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Revised & Amended
Paseo de la Riviera Analysis
for
Riviera Neighborhood Association

Analysis and report by:
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Note:
The report is revised and amended from the October 22, 2015 report.
Several sections are unchanged.
Sections that have been revised or added include:

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Proposal Description	***revised to reflect proposal changes***
Context and Scale	***revised to reflect proposal changes***
Smart Growth and NU Approach	***revised to address questions about Miami 21***
Transportation Oriented Development	***added***
Findings and Conclusions	***revised to reflect proposal changes, & TOD findings***
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Executive Summary

This report is at the request of and on behalf of the Board of the Riviera Neighborhood Association, Inc. The report summarizes an independent planning review of the proposed mixed use redevelopment project called *Paseo de la Riviera* at 1350 South Dixie Highway (US-1) in the City of Coral Gables, Florida. The review is focused on the planning requests that are before the City Commission.

1. Change of land use designation on the City's Future Land Use Map from *Commercial Low Rise Intensity* to *Commercial High Rise Intensity*, a two-step increase in as-of-right permissible height.
2. Zoning Code Text Amendment to delete the subject property from site specific requirements, *Section A-83 – Riviera Section Part 8* that restrict development on Parcel A
3. Mixed Use Site Plan Approval
4. Planned Area Development Approval (PAD) approval
5. Release of a 1962 parking covenant that applies to the existing hotel and a 2000 declaration that applies to the signage.

Issues:

The report is predominantly focused on Request 1 to re-designate the property from *Commercial Low Rise Intensity* to *Commercial High Rise Intensity*, and Request 4 to approve the PAD as proposed.

The specific issue with the 2-step height increase from *Commercial Low Rise Intensity* to *Commercial High Rise Intensity*, is that: 1) the proposed level of increase is not supported because its excessive magnitude is not demonstrated to be necessary to achieve a City objective where a lesser magnitude of change may also achieve the City objective; and 2) the request is incompatible in the context of the area that was defined in the peer review as being the US-1 Corridor from Red Road to Maynada Street and including a ¼-mile into the residential neighborhood.

The specific issues with the PAD approval is not to the concept of the approval, but with the specifics that include relief of step backs and setbacks, particularly as they affect the low-density residential sides of the project where sensitivity to scale is of greater concern.

In general, this planning review concurs with Requests 2, 3, and 4, with the understanding that they are necessary to redeveloping the site in a way that addresses smart growth principals that relate to the City's greater needs, and the site's location in the transit shed of the University MetroRail Station. When sufficiently balanced with adjustments to Requests 1 and 4, Requests 2, 3, and 5 would not be incompatible with the site's surroundings nor internally inconsistent with the City's Comprehensive Plan.

Approach:

Throughout, the approach of this report is to apply quantitative reasoning to the chief questions of the land use amendment request and the PAD approval, and deduce an objective, balanced and fair set of findings and conclusions as to:

1) **whether the increased intensity is justified with respect to the proposal's specific location in the University Metrorail Station area,**
2) **at what range of intensification (scale, height, density, FAR intensity) does the proposal achieve its urban, pedestrian and transit goals without becoming excessive and reducing the sustainability of the station area as a whole; and**
3) **assuring the quality of life and expectations of the University Estates and Riviera neighborhoods.**

Basis:

This report is the basis of the presentation that was made to the City Commission on October 22, 2015. Any additional presentation to be made to the City Commission at 2nd Reading will be accompanied by a report, 5 days in advance of the presentation or as otherwise required.

The findings and conclusions below are reprinted from the Findings and Conclusions Section on page 55 of this report. They are based on the current Paseo de la Riviera proposal and planning requests with drawing sets and documents on file with the City. The plans include the latest full plans set dated November 14, 2014, with amended plans of July 15, 2015, and the most recent changes provided October 21, 2015 and dated February 9 and 16, 2015 (provided with file name "REVISED DRAWINGS 11.20.15"). The last set, containing 5 sheets includes changes to residential building height; residential ground floor retail, lobbies and parking; parking pedestal height, and parking inventory. These changes accompany additional proffers and restrictions by covenant that were provided at the 1st City Commission reading. As of this writing, that submittal is still not complete as a full set of revised plans and elevations that reflect the changes are not available, ground floor commercial spaces are not identified as to areas nor land use (retail or restaurant), and the parking calculations and assumptions for the shared parking reduction are not provided.

Summary of Findings:

- As currently proposed, the Paseo de la Riviera would be the highest (all appurtenances included) building at 166 ft. total height in the context of its surroundings. It would be the tallest building along the US-1 Corridor from the Rickenbacker Causeway (SW 26th Rd) to Dadeland North (SW 84th St.)

- As currently proposed, the Paseo de la Riviera would be the most massive building in the context of its surrounding area. Based on fronting facades presented to the public realm, it is 16 times as massive as the single family homes, over 90% more massive than the adjacent COGA subdivision apartment building, more massive than the Bank United Center, and more massive by 10% than even the Gables One Tower that is already considered too large for its context. It is too large in scale for its context.

- As currently proposed, the Paseo de la Riviera would be the most intense and dense use in the area. At an FAR of 3.49, the Paseo de la Riviera is more intense than the Gables One Tower which is built at a FAR of 2.32. It would have a residential density of 82 DU/Ac.$_{net}$, counting only the residential tower. Although City code does not count hotel units as dwelling units, as a measure of night occupancy load, the residential density of the both buildings would be 177 DU/Ac.$_{net}$.

- The Paseo-de-la-Riviera does not implement George Merrick's Vision. Only the first 125 feet of the block's frontage are part of the 4th Height District expressed in the City's 1930 zoning code which has heretofore in the approval process been used as the expression of Merrick's vision. Past this line, Merrick's vision would have the rest of the proposal that faces the low density residential neighborhood stepped back at a line 200' from a Madruga, allowing a height of 40', compatible with the neighborhood. The proposed rear setback is only 79', whereas the current zoning requirement (without PAD approval) is 100'.

- The PAD request provides relief to tower step backs along Caballero Boulevard and Madruga Avenue, both being the most sensitive facades as related to neighborhoods. Based on recognition that proposal is too tall and too massive for its context, relief of these setbacks is

excessive. This is particularly the case for the Madruga step back in which 79 ft. is requested. The code requires 100 ft., and implementation of George Merrick's Vision to provide desired enclosure for US-1and compatibility and compatibility with the residential neighborhood, it would require 200 ft.

- From the perspective of architecture and planning professionals and some residents, participants in the Peer Review did not address any recommendation for height. One of the reviewers did express concerns regarding treatment of the façade surfaces of the larger masses in the proposal: the parking pedestal (plinth) and the residential tower (courtyard building). In discussing the residential building as a "courtyard building", attention is drawn to the design outcome that while the courtyard at the center of the residential tower enhances the private, internal value of the apartments, it also increases the bulk of the building causing negative externalities of the design to the City's public realm, without any benefit of that pedestal level open space.

- From the perspective of the current residents that participated in the US-1/Red/Sunset workshop, mixed-use and more dense and intense redevelopment is supported as a general direction along with high quality pedestrian design in the public realm; however, the only expressed opinions regarding desired future development height were that it be low-rise (up to 5 stories) with transition and setbacks as appropriate to the residential area. Based on survey results provided in the report, there is no basis to support the existing proposal request or the report's recommendation of 10 stories and 120 ft. which would require the high-rise intensity commercial land use category.

- From the perspective of Riviera Neighborhood residents as expressed in the 2005 Riviera Neighborhood Visioning that was performed for the City of Coral Gables (but not subsequently adopted), the highest development proposal at that time was 7 stories, stepping back to 4 stories near residences. Based on survey of heights that was completed during the charrette, this height range and transition for the commercial uses at the edge of the neighborhood was considered acceptable.

