCE/GRANADA	39	490	106	44	367	138	330	1097	47	50	442	103	**3253**	YES	B
10	US-1/GRANADA	17	351	60	73	283	108	138	3238	36	45	2563	134	**7046**	YES	C
11	PONCE/CARILLO	0	0	0	108	0	123	0	1467	0	0	623	0	**2321**	NO	C
12	PONCE/STANFORD	146	115	258	44	22	42	95	977	120	164	453	117	**2553**	YES	B
13	US-1/STANFORD	71	261	87	34	181	94	181	3207	34	94	2847	93	**7184**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	36	162	1308	15	19	562	62	**2194**	YES	A
15	PONCE/DICKINSON	0	0	3	27	1	62	107	1372	34	21	602	54	**2283**	YES	A
16	PONCE/S.ALHAMBRA	153	39	312	29	5	2	115	1121	198	143	402	79	**2598**	YES	C
17	US-1/S.ALHAMBRA	40	214	100	133	134	100	222	3422	48	118	3189	84	**7804**	YES	E
18	PONCE/SAN AMARO	1	2	1	495	10	12	94	970	7	9	304	309	**2214**	YES	B
19	RED/LEVANTE	11	750	95	122	1313	10	11	1	17	63	1	34	**2428**	YES	A
20	RED/US-1	0	520	77	0	468	147	399	2296	57	122	2087	54	**6227**	YES	D
21	RED/PONCE	0	615	338	661	709	33	0	0	14	0	0	231	**2601**	NO	B
22	CAMPO SANO/PISANO	95	0	24	0	0	0	0	423	283	30	122	0	**977**	YES	A
23	RED/BRESCIA	76	582	28	37	775	31	252	313	397	16	27	31	**2565**	YES	C
24	SUNSET/MAYNADA	20	465	115	16	148	55	98	415	35	45	344	22	**1778**	YES	C
25	RED/SUNSET	98	631	164	112	365	132	173	443	43	178	387	91	**2817**	YES	E
26	RED/BLUE	31	594	72	63	541	7	69	495	54	22	85	36	**2069**	YES	C
27	RED/BIRD	124	414	108	127	331	127	386	1872	219	39	901	60	**4708**	YES	D
28	BIRD/UNIVERSITY	48	0	208	0	0	0	0	2014	39	85	1061	0	**3455**	YES	B
29	BIRD/LEJEUNE	140	748	62	231	622	62	277	1972	88	156	971	94	**5423**	YES	E
30	BLUE/SAN AMARO	6	46	165	103	83	15	23	664	44	18	141	14	**1322**	NO	F
31	BLUE/UNIVERSITY	20	144	316	5	144	16	78	792	76	92	173	13	**1869**	YES	C
32	BLUE/GRANADA	19	460	11	11	342	92	544	509	54	5	123	26	**2196**	YES	B
33	PONCE/LEJEUNE/GRAND	23	180	65	57	252	39	37	1692	21	42	916	78	**3402**	YES	F
34	US-1/LE JEUNE RD	0	646	199	0	427	175	305	4029	38	87	2800	5	**8711**	YES	F
35	PONCE/RIVIERA DR	68	235	50	70	224	39	194	758	132	28	498	7	**2303**	YES	B
36	US1/RIVIERA DR	86	237	43	86	225	34	46	3287	70	37	2875	49	**7075**	YES	B
37	BIRD RD/RIVIERA DR	15	238	308	46	72	6	27	1864	13	57	1010	23	**3679**	YES	B
38	SUNSET RD/GRANADA	0	0	0	33	0	23	20	808	0	0	359	32	**1275**	NO	C
39	GRANADA/HARDEE RD	0	105	302	27	57	38	85	541	5	33	279	91	**1563**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	21	0	113	196	550	0	0	510	66	**1456**	NO	D
41	S. ALHAMBRA CR/NERVIA	79	130	0	0	79	183	180	0	44	0	0	0	**695**	NO	B
42	BIRD RD/SAN AMARO DR	24	6	91	0	0	0	0	1833	19	31	1088	0	**3092**	NO	F
43	BIRD RD/GRANADA BLVD	27	199	67	52	235	44	403	1711	16	51	879	92	**3776**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 33
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2020 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	114	512	177	33	480	44	248	825	277	120	212	7	**3049**	YES	D
2	SAN AMARO/MILLER	116	704	59	46	330	94	469	251	203	18	16	6	**2312**	YES	C
3	SAN AMARO/TRILLO	38	824	0	0	444	36	0	0	110	0	0	0	**1452**	NO	B
4	SAN AMARO/MEMORIAL	0	681	68	116	251	0	0	0	0	69	0	59	**1244**	NO	D
5	SAN AMARO/ROBBIA	0	687	0	0	292	6	0	0	13	0	0	0	**998**	NO	B
6	CAMPO SANO/BRUNSON	7	0	19	0	0	0	0	674	336	46	189	0	**1271**	YES	A
7	PISANO/UNIVERSITY	0	7	32	75	17	34	30	206	2	29	257	64	**753**	NO	B
8	PISANO/CARILLO	0	0	0	1	27	19	2	183	135	112	332	1	**812**	NO	C
9	PONCE/GRANADA	47	504	106	55	374	185	346	1123	50	50	526	125	**3491**	YES	C
10	US-1/GRANADA	17	365	60	78	289	108	138	3247	36	45	2592	146	**7121**	YES	C
11	PONCE/CARILLO	0	0	0	108	0	123	0	1512	0	0	762	0	**2505**	NO	C
12	PONCE/STANFORD	221	115	258	45	22	42	95	1020	143	164	591	119	**2835**	YES	B
13	US-1/STANFORD	71	280	87	43	187	103	210	3207	34	94	2847	122	**7285**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	36	162	1511	15	19	625	62	**2460**	YES	A
15	PONCE/DICKINSON	0	0	3	27	1	62	107	1575	34	21	665	54	**2549**	YES	A
16	PONCE/S.ALHAMBRA	153	39	312	29	5	2	115	1324	198	143	465	79	**2864**	YES	D
17	US-1/S.ALHAMBRA	40	214	104	133	134	100	222	3449	48	119	3198	84	**7845**	YES	E
18	PONCE/SAN AMARO	1	2	1	617	10	15	100	1054	7	9	330	347	**2493**	YES	B
19	RED/LEVANTE	11	789	95	122	1396	10	11	1	17	63	1	34	**2550**	YES	A
20	RED/US-1	0	562	77	0	468	147	424	2338	57	122	2108	67	**6370**	YES	D
21	RED/PONCE	0	665	338	687	713	40	0	0	28	0	0	273	**2744**	NO	C
22	CAMPO SANO/PISANO	95	0	24	0	0	0	0	425	283	30	126	0	**983**	YES	A
23	RED/BRESCIA	76	590	36	37	779	35	260	321	397	20	31	31	**2613**	NO	C
24	SUNSET/MAYNADA	20	475	115	17	152	56	102	415	35	45	344	26	**1802**	YES	C
25	RED/SUNSET	98	656	164	113	374	140	198	443	43	178	387	95	**2889**	YES	E
26	RED/BLUE	31	597	72	75	549	7	69	517	54	22	95	41	**2129**	YES	D
27	RED/BIRD	126	419	108	127	343	127	386	1884	223	39	906	60	**4748**	YES	D
28	BIRD/UNIVERSITY	55	0	216	0	0	0	0	2014	58	108	1061	0	**3512**	YES	B
29	BIRD/LEJEUNE	141	757	62	231	647	62	277	1974	92	156	975	94	**5468**	YES	E
30	BLUE/SAN AMARO	18	53	165	103	99	15	23	672	70	18	144	14	**1394**	NO	F
31	BLUE/UNIVERSITY	20	144	316	5	144	16	78	795	76	92	178	13	**1877**	YES	C
32	BLUE/GRANADA	23	481	12	11	398	92	544	509	64	9	123	26	**2292**	YES	C
33	PONCE/LEJEUNE/GRAND	23	186	68	57	266	47	40	1693	21	48	920	78	**8769**	YES	F
34	US-1/LE JEUNE RD	0	646	199	0	427	200	307	4044	39	94	2808	5	**8769**	YES	F
35	PONCE/RIVIERA DR	68	235	50	70	224	39	194	796	132	28	609	7	**2452**	YES	B
36	US1/RIVIERA DR	86	237	43	86	225	34	46	3300	70	37	2915	49	**7128**	YES	B
37	BIRD RD/RIVIERA DR	15	238	308	46	72	6	27	1868	13	57	1020	23	**3693**	YES	B
38	SUNSET RD/GRANADA	0	0	0	33	0	24	22	809	0	0	363	32	**1283**	NO	C
39	GRANADA/HARDEE RD	0	111	302	27	59	38	85	542	5	33	283	91	**1576**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	21	0	113	196	554	0	0	511	66	**1461**	NO	D
41	S. ALHAMBRA CR/NERVIA	79	134	0	0	80	185	186	0	44	0	0	0	**708**	NO	B
42	BIRD RD/SAN AMARO DR	28	6	92	0	0	0	0	1834	25	33	1092	0	**3110**	NO	F
43	BIRD RD/GRANADA BLVD	27	205	70	52	249	52	406	1712	16	57	883	92	**3821**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 34
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2020 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	282	383	45	18	437	242	121	304	101	209	541	7	**2690**	YES	D
2	SAN AMARO/MILLER	210	387	28	18	542	405	143	94	137	94	73	29	**2160**	YES	B
3	SAN AMARO/TRILLO	31	433	0	0	887	17	0	0	18	0	0	0	**1386**	NO	C
4	SAN AMARO/MEMORIAL	0	330	59	92	788	0	0	0	0	93	0	122	**1484**	NO	D
5	SAN AMARO/ROBBIA	0	378	0	0	822	21	0	0	5	0	0	0	**1226**	NO	C
6	CAMPO SANO/BRUNSON	159	0	52	0	0	0	0	306	120	93	713	0	**1443**	YES	B
7	PISANO/UNIVERSITY	3	10	33	68	11	31	46	264	6	32	344	36	**884**	NO	B
8	PISANO/CARILLO	0	0	0	5	14	64	12	283	90	25	370	0	**863**	NO	B
9	PONCE/GRANADA	87	302	74	61	450	141	254	532	30	110	1014	42	**3097**	YES	D
10	US-1/GRANADA	18	231	31	149	338	131	142	2490	5	45	2442	88	**6110**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	117	0	810	0	0	1227	0	**2168**	NO	B
12	PONCE/STANFORD	132	101	212	165	195	103	69	459	142	198	1024	115	**2915**	YES	B
13	US-1/STANFORD	35	161	43	122	205	199	246	3051	32	36	2559	61	**6750**	YES	B
14	PONCE/MERRICK	10	2	33	55	0	165	114	680	5	14	1460	65	**2603**	YES	A
15	PONCE/DICKINSON	18	0	11	60	1	198	141	688	5	5	1611	69	**2807**	YES	B
16	PONCE/S.ALHAMBRA	218	17	117	62	46	9	35	636	207	351	1375	55	**3128**	YES	B
17	US-1/S.ALHAMBRA	133	175	263	144	181	316	132	2683	124	240	3504	93	**7988**	YES	F
18	PONCE/SAN AMARO	9	5	10	491	15	42	56	395	6	27	1103	651	**2810**	YES	B
19	RED/LEVANTE	72	1639	18	20	1042	11	10	1	13	296	4	110	**3236**	YES	C
20	RED/US-1	0	607	116	0	639	366	215	2585	98	195	3158	21	**8000**	YES	D
21	RED/PONCE	0	731	126	265	914	37	0	0	10	0	0	876	**2959**	NO	F
22	CAMPO SANO/PISANO	327	0	38	0	0	0	0	186	135	23	391	0	**1100**	YES	A
23	RED/BRESCIA	389	764	13	14	741	127	59	62	68	64	302	82	**2685**	YES	E
24	SUNSET/MAYNADA	11	113	42	21	437	93	94	477	33	116	419	18	**1874**	YES	C
25	RED/SUNSET	95	441	188	107	670	448	199	361	68	260	441	52	**3330**	YES	D
26	RED/BLUE	98	559	35	24	664	35	20	139	42	91	530	35	**2272**	YES	D
27	RED/BIRD	140	386	116	123	348	112	160	1301	165	223	1868	101	**5043**	YES	D
28	BIRD/UNIVERSITY	44	0	91	0	0	0	0	1364	58	170	1868	0	**3595**	YES	A
29	BIRD/LEJEUNE	207	775	82	172	919	172	156	1259	112	221	2014	201	**6290**	YES	E
30	BLUE/SAN AMARO	54	79	16	14	58	39	18	179	28	80	591	61	**1217**	NO	F
31	BLUE/UNIVERSITY	41	120	139	5	153	59	20	183	27	310	684	10	**1751**	YES	B
32	BLUE/GRANADA	71	260	10	11	334	426	163	166	47	22	679	21	**2210**	YES	C
33	PONCE/LEJEUNE/GRAND	22	217	40	107	253	69	27	1220	40	46	1342	37	**3420**	YES	F
34	US-1/LE JEUNE RD	0	503	203	0	574	255	196	2884	30	229	2935	6	**7815**	YES	D
35	PONCE/RIVIERA DR	209	191	61	12	226	78	45	677	58	68	1254	13	**2892**	YES	B
36	US1/RIVIERA DR	59	190	45	58	253	11	95	2782	43	20	2679	185	**6420**	YES	C
37	BIRD RD/RIVIERA DR	12	123	77	32	327	30	34	1346	34	230	1399	60	**3704**	YES	C
38	SUNSET RD/GRANADA	0	0	0	59	0	125	15	494	0	0	424	29	**1146**	NO	C
39	GRANADA/HARDEE RD	2	45	30	17	88	55	27	172	7	433	558	62	**1496**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	32	0	128	94	603	0	0	572	65	**1494**	NO	D
41	S. ALHAMBRA CR/NERVIA	127	63	0	2	89	443	400	0	103	0	0	0	**1227**	NO	E
42	BIRD RD/SAN AMARO DR	30	10	40	0	0	0	0	1402	35	27	1692	0	**3236**	NO	E
43	BIRD RD/GRANADA BLVD	22	119	40	110	253	69	99	1220	40	46	1376	38	**3432**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
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TABLE 35
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2020 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	289	386	60	22	438	242	121	370	103	229	650	12	**2922**	YES	D
2	SAN AMARO/MILLER	271	394	28	18	544	443	171	94	167	94	73	29	**2326**	YES	C
3	SAN AMARO/TRILLO	31	478	0	0	917	17	0	0	18	0	0	0	**1461**	NO	C
4	SAN AMARO/MEMORIAL	0	375	59	92	818	0	0	0	0	93	0	122	**1559**	NO	D
5	SAN AMARO/ROBBIA	0	386	0	0	827	21	0	0	5	0	0	0	**1239**	NO	C
6	CAMPO SANO/BRUNSON	159	0	52	0	0	0	0	322	120	93	723	0	**1469**	YES	B
7	PISANO/UNIVERSITY	3	10	33	68	11	31	46	280	6	32	354	36	**910**	NO	B
8	PISANO/CARILLO	0	0	0	5	15	64	12	286	103	25	370	0	**880**	NO	B
9	PONCE/GRANADA	89	315	74	89	468	153	294	601	37	110	1031	63	**3324**	YES	D
10	US-1/GRANADA	18	239	31	162	353	131	142	2514	5	45	2448	97	**6185**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	117	0	926	0	0	1257	0	**2314**	NO	B
12	PONCE/STANFORD	147	101	212	168	195	103	69	573	204	198	1051	117	**3138**	YES	B
13	US-1/STANFORD	35	166	43	146	222	223	252	3051	32	36	2559	67	**6832**	YES	B
14	PONCE/MERRICK	10	2	33	55	0	165	114	722	5	14	1628	65	**2813**	YES	B
15	PONCE/DICKINSON	18	0	11	60	1	198	141	730	5	5	1779	69	**3017**	YES	C
16	PONCE/S.ALHAMBRA	218	17	117	62	46	9	35	678	207	351	1543	55	**3338**	YES	B
17	US-1/S.ALHAMBRA	133	175	264	144	181	316	132	2690	124	243	3528	93	**8023**	YES	F
18	PONCE/SAN AMARO	9	5	10	515	15	50	62	412	6	27	1172	751	**3034**	YES	D
19	RED/LEVANTE	72	1716	18	20	1077	11	10	1	13	296	4	110	**3348**	YES	C
20	RED/US-1	0	615	116	0	639	366	220	2593	98	195	3213	55	**8110**	YES	E
21	RED/PONCE	0	747	126	334	924	55	0	0	23	0	0	884	**3093**	NO	F
22	CAMPO SANO/PISANO	327	0	38	0	0	0	0	191	135	23	395	0	**1109**	YES	A
23	RED/BRESCIA	389	772	21	14	751	137	67	70	68	74	312	82	**2757**	NO	E
24	SUNSET/MAYNADA	11	117	42	24	447	96	95	477	33	116	419	19	**1896**	YES	C
25	RED/SUNSET	95	452	188	110	694	469	204	361	68	260	441	53	**3395**	YES	D
26	RED/BLUE	98	567	35	30	669	35	20	154	42	91	555	47	**2343**	YES	D
27	RED/BIRD	145	398	116	123	354	112	160	1307	169	223	1880	101	**5088**	YES	E
28	BIRD/UNIVERSITY	62	0	113	0	0	0	0	1364	66	179	1868	0	**3652**	YES	A
29	BIRD/LEJEUNE	210	797	82	172	927	172	156	1264	113	221	2018	201	**6333**	YES	F
30	BLUE/SAN AMARO	84	97	16	14	70	39	18	181	47	80	598	61	**1305**	NO	F
31	BLUE/UNIVERSITY	41	120	139	5	153	59	20	188	27	310	688	10	**1760**	YES	B
32	BLUE/GRANADA	81	317	13	11	365	426	163	166	51	23	679	21	**2316**	YES	D
33	PONCE/LEJEUNE/GRAND	22	232	48	107	261	74	35	1223	40	52	1343	37	**3474**	YES	F
34	US-1/LE JEUNE RD	0	503	203	0	574	263	201	2891	33	246	2949	6	**7869**	YES	D
35	PONCE/RIVIERA DR	209	191	61	12	226	78	45	779	58	68	1296	13	**3036**	YES	B
36	US1/RIVIERA DR	59	190	45	58	253	11	95	2818	43	20	2692	185	**6469**	YES	C
37	BIRD RD/RIVIERA DR	12	123	77	32	327	30	34	1357	34	230	1406	60	**3722**	YES	C
38	SUNSET RD/GRANADA	0	0	0	59	0	128	17	497	0	0	425	29	**1155**	NO	C
39	GRANADA/HARDEE RD	2	48	30	17	94	55	27	175	7	433	559	62	**1509**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	32	0	128	94	604	0	0	575	65	**1498**	NO	D
41	S. ALHAMBRA CR/NERVIA	127	64	0	2	92	449	403	0	103	0	0	0	**1240**	NO	E
42	BIRD RD/SAN AMARO DR	41	10	43	0	0	0	0	1405	41	29	1693	0	**3262**	NO	E
43	BIRD RD/GRANADA BLVD	22	134	48	110	261	74	107	1223	40	52	1377	38	**3486**	YES	F

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

4.12 Total Traffic Condition in 2025

The 2025 phase of the Planned Development includes the Phase II of the NSCDZ. No changes in the number of resident students are anticipated between 2020 and 2025.

The UMCAD development program for Phase 2025 results in an increase of Campus external trips by 1,442 AM and 1,344 PM peak hour trips compared to 2007 conditions as depicted in Table 12. The additional new trips are generated by the construction of the NSCDZ.

The results of the 2025 roadway link analysis are presented in Table 36 for the AM peak hour and in Table 37 for the PM peak hour. Three roadway links are significant and failing in 2025:

1. Miller Road between San Amaro Drive and Red Road.
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.
3. San Amaro Drive between Miller Road and Levante Avenue.

The results of the 2025 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 38 for the background conditions and Table 39 for the total traffic conditions. The results of the 2025 intersection analyses for the PM peak hour are presented in Table 40 for the background conditions and Table 41 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover.

In addition to paying the proportionate share for improving the road segment on Miller Road and full cost of the failing segments on San Amaro Drive, the following intersection improvement is recommended for this phase:

1. Providing an exclusive westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23) to improve the intersection operation to an acceptable LOS E.

The analyzed intersections that will operate at a failing LOS in 2025, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Bird Road and LeJeune Road (#29) in the AM and PM peak hours.
3. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
4. LeJeune Road, Ponce de Leon Blvd and Grand Ave (5-leg #33) during the AM and PM peak hours.
5. US-1 and LeJeune Road (#34) during the AM peak hour.
6. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
7. Bird Road and San Amaro Drive (#42) during the AM peak hour.
8. Bird Road, Granada Blvd and University Drive (5-leg #43) during the PM peak hour.

The 2025 intersection volumes are depicted in Figure 10. The intersection operating levels of service and the significant roadway segment are depicted in Figure 11.

Table 42 provides a summary of intersection LOS for existing, 2010, 2015, 2020 and 2025 phases. The SYNCHRO network and volume plots for all phases are provided in Attachment 10. The location maps of the UMRTS and previously recommended improvements are provided in Attachment 11.

TABLE 36
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2025 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 838 %	I/O	OUT 259 TRIPS	ACADEMIC [6] IN 235 %	I/O	OUT 110 TRIPS	DIV-ERTED TRIPS [7]	2025 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2025 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	2,082	2,060	NO	2,278	126	2,404	NO	2%	O	5	3%	O	3		8	0.4%	NO	2,412	NO
	WB	2	1,052	2,060	YES	1,151	59	1,210	YES		I	17		I	7		24	1.2%	NO	1,234	YES
Granada Blvd to University	EB	2	2,021	2,060	YES	2,211	90	2,301	NO	1%	I	8	5%	O	6		14	0.7%	NO	2,315	NO
	WB	2	1,050	2,060	YES	1,149	34	1,183	YES		O	3		I	12		15	0.7%	NO	1,198	YES
University to San Amaro	EB	2	1,863	2,060	YES	2,038	66	2,104	NO	1%	I	8	1%	I	2		10	0.5%	NO	2,114	NO
	WB	2	1,026	2,060	YES	1,122	24	1,146	YES		O	3		O	1		4	0.2%	NO	1,150	YES
San Amaro to Red Road	EB	2	1,905	2,060	YES	2,084	72	2,156	NO	1%	I	8	1%	I	2		10	0.5%	NO	2,166	NO
	WB	2	1,008	2,060	YES	1,103	29	1,132	YES		O	3		O	1		4	0.2%	NO	1,136	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	538	810	YES	589	5	594	YES	1%	O	3	1%	I	2		5	0.6%	NO	599	YES
	WB	1	427	810	YES	467	3	470	YES		I	8		O	1		9	1.1%	NO	479	YES
Granada to University Dr	EB	1	1,021	810	NO	1,117	17	1,134	NO	2%	O	5	1%	I	2		7	0.9%	NO	1,141	NO
	WB	1	252	810	YES	276	4	280	YES		I	17		O	1		18	2.2%	NO	298	YES
University to San Amaro	EB	1	862	810	NO	943	26	969	NO	2%	I	17	1%	O	1		18	2.2%	NO	987	NO
	WB	1	186	810	YES	203	10	213	YES		O	5		I	2		7	0.9%	NO	220	YES
San Amaro to Red Road	EB	1	643	810	YES	703	30	733	YES	4%	I	34	8%	O	9		43	5.3%	YES	776	YES
	WB	1	131	810	YES	143	13	156	YES		O	10		I	19		29	3.6%	NO	185	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	830	810	NO	908	28	936	NO	9%	I	75	25%	I	59		134	16.5%	YES	1,070	NO & F
	WB	1	254	810	YES	278	17	295	YES		O	23		O	28		51	6.3%	YES	346	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	1,071	2,060	YES	1,172	83	1,255	YES	20%	O	52	13%	O	14	8	74	3.6%	NO	1,329	YES
	SW	2	515	2,060	YES	563	50	613	YES		I	168		I	31	25	224	10.9%	YES	837	YES
Granada Blvd to Stanford	NE	2	1,294	2,060	YES	1,416	86	1,502	YES	33%	O	85	17%	O	19	8	112	5.4%	YES	1,614	YES
	SW	2	616	2,060	YES	674	45	719	YES		I	277		I	40	25	342	16.6%	YES	1,061	YES
Stanford to Hurricane Dr.	NE	2	1,309	2,060	YES	1,432	69	1,501	YES	38%	I	318	9%	I	21	8	347	16.8%	YES	1,848	YES
	SW	2	565	2,060	YES	618	31	649	YES		O	98		O	10	25	133	6.5%	YES	782	YES
Hurricane Dr. to Red Road	NE	2	955	2,060	YES	1,045	52	1,097	YES	20%	I	168	8%	I	19	25	212	10.3%	YES	1,309	YES
	SW	2	274	2,060	YES	300	24	324	YES		O	52		O	9	8	69	3.3%	NO	393	YES
US1																					
LeJeune to Granada Blvd	NE	3	3,087	4,070	YES	3,377	103	3,480	YES	8%	O	21	3%	O	3	8	32	0.8%	NO	3,512	YES
	SW	3	2,760	4,070	YES	3,019	89	3,108	YES		I	67		I	7	25	99	2.4%	NO	3,207	YES
Granada Blvd to Maynada	NE	3	3,082	4,070	YES	3,371	103	3,474	YES	7%	O	18	4%	O	4	8	30	0.7%	NO	3,504	YES
	SW	3	2,783	4,070	YES	3,044	62	3,106	YES		I	59		I	9	25	93	2.3%	NO	3,199	YES
Maynada to S. Alhambra	NE	3	3,314	4,070	YES	3,625	110	3,735	YES	17%	I	142	10%	I	24	8	174	4.3%	NO	3,909	YES
	SW	3	3,098	4,070	YES	3,389	78	3,467	YES		O	44		O	11	25	80	2.0%	NO	3,547	YES
S. Alhambra to Red Road	NE	3	3,357	4,070	YES	3,672	93	3,765	YES	16%	I	134	10%	I	24	25	183	4.5%	NO	3,948	YES
	SW	3	3,075	4,070	YES	3,364	56	3,420	YES		O	41		O	11	8	60	1.5%	NO	3,480	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	767	970	YES	839	14	853	YES	1%	O	3	1%	O	1		4	0.4%	NO	857	YES
	WB	1	350	970	YES	383	10	393	YES		I	8		I	2		10	1.0%	NO	403	YES
Maynada to Red Road	EB	1	502	970	YES	549	17	566	YES	1%	I	8	1%	O	1		9	0.9%	NO	575	YES
	WB	1	384	970	YES	420	15	435	YES		O	3		I	2		5	0.5%	NO	440	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	847	2,580	YES	927	46	973	YES	5%	O	13	2%	O	2		15	0.6%	NO	988	YES
	SB	2	778	2,580	YES	851	46	897	YES		I	42		I	5		47	1.8%	NO	944	YES
Blue Road to US-1	NB	2	849	2,580	YES	929	38	967	YES	7%	O	18	3%	O	3		21	0.8%	NO	988	YES
	SB	2	503	2,580	YES	550	43	593	YES		I	59		I	7		66	2.6%	NO	659	YES
US-1 to Sunset Drive	NB	1	774	1,220	YES	847	40	887	YES	1%	I	8	1%	I	2		10	0.8%	NO	897	YES
	SB	1	455	1,220	YES	498	13	511	YES		O	3		O	1		4	0.3%	NO	515	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	605	790	YES	662	13	675	YES	4%	O	10	6%	O	7		17	2.2%	NO	692	YES
	SB	1	405	790	YES	443	11	454	YES		I	34		I	14		48	6.1%	YES	502	YES
Blue Rd to Ponce	NB	1	645	790	YES	706	18	724	YES	6%	O	16	6%	O	7		23	2.9%	NO	747	YES
	SB	1	494	790	YES	540	18	558	YES		I	50		I	14		64	8.1%	YES	622	YES
Ponce de Leon to US 1	NB	1	551	790	YES	603	51	654	YES	7%	I	59	7%	I	16		75	9.5%	YES	729	YES
	SB	1	396	790	YES	433	44	477	YES		O	18		O	8		26	3.3%	NO	503	YES
US 1 to Sunset Drive	NB	1	380	790	YES	416	10	426	YES	2%	I	17	2%	I	5		22	2.8%	NO	448	YES
	SB	1	328	790	YES	359	5	364	YES		O	5		O	2		7	0.9%	NO	371	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	541	660	YES	592	10	602	YES	4%	I	34	5%	I	12		46	7.0%	YES	648	YES
	SB	1	284	660	YES	311	7	318	YES		O	10		O	6		16	2.4%	NO	334	YES
SAN AMARO DRIVE [8,9]																					
Bird Rd to Blue Rd	NB	1	94	660	YES	103	14	117	YES	1%	O	3	3%	O	3		6	0.9%	NO	123	YES
	SB	1	168	660	YES	184	11	195	YES		I	8		I	7		15	2.3%	NO	210	YES
Blue Rd to Miller Rd	NB	1	1,362	660	NO	1,490	5	1,495	NO	2%	O	5	8%	O	9	-142	-128	-19.4%	NO	1,367	NO
	SB	1	456	660	YES	499	5	504	YES		I	17		I	19	-64	-28	-4.2%	NO	476	YES
Miller Rd to Levante	NB	1	807	660	NO	883	16	899	NO	11%	O	28	2%	I	5	-18	15	2.3%	NO	914	NO
	SB	2	490	1,320	YES	536	13	549	YES		I	92		O	2	-6	88	6.7%	YES	637	YES
Levante Rd to Ponce	NB	1	368	660	YES	403	20	423	YES	19%	O	49	2%	I	5	-18	36	5.5%	YES	459	YES
	SB	2	462	1,320	YES	505	15	520	YES		I	159		O	2	-6	155	11.7%	YES	675	YES

TABLE 36
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2025 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 838 %	I/O	OUT 259 TRIPS	ACADEMIC [6] IN 235 %	I/O	OUT 110 TRIPS	DIV-ERTED TRIPS [7]	2025 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2025 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
RED ROAD																					
Bird Road to Blue Road	NB	1	633	970	YES	692	24	716	YES	3%	O	8	5%	O	6		14	1.4%	NO	730	YES
	SB	1	551	970	YES	603	22	625	YES		I	25		I	12		37	3.8%	NO	662	YES
Blue Road to Miller Road	NB	1	683	970	YES	747	34	781	YES	1%	O	3	4%	O	4		7	0.7%	NO	788	YES
	SB	1	551	970	YES	603	29	632	YES		I	8		I	9		17	1.8%	NO	649	YES
Miller Rd to Brescia Ave	NB	1	757	970	YES	828	28	856	YES	3%	O	8	3%	I	7		15	1.5%	NO	871	YES
	SB	1	765	970	YES	837	26	863	YES		I	25		O	3		28	2.9%	NO	891	YES
Brescia Ave to Ponce	NB	2	750	2,060	YES	820	50	870	YES	8%	O	21	5%	I	12		33	1.6%	NO	903	YES
	SB	2	1,240	2,060	YES	1,356	46	1,402	YES		I	67		O	6		73	3.5%	NO	1,475	YES
Ponce to US-1	NB	2	867	2,060	YES	948	45	993	YES	10%	O	26	9%	I	21		47	2.3%	NO	1,040	YES
	SB	2	637	2,060	YES	697	43	740	YES		I	84		O	10		94	4.6%	NO	834	YES
US 1 to Sunset Drive	NB	2	761	1,720	YES	832	58	890	YES	10%	I	84	4%	I	9		93	5.4%	YES	983	YES
	SB	2	564	1,720	YES	617	31	648	YES		O	26		O	4		30	1.7%	NO	678	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	238	660	YES	260	2	262	YES	2%	O	5	4%	O	4		9	1.4%	NO	271	YES
	SB	1	153	660	YES	167	2	169	YES		I	17		I	9		26	3.9%	NO	195	YES
Blue Road to Pisano Ave	NB	1	273	660	YES	299	0	299	YES	4%	O	10	4%	O	4		14	2.1%	NO	313	YES
	SB	1	205	660	YES	224	0	224	YES		I	34		I	9		43	6.5%	YES	267	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	526	660	YES	575	1	576	YES	1%	O	3	1%	O	1		4	0.6%	NO	580	YES
	SB	1	127	660	YES	139	6	145	YES		I	8		I	2		10	1.5%	NO	155	YES
Blue Road to Ponce	NB	1	306	660	YES	335	2	337	YES	1%	O	3	1%	O	1		4	0.6%	NO	341	YES
	SB	1	407	660	YES	445	7	452	YES		I	8		I	2		10	1.5%	NO	462	YES
US-1 to LeJeune Road	NB	1	333	660	YES	364	11	375	YES	1%	I	8	1%	I	2		10	1.5%	NO	385	YES
	SB	1	246	660	YES	269	71	340	YES		O	3		O	1		4	0.6%	NO	344	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	262	660	YES	287	8	295	YES	1%	O	3	1%	O	1		4	0.6%	NO	299	YES
	SB	1	216	660	YES	236	5	241	YES		I	8		I	2		10	1.5%	NO	251	YES
Blue Road to Miller Road	NB	1	235	660	YES	257	2	259	YES	1%	O	3	4%	O	4		7	1.1%	NO	266	YES
	SB	1	188	660	YES	206	2	208	YES		I	8		I	9		17	2.6%	NO	225	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	273	660	YES	299	87	386	YES	1%	I	8	1%	I	2		10	1.5%	NO	396	YES
	SB	1	196	660	YES	214	56	270	YES		O	3		O	1		4	0.6%	NO	274	YES
Nervia Street to Sunset Dr.	EB	1	172	660	YES	188	2	190	YES	1%	I	8	1%	I	2		10	1.5%	NO	200	YES
	WB	1	101	660	YES	110	3	113	YES		O	3		O	1		4	0.6%	NO	117	YES
CAMPO SANO [10]																					
San Amaro to Pisano	EB	1	792	660	NO	866	11	877	NO	2%	I	17	10%	I	24	-58	-17	-2.6%	NO	860	NO
	WB	1	191	660	YES	209	9	218	YES		O	5		O	11	-16	0	0.0%	NO	218	YES
PISANO ANEVUE [10]																					
Campo Sano to University	EB	1	287	660	YES	314	11	325	YES	1%	O	3	10%	O	11	-20	-6	-0.9%	NO	319	YES
	WB	1	285	660	YES	312	9	321	YES		I	8		I	24	-32	0	0.0%	NO	321	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	349	660	YES	382	1	383	YES	5%	I	42	6%	I	14		56	8.5%	YES	439	YES
	WB	1	42	660	YES	46	1	47	YES		O	13		O	7		20	3.0%	NO	67	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	202	660	YES	221	3	224	YES	3%	I	25	5%	I	12		37	5.6%	YES	261	YES
	WB	1	88	660	YES	96	2	98	YES		O	8		O	6		14	2.1%	NO	112	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	590	660	YES	645	0	645	YES	1%	I	8	2%	I	5		13	2.0%	NO	658	YES
	WB	1	295	660	YES	323	0	323	YES		O	3		O	2		5	0.8%	NO	328	YES
Granada Blvd to LeJeune	EB	1	813	660	NO	889	0	889	NO	1%	O	3	2%	O	2		5	0.8%	NO	894	NO
	WB	1	375	660	YES	410	0	410	YES		I	8		I	5		13	2.0%	NO	423	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	195	660	YES	213	14	227	YES	1%	I	8	1%	I	2		10	1.5%	NO	237	YES
	SB	1	134	660	YES	147	9	156	YES		O	3		O	1		4	0.6%	NO	160	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 37
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2025 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 166 %	I/O	OUT 688 TRIPS	ACADEMIC [6] IN 211 %	I/O	OUT 279 TRIPS	DIV-ERTED TRIPS [7]	2025 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2025 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	1,329	2,060	YES	1,454	165	1,619	YES	2%	O	14	3%	O	8		22	1.1%	NO	1,476	YES
	WB	2	2,046	2,060	YES	2,238	208	2,446	NO		I	3		I	6		9	0.4%	NO	2,247	NO
Granada Blvd to University	EB	2	1,299	2,060	YES	1,421	105	1,526	YES	1%	I	2	5%	O	14		16	0.8%	NO	1,437	YES
	WB	2	1,811	2,060	YES	1,981	149	2,130	NO		O	7		I	11		18	0.9%	NO	1,999	YES
University to San Amaro	EB	2	1,287	2,060	YES	1,408	69	1,477	YES	1%	I	2	1%	I	2		4	0.2%	NO	1,412	YES
	WB	2	1,693	2,060	YES	1,852	103	1,955	YES		O	7		O	3		10	0.5%	NO	1,862	YES
San Amaro to Red Road	EB	2	1,373	2,060	YES	1,502	74	1,576	YES	1%	I	2	1%	I	2		4	0.2%	NO	1,506	YES
	WB	2	1,938	2,060	YES	2,120	119	2,239	NO		O	7		O	3		10	0.5%	NO	2,130	NO
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	552	810	YES	604	6	610	YES	1%	O	7	1%	I	2		9	1.1%	NO	613	YES
	WB	1	677	810	YES	741	7	748	YES		I	2		O	3		5	0.6%	NO	746	YES
Granada to University Dr	EB	1	332	810	YES	363	12	375	YES	2%	O	14	1%	I	2		16	2.0%	NO	379	YES
	WB	1	1,071	810	NO	1,172	23	1,195	NO		I	3		O	3		6	0.7%	NO	1,178	NO
University to San Amaro	EB	1	193	810	YES	211	23	234	YES	2%	I	3	1%	O	3		6	0.7%	NO	217	YES
	WB	1	699	810	YES	765	37	802	YES		O	14		I	2		16	2.0%	NO	781	YES
San Amaro to Red Road	EB	1	176	810	YES	193	23	216	YES	4%	I	7	8%	O	22		29	3.6%	NO	222	YES
	WB	1	575	810	YES	629	42	671	YES		O	28		I	17		45	5.6%	YES	674	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	325	810	YES	356	28	384	YES	9%	I	15	25%	I	53		68	8.4%	YES	424	YES
	WB	1	672	810	YES	735	40	775	YES		O	62		O	70		132	16.3%	YES	867	NO & F
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	556	2,060	YES	608	152	760	YES	20%	O	138	13%	O	36	23	197	9.6%	YES	805	YES
	SW	2	1,239	2,060	YES	1,355	178	1,533	YES		I	33		I	27	18	78	3.8%	NO	1,433	YES
Granada Blvd to Stanford	NE	2	639	2,060	YES	699	128	827	YES	33%	O	227	17%	O	47	23	297	14.4%	YES	996	YES
	SW	2	1,067	2,060	YES	1,167	164	1,331	YES		I	55		I	36	18	109	5.3%	YES	1,276	YES
Stanford to Hurricane Dr.	NE	2	776	2,060	YES	849	70	919	YES	38%	I	63	9%	I	19	23	105	5.1%	YES	954	YES
	SW	2	1,575	2,060	YES	1,723	105	1,828	YES		O	261		O	25	18	304	14.8%	YES	2,027	YES
Hurricane Dr. to Red Road	NE	2	376	2,060	YES	411	56	467	YES	20%	I	33	8%	I	17	18	68	3.3%	NO	479	YES
	SW	2	1,004	2,060	YES	1,098	82	1,180	YES		O	138		O	22	23	183	8.9%	YES	1,281	YES
US1																					
LeJeune to Granada Blvd	NE	3	2,593	4,070	YES	2,837	220	3,057	YES	8%	O	55	3%	O	8	23	86	2.1%	NO	2,923	YES
	SW	3	2,383	4,070	YES	2,607	226	2,833	YES		I	13		I	6	18	37	0.9%	NO	2,644	YES
Granada Blvd to Maynada	NE	3	2,816	4,070	YES	3,081	212	3,293	YES	7%	O	48	4%	O	11	23	82	2.0%	NO	3,163	YES
	SW	3	2,257	4,070	YES	2,469	248	2,717	YES		I	12		I	8	18	38	0.9%	NO	2,507	YES
Maynada to S. Alhambra	NE	3	2,863	4,070	YES	3,132	269	3,401	YES	17%	I	28	10%	I	21	23	72	1.8%	NO	3,204	YES
	SW	3	3,306	4,070	YES	3,617	298	3,915	YES		O	117		O	28	18	163	4.0%	NO	3,780	YES
S. Alhambra to Red Road	NE	3	2,579	4,070	YES	2,821	188	3,009	YES	16%	I	27	10%	I	21	18	66	1.6%	NO	2,887	YES
	SW	3	3,481	4,070	YES	3,808	220	4,028	YES		O	110		O	28	23	161	4.0%	NO	3,969	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	487	970	YES	533	31	564	YES	1%	O	7	1%	O	3		10	1.0%	NO	543	YES
	WB	1	495	970	YES	541	36	577	YES		I	2		I	2		4	0.4%	NO	545	YES
Maynada to Red Road	EB	1	571	970	YES	625	41	666	YES	1%	I	2	1%	O	3		5	0.5%	NO	630	YES
	WB	1	661	970	YES	723	44	767	YES		O	7		I	2		9	0.9%	NO	732	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	891	2,580	YES	975	112	1,087	YES	5%	O	34	2%	O	6		40	1.6%	NO	1,015	YES
	SB	2	1,102	2,580	YES	1,206	112	1,318	YES		I	8		I	4		12	0.5%	NO	1,218	YES
Blue Road to US-1	NB	2	559	2,580	YES	612	104	716	YES	7%	O	48	3%	O	8		56	2.2%	NO	668	YES
	SB	2	646	2,580	YES	707	100	807	YES		I	12		I	6		18	0.7%	NO	725	YES
US-1 to Sunset Drive	NB	1	617	1,220	YES	675	31	706	YES	1%	I	2	1%	I	2		4	0.3%	NO	679	YES
	SB	1	698	1,220	YES	764	58	822	YES		O	7		O	3		10	0.8%	NO	774	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	392	790	YES	429	23	452	YES	4%	O	28	6%	O	17		45	5.7%	YES	474	YES
	SB	1	695	790	YES	760	26	786	YES		I	7		I	13		20	2.5%	NO	780	YES
Blue Rd to Ponce	NB	1	510	790	YES	558	40	598	YES	6%	O	41	6%	O	17		58	7.3%	YES	616	YES
	SB	1	561	790	YES	614	39	653	YES		I	10		I	13		23	2.9%	NO	637	YES
Ponce de Leon to US 1	NB	1	340	790	YES	372	102	474	YES	7%	I	12	7%	I	15		27	3.4%	NO	399	YES
	SB	1	457	790	YES	500	105	605	YES		O	48		O	20		68	8.6%	YES	568	YES
US 1 to Sunset Drive	NB	1	224	790	YES	245	10	255	YES	2%	I	3	2%	I	4		7	0.9%	NO	252	YES
	SB	1	485	790	YES	531	16	547	YES		O	14		O	6		20	2.5%	NO	551	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	203	660	YES	222	16	238	YES	4%	I	7	5%	I	11		18	2.7%	NO	240	YES
	SB	1	504	660	YES	551	20	571	YES		O	28		O	14		42	6.4%	YES	593	YES
SAN AMARO DRIVE [7,8]																					
Bird Rd to Blue Rd	NB	1	121	660	YES	132	16	148	YES	1%	O	7	3%	O	8		15	2.3%	NO	147	YES
	SB	1	52	660	YES	57	25	82	YES		I	2		I	6		8	1.2%	NO	65	YES
Blue Rd to Miller Rd	NB	1	606	660	YES	663	9	672	NO	2%	O	14	8%	O	22	-78	-42	-6.4%	NO	621	YES
	SB	1	979	660	NO	1,071	11	1,082	NO		I	3		I	17	-112	-92	-13.9%	NO	979	NO
Miller Rd to Levante	NB	1	572	660	YES	626	24	650	YES	11%	O	76	2%	I	4	-14	66	10.0%	YES	692	NO & F
	SB	2	664	1,320	YES	726	28	754	YES		I	18		O	6	-17	7	0.5%	NO	733	YES
Levante Rd to Ponce	NB	1	636	660	YES	696	28	724	NO	19%	O	131	2%	I	4	-14	121	18.3%	YES	817	NO & F
	SB	2	488	1,320	YES	534	33	567	YES		I	32		O	6	-17	21	1.6%	NO	555	YES

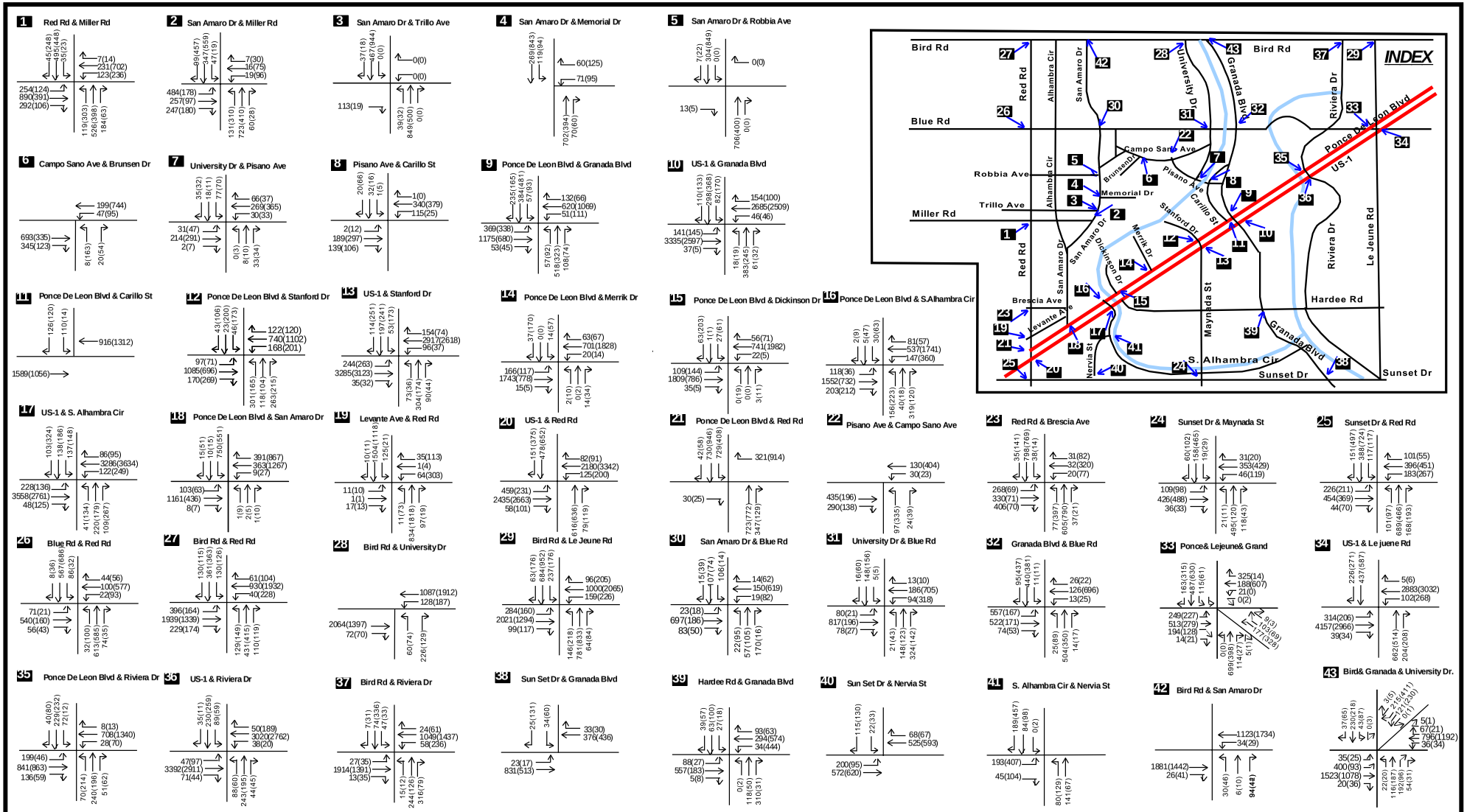
TABLE 37
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2025 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 166 %	I/O	OUT 688 TRIPS	ACADEMIC [6] IN 211 %	I/O	OUT 279 TRIPS	DIV-ERTED TRIPS [7]	2025 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2025 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
RED ROAD																					
Bird Road to Blue Road	NB	1	569	970	YES	622	36	658	YES	3%	O	21	5%	O	14		35	3.6%	NO	657	YES
	SB	1	653	970	YES	714	42	756	YES		I	5		I	11		16	1.6%	NO	730	YES
Blue Road to Miller Road	NB	1	604	970	YES	661	47	708	YES	1%	O	7	4%	O	11		18	1.9%	NO	679	YES
	SB	1	694	970	YES	759	56	815	YES		I	2		I	8		10	1.0%	NO	769	YES
Miller Rd to Brescia Ave	NB	1	745	970	YES	815	53	868	YES	3%	O	21	3%	I	6		27	2.8%	NO	842	YES
	SB	1	768	970	YES	840	60	900	YES		I	5		O	8		13	1.3%	NO	853	YES
Brescia Ave to Ponce	NB	2	1,348	2,060	YES	1,475	116	1,591	YES	8%	O	55	5%	I	11		66	3.2%	NO	1,541	YES
	SB	2	1,004	2,060	YES	1,098	123	1,221	YES		I	13		O	14		27	1.3%	NO	1,125	YES
Ponce to US-1	NB	2	701	2,060	YES	767	124	891	YES	10%	O	69	9%	I	19		88	4.3%	NO	855	YES
	SB	2	811	2,060	YES	887	129	1,016	YES		I	17		O	25		42	2.0%	NO	929	YES
US 1 to Sunset Drive	NB	2	551	1,720	YES	603	124	727	YES	10%	I	17	4%	I	8		25	1.5%	NO	628	YES
	SB	2	951	1,720	YES	1,040	147	1,187	YES		O	69		O	11		80	4.7%	NO	1,120	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	124	660	YES	136	2	138	YES	2%	O	14	4%	O	11		25	3.8%	NO	161	YES
	SB	1	211	660	YES	231	2	233	YES		I	3		I	8		11	1.7%	NO	242	YES
Blue Road to Pisano Ave	NB	1	183	660	YES	200	0	200	YES	4%	O	28	4%	O	11		39	5.9%	YES	239	YES
	SB	1	281	660	YES	307	0	307	YES		I	7		I	8		15	2.3%	NO	322	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	192	660	YES	210	7	217	YES	1%	O	7	1%	O	3		10	1.5%	NO	220	YES
	SB	1	553	660	YES	605	1	606	YES		I	2		I	2		4	0.6%	NO	609	YES
Blue Road to Ponce	NB	1	224	660	YES	245	10	255	YES	1%	O	7	1%	O	3		10	1.5%	NO	255	YES
	SB	1	292	660	YES	319	4	323	YES		I	2		I	2		4	0.6%	NO	323	YES
US-1 to LeJeune Road	NB	1	202	660	YES	221	79	300	YES	1%	I	2	1%	I	2		4	0.6%	NO	225	YES
	SB	1	278	660	YES	304	19	323	YES		O	7		O	3		10	1.5%	NO	314	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	162	660	YES	177	6	183	YES	1%	O	7	1%	O	3		10	1.5%	NO	187	YES
	SB	1	244	660	YES	267	12	279	YES		I	2		I	2		4	0.6%	NO	271	YES
Blue Road to Miller Road	NB	1	154	660	YES	168	2	170	YES	1%	O	7	4%	O	11		18	2.7%	NO	186	YES
	SB	1	213	660	YES	233	2	235	YES		I	2		I	8		10	1.5%	NO	243	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	244	660	YES	267	279	546	YES	1%	I	2	1%	I	2		4	0.6%	NO	271	YES
	SB	1	238	660	YES	260	302	562	YES		O	7		O	3		10	1.5%	NO	270	YES
Nervia Street to Sunset Dr.	EB	1	118	660	YES	129	12	141	YES	1%	I	2	1%	I	2		4	0.6%	NO	133	YES
	WB	1	111	660	YES	121	11	132	YES		O	7		O	3		10	1.5%	NO	131	YES
CAMPO SANO																					
San Amaro to Pisano	EB	1	386	660	YES	422	19	441	YES	2%	I	3	10%	I	21	-33	-9	-1.4%	NO	413	YES
	WB	1	795	660	NO	870	21	891	NO		O	14		O	28	-57	-15	-2.3%	NO	855	NO
PISANO ANEVUE																					
Campo Sano to University	EB	1	322	660	YES	352	19	371	YES	1%	O	7	10%	O	28	-30	5	0.8%	NO	357	YES
	WB	1	380	660	YES	416	21	437	YES		I	2		I	21	-36	-13	-2.0%	NO	403	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	79	660	YES	86	1	87	YES	5%	I	8	6%	I	13		21	3.2%	NO	107	YES
	WB	1	362	660	YES	396	1	397	YES		O	34		O	17		51	7.7%	YES	447	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	36	660	YES	39	7	46	YES	3%	I	5	5%	I	11		16	2.4%	NO	55	YES
	WB	1	382	660	YES	418	7	425	YES		O	21		O	14		35	5.3%	YES	453	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	457	660	YES	500	0	500	YES	1%	I	2	2%	I	4		6	0.9%	NO	506	YES
	WB	1	493	660	YES	539	0	539	YES		O	7		O	6		13	2.0%	NO	552	YES
Granada Blvd to LeJeune	EB	1	498	660	YES	545	0	545	YES	1%	O	7	2%	O	6		13	2.0%	NO	558	YES
	WB	1	403	660	YES	441	0	441	YES		I	2		I	4		6	0.9%	NO	447	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	121	660	YES	132	45	177	YES	1%	I	2	1%	I	2		4	0.6%	NO	136	YES
	SB	1	165	660	YES	180	48	228	YES		O	7		O	3		10	1.5%	NO	190	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY

LEGEND

XXX(XXX)
- PM Peak Hours
- AM Peak Hours

XX Intersection Number

2025 AM & PM Peak Hour Intersection Turning Movement Counts

FIGURE 10

TABLE 38
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	114	523	165	30	487	45	254	742	275	114	174	5	**2928**	YES	D
2	SAN AMARO/MILLER	95	718	60	47	330	82	449	257	144	19	16	7	**2224**	YES	C
3	SAN AMARO/TRILLO	39	827	0	0	415	37	0	0	113	0	0	0	**1431**	NO	B
4	SAN AMARO/MEMORIAL	0	680	70	119	217	0	0	0	0	71	0	60	**1217**	NO	D
5	SAN AMARO/ROBBIA	0	701	0	0	291	7	0	0	13	0	0	0	**1012**	NO	B
6	CAMPO SANO/BRUNSON	8	0	20	0	0	0	0	684	345	47	179	0	**1283**	YES	A
7	PISANO/UNIVERSITY	0	8	33	77	18	35	31	205	2	30	249	66	**754**	NO	B
8	PISANO/CARILLO	0	0	0	1	24	20	2	186	133	115	340	1	**822**	NO	C
9	PONCE/GRANADA	40	502	108	45	376	142	339	1123	48	51	452	106	**3332**	YES	C
10	US-1/GRANADA	18	359	61	75	290	110	141	3317	37	46	2626	137	**7217**	YES	C
11	PONCE/CARILLO	0	0	0	110	0	126	0	1502	0	0	638	0	**2376**	NO	C
12	PONCE/STANFORD	150	118	263	45	23	43	97	1000	123	168	463	120	**2613**	YES	B
13	US-1/STANFORD	73	268	90	35	186	96	185	3285	35	96	2917	95	**7361**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	37	166	1339	15	20	576	63	**2246**	YES	A
15	PONCE/DICKINSON	0	0	3	27	1	63	109	1405	35	22	616	56	**2337**	YES	A
16	PONCE/S.ALHAMBRA	156	40	319	30	5	2	118	1148	203	147	412	81	**2661**	YES	C
17	US-1/S.ALHAMBRA	41	220	101	137	138	103	228	3506	48	119	3269	86	**7996**	YES	E
18	PONCE/SAN AMARO	1	2	1	507	10	12	96	993	8	9	311	316	**2266**	YES	B
19	RED/LEVANTE	11	768	97	125	1344	10	11	1	17	64	1	35	**2484**	YES	A
20	RED/US-1	0	532	79	0	478	151	409	2351	58	125	2139	56	**6378**	YES	D
21	RED/PONCE	0	630	347	677	726	34	0	0	14	0	0	237	**2665**	NO	B
22	CAMPO SANO/PISANO	97	0	24	0	0	0	0	433	290	30	125	0	**999**	YES	A
23	RED/BRESCIA	77	596	28	38	794	31	259	321	406	16	28	31	**2625**	YES	C
24	SUNSET/MAYNADA	21	476	118	16	152	57	101	426	36	46	353	23	**1825**	YES	C
25	RED/SUNSET	101	646	168	114	374	135	176	454	44	183	396	93	**2884**	YES	E
26	RED/BLUE	32	608	74	64	554	8	71	507	56	22	87	37	**2120**	YES	D
27	RED/BIRD	127	424	110	130	339	130	396	1917	224	40	923	61	**4821**	YES	D
28	BIRD/UNIVERSITY	49	0	213	0	0	0	0	2064	40	87	1087	0	**3540**	YES	B
29	BIRD/LEJEUNE	143	766	64	237	637	63	284	2019	91	159	995	96	**5554**	YES	F
30	BLUE/SAN AMARO	7	47	170	106	85	15	23	680	45	19	145	14	**1356**	NO	F
31	BLUE/UNIVERSITY	21	148	324	5	148	16	80	812	78	94	177	13	**1916**	YES	C
32	BLUE/GRANADA	19	472	11	11	350	95	557	522	55	5	126	26	**2249**	YES	B
33	PONCE/LEJEUNE/GRAND	24	184	66	58	259	40	38	1733	22	43	938	80	**3485**	YES	F
34	US-1/LE JEUNE RD	0	662	204	0	437	179	312	4130	38	89	2870	5	**8926**	YES	F
35	PONCE/RIVIERA DR	70	240	51	72	229	40	199	775	136	28	509	8	**2357**	YES	B
36	US1/RIVIERA DR	88	243	44	89	230	35	47	3368	71	38	2946	50	**7249**	YES	B
37	BIRD RD/RIVIERA DR	15	244	316	47	74	7	27	1908	13	58	1034	24	**3767**	YES	B
38	SUNSET RD/GRANADA	0	0	0	34	0	24	21	828	0	0	368	33	**1308**	NO	C
39	GRANADA/HARDEE RD	0	108	310	27	59	39	88	554	5	34	286	93	**1603**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	22	0	115	200	564	0	0	522	68	**1491**	NO	D
41	S. ALHAMBRA CR/NERVIA	80	133	0	0	81	185	183	0	45	0	0	0	**707**	NO	B
42	BIRD RD/SAN AMARO DR	24	6	93	0	0	0	0	1878	19	32	1115	0	**3167**	NO	F
43	BIRD RD/GRANADA BLVD	27	204	68	53	241	45	414	1753	16	52	900	95	**3868**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 39
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	119	526	184	35	495	45	254	890	292	123	231	7	**3201**	YES	E
2	SAN AMARO/MILLER	131	723	60	47	347	99	484	257	247	19	16	7	**2437**	YES	D
3	SAN AMARO/TRILLO	39	849	0	0	467	37	0	0	113	0	0	0	**1505**	NO	B
4	SAN AMARO/MEMORIAL	0	702	70	119	269	0	0	0	0	71	0	60	**1291**	NO	D
5	SAN AMARO/ROBBIA	0	706	0	0	304	7	0	0	13	0	0	0	**1030**	NO	B
6	CAMPO SANO/BRUNSON	8	0	20	0	0	0	0	693	345	47	199	0	**1312**	YES	A
7	PISANO/UNIVERSITY	0	8	33	77	18	35	31	214	2	30	269	66	**783**	NO	B
8	PISANO/CARILLO	0	0	0	1	32	20	2	189	139	115	340	1	**839**	NO	C
9	PONCE/GRANADA	57	518	108	57	384	235	369	1175	53	51	620	132	**3759**	YES	D
10	US-1/GRANADA	18	383	61	82	298	110	141	3335	37	46	2685	154	**7350**	YES	C
11	PONCE/CARILLO	0	0	0	110	0	126	0	1589	0	0	916	0	**2741**	NO	D
12	PONCE/STANFORD	301	118	263	46	23	43	97	1085	170	168	740	122	**3176**	YES	B
13	US-1/STANFORD	73	304	90	53	197	114	244	3285	35	96	2917	154	**7562**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	37	166	1743	15	20	701	63	**2775**	YES	A
15	PONCE/DICKINSON	0	0	3	27	1	63	109	1809	35	22	741	56	**2866**	YES	A
16	PONCE/S.ALHAMBRA	156	40	319	30	5	2	118	1552	203	147	537	81	**3190**	YES	E
17	US-1/S.ALHAMBRA	41	220	109	137	138	103	228	3558	48	122	3286	86	**8076**	YES	E
18	PONCE/SAN AMARO	1	2	1	750	10	15	103	1161	8	9	363	391	**2814**	YES	B
19	RED/LEVANTE	11	834	97	125	1504	10	11	1	17	64	1	35	**2710**	YES	A
20	RED/US-1	0	616	79	0	478	151	459	2435	58	125	2180	82	**6663**	YES	E
21	RED/PONCE	0	723	347	729	730	42	0	0	30	0	0	321	**2922**	NO	C
22	CAMPO SANO/PISANO	97	0	24	0	0	0	0	435	290	30	130	0	**1006**	YES	A
23	RED/BRESCIA	77	605	37	38	798	35	268	330	406	20	32	31	**2677**	YES	C/C
24	SUNSET/MAYNADA	21	495	118	19	158	60	109	426	36	46	353	31	**1872**	YES	C
25	RED/SUNSET	101	689	168	117	388	151	226	454	44	183	396	101	**3018**	YES	E
26	RED/BLUE	32	613	74	86	567	8	71	540	56	22	100	44	**2213**	YES	D
27	RED/BIRD	129	431	110	130	361	130	396	1939	229	40	930	61	**4886**	YES	D
28	BIRD/UNIVERSITY	60	0	226	0	0	0	0	2064	72	128	1087	0	**3637**	YES	B
29	BIRD/LEJEUNE	146	781	64	237	684	63	284	2021	99	159	1000	96	**5634**	YES	F
30	BLUE/SAN AMARO	22	57	170	106	107	15	23	697	83	19	150	14	**1463**	NO	F
31	BLUE/UNIVERSITY	21	148	324	5	148	16	80	817	78	94	186	13	**1930**	YES	C
32	BLUE/GRANADA	25	504	14	11	440	95	557	522	74	13	126	26	**2407**	YES	B
33	PONCE/LEJEUNE/GRAND	24	192	69	58	283	53	43	1736	22	50	946	80	**9029**	YES	F
34	US-1/LE JEUNE RD	0	662	204	0	437	226	314	4157	39	102	2883	5	**9029**	YES	F
35	PONCE/RIVIERA DR	70	240	51	72	229	40	199	841	136	28	708	8	**2622**	YES	B
36	US1/RIVIERA DR	88	243	44	89	230	35	47	3392	71	38	3020	50	**7347**	YES	B
37	BIRD RD/RIVIERA DR	15	244	316	47	74	7	27	1914	13	58	1049	24	**3788**	YES	B
38	SUNSET RD/GRANADA	0	0	0	34	0	25	23	831	0	0	376	33	**1322**	NO	C
39	GRANADA/HARDEE RD	0	118	310	27	63	39	88	557	5	34	294	93	**1628**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	22	0	115	200	572	0	0	525	68	**1502**	NO	D
41	S. ALHAMBRA CR/NERVIA	80	141	0	0	84	189	193	0	45	0	0	0	**732**	NO	B
42	BIRD RD/SAN AMARO DR	30	6	94	0	0	0	0	1881	26	34	1123	0	**3194**	NO	F
43	BIRD RD/GRANADA BLVD	27	212	71	53	265	58	419	1756	16	59	908	95	**3939**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 40
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	289	391	46	19	446	248	124	311	103	214	554	8	**2753**	YES	D
2	SAN AMARO/MILLER	215	396	28	19	556	415	146	97	140	96	75	30	**2213**	YES	B
3	SAN AMARO/TRILLO	32	444	0	0	909	18	0	0	19	0	0	0	**1422**	NO	C
4	SAN AMARO/MEMORIAL	0	338	60	94	808	0	0	0	0	95	0	125	**1520**	NO	D
5	SAN AMARO/ROBBIA	0	387	0	0	843	22	0	0	5	0	0	0	**1257**	NO	C
6	CAMPO SANO/BRUNSON	163	0	54	0	0	0	0	314	123	95	731	0	**1480**	YES	B
7	PISANO/UNIVERSITY	3	10	34	70	11	32	47	270	7	33	352	37	**906**	NO	B
8	PISANO/CARILLO	0	0	0	5	14	66	12	290	92	25	379	0	**883**	NO	B
9	PONCE/GRANADA	89	308	74	62	461	144	260	542	31	111	1036	43	**3161**	YES	D
10	US-1/GRANADA	19	236	32	152	346	133	145	2549	5	46	2497	90	**6250**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	120	0	827	0	0	1254	0	**2215**	NO	B
12	PONCE/STANFORD	135	104	215	170	200	106	71	469	145	201	1047	118	**2981**	YES	C
13	US-1/STANFORD	36	165	44	125	210	203	251	3123	32	37	2618	62	**6906**	YES	B
14	PONCE/MERRICK	10	2	34	57	0	170	117	696	5	14	1495	67	**2667**	YES	A
15	PONCE/DICKINSON	19	0	11	61	1	203	144	704	5	5	1649	71	**2873**	YES	B
16	PONCE/S.ALHAMBRA	223	18	120	63	47	9	36	650	212	360	1408	57	**3203**	YES	B
17	US-1/S.ALHAMBRA	134	179	265	148	186	324	136	2749	125	242	3590	95	**8173**	YES	F
18	PONCE/SAN AMARO	9	5	10	503	15	43	57	403	7	27	1129	667	**2875**	YES	C
19	RED/LEVANTE	73	1677	19	21	1066	11	10	1	13	303	4	113	**3311**	YES	C
20	RED/US-1	0	619	119	0	652	375	221	2646	101	200	3232	22	**8187**	YES	E
21	RED/PONCE	0	747	129	270	935	38	0	0	10	0	0	897	**3026**	NO	F
22	CAMPO SANO/PISANO	335	0	39	0	0	0	0	190	138	23	400	0	**1125**	YES	A
23	RED/BRESCIA	397	782	13	14	758	130	61	63	70	66	309	82	**2745**	YES	E
24	SUNSET/MAYNADA	11	115	43	22	448	95	96	488	33	119	429	18	**1917**	YES	C
25	RED/SUNSET	97	451	193	110	685	456	201	369	70	267	451	53	**3403**	YES	D
26	RED/BLUE	100	572	35	25	680	36	21	142	43	93	543	36	**2326**	YES	D
27	RED/BIRD	143	395	119	126	356	115	164	1332	170	228	1912	104	**5164**	YES	E
28	BIRD/UNIVERSITY	45	0	93	0	0	0	0	1397	59	174	1912	0	**3680**	YES	A
29	BIRD/LEJEUNE	211	793	84	176	940	176	160	1288	115	226	2061	205	**6435**	YES	F
30	BLUE/SAN AMARO	56	81	16	14	59	39	18	183	28	82	605	62	**1243**	NO	F
31	BLUE/UNIVERSITY	42	123	142	5	156	60	21	187	27	318	700	10	**1791**	YES	B
32	BLUE/GRANADA	72	266	10	11	342	437	167	171	48	23	696	22	**2265**	YES	C
33	PONCE/LEJEUNE/GRAND	23	222	41	109	258	71	27	1249	41	47	1374	38	**3500**	YES	F
34	US-1/LE JEUNE RD	0	514	208	0	587	259	200	2955	31	234	3007	6	**8001**	YES	E
35	PONCE/RIVIERA DR	214	196	62	12	232	80	46	689	59	70	1280	13	**2953**	YES	B
36	US1/RIVIERA DR	60	195	45	59	259	11	97	2848	44	20	2743	189	**6570**	YES	C
37	BIRD RD/RIVIERA DR	12	126	79	33	336	31	35	1376	35	236	1429	61	**3789**	YES	C
38	SUNSET RD/GRANADA	0	0	0	60	0	128	15	506	0	0	434	30	**1173**	NO	C
39	GRANADA/HARDEE RD	2	46	31	18	90	57	27	176	8	444	572	63	**1534**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	33	0	130	95	618	0	0	586	67	**1529**	NO	D
41	S. ALHAMBRA CR/NERVIA	129	65	0	2	91	447	403	0	104	0	0	0	**1241**	NO	E
42	BIRD RD/SAN AMARO DR	31	10	41	0	0	0	0	1435	35	27	1732	0	**3311**	NO	E
43	BIRD RD/GRANADA BLVD	23	122	41	112	258	71	102	1249	41	47	1408	39	**3513**	YES	F

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 41
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	303	398	63	23	448	248	124	391	106	236	702	14	**3056**	YES	E
2	SAN AMARO/MILLER	310	410	28	19	559	457	178	97	180	96	75	30	**2439**	YES	D
3	SAN AMARO/TRILLO	32	500	0	0	944	18	0	0	19	0	0	0	**1513**	NO	C
4	SAN AMARO/MEMORIAL	0	394	60	94	843	0	0	0	0	95	0	125	**1611**	NO	D
5	SAN AMARO/ROBBIA	0	400	0	0	849	22	0	0	5	0	0	0	**1276**	NO	C
6	CAMPO SANO/BRUNSON	163	0	54	0	0	0	0	335	123	95	744	0	**1514**	YES	B
7	PISANO/UNIVERSITY	3	10	34	70	11	32	47	291	7	33	365	37	**940**	NO	B
8	PISANO/CARILLO	0	0	0	5	16	66	12	297	106	25	379	0	**906**	NO	B
9	PONCE/GRANADA	92	323	74	93	481	165	338	680	45	111	1069	66	**3537**	YES	E
10	US-1/GRANADA	19	245	32	170	368	133	145	2597	5	46	2509	100	**6369**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	120	0	1056	0	0	1312	0	**2502**	NO	B
12	PONCE/STANFORD	165	104	215	173	200	106	71	696	269	201	1102	120	**3422**	YES	C
13	US-1/STANFORD	36	174	44	173	241	251	263	3123	32	37	2618	74	**7066**	YES	C
14	PONCE/MERRICK	10	2	34	57	0	170	117	778	5	14	1828	67	**3082**	YES	B
15	PONCE/DICKINSON	19	0	11	61	1	203	144	786	5	5	1982	71	**3288**	YES	D
16	PONCE/S.ALHAMBRA	223	18	120	63	47	9	36	732	212	360	1741	57	**3618**	YES	C
17	US-1/S.ALHAMBRA	134	179	267	148	186	324	136	2761	125	249	3634	95	**8238**	YES	F
18	PONCE/SAN AMARO	9	5	10	551	15	51	63	436	7	27	1267	867	**3308**	YES	E
19	RED/LEVANTE	73	1818	19	21	1118	11	10	1	13	303	4	113	**3504**	YES	D
20	RED/US-1	0	636	119	0	652	375	231	2663	101	200	3342	91	**8410**	YES	E
21	RED/PONCE	0	772	129	408	946	58	0	0	25	0	0	914	**3252**	NO	F
22	CAMPO SANO/PISANO	335	0	39	0	0	0	0	196	138	23	404	0	**1135**	YES	A
23	RED/BRESCIA	397	790	21	14	769	141	69	71	70	77	320	82	**2821**	YES	F/E
24	SUNSET/MAYNADA	11	120	43	29	465	102	98	488	33	119	429	20	**1957**	YES	C
25	RED/SUNSET	97	466	193	117	724	497	211	369	70	267	451	55	**3517**	YES	E
26	RED/BLUE	100	585	35	32	686	36	21	160	43	93	577	56	**2424**	YES	D
27	RED/BIRD	149	415	119	126	363	115	164	1339	174	228	1932	104	**5228**	YES	E
28	BIRD/UNIVERSITY	74	0	129	0	0	0	0	1397	70	187	1912	0	**3769**	YES	A
29	BIRD/LEJEUNE	218	833	84	176	952	176	160	1294	117	226	2065	205	**6506**	YES	F
30	BLUE/SAN AMARO	95	105	16	14	74	39	18	186	50	82	619	62	**1360**	NO	F
31	BLUE/UNIVERSITY	42	123	142	5	156	60	21	196	27	318	705	10	**1805**	YES	B
32	BLUE/GRANADA	89	350	17	11	381	437	167	171	53	25	696	22	**2419**	YES	D
33	PONCE/LEJEUNE/GRAND	23	244	49	109	267	77	40	1256	41	53	1376	38	**3573**	YES	F
34	US-1/LE JEUNE RD	0	514	208	0	587	271	206	2966	34	268	3032	6	**8092**	YES	E
35	PONCE/RIVIERA DR	214	196	62	12	232	80	46	863	59	70	1340	13	**3187**	YES	B
36	US1/RIVIERA DR	60	195	45	59	259	11	97	2911	44	20	2762	189	**6652**	YES	C
37	BIRD RD/RIVIERA DR	12	126	79	33	336	31	35	1391	35	236	1437	61	**3812**	YES	C
38	SUNSET RD/GRANADA	0	0	0	60	0	131	17	513	0	0	436	30	**1187**	NO	C
39	GRANADA/HARDEE RD	2	50	31	18	100	57	27	183	8	444	574	63	**1557**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	33	0	130	95	620	0	0	593	67	**1538**	NO	D
41	S. ALHAMBRA CR/NERVIA	129	67	0	2	98	457	407	0	104	0	0	0	**1264**	NO	E
42	BIRD RD/SAN AMARO DR	46	10	44	0	0	0	0	1442	41	29	1734	0	**3346**	NO	F
43	BIRD RD/GRANADA BLVD	23	144	49	112	267	77	115	1256	41	53	1410	39	**3586**	YES	F

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
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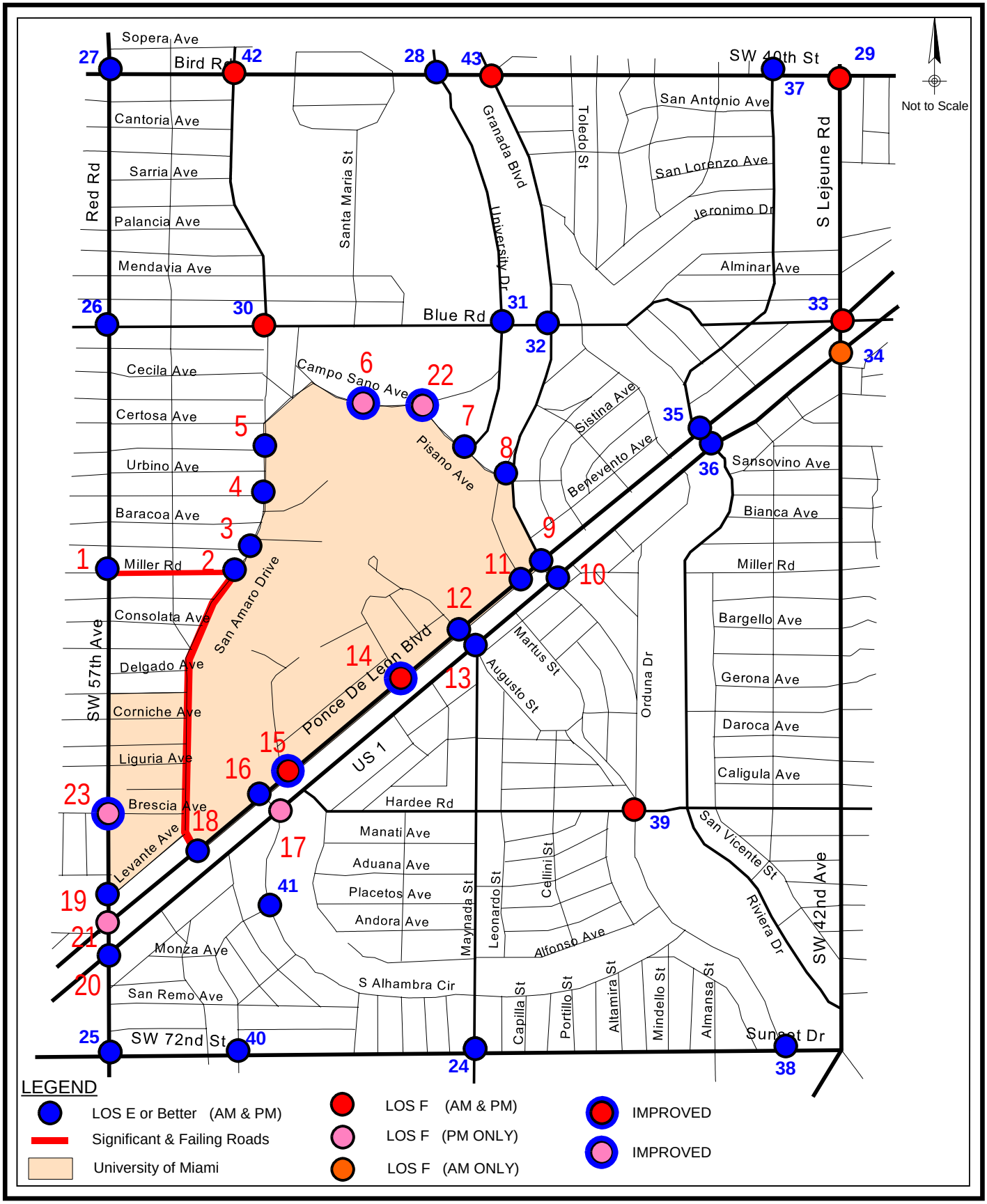
TABLE 42
UNIVERSITY OF MIAMI - REGIONAL TRANSPORTATION STUDY
INTERSECTION ANALYSIS SUMMARY RESULTS

8/5/2008

	INTERSECTION	AM LOS EXIST	AM LOS 2010	AM LOS 2015	AM LOS 2020	AM LOS 2025	AM YEAR 2025	SIGNA-LIZED	SIGNI-FICANT	INTERSECTION IMPROVEMENT IMPROV. TYPE	INTERSECTION IMPROVEMENT LOS	PM YEAR 2025	PM LOS EXIST	PM LOS 2010	PM LOS 2015	PM LOS 2020	PM LOS 2025
1	RED/MILLER	D	D	D	D	E	OK	YES				OK	C	C	D	D	E
2	SAN AMARO/MILLER	C	C	C	C	D	OK	YES				OK	B	B	C	C	D
3	SAN AMARO/TRILLO	F	B	B	B	B	OK	NO				OK	F	C	C	C	C
4	SAN AMARO/MEMORIAL	E	C	C	D	D	OK	NO				OK	D	D	D	D	D
5	SAN AMARO/ROBBIA	C	A	A	B	B	OK	NO				OK	C	B	C	C	C
6	CAMPO SANO/BRUNSON	C	C/A	A	A	A	OK	NO	YES	SIGNALIZE-2010	B	OK	D	F/B	B	B	B
7	PISANO/UNIVERSITY	B	B	B	B	B	OK	NO				OK	B	B	B	B	B
8	PISANO/CARILLO	C	C	C	C	C	OK	NO				OK	B	B	B	B	B
9	PONCE/GRANADA	B	B	B	C	D	OK	YES				OK	C	D	D	D	E
10	US-1/GRANADA	B	C	C	C	C	OK	YES				OK	B	B	B	B	B
11	PONCE/CARILLO	C	C	C	C	D	OK	NO				OK	B	B	B	B	B
12	PONCE/STANFORD	B	B	B	B	B	OK	YES				OK	B	B	B	B	C
13	US-1/STANFORD	C	C	C	C	C	OK	YES				OK	B	B	B	B	C
14	PONCE/MERRICK	C	C/A	A	A	A	OK	NO	YES	SBR+SIGNAL-2010	B	OK	F	F/A	A	B	B
15	PONCE/DICKINSON	C	C/A	A	A	A	OK	NO	YES	SBR+SIGNAL-2010	D	OK	F	F/B	B	C	D
16	PONCE/S.ALHAMBRA	B	B	C	D	E	OK	YES				OK	B	B	B	B	C
17	US-1/S.ALHAMBRA	C	D	D	E	E	OK	YES	NO	N/A		FAIL	C	F	F	F	F
18	PONCE/SAN AMARO	B	B	B	B	B	OK	YES				OK	B	B	B	D	E
19	RED/LEVANTE	A	A	A	A	A	OK	YES				OK	B	C	C	C	D
20	RED/US-1	C	D	D	D	E	OK	YES				OK	C	D	D	E	E
21	RED/PONCE	B	B	B	C	C	OK	NO	YES	SIG INTERCONECT	N/A	FAIL	E	F	F	F	F
22	CAMPO SANO/PISANO	C	C	C/A	A	A	OK	NO	YES	SIGNALIZE-2015	A	OK	D	E	F/A	A	A
23	RED/BRESCIA	C	C	C	C	C/C	OK	YES	YES	ADD WBR - 2025	E	OK	D	E	E	E	F/E
24	SUNSET/MAYNADA	C	C	C	C	C	OK	YES				OK	C	C	C	C	C
25	RED/SUNSET	D	D	D	E	E	OK	YES				OK	D	D	D	D	E
26	RED/BLUE	C	C	C	D	D	OK	YES				OK	C	C	D	D	D
27	RED/BIRD	C	C	C	D	D	OK	YES				OK	C	D	D	E	E
28	BIRD/UNIVERSITY	A	B	B	B	B	OK	YES				OK	A	A	A	A	A
29	BIRD/LEJEUNE	D	E	E	E	F	FAIL	YES	NO	N/A		FAIL	D	E	E	F	F
30	BLUE/SAN AMARO	E	F	F	F	F	FAIL	NO	NO	N/A		FAIL	E	F	F	F	F
31	BLUE/UNIVERSITY	C	C	C	C	C	OK	YES				OK	B	B	B	B	B
32	BLUE/GRANADA	B	B	B	C	B	OK	YES				OK	C	C	C	D	D
33	LEJEUNE/PONCE/GRAND	E	E	F	F	F	FAIL	YES	NO	N/A		FAIL	E	E	E	F	F
34	US-1/LE JEUNE RD	E	F	F	F	F	FAIL	YES	NO	N/A		OK	E	D	D	D	E
35	PONCE/RIVIERA DR	B	B	B	B	B	OK	YES				OK	B	B	B	B	B
36	US1/RIVIERA DR	B	B	B	B	B	OK	YES				OK	B	B	B	C	C
37	BIRD RD/RIVIERA DR	B	B	B	B	B	OK	YES				OK	B	C	C	C	C
38	SUNSET RD/GRANADA	C	C	C	C	C	OK	NO				OK	B	C	C	C	C
39	GRANADA/HARDEE RD	F	F	F	F	F	FAIL	NO	NO	N/A		FAIL	F	F	F	F	F
40	SUNSET RD/NERVIA ST	C	C	D	D	D	OK	NO				OK	C	C	C	D	D
41	S. ALHAMBRA CR/NERVIA	A	A	B	B	B	OK	NO				OK	A	D	D	E	E
42	BIRD RD/SAN AMARO DR	D	F	F	F	F	FAIL	NO	NO	N/A		FAIL	C	D	E	E	F
43	BIRD RD/GRANADA BLVD	E	E	E	E	E	OK	YES	NO	N/A		FAIL	D	E	E	F	F
							FAIL=6					FAIL=8					



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	2025 INTERSECTION LOS AND FAILING & SIGNIFICANT ROADS	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 11 10/23/03

5. RESIDENTIAL STREETS

Traffic counts were collected on residential streets located between Miller Road and Blue Road. A similar count program was conducted in 2003 for the University Village traffic study. The MLOU establishes a maximum threshold for residential streets of 1,200 vehicles per day and 120 two-way vehicles per peak hour. The MLOU states that any residential streets between Miller Road and Blue Road that exceed these thresholds for existing as well as future conditions will be mitigated by UM with traffic calming measures subject to neighborhood acceptance and city approval of those measures.

Table 43 and Figure 12 provide a comparison of the 2003 and 2007 traffic volumes on the residential streets for AM and PM peak hour periods and indicate a noticeable decrease in traffic. It appears that the traffic calming improvements along San Amaro Drive and Campo Sano Avenue have had a positive impact on reducing speed and minimizing cut through traffic into residential neighborhoods.

Future traffic volumes were estimated by doubling the UMRTS regional growth rate to account for both background growth and committed developments, and assuming a conservative 5% project trip assignment distributed equally among the nine east-west residential roads. This is a conservative assumption because the majority of new UMCAD trips are related to the NSCDZ, and the NSCDZ facility is accessed only from Ponce de Leon Blvd. It is not anticipated that NSCDZ trips will use these local roads unless they originate from this area. For the remaining UMCAD trips, a distribution is not provided by the FSUTMS model because local roads are not included in the model's network. However, considering the overall model distribution and student zip code plots provided in Attachment 8, assigning 5% of UMCAD trips to these residential streets represents a conservative assumption designed to examine the worst case scenario. It should be noted that these 5% project trips were not subtracted from trip assignment on other roadways.

The 2007 traffic counts summarized in Table 43 indicate that the two-way traffic volume on Alhambra Circle was 3,965 daily trips, 419 AM and 366 PM peak hour trips. The 2007 peak hour traffic volumes are 20% to 30% lower than the traffic volumes measured in 2003. In 2025, traffic on Alhambra Circle is projected to increase to 508 AM and 444 PM peak hour trips. Alhambra Circle is classified as a residential collector. According to the City consultant, its livability threshold is 2400 daily vehicles and 240 vph. The projected daily and peak hour volumes, though much lower than the 2003 volumes, exceed the livability threshold of the road. A traffic calming study should be conducted by the University to identify appropriate and feasible traffic mitigation strategies to reduce traffic on Alhambra Circle.

From the nine local streets, only one street, Mantua Avenue, is projected in 2025 to have future traffic volumes in excess of 120 vph. Traffic on Mantua Avenue should be monitored to determine if any traffic calming measure will be needed in the future.

In conclusion, residential streets except Alhambra Circle and Mantua Avenue are expected to operate at acceptable levels of service as defined by the City. Background growth, committed development and project trips will add very few trips on these residential streets. Traffic counts performed in 2003 and 2007 indicated a noticeable decrease in daily and peak hour traffic volumes. Furthermore, roadway

improvements such as the internal roadway, realignment of Miller Road and Miller Drive, the proposed intersection improvements, and the relocation of new parking spaces to south of the canal will help further reduce campus traffic on residential streets.

TABLE 43
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
EXISTING DAILY, AM AND PM PEAK HOUR ROADWAY VOLUME, CAPACITY AND LEVEL OF SERVICE

5-Aug-08

				DAILY				TWO-WAY AM PEAK HOUR						TWO-WAY PM PEAK HOUR					
ROADWAY	LOCATION	LANE	2003 TRAFFIC VOLUME	2007 TRAFFIC VOLUME	[1],[2] DAILY L.T.	2025 MEET LOS?	PEAK HOUR L.T.	2003 AM PEAK HOUR	2007 AM PEAK HOUR	[3] BACK-GROUND GROWTH	2025 PROJECT TRIPS [4]	2025 TOTAL TRIPS	2025 MEET LOS?	2003 PM PEAK HOUR	2007 PM PEAK HOUR	[2] BACK-GROUND GROWTH	2025 PROJECT TRIPS [3]	2025 TOTAL TRIPS	2025 MEET LOS?
Trillio Avenue	East of Red Road	2LU	341	266	1200	YES	120	23	21	4	8	33	YES	46	28	5	7	40	YES
Baracoa Avenue	East of Red Road	2LU	444	361	1200	YES	120	38	30	6	8	44	YES	47	40	8	7	55	YES
Ancona Avenue	East of Red Road	2LU	482	271	1200	YES	120	62	37	7	8	52	YES	37	21	4	7	32	YES
Urbino Avenue	East of Red Road	2LU	357	280	1200	YES	120	35	34	7	8	49	YES	42	27	5	7	39	YES
Robbia Avenue	East of Red Road	2LU	440	282	1200	YES	120	41	28	5	8	41	YES	60	29	6	7	42	YES
Certosa Avenue	East of Red Road	2LU	320	322	1200	YES	120	48	54	11	8	73	YES	28	17	3	7	27	YES
Sena Avenue	East of Red Road	2LU	481	304	1200	YES	120	59	36	7	8	51	YES	48	32	6	7	45	YES
Cecellia Avenue	East of Red Road	2LU	582	342	1200	YES	120	93	54	11	8	73	YES	63	30	6	7	43	YES
Mantua Avenue	East of Red Road	2LU	839	560	1200	YES	120	222	111	22	8	141	NO	78	70	14	7	91	YES
Alhambra Circle	North of San Amaro	2LU	N/A	711	2400	YES	240	N/A	69	14	8	91	YES	N/A	62	12	7	81	YES
Alhambra Circle	North of Miller Rd	2LU	5226	3,965	2400	NO	240	515	419	82	8	509	NO	502	366	72	7	445	NO

Notes

[1] Daily and Peak Hour Livability Threshold (L.T.) for residential streets based on the MLOU (1200 daily trips and 120 two-way peak hour trips).
[2] Daily and Peak Hour Livability Threshold for Alhambra Circle, a residential collector street, is 2400 daily trips and 240 two-way peak hour trips.
[3] Background growth rate is assumed as double of the regional growth rate to account for committed developments.
[4] A conservative 5% of UMCAD trips were assumed to impact residential streets. UMCAD trips were distributed equally between parallel residential streets.

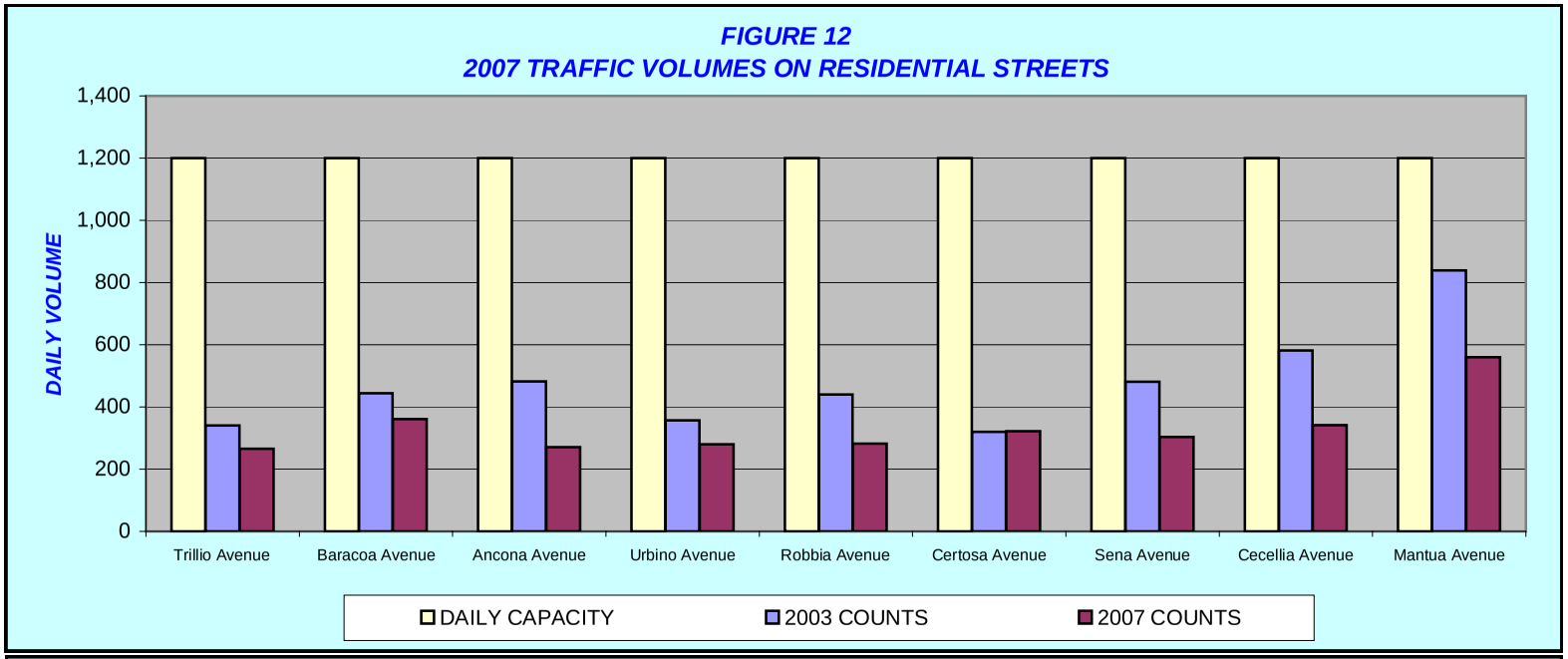
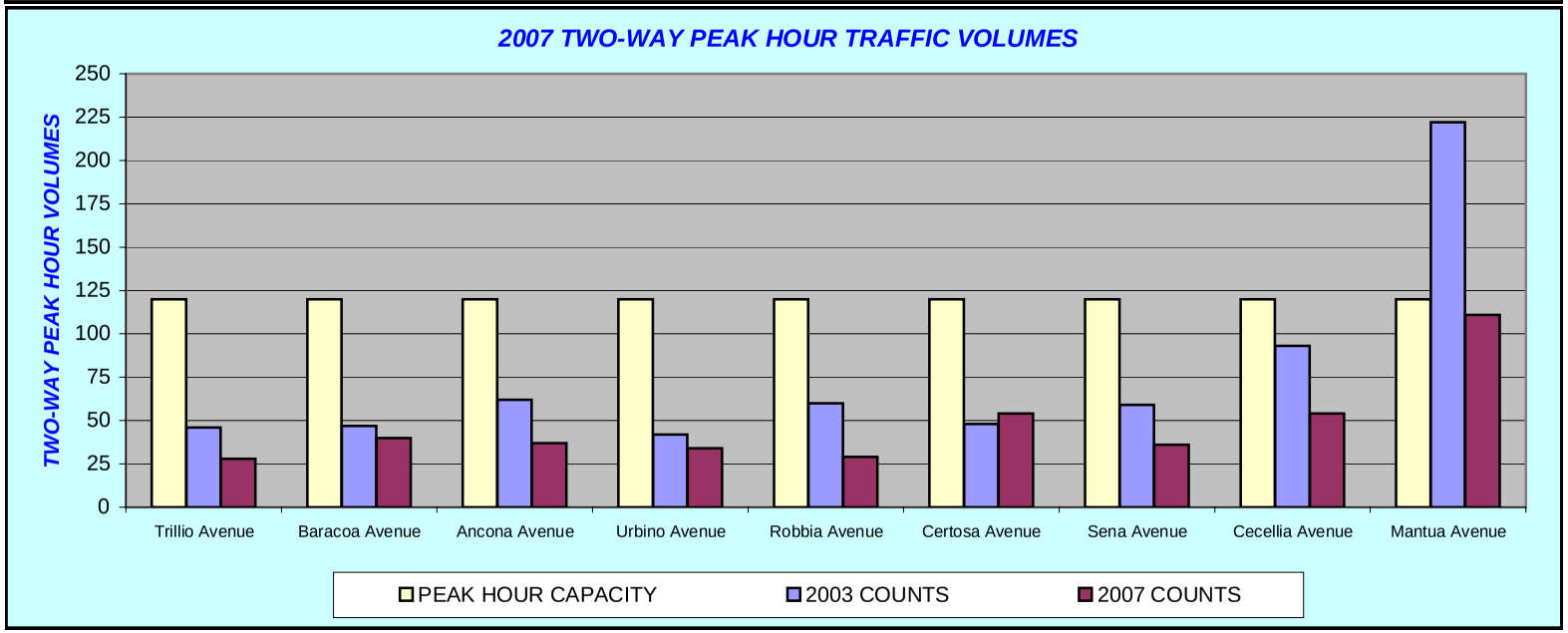


FIGURE 12
2007 TRAFFIC VOLUMES ON RESIDENTIAL STREETS
DAILY VOLUME
1,400
1,200
1,000
800
600
400
200
0
Trillio Avenue
Baracoa Avenue
Ancona Avenue
Urbino Avenue
Robbia Avenue
Certosa Avenue
Sena Avenue
Cecellia Avenue
Mantua Avenue
DAILY CAPACITY
2003 COUNTS
2007 COUNTS


2007 TWO-WAY PEAK HOUR TRAFFIC VOLUMES
TWO-WAY PEAK HOUR VOLUMES
250
225
200
175
150
125
100
75
50
25
0
Trillio Avenue
Baracoa Avenue
Ancona Avenue
Urbino Avenue
Robbia Avenue
Certosa Avenue
Sena Avenue
Cecellia Avenue
Mantua Avenue
PEAK HOUR CAPACITY
2003 COUNTS
2007 COUNTS

6. RECOMMENDED IMPROVEMENTS

6.1 RTS Recommended Improvements

The traffic analysis indicates that the implementation of the University proposed Development Plan will slightly increase traffic in 2010 and 2015 due to balancing trip reduction from fewer commuter students. Campus traffic will increase in 2020 and 2025 as Phases I and II of the NSCDZ are completed.

In 2010, though the UMRTS indicated there are no significant roadways operating below adopted LOS, the University has decided to implement the following improvements by 2010:

1. Construction of the internal roadway that includes the closure of Miller Drive and realignment of Miller Road and Miller Drive. Phase I of the internal roadway including the realignment of Miller Road will be completed by 2010. Phase II of the internal road may be completed by 2012.
2. Adding a southbound right turn lane at Dickinson Drive and Ponce de Leon Blvd and installing a traffic signal when warranted.
3. Adding a southbound right turn lane at Merrick Drive and Ponce de Leon Blvd and installing a traffic signal when warranted.
4. Installing a traffic signal at Campo Sano Avenue and Brunson Avenue when warranted.
5. Signal interconnection to improve operation and gaps on Ponce de Leon Blvd and Red Road.
6. Perform a traffic calming study to identify measures appropriate to reduce traffic on Alhambra Circle north of San Amaro Drive and Mantua Avenue west of San Amaro Drive.

In 2015, the following roadway segment becomes significant and operates below adopted LOS and therefore requires mitigation based on the proportionate share contribution as contained in Chapter 9J-2.045 Florida Administrative Code:

1. Miller Road between San Amaro Drive and Red Road

In addition, the UMRTS recommends performing the following intersection improvement:

1. Installing a traffic signal at Campo Sano Avenue and Pisano Avenue when warranted (#22).

In 2020, the following two roadway segments become significant and operate below adopted LOS, and therefore require mitigation:

1. Miller Road between San Amaro Drive and Red Road; and
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.

In 2025, The following roadway segments are significant and operate below adopted LOS in 2025 and therefore require mitigation:

1. Miller Road between San Amaro Drive and Red Road;
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.
3. San Amaro Drive between Miller Road and Levante Avenue.

In addition, the UMRTS recommends performing the following intersection improvement:

1. Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23).

San Amaro Drive is currently a three lane divided road. It will require widening to a four lane cross section. The feasibility of widening Miller Road should be examined.

6.2 Status of Previously Programmed Improvements

The status of previously recommended improvements listed in *Attachment A* of the MLOU has been updated and the document is included in Attachment 12. The UMRTS study results have indicated that a number of these programmed improvements most notably Brescia Avenue widening, left turn phases at Miller Road and Blue Road, and median closures at residential streets may be revisited due to the updated forecasts which reduce the importance of some of these improvements.

Brescia Avenue: The recommended widening of Brescia Avenue resulted from forecasts prepared in connection with the University Village Traffic Study prepared in late 2002. The UMRTS has revealed that some of the forecasted volumes projected in the University Village Traffic Study are higher than have materialized after completion and full occupation of University Village. The recommended improvements were a combination of increasing capacity and improving access management. The final improvement of Brescia Avenue may reflect a compromise plan where sufficient capacity is still provided at intersections, but overall corridor impacts (e.g. to trees) are minimized.

Left Turn Exclusive Phases: Exclusive protected left turn phases were recommended in the UMCAD traffic reports dating back to 1992. These protected phases intended to provide increased intersection capacity and discourage use of residential streets to circumvent intersection delays. The UMRTS indicates that existing and forecasted traffic volumes do not exhibit left turn demands that warrant protected phases solely based on volume. Based on current and projected traffic volumes, FDOT has indicated it will not approve nor permit these proposed improvements.

Median Closures Near Residential Streets: As stated in the foregoing sections, the UMRTS has revealed lower traffic volumes than expected on both collector as well as residential streets as illustrated in Figure 12. The recommendation to close medians that provide access to residential streets also originates from the UMCAD traffic report of 1992 when use of residential streets by university traffic was an acute problem. In general, the residential street closures along Red Road combined with better parking policies and parking distribution has reduced volumes on key residential streets. The current programmed construction of an internal roadway through the campus linked with a direct connection into the campus at Miller Road suggests that no further median closures are warranted. However, a traffic calming study will be performed by the University to evaluate measures to reduce traffic on Alhambra Circle and Mantua Avenue.

The status of other minor previously recommended improvements is provided in Attachment 12. Some improvements related to street closure as recommended by the original University Village plans are no longer required since the University Village design was completely changed to maintain existing streets.

6.3 Cost of Recommended Improvements

The estimated cost for intersection improvements were based on preliminary design estimates when available. The cost of signalizing an intersection was updated to $350,000 as recommended by the City consultant. Other costs, including roadway widening, were based on FDOT published costs dated March 16, 2007. The cost to widen an urban road from 2 to 4 lanes is $5,765,000 plus an additional 25% for design and permitting. These roadway improvement costs do not include the expenses to acquire right of way.

The University's proportionate share to implement the suggested intersection improvements along Ponce de Leon Blvd and San Amaro Drive is 100% since these intersections provide direct access to the campus.

The University proportionate share cost for roadway link improvements for 2015, 2020 and 2025 are provided in Table 44, Table 45 and Table 46, respectively. Table 47 provides a preliminary estimate for all proposed improvements. Consistent with the MLOU, required improvements within the UMCAD limits will be designed, permitted and constructed by the University. This includes the cost of improving San Amaro Drive failing segments because they are located within the UMCAD limits.

The City consultant review comments, that had an important role in developing and refining the procedure for this study, are provided in Attachment 13. All the review comments were incorporated into this revised document. Attachment 13 includes responses to explain how these comments were addressed.

TABLE 44
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 - PROPORTIONATE SHARE COST CONTRIBUTION FOR FAILING AND SIGNIFICANT ROADWAYS

9/26/2008 9/26/2008

LOCATION	EXIST ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [1]	MAX ALLOW V/C [2]	MAX ALLOW VOL (MAV)	NEW ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	INCREASE IN MAX ALLOW VOLUME	2020 TOTAL PROJECT AM	2020 TOTAL PROJECT PM	HIGHEST PROJECT TRIPS AM/PM	PERCENT OF ADDED SERVICE VOLUME	SEGMENT LENGTH	2-WAY ROAD COST PER MILE [3]	DESIGN AND PERMITTING 25%	TOTAL ROADWAY COST [3]	PROP-PORTIONATE SHARE OF COST
MILLER ROAD																						
San Amaro to Red Rd	2LU/NS	EB	1	810	1.00	810	4LD/NS	EB	2	1,720	1.00	1,720	910	42	N/A	42	4.6%	0.25	$5,764,900	$1,441,200	$1,801,525	**$83,147**
		WB	1	810	1.00	810		WB	2	1,720	1.00	1,720	910	N/A	N/A							
TOTAL COST																						**$83,147**

NOTES:
[1] MSV BASED ON FDOT'S 2007 QUALITY/LEVEL OF SERVICE (QLOS) HANDBOOK
[2] V/C RATIO IS BASED ON THE CITY OF CORAL GABLES COMPREHENSIVE PLAN
[3] CONSTRUCTION COSTS ARE BASED ON LATEST FDOT'S TRANSPORTATION COSTS, AS UPDATED ON MARCH 16, 2007.

TABLE 45
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2020 - PROPORTIONATE SHARE COST CONTRIBUTION FOR FAILING AND SIGNIFICANT ROADWAYS

9/26/2008 9/26/2008

LOCATION	EXIST ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [1]	MAX ALLOW V/C [2]	MAX ALLOW VOL (MAV)	NEW ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	INCREASE IN MAX ALLOW VOLUME	2020 TOTAL PROJECT AM	2020 TOTAL PROJECT PM	HIGHEST PROJECT TRIPS AM/PM	PERCENT OF ADDED SERVICE VOLUME	SEGMENT LENGTH	2-WAY ROAD COST PER MILE [3]	DESIGN AND PERMITTING 25%	TOTAL ROADWAY COST [3]	PROP-PORTIONATE SHARE OF COST
MILLER ROAD																						
San Amaro to Red Rd	2LU/NS	EB	1	810	1.00	810	4LD/NS	EB	2	1,720	1.00	1,720	910	**89**	N/A	94	10.3%	0.25	$5,764,900	$1,441,200	$1,801,525	**$186,092**
		WB	1	810	1.00	810		WB	2	1,720	1.00	1,720	910	N/A	**94**							
SAN AMARO DRIVE [4]																						
Levante Rd to Ponce	3LD/LR	NB	1	660	1.00	660	4LD/LR	NB	2	1,320	1.00	1,320	660	N/A	**55**	55	**100.0%**	0.10	$5,764,900	$1,441,200	$360,305	**$360,305**
		SB	2	1320	1.00	1,320		SB	2	1,320	1.00	1,320		N/A	N/A		**[5]**					
TOTAL COST																						**$546,397**

NOTES:

[1] MSV BASED ON FDOT'S 2007 QUALITY/LEVEL OF SERVICE (QLOS) HANDBOOK

[2] V/C RATIO IS BASED ON THE CITY OF CORAL GABLES COMPREHENSIVE PLAN

[3] CONSTRUCTION COSTS ARE BASED ON LATEST FDOT'S TRANSPORTATION COSTS, AS UPDATED ON MARCH 16, 2007.

[4] SAN AMARO DRIVE ROADWAY IMPROVEMENTS ARE ONLY IN THE NORTHBOUND DIRECTION (SOUTHBOUND HAS ALREADY TWO LANES)

[5] PER MLOU THE PROPORTIONATE SHARE CALCULATIONS DO NOT APPLY TO SAN AMARO DRIVE BECAUSE IT IS LOCATED WITHIN UMCAD LIMITS.

TABLE 46
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 - PROPORTIONATE SHARE COST CONTRIBUTION FOR FAILING AND SIGNIFICANT ROADWAYS

9/26/2008 9/26/2008

LOCATION	EXIST ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [1]	MAX ALLOW V/C [2]	MAX ALLOW VOL (MAV)	NEW ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	INCREASE IN MAX ALLOW VOLUME	2025 TOTAL PROJECT AM	2025 TOTAL PROJECT PM	HIGHEST PROJECT TRIPS AM/PM	PERCENT OF ADDED SERVICE VOLUME	SEGMENT LENGTH (MILES)	2-WAY ROAD COST PER MILE [3]	DESIGN AND PERMITTING 25%	TOTAL ROADWAY COST [3]	PROP-PORTIONATE SHARE OF COST
MILLER ROAD																						
San Amaro to Red Rd	2LU/NS	EB	1	810	1.00	810	4LD/NS	EB	2	1,720	1.00	1,720	910	**134**	N/A	134	14.7%	0.25	$5,764,939	$1,441,200	$1,801,535	**$265,281**
		WB	1	810	1.00	810		WB	2	1,720	1.00	1,720	910	N/A	**132**							
SAN AMARO DRIVE [4]																						
Miller Rd to Levante	3LU/LR	NB	1	660	1.00	660	4LU/LR	NB	2	1,320	1.00	1,320	660	N/A	**66**	66	**100.0%**	0.57	$5,764,939	$1,441,200	$2,053,750	**$2,053,750**
		SB	2	1,320	1.00	1,320		SB	2	1,320	1.00	1,320	N/A	N/A	N/A		**[5]**					
Levante Rd to Ponce	3LU/LR	NB	1	660	1.00	660	4LU/LR	NB	2	1,320	1.00	1,320	660	N/A	**121**	121	**100.0%**	0.10	$5,764,939	$1,441,200	$360,307	**$360,307**
		SB	2	1,320	1.00	1,320		SB	2	1,320	1.00	1,320	N/A	N/A	N/A		**[5]**					
TOTAL COST																						**$2,679,338**

NOTES:

[1] MSV BASED ON FDOT'S 2007 QUALITY/LEVEL OF SERVICE (QLOS) HANDBOOK

[2] V/C RATIO IS BASED ON THE CITY OF CORAL GABLES COMPREHENSIVE PLAN

[3] CONSTRUCTION COSTS ARE BASED ON FDOT'S 2006 TRANSPORTATION COSTS

[4] SAN AMARO DRIVE ROADWAY IMPROVEMENTS ARE ONLY IN THE NORTHBOUND DIRECTION (SOUTHBOUND HAS ALREADY TWO LANES)

[5] PER MLOU THE PROPORTIONATE SHARE CALCULATIONS DO NOT APPLY TO SAN AMARO DRIVE BECAUSE IT IS LOCATED WITHIN UMCAD LIMITS.

TABLE 47
UNIVERSITY OF MIAMI REGIONAL TRANSPORTATION STUDY
PRELIMINARY IMPROVEMENT COST SUMMARY PER UMCAD PHASE

9/26/2008

PHASE	IMPROVEMENT	TYPE	TOTAL PRELIMINARY COST [1]	PROPOR-TIONATE SHARE	UM PRELIMINARY COST [2]
2010	2007 REGIONAL TRAFFIC STUDY REQUIREMENTS				
	ROADWAY INPROVEMENTS				
	None		$0	0%	$0
	INTERSECTION AND OTHER IMPROVEMENTS				
	Dickinson Drive & Ponce de Leon Blvd	Add SB Right Turn Lane + Signalization if warranted	$550,000	100%	$550,000
	Merrick Drive & Ponce de Leon Blvd	Add SB Right Turn Lane + Signalization if warranted	$550,000	100%	$550,000
	Campo Sano Avenue and Brunson Avenue	Signalization if warranted	$350,000	100%	$350,000
	Align Miller Road and Miller Drive [3]	Reconstruction & Intersection Improvement w/o WB	$1,755,000	100%	$1,755,000
	Improve westbound right turn at Ponce & Red	Signal interconnect for improving gaps & operation	$100,000	100%	$100,000
	Neighborhood traffic calming	Traffic calming on Alhambra Circle/Mantura Avenue	$150,000	100%	$100,000
	SUBTOTAL RTS IMPROVEMENT COST				$3,405,000
	PREVIOUS UMCAD REQUIREMENTS				
	San Amaro Drive & Brescia Ave	Signalization if warranted	$350,000	100%	$275,000
	US-1 / Stanford Drive	Adding northeastbound left turn storage	$300,000	100%	$300,000
	US-1 / S. Alhambra Circle	Adding northeastbound left turn storage	$300,000	100%	$300,000
	Remove 2 parking meters on San Amaro Dr. [4]	Remove 2 parking meters and stripe lanes	$100,000	100%	$100,000
	Protected LT Phase at Red/Blue & Red/Miller	Both improvements denied by FDOT	$150,000	0%	$0
	Protected LT Phase at Red Rd & Albenga Ave	Improvement denied by FDOT	$350,000	0%	$0
	Neighborhood Safety / Median Closures	RTS => Closures not needed, Monitor Mantura Ave	$350,000	0%	$0
	Widening Brescia Avenue [5]	RTS => Widening not needed	$800,000	0%	$0
	SUBTOTAL PREVIOUS UMCAD REQ. COST				$975,000
	TOTAL IMPROVEMENT COSTS FOR 2010				$4,380,000
2015	2007 REGIONAL TRAFFIC STUDY REQUIREMENTS				
	ROADWAY INPROVEMENTS				
	Miller Road: San Amaro to Red Road	Widen from 2 Lanes to 4 Lanes	$1,801,525	4.62%	$83,147
	TOTAL ROADWAY COST				$83,147
	INTERSECTION IMPROVEMENTS				
	Campo Sano Avenue and Pisano Avenue	Signalization if warranted	$350,000	100%	$350,000
	SUBTOTAL RTS IMPROVEMENT COST				$433,147
	TOTAL IMPROVEMENT COSTS FOR 2015				$433,147
2020	2007 REGIONAL TRAFFIC STUDY REQUIREMENTS				
	ROADWAY INPROVEMENTS				
	Miller Road: San Amaro to Red Road	Widen from 2 Lanes to 4 Lanes	$1,801,525	10.33%	$186,092
	San Amaro Drive: from Levante to Ponce	Widen northbound from 1 to 2 Lanes	$360,305	100.00%	$360,305
	TOTAL CUMULATIVE ROADWAY COST				$546,397
	TOTAL NET ROADWAY COST	Less 2015 Miller Road Improvement Costs			$463,249
	INTERSECTION IMPROVEMENTS				
	none		$0	0%	$0
	SUBTOTAL RTS IMPROVEMENT COST				$463,249
	TOTAL IMPROVEMENT COSTS FOR 2020				$463,249
2025	2007 REGIONAL TRAFFIC STUDY REQUIREMENTS				
	ROADWAY INPROVEMENTS				
	Miller Road: San Amaro to Red Road	Widen from 2 Lanes to 4 Lanes	$1,801,535	14.73%	$265,281
	San Amaro Drive: from Miller to Levante	Widen northbound from 1 to 2 Lanes	$2,053,750	100.00%	$2,053,750
	San Amaro Drive: from Levante to Ponce	Widen northbound from 1 to 2 Lanes	$360,307	100.00%	$360,307
	TOTAL CUMULATIVE ROADWAY COST				$2,679,338
	TOTAL NET ROADWAY COST	Less 2015 & 2020 Miller & San Amaro Improv. Costs			$2,132,941
	INTERSECTION IMPROVEMENTS				
	Brescia Avenue and Red Road	Adding WB right turn lane and relocating utilities	$350,000	100%	$350,000
	SUBTOTAL RTS IMPROVEMENT COST				$2,482,941
	TOTAL IMPROVEMENT COSTS FOR 2025				$2,482,941
TOTAL IMPROVEMENT COST FROM 2010 TO 2025					$7,759,338

NOTES:

[1] All costs are preliminary and based on pre-design costs or statewide averages. Detailed costs should be estimated for each proposed imporvement.
[2] Roadway construction costs are in 2007 dollars. Intersection construction cost as well as traffic calming and signalization costs are in 2008 dollars.
[3] The realignment and improvement costs of Miller Road do not include the cost incured on the east approach within the University Campus.
[4] The City and University are currently negociating the payment amount for lost revenues from the parking meters.
[5] Widening of Brescia Avenue no longer needed based on updated traffic projections, it is subject to City of Coral Gables scope verification.