- Although not expressly part of the Coral Gables land development regulations, the tenets of Smart Growth and New Urbanism have been referred to by the applicant and peer review as a framework to express the benefits of this proposal. These concepts are appropriate to develop an integrated set of planning approvals and regulatory framework for this site and the US-1 Corridor as discussed by the peer review. The New Urban framework provides a very useful approach to defining appropriate scale, intensities, and densities based on the contextual built environment and functional relationships of an area. Based on detailed experience throughout urban places, the NU approach is the *Urban-Rural Transect*. Classified accordingly by its general existing form and its functional relationships in the City, this site would be classified as a *T5 Urban Center*. The *T5 Urban Center* is predominantly medium density buildings of 6 stories or less.

- A living example of the *Urban-Rural Transect* approach applied to zoning ordinance is the *Miami 21* zoning code in the City of Miami. Forecasting into the next section regarding smart growth regulations for Metrorail station areas, the implementation of Miami 21 appropriately provides for one additional step in intensity is station areas. Based on review of the City's Metrorail station areas (Table 5, p. 42), for stations that are outside of the regional CBD and the regional

civic center, the most intense transect assignment used in a station area (1/4-mile radius) is T6-8. This transect provides for 8 floors of development. The only deviation from this is the Douglas Road Station Area, which has the highest zone as T6-12 which allows 12 floors of development. The T6-12 zone is immediately adjacent to the station, on the same side of US-1 as the station, and is abutted by D1, an industrial zone, and T5. Across US-1, in a similar relationships as the Paseo de la Riviera site is to the University Station, the land is zoned T6-8.

- The transit shed of the University Metrorail Station has been quantitatively assessed to determine its Transit Oriented development (TOD) Pace Type according to the framework published in the *Florida TOD Guidebook, Florida Department of Transportation, 2011*. Accordingly, the University Station Area is classified as a Community Center. Based on the FDOT Guidebook recommendations, this corridor should be planned and developed at site level density range from 35 DU/acre to no more than 65 DU/acre. This range of density is represented by mid-rise mixed-use buildings of 4 to 6 stories, with ground floor retail / employment uses and internal parking (assumptions, p. 52).

- The *Florida TOD Guidebook*, in addressing height, discusses the critical need to control height and over-intensifying a single site from a station sustainability perspective. "*Height must balance providing high concentrations of density and intensity to support premium transit with the amount of infill development to shape the needed station area into a true "place." If the height is too tall, the market will be absorbed within fewer projects, limiting their ability to improve the built environment."* The Paseo de la Riviera site is nearly ¼ mile from the University Station along a hostile pedestrian path that includes sites in need of redevelopment toward the goal of a TOD corridor. Market absorption issues must be considered to address their potential redevelopment.

- The *Florida TOD Guidebook*, in addressing height also states that density and intensity represent ranges relative only to where a station is in relation to the region, but also where a site is in relation to the TOD Station Area, the recommendations regarding height in particular must be approached from an area or corridor perspective. Greater heights are generally appropriate closer to or at the station while context and continuity of development is critical. The Paseo de la Riviera site is nearly ¼ mile from the University Station, is adjacent to low density residential neighborhoods, and is not appropriate for considering increased density above the recommendations.

- The *Transit Oriented Development Institute* in Washington DC endorsed the Paseo de la Riviera proposal as a nationally exemplar TOD proposal. Among its citations, the intensity of the project was not cited. The Transit Oriented Development Institute uses a similar evaluation framework as the FDOT guideline; however it provides more TOD place type categories. Based on the Institutes methodology and guidelines for development, appropriate development at the Paseo de la Riviera site would be mid-rise, at densities ranging from 20 to 100 DU/Acre and FAR in the range of 1.0 to 4.0. This density range is represented by mid-rise mixed-use buildings of 3 to 8 stories, with ground floor retail / employment uses and internal parking (same assumptions, p. 52).

- One of the standards for amending (non-EAR based) the Comprehensive Plan Future Land Use Map is whether the change advances any objective of policy of the Comprehensive Plan. The only positive affirmation from the comprehensive plan that has been presented as the basis for changing the property from *Commercial Low-Rise* to *Commercial High-Rise* is Mobility Objective

MOB 1.1 as implemented through Policy 1.1.3. Policy 1.1.3 is to locate higher density development along transit corridors and near multimodal stations. The policy speaks explicitly to density, which in the City of Coral Gables is defined as residential density in units of dwelling units per net acre. While increased density is clearly a subject of concern to the proposal and City for this location, the use of this policy as a basis to change the land use designation is erroneous. The change from *Commercial Low-Rise Intensity* to *Commercial High-Rise Intensity* only impacts height. The City does not measure residential density in commercial land use designations. The change does not even affect non-residential intensity as the allowable FAR is the same under all three commercial land use categories. This policy cannot be a basis for the requested land use change.

Conclusion:

Taken together, the findings summarized above are:

- The proposal would be the tallest, most massive and most dense project in its context.
- The proposal is contrary to Merrick's vision relative to the height near Madruga and its stepback.
- The proposal does not conform to the current zoning requirements to implement Merrick's vision concerning the Madruga side height and stepback.
- The peer review was silent regarding building height and scale.
- The courtyard design of the residential tower exacerbates its impact of external mass to the public realm.
- Residents at the US-1/Red/Sunset workshop stated support for low-rise redevelopment up to 5 stories.
- The Riviera Neighborhood Visioning study supports a maximum height of 7 stories, stepping back to 4 near the low density residential.
- Smart Growth approach classifies the site as T5, which recommends buildings of 6 stories or less.
- Using Miami 21 as a model, T6-8 (8 stories) is may be used in near proximity to a Metro Station are that is not part of a regional activity center.
- T6-12 (12 stories) may be appropriate, based on other conditions immediately adjacent to the station.
- The *Florida TOD Guidebook, Florida Department of Transportation, 2011* recommends mid-rise, mixed-use development of 4 to 7 stories for a Paseo de la Riviera site, and cautions against over-intensification.
- The Transit Oriented Development Institute guidelines recommend mid-rise, mixed-use development of 4 to 9 stories for a Paseo de la Riviera site

- **Reviewing these findings in total, they converge on a conclusion that the Paseo de la Riviera, to achieve the objectives outline in the Approach (p. 5), should be a mid-rise development of 6 to 8 stories, with residential density ranging from 65 to 100 DU/Acre.**
- **With regard to appropriate amendment of the Future Land Use Map that is supported by these facts, the site should be changed to Commercial Low-Rise to Commercial Mid-Rise Intensity.**
- **The PAD should be approved without requested setback variances, setback requirements for pedestrian enhancements should be added, and FAR regulated.**
- **The MXD rezoning should be approved without granting requests for relief of setback and height regulations.**

Recommendations:

The recommendations are to approve the Paseo de la Riviera as a transit oriented development with

- it's proposed mixed use program, further defined to identify restaurant uses among the retail spaces
- enhanced pedestrian design with all proposed elements and additional setback on US-1, Caballero Boulevard, and Madruga Avenue
- Mid-rise development up to a range of 6 to 8 stories
- Residential density of 35 to 100 DU/Acre
- FAR of 2.6, consistent with height limitation

To achieve these recommendations, the approvals would be with modifications as listed:

1. Future Land Use Map Amendment: from Commercial Low-Rise to Commercial Mid-Rise Intensity, allowing 70' height with 97' height with Level 2 Mediterranean Bonus. This is an approximately 8-story building with higher ground-level retail.