7. CONCURRENCY

Concurrency for the Nursing School, Communication School, Lowe Art Museum and residential units was addressed in a study presented to the City of Coral Gables on August 25, 2004. A letter submitted on October 3, 2005 addressed concurrency for the School of Business Residential College. The analysis method used in both studies was consistent with the agreement reached on August 21, 2003 regarding the Convocation Center, when it was agreed that concurrency can be based on actual peak hour traffic impact of the facility rather than a default trip rate from the Concurrency Management System (CMS) database.

The City of Coral Gables has updated its concurrency system and new capacities were estimated for all the traffic zones within the City. Concurrency has been evaluated for the proposed UMCAD Development Plan using a methodology consistent with the latest concurrency studies performed for UM facilities and approved by the City in 2004. The concurrency analysis is based on actual peak hour traffic impact of the proposed facilities, instead of using a default trip rate per square feet of development from the old Concurrency Management System (CMS) database. This approach was consistent with the classification of UMCAD buildings into academic (Type 1) versus non-academic (Type 2) to distinguish between their impact on traffic. Type 1 trips are linked to the student and staff population, whereas Type 2 buildings generate new trips independent from the student population. ITE trip rates were used to estimate daily and peak hour new trips generated by Type 2 buildings

Concurrency was evaluated based on the net change in Campus trips generated by each phase of the proposed Development Plan. The regional study indicated that the net external peak hour trips generated by the UMCAD development program are 99 trips in 2010, 378 trips in 2015, 867 trips in 2020 and 1,442 trips in 2025 as depicted in Table 12. In 2025, at full development of the NSCDZ and all UMCAD facilities, the net increase in campus traffic, after accounting for trip reduction due to fewer commuter students, is 11,500 daily trips as shown in Table 1. Therefore, the maximum reserve capacity requirement to accommodate the UMCAD projects is 11,500 daily trips as depicted in Table 1. The three zones that comprise the University campus have for the purpose of concurrency been evaluated collectively. The latest Concurrency Information Statements obtained from the City on December 4, 2007 and provided in Attachment 14, indicates that the residual capacities in University Zones 46, 47 and 50 were 9,122; 12,617 and 3647 daily trips, respectively, for a combined residual capacity of 25,413 daily trips, well in excess of the UMCAD 11,500 daily trips. Therefore there are sufficient remaining trips in the University zones to satisfy concurrency for the buildout of the proposed UMCAD Development Plan.

8. FURTHER CONSIDERATIONS

INTERNAL ROADWAY CONNECTOR, PHASE-I AND PHASE-II

8.1 Introduction

Two important things are occurring at the same time: (a) the conceptual development of the internal roadway is underway as (b) the preparation of the 2007 UMRTS proceeds. The conceptual and design plans for the internal roadway are divided in two phases with construction dates two years apart; Phase I in 2010, and Phase II in 2012. The design plans will continue to evolve between the submittal of this 2007 UMRTS and the Phase I plan submittal (December 2008). The 2007 UMRTS includes both phases of the internal road.

The dual processes described above revealed numerous important observations relative to the internal road. These observations are set forth in this section. All page references in this section refer to the 1992 traffic and parking report prepared for the University of Miami in support of the UMCAD ordinance as explained in Section 8.2.

8.2 Evolution of the Concept

The University of Miami Campus Area Development District (UMCAD) was supported by a traffic and parking study authored by Ralph Burke Associates of Park Ridge Illinois, and Joseph F. Rice, P.E, Miami, Florida ("1992 report"). This study began in 1989 and resulted in a final report in 1992. The 1992 report contained a number of recommended traffic mitigations. These mitigations were intended to improve traffic impacts on surrounding residential neighborhoods and on arterial approach roads to the campus. During that time, (1989-1992) there was a perception among the neighbors surrounding the campus that traffic on local neighborhood streets during rush hours was predominantly generated by university commuter students and staff. The completion of the 1992 traffic and parking study resulted in an opinion from the authors that a percentage of this traffic was taking short cuts from Red Road and areas to the west to get to downtown Coral Gables, and actual university traffic was relatively low (pages 34, 45).

The 1992 report discusses the concept of internal connectivity within the campus so that student vehicles could access various parking lots without having to first exit onto the peripheral roadways. Two principal connections were discussed: (1) connecting Lot 102 with Lot 1-109 at the northeast corner of the campus and (2) connecting Lot 1-109 with Lot 2-109 (Appendix; pages 11- 12). The objectives were to increase access to parking and to reduce traffic. These prospective "connections" are discussed in detail on page 43 of the 1992 report and the merits of a formal internal roadway are dismissed due to the negative impacts on potential vehicle speeds, vehicle/pedestrian interactions, and the severe loss of parking. A more modest connection between these lots was recommended by the authors to primarily increase accessibility to parking and prevent the need to exit and re-enter campus as part of parking search patterns (page 43).

8.3 Relevance of 1992 to 2007 Conditions

All of the recommendations contained in the 1992 report were based on conditions and assumptions that are no longer current due to subsequent changes which include, by way of example, the following:

- Since 1992 a number of these residential streets south of Miller Road have in fact been closed at Red Road including Mataro Avenue, Delgado Avenue, Zoreta Avenue, Consolata Avenue, and Zuleta Avenue.

- Traffic calming and realignments of streets intersecting Campo Sano was suggested to improve operations and safety (page 48). A traffic calming project in this area funded by the University was completed in the early 2000s and includes a median on San Amaro Drive and Campo Sano, modified intersection alignments, and a modern roundabout at San Amaro Drive and Certosa Avenue.

- Student traffic has also reduced as a result of higher ridership on the shuttles. In 1989-1990 the shuttle ridership was 500,000 annually on six buses. Presently, with nearly the same student population the ridership is over 900,000 annually with 17 shuttle buses operating during peak hours. Such use of the shuttle buses translates directly to less vehicle trips on local and peripheral streets by university students. These trip reductions through the use of shuttles were achieved prior to the implementation of internal roadway connections on campus.

- The completion of University Village between Red Road and San Amaro Drive has provided additional campus housing for 800 students who are restricted from parking anywhere other than in the designated areas at University Village between the hours of 8 a.m. and 4 p.m., Monday through Friday, thereby further reducing student vehicles during peak hours. These students rely on shuttles buses for transportation during these restricted hours.

- Additional residential colleges are proposed in future development phases converting commuter students to resident students thereby further reducing peak hour traffic. Parking structures have been built along Ponce de Leon Boulevard which has shifted the commuter parking patterns away from the residential neighborhoods that surround the academic core.

- During the 1996 UMCAD Parking and Traffic update, it was observed that high volumes of traffic entering at Miller Drive and San Amaro Drive did not find parking and exited shortly after entering to search for available parking. That pattern has been reduced by the parking structures at Ponce de Leon and the connecting shuttles with five minute headways.

The combined effect of the street closures, parking garages with shuttles, and more student housing on campus has held the annual peak hour vehicular growth rate on San Amaro Drive in the northern quadrant of the campus to 0.4% in the AM and 0.5% per year in the PM for the last 17 years. This reflects a very stable traffic pattern and a very low annual growth rate which is not expected to change in the future. Clearly, traffic volumes and patterns pertaining to university impacts on adjoining neighborhood streets have reduced significantly since 1992.

8.4 Phase-I Internal Roadway Connection

The benefits from the enhanced internal connections of the campus are intended to provide access to parking, reduce use of the external streets to search for parking, and accommodate as much of the shuttle route within the campus as is feasible. The Phase I section of the internal roadway achieves this goal. According to the 2007 UMRTS forecasts by year 2025 the university traffic entering and exiting the campus at Miller Road that would otherwise travel on San Amaro Drive to driveways between Miller Road and Memorial Drive totals 350 vehicles in the AM peak hour and 300 vehicles in the PM peak hour. That is a significant diversion of university traffic off San Amaro Drive. It also allows the main access to the university campus on the west side to be at a signalized intersection. The Phase I internal roadway connection extends from the extension of Miller Road north to the Arboretum.

8.5 Phase-II Internal Roadway Connection

Unlike Phase I, Phase II of the internal road is not forecasted to divert significant traffic volumes from the peripheral roadways (Campo Sano Avenue, Pisano Avenue) because it does not introduce a new access point opposite a signalized arterial roadway in a way that directs significant commuter traffic from the peripheral roads into the campus. Commonly accepted traffic principles suggest that university traffic approaching from the west with destinations on the east side of the campus will stay on external approach roads until they reach a convenient access point to that area. The same applies to university traffic approaching from the east. Once students are located on the campus, an internal connection to look for parking may be desirable. However, because the internal road will be utilized by shuttle buses, and the posted speed limit will be less than for external streets, it is likely that if the student or staff desired to travel to the opposite side of the campus to exit the area, they would most likely exit at the nearest driveway and travel around the campus on external streets. As such, the use of the Phase II internal connector will be limited to a small segment of the commuter population.

The principal benefit derived from Phase II is the connection of isolated parking lots and a pathway for future shuttle connections. For the purpose of the 2007 UMRTS, Phase II diversion from Campo Sano Avenue was forecasted at only 5%. Thus the goal behind the recommended connection contained in the 1992 report is achieved by simply connecting the parking lots in Phase II but does not necessitate a formal roadway. The results of the 2007 UMRTS suggest that the Phase II connection results in minimal benefit, if any, to the northeastern neighborhoods between San Amaro Drive and Red Road.

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Executive Summary

The City of Coral Gables, known as the "City Beautiful," is located in Miami-Dade County, southwest of downtown Miami and next to Biscayne Bay. Coral Gables was started in the 1920s as a planned suburb of Miami and has since grown into a city of more than 40,000 residents that has its own downtown and is home to a variety of corporations, businesses and the University of Miami. The City Beautiful was defined early on – and continues to be defined – by its wide boulevards, lush landscaping and the quality and character of the residential homes within the City.

The City of Coral Gables adopted a comprehensive plan in May of 1997, the City's "blueprint" for existing and future development. The comprehensive plan's goals, objectives and policies reflect the City's vision for its future and how it will meet the needs of existing and future residents, visitors and businesses.

The Evaluation and Appraisal Report (EAR) is a state-mandated evaluation of the comprehensive plan that every municipality in the state must undergo. Required every seven years, the EAR is intended to have communities assess how well the comprehensive plan is working to achieve its goals, objectives and policies and it is intended to provide an opportunity to revise the comprehensive plan to address changing issues and conditions. In order to be effective, the comprehensive plan must be a living document with the flexibility to adapt to continually changing conditions and the needs of the various interests within the City of Coral Gables.

The City of Coral Gables initiated the EAR process in 2004. The input that formed the basis for the process included the following: implementation of numerous recommendations from the City-initiated Charrette in 2002; rewrite of the City's zoning code; public input from citizens, property owners, stakeholders, etc.; input from the City Commission, Planning and Zoning Board, and other City Boards and Committees; and input from City staff. Additionally, several publicly advertised meetings were held to gather input from the public.

Based on input received via these processes, the City of Coral Gables identified four major issues for inclusion within the EAR. On January 28, 2005, the City's Planning Department and its consultant met with the South Florida Regional Planning Council and the Department of Community Affairs (DCA) to discuss the major issues that had been identified. On February 14, 2005, DCA issued a letter of understanding agreeing to the proposed major issues (see Appendix B). The four major issues are:

- Revision of the Housing Element, to include provision of workforce housing and promotion of senior housing;
- Maintenance of single-family residential neighborhoods and mitigation of adjoining commercial and high-density residential uses.
- Mitigation of traffic impacts to include promotion of alternative modes of transportation and strengthening of intergovernmental coordination.
- Placement of parks according to the Parks Master Plan, to include the acquisition of new parks.

Chapter 1
Community Wide Assessment

An important requirement for the Evaluation and Appraisal Report (EAR) is a comparison of how conditions in the community have changed between the date of the previous EAR, January 9, 1996, and the present. The following topics are addressed in this Chapter:

- Population growth and changes in land area, S. 163.3191 (2)(a), F.S.;
- The extent of vacant land, S. 163.3191 (2)(b), F.S.;
- The actual location of development in relation to the location of development as it was anticipated in the Comprehensive Land Use Plan, S. 163.3191 (2)(d), F.S.;

Demographic Characteristics

Population

Table 1.1
Total Population 1990-2000

Place	1990	2000	% Change
Coral Gables	41,436	42,202	+1.8%
Kendall Census Designated Place (CDP)	69,353	75,279	+8.5%
Miami Dade County	1,937,094	2,253,362	+16.3%
Florida	12,937,926	15,982,378	+23.5%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

The City of Coral Gable's population was 42,202 in 2000. In 2004, it is estimated to be 42,765. The recorded population of the City in 2000 amounted to a 1.8 percent increase from a 1990 population of 41,436. The City of Coral Gable's 1.8% growth rate is only 11% of its host county, Miami-Dade. Miami-Dade County had a 1990 population of 1,937,094, which increased to 2,253,362 in 2000 exhibiting a growth of 316,268 and a growth rate of 16.3%. Neighboring Kendall (CDP) grew almost five times faster than Coral Gables over the same ten-year period, from 69,353 in 1990 to 75,279 in 2000, an increase of 8.5%. This portion of the state is not growing nearly as fast as the rest of the State of Florida. The State of Florida (16.3%) grew at 1.5 times the rate of Miami-Dade County (16.3%); slightly less than three times the rate of Kendall (8.5%); and thirteen times the rate of the City of Coral Gables (1.8%). In 1990, Florida's population was 12,937,926; in 2000, it was 15,982,378, an increase of 23.5%.

Households

Table 1.2
Total Population 1990-2000

Place	1990	2000	% Change
Coral Gables	15,899	16,729	+5.2%
Kendall CDP	26,447	28,473	+7.7%
Miami Dade County	692,237	777,378	+12.3%
Florida	5,138,360	6,341,121	+23.4%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

Households in the City of Coral Gables increased in number from 15,899 to 16,729 or by 5.2% between 1990 and 2000. Household growth increasing faster than population growth indicates that overall household size in the City decreased over the period. In 1990, average household size was 2.33; in 2000, it was 2.31. Between 1990 and 2000, Kendall's households increased in number at a somewhat higher rate of 7.7%, from 26,447 to 28,473. Miami-Dade County experienced more than double the rate of household growth (relative to Coral Gables) during this same ten-year time frame. In 1990, Miami-Dade County had 692,237 households; this grew to 777,378 by 2000, an increase of 12.3%. The overall rate of growth in households for the State of Florida was again almost twice that of Miami-Dade County and about four times the average rate of the two places previously mentioned. In 1990, Florida had 5,138,360 households; this increased to 6,341,121 households in 2000, a growth rate of 23.4%.

Housing Characteristics

Housing Units

Table 1.3
Total Housing Units, 1990-2000

Place	1990	2000	% Change
Coral Gables	16,888	17,796	+5.4%
Kendall CDP	28,517	29,652	+4.0%
Miami Dade County	771,288	852,278	+10.5%
Florida	6,100,262	7,302,947	+19.7%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

In step with growth of population and households, a relatively modest increase in housing units occurred in the City of Coral Gables between 1990 and 2000. The City of Coral Gables experienced a 5.4% increase in housing units over this ten-year period, from 16,888 in 1990 to 17,796 in 2000. A relatively similar rate of housing unit growth took place in Kendall over the same period—a 4.0% increase. Slower rates of housing unit growth versus household growth in Kendall over the period, means that vacant units in Kendall decreased disproportionately over the period. In 1990, vacancies in Kendall were 7.1%; in 2000, they were 4.0%. Twice the rate of growth in housing units (relative to the City of Coral Gables) took place in Miami-Dade County—10.5% increase, and four times the rate of housing units growth took place statewide. The state experienced a 19.7% growth in housing units over the ten-year period 1990 to 2000.

Housing Unit Type

Table 1.4
Housing Unit Type by Place 1990-2000 (Percent Change)

Place	Housing Type	1990	2000	% Change
Coral Gables	Single Family	10,520	11,098	+5.5%
	Multi Family	6,245	6,672	+6.8%
	Other*	122	26	-78.7%
Kendall CDP	Single Family	16,554	17,560	+6.1%
	Multi Family	11,667	12,054	+3.3%
	Other*	296	38	-87.2%
Miami-Dade County	Single Family	385,056	448,569	+16.5%
	Multi Family	357,095	387,550	+8.5%
	Other*	29,137	16,159	-44.5%
Florida	Single Family	3,365,841	4,245,984	+26.1%
	Multi Family	1,916,433	2,180,148	+13.8%
	Other*	817,988	876,815	+7.2%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				
* Mobile home, boat, RV, van, etc.				

The City of Coral Gables has witnessed relatively similar growth rates in single- and multifamily housing (two to 50+ units) over the years 1990 to 2000. During this time period, single-family housing increased by 5.5%; from 10,520 units in 1990 to 11,098 units in 2000. Multifamily housing increased by 6.8%, from 6,245 units in 1990 to 6,672 units in 2000. Neighboring Kendall experienced a relatively similar rate of single-family housing growth and about one-half the rate of multifamily housing growth. Single-family housing in Kendall increased by 6.1% from 16,554 units in 1990 to 17,560 units in 2000. Multifamily housing increased by 3.3%; from 11,667 units in 1990 to 12,054 units in 2000. Parent Miami-Dade County experienced triple the rate of single-family housing growth, as did Coral Gables; a 16.5% increase in single family housing units, from 385,056 units in 1990 to 448,569 units in 2000. Multifamily housing units grew at a 60% faster rate in Miami-Dade County compared to Coral Gables and more than double the rate of growth relative to Kendall. Miami-Dade County's multifamily housing grew from 357,095 units in 1990 to 387,550 units in 2000 – an 8.5% change. The State of Florida experienced five times the rate of single family housing growth and double the rate of multifamily housing growth (relative to the City of Coral Gables) over the period 1990-2000: single-family housing increased by 26.1%; multifamily housing increased by 13.8%.

From the above it is evident that the City of Coral Gables, reflecting its fully developed status, is not a rapidly growing community. Over a decade, single-family units grew by less than 600. Multifamily units grew by about 425. Totally, the City added less than 100 units per year from 1990 to 2000.

Table 1.5
Housing Unit Types by Place 1990-2000 (Percent Incidence)

Place	Housing Type	1990	2000
Coral Gables	Single Family	62.3%	62.4%
	Multi Family	38.8%	37.5%
	Other	0.7%	0.1%
Kendall CDP	Single Family	58.0%	59.2%
	Multi Family	40.9%	40.7%
	Other	1.0%	0.1%
Miami-Dade County	Single Family	49.9%	52.6%
	Multi Family	46.3%	45.5%
	Other	3.6%	1.9%
Florida	Single Family	55.2%	58.1%
	Multi Family	31.4%	29.9%

Place	Housing Type	1990	2000
	Other	13.4%	12.0%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

Single-family housing is the dominant form of housing in the City of Coral Gables, representing 62.4% of the total housing stock in 2000; multifamily housing units represented 37.5%. Kendall is very similar to the City of Coral Gables in that, in 2000, 59.2 % of the total housing stock was single family, while 40.7% was multifamily. Miami-Dade County had 52.6% of its total housing units comprised of single-family units while 45.5% of the units were multifamily. Florida as of 2000, had 58.1% of its housing units single family; 29.9% multifamily. Thus, clearly Coral Gables has much more single family as a percentage of all units than does Miami-Dade County (about 20% more), the State of Florida (about 7% more), and Kendall (5% more).

Housing Vacancy

Table 1.6
Vacant Housing Units by Type and Place 1990-2000

Place	Housing Type	1990	2000	% Change
Coral Gables	Single Family	534	512	-4.1%
	Multi Family	584	550	-5.8%
	Other	2	0	-100%
Kendall CDP	Single Family	832	450	-45.9%
	Multi Family	1,152	735	-36.2%
	Other	27	0	-100%
Miami-Dade County	Single Family	20,669	18,807	-9.0%
	Multi Family	53,874	54,452	1.1%
	Other	4,390	2,245	-48.9%
Florida	Single Family	326,834	325,646	-0.4%
	Multi Family	440,980	427,719	-3.0%
	Other	197,579	211,653	7.1%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

From 1990 to 2000, the City of Coral Gables has experienced a decrease in vacant single-family housing units. In 1990, the City had 534 vacant single-family units, while only 512 in 2000, a drop of 4.1%. Coral Gables' vacant multifamily housing units also experienced a decrease over the same time period, from 584 in 1990 to 550 in 2000, a 5.8% decrease. With the bigger (2000) bases upon which the rates are based, overall vacancy in single-family units fell from 5.1% to 4.6% over the period 1990 to 2000; multifamily vacancy fell from 9.4% to 8.2%. Neighboring Kendall experienced a much more significant decrease in vacant housing units over the 1990s. This was related to Hurricane Andrew, which ripped through south Miami-Dade County and destroyed occupied houses at a ratio of 10 to 1, leaving unoccupied housing to be sought by returning residents for replacement housing. In 1990, Kendall had 832 vacant single-family units and 1152 vacant multifamily units. In 2000, Kendall had only 450 vacant single-family units and 735 vacant multifamily units, a 45.9% and 36.2% decrease respectively. Kendall's vacancy rate in single-family units fell by half from 5.0% to 2.6%; in multifamily units, vacancy fell by over one-third from 9.9% to 6.1%. Miami-Dade County's vacancy rate in single-family units decreased by nearly 20% over the 10-year period, while its multifamily vacancy rate decreased 6.7%. Florida experienced a 20% decrease in its vacancy rate in single-family units and a 15% decrease in its vacancy rate in multifamily units.

Table 1.7
Vacancy Rates 1990-2000

Place	1990	2000
Coral Gables	6.6%	6.0%
Kendall CDP	7.1%	4.0%
Miami-Dade County	10.2%	8.9%
Florida	15.8%	13.2%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000		

The implications of the decrease in the above vacancy rates at first blush is a tightening of the housing market. The housing market tightened in prime housing types in all of the jurisdictions considered. It should be realized that vacancy rates were abnormally high in both Florida and Miami-Dade County at the beginning of the 1990s and became more normal as of 2000. Further, neither Coral Gables nor Kendall are primarily seasonal destinations. This is the reason that single-family and multi-family vacancy rates both historically and currently are lower in these locations. Those who use these structures in the winter are also there in April to be counted by the Census. This is not the same for other coastal areas in South Florida. Neither Coral Gables nor Kendall had these uncharacteristically high rates of vacancy in 1990.

Table 1.8
Vacancy Rates by Type 1990-2000

Place	Housing Type	1990	2000
Coral Gables	Single Family	5.1%	4.6%
	Multi Family	9.4%	8.2%
	Other	1.6%	0.0%
Kendall CDP	Single Family	5.0%	2.6%
	Multi Family	9.9%	6.1%
	Other	9.1%	0.0%
Miami-Dade County	Single Family	5.4%	4.2%
	Multi Family	15.1%	14.1%
	Other	15.1%	13.9%
Florida	Single Family	9.7%	7.7%
	Multi Family	23.0%	19.6%
	Other	24.2%	24.1%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

Housing Tenure

Table 1.9
Owner Occupancy by Place, 1990-2000

Place	1990	2000	Change	Percent
Coral Gables	10,173	11,065	892	8.8%
Kendall CDP	16,619	19,032	2,413	14.5%
Miami-Dade County	376,006	449,333	73,327	19.5%
Florida	3,453,022	4,441,711	988,689	28.6%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

Table 1.10
Renter Occupancy by Place, 1990-2000

Place	1990	2000	Change	Percent
Coral Gables	5,596	5,669	73	1.3%
Kendall CDP	9,886	9,435	-451	-4.6%
Miami-Dade County	316,349	327,441	11,092	3.5%
Florida	1,681,847	1,896,218	214,371	12.7%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

The City of Coral Gables observed a modest (8.8%) increase in owner-occupied housing units from 1990 to 2000. The 10,173 ownership units represented 64.5% of the 1990 housing stock; the 11,065 ownership units represented 66.1% of the 2000 housing stock. Over the decade, ownership rates increased absolutely by 1.6%. The number of renter-occupied housing units increased 1.3% or about one-sixth the rate of ownership units over the 1990s. Rental units grew from 5,596 in 1990 to 5,669 in 2000. Because owner-occupied units grew at a faster rate, renter-occupied units only represented 33.9% of the housing stock in 2000 an absolute decrease of 1.6% from 1990.

Comparing the City of Coral Gables to Miami-Dade County and Kendall CDP, there are some obvious differences. Miami-Dade County's owner-occupied housing units increased by 19.5% over the 1990s, while Kendall's owner-occupied housing units increased by 14.5% over the same period. The average of these increases was about twice the rate of increase of owner-occupied units in Coral Gables. Owner-occupied housing amounted to 54.3% of the total housing stock in 1990 in Miami-Dade County and 57.8% of the stock in 2000 – an absolute increase of 3.5%. Owner-occupied housing in Kendall amounted to 62.7% of the stock in 1990 and 66.9% in 2000 – an absolute increase of 4.2%. In complimentary fashion, renter-occupied housing units increased in Miami-Dade County by 3.5% from 1990 to 2000, while in Kendall renter-occupied housing decreased by 4.6%. Renter-occupied housing amounted to 45.7% of the housing stock Miami-Dade County in 1990 and 42.2% in 2000. This is an absolute decrease of 3.5%. In Kendall, renter-occupied housing amounted to 37.3% of the housing stock in 1990 and 33.1% in 2000. This is an absolute decrease of 4.2% by 2000. In Coral Gables, Kendall, and in Miami-Dade County, ownership housing as a percent of all housing increased over the observation period.

Significantly increased trends existed in tenure changes in the State of Florida as a whole over the 1990s. Florida's owner-occupied housing as a share of all housing increased 28.6% over the period 1990 to 2000; renter-occupied housing increased by 12.7%. These are multiples of owner and renter-occupancy housing unit increases observed in Coral Gables, Kendall and even in Miami-Dade County over the period. Owner-occupied housing represented 67.2% of all housing in 1990 in Florida, and 70.1% in 2000;

renter-occupied housing represented 32.8% of all housing in 1990, and 29.9% in 2000. In each case, there was a 2.8% absolute change in their rates of incidence.

Table 1.11
Owner/Renter Occupancy Percentages, 1990-2000

Place	Tenure	1990	2000	Absolute Change
Coral Gables	Owner-Occupied	64.5%	66.1%	1.6%
	Renter-Occupied	35.5%	33.9%	-1.6%
Kendall CDP	Owner-Occupied	62.7%	66.9%	4.2%
	Renter-Occupied	37.3%	33.1%	-4.2%
Miami-Dade County	Owner-Occupied	54.3%	57.8%	3.5%
	Renter-Occupied	45.7%	42.2%	-3.5%
Florida	Owner-Occupied	67.2%	70.1%	2.9%
	Renter-Occupied	32.8%	29.9%	-2.9%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

Crowding

Table 1.12
Crowding Levels by Place (1990-2000)

				% of Total	
Place	Crowding	1990	2000	1990	2000
Coral Gables	1.0 or less	15,116	15,870	95.9%	94.8%
	1.01 or more	651	864	4.1%	5.2%
Kendall CDP	1.0 or less	24,445	25,689	92.2%	90.2%
	1.01 or more	2,060	2,778	7.8%	9.8%
Miami-Dade County	1.0 or less	573,682	621,342	82.9%	80.0%
	1.01 or more	118,673	155,432	17.1%	20.0%
Florida	1.0 or less	4,857,803	5,927,582	94.6%	93.5%

	1.01 or more	277,066	410,347	5.4%	6.5%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000					

An accepted definition of crowding in the United States is that occupied dwelling units have more than one person per room. The vast majority of housing units in the City of Coral Gables (94.8%) are not crowded; they have one or fewer persons per room. Only 864 out of 16,734 occupied housing units in Coral Gables (5.2%) have more than one person per room. In 1990, the number of units with 1.01 persons per room was 4.1%. Although it exists at very low levels in the City of Coral Gables, crowding has increased in this city by 25% over the period.

Kendall and Florida have experienced similar percentage change increases in crowding from1990 to 2000 (20%-25%). Miami-Dade County has a significant share of crowding, (20 percent of all units) which is two, three and four times the level of absolute crowding in Kendall, Florida and Coral Gables, respectively. Crowding is also increasing in Miami-Dade County at a somewhat slower rate than it is in other jurisdictions. Coral Gables, Kendall, Miami-Dade County, and the State of Florida have more people in crowded units than they did a decade ago. Yet, in Coral Gables and Florida as a whole, the percentage increase is relatively small. In Kendall and especially in Miami-Dade County, the percentage increase is much larger.

Kitchen Facilities

Table 1.13.
Complete/ Presence of Kitchen Facilities by Place, 1990-2000

				Incomplete %	
Place	Kitchen Facilities	1990	2000	1990	2000
Coral Gables	Total	16,888	17,710		
	Incomplete	56	86	0.3%	0.5%
Kendall CDP	Total	28,518	29,573		
	Incomplete	58	115	0.2%	0.4%
Miami-Dade County	Total	771,288	841,263		
	Incomplete	6,899	11,015	0.9%	1.3%
Florida	Total	6,100,262	7,247,878		
	Incomplete	33,155	55,069	0.5%	0.8%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000					

Besides crowding, another Census reported index of structure condition is a complete kitchen within the unit. If a kitchen is not complete or not in the unit, the housing is deficient.

The City of Coral Gables, Kendall and Miami-Dade County each have very low percentages of units without complete kitchens or kitchen not in unit (less than one-half percent) and have experienced a slight decrease in units without complete kitchens/not in unit over the period 1990 to 2000. The City of Coral Gables' percentage of units without complete kitchens/ kitchens not in unit increased from 0.3% to 0.5 % from 1990 to 2000. Kendall's percentage of housing units without complete kitchen /kitchen not in unit increased from 0.2% to 0.4% over the same period. Miami-Dade County has three to five times the level of units without complete kitchen /kitchen not in unit in 1990 and 2000 relative to the City of Coral Gables. The rate of increase from 1990 to 2000 was actually less than the other jurisdictions. The State of Florida had two-thirds the rate of units without complete kitchen /kitchen not in unit as did Miami-Dade County (0.5% to 0.8%) and about double the rate of these types of units, as did Coral Gables and Kendall. The State of Florida experienced a 60% increase in the percentage of units without complete kitchen/kitchen not in unit. Again, most of these figures of housing deficiency are at relatively low levels. In the City of Coral Gables the housing stock is essentially sound.

Plumbing Facilities

Table 1.14
Complete/ Presence of Plumbing Facilities by Place, 1990-2000

				Incomplete %	
Place	Plumbing Facilities	1990	2000	1990	2000
Coral Gables	Total	16,888	17,743		
	Incomplete	14	53	0.1%	0.3%
Kendall CDP	Total	28,518	29,522		
	Incomplete	50	130	0.2%	0.4%
Miami-Dade County	Total	771,288	842,503		
	Incomplete	6,017	9,775	0.8%	1.2%
Florida	Total	6,100,262	7,259,138		
	Incomplete	27,957	43,809	0.5%	0.6%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000					

A third index of structure condition is a complete bath within the unit. The City of Coral Gables, Kendall, Miami-Dade County, and the State of Florida have very low percentages of units lacking complete plumbing or plumbing not in unit. The first two jurisdictions have less than one-half percent; the remaining two have less than one percent. The City of Coral Gables experienced an increase in housing units without complete plumbing or plumbing not in unit over the period 1990 to 2000, from 0.1% to 0.3% of all housing units. Kendall also experienced an increase over the period from 0.2% to 0.4%. Miami-Dade County's units without complete plumbing or plumbing not in unit increased similarly increased from 0.8% to 1.2%. Florida increased in housing units without complete plumbing or not in unit from 0.5% to 0.8% over the period. These increases would indicate that either dormitory style housing (assisted living units) are being developed in the state and in South Florida or larger units with full plumbing are being removed from the stock at a faster rate than smaller units without complete plumbing. Most of the housing stock in the State of Florida, at least as measured by these indicators, is in relatively good condition.

Socio-Economic Characteristics—Race

Table 1.15
Population by Racial Group (Number and Change), 1990-2000

Place	Race	1990	2000	Change
Coral Gables	White	38,683	38,751	68
	Black	1,348	1,495	147
	Asian	660	848	188
	Other	746	1,156	410
Kendall CDP	White	60,589	64,874	4,285
	Black	4,996	3,784	-1,212
	Asian	2,012	2,668	656
	Other	1,757	3,900	2,143
Miami-Dade County	White	1,415,346	1,569,699	154,353
	Black	398,424	468,994	70,570
	Asian	24,773	39,301	14,528
	Other	98,551	175,368	76,817

Place	Race	1990	2000	Change
Florida	White	10,755,698	12,433,444	1,677,746
	Black	1,755,958	2,413,417	657,459
	Asian	150,200	325,040	174,840
	Other	276,070	810,477	534,407
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

The City of Coral Gables' white population was 93.4% of the total population in 1990 and 91.7% in 2000. In 1990, its white population was 38,683; in 2000, it was 38,751. Although the white population of the city increased numerically somewhat over the period, the white population, as a share of all population, decreased. While minority groups have grown in the City of Coral Gables during the 1990s, they continue to remain a small percentage of the total population. The black population in the city increased 0.3% as a share of all population from 1990 to 2000, but only represented 3.5% of the population after the increase. The Asian population increased by 0.4% from 1990 to 2000, but consisted of only 2% of the total population after the increase. The population classified as "other" (Native American, Pacific Islander or more than one race, etc.) increased 0.9% over the 1990s, yet is barely 3.0% of the total population in 2000.

Kendall and Miami-Dade County experienced slightly different changes in racial characteristics as compared to Coral Gables over the period. Kendall's white population comprised 86.2% of its total population in 2000, while Miami-Dade County has amounted to 69.7%. Over the 1990s, the white population decreased as a percent of all population by 1.1% in Kendall and by 3.4% in Miami-Dade County. The black population in 2000 in Kendall was only 5.0% of the total population; in Miami-Dade County, it was 20.8%. Kendall's black population decreased 2.2% as a share of all population over the 1990s, while Miami-Dade County's black population increased by 0.2%. The Asian population of Kendall represented 3.5% of the total population in 2000 after a 0.6% increase from 1990. In Miami-Dade County, the Asian population represented 1.7% of the total population in 2000, after a 0.5% increase. Further, the "other" race classification grew the fastest in each location: about 2.7, 2.7, and 2.9% absolute increase as a share of total population each in Kendall, Miami-Dade County, and Florida respectively. In sum, the white population is decreasing in all jurisdictions under scrutiny; the black population is decreasing slightly or barely holding its own; finally, the Asian population is increasing slightly. The "other" categories of population are difficult to gauge because the U.S. Census allows multiple-race reporting and it is included in this section for the first time in the year 2000. No satisfactory way of comparing data over time in this category is available without total percentages exceeding 100 percent or losing the multiple race category.

Table 1.16
Population by Racial Group (Percent Incidence), 1990-2000

Place	Race	1990	2000	Change
Coral Gables	White	93.4%	91.7%	-1.6%
	Black	3.3%	3.5%	0.3%
	Asian	1.6%	2.0%	0.4%
	Other	1.8%	2.7%	0.9%
Kendall CDP	White	87.4%	86.2%	-1.1%
	Black	7.2%	5.0%	-2.2%
	Asian	2.9%	3.5%	0.6%
	Other	2.5%	5.2%	2.7%
Miami-Dade County	White	73.1%	69.7%	-3.4%
	Black	20.6%	20.8%	0.2%
	Asian	1.3%	1.7%	0.5%
	Other	5.1%	7.8%	2.7%
Florida	White	83.1%	77.8%	-5.3%
	Black	13.6%	15.1%	1.5%
	Asian	1.2%	2.0%	0.9%
	Other	2.1%	5.1%	2.9%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

Education

Table 1.17
Educational Attainment Levels by Place (Number), 1990-2000

Place	Education	1990	2000	Change
Coral Gables	Less than 9th grade	1,491	913	-578

Place	Education	1990	2000	Change
	9th to 12th grade, no diploma	1,672	1,475	-197
	High school graduate	4,334	3,156	-1,178
	Some college, no degree	5,064	4,578	-486
	Associate degree	2,067	1,866	-201
	Bachelor's degree	6,762	7,854	1,092
	Graduate or professional degree	7,032	8,889	1,857
Kendall CDP	Less than 9th grade	1,878	2,338	460
	9th to 12th grade, no diploma	3,015	3,572	557
	High school graduate	9,074	8,934	-140
	Some college, no degree	9,575	11,205	1,630
	Associate degree	4,373	4,442	69
	Bachelor's degree	10,764	11,957	1,193
	Graduate or professional degree	7,427	9,088	1,661
Miami-Dade County	Less than 9th grade	228,426	219,066	-9,360
	9th to 12th grade, no diploma	219,865	260,287	40,422
	High school graduate	296,444	332,997	36,553
	Some college, no degree	206,600	262,157	55,557
	Associate degree	89,509	93,883	4,374
	Bachelor's degree	143,479	183,978	40,499
	Graduate or professional degree	96,981	139,431	42,440

Place	Education	1990	2000	Change
Florida	Less than 9th grade	842,811	739,222	-103,589
	9th to 12th grade, no diploma	1,428,263	1,480,726	52,463
	High school graduate	2,679,285	3,165,748	486,463
	Some college, no degree	1,723,385	2,403,135	679,750
	Associate degree	589,019	773,486	184,467
	Bachelor's degree	1,062,649	1,573,121	510,472
	Graduate or professional degree	561,756	889,207	327,451
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

During the 1990's, The City of Coral Gables has experienced an increase in the number of residents with bachelor's and graduate degrees. In other words, the educational attainment of its residents is increasing. In 1990, 11.1% of the population 25 and over had less than a high school education; in 2000, the figure dropped by over one-quarter to 8.3%. In complimentary fashion, in Coral Gables in 1990, only 23.8% and 24.7% of the population had bachelor or graduate/professional degrees, whereas in 2000 the figures were 27.3% and 30.9%, respectively. In 2000, the average City of Coral Gables resident was likely to have some college or a college degree (80.6%) whereas a decade earlier the figure was absolutely 7% less (73.6%). This is a significant change in educational attainment in a single decade in this location.

Florida, Miami-Dade County and Kendall have all experienced some positive absolute percent change in educational attainment yet. for graduate or professional degrees, the increases are only one-quarter of the increases of Coral Gables. For the most part, both those with college degrees and graduate or professional degrees are up slightly; those with high school or less degrees are down slightly.

Table 1.18
Educational Attainment Levels by Place (Percentages), 1990-2000

Place	Education	1990	2000	Change
Coral Gables	Less than 9th grade	5.2%	3.2%	-2.1%
	9th to 12th grade, no diploma	5.9%	5.1%	-0.7%
	High school graduate	15.2%	11.0%	-4.3%
	Some college, no degree	17.8%	15.9%	-1.9%

Place	Education	1990	2000	Change
	Associate degree	7.3%	6.5%	-0.8%
	Bachelor's degree	23.8%	27.3%	3.5%
	Graduate or professional degree	24.7%	30.9%	6.2%
Kendall CDP	Less than 9th grade	4.1%	4.5%	0.5%
	9th to 12th grade, no diploma	6.5%	6.9%	0.4%
	High school graduate	19.7%	17.3%	-2.3%
	Some college, no degree	20.8%	21.7%	1.0%
	Associate degree	9.5%	8.6%	-0.9%
	Bachelor's degree	23.3%	23.2%	-0.1%
	Graduate or professional degree	16.1%	17.6%	1.5%
Miami-Dade County	Less than 9th grade	17.8%	14.7%	-3.1%
	9th to 12th grade, no diploma	17.2%	17.4%	0.3%
	High school graduate	23.1%	22.3%	-0.8%
	Some college, no degree	16.1%	17.6%	1.4%
	Associate degree	7.0%	6.3%	-0.7%
	Bachelor's degree	11.2%	12.3%	1.1%
	Graduate or professional degree	7.6%	9.3%	1.8%
Florida	Less than 9th grade	9.5%	6.7%	-2.8%
	9th to 12th grade, no diploma	16.1%	13.4%	-2.6%
	High school graduate	30.1%	28.7%	-1.4%
	Some college, no degree	19.4%	21.8%	2.4%
	Associate degree	6.6%	7.0%	0.4%
	Bachelor's degree	12.0%	14.3%	2.3%

Place	Education	1990	2000	Change
	Graduate or professional degree	6.3%	8.1%	1.7%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

Occupation

Table 1.19
Occupation of Residents by Place (Number), 1990-2000

Place	Occupation	1990	2000	Absolute Change
Coral Gables	Management, professional and related occupations:	11,111	12,429	1,318
	Service occupations:	1,925	1,945	20
	Sales and office occupations:	6,626	5,253	-1,373
	Farming, fishing & forestry occupations	141	0	-141
	Construction, extraction & maintenance occupations:	954	515	-439
	Production, transportation, & material moving occupations:	577	611	34
Kendall CDP	Management, professional and related occupations:	17,541	17,147	-394
	Service occupations:	3,331	4,488	1,157
	Sales and office occupations:	13,244	12,526	-718
	Farming, fishing & forestry occupations	193	39	-154
	Construction, extraction & maintenance occupations:	2,220	1,973	-247
	Production, transportation, & material moving occupations:	1,804	2,013	209

Place	Occupation	1990	2000	Absolute Change
Miami-Dade County	Management, professional and related occupations:	250,975	277,979	27,004
	Service occupations:	134,450	155,842	21,392
	Sales and office occupations:	283,599	285,279	1,680
	Farming, fishing & forestry occupations	14,894	5,427	-9,467
	Construction, extraction & maintenance occupations:	96,072	87,382	-8,690
	Production, transportation, & material moving occupations:	121,838	109,299	-12,539
Florida	Management, professional and related occupations:	1,675,576	2,206,193	530,617
	Service occupations:	860,316	1,183,660	323,344
	Sales and office occupations:	1,775,854	2,066,191	290,337
	Farming, fishing & forestry occupations	153,286	63,572	-89,714
	Construction, extraction & maintenance occupations:	670,385	717,333	46,948
	Production, transportation, & material moving occupations:	675,050	758,098	83,048
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

The City of Coral Gables experienced an increase in both management and service occupations from 1990 to 2000, and a decrease in sales, construction, farming, and transportation occupations. Kendall, Miami-Dade County and the State of Florida experienced almost similar increases and decreases by employment category over the period. Growth in numbers in the occupations of the state has occurred primarily in the management and service areas; sales, farming, construction, and transportation occupations have experienced decline. The most precipitous declines have taken place in sales and office occupations and farm, fishing, and forestry

occupations. The internet is reducing sales; home computers are reducing office occupations; and Florida's land is too valuable for real estate development to sustain farming and preserve forestlands.

Table 1.20
Occupation of Residents by Place (Percentage), 1990-2000

Place	Occupation	1990	2000	Absolute Change
Coral Gables	Management, professional and related occupations:	52.1%	59.9%	7.8%
	Service occupations:	9.0%	9.4%	0.4%
	Sales and office occupations:	31.1%	25.3%	-5.7%
	Farming, fishing & forestry occupations	0.7%	0.0%	-0.7%
	Construction, extraction & maintenance occupations:	4.5%	2.5%	-2.0%
	Production, transportation, & material moving occupations:	2.7%	2.9%	0.2%
Kendall CDP	Management, professional and related occupations:	45.8%	44.9%	-0.9%
	Service occupations:	8.7%	11.8%	3.1%
	Sales and office occupations:	34.5%	32.8%	-1.7%
	Farming, fishing & forestry occupations	0.5%	0.1%	-0.4%
	Construction, extraction & maintenance occupations:	5.8%	5.2%	-0.6%
	Production, transportation, & material moving occupations:	4.7%	5.3%	0.6%
Miami-Dade County	Management, professional and related occupations:	27.8%	30.2%	2.3%
	Service occupations:	14.9%	16.9%	2.0%
	Sales and office occupations:	31.4%	31.0%	-0.4%
	Farming, fishing & forestry occupations	1.7%	0.6%	-1.1%
	Construction, extraction & maintenance occupations:	10.7%	9.5%	-1.2%

Place	Occupation	1990	2000	Absolute Change
	Production, transportation, & material moving occupations:	13.5%	11.9%	-1.6%
Florida	Management, professional and related occupations:	28.8%	31.5%	2.7%
	Service occupations:	14.8%	16.9%	2.1%
	Sales and office occupations:	30.6%	29.5%	-1.1%
	Farming, fishing & forestry occupations	2.6%	0.9%	-1.7%
	Construction, extraction & maintenance occupations:	11.5%	10.3%	-1.3%
	Production, transportation, & material moving occupations:	11.6%	10.8%	-0.8%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

Journey to Work

Table 1.21
Mode of Transportation to Work by Place, 1990-2000

Place	Mode	1990	2000	Change
Coral Gables	Car, truck or van -- drove alone	15,912	15,773	-139
	Car, truck or van – carpooled	1,698	1,408	-290
	Public transportation (including taxicab)	370	1,190	820
	Walked	1,361	1,380	19
	Other means	398	257	-141
	Worked at home	922	1,123	201
Kendall CDP	Car, truck or van -- drove alone	29,949	29,992	43
	Car, truck or van – carpooled	4,016	3,623	-393
	Public transportation (including taxicab)	1,247	3,390	2,143

Place	Mode	1990	2000	Change
	Walked	401	392	-9
	Other means	524	278	-246
	Worked at home	1,130	1,562	432
Miami-Dade County	Car, truck or van -- drove alone	642,669	663,902	21,233
	Car, truck or van – carpooled	138,328	131,302	-7,026
	Public transportation (including taxicab)	13,494	94,174	80,680
	Walked	22,454	19,367	-3,087
	Other means	14,292	13,516	-776
	Worked at home	18,091	24,149	6,058
Florida	Car, truck or van -- drove alone	4,468,021	5,445,527	977,506
	Car, truck or van – carpooled	818,546	893,766	75,220
	Public transportation (including taxicab)	27,732	258,150	230,418
	Walked	145,269	118,386	-26,883
	Other means	114,180	116,325	2,145
	Worked at home	132,084	207,089	75,005
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

In 2000, 74.6% of the working residents of the City of Coral Gables drove alone in a private automobile for their journey to work. Only 6.7% of the working residents were part of a carpool; 5.6% used public transportation; 6.5% used walking as a means to get to work; 1.2% used other means; and 5.3% worked at home. Those who used public transit, or worked at home increased; the remaining categories decreased. The overall change is comprised of a 4% absolute decrease in those who drove alone or carpooled, and a similar absolute increase in those who took public transportation. Those who walked stayed about even; those who took other means (bicycle, etc.) declined by 0.7%, absolutely; and those who worked at home increased by 0.9%, absolutely. The mean travel time to work for Coral Gables' working residents escalated from 19.7 minutes in 1990 to 26.2 minutes in 2000, a 33% increase in travel time over the period 1990-2000.

Similar relative trends are found in Kendall and Miami-Dade County. Both have witnessed significant increases in the number of

workers who chose to use public transit, or work at home while experiencing decreases in the number of workers who drove alone, carpooled, walked, or used other means to get to work. Florida, with only limited public transit available statewide, has a larger percentage of its work trips undertaken by residents driving alone or carpooling. This percentage is in excess of 90 percent but one that has dropped by two absolute percentage points over the decade. Workers in the State of Florida as a whole, use public transportation at one- third to one-half the rate of both Miami-Dade County and the aforementioned cities. Yet, public transportation usage has increased six-fold in Florida, resulting in 3.7% of total work trips. Walking has dropped by one-third statewide over the 10-year period, and only comprises 1.7% of all work trips. The mean travel time to work in the State of Florida has increased from 21.8 to 32.0 minutes (1990-2000), a 46% increase over the decade. Miami-Dade County has seen its mean travel time to work decrease from 24.8 to 22.8 minutes over the same period, a decrease of 8%. Kendall's mean travel time to work has increased from 26.4 to 30.1 minutes (1990 to 2000), an increase of 14.1%.

Table 1.22
Mode of Transportation to Work by Place, (Percent Change) 1990-2000

Place	Mode	1990	2000	Absolute Change
Coral Gables	Car, truck or van -- drove alone	77.0%	74.6%	-2.4%
	Car, truck or van – carpooled	8.2%	6.7%	-1.6%
	Public transportation (including taxicab)	1.8%	5.6%	3.8%
	Walked	6.6%	6.5%	-0.1%
	Other means	1.9%	1.2%	-0.7%
	Worked at home	4.5%	5.3%	0.9%
Kendall CDP	Car, truck or van -- drove alone	80.4%	76.4%	-3.9%
	Car, truck or van – carpooled	10.8%	9.2%	-1.5%
	Public transportation (including taxicab)	3.3%	8.6%	5.3%
	Walked	1.1%	1.0%	-0.1%
	Other means	1.4%	0.7%	-0.7%
	Worked at home	3.0%	4.0%	0.9%

Place	Mode	1990	2000	Absolute Change
Miami-Dade County	Car, truck or van -- drove alone	75.7%	70.1%	-5.5%
	Car, truck or van – carpooled	16.3%	13.9%	-2.4%
	Public transportation (including taxicab)	1.6%	10.0%	8.4%
	Walked	2.6%	2.0%	-0.6%
	Other means	1.7%	1.4%	-0.3%
	Worked at home	2.1%	2.6%	0.4%
Florida	Car, truck or van -- drove alone	78.3%	77.4%	-0.9%
	Car, truck or van – carpooled	14.3%	12.7%	-1.6%
	Public transportation (including taxicab)	0.5%	3.7%	3.2%
	Walked	2.5%	1.7%	-0.9%
	Other means	2.0%	1.7%	-0.3%
	Worked at home	2.3%	2.9%	0.6%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

Table 1.23
Travel Time to Work 1990-2000

Place	1990	2000	% Change
Coral Gables	19.7	26.2	33.3%
Kendall CDP	26.4	30.1	14.1%
Miami-Dade County	24.8	22.8	-8.0%
Florida	21.8	32.0	46.3%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

Median Income

Table 1.24
Median Household Income by Place (1990-2000)

Place	1990	2000	% Change
Coral Gables	$59,185	$66,839	12.9%
Kendall CDP	$44,219	$51,330	16.1%
Miami-Dade County	$30,248	$35,966	18.9%
Florida	$29,769	$38,819	30.4%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

The City of Coral Gables has experienced significant growth in median household income from $59,185 in 1990 to $66,839 in 2000, an increase of 12.9%. The median household income in 2005 is estimated at $77,583. Kendall median household income increased by 16.1% and Miami-Dade County's by 18.9% over a similar time period. The State of Florida as a whole experienced an even greater percentage increase in median household income from 1990 to 2000 (30.4%): from $29,769 in 1990 to $38,819 in 2000, but the base from which it grew was far less than that of Coral Gables' or Kendall's.

Poverty

Table 1.25
Households below the Poverty by Place 1990-2000 Number and Change

Place	1990	2000	% Change
Coral Gables	2,491	1,267	-1,224
Kendall CDP	5,243	2,546	-2,697
Miami-Dade County	341,261	140,569	-200,692
Florida	1,604,186	743,525	-860,661
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

The City of Coral Gables has experienced a decrease in the number and percentage of households below the poverty level over the period 1990 to 2000. The poverty level used by the U.S. Census is about 30 percent of the median income for the specific

metropolitan area (Miami-Dade County). In 1990, 2,491 households representing 15.7% of all households in Coral Gables were below the poverty level. In 2000, this number declined to 1,267, or only 7.6% of all the households, an absolute decrease of about 8.1% percent. Kendall experienced a similar rate of decrease in those below the poverty level but on a much larger base (19.8% to 8.9%). Kendall CDP had 5,524 households or 19.8% below the poverty level in 1990, and 2,546 or 8.9% in 2000. Miami-Dade County also experienced a decrease in the percentage of households below the poverty level, but a larger decrease amounting 31.2%. In 1990, Miami-Dade County had 341,261 or 49.3% of households below the poverty level; in 2000, there were 140,569 or 18.1%. Florida as a whole decreased more than Coral Gables but less than the county. In 1990, Florida had 1,604,186, or 31.2% of its households below the poverty level; in 2000, this number decreased to 743,525 or 11.7% of all households, an absolute decrease of 19.5% over the decade.

The trend of increased household median income along with a decrease in the percentage of households falling below the poverty level was a common trend in the U.S. for the 1990 to 2000 period.

Table 1.26
Percentage of Households below the Poverty by Place 1990-2000

Place	1990	2000	% Change
Coral Gables	15.7%	7.6%	-8.1%
Kendall CDP	19.8%	8.9%	-10.9%
Miami-Dade County	49.3%	18.1%	-31.2%
Florida	31.2%	11.7%	-19.5%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

Housing Values and Monthly Rental Rates

Table 1.27
Value and Rent - Median Value of Selected Owner Occupied Housing Units by Place, 1990-2000

Place	1990 Median Value	2000 Median Value	% Change
Coral Gables	$222,100	$336,800	51.6%
Kendal CDP	$142,700	$175,700	23.1%
Miami-Dade County	$86,000	$124,000	44.2%
Florida	$76,500	$105,500	37.9%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

Table 1.28
Median Gross Rent by Place, 1990-2000

Place	1990 Median Gross Rent	2000 Median Gross Rent	% Change
Coral Gables	$540	$754	39.6%
Kendal CDP	$622	$780	25.4%
Miami-Dade County	$493	$647	31.2%
Florida	$481	$641	33.3%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

The City of Coral Gables had a median housing value (in 2000) which was almost double that of Kendall, almost three times that of Miami-Dade County and more than triple that of the State of Florida as an average. Housing values have increased at more than double the rate of Kendall, 17% more than the rate for Miami-Dade County, and 36% more than the State of Florida. In 2000, the absolute value of rents was slightly higher in Kendall ($780) than they were in Coral Gables and both were 20% higher than that of Miami-Dade County and the State of Florida. Rents in Coral Gables have increased 56% more than Kendall, 27% more than Miami-Dade County, and 19% more than the average for the State of Florida.

Owner/Renter Costs-to-Income Ratios

Table 1.29
Owner Costs and Rent as a Percent of Household Income
Median Selected Owner Occupancy costs

Place	1990 Median Owner Costs as % of Income	2000 Median Owner Costs as % of Income
Coral Gables	18.8%	20.0%
Kendall CDP	20.6%	20.9%
Miami-Dade County	20.9%	23.9%
Florida	18.4%	19.6%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000		

Table 1.30
Median Rent as Percent of Income

Place	1990 Median Rent as % of Income	2000 Median Rent as % of Income
Coral Gables	27.2%	28.5%
Kendall CDP	27.7%	28.6%
Miami-Dade County	31.3%	30.5%
Florida	28.0%	27.5%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000		

In 2000, the absolute level of owner costs to income were about the same (20%) in the City of Coral Gables, Kendall, and the State of Florida. They were about 15-20% higher (23.9%) in Miami-Dade County. Over the period 1990 to 2000, Kendall's ownership costs-to-income ratios have remained about the same, whereas Coral Gables' and the State of Florida have increased by about 6.5%, and Miami-Dade County's has increased by 15.0%.