2. Delete site specific requirements

3. Approve MXD without requests for setback/height relief
   - 100' maximum height (4-201.E.6) Limited by FLUM Commercial Mid-Rise Intensity to 97'
   - 45' height at Madruga with 100' stepback to tower (4-201.E.8)
   - 15' setback per MXD requirement on Caballero Blvd. (4-201.E.14)
   - Recognizing 4-201.E.15 criteria is met for relief, respect Caballero pedestrian connection equally to US-1 pedestrian sidewalk width

4. Approve PAD without setback variances, add setback conditions, and regulate FAR
   - 45' height at Madruga with 100' stepback to tower (3-502 C.9)
   - 10' setback at US-1 (5' provided: total with ROW approx. 20': pedestrian path, with utility encroachments)
   - 15' setback on Caballero Blvd. (0' provided: provides 15' continuous pedestrian path)
   - 15' setback on Madruga Avenue (5'-6" provided: provides 15' continuous pedestrian path)
   - Limit FAR to 2.6, consistent with height reduction
   - pending submittal of parking analysis

5. Release parking covenant

In addition, the City should make every effort to proactively and comprehensively plan for transit oriented development along this corridor before another application for redevelopment is submitted. The process should address at minimum:

- Perpendicular block grain
- Mixed Uses
- Scale, density and intensity relative to location
- Continuous safe multiple pedestrian paths and Mariposa overpass connection improvement
- Infrastructure for alternative and shared transportation and other last mile solutions
- Parking requirements
- University of Miami Master Plan

Introduction

This report summarizes the independent planning review of the mixed use redevelopment project called *Paseo de la Riviera*, proposed for the property with physical address at 1350 South Dixie Highway (US-1) in the City of Coral Gables, Florida (City) and located on the east-by-northeast corner of US-1 and Caballero Road. Paseo de la Riviera is proposed by the developer, NP International (NPI), with Professor Jorge Hernandez as Project Architect.

The proposal has already been awarded a Level 2 Mediterranean Bonus at the Board of Architects, which will apply in conjunction with other approvals if awarded. In order to construct the project as currently proposed, the developer seeks from the City the following approvals and waivers that have proceeded through the Planning and Zoning Board, and the first hearing by the City Commission for final decision.

1. Change of the land use designation on the City's Future Land Use Map from *Commercial Low Rise Intensity* to *Commercial High Rise Intensity*. This is a legislative change, for which the standard is fairly debatable in which the decision must have a rational basis and cannot be capricious and arbitrary. The change is a two-step increase in permitted height, and the basis must be relevant to increase in maximum height. The designations are described in the City's Comprehensive Plan, Future Land Use Element:

   Policy FLU-1.1.3. *Commercial land use classifications are as follows (Land use descriptions provided herein are general descriptions, refer to underlying/assigned Zoning Classification for the list of permitted uses):*

Table FLU-2. Commercial Land Uses			
Classification	**Description**	**Density / Intensity**	**Height**
Commercial Low-Rise Intensity.	This category is oriented to low intensity pedestrian and neighborhood commercial uses, including residential, retail, services, office, and mixed use.	Maximum F.A.R. of 3.0, or 3.5 with architectural incentives. Up to an additional 25% F.A.R. may be granted for properties qualifying as receiving sites for Transfer of Development Rights (TDRs). Residential use shall only be permitted as part of a mixed-use development as provided herein.	Up to 50' maximum (no limitation on floors), or up to 77' maximum (with a maximum of 2 additional floors) with architectural incentives per the Zoning Code.
Commercial Mid-Rise Intensity.	This category is oriented to medium intensity pedestrian and neighborhood commercial uses, including residential, retail, services, office, and mixed use.	Maximum F.A.R. of 3.0, or 3.5 with architectural incentives. Up to an additional 25% F.A.R. may be granted for properties qualifying as receiving sites for Transfer of Development Rights (TDRs). Residential use shall only be permitted as part of a mixed-use development as provided herein.	Up to 70' maximum (no limitation on floors), or up to 97' maximum (with a maximum 2 additional floors) with architectural incentives per the Zoning Code.
Commercial High-Rise Intensity.	This category is oriented to the highest intensity commercial uses, including residential, retail, services, office, and mixed use.	Maximum F.A.R. of 3.0, or 3.5 with architectural incentives. Up to an additional 25% F.A.R. may be granted for properties qualifying as receiving sites for Transfer of Development Rights (TDRs). Residential use shall only be permitted as part of a mixed-use development as provided herein.	Up to 150' maximum (no limitation on floors), or 190.5' maximum (with a maximum 3 additional floors) with architectural incentives per the Zoning Code.

2. Zoning Code Text Amendment to delete the subject property from site specific requirements, *Section A-83 – Riviera Section Part 8* that restrict development on Parcel A and are in place since 1979. The restrictions that would be deleted are:
   a. FAR for C-District buildings not to exceed 1.5

b. C-District buildings not to exceed a height of 4 stories or 45 feet (lesser of)
c. Require minimum front setbacks of 125 feet
d. Require minimum rear setbacks of 50 feet

As applied to Parcel A, which is larger than the site for the proposal, this is a legislative change. The standard is fairly debatable with rational basis. If the Zoning Text Amendment is applied only to the site for the Paseo de la Riviera project, then is a small scale (one property only) zoning amendment and is quasi-judicial. The standard for quasi-judicial decisions are that: i) due process is provided; ii) that law is not departed from; and iii) that decisions and conditions are based on competent, substantial evidence.

3. Mixed Use Site Plan Approval, which is quasi-judicial and the standards above apply.
4. Planned Area Development Approval (PAD), per Article III Division 5 of the City's code. The PAD allows flexibility with regard to form and setbacks (but not intensity or density) required by the zoning district, in exchange for design form or other attributes that increase public benefit of the project to the City. Determination of public benefit and granting of the waiver is quasi-judicial the standards described in #2 apply.
5. Release of a 1962 parking covenant that applies to the existing hotel and a Year 2000 declaration that applies to the signage. The parking covenant determination of public benefit and granting of the waiver is quasi-judicial.

The approval process has heretofore brought the project for review before the Development Review Committee on October 31, 2014; the Board of Architects on January 22, 2015; and the Planning and Zoning Board on July 29th, and August 12th continued to September 16th 2015. In addition to the required approval process, the developer, NPI held neighborhood meetings on November 18, 2014 and December 16, 2014, and met with other neighbors individually. NPI also hosted a peer review on May 19th, 2015 to consider the project and a vision for the US-1 Corridor from Maynada Street to Red Road.

Proposal Description

The Paseo de la Riviera project is proposed by developer NP International (NPI) on a 2.66 acre site at the northeast corner of South Dixie Highway and Caballero Boulevard. The project is named for the approximately 72 foot wide by 325 foot long paseo that is open for about 240 feet of its length and but enclosed in the eastern 85 feet. The enclosed part is 20 feet high with hotel meeting and amenity spaces above it. The paseo is intended as a public passage and gathering space serving the residents of the residential building to the north, the guests of the hotel building to the south, and the 15,132 square feet of restaurant and retail uses organized along the paseo like a mall. The paseo is not a proffer, but a requirement for the project to be rezoned as a mixed use MXD, per Sec. 4-201.F.15. that requires such a pass-through with a minimum width of 10 feet (the proposed is 20 feet) for every 250 feet of lineal frontage. The project has 360 feet of lineal frontage, including the dedicated vehicular service lane.

The northeastern building is a 12-story tower that contains 218 condominium/apartment units and is 147'-6" total height above ground level. (122'-6" to roof). The southwestern building, physically smaller of the two is a 10-story tower that contains a 252-room hotel with meeting hall and amenities. The hotel building is 166' in total height above ground level (141' to roof). The parking pedestal contains 5 levels and fully occupies the 3rd through 5th floors, and part of the 2nd and ground floor levels under the larger residential tower.