In 2000, rent as a percent of income was about 28.5% in the City of Coral Gables and Kendall and 1-2% higher and lower respectively in Miami-Dade County (30.5%) and the State of Florida (27.5%). In Coral Gables and Kendall, rent-to-income ratios increased over the period 1990 to 2000 by 1% absolutely and decreased by a similar absolute percentage in Miami-Dade County and the State of Florida.

Thus, housing values are very high in the City of Coral Gables but ownership-to-income and rent-to-income ratios are about average. High ownership costs are compensated for by the high income of this housing's occupants.

Summary of Demographic, Housing and Socio-economic Data—Coral Gables and Other Jurisdictions

The City of Coral Gables and Kendall are growing in population, households, and housing units at a pace that is a fraction of those of Miami-Dade County and the State of Florida. The former jurisdictions are increasing their housing stock at about 4 to 5% per decade; Miami-Dade County and Florida's housing units are increasing at about 10 and 20%, respectively. Growth was not necessarily strong for these South Florida municipal jurisdictions. In almost all jurisdictions and for the State of Florida as a whole, households grew faster than housing units did so vacancy rates decreased in 2000 from the relatively high rates existing at the beginning of the 1990s.

For the most part, the inventory of single-family housing is growing faster than multifamily housing growth, so the percentage of single-family housing in the housing stock of these jurisdictions is increasing, as is the percentage of local home ownership. Housing in most of these jurisdictions is characterized by both an absence of crowding and an absence of physical deterioration. Very low

levels of each exist in South Florida and as well in the state as a whole. If any departure from these trends exists, it is found in Miami-Dade County. Miami-Dade County has higher crowding levels and more relative housing deterioration than the other South Florida jurisdictions analyzed here or the average for the State of Florida.

Further, residents of these jurisdictions are becoming wealthier and better educated than they had been previously. Education level increases are taking place faster in the City of Coral Gables than other comparison jurisdictions; wealth level increases are taking place somewhat slower. For wealth increases, existing levels are so high in Coral Gables that significant changes are difficult to achieve. Education is affecting or is affected by occupation. As the population becomes more educated, the percent of those employed as management or professionals is growing. Also growing are those employed in the business service industries as opposed to jobs in farming, transportation, or construction. Clearly, the City of Coral Gables is well into the techno-service era in terms of the skills and occupations of its residents. This in turn is reflected in both their wealth and their ability to occupy relatively expensive, single-family, ownership housing.

Housing prices in the City of Coral Gables are double and triple the prices of comparison jurisdictions; yet ownership-to-income ratios are the same. Rental costs in the City of Coral Gables are 20% more than Miami-Dade County and the State of Florida but rent-to-income ratios are also the same as in these jurisdictions. Higher housing costs are met by the higher incomes of residents.

As will be discussed in the following sections there are those, however, who live within the City of Coral Gables whose income has not increased as fast as those at the top of the income distribution and, in turn, occupy housing whose rent or occupancy costs are increasing rapidly. A significant share of these moderate-income or below households are currently cost-burdened. In the future, other local households will become cost-burdened. A small portion of households live in crowded or deteriorated housing locally. These households require both better and more affordable housing. The next sections of the study describe who these households are, what is necessary to provide housing further, and how it may be done.

Land Uses

The City of Coral Gables is comprised of eighteen (18) land use categories applied to 6,793.62 acres of land (see Appendix A, Figure 1). Of the eighteen (18) land uses, six (6) are residential and three (3) are commercial, making up half of the land use designations. Single-Family, low-density residential use makes up approximately fifty (50) percent of all the land in Coral Gables. Residential, including Single-Family and Multi-Family, makes up fifty four (54) percent of all the land in Coral Gables. Thirty three (33) percent of the land area is devoted to Parks & Recreational Use, Open Space and Conservation Area.

Table 1.31
Acreage by Land Use Designation – 2005
(See Future Land Use Map, Appendix A, Figure 1)

Land Uses		Acres	%
Single-Family	Low Density	3,406.82	50.1
Single-Family	High Density	21.72	00.3
Multi-Family	Duplex Density	69.81	01.0
Multi-Family	Low Density	56.71	00.8
Multi-Family	Medium Density	89.19	01.3
Multi-Family	High Density	27.41	00.4
Commercial	Low-Rise Intensity	109.91	01.6
Commercial	Mid-Rise Intensity	62.11	00.9
Commercial	High-Rise Intensity	106.15	01.5
Industrial Use		65.51	00.9
University Use		230.21	03.3
Educational Use		75.45	01.1
Parks & Recreational use		1,005.4	14.7
Open Space		48.65	00.7
Conservation Areas		1,189.49	17.5
Public Buildings & Grounds		58.27	00.8
Hospital Use		10.23	00.1
Religious/Institutional Use		160.58	02.3
TOTAL		6,793.62	
Source: City of Coral Gables, Planning Department			

Vacant, Developable and Undevelopable Land

The City of Coral Gables is substantially developed, with only 52.8 acres of vacant land and 1,188.1 acres of undevelopable land. These vacant and undevelopable parcels tend to be small sites, and are scattered throughout the City. Including Matheson Hammock Park and Chapman Field, the undevelopable acreage rises to one thousand five hundred sixty three (1,563).

Changes in Land Area

The total land area for the City of Coral Gables reported in the last EAR was approximately 12.4 square miles. Since the date of the last EAR, the City of Coral Gables has annexed the Coral Waterway and King's Bay. These two (2) areas totaled approximately .12 square miles. With the annexation, the City currently occupies 12.5 square miles.

Location of Development in Relation to Coral Gables Comprehensive Land Use Plan

The development and redevelopment that has occurred in the City has been consistent with the City's adopted Future Land Use Plan Map, as it has been periodically amended as the result of specific applications and annexations. Between the date of the last EAR and 2005, there have been eight (8) land use changes. Two (2) of the eight (8) land use changes were due to annexations.

Intensity of Development

Intensity is a quantitative measure of the amount of development on a unit of property. Residential intensities within the City are measured by the number of dwelling units per acre, and floor area ratio (FAR). Non-residential intensities within the City are measured as floor area ratios (FARs), which for a particular property is the square footage of the buildings (not counting parking structures), divided by the net land area of the parcel. In some cases, bulk regulations of setbacks and height limits, limit development of particular parcels to intensities which are less than the maximum authorized.

Major Employers and Job Locations

As early as 1925, City Founder George Merrick predicted Coral Gables would serve as a gateway to Latin America. The City's multinational business community is made up of a wide array of corporations with such interests as oil production, health care, biomedical research, international finance, import and export, transportation, telecommunications, manufacturing, travel and tourism, publishing, news information services, and construction/real estate. Currently, Coral Gables is Latin American or regional headquarters to more than 175 multinationals, which represent more than 6,000 employees with a projected multiplier of 3.5.

Although most of these multinational companies move to Coral Gables to service Latin America, many of the offices have expanded their reach to include other parts of the globe due to the area's reliable telecommunications, multilingual /multicultural professional staff, and ease of international travel.

The largest single employer in the City of Coral Gables is the University of Miami, employing four thousand and five (4005) employees. The second largest employer, Bayview Financial Trading Group, employees nine hundred (900).

Table 1.32
Top Employers in the City of Coral Gables - Corporate Capital of the Americas

# of Employees	Company / Top Employers	Address	Industrial Classification
110	Accent Marketing	800 Douglas Road	Marketing/advertising firm
150	American Airlines	901 Ponce de Leon Blvd.	Air transportation
280	Banco Mercantil Venezuela	220 Alhambra Circle	Private banking
160	Bank Boston International	55 Alhambra Plaza	National commercial bank
325	Baptist Health South Florida	6855 Red Road	Health service provider
900	Bayview Financial	4425 Ponce de Leon Blvd	Investment Bankers
250	Bill Usery Motors	300 Almeria Avenue	Motor vehicle sales and service
110	BMI Financial Group, Inc.	1320 S. Dixie Hwy.	Insurance and financial services
620	The Biltmore Hotel	1200 Anastasia Ave.	Hospitality service
600	Burger King National Headquarters (under construction)	LeJeune Road	Professional Office
100	Care-Plus Health Plans, Inc.	55 Alhambra Plaza	Healthcare insurance plans
100	Chevron Texaco Carib.Cent. Amer.	2333 Ponce de Leon Blvd.	Petroleum products marketing
866	City of Coral Gables	405 Biltmore W ay	City government
150	The Codina Group	355 Alhambra Circle	Real estate development
110	Coldwell Banker	1501 Sunset Drive	Real estate agents
206	Commerce bank	220 Alhambra Circle	Banking

# of Employees	Company / Top Employers	Address	Industrial Classification
598	Coral Gables Hospital	3100 Douglas Road	General medical/surgical hospital
150	Cornerstone Group	2121 Ponce de Leon Blvd.	Real estate developers
150	Club Med	75 Valencia Ave.	Tour and Travel
100	Chevron Texaco Carib/Cent.Amer.	2333 Ponce de Leon Blvd.	Petroleum Products Marketing
737	Miami-Dade County Public Schools	(several schools)	Education
100	David William Hotel	700 Biltmore W ay	Hospitality service
313	Del Monte Fresh Produce	241 Sevilla Avenue	Importer of fresh fruits
825	Doctors Hosp. Baptist Health	5000 University Drive	General medical/surgical hospital
300	Exxon Mobile Inter-America	396 Alhambra Circle	Latin Amer. hdqtrs. - oil refining
230	Gables Engineering, Inc	247 Greco Ave.	Manufacturer, avionics equipment
150	Gibralter Bank	220 Alhambra Circle	Banking
218	Hyatt Regency Coral Gables	50 Alhambra Plaza	Hospitality Service
200	IBM Corporation	One Alhambra Plaza	Commercial machines/equipment
186	International Bank of Miami	121 Alhambra Plaza	Banking
217	Kindred Hospital South Florida	5190 S.W. 8 Street	General medical/surgical hospital
115	Krafts Foods Caribbean Sales	355 Alhambra Circle	Food export
110	Merrill Lynch Bank & Trust Co.	150 Alhambra Circle	Financial Planning & Investment
113	The Colonnade Hotel	180 Aragon Ave.	Hospitality service
193	Regions Bank	2800 Ponce de Leon Blvd.	Banking
100	Richemont Latin Amer. & Carib.	550 Biltmore Way	Import/export luxury goods
260	Spillis Candela DMJM	800 Douglas Entrance	Architectural services
130	SunGard Insurance Systems	2000 S. Dixie Hwy.	Financial Services
100	T.Y. Lin Int'l / H.J. Ross	201 Alhambra Circle	Engineering, accounting research

# of Employees	Company / Top Employers	Address	Industrial Classification
156	Trave Leaders	1701 Ponce de Leon Blvd.	Travel management
4005	University of Miami	1252 Memorial Drive	Higher education and research
142	Univision Radio Florida	800 Douglas Road	Radio broadcasting
102	Walt Disney TV International Latin America	2 Alhambra Plaza	Sales & management of Disney Channels
Source: The City of Coral Gables, Development Department, June 2005			

Chapter 2
Assessment of Special Topics

The following topics are addressed in this Chapter:

- *Level of Service Analysis.* The extent to which those services with Level of Service standards outlined in the Comprehensive Land Use Plan do not meet the standards, and an analysis and evaluation of the City's ability to fund new or expanded infrastructure necessary to correct the deficiencies, and to provide for future growth at acceptable Levels of Service, S. 163.3191 (2)(c), F.S;
- *Coordination of Land Use and Public School Planning*. The success and failure of coordinating residential development and public school planning, S. 163.3191 (2) (k), F.S.; and
- *Consistency with Growth Management Law*. Relevant changes to Florida's Growth Management Laws (State Comprehensive Plan, the requirements of Chapter 163, Part II, the minimum criteria contained in Chapter 9J-5, Florida Administrative Code and the Strategic Regional Policy Plan for South Florida) have been made since the date of the previous EAR.

Level of Service Analysis

The City of Coral Gables has adopted Level of Service ("LOS") standards in its Comprehensive Plan. Through the implementation section of the Capital Improvement Element of the Plan, the City ensures that future land development regulations and City policies are consistent with the City's ability to provide the capital facilities required to maintain adopted Level of Service standards, including those needed to maintain or enhance the quality of life within the City.

Sanitary Sewer Capacity

All Districts - 135 gallons per capita per day. The sanitary sewer network within the City of Coral Gables is an interconnected countywide system. The City Departments of Public Works and Building and Zoning cooperate with Miami-Dade County's Water and Sewer Department (WASD) to jointly develop methodologies and procedures for biannually updating estimates of system demand and capacity. The City is meeting the Level of Service standards.

Potable Water Capacity

All Districts - 294 gallons per capita per day. The potable water network within the City of Coral Gables is an interconnected countywide system. The City Departments of Public Works and Building and Zoning cooperate with WASD to jointly develop methodologies and procedures for biannually updating estimates of system demand and capacity, and to ensure sufficient capacity to serve development needs. The City is meeting the Level of Service standards.

Recreation and Open Space

The City of Coral Gables endeavors to adhere to a stricter standard for recreation and open space than most municipalities. As such, it contains an abundance of parks, recreational facilities, and open space, second to none in South Florida. At this time, the only identified deficiency in any of the LOS categories identified below is for "racquetball courts," although this will no longer be an issue when the City moves to its proposed service radius based LOS standard.

Table 2.1
Parks and Recreation Levels of Service

Recreation Facility	Standard	Parks	Standard (acres per 1,000 residents)
Golf Course	9 holes per 25,000 residents	Special Purpose	3.00
Tennis Courts	1 court per 2,000 residents	Neighborhood	0.75
Racquetball Courts	1 court per 11,500 residents	Mini-park	0.04
Basketball Courts	1 court per 5,000 residents	Open Space	0.10
Ball Diamonds	1 field per 5,600 residents	Active	0.30
Playing Fields	1 field per 5,600 residents	Passive	0.30
Swimming Pools	1 pool per 50,000 residents		
Equipped Play Area	1 area per 5,000 residents		

Solid Waste Collection Capacity

Single-family lots platted prior to December 8, 1992, are exempt from this LOS requirement. All other residential uses are required to meet a Level of Service of five (5) pounds per capita per day for garbage and trash and one-half pound per capita per day for residential recycling. Solid waste collection services are required to maintain a Level of Service standard of seven (7) pounds per capita per day for all non-residential service. The City is meeting the Level of Service standards.

Storm Sewer Capacity

Issuance of any development permit shall require compliance with a stormwater management drainage Level of Service standard of a one-in-five-year storm event while incorporating water quality considerations. The City is meeting the Level of Service standards.

Traffic Circulation

The minimum Level of Service standard on limited access, arterial, and collector roadways that are not within designated Transportation Corridors is LOS E, with allowable exceptions and justifications thereof, with LOS measured by conventional analysis of volume to capacity ratio (peak hours). Within designated Transportation Corridors, which include approximately 95% of the roadway mileage within the City of Coral Gables, a minimum LOS E is required, but the measurement methodology is based on peak-hour person-trips where the capacities of all modes, including mass transit, are used in calculating the LOS. Specific levels of services by location and mode are further defined in the *Traffic Circulation Element of the Comprehensive Land Use Plan*. Based on 2025 model results, the City is meeting its Level of Service standard for Traffic Circulation except for those roadway segments outlined below.

Table 2.2
Level of Service Deficient Roadways

Roadway	From	To	LOS
Red Road	SW 8th Street	Coral Way	F
	Coral Way	Blue Road	F
	Blue Road	S. Dixie Highway	F
Granada Boulevard			F
LeJeune Road	SW 8th Street	Coral Way	F
	Coral Way	Bird Road	F

Roadway	From	To	LOS
	S. Dixie Highway	Cartagena Cir	F
SW 8th Street	Red Road	Granada Boulevard	F
	Granada Boulevard	Douglas Road	F
Coral Way	Red Road	LeJeune Road	F
Bird Road	Red Road	LeJeune Road	F
Sunset Road	Red Road	LeJeune Road	F
S. Dixie Highway	Red Road	LeJeune Road	F
	LeJeune Road	Douglas Road	F
Old Cutler Road	Cartagena Cir	Red Road	F

Coordination of Land Use and Public School Planning

Since 1995, the City of Coral Gables has coordinated its Comprehensive Land Use Plan with existing and planned public schools based on statutory requirements. Additionally, the School Board has provided the City with copies of its Five Year Plan. The City, as a matter of course, has provided School Board representatives with copies of applications for proposed zoning code text and map amendments, comprehensive land use text and map amendments and proposed development projects for review and comment.

Interlocal Agreement for Joint Public School Facility Planning

In February 2003 the City, along with 28 other municipalities, Miami-Dade County and Miami-Dade County Public Schools entered into an Interlocal Agreement for Public School Facility Planning In Miami-Dade County. This far-reaching collaborative agreement, which was pursuant to Sections 163.31777 and 1013.33 of the Florida Statutes, allows for better coordination in the educational facilities decision-making process.

Key requirements of the Interlocal Agreement are outlined as follows:

- The establishment of a staff working group comprised of the County Mayor/Manager and/or his designee, the School Board Superintendent and/or his designee, and City Mayors/Managers and their designees to meet on an annual basis to: discuss issues and formulate recommendations regarding public school issues; provide M-DCPS with input and recommendations on the

Educational Facilities Plan, Educational Plant Survey, and the need for new facilities and expansion, renovation, and closure of existing facilities; and to identify opportunities for the co-location and/or shared-use of civic and school facilities.

- The coordination of a joint annual workshop with elected officials of the School Board, County, and municipalities to discuss public school issues.
- The development of coordinated projections of the amount, type, and distribution of population growth.
- Expansion of M-DCPS' standing School Site Planning and Construction Committee by four (4) voting members to include "a floating member of the most impacted municipality to which the agenda item relates", a "representative appointed by the Miami-Dade County League of Cities", a representative from Miami-Dade County, and "a member of the residential building industry".
- The County and municipalities must invite a non-voting representative appointed by the School Board to attend meetings of the local planning agencies at which development requests that will impact public school enrollments are considered.
- The County and municipalities must notify M-DCPS of proposed land use applications and development proposals that affect student enrollment.

Miami-Dade County Working Group on Public Schools Overcrowding Relief

The City of Coral Gables faces a number of specific challenges regarding public schools. As a result of the school district's feeder patterns and current development and redevelopment trends, the City's population is expanding, as is the demand for school facilities. A number of the County's school facilities are overcrowded, and new schools cannot be provided quickly enough to meet the demand for new student stations. As noted earlier, the City has few remaining vacant and developable parcels, which limits the availability of land for new school construction. In response to the overcrowding problem that is plaguing many County schools, in September 2003 Miami-Dade County and the Miami-Dade School Board established the Miami-Dade County Working Group on Public Schools Overcrowding Relief.

In October 2004, the task force adopted a final report for submission to the Miami-Dade Board of County Commissioners and School Board. Key recommendations include: levying additional documentary stamp fees on the sale or resale of homes for school construction; exempting the cost of a parking garage from the cost per student station restriction when building a new facility; establishing criteria for allowing the conversion of non-school structures into public education facilities; revising the educational "amenities" that are required at public schools to save time, money and space; siting schools along existing and future transit corridors; pursuing Educational Facilities Benefit Districts in areas of substantial growth; and periodic review of the County Educational Facilities Impact Fee Ordinance.

Of particular interest to the City of Coral Gables are strategies to reduce the land requirements for public schools, which would otherwise preclude new schools from being constructed in many areas of the City. Allowances for multi-story schools, the location of schools along transit corridors, promoting the joint use of facilities, and allowing the conversion of non-school structures into public education facilities are all examples of strategies to provide new or expanded public schools despite the scarcity of vacant,

developable land. Currently, the City is working with the School Board to secure a new, innovative high school for the City that will be characterized by an international focus.

Educational Facilities Impact Fee

Miami-Dade County's Educational Facilities Impact Fee imposes an impact fee on new residential development throughout the County in order to offset some of the costs of providing student stations to accommodate the additional demand for student stations created by such development. An ongoing concern with the Educational Facilities Impact Fee is that the County's three designated benefit districts are too large to ensure that monies collected are expended at the schools most directly impacted by the development. A key recommendation of the Miami-Dade County Working Group on Public Schools Overcrowding Relief calls for the periodic review of the Public Educational Facilities Impact Fee Ordinance. Refining the benefit districts to ensure the equitable distribution of impact fees should be a paramount issue in the City's review of the Ordinance.

City/School Board Education Compact

The City recently (March 2006) entered into a unique "Education Compact" with the Miami-Dade County School Board that ensures that the City has a voice and a hand in shaping education within the City. The Compact establishes a partnership of the two entities that aims to work together to increase academic achievement, enhance the sharing of facilities, and expand community involvement. Some of the issues being addressed through the Compact include the improvement of Coral Gables Senior High School into a "B" school or higher; a vigorous internship program linking students to desired professions and school administrators to area CEOs; and a reenergized effort to address the needs of those students "in the middle" that do not always receive the same attention as those at either end of the academic achievement spectrum.

Consistency with Growth Management Laws

Section 163.3191 (2)(f), F.S., requires that the Evaluation and Appraisal Report evaluate relevant changes in growth management laws since the date of the previous EAR for consistency with the Comprehensive Land Use Plan. This evaluation was conducted based on the date that the current Evaluation and Appraisal Report was adopted (1998). The following summarizes the results of this review.

State Comprehensive Plan

The City of Coral Gables' adopted Comprehensive Land Use Plan and proposed 2006 Evaluation and Appraisal Report were reviewed in order to ensure consistency with the adopted State of Florida Comprehensive Plan (Chapter 187, Florida Statutes). This review indicates that the adopted City of Coral Gables Comprehensive Land Use Plan and proposed EAR are in compliance with and address the intent of applicable State Comprehensive Plan goals, objectives, and policies. No additional amendments to address compliance with the State Comprehensive Plan are deemed necessary at this time.

Chapter 163, Florida Statutes

A table indicating the manner in which the City of Coral Gables is addressing the requirements of Chapter 163, Florida Statutes, is attached as Appendix E. In addition, in May 2005 the State of Florida adopted additional amendments to Chapter 163 and its growth management requirements. The 2005 changes were separately reviewed to identify impacts to the Comprehensive Land Use Plan. Please see Chapter III C for the City's response to the new requirements regarding Transportation Concurrency Exception Areas.

In addition, the new requirements direct that the City's Capital Improvement Program be adopted into the Capital Improvements Element and that the City's Comprehensive Land Use Plan be amended annually to reflect Capital Improvements Program updates. Based on a review of the table in Appendix B, and the 2005 amendments, the following additional Comprehensive Land Use Plan amendments are recommended:

Capital Improvements Element/Capital Improvements Program

Recommendation: It is recommended that the following new Policies be added to provide for the following:

- Capital Improvements Element ("CIE") must include a "financially feasible" Capital Improvements Program ("CIP") that ensures level-of-service standards are achieved and maintained for 5-year period (or 10 or 15, if a long-term concurrency management system is adopted).
- Developer-funded capital improvements must be supported by an enforceable development agreement and guaranteed by the developer.
- CIP will be coordinated with the Metropolitan Planning Organization's (MPO) transportation improvement program (TIP) and long-range transportation plan (LRTP), and may rely upon first 3 years of the FDOT work program.
- CIE/CIP will be reviewed and amended annually, after transmitting and adopting the CIP, to maintain 5-year financially feasible program.
- CIP will be coordinated with the Miami-Dade County School Board's 5-Year Work Plan, and will incorporate the Work Plan by reference.

Public Facilities Element

Recommendation: It is recommended that new Policies be added to provide for the following:

- The City will continue to cooperate with the Miami-Dade County Water and Sewer Department (WASD) for multi-jurisdictional water supply planning, and shall support, as appropriate, WASD in its development and implementation of the Water Supply Facilities Work plan required by Florida Statutes, and the water conservation efforts of other agencies.
- Potable Water Sub Element will incorporate water supply projects from the regional water supply plan.
- To ensure water supply concurrency, the City of Coral Gables will consult with WASD to ensure water availability prior to issuance of building permit.

Transportation

Recommendation: It is recommended that new Policies be added to provide for the following:

- If a proposed project results in increased traffic generation, all mitigating transportation facilities must be in place or under construction within three (3) years of issuance of building permit.
- The City will establish a Proportionate Fair Share Mitigation Methodology by December 2006.
- The City will coordinate with Miami-Dade County, FDOT, and other applicable agencies in the rejustification of the County's Transportation Concurrency Exception Area (TCEA) and the City's Gables Redevelopment and Infill District (GRID), and develop strategies for mitigating traffic impacts in this area.

Public Schools

In May 2005, the State of Florida amended its growth management statutes to require that local governments establish and enforce concurrency requirements for public schools and adopt public school facilities elements into their Comprehensive Land Use Plans. According to the new requirements, the public school facilities element and concurrency requirements must be adopted by no later than January 1, 2008, as established by the Florida Department of Community Affairs. The public schools serving the City of Coral Gables are all overcrowded. The new school concurrency requirements may therefore have implications for future development and redevelopment in the City. The City will continue to monitor the interpretation and implementation of the new requirements, and continue to coordinate with the State, Miami-Dade County Public Schools, regional and County agencies, and other jurisdictions to address the new requirements and adopt the Public School Facilities Element into its Comprehensive Land Use Plan in accordance with the established schedule.

Water Supply Facilities Work Plan

Chapter 163, Florida Statutes, requires the preparation of a 10-year Water Supply Facilities Work plan by local governments with water supply facility responsibilities. The City of Coral Gables does not have water supply responsibilities, as it receives its water supply through interlocal agreement with the Miami-Dade Water and Sewer Department. Therefore, the City will support Miami-Dade County's implementation of the Water Supply Facilities Work plan requirement as appropriate, and other County efforts to ensure that the City's water supply needs are met. It is recommended that a new Objective and Policy be added to the Potable Water Element and Intergovernmental Coordination Element in order to express the City's support of Miami-Dade County's development and implementation of the Water Supply Facilities Work plan.

Rule Chapter 9J-5, Florida Administrative Code

A table indicating the manner in which the City of Coral Gables is addressing the requirements of Rule Chapter 9J-5, Florida Administrative Code, is attached as Appendix E. Based on a review of this Table, the following amendments are recommended.

Intergovernmental Coordination Element Update

The Intergovernmental Coordination Element should address the City's coordination with the County on the identification of dredge disposal sites, and reflect the full range of intergovernmental planning initiatives that involve the City. Other recommended amendments include:

- Goals, objectives and policies to recognize campus master plans, and providing procedures for coordination of campus master development agreements;
- Goals, objectives, and policies establishing joint processes for collaborative planning and decision-making with other units of local government;
- Goals, objectives and policies establishing joint processes for the siting of facilities with county-wide significance;
- Goals, objectives and policies that ensure adoption of interlocal agreements within one year of adoption of the amended Intergovernmental Coordination Element;
- The removal of obsolete policies and the update or deletion of obsolete dates.

Future Land Use Element Update

This element shall be updated to include the following:

- Goals, objectives and policies to identify any existing dredge spoil disposal sites and include an analysis of the need for additional dredge spoil disposal sites;
- Goals, objectives and policies to encourage elimination or reduction of uses that are inconsistent with an interagency hazard mitigation report and ensure the availability of dredge spoil disposal sites for affected coastal counties and municipalities
- Goals, objectives and policies to designate dredge spoil disposal sites for affected coastal counties and municipalities and establish site selection criteria for designation of future dredge spoil disposal sites;
- Goals, objectives and policies to address protection of potable water wellfields by designating appropriate activities and land uses within wellhead protection areas; and
- Update the Future Land Use Map to show potable water wells, wellhead protection areas, and coastal high hazard areas.

Capital Improvements Element

The Capital Improvements Element should address the City's concurrency management system and ensure that it is implemented. Other recommendations include goal, objectives, and policies that address private contributions to local government capital improvement planning (impact fees and fair-share mitigation).

Housing Element

The affordable housing study addressed all of the needed Housing Element updates based on 9J-5 changes including addressing the housing needs of current and future residents and addressing the needs of very-low income families as well as moderate income families.

Public Facilities Element

Goals, objectives, and policies to establish water quality standards for stormwater recharge will be included.

Conservation Element

Goals, objectives, and policies to identify and analyze groundwater and important fish or shellfish areas will be included.

Strategic Regional Policy Plan for South Florida

The South Florida Regional Planning Council has updated the Strategic Regional Policy Plan for South Florida (SRPPSF). The revised SRPPSF was reviewed and the Comprehensive Land Use Plan and EAR (1995 and 2006) are consistent with its goals and policies. Any inconsistencies identified by the SFRPC will be remedied through Comprehensive Land Use Plan amendments.

Chapter 3
Assessment of Comprehensive Land Use Plan Elements

Sections 163.3191(2) (g) and (h), F.S. require the EAR to provide a brief assessment of the successes and shortcomings related to each element of the local government's comprehensive plan. This chapter evaluates the progress twards achieving the adopted Goals, Objectives, and Policies (GOP's) of each element. The evaluation is in table form in the following format: Column 1; existing GOP's of each element; column 2; implementation measure/ measures that were utilized as part of the element's monitoring program; and, column 3; relevant comments, suggestions or recommendations.

Prior to the each table for each element, a summary of future EAR based amendments is listed to provide overall direction.

Future Land Use Element- Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Provide alternatives and incentives to promote lesser intensities and densities below the established thresholds of the Comprehensive Land Use Plan Map (i.e. floor area, ratio, height, etc)*
- *Address encroachment of non residential development into single family neighborhoods via mitigating performance standards*
- *Address inconsistencies between zoning and land use maps, including those involving private property*
- *Preserve the character of single-family neighborhoods, and strengthen historic preservation efforts where applicable*
- *Address the issue of incompatible oversized homes, particularly in the older sections of the City*
- *Continue to maintain and enhance downtown as a leading employment center, corporate capital, and mature and sophisticated 24/7 "live, work and play" activity node*
- *Provide further incentives to encourage vertical/horizontal mixed-uses in the downtown*
- *Establish community design standards and associated incentives*
- *Ensure adequate infrastructure for future development by maintaining an efficient and effective concurrency management system, and exploring additional funding opportunities through impact fees, grants, bonds, and other sources*
- *Consider the recommendations of the South Miami-Dade Watershed Plan and other land-use studies as they relate to development and future land use issues*
- *Using the North Ponce Neighborhood Plan as a guide, continue to work towards the revitalization of the North Ponce area through infill development, preservation, rehabilitation, and incentives to reduce intensity/density*
- *Explore the use of "Transfer of Development Rights (TDRs)" as a tool for achieving various planning objectives*
- *Encourage and strengthen the City's coordination, communication, and cooperation with adjacent municipalities, Miami-Dade*

County, the Miami-Dade County School Board, and regional and state agencies in all of the City's land use decisions

- *Continue to strengthen the participation of community stakeholders in all of the City's land use decisions*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 1-1. "ENHANCE FUTURE LAND USES CONSISTENT WITH NEEDS OF THE COMMUNITY AND ITS RESOURCES. The City of Coral Gables Establishes the Land Use Goal to Maintain and Enhance the Extraordinary Character and Quality of Land Uses Within the City in Meeting the Aesthetic, Physical, Social, Cultural, Economic, Natural and Man Made Environmental Needs of its Residents and Visitors in a Manner That Will Balance Immediate and Long Term Community Interests and Resources in the Orderly Protection of the Population's Health, Safety, and Welfare.".		Goal will be revised for more clarity.
OBJECTIVE 1-1.1: FUTURE LAND USE AND IMPACT OF CONCURRENCY MANAGEMENT. The location, extent and intensity of future land uses as adopted in the Future Land Use Map Series will be based, in part, upon the physical and financial feasibility of providing all affected areas with services at Levels of Service (LOS) which meet or exceed the minimum standards adopted in the comprehensive plan. This Objective shall be achieved through the implementation of the following policies. (3243)		Objective to be revised with updated language.
POLICY 1-1.1.1: APPLICATION OF CONCURRENCY MANAGEMENT STANDARDS. Effective as of October 1, 1991, development orders authorizing all threshold development, or changes in land use classification, shall be contingent upon the ensured provision of affected services at least at the required Levels of Service (LOS) by appropriate means, concurrently with the projected effective date of actual need attributable to the development, which for this plan may be estimated to be up to (three-hundred sixty-four) 364 days, based upon the unique conditions of each development, following the time and date of the securing of the Final Certificate of Occupancy for such space as may otherwise be lawfully occupied. Ensured provision of affected services may include agreements or other detailed, obligatory processes by which the services shall be made real in a timely and equitable fashion. The definition of such processes and procedures shall be included in the development regulations of the City.	The City implemented a comprehensive Concurrency Management System in 1992. A concurrency impact analysis is completed for all development orders issued by the City. This includes changes in use, building permits, change in land use, change in zoning, or conditional use applications. Applicants are required to satisfy ALL concurrency conditions prior to issuance of a Certificate of Occupancy. The City is presently updating the entire Concurrency Management System to provide for early identification of inadequate services.	Remove the date, October 1, 1991 and revise language based on implementation measures taken.
POLICY 1-1.1.2: ESTABLISH CONCURRENCY MANAGEMENT REGULATIONS. Requirements and procedures shall be established by October 1, 1991, for all threshold development to contribute its proportional share of capital facilities, funds, and/or land thereof, necessary to accommodate the impact of the proposed	Completed. A Comprehensive Concurrency Management System was implemented in 1992.	Delete this policy. Policy was intended to establish concurrency management regulations, which has been accomplished.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
development or increment of redevelopment over and above preexisting development on a site.		
POLICY 1-1.1.3: ESTABLISH PROGRAM TO MONITOR CONCURRENCY MANAGEMENT. Beginning in January 1997, the City shall review on an annual basis the Concurrency Management System, including the adopted levels of services, to ensure that public facilities are available to meet the impacts of new development. (3243)	Completed. The City is currently completing a comprehensive update to the system.	Policy will be updated with revised language to remove the word "establish" and replace with "maintain." The reference to January of 1997 should also be removed.
POLICY 1-1.1.4: REVISE THE LAND DEVELOPMENT REGULATIONS. The City's Land Development Regulations went into effect December 31, 1991. After January 1, 1997, if warranted, the City shall revise the Land Development Regulations, which govern: zoning; subdivision; signage; landscaping and tree protection; surface water management and other areas, as needed in order to: • Effectively regulate future land use activities and natural resources identified on the Future Land Use Map; • Adequately protect property rights; and • Implement the goals, objectives, and policies stipulated in the Comprehensive Plan.	In progress. The City is currently in the process of a comprehensive rewrite of the City's zoning code in conjunction with preparation of the EAR. The simultaneous rewrites allow and insure consistency between both documents.	Policy will be updated with revised language. The City's Land Development Regulations were amended prior to the adoption of this EAR. The policy shall be amended to read, "POLICY 1-1.1.4: REVISE THE LAND DEVELOPMENT REGULATIONS. If determined to be warranted by the City Commission, Planning & Zoning Board, or the Planning Department, the City shall revise the Zoning Code... (rest of policy is the same)"
POLICY 1-1.1.5: USE OF FUTURE LAND USE MAP SERIES. The adopted Future Land Use Map Series shall be used as a basis for programs, actions and regulations established to carry out the intent of this Plan.	Completed. The map is adopted as required by F.S. Below listed Policy 1-1.10.2 provides for this requirement.	No change.
POLICY 1-1.1.6: SCHEDULE FOR EVALUATION AND APPRAISAL REPORTS. After January 1, 1997, the City of Coral Gables shall prepare an Evaluation and Appraisal Report for submittal to DCA as required by Chapter 163, FS and Rule 9J 5, FAC and pursuant to the schedule in 9J-33, FAC.	This document satisfies this policy.	Remove the reference to January 1, 1997.
OBJECTIVE 1-1.2: CONTROL BLIGHT AND PROMOTE REDEVELOPMENT. Efforts shall be made to control blighting influences, and redevelopment shall be encouraged in areas experiencing deterioration. This Objective shall be achieved through the implementation of the following policies. (3243)	This is completed on all projects that are constructed within the City. All projects are required to undergo City review including both City Staff and Board/Committee/City Commission review. All projects undergo Board of Architect review and dependent upon intensity or other thresholds conditional review is required.	Objectives and Policies in this section shall be revised to reinforce existing progressive programs in place. New language will further reinforce the current program.
POLICY 1-1.2.1: MONITOR BLIGHT AND ESTABLISH PROCEDURES FOR	Completed and ongoing. The	See above comment.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
CORRECTIVE ACTION. The City's adopted anti-blight ordinance allows potential problems to be cited and requires property owners of cited property to take remedial action.	City has a progressive and active code enforcement system and Code Enforcement Board. In addition, the City completes comprehensive design review in a public forum format. All developments are required to undergo Board of Architects review and approval. The City also has a very progressive Police Department with City Wide Anti-Crime Committee that controls any potential problems.	
POLICY 1-1.2.2: IMPLEMENTING PROGRAMS FOR REDEVELOPMENT, REHABILITATION, AND RENEWAL. By January 1, 2002, the City of Coral Gables shall determine the feasibility of obtaining Community Development Block Grants and/or other similar funding for the carrying out of the following programs: • Citywide Rehabilitation Program. The purpose of this program is to provide funds for rehabilitating homes owned or rented by very low, low, and moderate income households; demolishing and clearing dilapidated units which are beyond repair and detrimental to the health of the neighborhood environment; and defray or compensate households required to find temporary housing during rehabilitation. • Citywide Weatherization Program. The purpose of this program is to provide funding to very low, low, and moderate income households for weatherization improvements.	The City has partnered with Miami-Dade County in the rehabilitation of low to moderate-income residential properties. This included rehabilitation of existing residences and new construction of non-residential properties to assist as a funding mechanism to rehabilitate surrounding residential properties. New commercial property shall be a dedicated income stream to provide monies for surrounding residential rehab.	Delete policy and address in the Housing Element. The policy will be updated and amended in the Housing Element.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 1-1.3: ACHIEVING COMPLIANCE WITH FUTURE LAND USE MAP AND PLAN. By the year 2010, the City shall endeavor to reduce the number of inconsistencies between the Future Land Use Map and the actual land uses from 70 to 35. (3243)	The City is in the process of reducing the number of inconsistencies as a part of this EAR process. The City has reduced that number from 70 to 40 inconsistencies. Major portions of the inconsistencies were publicly owned properties. These properties will be reassigned. Private property inconsistency shall be completed as the property owner requests any development order review. As a result, the number of inconsistencies shall continue to be reduced.	Objective will be updated to reflect implementation measure taken to date. Concurrent with the EAR and new Zoning Code, the City will eliminate all inconsistencies between the Future Land Use Map and the actual uses.
POLICY 1-1.3.1: AVOID ENCROACHMENT INTO NEIGHBORHOODS BY INCOMPATIBLE USES. Residential neighborhoods should be protected from intrusion by incompatible uses that would disrupt or degrade the health, safety, tranquility, aesthetics and welfare of the neighborhood by noise, light, glare, odor, vibration, dust, hazardous materials, or traffic.	Completed and ongoing. The City has continually updated its land development regulations and building codes to provide protection of its residential neighborhoods. The City has adopted restrictive design standards including but not limited to Mediterranean architecture (implemented in the 1980's and updated on two occasions in 1995 and recently in 2004). Historic preservation was also adopted in 1973 (Second in the State of Florida) and updated in 1984, 1998 and most recently in 2004, all of which further strengthen this policy. Other performance based code amendments have been completed to satisfy this Policy. The City has a comprehensive administrative and public forums procedures in place to implement this policy	Policy will be revised with language that is more proactive than reactive. Strengthen the Policy to support the new Commercial Limited designation in the Zoning Code.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	which includes them following Board and Committees: Board of Architects;, Board of Adjustment; Code Enforcement Broad; Traffic Advisory Board; Historic Preservation Board; Landscape Advisory Board, and Citywide Anti Crime Committee	
POLICY 1-1.3.2: APPLICATION OF BUFFERING TECHNIQUES. Uses designated in the plan which causes significant noise, light, glare, odor, vibration, dust, hazardous conditions or industrial traffic shall provide buffering when located adjacent to or across the street from incompatible uses such as residential uses.	Completed and ongoing. All projects whether undergoing administrative or public review are required to satisfy various performance and design standards. Implementation is via the Internal City Staff Development Review Committee, Board of Architects, Planning and Zoning Board and City Commission.	Policy needs to be amended to include buffering concepts such as landscaping, walls and setbacks.
POLICY 1-1.3.3: LIMITATIONS ON POTENTIALLY DISRUPTIVE USES. Normally disruptive uses may be permitted on sites within related districts only where proper design solutions are demonstrated and committed to in advance which will be used to integrate the uses so as to buffer any potentially incompatible elements.	Completed and ongoing. See above comment.	Strengthen the Policy to support the new Commercial Limited designation in the Zoning Code.
POLICY 1-1.3.4: EXAMINE EXISTING ZONING CODE FOR CONSISTENCY WITH LAND USE PLAN. An examination of the revised Zoning Code shall be made to determine its consistency with the Land Use Plan. Within two years of the adoption of this plan, action shall be taken to correct any remaining inconsistencies.	Ongoing. As proprieties have undergone development and redevelopment, consistency of the zoning and land use has been completed. As a part of the EAR, a large portion of the inconsistent land use and zoning shall be corrected.	In conjunction with the re-write of the Zoning Code, the Policy was achieved.
OBJECTIVE 1-1.4: NATURAL AND HISTORIC RESOURCES. Provide for protection of natural and historic resources. This Objective shall be achieved through the implementation of the following policies. (3243)		Objective may be reworded for more clarity.
POLICY 1-1.4.1: IMPLEMENTING CERTAIN PLAN POLICIES. Implement the policies of the Coastal Management Element, Conservation Element, Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Ground Water Aquifer Recharge Element, and the Historic Preservation Element.	Completed. These policies have been implemented.	Policy will be deleted. The policy is vague and unnecessary. Sufficient Objectives and Policies in other elements of the CLUP provide for this intent.
POLICY 1-1.4.2: CONSIDER NATURAL AND HISTORIC RESOURCES. Include balanced consideration for protection of natural and historic resources in the consideration of granting all development orders.	Completed. Considered as part of the administrative and public hearing site plan review.	Additional GOP's will be created to further strengthen review and support the recently updated

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
		Historic Preservation Ordinance (updated in 2004). Provisions for the Transfer of Development Rights (TDR's) will be provided for in the re-write of the Zoning Code. Amend to include the following language after the existing text, "Parcels with natural or historic resources are eligible, pursuant to the Land Development Regulations which govern the Transfer of Development Rights, to be designated as a sending sight. Sending sights are eligible to send their remaining development rights to receiving sites, thereby preserving the historic or natural resource from further development.
OBJECTIVE 1-1.5: CONTROL DENSITY IN COASTAL AREA. Maintain the overall coastal area residential population at densities, which will result in an average overall residential development density at or below six (6) dwelling units per gross acre averaged throughout the coastal area East of Old Cutler Road.	Completed. No development has occurred which has resulted in an increase of 6 units per acre. Current zoning regulations restrict to this threshold, therefore this policy is not necessary. Requirements are more appropriate in Zoning Code. Coastal Element provides other protections measures.	Objective will be amended but will remain as it is required by 9J-5.
POLICY 1-1.5.1: RESTRICT COASTAL DEVELOPMENT EAST OF OLD CUTLER ROAD. Restrict residential development, which will cause the average overall residential development density to exceed six (6) dwelling units per gross acre averaged throughout the coastal area East of Old Cutler Road.	Completed. See above comment.	Policy will be deleted
POLICY 1-1.5.2: INITIATE PROCEDURES TO MONITOR LAND USE EAST OF OLD CUTLER ROAD. The City Planning Department shall maintain an inventory of dwelling units and overall land areas east of Old Cutler Road and shall update the inventory by December 31st of each year in order to maintain an up to date density average against which proposed projects may be tested.	Completed. See above comment.	Policy will be amended but will remain as it is required by 9J-5.
OBJECTIVE 1-1.6: COORDINATION WITH STATE PER CHAPTER 380, FS. Coordinate the city's actions with appropriate resource planning and management plans prepared pursuant to Chapter 380, FS, and approved by the Governor & Cabinet in a fashion consistent with this plan. This Objective shall be achieved through the	Completed on an ongoing basis as required per F.S.	Required and completed pursuant to State requirements.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
implementation of the following policies. (3243)		
POLICY 1-1.6.1: INITIATE INTERGOVERNMENTAL COORDINATION. Coordinate with State, regional, county, and local agencies to ensure mutual cooperation in the development of all appropriate resource planning and management plans prepared pursuant to Chapter 380, FS.	Completed and ongoing. The City monitors all other local governments' activities when notice is provided. The City provides notice as required to other local governments and agencies on upcoming large development projects. In addition, the City also works closely with the South Florida Regional Planning Council, Miami-Dade County School Board (pursuant to the Interlocal Agreement) and Department of Community Affairs on regional issues including but not limited to affordable / workforce housing, school concurrency, transportation, etc. The City also has other mutual aid agreements with other local governments with reference to fire service, police, disaster preparedness, etc.	Policy will be amended and updated to reflect current practices.
POLICY 1-1.6.2: GRANTSMANSHIP AND SELF-DETERMINATION. Coordinate with other governments in securing full provision of resources by the State and non-city agencies for programs of their design, creation, and/or benefit, and ensure the protection of local self-determination in matters, which are not demonstrated to be of actual regional significance.	Completed and ongoing. The City actively pursues outside assistance and in-kind services and has successfully secured outside funding for the following: historic preservation grants; emergency management; crime prevention; water management; storm water protection; parks and recreation, etc. The City has secured a grants consultant and lobbyist to assist in these efforts. To date, the City has	Policy will be amended and updated to reflect current practices.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	secured approximately $4.5 million in funding.	
OBJECTIVE 1-1.7: DISCOURAGE URBAN SPRAWL. Discourage the proliferation of urban sprawl by amending the land development regulations to include a regulatory framework for encouraging future infill and redevelopment within existing developed areas. In drafting the infill/redevelopment program, the City shall coordinate public and private resources necessary to initiate needed improvements and/or redevelopment within these areas. (3243)	The City is a compact urban entity and does not have any land areas where this objective is of concern. Any development in the City is entirely 100% infill.	Objective will be deleted.
POLICY 1-1.7.1: DEVELOPMENT OF EMPLOYMENT CENTERS. Encourage effective and proper development of employment centers of high quality, which offer potential for local employment in reasonably close proximity to protected residential neighborhoods.	Ongoing. The City has a very active central business district, which is home to over 150 multi-national corporations. The City has a Development Department who works closely with downtown improvements district and Chamber of Commerce in promoting a highly desirable employment center.	Amend Policy to include specific employment centers. The employment centers that should be listed are the Central Business District, the Industrial District, and the University of Miami.
POLICY 1-1.7.2: DEVELOPMENT OF UNDEVELOPED LAND. Encourage development of remaining undeveloped and vacant isolated parcels of developable property through identification and staff assistance in providing information as to appropriate uses permitted by code and proper procedures to be undertaken to obtain the proper development orders.	With recent trends in the residential market, few undeveloped parcels exist and identification is not necessary to encourage development. Significant redevelop is occurring citywide and presently the City is undertaking a comprehensive rewrite of all of its regulations including the Zoning Code, Comprehensive Plan, and City Code.	There is very little undeveloped land left within the City, therefore the Policy should be deleted.
POLICY 1-1.7.3: FINALIZE INDUSTRIAL REDEVELOPMENT PLAN AND IMPLEMENTING POLICIES. Finalize an analysis of the industrial area by January 1, 1990, and adopt a specific neighborhood redevelopment plan within one year following such analysis. The plan shall include Future Land Use and development regulations to support the plan.	Completed. In 2003 and 2006, mixed use Zoning Code and CLUP regulations were adopted for the area.	Policy will be deleted. Percentage distribution of mix uses and other objective measurements were provided in a recent CLUP amendment.
POLICY 1-1.7.4: INCENTIVES FOR INFILL AND REDEVELOPMENT. The City of Coral Gables by December 31, 1998 shall develop a strategy for providing incentives for infill and redevelopment that address, at a minimum, the impact on the following issues: • Surrounding land use compatibility • Historic resources	Completed and ongoing. The City has undertaken various amendments to the land development regulations and City Code throughout the years to satisfy all of the listed	Policy will be amended to reflect current regulations.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
• Neighborhood Identity • Public Facilities including roadways • Intensity/Density of the use • Access and parking • Landscaping and buffering	incentives. The City implemented citywide Mediterranean provisions (3rd revision since initial writing) in 2004 and since that time has update the provisions to continue to satisfy the list of issues with a strong emphasis on vertical and horizontal mixed use infill with various performance standards.	
POLICY 1-1.7.5: REDEVELOPMENT OF THE INDUSTRIAL DESIGN CENTER. By January 2000, the City shall adopt land development regulations, which encourage the development of the Industrial Design Center as a mixed-use village.	Completed. In 1999, the City processed a Development of Regional Impact for this area, which provided for commercial, retail, and residential uses as a mixed-use concept. In 2004 and 2006, mixed use Zoning Code and CLUP regulations were adopted for the remainder of the area.	Policy will be deleted.
OBJECTIVE 1-1.8: ADEQUATE INFRASTRUCTURE FOR NEW DEVELOPMENT. Ensure land and resources are made available which are suitable for utility facilities and other infrastructure required to support proposed development. This Objective shall be achieved through the implementation of the following policies: (3243)	Completed. City Concurrency Management program monitors needs.	Objective will be amended and updated.
POLICY 1-1.8.1: DEVELOP CONCURRENCY MANAGEMENT PROCEDURES. Requirements and procedures shall be established by October 1, 1991, for all threshold development, which will require them to contribute their proportional share of capital facilities, funds, and/or land therefore, necessary to accommodate the impact of the proposed development or increment of redevelopment over and above existing development on a site.	Completed. As noted in the above implementation and measure section "Future Land Use Element Objective 1-1.1 Implementation Status." In addition, the City is also completing the necessary framework for the implementation of various impact fees to assist in the funding of potential impacts as it relates to emergency service, public realm improvements, and traffic (traffic calming).	Policy will be amended and updated to read as follows, "The City shall develop an impact fee system that is in concert with the concurrency management system."

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 1-1.9: INNOVATIVE DEVELOPMENT REGULATIONS. Encourage sound innovation in development regulations which provide a continuing process to respond to community needs. This Objective shall be achieved through the implementation of the following policies. (3243)		Objective will be amended and updated to reflect changes made in the LDR re-write process.
POLICY 1-1.9.1: MIXED USE DOWNTOWN DEVELOPMENT. Encourage balanced mixed-use developments in the downtown area, which promote pedestrian activity and provide for specific commitments to design excellence and long term economic and cultural vitality.	Completed. The City adopted two mixed-use districts in the 1990's which included neighborhood serving commercial uses in residential areas and residential uses in commercial areas. Since that time, the City has updated its mixed-use provisions and created other mixed-use district and has updated its Mediterranean Ordinance which includes mixed-use percentage distributions and other objective measurements.	Policy will be amended and updated to reflect and to support the mixed-use overlay concept in the CBD and other areas when applicable. Also, must define downtown as the CBD.
POLICY 1-1.9.2: PRINCIPLES FOR DOWNTOWN PLANNING. Encourage the detailed planning of downtown to establish sound economic, aesthetic and land use principles for effective utilization of both public and private resources.	Completed and ongoing. The City has promoted and completed private public partnerships, which provided for mixed uses in the downtown, which included residential, commercial, and supplemental parking to meet the deficiency of parking in the downtown. The City has assisted in the development of city properties in conjunction with private entities to provide parking, neighborhood commercial uses, regional commercial use (Village of Merrick Park-City owned land) and senior housing.	Policy will be amended and updated to define downtown as the CBD.
POLICY 1-1.9.3: DOWNTOWN DEVELOPMENT. By December 1998, the City in conjunction with business and property owners shall develop a Downtown Improvement Plan based upon existing plans, including the 1990 University of Miami study, which considers at a minimum the following: • Whether a Downtown Development Authority (consisting of both public and	Completed. The City has a very active central business district, which is home to over 150 multi-national corporations. The City worked closely with the	Policy will be amended and updated since the Downtown Improvement Plan was implemented.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
private members) should be created; • Whether the Downtown Development Authority should be provided with a dedicated funding source; • How to continue attracting headquarters of international corporations; and • How to preserve the City's historical Mediterranean architecture and design.	downtown property owners to create a Downtown Business Improvement District in 1998 which is ongoing, separately operated and self funded.	
POLICY 1-1.9.4: MIRACLE MILE REDEVELOPMENT. By December 1998, the City in conjunction with business and property owners shall have developed a redevelopment plan for the Miracle Mile area which considers at a minimum the following issues: • Whether to create a more pedestrian friendly environment by widening sidewalks and narrowing roadway pavement; • Whether to reduce speed limits along Miracle Mile; • Whether to encourage a mix of uses with unique shopping and cultural opportunities; • Whether to encourage shopping for neighborhood residents; and • Whether to improve parking.	Completed and ongoing. The City in conjunction with the Downtown Business Improvements District and the Chamber of Commerce has developed a plan addressing all the points listed herein. In the interim, other street level improvements have been designed and installed to promote the issues listed. This includes new public parking facilities, wider sidewalks, street level landscaping, way finding signage, etc.	Policy will be amended and updated to remove the dates and to include language which supports the implementation of the Miracle Mile redevelopment plan.
OBJECTIVE 1-1.10: ENSURE FUTURE DEVELOPMENT CONSISTENT WITH PLAN. By the date required by Section 163.3202, F.S., the City shall make provisions which ensure that future land use and development in the City is consistent with the comprehensive plan.	Required pursuant to F.S.	No change.
POLICY 1-1.10.1: REVIEW AMENDMENTS TO DEVELOPMENT REGULATIONS FOR CONSISTENCY WITH PLAN. The Planning Department shall review proposals to amend the development regulations and shall report on the consistency between such proposals and the comprehensive plan, as required by Chapter 163, F.S.	Completed and ongoing. Required pursuant to F.S. The Planning Department prepares written analysis of all applications to insure consistency with all applicable Zoning Code, CLUP GOP, and other City Codes.	No change.
POLICY 1-1.10.2: MAINTAIN REGULATORY FRAMEWORK CONSISTENT WITH PLAN. The City shall maintain regulations consistent with the comprehensive plan which regulate the use and development of land in a manner which, at a minimum, provides for land use consistent with the Future Land Use Plan map series, interpretive text and Land Use Element goal, objectives and policies; regulate the subdivision of land; regulate signage; regulate development and use in areas subject to seasonal or periodic flooding; provide for storm water management; open space and regulate on site traffic flow and parking.	Completed and ongoing. The City has undertaken various amendments to the land development regulations and City Code throughout the years to satisfy all of the listed items.	Policy will be amended and updated.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 1-1.11: RESIDENTIAL DEVELOPMENT PATTERN. Maintain a pattern of overall low-density residential use with limited medium, and high-density residential uses in selected areas to preserve the low intensity character of the residential neighborhoods. This Objective shall be achieved through the implementation of the following policies. (3243)	Completed and ongoing. This is completed during review	This objective and all the policies listed below will be amended to further strengthen and maintain the high aesthetic community design standards of residential areas. Recent updates as identified in other comments have provided further protection.
POLICY 1-1.11.1: MAINTENANCE AND ENFORCEMENT ACTIONS. Maintain and enforce effective development and maintenance regulations.	Completed and ongoing. The City has an active and progressive code enforcement system. The City's Code Enforcement Board enforces the regulations and the Board of Architects, Historic Preservation Board, Planning and Zoning Board and City Commission maintain appearance issues in the City.	See above comment.
OBJECTIVE 1-1.12: COMMUNITY DESIGN STANDARDS. By January 2001, the City shall adopt land development regulations, which maintain the high aesthetic community design standards. (3243)	Completed and ongoing. The City has continually updated its land development regulations and building codes to maintain the high aesthetic community design stand. The City has adopted restrictive design standards including but not limited to Mediterranean architecture (implemented in the 1980's and was updated on two occasions in the 1990's and recently in 2004). Historic preservation was also adopted in 1973 (Second in the State of Florida) and updated in 1984, 1998 and most recently in 2004, all of which further strengthen this policy. Other performance based code amendments have also been completed to satisfy this policy. The City has a comprehensive administrative	See above comment.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	and public forums procedures in place to implement this Policy which includes them following Board and Committees: Board of Architects;, Board of Adjustment; Code Enforcement Broad; Traffic Advisory Board; Historic Preservation Board; Landscape Advisory Board, and Citywide Anti Crime Committee	
POLICY 1-1.12.1: MAINTENANCE AND ENFORCEMENT ACTIONS. Maintain and enforce effective development and maintenance regulations.	Completed and ongoing. The City has completed updates to the City Code and Zoning Code to provide for more effective maintenance. Recent revisions include updates to noise ordinance and sanitation.	See above comment.
OBJECTIVE 1-1.13: SCENIC VISTAS. By January 2001, the City shall adopt land development regulations which create preserve and maintain scenic vistas in keeping with the classic tradition as embodied in the original city plan. (3243)	Completed as projects undergo review. The City has numerous historic landmarks; whereas any development may impact these landmarks undergo extensive scrutiny and review.	See above comment.
POLICY 1-1.13.1: MAINTENANCE AND ENFORCEMENT ACTIONS. Maintain and enforce effective development and maintenance regulations.	Policy appears to be repetitive and unnecessary.	Delete Policy.
OBJECTIVE 1-1.14: NEIGHBORHOOD CHARACTER. By January 2001, the City shall adopt land development regulations which preserve and improve the character of neighborhoods. (3243)	Completed. The City adopted Historic Preservation requirements in 1998 and amended those in 2003. In addition, Mediterranean ordinance provisions have been in place since the early 1980's and have been updated twice with the most recent update being 2003.	This objective and all the policies listed below will be amended to further strengthen and maintain the high aesthetic community design standards of residential areas. Recent updates as identified in other comments have provided further protection.
POLICY 1-1.14.1: CODIFY NEIGHBORHOOD BOUNDARIES. Establish and codify boundaries for all neighborhoods by December 31, 1999.	Not necessary to codify boundaries, no purpose exists for this information. Preservation and improvements of the character of neighborhoods has no boundaries. Implementation of	Policy will be deleted.