Table 1 provides the site plan dimensions for the proposal. Table provides an analysis of lot coverage and open space. Table 3 provides intensity and density calculations. The four external elevation views of the building are shown in Figures 1 through 3, and Figure 4 shows the site plan. All excerpted drawings and tabular data are current per revisions dated 02.09.15 (September 2nd, 2015) and submitted to the City on October 21, 2015.

Table 1, Site Plan Dimensions

Side	Right-of-Way Cross-Section	Net Lot Boundary
Front, S. Dixie Highway	100'	360'-0"
Street Side, Caballero Blvd	100'	279'-2"
Interior Side, Lane	Part of lot (34'-6")	325'-0"
Back, Madruga Avenue	30'	263'-6"
Southeast Corner: Hardee/Caballero/Madruga	100'/30'	77'-2"
Areas:		**Net Lot**
		115,870 s.f.
		2.66 acres

Table 2, Lot Coverage and Open Space

Building and Open Space Dispositions:	**Provided**		**Required WITHOUT MXD & PAD**	**Required WITH MXD & PAD**
Building Dispostion				
Lot Coverage	89,038 s.f.	77%	not regulated	410'-0"
Landscaped Open Space				
Ground Level *(public)*	18,658 s.f.	16%	not regulated	20%
Hotel Plinth Level *(public)*	7,290 s.f.	6%		
Residential Plinth *(private)*	27,243 s.f.	24%		
Total *(public and private)*	53,191s.f.	46%		
Total Open Space				
Ground Level *(public)*	47,156 s.f.	41%	not regulated	20% minimum landscaped (above)
Hotel Plinth Level *(public)*	8,252 s.f.	7%		
Residential Plinth *(private)*	29,243 s.f.	25%		
Total *(public and private)*	84,651 s.f.	73%		
Total Open Space In Public Realm	55,408 s.f.	48%		

Table 3, Intensity Density Calculations

	Residential Tower	**Hotel Tower**	**Project Total**
Intensity:			
FAR Countable Floor Area (primary use)	238,938 s.f.	129,760 s.f.	368,698 s.f.
Ground Floor Commercial (retail / restaurant)	31,368 s.f.	4,364 s.f.	35,732 s.f.
Other Spaces (Hotel meeting room not counted on zoning sheet)		*8,695 s.f.*	*8,695 s.f.*
Total FAR Area	270,306 s.f.	134,124 s.f.	404,430 s.f.
FAR			3.49
Non FAR Interior and Parking Floor Area	*380,203 s.f.*	*3,477 s.f.*	*383,680 s.f.*
Gross FAR			*6.80*
Residential Density per City Code (dwelling units with kitchen)			
Residential Units	218	0	218
Residential Density ($DU/Ac._{net}$) (per City regulation)	82.0	0	82.0
Residential Density, Residential + Hotel – *for comparison of night-time occupancies*			
Hotel & Residential Units	218	252	470
Residential & Hotel Density ($DU/Ac._{net}$) (comparison)	82.0	94.7	176.7

Figure 1 South Dixie Highway Elevation
Residential Building (left): 147'-6" total height, 132'-6" to parapet, 122'-6" to roof, 202' building width
Paseo: 72' wide, 20' height at east end, open from west side
Hotel Building (right): 166' total height, 151' to parapet, 141' to roof, 62' building width

Figure 2 Madruga Avenue Elevation
Pedestal: minimum 46'-6" height over paseo plus parapet, with 25' wide by 15' high opening for paseo east side
Hotel Building (left): 166'. total height, 151' to parapet, 141' to roof, 72' building width
Residential Building (right): 147'-6" total height, 132'-6" to parapet, 122'-6" to roof, 202' building width

Figure 3 Caballero Boulevard Elevation
Hotel Building: 166' total height, 151' to parapet, 141' to roof, 313' building width
(excerpted from Nov 14, 2014 submittal. Current package does not show this elevation; however, no changes to the hotel building have been made and this drawing substantially represents current proposal)

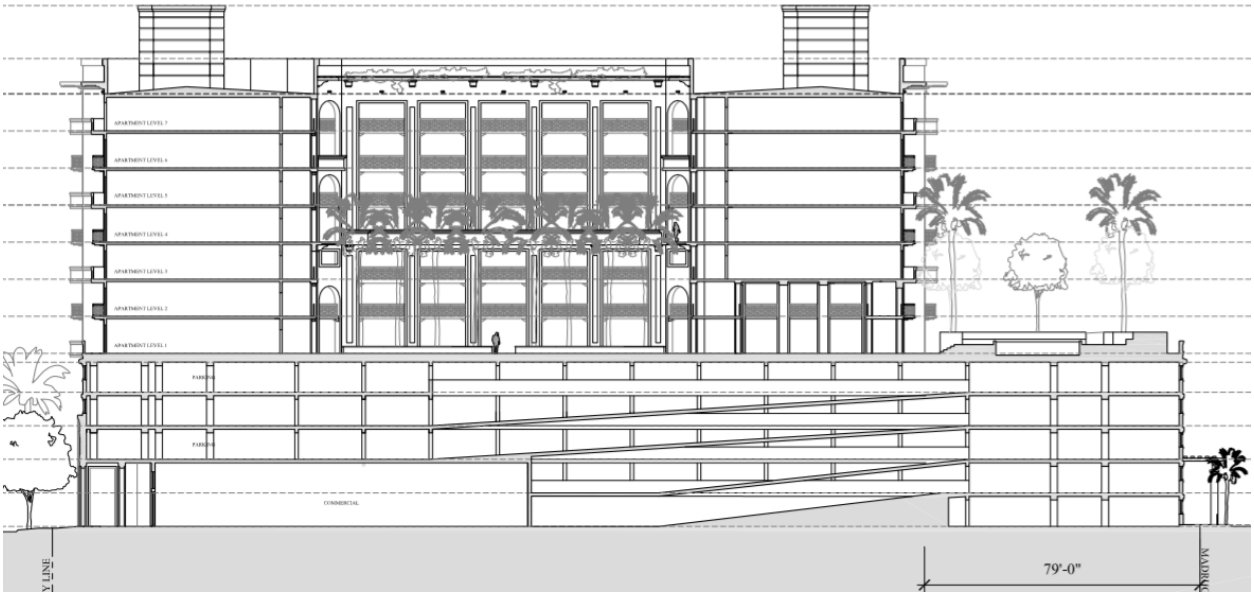

Figure 4 North Elevation Section
North Façade Elevation not available
Residential Building: 147'-6" total height, 122'-6" to roof, 312' building width
Stepback from Madruga Avenue is 79'

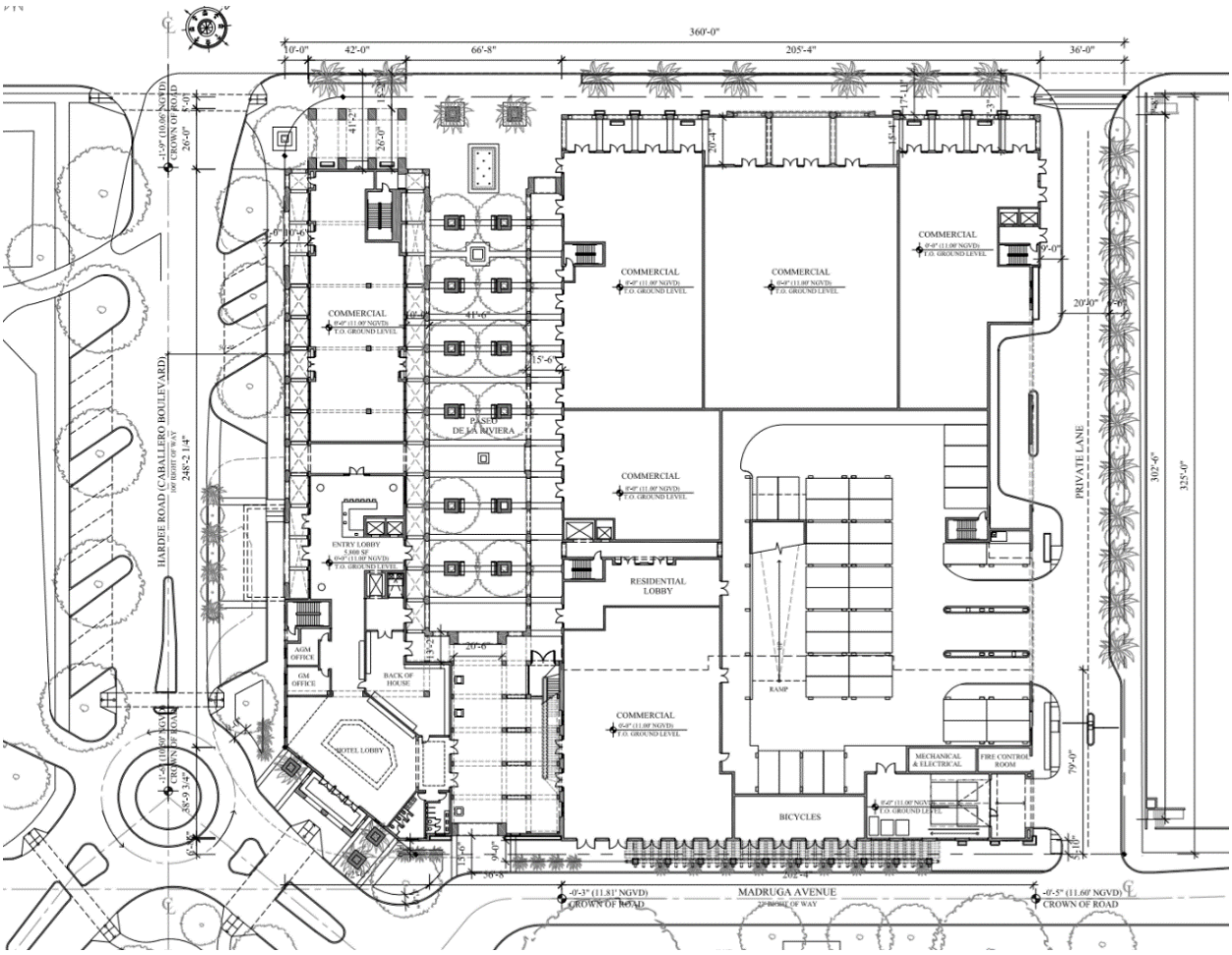

Figure 5 Paseo de la Riviera Site Plan

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Context & Scale

The Paseo de la Riviera proposal in the City of Coral Gables, is located along a generally commercial land use corridor on the southeast side of South Dixie Highway (US-1), which is a state highway under the jurisdiction of the Florida Department of Transportation (FDOT), District 6. Across US-1 from the proposal site is Metrorail, with the University Station and a crosswalk to the station located about 1,100 feet northeast from the site at Mariposa Court. An elevated crosswalk is currently under construction at this location and is scheduled to open in 2016. Further across US-1 and Ponce de Leon Boulevard on the other side of the Metrorail is the University of Miami's main campus. Campus planning is guided by the University Campus Master Plan. As a location of large and intense uses abutting single-family neighborhoods, the Campus Master Plan includes a 75-ft. buffer area and 225-ft. transition area to the single-family neighborhoods to its north and west (Figure 7). Although not directly comparable from a zoning perspective, the buffer and transition area provide an example of careful stewardship in planning for large differences of intensity, density and scale. Directly southwest of the site across Caballero Boulevard is the Riviera Waterways Limited Commercial District, and beyond this to the south and southeast is the Riviera residential district. Directly behind the proposal site is Jaycee Park and the University Estates residential district further to the southeast. Directly behind and

Figure 6 Aerial of Proposal Site and Surrounding Area

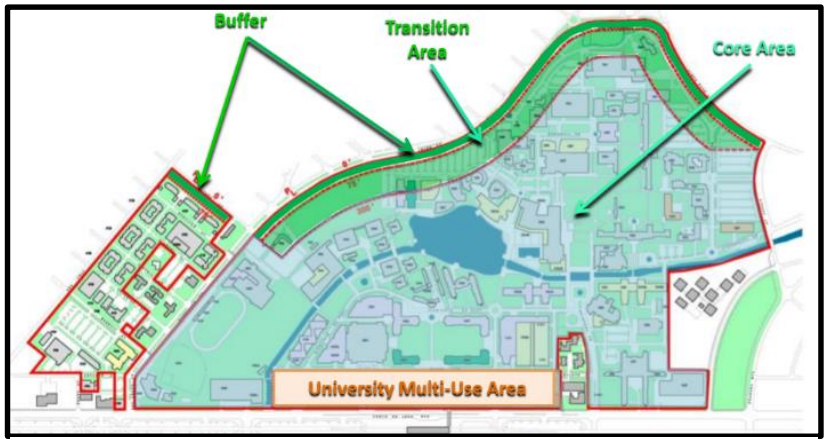


Figure 7
University Master Plan Showing Transition and Buffer Zoning Areas

across Madruga Street from the site is the COGA subdivision comprised of low-density, low height multifamily residences and duplexes, allowing a planned transition between the commercial strip along US-1 and the single-family homes of University Estates. To the site's northeast and directly abutting it is the Gables One Tower, a 13-story building with large setbacks and a low parking pedestal. The rest of the commercial corridor is of low-rise intensity.

It was said on July 29th at the Planning and Zoning Board hearing for this proposal in the presentation by the applicant that, "Planning is all about adjacencies." That is only partly true. The struggle for all urban areas, and especially urbanizing areas is to balance the need to redevelop for future growth and sustainability in a measured and considered way that assures not only the sustainability of urbanism, but also sustainability of the existing districts and neighborhoods by which the City has grown.

Planning is about well-planned adjacencies: replicating relations that are proven to work well, and not recreating the ones that don't work. Consideration must be applied to adjacencies to retaining the value and enjoyment of all parties in a balanced way that preserves the present public and private benefits while predictably transitioning toward future redevelopment.

The site, its scale and intensity of the proposal and how it interacts with its context is considered in this section.