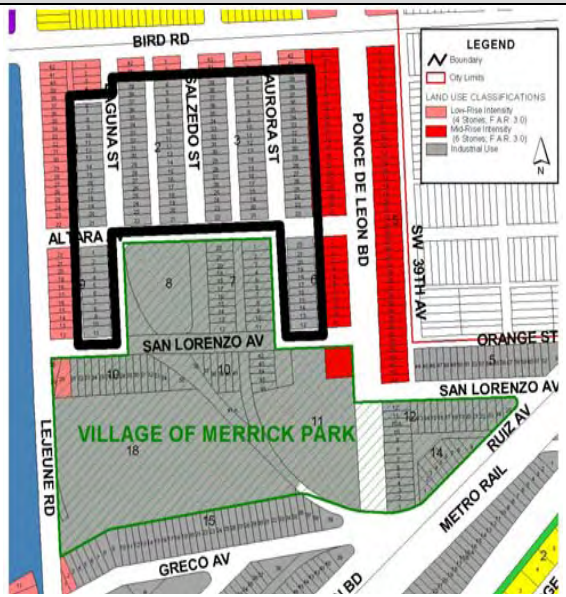
Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	preservation initiatives is city wide with no boundaries.	
POLICY 1-1.14.2: NEIGHBORHOOD PRESERVATION AND IMPROVEMENT. By January 2001, the City shall adopt land development regulations addressing the location and extent of residential and non-residential land uses consistent with the Future Land Use Map in order to preserve the character of existing neighborhoods.	Completed and ongoing. The City has undertaken various amendments to the land development regulations and City Code throughout the years to satisfy all of the listed items.	See comment for Objective 1-1.14.
OBJECTIVE 1-1.15: FLEXIBILITY IN COMPREHENSIVE PLANNING. The City of Coral Gables 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 seek traditional and innovative methods to provide Coral Gables with greater flexibility in tailoring the comprehensive planning process to meet the City's needs.	Completed and ongoing. The City has completed yearly updates of the Zoning Code, which embodies the CLUP GOP's.	See comment for Objective 1-1.14.
POLICY 1-1.15.1: SUSTAINABLE COMMUNITIES DEMONSTRATION PROJECT. In 1996, DCA developed a sustainable community's demonstration project which would allow five (5) selected communities greater flexibility in the comprehensive planning process while developing partners within the state to assist them in this effort. The City shall apply for designation as a sustainable community each time the program is offered by DCA until either the City receives the designation or the program is no longer offered.	Not completed. The City did not apply for designation and does not desire to participate.	Policy will be deleted. The City did not apply for the Sustainable Communities Demonstration Project and does not desire to apply.
OBJECTIVE 1-1.16: ANNEXATION STUDY. The City of Coral Gables acknowledges a need to prevent urban sprawl and disjointed urban service delivery systems. In addition, the City desires to develop a plan for managing potential annexation. Therefore, by June 1, 2000, the City of Coral Gables shall prepare an annexation study which analyzes the potential for incorporating unincorporated areas around Coral Gables. The study shall document issues surrounding potential development within the unincorporated urban area. (3243)	Completed. An annexation study is completed on all properties that are annexed	Objective and policy will be amended and updated to remove the date. The policy should include language that provides for what the overall objective of the City's Annexation program is, and provide for additional supporting policies that relate to the study that was completed.
POLICY 1-1.16.1: PARAMETERS OF THE ANNEXATION STUDY. The Coral Gables annexation study shall: (3243) • Review and evaluate Dade County land development forecasts and supportive documentation associated with development within the unincorporated urban area. The analysis should consider at a minimum: • Population and housing projections. • Architectural similarities. • Traffic circulation linkages and issues of mutual City/County concern. • Water and wastewater service systems, including intergovernmental coordination issues.	Completed. City works closely with Miami-Dade County on future annexation areas. Comprehensive analysis is completed prior to implementation of any annexations.	Policy will be updated to reflect actual program in place which is more comprehensive. Portions of this Policy will be rewritten into other policies.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
• Drainage and natural water basins. • Natural features restricting development. • Investigate the City's ability to provide adequate levels of service to the unincorporated areas including conducting a service delivery analysis on all City services, including but not limited to emergency services. • Evaluate the unincorporated areas for compliance with the City's Building Code and Code of Ordinances. • Analyze infrastructure issues, including improvement needs based on development forecasts. • Recommend a strategy for improving, planning, and management of development within unincorporated areas including annexation alternatives. The recommendations shall include but not be limited to: • Procedures for intergovernmental coordination of land use policy governing development within these unincorporated areas; and • Policies and or actions for developing efficient systems for: • delivering municipal services; and • achieving diversification of the municipal tax base. • Identify linkages established by employment and/or consumer goods markets, which may effectively link residents of unincorporated areas with the City of Coral Gables.		
OBJECTIVE 1-1.17 SCHOOL SITING. The City of Coral Gables acknowledges the need to locate schools proximate to urban residential areas and, where possible, co-locate public facilities, such as parks, libraries and community centers with schools (Ord. 3437).	Ongoing. The City has entered into an Education Compact with the School Board that will allow for greater City involvement in educational matters within the City.	Objective will be amended and provided in other sections.
POLICY 1-1.17.1: LAND USE. Identify and designate existing school sites as "Educational Use" on the City's Future Land Use Map (Ord. 3437).	Completed in accordance with F.S.	Policy will be update to reflect changes in FLU categories.
POLICY 1-1.17.2: VACANT LAND. Maintain a Vacant Land Map to assist in identifying undeveloped parcels of property citywide (Ord. 3437).	As noted in previous comments, very little vacant land exists given the recent significant increase in development activity within the City.	Policy will be deleted.
POLICY 1-1.17.3: SCHOOL CAPACITY. Coordinate with County School Board and maintain data identifying public school facilities, capacity, and utilization (Ord. 3437).	Completed. The City has an Interlocal agreement and provides the School Broad copies of all agendas, staff reports and public notices that result in an increase in residential units. Thereby providing an opportunity for the	Policy will be deleted from this section but further provisions shall be included within the revised CLUP (i.e. intergovernmental section, etc) as this policy is required by 9J-5.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	School Board to participate in the process. Also, the City has entered into an Education Compact with the School Board that will allow for greater City involvement in educational matters within the City.	
POLICY 1-1.17.4: STUDENT POPULATION. Maintain City population data to assist the projection of future population growth and community characteristics (Ord. 3437).	Completed and provide on the City web site.	Policy will be amended but will remain as it is required by 9J-5.
GOAL 1-2 FUTURE LAND USE MAP. The Future Land Use Map depicts the future land uses found to be in the public interest and to be the basis for regulations, programs, actions and rules of the City and other affected agencies. The following Future Land Use Classifications and associated definitions are used for the Future Land Use and Historic Resources Map series.	Completed and ongoing. The FLU categories will change to reflect the changes made with the re-write of the Zoning Code.	Objective and policies (FLU categories) will be amended and updated to reflect changes to the Zoning Code.
OBJECTIVE 1-2.1. R -- RESIDENTIAL USE (SINGLE-FAMILY)		
POLICY 1-2.1.1 RL -- RESIDENTIAL LOW DENSITY: Single-family residential; detached homes with density not to exceed 6 units per gross acre.	The thresholds have been maintained.	As a part of the rewrite of the Zoning Code, the issue of redevelopment of the historic single-family neighborhoods was identified as a major issue. Specifically the size of single family homes being developed and the compatibility of theses new residences within the historic fabric of the City. As a result, new dev. regulations have been drafted to further strengthen and preserve the historic identity of the neighborhood.
POLICY 1-2.1.2 RH -- RESIDENTIAL HIGH DENSITY: Single-family residential with density not to exceed nine (9) units per gross acre. Although intended primarily for detached single-family homes, it does not preclude special types of residences such as townhouses, patio homes, cluster homes or zero-lot-line homes, as long as the density restrictions are met.	The thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.2 RM -- RESIDENTIAL USE (MULTI-FAMILY)		See above comment on Goal 1-2.
POLICY 1-2.2.1 RMD -- RESIDENTIAL MULTI-FAMILY DUPLEX DENSITY: Duplex dwellings with a density of up to nine (9) units per gross acre.	The thresholds have been maintained.	See above comment on Goal 1-2.
POLICY 1-2.2.2 RML -- RESIDENTIAL MULTI-FAMILY LOW DENSITY: Multi-family residential, with a density not to exceed twenty (20) units per gross acres, with architectural incentives, twenty-five (25) units per gross acre are allowed. Maximum permitted height is four stories; with architectural incentives, six (6) stories are allowed	The thresholds have been maintained.	See above comment on Goal 1-2.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
(Ord. 3333).		
POLICY 1-2.2.3 RMM -- RESIDENTIAL MULTI-FAMILY MEDIUM DENSITY: Multi-family residential with a density not to exceed forty (40) units per gross acres, with architectural incentives fifty (50) units per gross acre are allowed. Maximum permitted height is six (6) stories; with architectural incentives, eight (8) stories are allowed (Ord. 3333).	The thresholds have been maintained.	See above comment on Goal 1-2.
POLICY 1-2.2.4 RMH -- RESIDENTIAL MULTI-FAMILY HIGH DENSITY: Multi-family residential with a density not to exceed sixty (60) units per gross acres, with architectural incentives seventy-five (75) units per gross acre are allowed. Maximum permitted height is thirteen (13) stories; with architectural incentives, sixteen (16) stories are allowed (Ord. 3333).	The thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.3. C -- COMMERCIAL USE		See above comment on Goal 1-2.
POLICY 1-2.3.1. CL -- COMMERCIAL LOW-RISE INTENSITY: Residential; Retail; Services; Office. This category is oriented to pedestrian and neighborhood commercial uses. Mixed uses allowed. Maximum FAR. of 3.0; with architectural incentives FAR. of 3.5 is permitted. Up to an additional twenty-five (25%) FAR. may be granted for properties qualifying as receiving sites for Transfer Development Rights (TDR). Maximum permitted height is four (4) stories; with architectural incentives, six (6) stories are allowed. Residential use shall be permitted as part of a mixed-use development with a maximum density of twenty (20) units per gross acre, twenty-five (25) units per gross acre with architectural incentives, and provided that the residential portion of the development does not constitute more than fifty (50%) of the mixed-use project. In Mixed-Use District No. 1, residential density shall be governed by the maximum allowable FAR. and may constitute up to seventy-five (75%) of any development (Ord. 3333 and 3391).	The intensity and density thresholds have been maintained.	As a part of the rewrite of the Zoning Code, the issue of nonresidential development adjacent to residential uses is a major issue. A new commercial limited zoning district is proposed which provides further protection or residential uses requiring conditional use review and various performance based mitigation requirements to maintain the integrity of the neighborhoods. This entire policy shall be rewritten to reflect the above.
POLICY 1-2.3.2. CM -- COMMERCIAL MID-RISE INTENSITY: Same uses as Low Intensity. Maximum FAR. of 3.0; with architectural incentives FAR. of 3.5 is permitted. Up to an additional twenty-five (25%) FAR. may be granted for properties qualifying as receiving sites for Transfer Development Rights (TDR). Maximum permitted height is six (6) stories; with architectural incentives, eight (8) stores are allowed. Residential use shall be permitted as part of a mixed-use development with a maximum density of forty (40) units per gross acre, fifty (50) units per gross acre with architectural incentives, and provided that the residential portion of the development does not constitute more than fifty (50%) of the mixed-use project. In Mixed-Use District No. 1, residential density shall be governed by the maximum allowable FAR. and may constitute up to seventy-five (75%) of any development (Ord. 3333 and 3391).	The intensity and density thresholds have been maintained.	See above comment on Policy 1-2.3.1

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 1-2.3.3. CH -- COMMERCIAL HIGH-RISE INTENSITY: Same uses as Mid-Rise Intensity with a maximum FAR. of 3.0; with architectural incentives FAR. of 3.5 is permitted. Up to an additional twenty-five (25%) FAR. may be granted for properties qualifying as receiving sites for Transfer Development Rights (TDR). Maximum permitted height is thirteen (13) stories; with architectural incentives, sixteen (16) stories allowed. Residential use shall be permitted as part of a mixed-use development with a maximum density of sixty (60) units per acre, seventy-five (75) units per gross acre with architectural incentives, and provided that the residential portion of the development does not constitute more than fifty (50%) of the mixed-use project. In Mixed-Use District No. 1, residential density shall be governed by the maximum allowable FAR. and may constitute up to seventy-five (75%) of any development (Ord. 3333 and 3391).	The intensity and density thresholds have been maintained.	See above comment on Policy 1-2.3.1
POLICY 1-2.4 I -- INDUSTRIAL USE: All uses allowed in Commercial Land Use categories. Automobile uses, wholesale uses, light industry, and manufacturing allowed. Maximum FAR of 3.0; with architectural incentives FAR of 3.5 is permitted. Maximum permitted height is six stories; with architectural incentives, eight stories are allowed. Residential uses shall be permitted as part of mixed-use development with a maximum density of forty (40) units per gross acre and provided that the residential portion of the development does not constitute more than fifty (50%) of the mixed-use project. (Ord. 3333)	The intensity and density thresholds have been maintained.	Policy will be amended with same intent as the comment noted in above Policy 1-2.3.1. In addition, the City has enacted a mixed use overly to promote residential due to rising land costs not supporting industrial type uses within the City.
POLICY 1-2.4.1 – INDUSTRIAL USE (Northern Industrial Section): The area depicted on map below, shall be subject to the following: • All uses permitted in Commercial and Industrial (M) Land Use categories shall be permitted. • Maximum FAR of 3.0; with architectural incentives and public realm improvements FAR of 3.5 may be permitted. • Maximum permitted height is six stories; with architectural incentives and public realm improvements eight stories may be permitted. • Properties may develop at higher intensities/densities pursuant to the Mixed Use Overlay District 3 (MXD3) as provided in Policy 1-2.17. • Residential Uses shall only be permitted pursuant to the Mixed Use Overlay District 3 (MXD3) as provided in Policy 1-2.17." (Ord. 2003-03)	New provisions adopted in 2004.	An amendment to the CLUP is currently under review by DCA that would expand the MXD3 Overlay District to include the City's Southern Industrial Section.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
		
OBJECTIVE 1-2.5. U -- UNIVERSITY USE: This category shall include 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 FAR. of .5 for the entire campus as a planned development site.	The intensity and density thresholds have been maintained.	Policy will be amended to include minor increase in FAR. Zoning Code provisions were update to reflect recent changes in the development of the University.
OBJECTIVE 1-2.6. E -- EDUCATION USE: Primary and secondary schools both public and private. Maximum FAR. of 2.0.	The intensity and density thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.7. PR -- PARKS AND RECREATIONAL USE: Public/private land areas and buildings for recreation, both active and passive, including sports, golf, tennis and similar activities. Maximum FAR. of 2.0.	The intensity and density thresholds have been maintained.	Policy will be amended to update based upon changes to Recreational Element.
OBJECTIVE 1-2.8. OS -- OPEN SPACE: Open space land areas including, but not limited to right-of-way plazas and entranceways. Maximum FAR. of 0.	The intensity and density thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.9. PB -- PUBLIC BUILDINGS & GROUNDS: Buildings and adjacent land areas used for Local, State or Federal government purposes, and for public and semi-public services, including utilities. Maximum FAR. of 2.0.	The intensity and density thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.10. H -- HOSPITAL USE: Buildings and land areas used for medical and health related services. Maximum FAR. of 2.0.	The intensity and density thresholds have been	See above comment on Goal 1-2.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	maintained.	
OBJECTIVE 1-2.11 RI -- RELIGIOUS / INSTITUTIONAL USES: Churches, temples, houses of worship, fraternal organizations, and related accessory uses such as educational and childcare services. Maximum FAR. of 2.0.	The intensity and density thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.12 C -- CONSERVATION AREAS: Environmentally sensitive areas such as marshes, swamps, mangroves, and natural wildlife habitats. Conservation areas shall have an FAR. of 0, except for designated areas specified for limited support facility development. Designated limited development areas shall be restricted to passive support activities such as nature trails and restroom facilities. Proposals for limited development shall be reviewed on an individual basis.	The intensity and density thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.13 HP -- HISTORIC PROPERTIES: Buildings, sites, and districts determined to be historically, architecturally, or archaeologically significant by National Register listing or local landmark designation. Historic Properties Land Use Classification is an overlay classification, which modifies the underlying land use classification. The location of such HP classified properties may be depicted on the Future Land Use Map series or on the Historic Preservation Map series as determined suitable by the City.	Completed.	Policy will be amended to reflect current practice of identifying historic properties.
OBJECTIVE 1-2.14 PT -- PUBLIC TRANSPORTATION: Streets, alleys, and other such lands and Rights-of-Way, which serve as essential network corridors for the conveyance of goods and services throughout the City and beyond. Use is restricted to functional transportation systems, including roads, sidewalks, utilities, signage, plazas, entrances, landscaping, and related purposes. As such, land uses do not, in themselves, generate demands for services, but rather serve the transportation and communication demands of other land uses. There is no intensity or density unit of measure to be applied in their land use classification. This classification is not shown on the Future Land Use Map series, but is understood to include all lands within the Right-of-Way Property Boundary of the collective public rights-of-way in the city to whomever titled. In the future, additional designations of PT use areas both public and private may be made as necessary for the proper provision of the transportation system of the community. Special public buildings and facilities which serve transportation needs as well as other needs are to be classified as PB - Public Buildings & Grounds. When alleys, streets, easements or other rights-of-way are vacated, or through other proscribed means converted from a public transportation corridor, such conversion will be considered a technical adjustment to the Comprehensive Plan Future Land Use Map and is not to be considered a land use amendment. It shall not require the procedures set forth for amendment of the Comprehensive Plan or Future Land Use Map Series and shall not require a Land Use Public Hearing. Vacation of such PT land shall cause the land use classification of the underlying property to be administratively adjusted to such land use classifications as are adjacent, and to the extent determined by the City Commission at the time of such action.	Completed.	Policy will be amended and consolidated into new policy with same intent. Policy is too long and shall be rewritten to insure clarity.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 1-2.15 FAMILY DAY CARE HOMES are permitted in residential land use areas in accord with housing goals, objectives, and policies addressed in the Housing chapter and the City Zoning Code.	Completed.	Policy will be deleted. These provisions are more appropriate in the Zoning Code whether they presently exist.
OBJECTIVE 1-2.16 MIXED USES are permitted to varying degrees in Residential Multi-family High Density (RMH), Residential Multi-family Medium Density (RMM), Residential Multifamily Low Density (RML), Commercial Low Intensity (CL), Commercial Medium Intensity (CM), Commercial High Intensity (CH) and Industrial (I) land use categories, including the Northern Industrial Section referenced in Policy 1-2.4.1. See policies and various development codes for implementation" (Ord. 2004-03).		Policy will be amended and consolidated into new policy with same intent.
OBJECTIVE 1-2.17 MIXED USE OVERLAY DISTRICT 3 (MXD3): The general intent of the MXD3 is to include a number of places to go and things to do within walking distance, including an assortment of uses including the following: • Residential; • Retail/Commercial; • Office; • Industrial; and • Public Open Spaces. Provide a strong emphasis on aesthetics and architectural design through the use of the regulations and the planned mixing of uses to establish identity, diversity, and focus to promote a pedestrian environment. Utilization of a variety of architectural attributes and street level pedestrian amenities to create a sense of place, including the spatial relationship of buildings and the characteristics created to ensure attractive and functional pedestrian areas. Properties assigned the MXD3 overlay, have the option of developing their property in accordance with the underlying land use. No single use may comprise of more than eighty-five (85%) of the MXD3 floor area ratio. Land development regulations shall determine the MXD3 location and area; residential densities up to one-hundred twenty-five (125) units per acre; height up to a maximum of one-hundred twenty-five (125) feet, which includes up to a maximum of one-hundred (100) feet of habitable space and up to twenty-five (25) feet for rooftop architectural elements; floor area ratio up to 3.5 maximum; providing specific design criteria; and public realm improvements to promote street level pedestrian activity including, but not limited to public open space, landscaping, street lighting, right-of-way and streetscape improvements; pedestrian, transit, and bicycle access; and other	New provisions adopted in 2004.	Minor amendments may be completed to further strengthen Policy

<table>
<tr><th>Existing Goals, Objectives and Policies</th><th>Implementation & Measure</th><th>Comments</th></tr>
<tr><td>regulations deemed necessary.</td><td></td><td></td></tr>
<tr><td>Mix of Uses

The proportionate mix of uses of uses shall be reviewed per development application. The following table establishes minimum and maximum thresholds based upon the FAR of the building.

<table>
<tr><th>Type of Use</th><th>Minimum % of FAR</th><th>Maximum % of FAR</th></tr>
<tr><td>Residential</td><td>0%</td><td>85%</td></tr>
<tr><td>Retail/Commercial</td><td>8%</td><td>40%</td></tr>
<tr><td>Office</td><td>0%</td><td>85%</td></tr>
<tr><td>Industrial</td><td>0%</td><td>5%</td></tr>
</table>

A MXD3 may be permitted in Commercial Low Intensity (CL), Commercial Medium Intensity (CM), Commercial High Intensity (CH) and Industrial (I) land use categories (Ord. 2004-03).</td><td></td><td></td></tr>
<tr><td>GOAL 1-3. FUTURE LAND USE MAP INTERPRETIVE NOTES: The specific instructions, interpretive notes are to be given greater weight in the determination of the meaning and application of the Future Land Use Map representations.</td><td></td><td>Objective will be deleted. This requirement is in City's zoning code regulations</td></tr>
<tr><td>OBJECTIVE 1-3.1. APPLYING LAND USE CLASSIFICATIONS. Classifications of land use are to cover the parcels of land within their boundaries, unless otherwise specified. Public street and alley rights-of-way are classified as Public Transportation unless otherwise designated. Easements carry the land use classification of the parent tract unless otherwise specified.</td><td></td><td>Objective will be deleted. This requirement is in City's zoning code regulations</td></tr>
<tr><td>OBJECTIVE 1-3.2. DIMENSIONS OF LAND USE CLASSIFICATIONS. The land use classes are depicted on the Future Land Use Map in two dimensions, however this represents the three dimensional space above and below the ground. Although no occurrences exist in the city, this plan anticipates and holds available the use of three dimensional space descriptions for those land uses which require a more complex ownership, pattern of use and regulation than is common at this time. Examples of such types of uses may include air-rights properties and mixed-use projects, which utilize three-dimensional above ground, subsurface, or sub-aquatic designs with complex public and private ownerships.</td><td></td><td>Objective will be deleted. This requirement is in City's zoning code regulations</td></tr>
<tr><td>OBJECTIVE 1-3.3. ADDITIONAL SITE SPECIFIC POLICIES. As the result of unique site specific conditions affecting the general realization of the goals, objectives and policies of this plan, the following parcels are to be further regulated in accord with the following Future Land Use Map Interpretive Policies:</td><td></td><td>Objective will be amended and consolidated into new policy with same intent.</td></tr>
</table>

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 1-3.3.1. THE NORTH 1/2 OF BLOCK 93 & 94 OF RIVIERA SECTION 2 SUBDIVISION shall be required to submit a Development Review Site Plan for development and maintenance, to be reviewed, adjusted, and approved if appropriate. No building permit, of any degree, may be issued until such design and maintenance proposal is approved by the City and agreed to by the applicant. Of particular concern on these sites are the desire to ensure that effective measures are taken to protect the adjacent residential neighborhood from the noise, lights, trash, vehicular access and other detrimental conditions associated with commercial uses. Special consideration shall be given to the addition of traffic to the local streets serving the neighborhood and any increased risk of crime as a result of unoccupied commercial facilities after hours.	Not applicable, property has been developed.	Policy will be deleted.
POLICY 1-3.3.2. THE AREA BOUNDED BY SOUTHWEST EIGHTH STREET ON THE NORTH, DOUGLAS ROAD ON THE EAST, LEJEUNE ROAD ON THE WEST, AND MADEIRA AVENUE ON THE SOUTH. The area bounded by Southwest Eighth Street on the North, Douglas Road on the East, LeJeune Road on the West, and Madeira Avenue on the South is designated a special study area for further review in order to consider the appropriateness of designating certain parcels for RMH.	Properties, as they develop, are under design review either as administrative review or conditions review.	Policy will be deleted. Adequate Goals, Objective, and Policies are put in place to support this area as well as Citywide. In addition, the Zoning Code has specific land development regulations that have been put in place to further strengthen review.
POLICY 1-3.3.3. BLOCKS 3, 4, AND A PORTION OF BLOCK 5 OF THE SUNRISE HARBOUR SUBDIVISION. Blocks 3, 4 and a portion of block 5 of the Sunrise Harbour Subdivision is the subject of court ordered action and is therefore designated "ENJOINED LAND" and shall bear a land use classification of COMMERCIAL and APARTMENT as was in effect as of the date in the court order. The designation of such high-density use is made solely on the basis of the City Attorney's opinion and the prior court ruling. It does not recommend or serve as an endorsement of any proposed development or reflect the city's application of community planning principals.		Policy will remain as is.
POLICY 1-3.4. HISTORIC PROPERTIES LAND USE CLASSIFICATION. Historic Properties Land Use Classification is an overlay classification, which modifies the underlying land use classification. The location of such HP classified properties may be depicted on the Future Land Use Map series or on the Historic Preservation Map Series as determined suitable by the City.	Completed. Adequate record management exists to identify properties.	Policy will be deleted.
OBJECTIVE 1-4 PLANNING TIMEFRAMES. Pursuant to Rule 9J-5.005(4), F.S., the City of Coral Gables hereby adopts the following planning periods: from 1997 to 2005; and 2006 to 2010.	Completed.	Policy will be amended but will remain as it is required by 9J-5.

Traffic Circulation Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Maintain and enhance an interconnected multi-modal system consisting of vehicular, transit, bicycle, and pedestrian transportation options*
- *Expand upon the successful trolley system by exploring additional routes, stops, and other services and amenities*
- *Promote a pedestrian-oriented environment through quality design, improved connectivity/access, and heightened safety considerations.*
- *Rejustify the City's "GRID" as a traffic concurrency exception area*
- *Address developmental impacts in the GRID utilizing transit, traffic calming, mixed-use, and other innovative strategies and develop a program for measuring the progress of these strategies in mitigating developmental impacts*
- *Explore innovative solutions to parking deficiencies, encroachment of parking into residential neighborhoods, and other parking-related issues*
- *Secure the City's fair-share of impact fees from the County and coordinate allocation of funding*
- *Continue to mitigate pass-through traffic with the use of traffic calming devices and other innovate strategies*
- *Encourage and strengthen the City's coordination, communication, and cooperation with adjacent municipalities, Miami-Dade County, and regional and state agencies on traffic issues*
- *Address new growth management requirements as identified in Chapter II of this report*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 2.1. "ENSURE INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM. The City is to ensure the balanced provision for an integrated multi modal transportation system which encourages the efficient, safe, and coordinated movement of people and goods within and through the City, while maintaining the historic, residential, cultural, and environmental quality and characteristics unique to the City." The Transportation Element embodies a number of objectives and policies that form the framework for ensuring the achievement of this goal.		Goal will be rewritten with same intent.
OBJECTIVE 2-1.1: ROADWAY LEVEL OF SERVICE STANDARDS AND CONCURRENCY MANAGEMENT. All roads within the City are classified as roads within Existing Urbanized Areas by the State of Florida, and are within the Urban Infill Area (UIA) by Metro-Dade County. Coral Gables shall reduce the number of roadways operating at a level of service lower than the Level of Service (LOS) Standards contained in the adopted policies of this element from seven (7) to three (3) by January 2003, and zero (0) by January 2010. The LOS standards for traffic facilities shall be used in the concurrency management program to issue development orders as of the effective date provided in CMP as set forth in the Capital Improvements Element. (3243)		

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 2-1.1.1: MINIMUM ROADWAY LOS STANDARDS. The minimum or lowest quality acceptable peak period* operating Level of Service (LOS) standards for State Principal Arterial, Minor Arterial, County Minor Arterial and County Collector roads within the City of Coral Gables shall be as herein established: (3243) Beginning January 1, 1995, the minimum acceptable peak period LOS standard shall be the following: Where no public mass transit service exists, roadways shall operate at or above LOS E; In STA's twenty (20%) of non-State roads may operate below LOS E. Where mass transit service having headways of twenty (20) minutes or less is provided within two (2) mile distance, roadways shall operate at no greater than one-hundred twenty (120%) of their capacity; Where extraordinary transit service such as commuter rail or express bus service exists, generally parallel roads within 2 miles shall operate at no greater than one-hundred fifty (150%) of their capacity. Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.	Miami-Dade county has final authority with reference to acceptable levels of service. All roadways east of State Route 836 are within a traffic concurrency exemption zone. Likewise, the all commercial areas in the City are within a traffic concurrency exemption zone known as the Gables Redevelopment Infill District. GRID) Although not required pursuant to GOP's, the City does require the preparation of traffic impact analysis for all development undergoing conditions use review to determine potentially adjacent impacts and recommend mitigation strategies such as street improvements, traffic calming, etc.	Policy will be amended and consolidated into new policy with same intent.
POLICY 2-1.1.2: CONSTRAINED ROADWAYS. Roadways that are physically or environmentally constrained or legislatively prohibited from expansion due to their valued historic, or cultural character, will be allowed to operate at level of service (LOS) as established for Constrained Facilities; Constrained Roads, and/or non State roads within an STA, operating above the minimum LOS standard E as of September 1, 1989 shall not operate at a LOS lower than that established under the 1995 standards. The following roads are designated Constrained Facilities: • U.S. 1 (S. Dixie Hwy., S.R. 5) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); • S.W. 40th Street (Bird Road) from Ponce de Leon Blvd. to S.W. 57th Avenue (Red Road); • S.W. 8th Street (Tamiami Trail) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); • S.W. 24th Street (Coral Way) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); • Old Cutler Road from S.W. 72nd Street (Sunset Drive) to S.W. 57th Avenue (Red Road); • S.W. 72nd Street (Sunset Drive) from Cartagena Circle to S.W. 57th Avenue (Red Road); • S.W. 42nd Avenue (LeJeune Road) from Cartagena Circle to U.S. 1 (S. Dixie	All roadways east of State Route 836 are within a traffic concurrency exemption zone. Likewise, all commercial areas in the City are within a traffic concurrency exemption zone known as the Gables Redevelopment Infill District. Although not required, the City does require large development projects to submit a traffic study and include any mitigation factors that may be necessary to offset their impact.	Policy will be amended and consolidated into new policy with same intent.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
Hwy., S.R. 5).		
POLICY 2-1.1.3: TEMPORARY REDUCTION IN LOS STANDARD. Any section of any roadway may temporarily operate at a LOS lower than the established minimum if capacity improvements raising the LOS of such roadway to its standard are assured to exist on a timely basis as provided for through the concurrency management provisions of this plan.	The City has not had any roadways temporarily operating at a LOS less than the established minimum.	Policy will be amended but will remain as it is required by 9J-5.
POLICY 2-1.1.4: DEVELOPMENT ORDERS CONTINGENT ON COMPLIANCE. Issuance of all Developments Orders for new developments or significant expansions of existing developments shall be contingent upon compliance with the applicable LOS standards contained in this comprehensive plan.	Completed. All development orders above a threshold are required to submit a traffic study and/or traffic impact analysis. If the proposed development exceeds the established LOS standards, mitigation is required in order for the project to proceed.	Policy will be amended and consolidated into new policy with same intent.
POLICY 2-1.1.5: FORMALIZE IMPLEMENTING PROCEDURES. The City of Coral Gables shall formalize procedures and requirements for all development, regardless of size, to contribute its proportionate share of transportation facilities, or funds or land, necessary to accommodate the impact of the proposed development.	Completed. Improvements on County roads are paid proportionately through the County's transportation impact fees.	Policy will be amended and consolidated into new policy with same intent.
POLICY 2-1.1.6: SPECIAL TRANSPORTATION AREA DESIGNATION. Special planning and urban management needs related to severe limitations of right of way conditions, high land values, urban infill development, highly regarded historic, aesthetic, environmental and unique residential nature of the area, combined with central business district requirements for LOS standards which support more intense road and mass transit utilization for productive 11:24 amend essential human and business interaction are recognized by the City's establishment of a special transportation area (STA). (3243) The STA is defined as the area bounded by Tamiami Trail (S.W. 8th Street), Flagler Street and the City Limits on the North; Sunset Drive on the South, Red Road (S.W. 57th Avenue) on the West & Cartagena Plaza, LeJeune Road, the City Limits and Douglas Road (S.W. 37th Avenue) on the East; less the area contained within the Gables Redevelopment and Infill District (GRID) as described in Policy 2-1.2.1 of this Element. All transportation facilities within the STA shall be considered both as individual facilities and as an integrated functional system for balanced transportation services. (3243)	Completed. STA designations are in place.	Policy will be amended and consolidated into new policy with same intent.
POLICY 2-1.1.7: SUPPORT METRO-DADE COUNTY MASS TRANSIT. Although the City is not required to adopt a mass transit element, it recognizes that traffic circulation is dependent upon mass transit operated within the City of Coral Gables under the authority of Metro Dade County. The provision of efficient mass transit and paratransit services that serve existing and future trip generators and attractors are essential to	Completed. The City has participated in the intergovernmental coordination activities of the MPO, Florida Department of Transportation,	Policy will be amended and consolidated into new policy with same intent.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
the continued development of the City. Therefore, the City shall continue to support Metropolitan Dade County in its authorization and provision of these necessary mass transit services. Such support shall include the enforcement of the adopted LOS standards, roadway design standards, and effective transportation mode options that enhance efficient person trip and vehicular movements and reduces accident potential. Support shall also include participation in the intergovernmental coordination activities of the MPO, Florida Department of Transportation, and the Transportation Plan Technical Advisory Committee of Metro Dade County in the formulation of transportation policy and efforts to Maintain adopted level of service standards.	and the Transportation Plan Technical Advisory Committee of Metro Dade County in the formulation of transportation policy and efforts to maintain adopted level of service standards. The City recently initiated its own separate mass transit collector (trolley).	
POLICY 2-1.1.8: MAP 2.1. TRAFFIC MAP FUNCTIONAL CLASSIFICATION OF EXISTING ROADWAYS is included by reference and adopted to establish the functional classification of roadways within the City. The location of the primary mass transit terminals for Metro Rail along the South Dixie Highway corridor at the University of Miami, and at Douglas Road, and the Metro. Additionally, the following are collector and arterial roadways where mass transit service having headways of twenty (20) minutes or less is provided within two (2) mile distance: U.S. 1 (S. Dixie Hwy., S.R. 5) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); S.W. 40th Street (Bird Road) from Ponce de Leon Blvd. to S.W.	City is organized in a grid fashion and functions so.	Policy will be deleted and new GOP's will be included to address corridors in relation to the use of mass transit and specifically trolleys, which the City has undertaken the establishment of a trolley service in 2005. Additionally, as required by 9J-5, the map will display existing data.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
57th Avenue (Red Road); Ponce de Leon Blvd. from S.W. 57th Avenue (Red Road) to S.W. 42nd Avenue (LeJeune Road); S.W. 8th Street (Tamiami Trail) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); S.W. 24th Street (Coral Way) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); Old Cutler Road from S.W. 72nd Street (Sunset Drive) to S.W. 57th Avenue (Red Road); S.W. 72nd Street (Sunset Drive) from Cartagena Circle to S.W. 57th Avenue (Red Road); S.W. 42nd Avenue (LeJeune Road) from Cartagena Circle to S.W. 8th Street (Tamiami Trail). Granada Boulevard from S.W. 8th Street (Tamiami Trail) to S.W. 72nd Street (Sunset Drive). University Drive from S.W. 40th Street (Bird Road) to S.W. 42nd Avenue (LeJeune Road) S.W. 37th Avenue (Douglas Road) from U.S. 1 (S. Dixie Hwy., S.R. 5) to S.W. 8th Street (Tamiami Trail); S.W. 57th Avenue (Red Road) from U.S. 1 (S. Dixie Hwy., S.R. 5) to S.W. 8th Street (Tamiami Trail). Additionally, the following are collector and arterial roadways where extraordinary transit services such as commuter rail or express bus service exists, generally parallel to and within to (2) mile of such roads: U.S. 1 (S. Dixie Hwy., S.R. 5) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); S.W. 40th Street (Bird Road) from Ponce de Leon Blvd. to S.W. 57th Avenue (Red Road); S.W. 8th Street (Tamiami Trail) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); S.W. 24th Street (Coral Way) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); S.W. 42nd Avenue (LeJeune Road) from Cartagena Circle to S.W. 8th Street (Tamiami Trail).		
POLICY 2-1.1.9: MAP 2.1.1 TRAFFIC MAP "STA" AND "GRID." Map 2.1.1., which shows the location of the "STA" and the "GRID" within Coral Gables, is included by reference and adopted to delineate the boundary of the special transportation area (STA) within which all roads shall be measured for service capacity against the Level of Service standard for STA designated facilities. All roads within the city have been constructed along their planned corridors. No change in functional classification is planned for future road facilities.	Completed.	Policy will be amended and consolidated into new policy with same intent.
OBJECTIVE 2-1.2: TRANSPORTATION CONCURRENCY EXCEPTION AREA. Provide a transportation concurrency exception area within the City's Concurrency Management Program pursuant to the policies listed below. (3243)	Included.	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.
POLICY 2-1.2.1: ESTABLISHMENT OF THE GABLES REDEVELOPMENT AND INFILL DISTRICT. The specific geographic area of the Gables Redevelopment and Infill District (GRID) is contained within a line as follows and is shown on Map 2-1.1: (3243) 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	Completed. The City has completed and is continually monitored to help foster compact infill development while preserving the City's residential neighborhoods and keeping the commercial areas outside the Central Business District low to medium intensity.	Objective/Policy will be amended and consolidated into new policy and/or Objective with same intent.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
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.		
POLICY 2-1.2.2: EXCEPTION TO TRANSPORTATION CONCURRENCY. A proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted comprehensive plan and it meets the following criteria pursuant to Section 163.3180, Florida Statues: (3243) 1. The proposed development is located within the Gables Redevelopment and Infill District; and 2. If the project would result in an increase in peak-period traffic volume on a Florida Intrastate Highway System (FIHA) roadway that is operating below any adopted LOS standard, which increase would exceed two (2%) of the capacity of the roadway at the adopted LOS standard, the City shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resultant increase in traffic volume does not exceed two (2%).	U.S. 1 is the only FIHA roadway in the City.	The policy will remain as it is required by 9J-5.
POLICY 2-1.2.3: IMPLEMENTATION OF THE EXCEPTION. Coral Gables shall include in its concurrency management program ordinance or administrative rules appropriate criteria and methodologies to implement the exception authorized in this policy consistent with requirements of Chapter 163, Part II, Florida Statues.	Completed. Criteria have been established and implemented.	Policy will remain as it is required by 9J-5.
POLICY 2-1.2.4: DEVELOPMENTS WITH A DE MINIMIS IMPACT. A proposed development, that conforms to the criteria enumerated in Section 163.3180(6), FS and is located in any portion of the Gables Redevelopment and Infill District where an affected transportation facility is operating below its adopted LOS standard, is deemed to have a de minimis impact that, alone or in combination with other similar or lesser impacts, will not cause unacceptable degradation of the level of service on affected transportation facilities. Coral Gables shall include in its concurrency management program ordinance or administrative rules appropriate methodologies for determining and monitoring de minimis impacts consistent with Section 163.3180(6), FS and chapter 9J-5, Florida Administrative Code.	Completed.	Although required pursuant to the Zoning Code, the policy will remain as it required by 9J-5.
POLICY 2-1.2.5: FUNDING PRIORITY FOR HIGHWAY AND TRANSIT PLANNING ACTIVITIES. In highway and transit planning activities of the City and the Metropolitan Planning Organization (MPO), the City will give highest priority to the funding of necessary capacity improvements to any roadways and transit services that	Completed. The City has participated in roadway improvements with the State and County in addition to	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
would help to relieve congestion on FIHS facilities, as defined in Section 338.001, FS, which are operating below their adopted LOS standard and which congestion can be attributed to development in the City and other areas. (3243)	partnering with the State and County in the City trolley system.	
POLICY 2-1.2.6: INFILL AND REDEVELOPMENT IN APPROPRIATE PARTS OF THE CITY. As a vibrant mature City located in rapidly growing Miami Dade County, Coral Gables shall pursue infill and redevelopment in appropriate parts of the City, especially the GRID. This has included or shall include: (3243) • The Central Business District designation for the commercial core around Miracle Mile. • The City's sponsorship of a public-private venture for redevelopment of the Bus Terminal as a multi-use retail, office, and residential site. • The City's redevelopment of Lot 22 as an off-street parking structure with street level retail components. • The possible redevelopment of the City's equipment Yard into a mixed-use village. • A possible light trolley system in the GRID area part of the City traveling approximately from the Douglas Entrance, a huge mixed-use redevelopment project, to the Metro rail Station at Douglas Avenue and US 1. • Possible redevelopment incentives for the Douglas Apartment District. • Maintaining the Mediterranean Design Ordinance, which awards density and height bonuses for developments in the Mediterranean Design District.	Completed. All of the listed infill strategies have been completed. See previous implementation and measurements section for details.	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.
OBJECTIVE 2-1.3: MOTORIZE AND NON-MOTORIZED SYSTEM. Provide for a safe, convenient, and efficient motorized and non-motorized transportation system. This objective shall be achieved through the implementation of the following policies. (3243)	See comment below.	See comment below.
POLICY 2-1.3.1: IMPLEMENT TRAFFIC IMPROVEMENTS AND MANAGEMENT ALTERNATIVES. The City shall 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: Improved signal timing, intersection signing, markings, channelization, restrictions and management of on street parking, the use of mass transit and paratransit services, employer base van pooling, car pooling, and employer based staggered and/or flexible work hours.	Completed and ongoing. The City has coordinated this with the County and through the implementation of the trolley system and is continually modifying its transportation system and/or participating in state or county system through roadway, sidewalk, canal and trail improvements.	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.
POLICY 2-1.3.2: MAJOR THOROUGHFARE ACCESSIBILITY. Accessibility to major thoroughfares shall be limited to adequate, properly designed and safe systems through adopted design standards and procedures, which at a minimum address: adequate storage and turning bays; spacing and design of median openings and curb cuts; provision and maintenance of service roads; driveway access and spacing.	Completed and ongoing. All developments adjacent to major thoroughfares are reviewed in accordance with Florida Department of Transportation guidelines for accessibility.	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.

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	Adequate improvements pursuant to these guidelines are required prior to issuance of a DO.	
POLICY 2-1.3.3: MONITOR HIGH FREQUENCY ACCIDENT LOCATIONS. High frequency accident locations shall be monitored by maintaining detailed data acquired by the City from other agencies, in order to provide greater functional design related information and early warning as to the development of serious deficiencies and the potential for design improvements, which may alleviate hazardous conditions.	Completed and ongoing. The City's Police Department monitors locations and if necessary coordinates with Public Works and the County to make necessary improvements. The City also has a separate Traffic Advisory Board that assists in the identification and implementing of this Policy.	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.
POLICY 2-1.3.4: CONSIDER BICYCLE AND PEDESTRIAN WAYS. The City shall consider bicycle and pedestrian ways in the planning of transportation facilities.	Completed. A condition for approval by the City requires that bicycle and pedestrian ways be incorporated into the project. The City has also adopted a bicycle master plan.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.3.5: PROMOTE SAFE BICYCLE AND PEDESTRIAN MOVEMENTS. The City shall promote safe movement of bicycle and pedestrian traffic in development proposals.	Completed. See above Policy 2-1.3.4.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
OBJECTIVE 2-1.4: COORDINATE LAND USE AND TRAFFIC CIRCULATION. Coordinate traffic circulation system with future land uses and capital improvements element as adopted on the Future Land Use Map series and the Plan, recognizing fiscal and physical constraints. This objective shall be achieved through the implementation of the following policies. (3243)		Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.4.1: ESTABLISH PEAK PERIOD LOS STANDARDS. The City shall establish peak period level of service standards for the non-constrained City arterial and collector roadways.	Completed. These standards have been established in the city's Concurrency Management System	Policy will remain as it is required by 9J-5 and this policy will also by included in the Concurrency Management System.
POLICY 2-1.4.2: INTEGRATED TRAFFIC CIRCULATION AND LAND USE PLANNING. The City, through the concurrency management system, shall continually monitor and evaluate the impacts of existing and future land development on the transportation system in order to achieve integrated management of land use decisions and traffic circulation impacts, particularly outside of the STA and GRID. (3243)	Completed. This is continually monitored and evaluated.	Policy will remain as it is required by 9J-5 and this policy will also by included in the Concurrency Management System.
POLICY 2-1.4.3: MAINTAIN CONSISTENCY AMONG ELEMENTS. The City shall maintain consistency between the adopted traffic circulation element policies and other adopted policies of the comprehensive plan.	Completed. The City has maintained this consistency through the DRC.	Policy will remain as it is required by 9J-5 and this policy will also by included in the Concurrency Management System.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 2-1.4.4: USE OF LAND USE MAPS IN TRANSPORTATION PLANNING. 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.	Completed. This has been completed by focusing future development to the CBD, North Ponce Area, and Industrial District.	Policy will remain as it is required by 9J-5 and this policy will also by included in the Concurrency Management System.
POLICY 2-1.4.5: IMPROVING MOBILITY. By January 2005, the City shall consider and may adopt regulations, which require new development and encourage existing development to participate in implementing strategies to improve mobility, such as van pooling, car pooling, guaranteed ride home, provision for pedestrian and bicyclists.	Completed and ongoing. The City has established the trolley in order to improve mobility. In addition, a number of mixed-use projects have been developed that focus on the mobility to the surrounding CBD, Douglas station, and trolley.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
OBJECTIVE 2-1.5: INTERGOVERNMENTAL COORDINATION PER CHAPTER 380, FS. On an annual basis, the City shall coordinate their plans with the plans and programs of the Metropolitan Planning Organization, Public Transportation Authority, Chapter 380 FS based resource planning and management plans and Florida's Department of Transportation (FDOT) Five (5)-Year Transportation Plan. (3243)	Not completed on an annual basis. Completed as new programs are implemented.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.5.1: CONSISTENCY WITH DOT AND METRO-DADE COUNTY TRANSPORTATION PLANS. Subsequent FDOT Five (5)-Year Transportation Plans (as well as Metropolitan Dade County's Transportation Improvement Program) shall be reviewed for consistency to ensure that they remain in keeping with Coral Gables comprehensive plan.	Completed and ongoing. The City actively seeks input from the DOT on any amendments to the City's CLUP	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.5.2: CONSISTENCY BETWEEN CITY PLAN AND MPO LONG RANGE TRANSPORTATION PLAN UPDATE. The Coral Gables Comprehensive Plan and the Long Range Transportation Plan Update prepared by the Metropolitan Planning Organization shall be mutually consistent.	Completed. The Transportation Element shall be consistent with the MPO and Regional Policy Plan for South Florida.	Objective/policy not necessary. Required by law.
POLICY 2-1.5.3: ADDITIONAL CONSISTENCY MANDATES. The City shall review the compatibility of the Traffic Circulation Element and coordinate it with the Traffic Circulation Plan and Program of Metropolitan Dade County, adjacent municipalities and the South Florida Regional Planning Council and shall cooperate in maintaining adequate inter regional mobility.	Completed and ongoing. The City continually monitors adjacent local governments and county and state agencies.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
OBJECTIVE 2-1.6: RIGHT-OF-WAY AND TRANSPORTATION CORRIDOR NEEDS. Rights-of-Way and transportation corridor needs for existing and future transportation facilities needs shall be designated and reserved. This objective shall be achieved through the implementation of the following policies. (3243)	Completed as projects are reviewed.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.6.1: MINIMUM RIGHT-OF-WAY REQUIREMENTS. The City shall continue to maintain and conform with the minimum right of way requirements as established by appropriate agencies, as balanced against the historic, aesthetic, cultural, and residential character of the City.	Completed. The City continues to maintain and conform to the minimum requirements.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.6.2: REQUIRED RIGHT-OF-WAY DEDICATION FOR NEW DEVELOPMENT. The City shall require the dedication of the appropriate share of the	Completed. The City has required these both for	Objective/policy will be amended and consolidated into new policy

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necessary right-of-way from all developments at the time of development.	vehicular and pedestrian movement prior to issuance of DO's.	and/or objective with same intent.
POLICY 2-1.6.3: ADVANCED RIGHT-OF-WAY ACQUISITION. Advanced rights of way shall be reviewed or acquired, where necessary, for future transportation improvements identified in the adopted comprehensive plan.	Completed. The City has required these both for vehicular and pedestrian movement prior to issuance of DO's.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
OBJECTIVE 2-1.7: PROTECT COMMUNITY/NEIGHBORHOOD INTEGRITY. The traffic circulation system will protect community and neighborhood integrity. This objective shall be achieved through the implementation of the following policies. (3243)	See comment below.	See comment below.
POLICY 2-1.7.1: SEPARATE LOCAL AND THROUGH TRAFFIC MOVEMENTS. The City will strive to conserve and protect the character of neighborhoods by preventing the intrusion of through vehicles on local & collector streets.	Completed and ongoing. The City continually conserves and protects neighborhoods by limiting access and installing traffic-calming measures to help slow traffic. The City established a separate Traffic Advisory Board to assist in the completion of this policy.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.7.2: AVOID FRAGMENTING NEIGHBORHOODS. Major thoroughfares and intersections should be located and designed in a manner, which would not tend to sever or fragment land, which is or could otherwise be developed as well defined neighborhoods.	Completed and ongoing. The City has required improvements to intersections that have enhanced the entrance into many of the neighborhoods in the City though numerous beautification projects.	Policy will be deleted. Requirement included in Zoning Code.
POLICY 2-1.7.3: CONTROLLING THROUGH TRAFFIC MOVEMENTS. The City shall discourage through traffic in neighborhoods by use of traffic management techniques, including signage, landscape design, and roadway design.	Completed and ongoing. The City has installed lane chokers, medians, traffic circles throughout the City's commercial areas and residential neighborhoods. The City has established a separate Traffic Advisory Board to assist in the completion of this policy. Separate traffic zones have been created to address various area needs.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.7.4: PROTECTING CERTAIN ARTERIALS. Because of the unique historic, aesthetic, and residential qualities of Coral Way, Bird Road, and Old Cutler	Completed and ongoing. Maintained at their present	Objective/policy will be amended and consolidated into new policy

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
Road, these arterial roadways shall be maintained at their present designation and capacity.	designation and capacity	and/or objective with same intent.
OBJECTIVE 2-1.8: QUALITATIVE FACTORS SURROUNDING TRANSPORTATION PLANNING. Plan and ensure development of a transportation system that preserves environmentally sensitive areas, conserves energy and natural resources, and maintains and enhances community aesthetic values. This objective shall be achieved through the implementation of the following policies. (3243)		Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.1: PROVIDE ROADWAY LANDSCAPING. The City shall provide landscaping along roadways to serve as visual and sound buffers and to maintain the quality of the environment within the City.	Completed and ongoing. The City requires installation of landscaping improvements on rights-of ways. In addition, the City actively coordinated this through the City's Landscape Advisory Board.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.2: AVOIDING DISRUPTION OF ENVIRONMENTALLY SENSITIVE AREAS. The City shall avoid transportation improvements, which encourage or subsidize development in environmentally sensitive areas identified in the conservation element.	Has not been an issue.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.3: USE OF MITIGATION MEASURES. If no feasible alternative exists, needed transportation facilities may be placed in environmentally protected conservation areas. However, such areas are to be limited and design techniques used to minimize the negative impact upon the natural systems in a balanced manner.	Has not been an issue.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.4: PROTECTIVE MEASURES IN DESIGN OF NEW ROADS. New roads shall be designed to prevent and control soil erosion, minimize destructive secondary impacts of clearing and grubbing operations, minimize storm run off, and avoid unnecessary changes in drainage patterns.	Completed. Although no new roads have been designed. Modifications to existing roadways have included the listed protective measures.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.5: IMPROVING AIR QUALITY AND ENERGY CONSERVATION. The City shall pursue and support transportation programs (e.g., rapid transit, express buses, high occupancy vehicles (HOV), and bikeways) that will help to maintain or improve air quality and help conserve energy.	Completed. The City's trolley system utilizes hybrid-electric vehicles.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.6: IMPLEMENTING ADDITIONAL ROADWAY DESIGN MEASURES. Design of new roadways shall be undertaken so as to make them compatible with the surrounding environment, complement adjacent development, and provide an aesthetically pleasing visual experience to the user and to the adjacent area.	Completed. Although no new roads have been designed. Modifications to existing roadways have included the listed protective measures. Specifically, extensive on street landscaping is required in both residential and commercial areas to mitigate any potential impacts.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.

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2-2 OTHER TRANSPORTATION RELATED ELEMENTS The City of Coral Gables is not required to include a Mass Transit Element in the Comprehensive Plan. There are no aviation, commercial shipping port, or commercial freight rail terminal facilities within the City. Elements for these facilities are not required for the City. Air space control surfaces for distant aviation facilities are well above any current or anticipated facilities within the City.		Objective/policy will be deleted. Not necessary.

Housing Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

The Housing Element will be rewritten in its entirety in order to reflect updated information provided for in the City's recently completed Workforce/Affordable Housing Study (see Appendix A), as well as strategies and land development regulations that are currently being developed, as reflected in Resolution No. 2006-44 recently adopted by the City Commission.

- *Continue participation in regional intergovernmental efforts to address "regional" affordable housing needs*
- *Address the City's fair-share of affordable housing needs as identified in the recently completed Housing Study, to include programs that address future cost-burdened need, rehabilitation need, preservation need, and backlog cost-burdened need*
- *Implement multi-pronged strategies for addressing the City's needs, to include an inclusionary zoning program that incorporates development incentives, a linkage fee, trust fund, and other government programs and funding opportunities, such as the State Housing Initiative Partnership (SHIP)*
- *Promote a mix of housing types and incomes, including market-rate and affordable housing for seniors*
- *Preserve the character of single-family neighborhoods, and strengthen historic preservation efforts, by utilizing various strategies including quality design standards, code enforcement, community policing, and other innovative solutions*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 3.1. QUALITY RESIDENTIAL ENVIRONMENT. To assure the availability of a safe, sound, and attractive residential environment for all residents of Coral Gables."	Completed.	Element will be re-written in its entirety in order to reflect updated information provided for in the City's recently completed Workforce/Affordable Housing Study (see Chapter IV - Comprehensive Land Use Plan Major Issues and Appendix A)

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 3-1.1: PROVIDE ADEQUATE AND AFFORDABLE HOUSING. Provisions for adequate and affordable housing for existing and future residents shall be made. This objective shall be achieved through the implementation of the following policies. (3243)		See comment above.
POLICY 3-1.1.1: PUBLIC INVOLVEMENT IN HOUSING PRODUCTION. Coral Gables shall support the involvement of county, regional, state, and federal agencies in housing production, where appropriate.	Completed and ongoing. The City has supported the SFRPC in their efforts in affordable housing, and is working with the SFRPC and other local governments to address the need. The SFRPC was included in the development of the study, and its methodology. The City is in the process of developing the implementation tools and proposed program.	See comment above.
POLICY 3-1.1.2: USE OF PUBLIC SUBSIDIES. The utilization of federal, state, and local housing subsidy programs is recognized as a means to provide housing opportunities for low-income persons and families, where appropriate.	The City has recognized this, however has been unsuccessful in qualifying for the use of subsidies.	See comment above.
POLICY 3-1.1.3: USE OF CITY MEDIAN INCOME TO CALCULATE AFFORDABLE HOUSING NEED. In calculating Coral Gables' affordable housing needs, the City shall use the median household income figure for Coral Gables, not Dade County. The median household income shall be obtained from the most recent data available. (3243)	Completed.	See comment above.
POLICY 3-1.1.4: SELECTING SITES FOR AFFORDABLE HOUSING FOR VERY LOW, LOW, AND MODERATE INCOME HOUSEHOLDS. By December 31, 2001, the City shall amend its land development regulations in order to include principles and criteria for locating very low, low, and moderate-income housing. The City shall continue to promote access to a broad range of housing opportunities with a full complement of urban services through cooperation and coordination with the private sector, City of Miami, and Dade County. Sites for affordable housing for very low, low, and moderate income households shall be approved if such sites have access to the following facilities, services and/or activity centers: (3243) Serviced by potable water and central wastewater systems; Accessible to employment centers and shopping centers which accommodate stores offering household goods and services needed on a frequent and recurring basis; Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan); Accessible to public parks, recreation areas, and/or open space systems; and	In process.	See comment above.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
Located on sites having adequate surface water management and solid waste collection and disposal.		
POLICY 3-1.1.5: ANNUAL ASSESSMENT OF AFFORDABLE HOUSING NEEDS. The City Planning Director, or other City representative directed by the City Manager, shall meet with Dade County and the City of Miami and by December 31, 2000 draft a program for annual evaluation of affordable housing needs within the incorporated and unincorporated areas. The program shall include annual assessments, including recommended actions for the ensuing year. The annual assessment of affordable housing needs shall be presented to the City Planning and Zoning Board and the City Commission for action. (3243)	Not completed.	See comment above.
POLICY 3-1.1.6: PARTICIPATION IN THE REGIONAL PLANNING COUNCIL'S HOUSING INITIATIVES. Beginning in January 1997, the City shall participate in South Florida Regional Planning Council's initiatives directed toward educating local governments of new techniques, especially programs applicable to the region and/or the County, for promoting affordable housing. (3243)	Completed and ongoing. City participates through the SFRPC and Miami-Dade County Planner's Technical Committee. City has been meeting with the DCA and SFRPC staff and Council to address this issue.	See comment above.
POLICY 3-1.1.7: BARRIERS WITHIN THE LAND DEVELOPMENT REGULATIONS. All amendments to the City's land development regulations after January 1, 2002 shall be reviewed by the City to ensure that proposed regulatory techniques and review procedures do not create barriers to affordable housing. The City shall also promote nondiscrimination in access to housing within the City by promoting fair housing laws and practices. (3243)	In process. A comprehensive rewrite of the City's land development regulations is a part of this CLUP rewrite process.	See comment above.
OBJECTIVE 3-1.2: HOUSING CONDITIONING AND BLIGHTING INFLUENCES. Eliminate substandard housing conditions and blighting influences, and improve structural and aesthetic housing conditions. This objective shall be achieved through the implementation of the following policies: (3243)	In process. A comprehensive rewrite of the City's land development regulations is a part of this CLUP rewrite process.	See comment above.
POLICY 3-1.2.1: ENFORCE BUILDING CODES AND ZONING REGULATIONS. New housing construction and remodeling or rehabilitation of existing residences shall be in conformance with local building requirements. The City will strictly enforce its zoning regulations, building codes, and ordinances to assure conformance.	Completed. Implemented via the building permitting, inspection process and code enforcement process.	See comment above.
POLICY 3-1.2.2: MAINTAIN ACCURATE HOUSING RECORDS. Maintain accurate records of existing housing conditions and housing stock.	Completed. Completed through the Code Enforcement Process.	See comment above.
POLICY 3-1.2.3: ENFORCE STANDARDS FOR AESTHETICS AND VISUAL HARMONY. Aesthetic compatibility and visual harmony shall be considered as bona fide criteria in reviewing requests for building permits.	Completed. Completed by the Board of Architects.	See comment above.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 3-1.2.4: POLICY AND REGULATORY FRAMEWORK. Improve the regulatory and permitting processes, as necessary, and revise and amend the appropriate sections of the comprehensive plan, zoning regulations, building codes, and city ordinances as warranted by changes in housing conditions.	In process. The City is in the process of implementing a housing needs assessment for the City. New zoning regulations were put in place to strengthen compatibly review in the residential neighborhoods.	See comment above.
POLICY 3-1.2.5: HOUSING DEMOLITION AND REHABILITATION. Require demolition or rehabilitation of unsound housing which poses a threat to the safety and welfare of the community.	Completed and ongoing. Is required when necessary; this has not been much of an issue for the City.	See comment above.
POLICY 3-1.2.6: COMPATIBILITY OF NEW DEVELOPMENT. New development shall be compatible with adjacent established residential areas.	Completed and ongoing. New zoning regulations were put, and are continually put, in place to strengthen compatibly review in the residential neighborhoods	See comment above.
POLICY 3-1.2.7: CITY INVESTMENTS IN NEIGHBORHOOD REDEVELOPMENT. Redevelopment of neighborhoods with deteriorating housing should be supported by City investment in public facilities and public service improvements.	Completed. The City always maintains its public facilities and public service improvements in all city neighborhoods.	See comment above.
OBJECTIVE 3-1.3: HOUSING STOCK CONSERVATION. Conserve the existing housing stock in Coral Gables. This objective shall be achieved through the implementation of the following policies: (3243)		See comment above.
POLICY 3-1.3.1: CONSERVATION AND REHABILITATION OF EXISTING HOUSING. Promote the conservation and rehabilitation of existing housing as a means of maintaining or improving residential conditions and reducing the waste of valuable resources.	Completed and ongoing. The City has promoted the conservation and rehabilitation of its building stock through the identification of historic neighborhoods and passage of restrictive historic preservation ordinance in 2004.	See comment above.
POLICY 3-1.3.2: PRESERVATION OF HISTORICALLY SIGNIFICANT HOUSING. Preserve identified historically significant housing through City action or support for private action.	Completed and ongoing. Public and/or private historic designations are processed on a monthly basis to continually add to the historic housing stock within the City. Separate historic assessments have been completed and are being implemented via the use of	See comment above.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	historic preservation districts and individual designations.	
POLICY 3-1.3.3: IMPLEMENTING PRINCIPLES AND STANDARDS. Establish principles and standards to guide techniques and strategies for conservation, rehabilitation, and demolition programs.	Completed. Established through the Historic Preservation Element and implemented via the historic preservation ordinance.	See comment above.
OBJECTIVE 3-1.4: HOUSING IMPLEMENTATION PROGRAMS. Formulate appropriate housing implementation programs as part of the ongoing planning process. This objective shall be achieved through the implementation of the following policies: (3243)		See comment above.
POLICY 3-1.4.1: MACFARLANE NEIGHBORHOOD INFRASTRUCTURE. Implementation of infrastructure improvements in the MacFarlane neighborhood shall be monitored.	Completed. Continually monitored by the Public Works Department and Historic Preservation Department.	See comment above.
POLICY 3-1.4.2: RESIDENTIAL BUILDING PERMITS AND DEMOLITION DATA. Residential building permit and demolition data shall continue to be maintained.	Completed. Maintained by the Building and Zoning Department.	See comment above.
OBJECTIVE 3-1.5: ADEQUATE HOUSING SITES. Support adequate housing sites for all residents of Coral Gables. This objective shall be achieved through the implementation of the following policies: (3243)		See comment above.
POLICY 3-1.5.1: COORDINATION AMONG HOUSING PRODUCTION PARTICIPANTS. Support the involvement of the City with private and non-profit agencies to improve coordination among participants involved in housing production.	Ongoing. City has supported private and non-profit agencies.	See comment above.
POLICY 3-1.5.2: ADEQUATE SITES FOR SPECIAL HOUSING NEEDS. Support the provision of adequate sites for housing low and moderate-income families, and Florida Department of Health and Rehabilitative Services licensed or funded group and foster homes on a regional housing market basis, to foster non-discrimination in housing and to encourage effective, healthful, residential alternatives to inappropriate institutionalization. Such Florida Department of Health and Rehabilitative Services licensed or funded group and foster homes shall be permitted uses under RMM—Residential Multi-Family Medium Density Land Use classification.	Ongoing.	See comment above.
POLICY 3-1.5.3: COMMUNITY RESIDENTIAL FACILITIES. The location of community residential facilities dispersed among the regional housing market to serve persons special housing needs, disabilities, or handicaps shall be supported by Coral Gables.	Ongoing.	See comment above.
POLICY 3-1.5.4: HOUSING FOR THE ELDERLY. The City's Land Development Regulations shall be amended by December 31, 2000 to permit development of housing alternatives specially designed for the elderly, including but not limited to adult care living facilities. Sites for housing for the elderly shall be approved if such sites have access to the following facilities, services and/or activity centers: (3243)	Completed. City amended its land development regulations to support elderly care facilities. Additional amendments are in process to further strengthen	See comment above.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
• Serviced by potable water and central wastewater systems; • Accessible to shopping areas which accommodate stores offering household goods and services needed on a frequent and recurring basis; • Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan); • Accessible to public parks, recreation areas, and/or open space systems; and • Located on sites having adequate surface water management and solid waste collection and disposal.	this effort. City is in the process of soliciting RFP to secure developer to complete public/private partnership on two city owned sites within the City.	
POLICY 3-1.5.5: PROVISION OF DIVERSE HOUSING TYPES. The City shall continue to provide land use designations and zoning districts on the Future Land Use Map and the Official Zoning Map, respectively, to ensure that single family, duplex, and multi-family housing units are allowed within the City. (3243)	Completed. City has maintained and upheld this policy.	See comment above.
POLICY 3-1.5.6: PROVISION OF ASSISTANCE TO THE PRIVATE HOUSING SECTOR. Beginning January 1, 1997, the Coral Gables Planning Department shall provide technical assistance, information and housing data to the private sector in order to maintain a housing production capacity sufficient to meet the projected housing market demand and continue to advance fair housing and elimination of discrimination in housing. (3243)	Completed. City has provided information on number and type of new units constructed and rehabilitated.	See comment above.
POLICY 3-1.5.7: DEVELOPING PUBLIC/PRIVATE PARTNERSHIPS. By December 31, 2005, the City of Coral Gables shall assist in developing local government partnerships with the private sector in order to improve the efficiency and expand the capacity of the housing delivery system. Actions shall include coordinating the timing and location of City sanitary sewer facilities and water services in order to promote the timely extension of water and wastewater services to residential areas as necessary. Similarly, the City shall also coordinate the installation of community facilities supportive to housing resources. (3243)	Completed. City has developed these partnerships in conjunction with the Concurrency Management System and building permit and site plan review processes.	See comment above.
OBJECTIVE 3-1.6: TREATMENT OF DISPLACED RESIDENTS. Provide equitable treatment for all residents of Coral Gables displaced through public programs or activities. This objective shall be achieved through the implementation of the following policies. (3243)	The City has not been involved with displaced residents.	See comment above.
POLICY 3-1.6.1: STANDARD HOUSING FOR DISPLACED PERSONS. The provision of reasonably located standard housing for persons experiencing displacement due to public actions shall be supported, where appropriate.	The City has not been involved with displaced residents.	See comment above.
OBJECTIVE 3-1.7: AFFORDABLE HOUSING. The City of Coral Gables shall address future affordable housing needs through the implementation of the following policy: (3243)		See comment above.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 3-1.7.1: AFFORDABLE HOUSING NEED. For the base years, 1995 and 2000 the City has a total affordable housing surplus of seven (7) and one-hundred fifty-six (156) units, respectively. Based upon University of Florida Shimberg Center data, the current affordable housing inventory contains a disproportionate share of rental units as opposed to owner occupied units as shown in Appendix A. Based upon the facts that the City of Coral Gables is essentially built out and is characterized by extraordinarily high land values, significant addition to the affordable housing inventory is highly unlikely. However, the City is committed to the following directed courses of action to improve affordable housing supply on a local and region-wide basis: (3243) Pursuant to Dade County Resolution 1477-96, the City of Coral Gables is participating on the Dade County Infill Strategy Task Force. This Task Force is directed towards identifying strategies for infill, redevelopment, and County-wide affordable housing initiatives, including regulatory, financial, and design strategies for implementation. onal affordable housing through the City of Miami Community Development Block Grant program. This partnership has been responsible for the addition of seventeen (17) housing units to the Coral Gables affordable housing inventory. ing Councils affordable housing initiatives.	In process. The City has completed a separate affordable housing needs assessment and is working to implement land development regulations.	See comment above.

Public Facilities Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Continue to maintain and upgrade public facilities as necessary to meet the impacts of existing and future development*
- *Work with the County in addressing issues surrounding the supply and demand for water and sewer facilities*
- *Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to the City's public facilities*
- *Explore maintenance and planting standards that minimize the potential impacts to private and public facilities*
- *Pursue alternatives with utilities to further enhance storm protection, with primary objective being the placement of utilities underground*
- *Address new growth management requirements as identified in Chapter II of this report*

Sanitary Sewer

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 4.1. "PROVISION OF SANITARY SEWER. Provide a level of sanitary sewer treatment that meets the established water quality based effluent limitations established by the Florida Department of Environmental Protection and the calculated level of service for the system." This sub element embodies an objective and a number of policies that form the framework for ensuring the achievement of this goal.	Completed pursuant to the County's requirements.	Goal will be amended to reflect County requirements.
OBJECTIVE 4-1.1: USE OF SEPTIC TANKS. Ensure effective septic tank utilization for single Family and duplex land uses where they remain safe, efficient, and environmentally sound and the least costly long term method of disposal of sanitary waste. All other areas are to be efficiently and effectively serviced by sanitary sewer systems within ten (10) years of the date of adoption of this plan. This objective shall be achieved through the implementation of the following policies. (3243)	Not completed. No new sewer lines have been installed nor is it the intent to install additional lines.	Goal will be amended to reflect comments in previous column.
POLICY 4-1.1.1: CONDITIONS GOVERNING SEPTIC TANK USAGE ON VACANT LOTS. Vacant single-family residential lots can be developed and septic tanks installed provided certain conditions are met. These conditions are: • Sewage loadings of gallons per day per square foot do not exceed those recommended by the septic tank code, for the size drain field or absorption area that is available. • Mounded soil absorption fields shall not be permitted. • Connection to sanitary sewer shall be required upon availability of such service. • A permit for such construction is issued and the work is approved.	Completed and ongoing. When applicable, the City requires that these conditions are met prior to issuance of CO.	Goal will be amended to reflect County requirements.
POLICY 4-1.1.2: PRIORITIZATION OF CONVERSION TO SANITARY SEWER SERVICE. Land uses, other than Residential Single Family RL and RH or Residential Multi-Family RMD (Duplex) that are presently on septic systems, shall be provided with sanitary sewer service on a priority basis as feasible.	Completed and ongoing. Monitored on an as needed basis	Policy will be amended to provide the following intent: Land uses, other than Residential Single-Family categories and the Multi-Family Attached category that are presently on septic systems, shall be provided with sanitary sewer service on a priority basis as feasible.
POLICY 4-1.1.3: SANITARY SEWER REQUIREMENTS FOR NEW DEVELOPMENTS. New developments shall be required to connect to the sewer system in accord with City administrative rules, which shall not be less restrictive than the Dade County Code. The Metro Dade County regional wastewater treatment and disposal system shall operate with a design capacity of two (2%) above average daily flow for the preceding year.	Completed and ongoing. All new development is required to connect to sanitary sewer.	Policy will remain as it is required by 9J-5. Policy will also be addressed in the Zoning Code.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-1.1.4: SANITARY SEWER LOS. Existing sanitary sewer systems within the jurisdiction of the City shall be operated at levels of service not less restrictive than that provided for in the Code of Metro-Dade County Chapter 24, Environmental Protection, as amended. All sanitary sewer systems within the jurisdiction of the City shall be operated to provide at least the minimum Levels of Service (LOS) as herein described: • The local system shall maintain the design capacity to collect and dispose of one-hundred thirty-five (135) gallons of sewage per capita per day. • All collection and treatment facilities shall maintain the capacity to transport and treat peak demand flow without overflow.	In progress. The City is updating its concurrency management system; therefore, this item will be satisfied.	Although satisfied, policy will remain as it is required by 9J-5. Policy will also be addressed in the Concurrency Management System.
POLICY 4-1.1.5: MAINTENANCE OF SEPTIC TANKS REQUIRED. The City shall require the proper maintenance of septic tanks by the owner to prevent pollution of groundwater.	Ongoing.	Policy will remain as it is required by 9J-5.
POLICY 4-1.1.6: REQUIRED CITY SEPTIC TANK RECORDS. The City shall maintain a directory of tanks in use, a record of tank inspections as may be conducted by others, and to include the following when service permits ready collection and reporting of such information: liquid depth; thickness of sludge; conditions of tank; conditions of drain field; indications of the presence of hazardous materials.	Completed. The City maintains and monitors septic tanks via the redevelopment process (including permits)	Amend the policy to reflect the comment to the left.
POLICY 4-1.1.7: MONITORING SEPTIC TANK CONSTRUCTION. The City may consider the monitoring of septic tank construction, operation, and maintenance, including: • Approximate number of fixture units connected. • Tank size • Date of original installation, dates of repairs and emptying • Tank location on site • Connection of garbage grinder, dishwasher or washing machine • Drain field size • Drain field location on site • Presence of hazardous materials	See comment above.	See comment above.
POLICY 4-1.1.8: ANNUAL REPORTS REQUIRED OF PRIVATE SEWER SYSTEMS. Private sanitary sewer collection and pumping systems shall make annual reports to the City regarding their estimated loads and overall conditions of their pumping stations and transmission systems. Reports should be prepared and certified by a Florida registered engineer.	The University of Miami is a major private system. The University works closely with the City and shares the responsibility of upgrades and modifications to the system to meet demand. Other private sector systems exist, and are subject to DERM requirements.	Amend this policy with the intent of the following: In addition, all private surveyors of sanitary sewer systems connected to the City should be required to provide the City with a copy of their current DERM operating permit on an annual basis, no later than February 1 of each year.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-1.1.9: PERMITS REQUIRED FOR PRIVATE SYSTEM MODIFICATIONS. The City shall require that properties on private sewer systems obtain permits whenever modifications are made which could affect the quantity, quality or peak to average loading ratio of their sewage.	Completed. Standard requirements.	Objective/policy will be deleted. Not appropriate in the CLUP.
POLICY 4-1.1.10: REVIEW IMPACT OF WATER USE AND SANITARY SEWER FACILITIES. The City shall continue to review meter readings from private system's potable water supplies and evaluate the individual system's impact on the City's sanitary sewerage facilities.	Completed. Is continually monitored	Policy will remain as it is required by 9J-5.
POLICY 4-1.1.11: CONTINUING INVESTIGATION OF THE CONDITIONS OF SEWER SYSTEM COMPONENTS. The conditions of gravity sanitary sewers, pump stations, and force main systems shall continue to be investigated. The following parameters should be reported on: • Capacities, compared to loading demands • Infiltration and inflow • Physical conditions, need for repairs, replacement • Operating pressures • The annual reports would be detailed and complete sufficient to support critical analysis of the systems condition and future needs • Age, remaining service life • Reliability in emergency situations	Completed and ongoing. Are continually investigated by the Public Works Department. Various improvements and upgrades have been completed on the system (i.e. sewer lining, etc)	Policy will remain as it is required by 9J-5.
POLICY 4-1.1.12: MAINTAINING SEWER SYSTEM LOS STANDARDS AND PROVIDE REQUISITE FACILITIES. The City shall ensure that sanitary facilities are provided to meet projected future demands as they are realized, at the required LOS. Facilities to meet new demands shall be provided for by those creating that demand. Such provision of facilities shall be by construction, payment of fees, or taxes, which shall lead to construction, or by binding agreement for construction assuring that required facilities are available to meet the concurrency requirements of this plan. Future demand estimates should be used to aide in the sizing and scheduling of such facilities, however, construction of facilities need only occur where actual demand is realized, and when such facilities will provide for operation at no less than the LOS standard applicable. The City shall coordinate with Metro Dade Water and Sewer Authority to monitor and exchange information and management practices to insure LOS standards are being maintained.	Ongoing. City has a separate sanitary sewer enterprise fund to satisfy this item. In addition, the City is working to develop impact fee ordinance.	Amend this policy to include language about the implementation of an impact fee for sanitary sewer.
POLICY 4-1.1.13: STANDARD FOR NEW LIFT STATIONS. After plan adoption, all new lift stations within the City of Coral Gables shall be required to have a limit of ten (10) hours per pump.	The City currently adheres to County standards.	Although standards are in place in City Concurrency Management System, policy will remain as it is required by 9J-5.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-1.1.14: MONITORING SEWER SYSTEM OPERATIONS. The City shall monitor the general operation of its Sanitary Sewer services to assure that no less than the minimum acceptable Level of Service standards are being provided. Such a monitoring program shall provide recommendations for needed capital improvement commitments in the Capital Improvements Budget and the concurrency management program.	Completed and ongoing. The City continually monitors the operation and recommendations are made when warranted.	No change proposed.
POLICY 4-1.1.15: WATER CONSERVATION. Water conservation practices utilized in support of the policies in the Conservation Element shall be employed including maintenance and operation to minimize groundwater and surface water infiltration. Inform the public as to effective use of restricted sanitary sewer plumbing fixtures, and participation in Metro Dade programs to improve water conservation.	Completed. The City participates in the County programs.	Although City is required to satisfy County standards, the policy will remain as it is required by 9J-5.

Solid Waste

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 4-2: SOLID WASTE COLLECTION AND DISPOSAL. Provide solid waste collection on a regular basis in order to maintain the appearance of the City and protect the Public Health. (3243)	Completed.	Policy will be amended and updated to further clarify the intent of policy.
OBJECTIVE 4-2.1: MAINTAINING SOLID WASTE COLLECTION OPERATIONS. Maintain solid waste collection operations in a safe, effective, environmentally sound and efficient manner, in balance with local and regional solid waste comprehensive plan policies. This objective shall be achieved through the implementation of the following policies.	Completed and ongoing.	No change.
POLICY 4-2.1.1: MODIFYING COLLECTION PRACTICES. The City shall be prepared to modify its solid waste collection practices in a manner consistent with any new solid waste recycling and hazardous waste practice requirements of the primary agencies responsible for solid waste disposal and recycling.	Completed. The City is currently in compliance with all solid waste recycling and hazardous waste practice requirements of the primary agencies responsible for solid waste disposal and recycling and remains prepared to modify its activities if necessary.	No change.
POLICY 4-2.1.2: SOLID WASTE COLLECTION. The City shall maintain collection services at the following levels of service: • Residential pickup is to be twice a week for household garbage; once per week for yard waste and bulk pickup; and once per week for recycling; • Commercial service provided by private contract service, shall continue at a level of service as agreed upon by the parties, not less than once per week.	Completed. The City continues to provide the stated levels of service.	No change.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-2.1.3: SOLID WASTE LOS. In cooperation with the Metro Dade County, the City shall provide and maintain a minimum acceptable Level of Service for solid waste collection at an annual average design generation rate of: ·Five pounds (5 lbs) per capita per day for residential garbage and trash; ·One half pound (0.5 lbs) per capita per day for residential recycling; and ·Seven pounds (7 lbs) per capita per day for non-residential service. Certification of the availability and commitment of capacity by Metro Dade and applicable private vendors shall be sufficient to demonstrate that such facilities are available to the site during the concurrency review process.	Completed. In 1995, Miami-Dade County and Coral Gables entered into an inter-local agreement for the provision of solid waste disposal capacity that is in compliance with concurrency requirements and those requirements of the Local Comprehensive Land Development Regulations Act. Disposal capacity provides for disposal by City crews and by third parties under contract with the City.	No change.
POLICY 4-2.1.4: HAZARDOUS WASTE COLLECTION AND DISPOSAL. The City shall cooperate in the hazardous waste collection and disposal programs of Metro Dade County by enforcing within the City's jurisdiction such hazardous waste collection practices required by the county and other agencies with jurisdiction. Such cooperation shall consist of an annual hazardous waste notification by mail insert in utility billings or local newsletter serving the city. Such notification shall indicate that the City does not provide Hazardous Waste Collection services. Furthermore, such notification shall state that only vendors permitted by Metro-Dade Department of Environmental Resource Management (DERM) are allowed to transport hazardous waste. The notification shall also state that for a current list of permitted hazardous waste haulers residents should contact DERM.	Completed and ongoing. City continues to mail out an information notice indicating that it does not provide collection of Hazardous Waste and further that for provision of those services, residents should contact Miami- Dade County.	Policy will be amended and updated to further clarify the intent of policy and adhere to any applicable County changes.
POLICY 4-2.1.5: MONITORING LOS STANDARDS. The City shall monitor the general operation of its Solid Waste collection services to assure the minimum acceptable Level of Service is being maintained. Such a monitoring program shall provide recommendations for needed capital improvements commitments in the Capital Improvements Budget and the concurrency management program.	Completed. The City maintains and periodically evaluates records of the quantity of solid waste collected. Based on these evaluations, recommendations for needed capital improvements are made during each fiscal year budget cycle.	No change.
POLICY 4-2.1.6: WATER CONSERVATION PRACTICES. The City shall employ water conservation strategies and techniques to minimize the use of potable water in the provision of solid waste collection services. Such strategies shall include management attention to reducing unattended wash down, self-closing nozzles, and wash down schedules based upon need and not just time schedule. The City shall consider the utility of using recycling procedures for portions of water usage in its solid waste collection services.	Completed. The City has installed and utilizes an equipment wash rack that recycles water.	Policy will be amended and updated to further clarify the intent of policy and adhere to any applicable County changes.

Drainage

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 4-3: PROVISION OF ADEQUATE DRAINAGE. Provide adequate stormwater drainage in order to protect against flood conditions and prevent degradation of quality of receiving waters. (3243)	The City has an established Stormwater Utility Fund (enterprise fund) to fund the maintenance and new construction of drainage to meet establish demand.	No change proposed.
OBJECTIVE 4-3.1: MAINTENANCE OF SURFACE AND STORMWATER SYSTEM. Maintain surface and storm water drainage systems in a safe, effective, environmentally sound and efficient manner. This objective shall be achieved through the implementation of the following policies. (3243)		No change.
POLICY 4-3.1.1: PREVENTIVE MAINTENANCE. The City should continue to support adequate preventive maintenance programs for drainage systems.	Ongoing. This is continually done by the Public Works Department.	No change.
POLICY 4-3.1.2: IMPACT OF STREETSCAPE AND LANDSCAPING PROJECTS. Future streetscape and private landscaping projects should undergo special scrutiny to support drainage system effectiveness.	Completed and ongoing. The City has established an in house Development Review Committee (DRC) that insures this item is satisfied on all projects.	Objective/policy will be deleted. More appropriate requirement in Zoning Code or City Code.
POLICY 4-3.1.3: RELATED WATER CONSERVATION PRACTICES. Water conservation, natural resource conservation and related policies will be supported by inclusion in positive drain systems of pollution control facilities which will separate oils and greases as well as sediment and grit from the discharge waters, as resources permit.	Completed and ongoing. The DRC insures this item is satisfied on all projects. These practices are reviewed and monitored by the Public Works Department.	No change.
POLICY 4-3.1.4: DRAINAGE REQUIREMENTS FOR NEW DEVELOPMENT. New development and redevelopment should provide for adequate on site storm water management. Off site storm water management improvements should also be made when these projects are located within or adjacent to areas with drainage problems that rate higher than twenty (20) points in the City's rating systems, or affect and adversely impact existing drainage facilities.	Completed and ongoing. The DRC insures this item is satisfied on all projects.	Objective/policy will be deleted. More appropriate requirement in Zoning Code.
POLICY 4-3.1.5: MAINTAIN ADEQUATE LOS STANDARDS. Issue development orders only to projects that meet or exceed the minimum acceptable LOS standards for drainage and flood protection.	Ongoing. This is reviewed through the City's Concurrency Management System.	Include the following language after the existing language, "..., as reviewed through the City's Concurrency Manage. Program."

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-3.1.6: POLLUTION CONTROL TECHNOLOGY FOR DRAINAGE FACILITIES. All new drainage facilities should be provided with pollution control to the level approved and locally accepted as best available technology consistent with existing regulatory requirements, including but not limited to the following when applicable: • Retention of storm water • Flow of storm water over grassed and vegetated areas • Sumps • Utilization of pavements that allow water to permeate • Grease separation baffles • Infiltration and percolation prior to overflow or outfall discharge • Mosquito control	Completed and ongoing. The DRC insures this item is satisfied on all projects.	Objective/policy will be deleted. Completed pursuant to applicable standards.
POLICY 4-3.1.7: IDENTIFY FLOOD PRONE AREAS. Identify locations that are subject to flooding. Assist property owners with general information of available flood proofing technology. Flood prone areas which represent substantial risk for occupants during disaster events should be considered for corrective action or targeted for special attention during disaster response actions.	Completed. The City has identified areas through the flood insurance maps and have built in actions to assist through the City's emergency management plan	Objective/policy will be deleted. Information is available.
POLICY 4-3.1.8: DRAINAGE LOS STANDARDS. Require projects to be designed to prevent flood damage in accord with applicable law. The SFWMD and Metro-Dade County shall be coordinated with to assure regional and local drainage and flood protection programs are maintained. The minimum acceptable Level of Service standards for drainage shall be protection from the degree of flooding that would result for a duration of one day during a storm that statistically occurs once in five years. All land on which urban development is to occur shall be filled to meet or exceed the Metro-Dade County's flood criteria adopted by resolution R 951 82, as may be amended from time to time. All structures shall be constructed at, or above the minimum floor elevations as specified in the Federal Insurance Rate Maps for Coral Gables in Dade County, Florida. All new development must retain at least the first one-inch (1") of storm water runoff on site, or other non-public sites as may be secured for permanent services. Designs to meet this first inch criteria will be reviewed for design solutions to meet actual site conditions. The burden for the construction of such facilities shall be borne by the developer and/or owner of such sites. Failure of such facilities and subsequent corrections shall also be the responsibility of the developer and/owner. The City may require greater than the first one inch on site retention where the City establishes more restrictive rules in the public interest. The LOS standard shall be fairly and equitably applied to all development sites where increased drainage service is required.	Modifications to this policy are needed.	Amend Policy. The minimum standards shall be based on a 10-year design storm, not a 5-year storm. City requires private properties to maintain applicable standards.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-3.1.9: WATER CONSERVATION IN STORMWATER MANAGEMENT. Promote the use of water conservation measures through the use of on site retention of storm water, use of native vegetation with low water requirements to reduce irrigation demands, and community education in water conservation practices in development site planning and drainage design.	Ongoing. This is required through the site plan review process.	No change proposed.
POLICY 4-3.1.10: WATER QUALITY STANDARDS FOR NEW DEVELOPMENT. After January 1997, all new developments must retain at least the first one-inch (1") of storm water runoff on-site in order to preserve water quality.	Completed. This City requires this for all new development.	Amend Policy to remove the reference to January 1997.

Potable Water

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 4-4: PROVISION OF POTABLE WATER. The City of Coral Gables shall ensure that a safe potable water supply with sufficient quantity and quality to serve the City is available. (3243)	Completed and ongoing.	No change proposed.
OBJECTIVE 4-4.1: MAINTENANCE OF POTABLE WATER SYSTEM. The potable water treatment and distribution system shall be maintained by the system owner and operators in a safe, effective, efficient, environmentally sound and reliable manner consistent with this comprehensive plan. This objective shall be achieved through the implementation of the following policies. (3243)		No change.
POLICY 4-4.1.1: WATER IMPROVEMENTS AND REQUISITE COORDINATION. As existing potable water distribution system components reach the end of their effective useful life, the replacement of the system shall be undertaken in close and timely coordination with the City and impacted agencies to ensure efficient scope, sequence and scheduling of such work with other projects being considered or undertaken, including but not limited to sanitary sewer, electric, communication, street resurfacing or improvements, and integration into the capital improvements budget of all affected parties.	Completed. Coordination is currently maintained.	Policy/objective will be deleted. Competed as standard practice.
POLICY 4-4.1.2: DEVELOPMENT REVIEW AND WATER SYSTEM IMPLICATIONS. The Public Works and Fire Departments shall continue to be involved in the plans review process in order to advise the Building Department of necessary improvements to the water system and whether individual construction permits should also include water system improvements.	Completed and ongoing. The DRC insures this item is satisfied on all projects.	Policy will be deleted. Requirements included in Zoning Code.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-4.1.3: MD WASA ANALYSIS OF WATER SYSTEM IMPROVEMENT NEEDS. The Miami Dade Water and Sewer Authority (MD WASA) shall be encouraged to conduct an analysis of the existing system, determine, in cooperation with the City of Coral Gables, the exact magnitude of necessary improvements, and prepare a program for construction which will rank priorities, establish pipe sizes, determine where fire hydrants are needed, and propose location and routing of pipelines. Such work should be undertaken in a manner to assure coordination of County and City resources, development standards, design aesthetics, long-range community objectives & policies and the Coral Gables Comprehensive Plan.	Completed.	Policy will be deleted. No under the control of the City.
POLICY 4-4.1.4: INVESTIGATE FINANCING SOURCES FOR WATER SYSTEM IMPROVEMENTS. The County shall be encouraged to investigate possible sources of financing for the water system improvements.	Miami Dade County responsibility.	Policy will be deleted.
POLICY 4-4.1.5: WATER SYSTEM LOS STANDARDS. The minimum acceptable Level of Service standards of potable water shall be two-hundred ninety-four (294) gallons per day per capita and such water is to be delivered to users at a pressure of not less than twenty pounds per square inch (psi) and not greater than one-hundred (100) psi. The regional treatment system shall operate with a rated capacity, which is no less than two (2%) above the maximum day flow for the preceding year. Water quality shall meet or exceed all federal, state, and County primary standards for potable water, and system wide storage capacity for finished water shall equal no less than fifteen (15%) of the County wide average daily demand.	In process. Currently being reviewed through the update of the Concurrency Management system.	Amend policy to include new LOS numbers as determined by the update of the Concurrency Management System.
POLICY 4-4.1.6: LOS STANDARDS FOR FIRE PROTECTION. The minimum acceptable Level of Service standards for fire flows shall be maintained at not less than: • 500 gpm in single family residential areas of densities of less than 5.8 units per acre; • 750 gpm for single family and duplex residential areas at densities of 5.8 dwelling units per acre or more; • 1500 gpm in multi family residential and low intensity commercial areas of two floors or less; and • 3000 gpm in all other commercial and industrial areas. Automatic fire suppression systems shall be required in all buildings of six floors or more.	In process. Currently being reviewed through the update of the Concurrency Management System.	Amend policy to include new LOS numbers as determined by the update of the Concurrency Management System.

POLICY 4-4.1.7: WATER CONSERVATION IN POTABLE WATER SYSTEM MANAGEMENT. Water conservation practices, strategies and techniques shall be utilized to minimize the waste and unnecessary degradation of potable water sources and supplies and support the policies in the Conservation Element. The use of water conserving plumbing fixtures, active water use management and education of customers and systems operators in water conservation methods are to be begun by the city by requesting recommendations from each department as to ways in which conservation practices and educational activities may be undertaken. The city shall evaluate such recommendations and initiate those, which are cost effective and practical to implement.	Completed on a countywide basis.	Policy will be amended with up to date language.

Natural Groundwater Aquifer Recharge

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 4-5: PROTECT FUNCTIONS OF GROUNDWATER AQUIFER RECHARGE AREAS. The functions of natural groundwater aquifer recharge areas within the city shall be protected and maintained.	Completed.	No change proposed.
OBJECTIVE 4-5.1: MANAGING AQUIFER RECHARGE CONDITIONS. Manage the natural ground water aquifer recharge conditions in a safe, effective and reliable manner as required by current design standards and codes. This objective shall be achieved through the implementation of the following policies.		No change proposed.
POLICY 4-5.1.1: IMPROVING GROUNDWATER RECHARGE. Encourage improved groundwater recharge by requiring all new construction projects to consider providing: • Greater pervious open and green space; • Pervious pavements; • French drains, slab covered trenches or drainage wells, and limit overflows; • Allow direct overland flow discharge to surface waters (canals or bay) only when no other practical or effective method of storm water discharge is possible; and • Allow positive drainage discharges to surface waters only when other methods are impractical or impossible, and only when adequate pollution control (grit and grease) is provided.	Ongoing. These recharging techniques are discussed during site plan review and are included when merited.	No change proposed.
POLICY 4-5.1.2: DIMINISHING GROUNDING WITHDRAWALS. Encourage designs, which will diminish groundwater withdrawals.	Completed and ongoing. These designs are encouraged through the site plan review process.	No change proposed.
POLICY 4-5.1.3: ACHIEVING HIGH QUALITY GROUNDWATER RECHARGE. Encourage designs, which will increase high quality groundwater recharge.	Completed and ongoing. These designs are encouraged through theplan review process.	No change proposed.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-5.1.4: MAINTAINING COMPLIANCE WITH STORM WATER DISPOSAL METHODS. Comply with SFWMD and Metro-Dade Code and environmental protection rules for storm water disposal methods. Refer to the LOS for drainage for retention standards to be met.	Completed. Completed through the City's Concurrency Management System.	No change proposed.

Coastal Management Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Maintain and enhance the City's coastal environmental quality*
- *Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to coastal management*
- *Maintain and enhance the City's emergency/disaster plans and processes, in close coordination and cooperation with Miami-Dade County's Office of Emergency Management and other applicable regional, state, and federal agencies*
- *Explore maintenance and planting standards that minimize the potential impacts to private and public facilities*
- *Pursue alternatives with utilities to further enhance storm protection, with primary objective being the placement of utilities underground*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 5-1: MANAGING COASTAL RESOURCES. To conserve, manage, use and protect natural and environmental resources and maintain and enhance the natural balance of ecological functions in the coastal area.		Goal will be amended and updated to further clarify the intent of policy.
OBJECTIVE 5-1.1: MAINTAINING ENVIRONMENTAL QUALITY. Maintain or improve coastal area and estuarine environmental quality, as measured by existing baseline environmental indicators for water quality provided by Metro-Dade Department of Environmental Regulation and Management. This objective shall be achieved through the implementation of the following policies. (3243)		Objective will be amended and updated to further clarify the intent of policy pursuant to County regulations.
POLICY 5-1.1.1: ENHANCING BIOLOGICAL AND ECONOMIC PRODUCTIVITY OF COASTAL RESOURCES. Development affecting coastal and estuarine water resources shall provide for maintaining or enhancing the biological and economic productivity of those resources.	The City has not had any development in which coastal and/or estuarine water resources were affected.	Policy will remain as it is required by 9J-5.
POLICY 5-1.1.2: WATER QUALITY STANDARDS FOR WASTEWATER DISPOSAL SYSTEMS. The wastewater disposal systems of Coral Gables shall maintain water quality at or exceeding state and federal standards.	Completed. The City maintains these standards.	No change proposed.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 5-1.1.3: INTERGOVERNMENTAL COORDINATION. The city shall cooperate with the South Florida Water Management District, state agencies, and local government jurisdictions for area-wide water resources planning and management.	Completed. The City participates with SFWMD and other agencies.	No change proposed.
POLICY 5-1.1.4: MANAGING WATER POLLUTION POINT SOURCES. The city shall cooperate with the appropriate state and local agencies for identifying, controlling and eliminating point sources of water pollution.	Completed. Coordinated through the Public Works Department.	No change proposed.
POLICY 5-1.1.5: ENFORCE WATER QUALITY STANDARDS. All federal and state water quality standards shall be enforced in the City.	Completed. Enforced in cooperation with Miami-Dade County.	No change proposed.
OBJECTIVE 5-1.2: PROTECT AND CONSERVE COASTAL RESOURCES. Protect and conserve remaining coastal resources, including wetlands, living marine resources, wildlife habitat, and historic resources. This objective shall be achieved through the implementation of the following policies. (3243)		No change proposed.
POLICY 5-1.2.1: COASTAL ZONE INTERGOVERNMENTAL COORDINATION. Coordination with appropriate public agencies for the management of the coastal zone to provide a balance between irreversible commitments and conservation of resources shall be the responsibility of the Planning Department. Methods for coordinating with Dade County and the City of Miami to prevent estuarine pollution and protect Biscayne Bay, control surface water runoff, and protect living marine resources shall be identified and set forth in interlocal agreements.	Completed. Coordinated through an Interlocal agreement with the County.	Amend policy replacing "Dade County" with "Miami-Dade County."
POLICY 5-1.2.2: UPDATE COASTAL MANAGEMENT ELEMENT. Review and incorporate appropriate changes to natural resource protection and management plans by Dade County and state and federal agencies into the policies set forth in this plan element.	Completed and ongoing. Policies continually monitored.	Amend policy replacing "Dade County" with "Miami-Dade County.
POLICY 5-1.2.3: PRINCIPLES FOR MANAGING COASTAL DEVELOPMENT. Land use planning and management of development regulations in the coastal zone shall be based on sound ecological principles and the public interest.	Completed. The City has maintained these principles.	No change proposed.
POLICY 5-1.2.4: MANAGING DREDGING AND SPOIL DISPOSITION ACTIVITIES. Maintenance dredging and spoil disposition activities shall not reduce existing water quality or result in permanent disruption of natural habitat.	The Public Works Department has included this as part of the dredging in the City's waterways.	Policy will be amended and updated to further clarify the intent of policy.
POLICY 5-1.2.5: PROHIBITED ACTIVITIES. Discharge of pollutants and disposal of wastes into canals, storm drains, submerged lands, or open waters is prohibited.	This policy is strictly enforced.	Policy will be combined with above policy. Also, should read "The City hereby incorporates by reference the Coral Gables Basic Emergency Operation Plan and the direction provided in the hazard mitigation annex of the Operations Plan."

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 5-1.2.6: ESTABLISHING STANDARDS FOR REDEVELOPMENT AND REUSE OF HISTORIC RESOURCES. Historic sites shall be identified and protected, and performance standards for development and sensitive reuse for of historic resources shall be established.	Completed. This is a function of the Historic Preservation Element. The Historic Preservation Ordinance implements this.	Policy will remain as it is required by 9J-5.
OBJECTIVE 5-1.3: MANAGING DISTURBED OR DEGRADED NATURAL RESOURCES. Restore and enhance disturbed or degraded natural resources and implement programs to mitigate future natural resources disruption or degradation in the coastal area. This objective shall be achieved through the implementation of the following policies. (3243)		Policy will be amended and updated to further clarify the intent of policy.
POLICY 5-1.3.1: REGULATING AND MONITORING DREDGE AND FILL ACTIVITIES. Existing coastal wetlands and submerged lands should not be drained or filled, and should be restored or enhanced where disturbed or degraded by development. The City shall monitor dredge and fill permits issued by the U.S. Army Corps of Engineers and shall further monitor new development applications to the City to ensure that this policy is enforced.	Completed. The City has continually monitored these applications.	No change proposed.
POLICY 5-1.3.2: REGULATING CERTAIN ALTERATION ACTIVITIES. Specific and cumulative impacts of development or redevelopment upon wetlands; water quality, water quantity, wildlife habitat, living marine resources, and shoreline systems shall be limited by strictly regulating land alteration activities likely to result in erosion and sedimentation, or long-term water quality degradation and habitat loss.	Completed. This policy is enforced when applicable.	No change proposed.
POLICY 5-1.3.3: SHORELINE PROTECTION ACTIVITIES. Protect existing natural shoreline areas, establish construction standards which minimize the impact of man-made structures on shoreline systems, and restore altered shorelines within the city's jurisdiction.	Completed. This policy is enforced when applicable.	No change proposed.
GOAL 5-2: PROTECT HUMAN LIFE AND INVESTMENT IN THE COASTAL AREA. To protect human life and investment in the coastal area of Coral Gables.		No change proposed.
OBJECTIVE 5-2.1: MANAGING PUBLIC EXPENDITURES. Limit public expenditures in coastal areas to projects clearly in the public interest and which minimize the risk from storm damage. This objective shall be achieved through the implementation of the following policies. (3243)		No change proposed.
POLICY 5-2.1.1: LOCATION OF PUBLIC INVESTMENTS. Public expenditures for infrastructure improvements shall be located outside flood prone areas, to the extent practicable, to keep floodways as unobstructed as possible.	Ongoing. The City maintains this policy when applicable.	No change proposed.
POLICY 5-2.1.2: LIMITING SUBSIDIES TO DEVELOPMENT IN THE COASTAL AREAS. Limit public expenditures that subsidize development permitted in coastal areas as defined in Policy 5-2.1.4 except for restoration or enhancement of natural resources. (3243)	The City has not subsidized any development, citywide.	No change proposed.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 5-2.1.3: DEFINITION OF CHHA. The City adopts the coastal high-hazard area as defined in F.S. Chapter 163, and Rule 9J-5.003(19), as the entire Category 1 Hurricane evacuation area as identified in the SFRPC Study. (3243)	Completed. This is adopted and maintained.	No change proposed.
POLICY 5-2.1.4: DEFINITION OF COASTAL AREA. The Coastal Area within the City of Coral Gables shall be defined as the land south of the Coral Gables Waterway, east of Old Cutler Road, and north of the southern City limit of Coral Gables. (3243)	Defined.	No change proposed.
OBJECTIVE 5-2.2: MANAGING HURRICANE EVACUATION TIMES. Assure that future development or redevelopment maintains or reduces hurricane evacuation times. This objective shall be achieved through the implementation of the following policies. (3243)		Objectives and policies within this section will be consolidated.
POLICY 5-2.2.1: MANAGE LOCATION OF POPULATION CONCENTRATIONS. Maintain low-density residential land use designations in the coastal high-hazard area by directing higher-density population concentrations to areas away from the coastal high-hazard area through the City's land use planning process.	The City maintains the 6 units per acre for these areas.	See comment above.
POLICY 5-2.2.2: FOLLOW-UP ACTIONS RELATED TO HURRICANE AND EMERGENCY MANAGEMENT STUDIES. Relieve deficiencies identified in the hurricane evacuation analysis of the South Florida Hurricane Contingency Study, and continue to integrate regional and local notification and evacuation procedures into the Coral Gables Basic Emergency Operations Plan.	These are included in the Plan.	See comment above.
OBJECTIVE 5-2.3: POST-DISASTER REDEVELOPMENT. Establish priorities and development guidelines for post-disaster redevelopment in the coastal area. This objective shall be achieved through the implementation of the following policies. (3243)		See comment above.
POLICY 5-2.3.1: REDUCE EXPOSURE TO NATURAL HAZARDS. Post-disaster redevelopment shall reduce or eliminate the exposure of human life and public and private property to natural hazards.	Completed. Included in the post disaster plan.	See comment above.
POLICY 5-2.3.2: PREPARE A POST-DISASTER REDEVELOPMENT PLAN. Prepare a post-disaster redevelopment plan which addresses land use, public safety, infrastructure, and public investment concerns. The post-disaster redevelopment plan shall include policies to distinguish between immediate repair and cleanup actions needed to protect public health and safety and long-term repair and redevelopment activities; and the removal, relocation, or structural modification of damaged infrastructure and unsafe structures.	Completed. Plan completed and reviewed annually.	See comment above.
POLICY 5-2.3.3: UPDATE PLAN AND POST-DISASTER REDEVELOPMENT PLAN. Incorporate recommendations of interagency hazard mitigation into the comprehensive plan and post-disaster redevelopment plan.	Updates when applicable.	See comment above.
POLICY 5-2.3.4: REGULATING POST-DISASTER REDEVELOPMENT ACTIVITIES. Identify areas which may warrant post-disaster redevelopment, including elimination of unsafe conditions and inappropriate land uses, and limitation of redevelopment in areas of likely repeated damage.	These areas are identified in the plan.	See comment above.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 5-2.4: PRIORITIES FOR SHORELINE USES. Establish priorities and development standards for shoreline uses. This objective shall be achieved through the implementation of the following policies. (3243)		No change proposed.
POLICY 5-2.4.1: PROVIDING PUBLIC ACCESS TO SHORELINE. Provide for increased public access to the shoreline consistent with public needs, continuing and replacing adequate physical public access to shorelines; enforcing the public access requirements of the Coastal Zone Protection Act of 1985, and providing transportation or parking facilities for shoreline access.	Completed. Access and parking is provided when possible.	No change proposed.
POLICY 5-2.4.2: INTERLOCAL AGREEMENTS IMPACTING SHORELINE USES. Methods for coordinating with Dade County and the City of Miami to ensure adequate sites for water-dependent uses, reduce exposure to natural hazards, and ensure public shoreline access shall be identified and set forth in interlocal agreements.	Completed and ongoing. Coordinated through an Interlocal agreement.	Amend Policy to replace "Dade County" with "Miami-Dade County."
POLICY 5-2.4.3: WATER-DEPENDENT AND WATER-RELATED USES PRIORITIES. Establish priorities for sitting water-dependent and water-related land uses.	This is a priority when siting in these areas.	No change proposed.
POLICY 5-2.4.4: STANDARDS FOR SHORELINE DEVELOPMENT. Establish performance standards for shoreline development.	Completed. These standards are included in the Zoning Code.	Policy will be deleted. More appropriate in Zoning Code.
POLICY 5-2.4.5: CRITERIA FOR MARINA SITING. Establish criteria for marina sitting which address land use compatibility, availability of upland support services, existing protective status or ownership, hurricane contingency planning, protection of water quality, water depth, environmental disruptions, and mitigation actions, availability for public use, and economic need and feasibility.	Completed. These criteria are established in the Zoning Code.	Amend Policy to include the following sentence after the existing language, "The criteria shall be reviewed by the Planning Department on an annual basis."
OBJECTIVE 5-2.5: EXPOSURE TO NATURAL HAZARDS IN COASTAL AREAS. Reduce the exposure of human life and property to natural hazards in the coastal area. This objective shall be achieved through the implementation of the following policies. (3243)		No change proposed.
POLICY 5-2.5.1: APPLICABLE REGULATIONS. Regulate building practices, floodplains, beach alteration, storm water management, sanitary sewer and septic tanks, and land use to reduce the exposure of human life and public and private property to natural hazards.	Completed. Provided in the Zoning Code and through enforcement of the Building Code.	Policy will remain as it is required by 9J-5.
POLICY 5-2.5.2: UPDATE PLAN AND REGULATIONS. Incorporate the direction provided in the hazard mitigation annex of the Coral Gables Basic Emergency Operations Plan into comprehensive planning and development regulation for the city.	The directions in this plan will be incorporated by reference and continually reviewed.	No change proposed.
POLICY 5-2.5.3: MANAGING POPULATION CONCENTRATIONS. Direct population concentrations away from the coastal high-hazard area through the City's land use planning process.	Lower densities (6 u/a) are provided in these areas.	No change proposed.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 5-2.6: MANAGING COASTAL INFRASTRUCTURE. Establish level of service standards, areas of service and phasing of infrastructure in coastal area. This objective shall be achieved through the implementation of the following policies. (3243)		No change proposed.
POLICY 5-2.6.1: LIMITATIONS ON DEVELOPMENT IN THE COASTAL AREAS. Limit development in designated coastal areas to uses which have historically proven to be less vulnerable to storm damage. (3243)	Completed. These limitations are in place and enforced.	No change proposed.
POLICY 5-2.6.2: INFRASTRUCTURE RELOCATION OR REPLACEMENT. Relocate or replace infrastructure away from designated coastal high-hazard areas, where feasible.	The City has not had to relocate or replace infrastructure in these areas.	No change proposed.
POLICY 5-2.6.3: AVAILABILITY OF INFRASTRUCTURE. Ensure that required infrastructure is available to serve the development or redevelopment at densities proposed by the future land use plan in the coastal area, consistent with coastal resource protection and safe evacuation. Funding for infrastructure shall be phased to coincide with the demands generated by development or redevelopment.	Completed and ongoing. Ensured through the City's Concurrency Management System.	Amend Policy to include the following sentence after the existing language, "Infrastructure shall not be made available unless the development or redevelopment meets the requirements of the Concurrency Management System."

POLICY 5-2.6.4: CRITERIA FOR PRIORITIZING SHORELINE USES AND PUBLIC SHORELINE ACCESS. In reviewing applications for shoreline development first priority shall be directed to the following shoreline uses: (3243)
• Non-structural shoreline protection uses such as native shoreline revegetation programs.
• Approved water-dependent shoreline uses such as pile supported access ways and duly permitted dock facilities. All such facilities shall satisfy all provisions of the City's land development regulations and obtain requisite permits from all environmental permitting agencies prior to obtaining City approval.
• Second priority shall be directed toward uses such as parking facilities for shoreline access located outside wetlands;
  • Residential structures that comply with building codes for structures within the coastal building zone;
  • Recreational facilities, which comply with applicable codes.
	These criteria are used when reviewing applications for shoreline development.	No change proposed.

Conservation Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to conservation*
- *Work with the County in addressing issues surrounding the supply and demand for water and sewer facilities*
- *Promote landscaping that adheres to xeriscape principles (e.g., native landscaping), and minimizes the potential impacts to private and public facilities*
- *Address new growth management requirements as identified in Chapter 2 of the report*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 6-1: NATURAL AND ENVIRONMENTAL RESOURCES. To conserve, manage, use, and protect the natural and environmental resources of Coral Gables to ensure continued resource availability and environmental quality.		No change proposed.
OBJECTIVE 6-1.1: AIR QUALITY. Maintain the best possible air quality, meeting or exceeding state and federal air quality standards.		No change proposed.
POLICY 6-1.1.1: AIR QUALITY STANDARDS. The City shall support enforcement of applicable standards for air quality to control significant emissions of air pollutants in order to maintain and improve the existing air quality, including enforcement of City ordinances which prohibit open burning and excessive vehicle exhausts.	Ongoing. These ordinances have been established and are strictly enforced.	No change proposed.
POLICY 6-1.1.2: PROHIBITED ACTIVITIES. Open burning and excessive vehicle exhausts shall be prohibited.	Ongoing. This is strictly enforced by the City.	No change proposed.
OBJECTIVE 6-1.2: POTABLE WATER AVAILABILITY. Secure provision of potable water in sufficient quantity to meet present and projected needs, commensurate with reasonable demand.		No change proposed.
POLICY 6-1.2.1: INTERGOVERNMENTAL COORDINATION FOR WATER CONSERVATION. Cooperate with local, regional, state, and federal agencies for the management of fresh water resources to maintain adequate fresh water supplies during dry periods and to conserve water where practicable.	Ongoing. The City cooperated in these activities.	No change proposed.
POLICY 6-1.2.2: IMPLEMENTATION WATER DEMAND MANAGEMENT POLICIES AND PROGRAMS. Cooperate with Dade County and the South Florida Water Management District for the implementation of water demand management policies and programs.	Ongoing. The City cooperates with the County and the SFWMD.	Replace “Dade County” wit “Miami-Dade County.”
POLICY 6-1.2.3: ENFORCING WATER QUALITY STANDARDS. All federal, state, and regional water quality standards shall be enforced in Coral Gables.	Ongoing. Enforced by the County.	Amend policy to add the following sentence after the existing language, “The water quality standards shall be enforced by Miami-Dade County.”