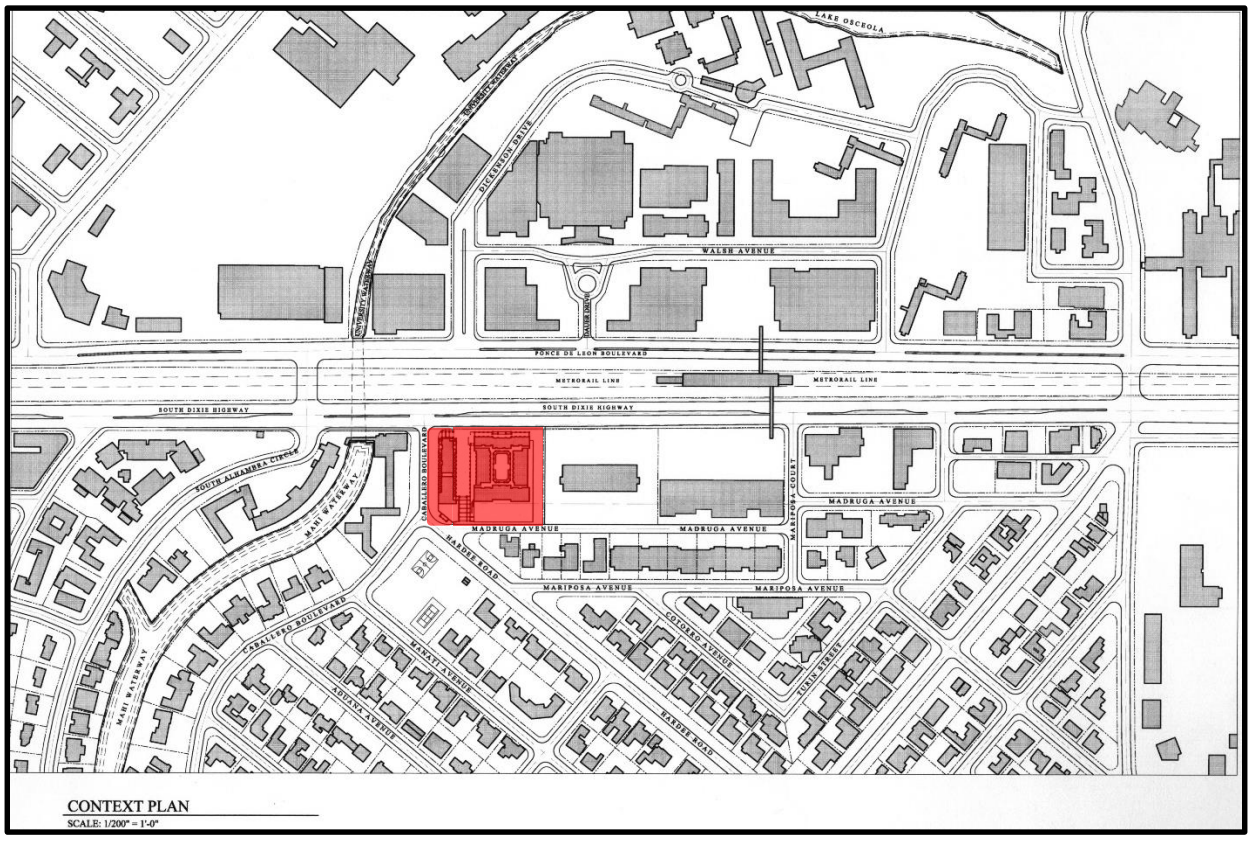


Figure 8 Paseo de la Riviera Proposal Context Plan Site Highlighted in red

Context and scale are considered from a contextual basis in which the Paseo de la Riviera proposal is compared to the permissible and built scales, densities and intensities of its neighboring developments

to determine the relationship, if any, of the proposal to its planned and built context. Several quantifiable characteristics are compared. The characteristics are defined below, consistent with the City of Coral Gables land development regulations and general planning principals.

Land Use: Land Use specifically refers to the general land uses that are prevalent and salient to defining the area. The categories listed are based on planned land uses as allowed by the City of Coral Gables adopted Comprehensive Plan and existing conforming land uses. The City's Comprehensive Plan regulates general land use, density, intensity and height. Where existing land uses differ from the City's Comprehensive Plan, the distinction is noted.

Density: The maximum density is provided for residential uses in the common units of dwelling units per acre of land. In the City of Coral Gables, net acres are used (lot without half of abutting right-of-ways or other permanent open spaces). The City land development regulations measure residential density only for dwelling units that include independent living facilities for one family unit including living, sleeping, and complete kitchen facilities; therefore, hotel units are not included.

Gross Density: The City measures density in terms of permanent dwelling units per net acre; however, as a measure of the potential, planned density of an area's night-time population, their urban demands and their cars, it is common to include hotel units with an occupancy assumption and base the calculation on gross acres which includes half of abutting right-of-ways or other permanent open spaces. The use of gross acres provides that all land within the jurisdiction is accounted for. For example, Miami-Dade County counts hotel rooms at 2/3 of a dwelling unit, but only within a residential district, and applies gross acres for purposes of comprehensive planning. In Coral Gables, hotels are not permitted in residential districts. Bed and Breakfast establishments are only allowed in MF-2 Districts as a conditional use.

Intensity: The maximum amount of building gross floor area of a building per unit of land. It is expressed as Floor Area Ratio (FAR) and is typically based on net lot area. Not all of the buildings floor area counts. In the City of Coral Gables, the exceptions are: balconies that extend from exterior walls, off street parking areas within the building, lobbies, and open plazas (such as roof-top and pedestal amenities). As such, FAR is an approximate measure of non-residential intensity in that it tends to loosely regulate day time population, their demand for services and their cars.

Height: Is the maximum height in feet from the established grade baseline, which is either the crown of the fronting street or minimum flood elevation, to the roof top. It does not include a variety of roof-top mechanical or architectural features that may extend up to 25 feet above the roof line. The typical existing as-built height for an area may be much lower. Heights are regulated by the City's Comprehensive Plan for Commercial and Multifamily Residential uses. For Duplex and Single Family Residential uses, the City's zoning code regulates height to the top of the roof / eve.

Façade Area: Comparing scale impacts are difficult in a quantitative way. Floor Area Ratios, while often used as a proxy for bulk, are really more a measure of intensity in terms of people, which is why they are used for trip generation and parking calculations. As a proxy for

bulk, they perform poorly, missing effects such as floor heights, interior courts, parking pedestals, and rooftop features. Typically, allowed heights are compared relative to distances from apparently dissimilar districts as a proxy for mass. Obviously, height captures only one dimension of a three-dimensional effect. To be fair, it is not just the height of a building that contributes to its visual massing and bulk when comparing it to an adjacent area; it is the visual impact of the various façade surfaces in total. For comparison to capture this, façade areas are compared in this category, simply as width times height of each of a façade's components. For the subject site it is calculated; for existing buildings it is estimated as nearly as possible given data availability; for residential neighborhoods a range is given based on conditions noted. Notwithstanding the effects of surface variegation, open penetrations, and other surface architectural treatments, façade are provides a quantitative measure by which to compare massing of a building and its potential visual, shadow, and noise impacts.

Table 5 is keyed to the colors depicted in Figure 11 which shows the context plan with neighborhoods and districts.

For reference, the City of Coral Gables Future Land Use Map is excerpted in Figure 9, and the pertinent excerpt of the City's zoning map is excerpted in Figure 10.