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 6-1.2.4: EMERGENCY WATER CONSERVATION. Cooperate with the Miami Dade Water and Sewer Authority and the South Florida Water Management District to conserve water resources in emergencies.	Ongoing. The City participates when applicable.	No change proposed.
OBJECTIVE 6-1.3: MANAGING DISPOSAL OF WASTES. Assure that generation, storage, transport, and disposal of wastes in Coral Gables is managed with the best available technology to protect environmental quality.	Completed.	No change proposed.
POLICY 6-1.3.1: MANDATORY WASTEWATER SYSTEM CONNECTING. When new sewers are extended into an area currently using septic systems for wastewater disposal, all buildings must connect with the public wastewater collection system within one-hundred twenty (120) days.	Ongoing. The City enforces this at the time of permitting if lines are available.	Policy will be amended and updated.
POLICY 6-1.3.2: REGULATING NEW SUBDIVISIONS AND SEWERAGE CONNECTIONS. New subdivisions which are reasonably accessible to sanitary sewers are required to provide sewerage and connections for each lot in the development.	Not applicable. The City has not had any new subdivisions since the adoption of the new Plan.	Policy will be deleted.
POLICY 6-1.3.3: SEPTIC TANK STANDARDS. New septic tank systems shall meet applicable state standards for permitting.	Ongoing. Enforced at the time of permitting.	Policy will be deleted. Standard requirements.
POLICY 6-1.3.4: INTERGOVERNMENTAL COORDINATION FOR SOLID AND HAZARDOUS WASTE. The City shall cooperate with appropriate public agencies to assure that solid and hazardous wastes generated within the City are properly managed to protect the environment.	Ongoing. This is strictly adhered to by the City.	No change proposed.
OBJECTIVE 6-1.4: CONSERVATION OF NATURAL SYSTEMS. Conserve and protect the remaining natural systems of Coral Gables, in recognition of the inherent values of these areas left in their natural state, through appropriate land use designations and regulation.		No change proposed.
POLICY 6-1.4.1: BISCAYNE BAY. Conserve and protect the natural resources of Biscayne Bay.	Ongoing. The City continually looks to conserve and protect these areas.	No change proposed.
POLICY 6-1.4.2: INTERGOVERNMENTAL COORDINATION. Coordination with other local government, state, federal, and private plans, and programs for conservation of natural resources shall be incorporated into the city planning process.	Ongoing. The City actively participates in coordinating these practices.	Policy will be moved to Intergovernmental Conservation Element.
POLICY 6-1.4.3: MANAGING AND REGULATING WETLANDS AND SUBMERGED LANDS. Wetlands and submerged lands should be used for purposes which are compatible with their natural values and functions, and city land development regulations should be revised where warranted to provide these areas with the maximum possible protection.	These areas are designated as conservation areas.	No change proposed.
POLICY 6-1.4.4: ENFORCEMENT ACTIVITIES. Protect and conserve the natural functions of existing soils, fisheries, rivers, lakes, floodplains, estuarine marshes, and marine habitats through enforcement of existing local, state, and federal regulations designed to protect and conserve these functions.	Ongoing. These regulations are strictly enforced.	No change proposed.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 6-1.4.5: DESIGNATION OF WETLANDS ON THE FUTURE LAND USE MAP. After January 1997, the City shall protect the wetlands within Coral Gables by continuing to designate those areas as "Conservation" on the Future Land Use Map, and furthermore, the City shall designate any wetland areas annexed into Coral Gables as "Conservation" on the Future Land Use Map.	Completed.	Policy will remain as it is required by 9J-5. Policy should be amended to remove the reference to January, 1997.
OBJECTIVE 6-1.5: LAND USE PLANNING AND REGULATION. Preserve areas of significant environmental and public value through appropriate land use designations and regulation.		No change proposed.
POLICY 6-1.5.1: INTERLOCAL COORDINATION FOR NATURAL RESOURCE PROTECTION. The City shall continue to cooperate with adjacent municipalities and Dade County to preserve and protect natural resources and natural areas.	Ongoing. City continually cooperates.	Amend policy to replace "Dade County" with "Miami-Dade County."
POLICY 6-1.5.2: INTERGOVERNMENTAL COORDINATION FOR PROTECTION OF ENDANGERED/THREATENED SPECIES AND HABITATS. The City shall cooperate with the appropriate state and federal agencies for the protection of endangered and threatened species and significant plant and animal habitat.	Ongoing. City participates when applicable.	No change proposed.
POLICY 6-1.5.3: WILDLIFE PROTECTION. Wildlife shall be protected in Coral Gables.	Ongoing. The State has designated areas within the City or County property for the protection of crocodiles and manatees.	No change proposed.
POLICY 6-1.5.4: PROTECTING NATIVE VEGETATIVE COMMUNITIES. Existing native vegetative communities in Coral Gables shall be protected.	Completed. Review is completed during DRC and site plan review process. Also, the City has comprehensive tree preservation requirements regulating removal of vegetation.	No change proposed.
POLICY 6-1.5.5: PROVIDE BEAUTIFICATION OF PUBLIC OPEN SPACE SYSTEMS. Provide continued beautification of streets, rights of way and public open spaces and facilities within Coral Gables.	Ongoing. This is strictly enforced by the City. The City has developed a master streetscape landscape plan that is being implemented on public rights-of-way.	Policy will be deleted and include in Parks and Recreation element.
OBJECTIVE 6-1.6: MANAGING MITIGATION ACTIVITIES. Ensure that development activities mitigate adverse ecological changes or actually improve previously degraded environmental conditions.		No change proposed.
POLICY 6-1.6.1: PROTECTING CONSERVATION AREAS. Those areas designated on the Future Land Use Map for conservation will not be subject to development, with the only allowable exception for open space and recreational uses after the review and approval of the City Commission.	Ongoing. This is enforced through the Zoning Code.	No change proposed.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 6-1.6.2: REQUIRED SITE PLAN REVIEW. The City shall require site plan review of all proposed development or redevelopment to prevent unnecessary destruction or inappropriate use of existing natural resources and natural sites.	Completed and ongoing. This is enforced through the Zoning Code.	No change proposed.
POLICY 6-1.6.3: LANDSCAPING STANDARDS. Landscaping standards shall be developed which require the preservation of existing natural growth where practical, and the removal of invasive, exotic plant species.	Completed. The City follows the Miami-Dade County landscape code, which requires preservation of native growth and removal of exotics. The City is in the process of rewriting its landscape code. However, the use of native species has been enforced through the site plan review process.	Policy will be updated to further strengthen intent.
POLICY 6-1.6.4: REGULATING DEVELOPMENT TO PROMOTE NATURAL RESOURCE CONSERVATION. The City shall use the best available technical criteria and information for the formulation of regulations and ordinances to ensure that future development is compatible with the functioning of existing natural systems and resources conservation.	Ongoing. When applicable, the City has used these criteria.	Policy will be updated to further strengthen intent.
OBJECTIVE 6-1.7: PROTECT MINERALS, SOILS, AND NATIVE VEGETATIVE COMMUNITIES. Conserve, appropriately use, and protect minerals, soils and native vegetative communities. Assure the maintenance and conservation of trees within Coral Gables, through continued maintenance of trees within City properties and the site plan review process for new development.	Ongoing.	Objective will be updated to further strengthen intent.
POLICY 6-1.7.1: REGULATING PROTECTION OF NATIVE TREES. Native trees shall be preserved during development or redevelopment wherever possible, and if any native tree must be removed during development or redevelopment, another native tree shall be replanted to replace the removed tree.	Completed and ongoing. The City has a strict tree preservation ordinance.	Policy will be updated to further strengthen intent.

Recreation and Open Space Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

The Recreation and Open Space Element will be rewritten in its entirety. Some of the existing Objectives and Policies will remain intact, while others will be deleted or modified. The LOS standards will be rewritten in accordance with the Parks Master Plan. Specifically, the LOS standards will not use a "facilities per population" measure anymore but rather will use a "service radius" measure. Proposed amendments include:

- *Provide further enhancements to parks, open space, city entrances, and landmarks*
- *Maintain and enhance cultural activities to provide opportunities and access to all segments of the population*
- *Explore the creation of a developmental impact fee for parks and open space*
- *Continue to advance the "Parknership" program in partnership with the private sector*
- *Continue to pursue the Parks and Recreation Master Plan, and work to implement its recommendations*
- *Pursue a "Level-of-Service (LOS)" standard for parks that is based on service area rather than per capita levels of service*
- *Continue to pursue joint-use facilities agreements with Miami-Dade County Public Schools, the University of Miami, and the private sector*
- *Improve nodal connectivity through the promotion of greenway corridors*
- *Promote recreational/cultural facilities and programming for seniors*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 7.1 "CONSTRUCTIVE USE OF LEISURE TIME. To provide an environment in the City of Coral Gables responsive to the needs, desires, and interests of all residents for the constructive use of their leisure time." The Recreation and Open Space Element embodies a number of objectives and policies that form the framework for ensuring the achievement of this goal.		Goal will be re-written to reflect direction provided for in Parks Master Plan.
OBJECTIVE 7-1.1: RECREATION PROGRAMS AND FACILITIES. Provide quality recreation programs and adequate provision of recreation facilities to meet the needs of residents.	Completed. The City conducted a master parks and recreation plan in 2000 and since then has upgraded numerous existing parks with new facilities and amenities. The City Commission has enacted a "PARKNERSHIP" program that provides for an aggressive program for the creation of new parks and open spaces.	Will be re-written to reflect direction provided for in Parks Master Plan.

<table>
<tr><th>Existing Goals, Objectives and Policies</th><th>Implementation & Measure</th><th>Comments</th></tr>
<tr><td>POLICY 7-1.1.1: RECREATION OF LOS STANDARDS. Maintain the existing level of services provided by recreation programs and activities to meet the continuing needs of all residents. The minimum acceptable Level of Service standards for recreation and open space are as herein provided.</td><td>Completed. Based on existing standards established at the time of project. This could change if standards and/or population changes.</td><td>The LOS standards will shift from a per capita standard to a “service radius” standard.</td></tr>
<tr><td><table>
<tr><th>RECREATION FACILITY</th><th>STANDARD</th><th>PARKS</th><th>STANDARD (Acres per 1,000 residents)</th></tr>
<tr><td>Golf Course</td><td>9 holes per 25,000 residents</td><td>Special Purpose</td><td>3.00</td></tr>
<tr><td>Tennis Courts</td><td>1 court per 2,000 residents</td><td>Neighborhood</td><td>0.75</td></tr>
<tr><td>Racquetball Courts</td><td>1 court per 11,500 residents</td><td>Mini-park</td><td>0.04</td></tr>
<tr><td>Basketball Courts</td><td>1 court per 5,000 residents</td><td>Open Space</td><td>0.10</td></tr>
<tr><td>Ball Diamonds</td><td>1 field per 5,600 residents</td><td>Active</td><td>0.30</td></tr>
<tr><td>Playing Fields</td><td>1 field per 5,600 residents</td><td>Passive</td><td>0.30</td></tr>
<tr><td>Swimming Pools</td><td>1 pool per 50,000 residents</td><td></td><td></td></tr>
<tr><td>Equipped Play Area</td><td>1 area per 5,000 residents</td><td></td><td></td></tr>
</table></td><td>Current LOS standards are being met, with the exception of “racquetball courts,” but do not adequately address the need for locating parks and recreation options in close proximity to all of the City’s residents.</td><td>Will be revised to reflect new service radius standards.</td></tr>
<tr><td>POLICY 7-1.1.2: MANAGING RECREATION FACILITY NEEDS. Identify existing recreation facilities needs in the five (5) year capital improvements program for the Recreation Department, and correct or improve deficiencies as funding becomes available.</td><td>Completed. Included as part of the Parks Master Plan and CIP and reviewed on an annual basis.</td><td>Amend Policy to reflect changes to Element.</td></tr>
</table>

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 7-1.1.3: MAINTENANCE OF EXISTING RECREATION LAND AND FACILITIES. After January 1, 1998, the City shall maintain existing recreation land and facilities through the use of proper management and funding techniques. The City shall ensure that recreation facilities are well managed, well maintained, and that quality recreation programs are available to all residents. This shall be partially achieved by continuing efforts toward collecting, maintaining, and updating data concerning public and private resource inventory, recreation improvements, and demand factors, and by improving design criteria and evaluation to attain a high quality park and recreation system. (3243)	Completed. Provided by the Parks and Recreation Department annual budget and future plan.	Amend Policy to reflect the new method of analyzing the level of service with the service radius analysis. Remove the reference to January 1, 1998.
POLICY 7-1.1.4: MANDATORY LAND DEDICATION OR FEES IN LIEU THEREOF. By January 1, 1998, the City shall amend the land development regulations to include provisions for the mandatory dedication of land for parks and recreation or fees in lieu thereof. The formula shall be a pro rata formula based on City demand and supply analysis. The regulations are intended to ensure that new development provides necessary recreation lands, facilities, and/or fees in lieu thereof in order to accommodate the demands generated by new development.	In process. The City is undertaking a comprehensive impact fee assessment process to implement impact fees to satisfy this item and other capital improvement items.	Amend Policy to remove the reference to January 1, 1998. Amend policy to include language that says the mandatory dedication of land or fees in lieu of land shall be included in the City's impact fee study.
POLICY 7-1.1.5: YOUTH CENTER FACILITIES. By January 1, 1998, the City shall develop a plan to make full use of the Youth Center by instituting the following programs to meet the needs of Youth Center users: • Establish a diversified program of indoor athletics ranging from dance to fitness/weight training to volleyball; • Design classes that will interest adults, seniors and families as well as children; and • Provide separate play and game areas for children (6-11); teens (12-18); adults (18-55) and seniors (55+).	Completed.	The policy has been achieved. Amend to reflect completion.
POLICY 7-1.1.6: PLAYGROUND EQUIPMENT AND OPEN SPACE PARK SITES. Identify potential sites for playground equipment and open space parks.	Completed and ongoing.	No change.
POLICY 7-1.1.7: PHILLIPS FIELD IMPROVEMENT NEEDS. Redesign the softball field and expand the facilities at Phillips Field.	Completed.	Delete Policy. The Policy was achieved.
POLICY 7-1.1.8: SITES FOR WALKING/JOGGING PATHS. Identify appropriate sites for walking/jogging paths on existing city property.	Not completed.	Amend Policy to include language about providing walking/jogging paths based on the service radius method of analysis.
POLICY 7-1.1.9: BICYCLE AND JOGGING PATHS. Designate new bicycle and jogging paths.	In process. Master plan in process.	Delete Policy. It is repetitive of Policy 7-1.1.8.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 7-1.1.10: IMPROVED LIGHTING. Provide adequate lighting at city facilities used for evening activities and programs.	Completed. Provided by the City at the appropriate facilities.	Policy will be deleted. Not appropriate provisions for CLUP.
POLICY 7-1.1.11: PLAYGROUND FACILITIES. Maintain and improve playground facilities.	Ongoing. Maintained on an on-going basis.	Policy will be deleted. Not appropriate provisions for CLUP.
POLICY 7-1.1.12: IMPROVEMENTS WITHIN CENTRAL BUSINESS DISTRICT. Maintain landscaped open spaces for passive recreation in the central business district.	Completed and ongoing. Completed by the Public Service Department.	Policy will be updated and further strengthened.
POLICY 7-1.1.13: MAINTENANCE OF RECREATION AND OPEN SPACE STANDARDS. Maintain the adopted level of service standards for recreation and open space as established in this Element by correcting or improving existing deficiencies in parks and recreation facilities.	Completed. As identified in the present Comprehensive Plan.	Policy will be updated and further strengthened.
OBJECTIVE 7-1.2: PUBLIC ACCESS TO RECREATION OPPORTUNITIES. Ensure public access to recreation programs and facilities.	Completed.	Policy will be updated and further strengthened.
POLICY 7-1.2.1: PROVIDE YEAR-ROUND ACCESS. Provide year round access to city recreation sites and facilities.	Completed.	Policy will be updated and further strengthened.
POLICY 7-1.2.2: INCREASED COMMUNITY ACTIVITIES AT YOUTH CENTER. Increase the use of the Youth Center as a facility for community activities, while maintaining its emphasis on youth activities.	Completed and ongoing. The City has increased the number of activities at this facilities including increase in access to the facility.	Delete Policy. It is repetitive of Policy 7-1.1.5.
POLICY 7-1.2.3: RECREATION PROGRAMS FOR FAMILIES AND CHILDREN. The City shall by December 2004 create strategies for increasing recreational opportunities within the Coral Gables Parks system for families and children. (3243)	Provided in the Department's Strategic Plan document and the recently completed "Facilities Inventory Assessment and Analysis Report."	Amend to reflect achievements.
POLICY 7-1.2.4: SPECIAL FACILITIES FOR THE ELDERLY. Provide special recreational facilities for the elderly.	Completed. Youth Center facility provides these services. City is in the process of soliciting and RFP for elderly housing and service center to assist in meeting this need.	Amend Policy to include additional opportunities.
POLICY 7-1.2.5: EVENING ACTIVITIES FOR ADULTS. Provide adult evening activities and programs.	Completed. The City provides a number of adult recreation class and studios in the evening hours.	No change.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 7-1.2.6: ACCESS TO BEACH, SHORE AND WATERWAYS. Maintain existing beach and shore access, including beach access routes and facilities identified in the Coastal Management Element, and access to waterways shown on the future land use map.	Completed by Miami-Dade County.	Amend Policy to include provisions that relate to Miami-Dade County's responsibilities to maintain existing beach and shore access.
POLICY 7-1.2.7: CONVERSION OF PLAYGROUND EQUIPMENT. The City shall continue to convert all existing City owned playground equipment to handicap accessible playground equipment to ensure recreational opportunities for all children using the following schedule: (3243) • FY 1996-97: Winokur and Coral Bay Parks • FY 1997-98: Salvadore and Pierce Parks • FY 1998-99: Phillips and Sunrise Parks	Completed except for Winokur Park.	Delete Policy. The Policy was achieved.
POLICY 7-1.2.8: INCREASING CULTURAL ACTIVITIES. The City shall establish a formal procedure for working with local cultural organizations to assist them in attracting additional cultural activities to Coral Gables through such techniques as: (3243) • One-stop permitting for festivals and other outdoor events; and • Reduced rental fees for use of city buildings.	Completed. Procedures are in place to assist in cultural and special events within the City. The City has a separate Cultural Board that provides funding and grants to assist in these activates.	Policy will be updated and further strengthened.
OBJECTIVE 7-1.3: AESTHETIC QUALITY AND APPEARANCE OF RECREATION RESOURCES. Maintain a high standard of aesthetic quality and continue to improve the appearance of municipal recreation areas and public open space.		Policy will be updated and further strengthened.
POLICY 7-1.3.1: MAINTENANCE AND IMPROVEMENT OF RECREATION AND OPEN SPACE AREAS. The Recreation and Public Works Departments shall continue to provide for the maintenance and improvement of recreation and open space areas, including center parkways and parkway islands.	Completed. Completed in cooperation with the Public Service Department.	Policy will be deleted. Not appropriate in the CLUP. Administrative function.
POLICY 7-1.3.2: ADDITIONAL PUBLIC OPEN SPACE AND NATURAL RESERVATIONS. Additional public open space and natural reservations shall be designated and where feasible, acquired by the city.	Completed.	Amend Policy to reflect changes consistent with the service radius level of service analysis.
POLICY 7-1.3.3: MAINTAIN APPEARANCE OF PUBLIC ENTRANCE GATES, FOUNTAINS AND PLAZAS. Maintain appearance of public entrance gates, fountains and plazas. (3243)	Completed and ongoing. City allocates funding and secure state grants for the item. Improved.	Policy will be deleted. Not appropriate in the CLUP. Administrative function.
POLICY 7-1.3.4: IMPROVE APPEARANCE OF PUBLIC ENTRANCE GATES, FOUNTAINS AND PLAZAS. Improve appearance of public entrance gates, fountains and plazas in order to provide distinctive gateways into the City of Coral Gables	Completed and ongoing. The City has updated numerous main entrances, fountains and plazas utilizing CIP funds and available grants.	Amend Policy to include the following language, "as mandated by the Beautification Committee" in between the words "plazas" and "in."

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 7-1.4: USE OF RECREATION AND OPEN SPACE RESOURCES. Coordinate public and private recreation and open space resources for the optimum use of residents.		Policy will be updated and further strengthened.
POLICY 7-1.4.1: ESTABLISH OPEN SPACE STANDARDS. The land development regulations of Coral Gables should define and include open space standards.	Completed. Included in the Zoning Code.	Delete Policy.
POLICY 7-1.4.2: JUNIOR AND SENIOR HIGH SCHOOL RECREATIONAL FACILITIES. The city shall coordinate and cooperate with the School Board to provide resources for expanding and improving recreational facilities at the junior and senior high schools.	In process. Currently working with the School Board.	Amend Policy to include the following language "seek to partner with" between the words "shall" and "the."
POLICY 7-1.4.3: IMPACTS OF NEW DEVELOPMENT ON PUBLIC OPEN SPACE AND PEDESTRIAN/BICYCLE CIRCULATION. New development shall be encouraged by the City Planning and Zoning Departments to provide for public open space, and accommodate pedestrian and bicycle circulation, during the development review process.	Completed. Provisions are required in the Zoning Code.	Delete Policy.
POLICY 7-1.4.4: CITY-SCHOOL BOARD COOPERATIVE RECREATION PROGRAMS. The city shall continue to develop cooperative recreation programs with the School Board.	In process. Currently working with the School Board.	Delete Policy. It is repetitive of Policy 7-1.4.2.
POLICY 7-1.4.5: USE OF MATHESON HAMMOCK PARK. Promote more extensive use of Matheson Hammock Park for city residents through cooperation and coordination of public information with the Metro Dade Parks Department regarding available facilities and programmed activities at the park.	Completed. City actively participates with the County.	Policy will be updated and further strengthened.
POLICY 7-1.4.6: AGREEMENT WITH THE UNIVERSITY OF MIAMI FOR RECREATION PURPOSES. The City of Coral Gables by December 31, 1998 shall initiate discussions with the University of Miami to allow City residents to use recreational facilities and equipment on the University's campus.	In process. Agreement is underway to satisfy this item.	Amend Policy to read as follows, "The City of Coral Gables shall pursue discussions with the University of Miami to allow City residents to use recreational facilities and equipment on the University's campus."

Intergovernmental Coordination - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Encourage and strengthen the City's coordination, communication, and cooperation with adjacent municipalities, Miami-Dade County, the Miami-Dade County School Board, and regional and state agencies in all of the City's relevant programs and processes*
- *Continue to participate in regional studies and plans, including the South Miami-Dade Watershed Plan, and consider their recommendations*
- *Continue to participate in the Miami-Dade County School Board's Staff Working Group to address issues involving the Interlocal Agreement, new CLUP Educational Facilities Element, revised impact fee study, and joint-use agreements*
- *Continue to participate in other numerous intergovernmental groups, including the Miami-Dade County Planners Technical Committee*
- *Encourage and strengthen the participation of community stakeholders in all of the City's programs and processes*
- *Address new growth management requirements as identified in Chapter II of this report*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 8.1: ACHIEVING CONSISTENCY IN IMPLEMENTING PLANS AND PROGRAMS. Intergovernmental coordination shall be maintained as a major means of achieving consistency among all government agencies implementing plans and programs affecting the City of Coral Gables."		
OBJECTIVE 8-1.1: INTERGOVERNMENTAL COORDINATION ACTIVITIES. Continue and improve coordination activities among government agencies with planning and impact assessment duties affecting the City, with other units of local government providing services but not having regulatory authority over the use of land, and with the comprehensive plans of adjacent municipalities, the county, and adjacent counties.	Completed and ongoing. City staff provide notice of all development within 1000 feet of borders and meets with adjacent local governments when regional issues come to light (i.e. affordable, housing, transportation issues, traffic calming, etc.).	Policy will be updated and further strengthened.
POLICY 8-1.1.1: ACHIEVING CONTINUING COMMUNICATION. Maintain an active program of monitoring and communication with agencies operating under the provisions of the Local Government Comprehensive Planning and Land Development Act, Chapter 163 FS.	Completed. City actively communicates with all agencies on a continual basis. Participates in Countywide meetings, information forum, technical committees, etc to complete this item.	Policy will remain as it is required by Chapter 163, Florida Statutes.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 8-1.1.2: COMMUNITY WORKSHOPS AND RPC INFORMAL MEDIATION PROCESS. Participate in community workshops and the regional planning council's informal mediation process to provide an open forum for communication and coordination of programs involving the comprehensive plan, and resolution of conflicts with other local governments.	Completed. City staff participates in all community workshops.	No change.
POLICY 8-1.1.3: COORDINATION OF TECHNICAL ISSUES. Participate in the comprehensive plan technical committee being organized within the Dade League of Municipalities, to ensure full participation in countywide deliberations, which may involve the City.	Completed. City staff actively participates in all County technical committees.	Amend Policy to add "Miami-Dade" reference.
POLICY 8-1.1.4: COORDINATION OF TRAFFIC, POTABLE WATER AND APPEARANCE ISSUES. The City shall increase intergovernmental coordination activities regarding issues involving: traffic and transportation systems improvement planning and financing; potable water distribution replacement and financing; and design aesthetics for projects within and adjacent to the City.	Completed. City actively participates in the MPO and others.	Policy will be combined with other polices in this section to consolidate.
POLICY 8-1.1.5: ANNEXATION OF UNINCORPORATED LANDS. The City shall participate in review and discussions with involved agencies in the potential annexation of unincorporated lands adjacent to the City.	Completed. City recently completed an annexation study and continually has discussions with adjacent municipalities and the County.	Policy will be updated and further strengthened.
POLICY 8-1.1.6: MANAGEMENT OF LOCAL BAYS, ESTUARIES AND HARBORS. The City shall continue to participate in consistent and coordinated management of local bays, estuaries, and harbors that fall under the jurisdiction of more than one agency, as reflected in the coastal management chapter of this plan.	City continues to participate.	No change.
POLICY 8-1.1.7: REQUIRED FINDINGS TO BE ADDRESSED IN DEVELOPMENT REVIEW PROCESS. The review of proposed developments shall include findings, which indicate relationships of such proposed developments to the comprehensive plans of adjacent local governments.	Completed. A comprehensive analysis of all applications required to undergo public hearing review. All staff reports include these findings.	No change.
OBJECTIVE 8-1.2: COORDINATE PROPOSED DEVELOPMENT IMPACTING ADJACENT JURISDICTIONS. Ensure that the impacts of development, proposed in the City's comprehensive plan, upon development in adjacent municipalities, the county, adjacent counties, the region, and the state are addressed through coordination mechanisms. This objective shall be achieved through the implementation of the following policies. (3243)		Policy will be updated and further strengthened.
POLICY 8-1.2.1: COORDINATION OF DEVELOPMENT AND GROWTH MANAGEMENT ISSUES. After Plan adoption, the City shall pursue resolution of development and growth management issues with impacts transcending the City's political jurisdiction. Issues of regional and state significance shall be coordinated with the South Florida Regional Planning Council, the South Florida Water Management District, and/or State agencies having jurisdictional authority. Issues to be pursued include but are not limited to the following:	Completed. These issues are continually discussed.	Policy will be updated and further strengthened.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
1. Impacts of development proposed in the Comprehensive Plan on Dade County, the Cities of Miami, West Miami, South Miami, and Pinecrest, the region, the State, and any governmental entity that may be created in the future. 2. Land development activities adjacent to the City's corporate limits within Dade County or the Cities of Miami, West Miami, South Miami, and Pinecrest or any other city created in the future 3. Research regulatory framework and implementation of affordable housing programs. 4. City of Coral Gables land development activities adjacent to the unincorporated area of the County, or the Cities of Miami, West Miami, South Miami and Pinecrest or any other city created in the future. 5. Potential annexation issues. 6. Area wide drainage and storm water management master plan, proposed improvements, and implementing programs. 7. Solid waste disposal, including development of new landfill facilities, recycling resources, and other improvements. 8. Research, engineering, and strategies for managing level of service impacts of new development and tourism on major transportation linkages and critical intersections impacting the City and adjacent areas. 9. Level of service standards for infrastructure system impacting the City and adjacent areas. 10. Conservation of natural and historic resources.		
POLICY 8-1.2.2: COORDINATION OF TRANSPORTATION IMPROVEMENTS. After Plan adoption, the City shall coordinate all transportation improvements proposed by new development with DOT, DCA, SFRPC, Dade County, and other state and regional agencies concerned with assessing traffic impacts of proposed development. (3243)	Completed.	Amend Policy to delete "After Plan adoption".
OBJECTIVE 8-1.3: INTERGOVERNMENTAL COORDINATION OF LOS STANDARDS. Coordination shall be undertaken in the establishment of level of service standards for public facilities with any state, regional or local entity having operational and maintenance responsibility for such facilities.	Completed.	Policy will be updated and further strengthened and combined with below policies.
POLICY 8-1.3.1: ENSURING MUTUALLY COMPATIBLE LOS STANDARDS. The City shall coordinate with state, regional, or local entities having operational and maintenance responsibility for public facilities for which the Level of Service standards are being established to ensure mutually compatible standards.	Completed. The LOS standards are coordinated with these entities. Although with a traffic concurrency exemption zone, the City requires the preparation of traffic impact studies of all application required to undergo public hearing review. This results in various intersection improvements, traffic calming measures, etc dependent upon impact of development.	See above comment.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 8-1.3.2: ACHIEVING EQUITABLE LOS STANDARDS FOR FACILITY AND SERVICE DELIVERY SYSTEMS. Coordination activities pursuant to the Objectives and Policies in this Element shall include consideration for equitable Level of Service standards for facility and service delivery systems consistent with the provisions of this plan.	Completed.	See above comment.
GOAL 8.2: MONITORING AND EVALUATION. This section outlines the substantive components of Coral Gables' monitoring program related to the Intergovernmental Coordination Chapter. The monitoring program will consist of periodic reviews of the measurable objectives.		
OBJECTIVE 8-2.1: SCHEDULE: Biennial reviews of measurable objectives will occur concurrent with the amendment cycle. Other appropriate scheduled reviews may be conducted but not less than biennially. These shall include the following issues: • Organization of functioning League of Municipalities comprehensive plan technical committee. • Agreement with Miami-Dade County, and Florida Department of Community Affairs that use of two (2) level plans – area wide and local – in the updating of local comprehensive plans is desirable and permitted. • Informal agreements or an enacted ordinance providing for mutual exchange of notice and information about proposed rezoning within an area to be determined as a significant distance from any unincorporated or Coral Gables municipal boundary. • Coordination with the completion of a school facilities plan that is consistent and compatible with the Coral Gables Comprehensive Plan. • Assist the South Florida Regional Planning Council in identifying regional issues affecting the City and providing appropriate City participation in their analysis and resolution. • Execute Interlocal agreements for municipal servicing of unincorporated enclave areas where appropriate.	Completed. City Staff and various members of the City Commission participate in local government forums and meetings on various issues including all those agencies listed in previous column.	Policy will be updated and further strengthened.
OBJECTIVE 8-2.2: PROCEDURES FOR MONITORING AND EVALUATION. The comprehensive planning process is continuous and dynamic in nature. Maintaining the effectiveness of the plan requires its periodic review. This program, required under 9J-5.005 (7) FAC, provides orderly procedures for monitoring, updating and evaluation of the plan and attendant Evaluation and Appraisal Report (EAR) ('163.3191, FS). For the purpose of monitoring, evaluating and appraising the implementation of the comprehensive plan a five-year program for monitoring, updating and evaluation shall be followed. The following are general procedures to be followed. More detailed procedures shall be adopted by the city to direct the ongoing activity.	Completed.	Policy will remain as it is required by 9J-5.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 8-2.2.1: EVALUATION PERIODS: All chapters of the Comprehensive Plan shall be evaluated and updated as necessary at least every five (5) years. In addition to the general EAR, the Capital Improvements chapter shall be reviewed on an annual basis.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.2: CITIZEN PARTICIPATION: The public shall be encouraged to participate in the evaluation process by the holding of at least one workshop prior to the preparation of the EAR, at which public comments and recommendations regarding the Comprehensive Plan shall be received for consideration during the preparation of the EAR. Notice of such workshop shall be by advertisement at least one week prior to the date of such meeting. At least one advertised Public Hearing shall be held by the Local Planning Agency prior to the LPA recommending the EAR to the City Commission for their consideration, amendment, and adoption. At least one advertised Public Hearing shall be held by the City Commission prior to adoption of the EAR.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.3: MAINTENANCE OF DATA: Updating appropriate baseline data and measurable objectives to be accomplished for each five (5) year period of the plan, and for long term periods as necessary, shall be undertaken at intervals appropriate to the subject area of analysis, but no less frequently than every five (5) years. For example, Capital Improvement data should be maintained at semiannual and annual periods coincident with the city budget review process; population estimates should be maintained annually; utility systems capacity shall be annually monitored. Administrative procedures shall be adopted to define the local monitoring and data maintenance to be conducted.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.4: PLAN ACCOMPLISHMENTS: Accomplishments in the first five (5) year period, describing the degree to which the goals, objectives and policies have been successfully reached shall be identified and reported.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.5: OBSTACLES TO THE PLAN: Obstacles or problems which resulted in under achievement of goals, objectives, or policies shall be identified and reported.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.6: AMENDED GOALS OR POLICIES: New or modified goals, or policies needed to correct discovered problems shall be identified and reported.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.7: CONTINUED MONITORING AND EVALUATION: A means of ensuring continuous monitoring and evaluation of the plan during the five (5) year period shall be identified and reported.	Completed.	Policy will remain as it is required by 9J-5.

Capital Improvements Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Amend the element annually to reflect financially feasible updates to the Capital Improvements Program*
- *Continue to secure funding for infrastructure (i.e., historic preservation, parks/open space, transit, roadways), including through the use of existing impact fees, enterprise/utility funds, and new impact fees under consideration*
- *Secure the City's fair-share of impact fees from the County and coordinate the allocation of funding*
- *Address new growth management requirements as identified in Chapter II of this report*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOALS 9.1 PROVIDE FACILITIES AND INFRASTRUCTURE. The City shall provide for facilities and infrastructure, normal and customary to local city government, as necessary to serve residents and visitors in a manner which is fiscally prudent and efficient in utilizing public investments and providing for new capital expenditures."		No change.
OBJECTIVE 9-1.1 PROVISION OF FACILITIES NECESSARY TO MAINTAIN LOS STANDARDS. Provide, as affordable, for the necessary repair and replacement of existing facilities and upgrading facilities to maintain locally adopted level of service (LOS) standards.		No change.
POLICY 9-1.1.1: FIVE-YEAR CAPITAL SCHEDULE OF CAPITAL IMPROVEMENTS. Capital requirements of one-hundred dollars ($100,000) or more in annual expenditures shall be included in the Capital Improvements Element (CIE) Five (5) Year Schedule of Capital Improvements.	Completed. All projects in excess of $100,000 are included in the schedule and are reviewed on an annual basis.	Amend Policy to include increase in threshold.
POLICY 9-1.1.2: CONTENT OF FIVE YEAR SCHEDULE OF CAPITAL IMPROVEMENTS. The Five (5) Year Schedule of Improvements contained in the CIE shall include capital projects for renovation, replacement, upgrading, and new facilities as necessary to maintain the adopted level of service standards, balanced to meet local needs and abilities.	Included.	No change.
POLICY 9-1.1.3: ADOPTION OF ANNUAL CAPITAL BUDGET. The City shall adopt an annual capital budget, which contains the projects from the Five (5) Year Schedule of Improvements for the specified year.	Completed. The City adopts a capital improvements plan concurrently with the City's annual fiscal budget.	No change.
POLICY 9-1.1.4: MANAGING LONG TERM GENERAL OBLIGATION DEBT. The City should manage its long-term general obligation debt in a manner that ensures that the ratio of the debt service millage to the citywide mileage does not exceed twenty (20%).	No outstanding GO debt.	No change.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 9-1.2: MINIMUM ACCEPTABLE LEVEL OF SERVICE STANDARDS. The minimum acceptable Level of Service (LOS) standards adopted by the City in each respective plan element are the basis for the Five (5) Year Capital Improvement Schedule. These minimum standards are as follows:		Amend Objective. Delete the last sentence of the Objective.
POLICY 9-1.2.1: MINIMUM LOS STANDARDS USED IN PLANNING CAPITAL IMPROVEMENT NEEDS. The following are the minimum acceptable Level of Service standards to be utilized in planning for capital improvement needs: (3243)	Included in the City's Concurrency Management System.	Delete Policy. The policy is not required and is repetitive of the LOS standards established in each element of the Comprehensive Plan.
OBJECTIVE 9-1.3: IMPLICATIONS OF FISCAL CONSIDERATIONS CAPITAL FACILITIES AND RELATED RESOURCES ON LAND USE. The implementation of Future Land Use decisions through the zoning code and development order issuance shall be moderated by the availability of fiscal resources to permit the provision of capital facilities and related resources to maintain the level of services at adopted levels.		Amend Policy to replace the words "order issuance" with "approvals."
POLICY 9-1.3.1: ANALYSIS OF CAPITAL FACILITIES AND INFRASTRUCTURE IMPLICATIONS ON LAND USE AND DEVELOPMENT. The capital facilities and infrastructure implications of land use and development plans will be analyzed and set forth with attention to the following: • Safety improvements and hazard mitigation. • Elimination of sub standard conditions. • Demonstrated linkage between projected growth or redevelopment and facility location. • Balance between supporting new development or redevelopment. • Financial feasibility, including long term operating costs. • Coordination among agencies of capital programs. • Contractual and/or mandatory obligations.	Completed. The City has provided new facilities when needed to support new and redeveloping areas of the City. The majority of these improvements have been concentrated in the core (CBD and Mixed Use Districts).	No change.
POLICY 9-1.3.2: CONSISTENCY OF THRESHOLD DEVELOPMENT WITH CONCURRENCY MANAGEMENT/LOS STANDARDS. All threshold development shall be contingent upon the provision of the necessary services at adopted levels concurrent with the time needed as set forth in the Land Use Chapter.	Completed. Required through the City's Concurrency Management System.	Amend Policy to read as follows, "All threshold development shall be contingent upon the provision of the necessary services at adopted levels."
POLICY 9-1.3.3: CRITERIA FOR DETERMINING TIMELY AVAILABILITY OF PUBLIC FACILITIES. The assurance of the provision of necessary public facilities on a timely basis concurrent with the need for such facilities to serve existing and proposed developments shall be by one of the following six means and conditioned as applicable by the seventh provision as follows: 1. The necessary facilities are under construction at the time the building permit is issued and such construction is the subject of enforceable assurance that it shall be completed and serviceable with out unreasonable delay;	These criteria are used.	Policy will be updated and amended for more clarity.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
2. The necessary facilities and services are the subject of a binding executed contract for the construction of the facilities or the provision of services at the time the building permit is issued; 3. The necessary facilities are funded and programmed for implementation in the CIE for construction in year one of the City's adopted capital budget, or similarly adopted budget of other government agencies. 4. The necessary traffic circulation and/or mass transit facilities or services are programmed in the CE for construction in or before year 3 of the City's adopted budget or similarly adopted budget of other government agencies including the County's capital budget or the State agency having operational responsibility for affected facilities; In all cases, such facilities must be committed for construction in or before year 3; 5. The necessary facilities and services are guaranteed, in an enforceable development agreement, to be provided by the developer. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; or 6. Timely provision of the necessary facilities will be guaranteed by some other means or instrument providing substantially equivalent assurances; and 7. In all instances where a decision to issue a building permit is based on the foregoing provisions 3, 4 or 5, the following conditions shall apply: a. The necessary facilities shall not be deferred or deleted from the CIE, work program or adopted one year capital budget unless the dependent building permit expires or is rescinded prior to the issuance of a certificate of use and occupancy (CO); b. The facilities necessary to serve a development must be contracted for construction no later than thirty six months after the date that the initial certificate of use and occupancy (CO) is issued for the dependent development; and c. Construction of the necessary facilities must proceed to completion with no unreasonable delay or interruption.		
POLICY 9-1.3.4: MINIMUM LOS STANDARDS AS THE BASIS FOR IDENTIFYING CAPITAL INVESTMENTS. The Five Year Schedule of Improvements will include the capital investments required by the plan based upon the level of service standards adopted within each portion of the comprehensive plan.	Completed. Theses standards are reviewed in cooperation with the 5-year plan.	No change.
POLICY 9-1.3.5: THRESHOLD DEVELOPMENT TO BEAR EQUITABLE SHARE OF PUBLIC FACILITY AND INFRASTRUCTURE COSTS. Threshold Development shall be required to bear an equitable share of the cost of providing public facilities and infrastructure consistent with this plan.	Completed.	Amend Policy to include the following sentence after the existing language, "Threshold development shall be required to pay impact fees as outlined in the Zoning Code." Include a

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
		definition of "threshold development."
OBJECTIVE 9-1.4: PUBLIC INVESTMENTS. Public resources shall be invested to further the goals, objectives and policies of the comprehensive plan.	Completed.	Objective will remain as it is required by 9J-5.
POLICY 9-1.4.1: LIMITING SUBSIDIES TO DEVELOPMENT IN THE COASTAL AREAS. Public capital resources should not be spent to subsidize private development in coastal areas as defined in Policy 5-2.1.4 of the Coastal Management Element except for restoration or enhancement of natural resources.	The City has not provided any subsidies.	Policy will remain as it is required by 9J-5.
OBJECTIVE 9-1.5: MANAGING PUBLIC FISCAL WELFARE. The public fiscal welfare shall be protected by limitations on the amount and kind of debt the city may incur.		Objective will remain as it is required by 9J-5.
POLICY 9-1.5.1: LIMITATIONS ON CITY CAPITAL EXPENDITURES. The city shall be limited on the use of revenue bonds to no more than twenty-five (25%) total debt. The total debt service shall not exceed six (6%) of total revenue; and outstanding capital indebtedness shall not exceed eight percent of the total property tax base of the city.	Have not exceeded limits.	Policy will remain as it is required by 9J-5.
OBJECTIVE 9-1.6: MAINTAINING MINIMUM LOS STANDARDS. The City shall assure the provision of public facilities and services at no less than the established Level of Service standards and manage the land development process to assure public facility needs do not exceed the City's ability to adequately fund and provide or require provision of needed capital improvements.		Objective will remain as it is required by 9J-5.
POLICY 9-1.6.1: CONCURRENCY MANAGEMENT PROGRAM. The City shall establish a Concurrency Management Program (CMP) to execute the policies set forth herein and assure compliance with the established level of service standards and commitments made by affected developments. The CMP shall provide for the regulation and administration of the issuance of threshold development orders to be predicated upon the provision of public services consistent with this plan.	Completed. CMP was established and is currently being updated.	Amend Policy to read as follows, "The City's Concurrency Management Program (CMP) shall provide for the regulation and administration of the issuance of threshold development orders to be predicated upon the provision of public services consistent with this plan."
POLICY 9-1.6.2: AVAILABILITY OF PUBLIC FACILITIES PRIOR TO COMPREHENSIVE PLAN ADOPTION. The CMP shall provide that public facilities shall be available to serve developments, which are existing, and those holding valid development orders prior to the adoption of this comprehensive plan.	Provided, and is being reviewed concurrently with the EAR.	Amend Policy to read as follows, "The City shall develop an impact fee system that supports the CMP to ensure that public facilities shall be available to serve developments which are existing, and those holding valid development orders prior to the adoption of this comprehensive plan."

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 9-1.6.3: REVISING THE LAND DEVELOPMENT REGULATIONS. The City's Land Development Regulations went into effect December 31, 1991. After January 1, 1997, the City shall revise the Land Development Regulations, which govern: zoning; subdivision; signage; landscaping and tree protection; surface water management and other areas, as needed in order to: • Effectively regulate future land use activities and natural resources identified on the Future Land Use Map; • Adequately protect property rights; and • Implement the goals, objectives, and policies stipulated in the Comprehensive Plan.	Completed. The Zoning Code has been continually updated to meet these items. Mediterranean included Mediterranean design standards, historic preservation ordinance, design review standards. The City is presently rewriting the entire Zoning Code to continuing to address these concerns and ensure protection of the City's residential neighborhoods.	Delete Policy. The Policy talks about revising the Zoning Code, which is addressed in the Future Land Use Element.
GOAL 9-2: THE FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE: PROJECTS: The following projects are required by deficiencies in levels of service identified in other comprehensive plan chapters or are other capital improvements which the City has determined shall be included in its CIE in provision of public services at or above the minimum LOS standards as adopted.		No change.
OBJECTIVE 9-2.1: CAPITAL IMPROVEMENT PLAN. The Coral Gables Capital Improvement Plan (CIP) for 1994 through 2000 is shown in Appendix B. The City shall incorporate the new CIP into the Plan upon adoption of the annual budget beginning with the 1997-98 budget.	Completed.	Amend Objective. The Objective will read as follows, "The Coral Gables Capital Improvement Plan (CIP) for 2005 through 2015 is shown in Appendix B (of the CIE). The City shall incorporate the new CIP into the CLUP upon adoption of the annual budget beginning with the 2006-07 budget. This CIP will be incorporated through an amendment to the CLUP on an annual basis."
GOAL 9-3: STREET IMPROVEMENT PROGRAM: This is an annual program which is funded by the 1993 five (3¢) local option gasoline tax. The funds are entirely used for capital expenses associated with the resurfacing of municipal streets throughout the City. Included in the project are drainage improvements, sanitary sewer repairs and repaving of road surfaces. Each year approximately 30-40 blocks are selected for improvements using the local option gasoline tax proceeds and are included within the City's annual Capital Budget.	City participates.	Amend Goal to delete the reference to the specific year and amount of the gasoline tax.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 9-4: REQUIREMENTS FOR MONITORING AND EVALUATION In addition to the general monitoring and evaluation requirements of the plan, the City of Coral Gables by November 1st of each year shall review the Capital Improvement Element and amend the Capital Improvement Plan to include new capital projects related to the Comprehensive Plan.	Completed. Adopted as part of the annual budget.	Amend Goal to replace "November 1" with "October 1" and provide language for the annual adoption of the CIP into the CLUP.
GOAL 9-5: CONCURRENCY MANAGEMENT SYSTEM. The executive summary from the Coral Gables Concurrency Management System shall be included by reference.	Completed.	Amend Goal to provide the executive summary of the City's Concurrency Management Program.

Historic Preservation Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

The Historic Preservation land development regulations have been re-written in their entirety to further strengthen the regulations and continue to preserve the City's most valuable assets. As a result, some of the existing Goals, Objectives, and Policies will remain intact, while others will be deleted or modified to reflect the revised land development regulations. The element will be revised to include the following:

- *Enhance historical, cultural, and heritage related programs, projects, and activities*
- *Increase funding opportunities for historical, cultural, and heritage related programs, projects, and activities*
- *Advance education and public outreach for historical, cultural, and heritage related programs, projects, and activities*
- *Provide further economic incentives in support of historic preservation*
- *Utilize Transfer of Development Rights (TDRs) strategies in support of historic preservation*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 10.-1. RECOGNIZE VISIBLE REMINDERS OF THE HISTORY AND CULTURAL HERITAGE OF THE CITY. To recognize structures, sites, manmade or natural landscape elements, works of art or integrated combinations thereof, which serve as visible reminders of the history and cultural heritage of the city.		Amend Goal and make it an Objective. Delete "RECOGNIZE VISIBLE REMINDERS OF THE HISTORY AND CULTURAL HERITAGE OF THE CITY."

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 10-1.1: INCREASE THE NUMBER OF DOCUMENTED HISTORIC RESOURCES. To increase the number of documented historic resources within the City of Coral Gables for the purpose of recognition and planning for their protection and preservation.		Amend Objective and make it a Policy. Delete "INCREASE THE NUMBER OF DOCUMENTED HISTORIC RESOURCES."
POLICY 10-1.1.1: EXISTING DOCUMENTED HISTORIC RESOURCES. As of December 1995, 95 individual buildings, structures, objects, and formal landscape features as well as 10 districts are listed in the Coral Gables Register of Historic Landmarks.	Completed. There are close to 600 locally designated historic properties (individual and contributing properties within local districts).	Delete Policy.
POLICY 10-1.1.2: PROJECTED INCREASE IN LOCAL HISTORIC LANDMARKS. The City of Coral Gables shall attempt to increase the number of locally designated historic landmarks by 10% by December 31, 2006.	Completed. There are close to 600 locally designated historic properties (individual and contributing properties within local districts).	Delete Policy.
POLICY 10-1.1.3: PROJECTED INCREASE IN THE POTENTIAL HISTORIC RESOURCES BY TYPE. By December 31, 2006, the City of Coral Gables shall attempt to increase the number of identified potential historic resources by 5% utilizing existing and future surveys of historic structures.	Completed. The City has conducted surveys of the northern areas of the City and identified potential landmarks and districts. Two historic districts have been put into place.	Amend Policy to read, "Attempt to increase the number of identified potential historic resources by 5% utilizing existing and future surveys of historic structures."
POLICY 10-1.1.4: EXISTING AND PROJECTED NUMBER OF PROPERTIES LISTED IN THE NATIONAL REGISTER. The number of properties in the City of Coral Gables presently listed in the National Register is eight sites. The City shall add two additional sites to the National Register by December 31, 2006.	Completed, two additional nominations are pending – The Plazas and Entrances and Cocoplum Woman's Club.	Delete Policy. The Policy of adding two additional sites to the National Register has been achieved. Currently, two nominations are pending.
GOAL 10-2. EDUCATIONAL OUTREACH PROGRAM. To continue an educational outreach program to the public increasing their awareness of the value in the preservation of our historic resources."		Amend Goal and make it a Policy. The Policy will read "Continue an educational outreach program to the public increasing their awareness of the value in the preservation of our historic resources."
OBJECTIVE: 10-2.1: IMPLEMENTING ACTIVITIES. To implement educational programs, create publications, and promote technical assistance in order to increase the awareness of historic preservation in the community.		Amend Objective to read "Implement educational programs, create publications, and promote technical assistance in order to increase the awareness of historic preservation in the community."

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 10-2.1.1: COMPREHENSIVE OVERVIEW OF THE HISTORIC PRESERVATION PROGRAM. A comprehensive overview of the historic preservation program in Coral Gables, which includes information about assistance available on the national, state, and local levels is projected for publication in 1989.	Completed. Preservation efforts by the city have been documented in numerous state and national publications.	Amend Policy to read, "Create a comprehensive overview of the historic preservation program in Coral Gables, which includes information about assistance available on the national, state, and local levels."
POLICY 10-2.1.2: HISTORIC PRESERVATION WORKSHOPS. Workshops involving the repair and maintenance of building materials, and the sensitive interpretation of design for additions, alterations, and modifications to historic buildings are projected.	Completed. The City conducts workshops throughout the year and continually consults with property owners on any proposed repairs, remodels and new construction.	Amend Policy deleting "HISTORIC PRESERVATION WORKSHOPS."
POLICY 10-2.1.3: CONTINUED PUBLIC OUTREACH. Efforts will continue to be made to reach the public through media contacts. Press releases on historic preservation activities will continue to be produced.	Completed. The City has a progressive historic preservation department, historic preservation board and provided extensive outreach via a citywide email subscription list and continually updated web page.	Amend Policy deleting "CONTINUED PUBLIC OUTREACH."
POLICY 10-2.1.4: OUTREACH TO ELEMENTARY AND HIGH SCHOOL STUDENTS. Greater efforts will be made to reach the student audience by producing presentations and lectures aimed at the elementary and high school levels. Sponsorship of essay contests, and activities designed to foster an awareness of history will be promoted.	Ongoing. The City sponsors and completes various lectures and training.	Amend Policy deleting "OUTREACH TO ELEMENTARY AND HIGH SCHOOL STUDENTS."
POLICY 10-2.1.5: OUTREACH TO COLLEGE STUDENTS. College level students will be afforded an opportunity to participate in the City's historic preservation program through research and survey programs.	See above comment.	Amend policy and include in HP element.
GOAL 10-3: PRESERVATION AND PROTECTION OF THE HISTORICAL RESOURCES. To provide for the preservation and protection of the historical resources in the City of Coral Gables.		Delete Goal. Intent will be provided in HP element.
OBJECTIVE: 10-3.1: ENHANCE THE PROTECTIVE PROVISIONS. To enhance the protective provisions established under Chapter 11 of the City Code. This objective shall be achieved through the implementation of the following policies.	Completed. The Historic Preservation component is now in the Zoning Code.	Delete Objective.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 10-3.1.1: PROPOSED ENDANGERED HISTORIC PROPERTIES EMERGENCY FUND. As an additional safeguard to the demolition of historic landmarks, the City should consider the establishment of an "endangered historic properties emergency fund."	Completed. The City has established the Historic Preservation Trust Fund specifically for endangered properties.	Delete Policy 10-3.1.1. Policy has been achieved. Add monitoring language to read "Review and monitor the Historic Preservation Trust Fund, and provide funds specifically for endangered properties."
POLICY 10-3.1.2: REVIEW THE IMPACT OF EXISTING LAND DEVELOPMENT REGULATIONS ON HISTORIC PRESERVATION. By January 2006, the City shall review the existing land development regulations and determine the impacts, if any, on historic preservation activities. The City shall then amend any land development regulations which are in conflict with the City's historic preservation goals by December 2009.	Completed. Establishment of the DRC and the writing of the historic preservation article of the zoning code was completed in 2003	Amend Policy to delete reference to dates and land development regulations. New Policy to read "Review the existing zoning code to determine the impacts, if any, on historic preservation activities. Amend any regulations which are in conflict with the City's historic preservation goals."
POLICY 10-3.1.3: IMPACT ANALYSIS WITHIN PLANNING STUDIES. All public and private sector planning studies of neighborhoods, housing, transportation, drainage, storm water, and utilities as well as all new land development regulations shall identify the presence of historic, architectural and archaeological resources and analyze the impact, if any, on those resources.	Completed. Citywide Charrette was completed in 2002 and this is the basis of the rewrite of the CLUP AND Zoning code.	Amend Policy to delete "IMPACT ANALYSIS WITHIN PLANNING STUDIES."
POLICY 10-3.1.4: PROCEDURES FOR EXPANDING THE PRESERVATION OF ALL ARCHITECTURAL STYLES. The City by December 2001 shall have developed procedures to be included in the City's Historic Preservation Ordinance, which allows for the addition of architectural styles to the list of styles to be preserved.	Completed. This was completed with rewrite of Historic Preservation Ordinance in 2003. In addition, the City updated its Mediterranean Ordinance for the third time in 2004. These ordinances identify and provide for preservation of the historic fabric of the City.	Amend Policy to read, "Develop procedures to be included in the City's Historic Preservation Ordinance which allow for the addition of architectural styles to the list of styles to be preserved."
GOAL 10-4: IDENTIFYING IMPACTS OF DEVELOPMENT ON HISTORIC PROPERTIES. To increase the communication between City departments in order to identify the potential impact of developmental decisions on Historic properties.		Delete Goal.

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 10-4.1.1: IMPROVE INTER-DEPARTMENTAL COORDINATION RELATED TO HISTORIC PRESERVATION. By January 1999, the City shall develop strategies to improve coordination between the Historic Preservation Department and other City departments in an effort to minimize conflict including addressing, at a minimum, the following issues: • Educating City employees about historic preservation activities; • Informing the Historic Preservation Department about construction work being performed by the City; and • Increasing the involvement of the Historic Preservation Department in the development of new regulations.	Completed. The Department has been involved in various renovation projects of City owned property as well as review of all demolition and building permits in the City. In addition the Department has served on the staff working group in rewriting the City's Zoning Code.	Amend Policy to delete the words "IMPROVE INTER-DEPARTMENTAL COORDINATION RELATED TO HISTORIC PRESERVATION. By January 1999, the City shall..."
POLICY 10-4.1.2: CITY TO CONSIDER IMPLICATIONS ON HISTORIC RESOURCES OF CITY ACTIONS SPECIFIED HEREIN. The City of Coral Gables, through its commission, each of its boards, and its administration, including, without limitation, the city manager and all agencies, departments, and officials, should, when making any decision, establishing any POLICY, or undertaking, funding or licensing any activity, affirmatively consider and take into account the effect and impact of such decision, POLICY, or undertaking on any building, archaeological site, landscape, place, object, or property which is a historic resource, which historic resources shall include, without limitation, all those buildings, structures, archaeological sites, landscapes, places, objects, and properties now or hereafter (i) designated or eligible for designation by the Historic Preservation Board of the City of Coral Gables, (ii) listed or eligible for listing in the National Register of Historic Places by the United States Secretary of the Interior, (iii) included or eligible for inclusion in any city survey of historic properties, including, without limitation, the Central Business District, Survey and the Plantation District survey, or (iv) included or eligible for inclusion in the Florida Master Site File established by the Bureau of Historic Preservation, Division of Historical Resources, Department of State, State of Florida.	Completed. Review and comment is required for all development applications involving historic resources.	Amend Policy to delete "CITY TO CONSIDER IMPLICATIONS ON HISTORIC RESOURCES OF CITY ACTIONS SPECIFIED HEREIN."
POLICY 10-4.1.3: BUILDING AND ZONING DEPARTMENT'S REVIEW PROCEDURES TO CONSIDER HISTORIC PRESERVATION. Historic preservation concerns should be included within the plans processing system of the Building and Zoning Department.	Completed. The Historical Resources Department is included in the Development Review Committee and must sign off on all permits on historic properties.	Amend Policy to read, "Include historic preservation concerns within the plans processing system of the Building and Zoning Department. The Historical Resources Department is included in the Development Review Committee and must sign off on all permits on historic properties."

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 10-5: ESTABLISHMENT OF ECONOMIC INCENTIVES. To encourage historic preservation efforts through the promotion, creation, and/or establishment of economic incentives.	Completed. The City has established an ad-valorem tax incentive program for historic properties.	Amend Goal, to make an Objective which reads "To encourage historic preservation efforts through the promotion, creation, and/or establishment of economic incentives; continue with the established ad-valorem tax incentive program for historic properties; and offer incentives to owners of significant historic resources as a means of encouraging the preservation of historic resources."
POLICY 10-5.1.1: INVESTIGATE SPECIFIC PRESERVATION ASSISTANCE PROGRAMS. By December 1999, the City shall investigate the availability of National Trust for Historic Preservation programs as well as other sources to fund historic preservation activities.	Completed. The City investigates, applies and lobby's for various programs and funding for preservation of its historic preservation activist. To date the City has secured approximately $4.5 million dollars in funding from federal, state, county, and private foundations.	Amend Policy to read, "Investigate the availability of National Trust for Historic Preservation programs as well as other sources to fund historic preservation activities."
POLICY 10-5.1.2: POSSIBLE USE OF TDR'S. That the City request the Planning Department study the use of Transfer of Development Rights (TDR's) for use with regard to the preservation and protection of historic landmarks.	Completed. The City has established and used Transfer of Development Rights for locally designated historic properties within the Central Business District.	Amend Policy, as Transfer of Development Rights have been established within the Central Business District. Amend the Policy to include Transfer of Development Rights utilized as a tool for preservation.
POLICY 10-5.1.3: USE OF REVOLVING FUND PROGRAMS AND LOW INTEREST REHABILITATION LOANS. Encourage the private sector to preserve its historic resources through such currently existing programs as the revolving fund program administered through the Dade Heritage Trust and Florida Trust for Historic Preservation, and low interest loans for rehabilitation of structures in low and moderate income neighborhoods for the benefit of low and moderate income persons administered through the Dade Heritage Trust Revolving Fund.	Completed. County CBDG Funds are being utilized for the MacFarlane Homestead Historic District. These funds were originally available as low-interest loans, but are now a grant program.	Amend Policy to delete "USE OF REVOLVING FUND PROGRAMS AND LOW INTEREST REHABILITATION LOANS."

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 10-5.1.4: TAX-EXEMPT NON-PROFIT PRESERVATION ORGANIZATIONS. After January 1998, the City shall actively provide and seek support for and from Section 501© (3) tax-exempt non-profit preservation organizations in an effort to secure funding for preservation related activities.	Completed. The City has collaborated with Partnership through the Coral Gables Community Foundation to preserve and restore historic plazas and is in the process of collaborating with the Coral Gables Museum for preservation related activities in the Old Police and Fire Station.	Amend Policy to read, "Actively provide and seek support for and from Section 501(C) (3) tax-exempt non-profit preservation organizations in an effort to secure funding for preservation related activities."
POLICY 10-5.1.5: ESTABLISHING FISCAL PROGRAMS FOR PRESERVATION. By December 2004, the City shall coordinate with local financial institutions to encourage the establishment of fiscal programs with benefits for historic resource owners, restoration contractors, and other appropriate applicants. (3243)	This partnership is completed by the above referenced foundation.	Amend Policy to read "Coordinate with local financial institutions to encourage the establishment of fiscal programs with benefits for historic resource owners, restoration contractors, and other appropriate applicants."

Chapter 4
Comprehensive Land Use Plan Major Issues

In 1998, the legislature amended Chapter 163 Part 2 Florida Statutes to incorporate new criteria for Evaluation and Appraisal Reports (EAR). These statutory requirements for the EAR allow local governments to base their analysis on the key local issues that they are facing. Section 163.3191(1) (C) was modified to require that local governments identify the major issues and provide an analysis of these issues to further the community's goals.

Input by the community, elected/appointed officials, City staff, adjacent local governments, applicable agencies, the South Florida Regional Planning Council, and the Florida Department of Community Affairs (DCA), as well as input from a City-initiated Charrette in 2002, and the comprehensive rewrite of the City's Zoning Code, served as the basis for identifying the major issues to be addressed in the EAR. Based on input received during scoping meetings and workshops, the City of Coral Gables identified four (4) major issues for inclusion in the EAR. The City provided the DCA with a request for a Letter of Understanding regarding these issues. On February 14, 2005, DCA provided the City with a Letter of Understanding agreeing to the proposed issues (see Appendix B). The issues selected for inclusion and agreed to by the DCA are as follows:

Issue 1. Complete Rewrite of Housing Element. Revision of the Housing Element to include provision of workforce housing and promotion of senior housing.

Issue 2. Maintenance of Single Family Residential. Maintenance of single-family residential neighborhoods and mitigation of adjoining commercial and high-density residential uses.

Issue 3. Mitigation of Traffic Impacts. Mitigation of traffic impacts to include promotion of alternative modes of transportation and strengthening of intergovernmental coordination.

Issue 4. Placement of Parks per the City's Master Plan. Placement of parks according to the Parks Master Plan, to include the acquisition of new parks.

Issue 1. Complete Rewrite of Housing Element. Revision of the Housing Element to include provision of workforce housing and promotion of senior housing.

The complete rewrite of Housing Element to include provisions for Workforce Housing and Promotion of Senior Housing was an issue identified. The issue evaluates how the local area copes with the housing needs caused by continuous high levels of population growth, especially given that a large portion of the new residents to Miami-Dade County are of lower income status.

Issue Description and Analysis

The City of Coral Gables recently completed a comprehensive affordable housing study to determine the need for affordable housing within the City. The Study, completed in January 2006 and revised in March 2006, is included in this Report as Appendix C. The Housing Study was presented for public input to the City Commission on February 28, 2006 and to the Planning and Zoning Board on January 25, 2006. The Study was also presented to the South Florida Regional Planning Council staff for input and discussion at a meeting on January 25, 2006.

The affordable housing strategy is based on an understanding of the demographic and economic changes that the City is experiencing. It is also based upon thorough understanding of affordable housing data being prepared at the state level as well as affordable housing policy being developed at the regional and county levels.

As encouraged by DCA in its "Guide to Preparing an Evaluation and Appraisal Report," the Housing Study has been attached as Appendix C, as opposed to being duplicated in the EAR document. Please refer to the Housing Study for a thorough analysis of this issue. A short summary is also provided below.

Summary of Affordable Housing Study

The provision of affordable housing is a regional issue that every local government is facing given current real estate trends in the area.

The City of Coral Gables is a developed community that can provide its fair share of workforce/affordable housing. As mixed-use redevelopment activity takes place in the CBD, peripheral CBD, and industrial zoned properties north of U.S. 1, and as those areas increase in density, an opportunity for workforce/affordable housing development presents itself. As new households below a certain

income level grow in Coral Gables in the future, a share will be cost-burdened and require workforce/affordable housing. This housing can be provided by adopting an incentive-based, inclusionary housing program or through other programs. The City can provide workforce/affordable housing as a growth share of future development and redevelopment activity. In addition, the City can provide for residents of very low, low, and moderate income who live in deteriorated structures. The operative strategy is to locate such housing locally and provide grant funding (with local match) so owners can make the necessary repairs or alterations.

Unlike other communities in South Florida, the City of Coral Gables had a small amount of workforce/affordable housing provision; therefore, in Coral Gables, there are only a few units that might be in jeopardy of losing their affordability status. In other communities throughout the state, this is a substantial problem. In those locations, preservation of the existing workforce/affordable housing stock is a significant goal. It should also be a goal in the City of Coral Gables. The City can create workforce/affordable housing units by accessing properties in the McFarlane Historic District and purchasing them for workforce/affordable housing. This should be done as part of an overall strategy to make up for previous low-level participation in this area.

The final type of workforce/affordable housing need that could be addressed in Coral Gables is the City's backlog workforce/affordable housing need. In other words, the city could reduce the number of existing very low, low-, or moderate-income residents who pay too much of their income for the housing that they occupy. This last component of the overall strategy is often the most difficult to address because the number of such households is relatively large and the income subsidies that are required are not only large but also regularly recurring. As in the other cases, an effort must be made to address this situation by requesting reasonable return of a portion of the moneys generated by the real estate transfer tax. The table below outlines the City's housing needs pursuant to the study:

Table 4.1
Coral Gables Workforce/Affordable Housing Need
(See Housing Study, Appendix C)

Type of Affordable Housing Need (Households >120% of Median)	Units	How Need Should Be Addressed	What is Impacted
Future Cost-Burdened Workforce/Affordable Housing Need (>50% of income for housing costs)	186 units	Inclusionary Housing 1 per 8 units market residential 1 per 8000 ft^2 market nonresidential (Costs could be paid into local fund)	New residential & nonresidential development
Current Rehabilitation Workforce/Affordable Housing Need (Three indices of deteriorated need – require two for deterioration or one plus old unit)	113 units	Provide 75% of rehab costs as a grant by raising local non-new construction building permit fees by 10%	Existing residential & nonresidential space improvers

Type of Affordable Housing Need (Households >120% of Median)	Units	How Need Should Be Addressed	What is Impacted
Preservation Workforce/Affordable Housing Need (Existing units likely to be lost)	32 units	Real estate tax forgiveness on the municipal portion to secure first right of purchase refusal	General taxpayers (minimally)
Backlog Cost-Burdened Workforce/Affordable Housing Need (Goal – 5% of existing need)(>50% of income for housing costs)	106 units	Provide buy-down moneys to landlords to lower rent for existing units through more efficient use of the real estate transfer tax (SHIP Program)	Existing residential and nonresidential real estate transfers
Total (10 years)	437 units	45 units per year for 10 years	Burden spread across all sectors

Affordable Housing Regulations

The City has been working towards a comprehensive approach for addressing its affordable housing needs, as identified in the Housing Study. Land development regulations are currently being drafted that would establish a multi-pronged strategy for implementing the Study's findings. Potential strategies include the following:

Strategy No. 1 – Inclusionary Zoning

Establish an affordable housing inclusionary zoning program that promotes the construction of affordable housing units as part of a market-rate development. The program proposal is to target developments in the non Single-Family residential areas of the City (i.e., Multi-Family and Mixed-Use), and require that a certain percentage of units be set-aside as affordable housing in exchange for possible development incentives.

Strategy No. 2 – Affordable Housing Linkage Fee administered via an Affordable Housing Trust Fund.

The City is also evaluating the establishment of an affordable housing fee of some type that will help to spread the burden of providing affordable housing across a broader field. The monies generated by this fee could be deposited into an Affordable Housing Trust Fund and used in partnership with Miami-Dade County or adjacent municipalities (via interlocal agreements) in funding a variety of affordable housing programs and projects both within and near the City.

Strategy Number 3 – Other Programs

Once affordable housing programs are in place, the City could then leverage its Affordable Housing Trust Fund to pursue additional affordable housing opportunities, through such programs as the State Housing Initiatives Partnership (SHIP), and Community Development Block Grant (CDBG), among others. The City is working to engage Miami-Dade County and/or other adjacent local governments with the necessary organizational infrastructure to partner with the City in the administration, management, and allocation of its affordable housing programs. The City Commission, on February 28, 2006, unanimously adopted a Resolution outlining the above strategies as its committment towards satisfying these need (see Appendix D).

Issue 2. Maintenance of Single Family Residential. Maintenance of single-family residential neighborhoods and mitigation of adjoining commercial and high-density residential uses.

Issue Descriptions and Analysis

The second issue, Maintenance of Single Family Residential Neighborhoods and Mitigation of Adjoining Commercial and High Density Residential Uses, focuses on the City's need to implement new policies aimed at protecting and preserving the single-family character of many Coral Gables neighborhoods.

The City of Coral Gables is comprised of a series of neighborhoods with distinct histories, characteristics, land uses, and economic functions. Most neighborhoods are exclusively residential while others are commercial or industrial, and some include a mix of uses in various proportions, including both “horizontal” and “vertical” mixed-use.. The City of Coral Gables was historically developed as a single-family suburb of the City of Miami, with the Central Business District, the North Ponce area and the Industrial Mixed Use area having multi-family and commercial uses. Single-family residential neighborhoods comprise almost 60% of the land use in the City and it is the integrity of these neighborhoods (their quality and character) that defines the image of the City of Coral Gables.

A hallmark of the movement toward infill development and redevelopment is increased density and a trend toward more mixed-use development, whereby a range of neighborhood-serving residential, retail, office and community serving uses (i.e. parks, schools) are integrated in a single neighborhood. A major benefit of this development pattern is reduced automobile dependence; as such, neighborhoods provide the range of community-serving uses within a walkable area. Another benefit is an increased sense of community, as opportunities for increased business, social, and recreational interaction are provided.

Neighborhood Challenges and Initiatives

Coral Gables' development and redevelopment is presenting a number of unique challenges to its existing neighborhoods, including: the encroachment of incompatible land uses; the lack of appropriate transitions between land uses; changing neighborhood character due to incompatible new development; and the demolition of existing buildings, some with perceived or real historic and neighborhood significance. As a result of these challenges, the vast majority of issues raised by Boards, elected officials, City staff, and the public at the EAR-scoping meetings were neighborhood specific. Particular areas of controversy include the lack of appropriate transitions between high-rise and low-rise development; noise, construction, traffic, and parking impacts; incompatible design; and concerns about over development and increased density.

In response to concerns about over development and transitions between high-rise and low-rise development, the City has adopted and is continuing to develop land development regulations to address these issues through the complete rewrite of the City's Zoning Code.

Neighborhood Preservation

The City will also continue to further strengthen it existing Historic Preservation Ordinance (although one of the most stringent in the State) and will continue to designate historic residences, commercial properties and create additional historic districts which shall also preserve the integrity of the neighborhoods.

In addition, as a part of the rewrite of the Zoning Code, significant input has been received with reference to ensuring that residential structures (i.e., single-family, multi-family, etc.) are “aesthetically pleasing” and are “in Context” and “compatible” with the neighborhood. Additional design performance standards are being put in place to promote the above. The City has had in place since 1925 an architecture review system, as presently embodied by the Board of Architects. The Board reviews all improvements within both residential and non-residential areas

Neighborhood Plans

Coral Gables has implemented and will be implementing a number of strategies and mechanisms to protect neighborhood integrity, including the potential creation of special districts for areas such as the North Ponce Area. These districts would provide an opportunity to implement more neighborhood specific design and development guidelines to protect and enhance unique neighborhood characteristics in the public interest.

The City of Coral Gables has recently embarked on a major planning initiative to address the issues facing its existing neighborhoods

in light of the current wave of development and redevelopment. The intent of this planning initiative, known as the North Ponce Study, is to create a plan consisting of land development regulations to responsibly accommodate growth while maintaining neighborhood integrity. The City is currently conducting the public participation process to amend the zoning code, which will create Neighborhood Conservation Districts to: 1) provide a land use or zoning tool to preserve neighborhood character and promote compatible development; 2) protect neighborhoods or districts that have significant architectural and historic merit and a distinct character, but do not qualify for historic district status; 3) protect structures that contribute to the architectural heritage of the City; 4) allow for neighborhood serving retail uses.

The portion of the City of Coral Gables that lies north of Navarre, east of LeJeune, west of Douglas, and south of SW 8th Street, is commonly referred to as "North Ponce." North Ponce is in fact a series of discrete "neighborhoods." The North Ponce Neighborhoods are located immediately north of the Coral Gables Central Business District and have superior access to a regional transportation network by way of five major arterials that pass through or along the edge of the area. The neighborhoods are also well served by transit, including the Coral Gables Trolley which runs along Ponce de Leon Boulevard up to SW 8th Street.

North Ponce has long been recognized as a unique urban residential neighborhood with great potential for neighborhood serving commercial uses and a pedestrian friendly environment. In the past years, different studies have been done on the North Ponce area. Most recently in 2002, the City held a widely attended and successful 2002 Charrette, where many good ideas and recommendations for the City, and specifically the North Ponce area, were conceived. This report pays homage to the Charrette and its predecessors and looks to build on its ideas and creativity.

The area is home to more than 3,200 persons living in a variety of housing types – from single-family dwellings to ten story condominium buildings. The corridor along Ponce De Leon is the armature of the area. Due to the volume of traffic carried on the street, the Ponce de Leon corridor is a natural boundary between the residential areas on either side of the street.

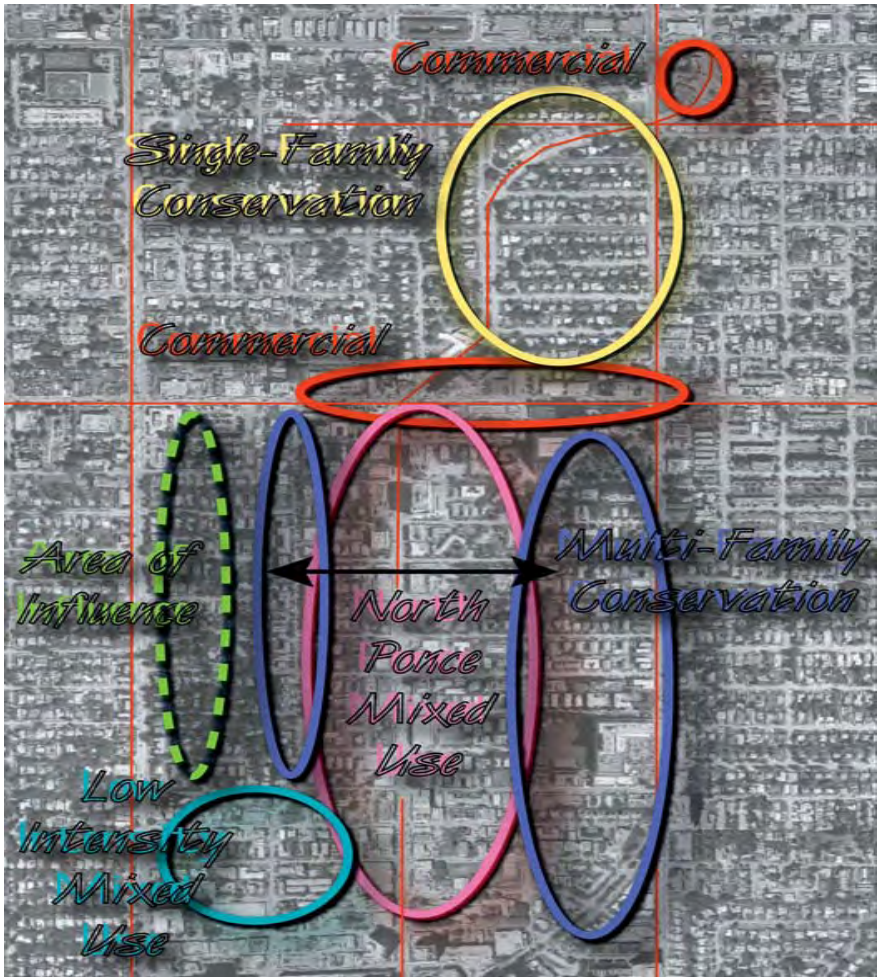
The future of the North Ponce Neighborhoods has been studied and restudied for years. However, none of the resulting plans have been implemented. In recent years, North Ponce has been the focus of significant redevelopment, primarily with four (4) to ten (10) story buildings. Much of the recent redevelopment is unfriendly to the pedestrian at the street level.

The objective of strategies developed during this study are to promote the North Ponce Neighborhoods as a "great" urban neighborhood with attractive streets as "addresses" and a pedestrian friendly environment. It is clear that existing trends portend significant change, change which is unlikely to be consistent with the City's goal to make North Ponce a great, pedestrian friendly, near-downtown urban neighborhood.

The North Ponce Action Plan looks to each neighborhood independently, drawing on the need for preservation, conservation and new development, considering the existing conditions of the North Ponce Neighborhoods as discrete communities, and creating districts with unique restrictions and standards to ensure preservation of neighborhood character while meeting the needs of

residents who have invested in the area and workers who are employed in North Ponce and creating an attractive and viable pedestrian-oriented center. The following are the neighborhoods, a map depicting their general locations, and a brief description of each neighborhood:

- Single Family Conservation District (yellow)
- Multi-Family Conservation District (blue)
- Low Intensity Mixed Use District (aqua)
- Mixed Use Core District (pink)



Single Family Conservation District.

The area proposed to be the "Single Family Conservation District" extends generally between SW 8th Street to the south and Campina Court to the north, east of Campina Avenue and Dade County and west of Douglas Avenue and the City of Miami.

The District consists of single-family homes, most of which were built in the 1940s. The purpose of the District is to protect and enhance the existing low-density single-family dwelling units, and promote compatible residential infill and expansion by regulating new construction and alterations to existing buildings, and could serve as a catalyst for the rehabilitation of existing buildings. Without active conservation, this neighborhood might be developed in a manner that would destroy the existing charm. As has already happened in other parts of Coral Gables, the concern is that existing one-story homes would be demolished in favor of two-story homes whose building envelope is pushed to the maximum, casting shadows onto neighboring properties and creating a sense of intrusion where previously single-story homes had effortlessly co-existed.

Multi-Family Conservation District.

The area proposed to be established as the "Multi-Family Conservation District" lies generally between Navarre Avenue on the south and SW 8th Street to the north, Douglas Road on the east and Salzedo and Dade County on the west.

The District is comprised of multi-family buildings with a variety of sizes and character, which range between two (2) and three (3) stories. However, the current zoning code allows for structures up to six (6) stories by right and eight (8) stories with a Mediterranean bonus. The sheer mass of the new buildings has overpowered the existing character of the neighborhood. The purpose of the District is to accommodate the various forms of medium density, multi-family housing to meet the housing needs of a diverse community, and provide incentives to protect the existing character from high-rise development. This District also ensures that there is a transition to single-family neighborhoods that protects the integrity of those neighborhoods, and provides opportunities for creating neighborhoods-serving retail where appropriate.

Low Intensity Mixed Use District

The area proposed to be the "Low Intensity Mixed Use District" lies generally between LeJeune Road and the mid-block line of the block between Salzedo Street and Ponce de Leon Boulevard, half block north of Madeira to Navarre Avenue, and from Salzedo Street east to Galiano Street, from Zamora Avenue south to Navarre Avenue.

The purpose of the District is to accommodate a mix of low-density residential and neighborhood serving commercial uses to meet the

needs of residents and workers. The District will create an attractive and viable pedestrian-oriented development pattern that brings together the activities of daily life, complementing the North Ponce area, providing a smooth transition between multi-family residential neighborhoods, the Mixed Use Core District, and the Central Business District.

Mixed Use Core District

The area proposed to be established as the "Mixed Use Core District" extends generally between SW 8th Street to the north, Salzedo to the west, Galiano to the east, and Navarre to the south.

The District lies in the center of the North Ponce area and the character of the neighborhood differs from block to block. A short stroll along Ponce de Leon will illustrate a mix of tall commercial office buildings and one-story retail buildings.

Similar to the Low Intensity Mixed Use District, this District accommodates a mix of medium-density residential and commercial uses to meet the needs of residents and workers, to create an attractive and viable pedestrian-oriented development pattern that brings together the activities of daily life. The District provides a smooth transition between multi-family residential and downtown Coral Gables, while protecting the character and integrity of those neighborhoods. Through performance standards that place a strong emphasis on aesthetics, mass, and scaling, the District ensures a continuous development pattern that supports a diversity of uses while maintaining appropriate relationships between buildings and structures within the District.

Social, Economic, and Environmental Impacts

Section 163.3191(2) (e), F.S., requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The previous section of this report described specific impacts of issues involved with neighborhood integrity in detail.

In summary, major positive social impacts of protecting neighborhood integrity are numerous, including building a stronger sense of community and increased opportunities for community involvement; improving the quality of life of existing and future residents, businesses, and visitors; providing more aesthetically pleasing design; reducing negative impacts and nuisance issues raised by the intrusion of incompatible uses into neighborhoods; and addressing problems such as traffic congestion and negative impacts of infrastructure through the provision of walkable, mixed-use communities; and strategically locating neighborhood serving retail within neighborhoods.

From an environmental standpoint, the protection of neighborhood integrity will reduce the negative environmental impacts associated with poor transitions between incompatible land uses, and inefficient development patterns. Moreover, the provision of walkable,

mixed-use neighborhoods is an effective tool in reducing automobile dependence, which has numerous benefits for the environment, including reduced sprawl and improved air quality. Better urban design will result in a more aesthetically pleasing urban environment, and can incorporate features that enhance and reflect South Florida's unique natural environment.

From an economic standpoint, strong neighborhoods are key to the provision of quality of life to existing and future residents, which is essential to the success of the City's economic development strategies. Moreover, protecting neighborhoods reduces the public and private costs associated with inefficient development patterns (i.e. infrastructure costs, reduced automobile dependence), and is key to attracting new residents and businesses. Strong neighborhoods are necessary in order to attract and retain these households.

Comprehensive Land Use Plan Impacts and Recommendations

Section 163.3191 (2)(g), F.S., requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues. Issue 2, "Maintenance of Single Family Residential Neighborhoods and Mitigating Adjoining Commercial and High Intensity Residential Uses", impacts the following Elements, Goals, Objectives, and Policies of the City of Coral Gables' Comprehensive Land Use Plan.

- Future Land Use Policy 1-1.3.1 - Avoid Encroachment into Neighborhoods by Incompatible Uses. This policy garnered considerable attention during the re-write of the land development regulations, which will utilize mechanisms such as special districts and specific performance standards for nighttime and older uses adjacent to sing family neighborhoods, to preserve neighborhood character and promote compatible development. It is recommended that this Policy be amended to more clearly state what mechanisms will be used to prevent the encroachment of incompatible uses and that the Policy be written in the positive tense.
- Future Land Use Policy 1-1.3.2 - Application of Buffering Techniques. Buffers are one way to mitigate the intrusion of incompatible uses upon its neighbors. It is recommended that this Policy be amended to reflect the changes in the LDR's.
- Future Land Use Policy 1-1.3.3 - Limitations on Potentially Disruptive Uses. Limiting disruptive uses by proper design solutions is one way to mitigate the intrusion of incompatible uses upon its neighbors. It is recommended that this Policy be amended to reflect the changes in the LDR's.
- Future Land Use Policy 1-1.3.4 - Examine Existing Zoning Code for Consistency with Land Use Plan. In the process of re-writing the LDR's the consistency of the zoning code and the zoning map was evaluated and all of the inconsistencies were eliminated or in the process.
- Future Land Use Objective 1-1.7 - Discourage Urban Sprawl. This policy encourages infill development within existing developed areas. It is recommended that the Policy be amended to include language that asserts that infill development needs to be compatible in character and scale to its neighboring uses. It is also recommended that the Policy be strengthened with language from the North Ponce Districts Plan, which gives recommendations for the City with regard to encouraging infill and redevelopment.

- Future Land Use Policy 1-1.7.2 - Development of Undeveloped Land. This policy encourages development on undeveloped land within the City. It is recommended that the Policy be amended to include language that asserts that development on undeveloped land needs to be compatible in character and scale to its neighboring uses, pursuant to regulations established in the re-write of the LDR's.
- Future Land Use Policy 1-1.7.4 - Incentives for Infill and Redevelopment. This policy encourages infill and redevelopment within existing developed areas. It is recommended that the Policy be amended to include language that asserts that infill development needs to be compatible in character and scale to its neighboring uses, pursuant to regulations established in the re-write of the LDR's. It is also recommended that the Policy be strengthened with language from the North Ponce Districts Plan, which gives recommendations for the City with regard to encouraging infill and redevelopment.
- Future Land Use Objective 1-1.14 - Neighborhood Character. This Objective calls for the adoption of LDR's that preserve and improve the character of neighborhoods. This Objective should be amended to include language from the new LDR's that is aimed at preserving and improving the character of neighborhoods.
- Transportation Policy 2-1.2.6 - Infill and Redevelopment in Appropriate Parts of the City. This Policy should be amended to include language that states infill and redevelopment needs to be compatible in scale and character to the neighborhood.
- Housing Policy 3-1.2.3 - Enforce Standards for Aesthetics and Visual Harmony. This Policy should be amended to include specific language from the LDR's that lists standards for the enforcement of aesthetics and visual harmony.
- Housing Policy 3-1.2.6 - Compatibility of New Development. This Policy only speaks generally that new development shall be compatible with adjacent established residential areas. The Policy should be amended to include specific items of compatibility such as scale of the building, height and the effect of shadows cast by new development to name a few.

Issue 3. Mitigation of Traffic Impacts. Mitigation of traffic impacts to include promotion of alternative modes of transportation and strengthening of intergovernmental coordination.

Issue Description and Analysis

In accordance with the Letter of Understanding with the Department of Community Affairs, the City of Coral Gables has identified the Mitigation of Traffic Impacts as a major issue. To further clarify this issue, the following sub-set of issues has been included:

- City of Coral Gables Trolley.
- Citywide Traffic Assessment.
- Transportation Concurrency Exception Area (TCEA).
- Encourage intergovernmental coordination with the surrounding cities as the city experiences a high volume of "cut through" traffic.

City of Coral Gables Trolley

The City has been instrumental in the promotion of alternative modes of transportation. The City initiated a “free fare” citywide trolley route from the current Miami-Dade County Douglas Metro Rail Station located on Douglas Road through a major retail commercial area (Village of Merrick Park), along a major north-south arterial (Ponce de Leon Boulevard), through the “heart” of the Central Business District, continuing northward through the North Ponce de Leon neighborhood with the end point being the northern limit of the City (S.W. Eight Street). An additional route is also provided from east-west connecting various western major nodal points including the historic Biltmore Hotel and Venetian pool through to the CBD (see Appendix A, Figure 2).

Headways of 5 minutes are provided during peak hours for the north-south route via the use of five trolleys with four additional trolleys being purchased to meet the demand. The City attained its 1 millionth rider some months ago and given the large demand in ridership, Miami-Dade County ridership on the regular bus route has declined. The City is currently studying potential expansions of the popular trolley into additional areas within and outside of the City.

The trolley has promoted ridership from both a regional and local standpoint, thereby promoting a reduction in traffic and parking demands within the City.

Citywide Traffic Assessment

Although the City is note required to mitigate traffic due to the creation of the City’s traffic concurrency exception area know as the “Gables Redevelopment Infill District (GRID)” in 1995, the City, during its review of all development projects, reviews traffic impacts and requires traffic mitigation of all development projects. This includes requirements such as traffic calming, intersection improvements, traffic resignalization, etc.

In addition, the City established a Traffic Advisory Board which meets regularly to review and provide direction to the City with reference to citywide traffic issues and overall transportation issues (i.e. trolley, traffic calming, etc.). The City has installed numerous traffic calming devices and has an aggressive traffic calming master plan that includes future locations for roundabouts, traffic circles, speed tables, diverters, etc.

The City is also in the process of completing a citywide traffic study to provide the necessary information and data to continue to address and mitigate traffic within the City. This study will provide recommendations to further strengthen the current traffic mitigation programs already in place.

Transportation Concurrency Exception Area

The City of Coral Gables is located within the Miami-Dade Infill Area, which is designated as a Transportation Concurrency Exception Area (TCEA). However, the City has designated their own Infill Area known as the Gables Redevelopment Infill District (GRID) (see Appendix A, Figure 2). This area is the City's designated Transportation Concurrency Exception Area. The City therefore has not had to delay or prohibit development due to transportation concurrency issues since the last EAR for this area.

The City also has a Special Transportation Area (STA) designation which recognizes that special planning and urban management needs related to severe limitations of right of way conditions, high land values, urban infill development, highly regarded historic, aesthetic, environmental and unique residential nature of the area, combined with central business district requirements for LOS standards which support more intense road and mass transit utilization for productive essential human and business interaction. All transportation facilities within the STA shall be considered both as individual facilities and as an integrated functional system for balanced transportation services.

The current minimum acceptable peak period LOS standards for the City of Coral Gables are established as follows:

- Where no public mass transit service exists, roadways shall operate at or above LOS E;
- In STA's twenty (20%) of non-State roads may operate below LOS E.
- Where mass transit service having headways of twenty (20) minutes or less is provided within two (2) mile distance, roadways shall operate at no greater than one-hundred twenty (120%) of their capacity;
- Where extraordinary transit service such as commuter rail or express bus service exists, generally parallel roads within 2 miles shall operate at no greater than one-hundred fifty (150%) of their capacity.
- Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.

The Level of Service standards for roadways are based on the following definitions:

- LOS A - free flow traffic operations at average travel speeds;
- LOS B - stable flow with other users in traffic stream;
- LOS C - uncongested with other users causing significant interactions;
- LOS D - congested stable flow with major delays;
- LOS E - very congested with traffic at or near capacity, and;
- LOS F - extremely congested with breakdown flows.

In order to determine the current levels of service on roadways in Coral Gables, LOS information was taken from the Miami Dade County MPO 2030 Long Rang Transportation Plan, which is the official transportation planning document for Miami-Dade County. It specifies all transportation projects to be planned, designed, or constructed within this time horizon. The plan utilizes a complex modeling structure which integrates the most recent Census data and traffic information. The plan then distributes and projects trips,

volumes and levels of service in the future. A new LRTP is developed every five years. This becomes the basis for determining and prioritizing transportation needs. To be eligible for federal dollars, projects must first be part of this plan

The City's existing transportation system is comprised of more than roadways, Mass transit service in the City is provided by the Miami-Dade Transit Agency through Metro Rail (Douglas Road Station and University of Miami Station) and express and regular bus service, and by the City of Coral Gables through its internal trolley service (see Appendix A, Figure 2). In 2003, the City of Coral Gables in partnership with the United States Department of Transportation, Florida Department of Transportation and Miami-Dade County implemented the Coral Gables Trolley System.

The Coral Gables Trolley operates from 7:00 AM to 7:00 PM Monday through Friday and offers express service during morning and afternoon peak periods. The City has experienced tremendous growth in ridership and recently purchased three additional trolleys and have expanded the routes. Most riders travel the Ponce corridor which connects the Douglas Road Metro Rail Station with the CBD. The City will also look at coordinating land use with transportation and look at ways to promote the Metro Rail, bus, and the Coral Gables Trolley

Bicycles and pedestrian paths/sidewalks are another important component of the City's transportation system. The City provides sidewalks along most major roadways, and major bicycle and pedestrian paths along U.S. 1 and Alhambra Drive. In addition, there are many waterways in the City that provide opportunities for recreational boating.

Transportation Challenges and Opportunities

A number of issues combine in Coral Gables making transportation planning a major challenge. These include the City's geographic location, in the west-central quadrant of the County (central and western transportation planning area), bordered by the City of Miami on the north and east, Biscayne Bay to the south and West Miami, South Miami, Pinecrest and unincorporated Miami Dade County hugging the western and southern boundaries. This location specifically, and the region as a whole, is one of the most desirable locations in the nation. Intensification of land uses and limited capacity present issues to the transportation network. It is clear that the City's existing and future residents need better and more diverse mobility options.

As noted earlier, the City of Coral Gables has a Transportation Concurrency Exception Area, (TCEA) known as the GRID. In May 2005, the State of Florida amended Section 163.3180, F.S. to require that local governments include provisions in their Comprehensive Land Use Plan to support and fund mobility within Transportation Concurrency Exception Areas, and demonstrate how mobility will be provided in these areas. The new legislation further requires that by July 2006, local governments evaluate the impact of the Transportation Concurrency Exception Area on the Strategic Intermodal Transportation System and adopted level of service standards of roadways funded in accordance with Section 339.2819, F.S. Proof that cities participating in this type of system are enhancing alternative modes of transportation, fostering mobility and ensuring connectivity will be required. It is anticipated that this

legislation will significantly change the impact of the TCEAs, as proposed development in these areas will be subject to a more stringent review of its impacts on the transportation system and levels of service.

Transportation and mobility in Coral Gables may be best served initially by the recommended amendments to the City's land development regulations. It is recommended that at the same time, Transportation Concurrency Exception Areas should be maintained under the 2005 legislation until such time that the City determines that the TCEA is inadequate. Should this occur, the City should explore implementing an aggressive transportation management system. In addition, it is recommended that the City mitigate impacts to the transportation system by developing an impact fee charged to developers, which would fund alternative modes of transportation, such as the Coral Gables Trolley and a city-wide transportation study.

It has been noted that there are few if any opportunities to expand the physical capacity of the roadway network within Coral Gables. Capacity and mobility improvements will therefore occur through alternative means. In order to more closely assure that mobility is maintained in the City as development occurs, the City should examine the implementation of innovative transportation strategies, such as impact fees to fund the operations and maintenance of the Coral Gables Trolley.

Transportation Funding

Funding for transportation projects comes from federal, state and local sources. Most major projects are funded from federal funds distributed by the MPO. The MPO also issues several municipal grants each year. The primary source of transportation funding for cities in Miami Dade County is from the People's Transportation Plan, the half penny sales tax passed in 2002. Twenty percent of total tax dollars are distributed to the municipalities, of which Coral Gables receives approximately $1.3 million per year. The following is a description of the transportation funding process:

Federal

The federal government collects 24.4 cents per gallon on diesel and 18.4 cents per gallon on gasoline to fund federal transportation projects. Of the amount collected, 2.86 cents goes to transit, one cent goes to cleaning up leaking tanks, and the remainder goes to roads and bridges.

Federal transportation funds are currently authorized under the TEA-21 legislation. The program actually expired in 2003, but is operating under a continuing resolution due to the inability of Congress to pass a new transportation authorization bill. Many of the Federal programs are available only to State transportation departments, which are in turn passed on to County's and local governments. TEA-21 funds are distributed between transit, highway, and safety projects.

State

The State of Florida collects 10.1 cents per gallon on fuel (diesel and gasoline), that the Florida Department of Transportation (FDOT) retains. Fifteen percent (15%) of that money goes to transit and the remainder goes to any legitimate State transportation need. The State also collects 4.6 cents on gasoline and 5.6 cents on diesel under the SCETS (State Comprehensive Enhanced Transportation System) tax, which must be spent in the district that it is collected.

Local

The State also collects fuel tax money that is distributed directly back to counties and local governments. Two (2) cents are collected as the Constitutional Fuel Tax, which can go only to the acquisition, construction, and maintenance of roads. The County fuel tax collects an additional one (1) cent that can be spent for any legitimate County transportation purpose, and municipalities collect another one (1) cent that can be spent on any legitimate municipal transportation purpose. Counties can elect to collect one more cent through what is referred to as the ninth-cent fuel tax, and between five (5) cents and 11 cents under the Local Option Gas Tax. The ninth cent and the local option gas tax go back to the local jurisdiction to meet local transportation needs.

An additional source of local transportation funds comes from the Charter County Transportation System Surtax which allows transit counties to collect between .5% and 1% sales tax on gasoline to be spent on transit programs. These funds must provide for the distribution of some funds back to the municipalities. Miami-Dade County collects .5-cent sales tax on gasoline.

The only local transportation money that is not collected from gasoline taxes resulted from Miami-Dade County's November 2002 passage of a half penny sales tax on merchandise to develop the People's Transportation Plan. The legislation requires that 20% of the sales tax money be distributed to the municipalities for their use for transportation related expenditures. This money is redistributed to the municipalities based upon an annual population estimate. Twenty percent of the surtax proceeds are distributed to those cities existing as of November 5, 2002. Surtax proceeds are distributed among existing cities on a pro rata basis based on the ratio of a city's population to the total of all City populations, as adjusted annually. Newly incorporated cities have the right to negotiate with the County for a pro rata share of the surtax. Cities must apply 20% of their funds to transit uses such as circulators, bus shelters, and bus pullouts. In 2003, the County collected $175 million dollars, of which $35 million was distributed to the cities for transportation. The ordinance that enacted the ½-cent sales tax identified a number of transportation and transit projects to be funded through the tax, including a proposed light or heavy rail commuter rail line that would extend from the Douglas Road Station to the Miami International Airport Intermodal Center.

It should be noted that current revenues that the City receives for transportation fund only capital improvements, and do not fund operation and maintenance. It is therefore recommended that the City enact impact fees and other mechanisms in order to provide for such funding, improve transportation levels of service, and expand the mobility options of existing and future residents.

Social, Economic, and Environmental Impacts

Section 163.3191(2) (e), F.S., requires that the potential social, economic and environmental impacts of the identified major issues be addressed in the EAR. The social, economic, and environmental impacts of Issue 3 are addressed as follows.

The City of Coral Gables is part of the metropolitan Miami-Dade multimodal transportation system; however, the use of the automobile is the primary method of transportation within the City. Although the City has one of the highest property values and median incomes in not only Miami-Dade County but in the State of Florida, accessibility to employment, recreation and other services do not pose a problem in the city for its residents. With Coral Gables now the Latin American headquarters for a host of corporations, and with the numerous mixed-use developments occurring in the city's CBD, North Ponce District, and Industrial District, the need to promote alternative modes of transportation within the City is becoming even more apparent.

Policy changes will be recommended to create incentives to encourage the use of alternative modes of transportation, such as the trolley. Additionally, as part of the city's concurrency update, Level of Service (LOS) numbers will be evaluated and updated accordingly. However, as the city's policies are to guide development in the CBD, North Ponce District and the Industrial District, it provides an opportunity for future development to incorporate public transportation stops within the development and possible funding for additional trolleys to serve these areas. Because the trolley has a direct link to the Metro Rail, potential employees from economically disadvantaged areas of the region could now have greater options in accessing future employment opportunities.

It is apparent that automobiles have a number of negative environmental impacts that include congestion, air and noise pollution and energy consumption. By increasing and promoting the use of alternative modes of transportation, such as the eco-friendly Coral Gables Trolley, the negative impacts caused by the reliance on the automobile is lessened. Other polices that will assist in lessening the environmental impact is the concentration of infill development to the City's CBD, North Ponce District and Industrial/Mixed Use District.

Comprehensive Land Use Plan Impacts and Recommendations

Section 163.3191 (2)(g) F.S. requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or anticipated changes in circumstances which have resulted in problems or opportunities with respect to the identified major issues. In evaluating the current CLUP Elements, Issue 3, Mitigation of Traffic Impacts, the following elements need some revisions:

- Future Land Use Element Objective 1-1.7 - entitled "Discourage Urban Sprawl" and policies hereunder, as they address strategies to ensure the availability of services and infrastructure to accommodate infill development and redevelopment and procedures to amend the Comprehensive Land Use Plan;

- Traffic Circulation Element - Impacts the entire element. The City seeks to rewrite this Element, to be renamed the Transportation Element, consistent with FAC 9J-5.019.
- Intergovernmental Coordination Element Objective 8-1.2 - entitled "Coordinate Proposed Development Impacting Adjacent Jurisdictions", and supporting polices thereunder, as it calls for the coordination of development and growth management issues and the coordination of transportation improvements.
- Capital Improvements Element Policy 9-1.2.1-A - entitled "Traffic Circulation LOS", as is establishes the minimum or lowest quality acceptable peak period operating LOS roadways within the City.
- Capital Improvements Element Policy 9-1.3.3 - entitled "Criteria for Determining Timely Availability of Public Facilities," which establishes assurance of the provision of necessary public facilities on a timely basis concurrent with the need for such facilities to serve existing and proposed development.
- Capital Improvements Element Goal 9-3 - entitled, "Street Improvement Plan" which outlines how the funds received from the local option gasoline tax will be expended on capital projects as it relates to street improvements.

Issue 4. Placement of Parks per the City's Master Plan. Placement of parks according to the Parks Master Plan, to include the acquisition of new parks.

The final major issue, Placement of Parks Per the Master Plan to Include the Acquisition of Land of New Parks, addresses the needs of the citizens of Coral Gables, whose parks and recreational needs are changing due to changes in demographics and lifestyles. The City proposes revisions to the Recreation and Open Space Element of the Comprehensive Land Use Plan by using a "service radius" level of service analysis in order to better serve the citizenry. In other words, Coral Gables wants to move away from the traditional notion of providing a certain amount of recreational facilities, regardless of their physical location, and move towards the notion of providing parks and open space within a certain distance of each part of the City, so that everyone in Coral Gables can be close to many different types of parks and recreational facilities.

Neighborhood Challenges and Initiatives

The major challenge to revising the Recreation and Open Space Element was to come up with new standards for the service radius level of service. How close should everybody be to a neighborhood park?…to a basketball court?…to a swimming pool? And does each facility meet the traditional (performance) level of service analysis considering the new service radius framework? In other words, the traditional level of service analysis would consider the total number of basketball courts in the City, divided by the total number of residents. If the result was above the accepted standard, the City was deemed to be satisfactory in its provision of basketball courts. But what if all of the basketball courts were confined to one park in a corner of the City? Shouldn't the basketball courts be spread out to ensure that any resident could walk or take a short car ride to a basketball court? The new level of service analysis has to consider where the facilities are in relation to the residents.

The City of Coral Gables met with Miami-Dade County to discuss the new approach to Parks & Recreation level of service analysis. From these meetings and through research on the existing level of use for parks and recreation facilities, a set of service radius level of service standards were created. Another challenge was to figure out what the service radius criteria should be. How close should everyone be to the different types of parks and recreation facilities? Research on the average walking speed for people and looking at other communities who have used a similar approach helped the City of Coral Gables formulate standards for service radius (see Appendix A, Figures 3(a)-(d)).

The City has started a comprehensive recreational facilities needs assessment to specifically ascertain recreational needs based upon service area needs.

Social, Economic and Environmental Impacts

Approximately thirty (30) percent of the City's land mass is dedicated to open space or parks and recreational facilities. This is well above common standards and exceeds what most other local communities provide. The Parks & Recreation Department has done an outstanding job of providing facilities and programming, and with the service radius standards, the department is looking to hold itself to an even higher standard to ensure that everyone is within a reasonable distance of the parks and recreation facilities. From a social perspective, ensuring that residents are close to a variety of parks and recreation facilities will enhance the quality of life for everyone in the City of Coral Gables. In addition to the amount and quality of the parks and recreation facilities, it is the convenience of the facilities to your residence that determines the overall satisfaction of the parks and recreation system.

From the environmental perspective, ensuring that residents are close to a variety of parks and recreation facilities will translate into less vehicle miles traveled and therefore less traffic and pollution from the use of automobiles.

From an economic perspective, with the new service radius analysis the City will potentially be faced with having to provide new parks and open space to meet the new standards. Land may have to be acquired or leveraged from developers and facilities may have to be procured and budgeted for.

Comprehensive Land Use Plan Impacts and Recommendations.

Section 163.3191 (2)(g), F.S., requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues. Major issue 4, "Implementation of Parks Master Plan", impacts the following Elements, Goals, Objectives and Policies of the City of Coral Gables' Comprehensive Land Use Plan.

- Recreation and Open Space Policy 7-1.1.1. The policy lists the previous level of service standards for recreation facilities. New service radius standards will need to be derived and articulated.
- Capital Improvements Policy 9-1.2.1(G). The policy lists the level of service standards for recreation facilities, which will have to be updated pursuant to the new standards.

Chapter 5
Conclusions

The City of Coral Gables initiated the EAR process in 2004. The input that formed the basis for the process included the following: implementation of numerous recommendations from the City-initiated Charrette in 2002; rewrite of the City's zoning code; public input from citizens, property owners, stakeholders, etc.; input from the City Commission, Planning and Zoning Board, and other City Boards and Committees; and input from City staff. Additionally, several publicly advertised meetings were held to gather input from the public.

As identified by the City of Coral Gables, and agreed upon by the Department of Community Affairs, the four major issues as discussed in great detail in this EAR are:

- Including provisions for workforce housing and senior housing pursuant to a complete re-write of the Housing element
- The maintenance of the quality and character of single-family residential neighborhoods by mitigating adjoining commercial and high intensity residential uses.
- The mitigation of negative traffic impacts by promoting alternative modes of transportation and strengthening intergovernmental coordination.
- The placement of parks in accordance with the new master parks plan to include the acquisition of land for new parks.

In summary, the recommended future EAR based amendments are as follows:

Future Land Use Element:

- Provide alternatives and incentives to promote lesser intensities and densities below the established thresholds of the Comprehensive Land Use Plan Map (i.e. floor area, ratio, height, etc)
- Address encroachment of non residential development into single family neighborhoods via mitigating performance standards
- Address inconsistencies between zoning and land use maps, including those involving private property
- Preserve the character of single-family neighborhoods, and strengthen historic preservation efforts where applicable
- Address the issue of incompatible oversized homes, particularly in the older sections of the City
- Continue to maintain and enhance downtown as a leading employment center, corporate capital, and mature and sophisticated 24/7 "live, work and play" activity node
- Provide further incentives to encourage vertical/horizontal mixed-uses in the downtown
- Establish community design standards and associated incentives
- Ensure adequate infrastructure for future development by maintaining an efficient and effective concurrency management

system, and exploring additional funding opportunities through impact fees, grants, bonds, and other sources

- Consider the recommendations of the South Miami-Dade Watershed Plan and other land-use studies as they relate to development and future land use issues
- Using the North Ponce Neighborhood Plan as a guide, continue to work towards the revitalization of the North Ponce area through infill development, preservation, rehabilitation, and incentives to reduce intensity/density
- Explore the use of "Transfer of Development Rights (TDRs)" as a tool for achieving various planning objectives
- Encourage and strengthen the City's coordination, communication, and cooperation with adjacent municipalities, Miami-Dade County, the Miami-Dade County School Board, and regional and state agencies in all of the City's land use decisions
- Continue to strengthen the participation of community stakeholders in all of the City's land use decisions

Traffic Circulation Element:

- Maintain and enhance an interconnected multi-modal system consisting of vehicular, transit, bicycle, and pedestrian transportation options
- Expand upon the successful trolley system by exploring additional routes, stops, and other services and amenities
- Promote a pedestrian-oriented environment through quality design, improved connectivity/access, and heightened safety considerations.
- Rejustify the City's "GRID" as a traffic concurrency exception area
- Address developmental impacts in the GRID utilizing transit, traffic calming, mixed-use, and other innovative strategies and develop a program for measuring the progress of these strategies in mitigating developmental impacts
- Explore innovative solutions to parking deficiencies, encroachment of parking into residential neighborhoods, and other parking-related issues
- Secure the City's fair-share of impact fees from the County and coordinate allocation of funding
- Continue to mitigate pass-through traffic with the use of traffic calming devices and other innovate strategies
- Encourage and strengthen the City's coordination, communication, and cooperation with adjacent municipalities, Miami-Dade County, and regional and state agencies on traffic issues
- Address new growth management requirements as identified in Chapter II of this report

Housing Element:

The Housing Element will be rewritten in its entirety in order to reflect updated information provided for in the City's recently completed Workforce/Affordable Housing Study (see Appendix A), as well as strategies and land development regulations that are currently being developed, as reflected in Resolution No. 2006-44 recently adopted by the City Commission.

- Continue participation in regional intergovernmental efforts to address "regional" affordable housing needs
- Address the City's fair-share of affordable housing needs as identified in the recently completed Housing Study, to include programs that address future cost-burdened need, rehabilitation need, preservation need, and backlog cost-burdened need
- Implement multi-pronged strategies for addressing the City's needs, to include an inclusionary zoning program that incorporates

development incentives, a linkage fee, trust fund, and other government programs and funding opportunities, such as the State Housing Initiative Partnership (SHIP)

- Promote a mix of housing types and incomes, including market-rate and affordable housing for seniors
- Preserve the character of single-family neighborhoods, and strengthen historic preservation efforts, by utilizing various strategies including quality design standards, code enforcement, community policing, and other innovative solutions

Public Facilities Element:

- Continue to maintain and upgrade public facilities as necessary to meet the impacts of existing and future development
- Work with the County in addressing issues surrounding the supply and demand for water and sewer facilities
- Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to the City's public facilities
- Explore maintenance and planting standards that minimize the potential impacts to private and public facilities
- Pursue alternatives with utilities to further enhance storm protection, with primary objective being the placement of utilities underground
- Address new growth management requirements as identified in Chapter II of this report

Coastal Management Element:

- Maintain and enhance the City's coastal environmental quality
- Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to coastal management
- Maintain and enhance the City's emergency/disaster plans and processes, in close coordination and cooperation with Miami-Dade County's Office of Emergency Management and other applicable regional, state, and federal agencies
- Explore maintenance and planting standards that minimize the potential impacts to private and public facilities
- Pursue alternatives with utilities to further enhance storm protection, with primary objective being the placement of utilities underground

Conservation Element:

- Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to conservation
- Work with the County in addressing issues surrounding the supply and demand for water and sewer facilities
- Promote landscaping that adheres to xeriscape principles (e.g., native landscaping), and minimizes the potential impacts to private and public facilities
- Address new growth management requirements as identified in Chapter 2 of the report

Recreation and Open Space Element:

The Recreation and Open Space Element will be rewritten in its entirety. Some of the existing Objectives and Policies will remain intact, while others will be deleted or modified. The LOS standards will be rewritten in accordance with the Parks Master Plan. Specifically, the LOS standards will not use a "facilities per population" measure anymore but rather will use a "service radius" measure. Proposed amendments include:

- Provide further enhancements to parks, open space, city entrances, and landmarks
- Maintain and enhance cultural activities to provide opportunities and access to all segments of the population
- Explore the creation of a developmental impact fee for parks and open space
- Continue to advance the "Parknership" program in partnership with the private sector
- Continue to pursue the Parks and Recreation Master Plan, and work to implement its recommendations
- Pursue a "Level-of-Service (LOS)" standard for parks that is based on service area rather than per capita levels of service
- Continue to pursue joint-use facilities agreements with Miami-Dade County Public Schools, the University of Miami, and the private sector
- Improve nodal connectivity through the promotion of greenway corridors
- Promote recreational/cultural facilities and programming for seniors

Intergovernmental Coordination:

- Encourage and strengthen the City's coordination, communication, and cooperation with adjacent municipalities, Miami-Dade County, the Miami-Dade County School Board, and regional and state agencies in all of the City's relevant programs and processes
- Continue to participate in regional studies and plans, including the South Miami-Dade Watershed Plan, and consider their recommendations
- Continue to participate in the Miami-Dade County School Board's Staff Working Group to address issues involving the Interlocal Agreement, new CLUP Educational Facilities Element, revised impact fee study, and joint-use agreements
- Continue to participate in other numerous intergovernmental groups, including the Miami-Dade County Planners Technical Committee
- Encourage and strengthen the participation of community stakeholders in all of the City's programs and processes
- Address new growth management requirements as identified in Chapter II of this report

Capital Improvements Element:

- Amend the element annually to reflect financially feasible updates to the Capital Improvements Program
- Continue to secure funding for infrastructure (i.e., historic preservation, parks/open space, transit, roadways), including through the use of existing impact fees, enterprise/utility funds, and new impact fees under consideration
- Secure the City's fair-share of impact fees from the County and coordinate the allocation of funding
- Address new growth management requirements as identified in Chapter II of this report

Historic Preservation Element:

The Historic Preservation land development regulations have been re-written in their entirety to further strengthen the regulations and continue to preserve the City's most valuable assets. As a result, some of the existing Goals, Objectives, and Policies will remain intact, while others will be deleted or modified to reflect the revised land development regulations. The element will be revised to include the following:

- Enhance historical, cultural, and heritage related programs, projects, and activities
- Increase funding opportunities for historical, cultural, and heritage related programs, projects, and activities
- Advance education and public outreach for historical, cultural, and heritage related programs, projects, and activities
- Provide further economic incentives in support of historic preservation
- Utilize Transfer of Development Rights (TDRs) strategies in support of historic preservation

Next Steps

The EAR is scheduled to be presented to the City's Planning and Zoning Board for recommendation of approval at its 04.12.06 meeting, and to the City Commission for adoption and transmittal at its 04.18.06 meeting. After the City Commission's approval, the EAR will then be transmitted to the South Florida Regional Planning Council (SFRPC), the Florida Department of Community Affairs (DCA), and other applicable agencies and local governments for a review of the report's sufficiency. It is the City's intention to request from DCA that the responsibility for determining sufficiency be delegated to the SFRPC, as allowed under law.

If the EAR is found "insufficient" by the SFRPC, staff will work with the agency to respond to its concerns, and may have to bring the EAR back to the PZB and City Commission for reconsideration. Once the EAR is found "sufficient," the EAR process is essentially complete and the City can start drafting the "EAR-based amendments" that implement the EAR's findings. By law, EAR-based amendments need to be adopted within 18 months of the EAR being found sufficient.

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