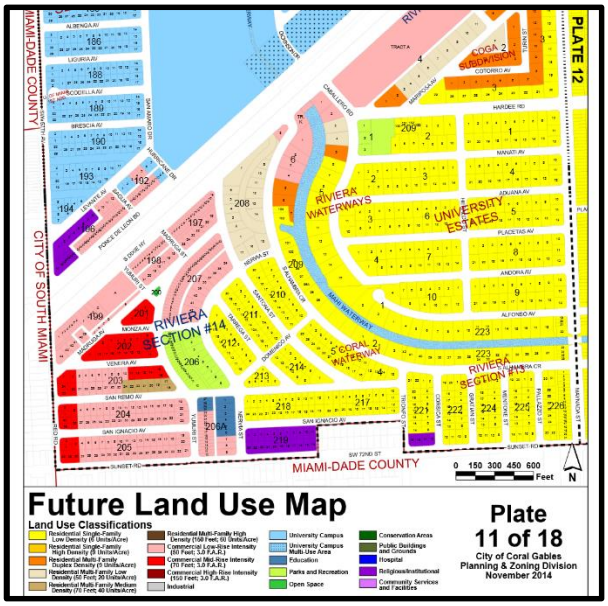


Figure 9
Future Land Use Map, Plate 11 Excerpt

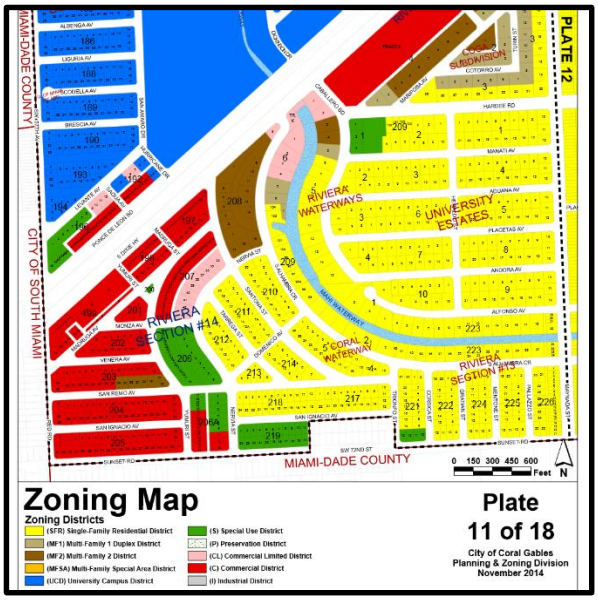


Figure 10
Zoning Map, Plate 11 Excerpt

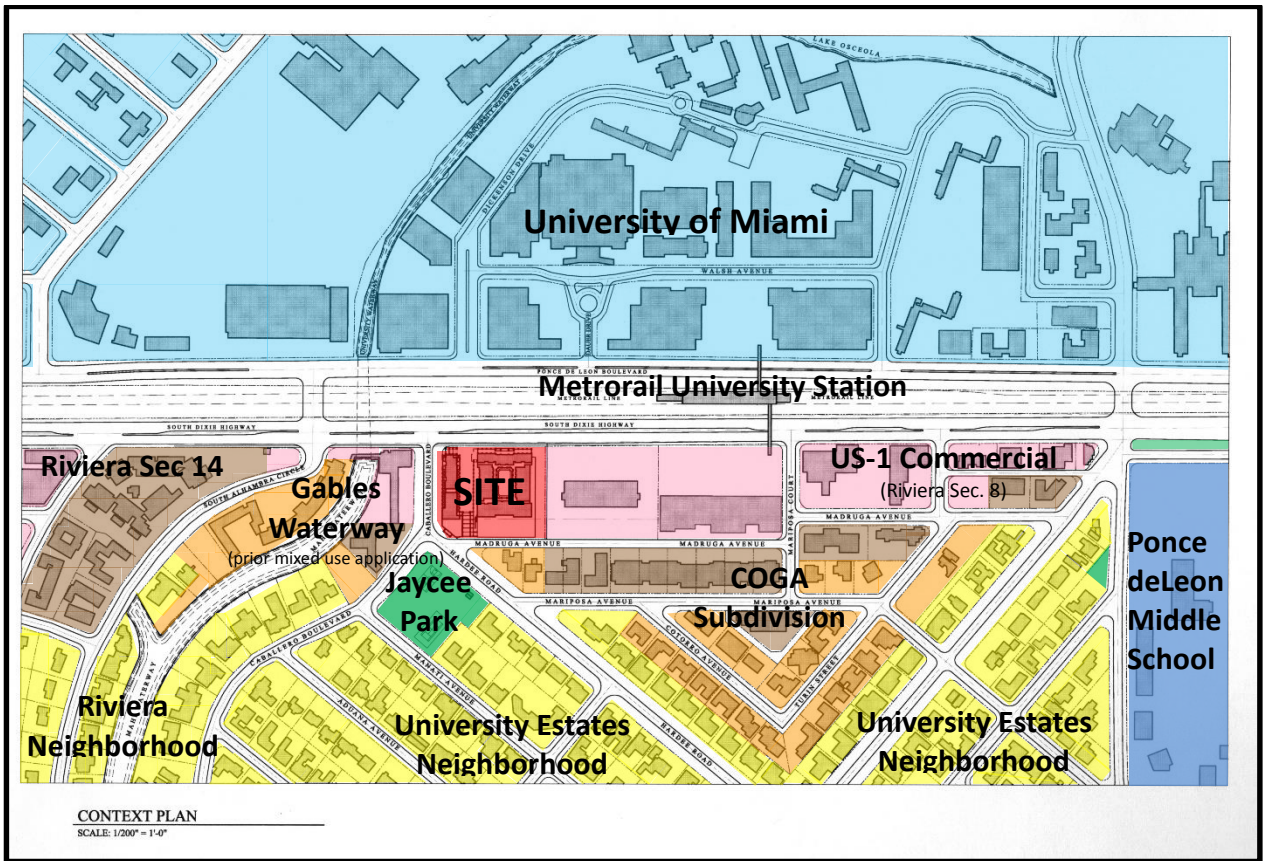


Figure 11 Context Plan with District / Neighborhood Land Use Colors Keyed to Table 5

Context & Scale - Comparison

Referring to Table 4 and Figure 11, it is clear that as proposed, the Paseo de la Riviera would be the most massive project in the study area. The proposal would present facades on each side that are significantly taller and more massive than the neighborhoods behind it, larger than neighboring commercial structures, University campus buildings across South Dixie Highway, and even the Gables One Tower which is universally considered too big for the area. The four sides of Paseo de la Riviera have the following massing:

US-1	Residential Building, 132'-6" high to parapets with 147'-6" high architectural elements; Hotel Building, 151' high to parapets with 166' high architectural elements; separated by a 72' paseo. Total façade area is approximately 36,295 s.f.
Caballero	151' to tower parapet and 46' to pedestal parapet. Total façade area is 41,931 s.f.
Madruga	132'-6" high and 151' high to tower parapets, with 46' to parapets for south 124' feet of pedestal and the remaining pedestal at 46'-6" to parapets. Total façade area is 39,147 s.f.
Lane	132'-6" high parapet with 50' high parapet height. Total façade area is 34,269 s.f.
Total	The total of four sides is 151,642 s.f.

By comparison, the Gables One Tower at 143' tall, is 20% less massive, at approximately 35,625 s.f. on its front and rear facades, 12,825 s.f. on the sides, for a total of 96,900 s.f. Gables One is 44% smaller.

Table 4, Adjacent Area Characteristics

Neighborhood or District	Land Use	Residential Density DU/Ac	Intensity FAR	Height (above roof) -* w bonus	Fronting Façade Area
University of Miami Main Campus	Educational Multi-Use	12.7 (existing)	0.65 (as-built campus)	45* UCD Frontage E	13,500 Bank United Ctr
US-1 Commercial - Mariposa to Maynada	Low-Rise Commercial	N.A.	1.5 (0.41 built)	45	36,575 (max)
COGA Subdivision	Residential Multi-Family	20	N.A.	50/60 45/55	up to 20,500
COGA Subdivision	Residential Duplex	9	N.A.	29/34 (32/37)	1,360 to 2,720
University Estates	Residential Single Family	6	N.A.	29 (32)	1,160 to 2,320
Jaycee Park	Parks and Recreation	0	-	-	-
Gables Waterways Commercial	Limited Low Commercial	N.A.	3.0	45	up to 12,000
Gables Waterways Multi-Family	Residential Multi-Family	20	N.A.	45/55	up to 15,750
Gables Waterways Multi-Family	Residential Duplex	9	N.A.	29/34 (32/37)	1,360 to 2,720
Riviera Single-Family	Residential Single-Family	6	N.A.	29 (32)	1,160 to 2,320
Parcel A: Shopping Center	Low-Rise Commercial	N.A.	1.5 (0.42 built)	45	10,750 (actual)
Parcel A: Gables 1 Tower	Low-Rise Commercial	N.A.	1.5 (2.32 built)	45	35,625 (actual)
Parcel A: Proposal Site	Low-Rise Commercial	N.A.	1.5 (0.84 built)	45	8,000 (actual)
Paseo de la Riviera Proposal	**Mixed Use**	**86**	**3.5**	**141** Hotel Roof **(166** Hotel Top**)**	**39,147 (Madruga)**

Note 1: Single family residential façade based on 29' maximum height and base of 40' on minimum 50' lot front and 80' on 100' lot front. No reduction for angled roof ridgelines.
Note 2: Duplex residential façade based on 34' maximum height allowed (29' allowed at first façade, 34' height 50' deep into lot) and base of 40' on minimum 50' lot front and 80' on 100' lot front. No reduction for angled roof ridgelines.
Note 3: Low density multi-family (MF-2) based on 100' lot width, greater height shown, first setback of 8' each side for first 20' height and 20' setback above that.
Note 4: COGA based on actual largest façade of the Villa Capri condo, approximately 590' base by 35' height. 1121 Madruga is 6,000 s.f.
Note 4: Maximum height for MF-2 district is 16 floors and as limited by Comprehensive Plan FLUM designation.
Note 5: Riviera Waterway multifamily height limited by proximity (100') to SFR. Southern part of COGA similarly limited.
Note 6: Gables Shopping Center based on 430' base by 25' height.
Note 7: Gables One Tower façade based on 250' base by 146' height

Context & Scale, George Merrick's Vision

During the Planning and Zoning board presentation, both the applicant and City Staff brought forth the historic 1930 Coral Gables zoning code as part of the basis for permitting up to 150 feet building height on this site. Typically, an early zoning ordinance would be irrelevant; however, in Coral Gables it is relevant to the extent that it represents support for maintaining the vision of the City's founder, George Merrick, which is promoted by policy in the City's Comprehensive Plan:

Objective DES-1.1.

> Preserve and promote high quality, creative design and site planning that is compatible with the City's architectural heritage, surrounding development, public spaces and open spaces.

Policy DES-1.1.1.

> Promote and support George Merrick's vision consistent with the established historic and cultural fabric of the City

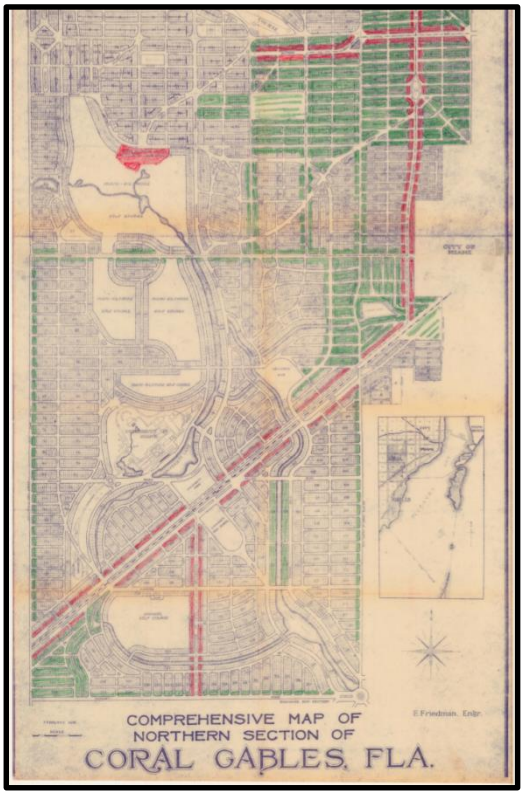


Figure 12
1930 Zoning Code Height Districts

The 1932 zoning code established use districts and height districts. The height districts are based on a map which is excerpted in Figure 12. The map and text established four height districts throughout the City (they are no longer used). The text, Section 11, is provided below:

Section 11. HEIGHT DISTRICTS.
For the purpose of regulating and limiting the height and bulk of buildings, the City of Coral Gables is hereby divided into four classes of districts to be known as:

1st Height District
2nd Height District
3rd Height District
4th Height District

The height districts hereinabove referred to are designated on certain height district maps hereto attached and expressly made a part of this ordinance. No building shall be hereafter constructed or erected in the City of Coral Gables except in conformity with the height regulations as herein described for the district in which such building is erected.

(a) First Height District
In the first height districts no building shall be hereafter erected to a height in excess of three stories and a finished attic, nor more than forty (40) feet to the finished ceiling line of the third story above the established grade of the street in front of the building.

(b) Second Height District
In second height districts, no buildings shall be hereafter erected to a height in excess of the width of the street on which said building fronts, except as IB hereinafter provided in Section 12.

(c) Third Height District
In the Third Height Districts, no building shall be hereafter erected at a height in excess of ten stories and a finished attic, nor more than one hundred (100) feet to the finished ceiling line of the ten stories above the established grade of the street in front of the building, except as is hereinafter provided in Section 12.

(d) Fourth Height District

In a Fourth Height District no building shall be hereafter erected to a height in excess of one and one-half times the width of the street upon which such building fronts, except as is hereafter provided in Section 12.

Section 12. HEIGHT DISTRICT EXCEPTIONS
(a) The provisions of this Article shell not apply to the erection of the following structures:

1. *Chimneys, flues or gas holders.*
2. *Water tanks other than those located on a roof of a building.*
3. *Bulkhead, elevator enclosures, towers, skylights or water tanks occupying in the aggregate less than twenty-five per cent of the roof on which they are located.*
4. *Parapet walls or colonnades extending above the height limit not more than five feet.*
5. *Towers, spires, church roofs, domes, cupolas and belfries for ornamental purposes*

.

(b) In Height Districts 2, 3 and 4, buildings nay be hereafter erected to a height in excess of the height permitted in the height districts in which the building is constructed, provided, however, that for each additional two (2) feet in height, the building shall be set back from the street line of which it is constructed, one (1) foot, and for each additional four (4) feet in height, so provided for, such building shall be set beck from the line of adjacent premises one (1) foot for each additional four (4) feet in height.

Both the Applicant and Staff have noted that this block is in the 4th Height District (red), and therefore George Merrick's vision would establish the height for this block at 1.5 times the width of its fronting street. South Dixie Highway, upon which the Paseo de la Riviera fronts, is a 100-foot wide right-of-way section; therefore, the height of the building may be permitted to 150 feet.

The question then, is why George Merrick's vision did not protect the 1st Height residential district immediately behind this.

The answer is that the 1930 code did protect this area. The interpretation made by the Applicant is only partly correct. Indeed, the front of the structure, administered by George Merrick's vision would be permitted at 150 feet; however, this is not true for the whole block. Note that the original plat for this block differs from the current configuration for Tract A (see Figures 13 and 14). The original platting had an alley that bifurcated the depth of the block in half, and the location of Madruga Avenue was on the same alignment as where it is today between Mariposa Court and Maynada Street, and south of the Mahi Waterway. The re-plat of Tract A moved Madruga Avenue and halved its ROW section to allow for a deeper block. The centerline to centerline distance between US-1 (100' ROW) and Madruga Avenue (60' ROW) at the original location) is 300 feet. Subtracting ½ of each right-of-way, then the original block depth is 270 feet. Only half of this depth minus half the width of a center-block alley (minimum 20') was in the 4th Height District. The Fourth Height District that is depicted in the 1930 Height District Map is 125 feet deep, not the 325-foot depth that Tract A is today.

Therefore, George Merrick's vision, to the extent that its implementation is of superior importance to today's regulations would only permit a 150-foot building only within the front 125 feet of the block depth. Past that line to Madruga Avenue, the 1st Height District applies, and the structure would be limited to 3 stories and 40 feet to the roof (ceiling line). The existing Tract A block depth (325 ft.) exceeds the original depth of the 4th Height District by 200 feet. The Paseo de la Riviera high portions of the towers exceed this limit by 135 feet for the hotel tower (260 ft. back from US-1 property line), and 100 feet for the residential tower (225 ft. back from US-1 property line) (See Figures 15 and 16). Further, the parking pedestal height within the 1st Height District exceeds the 40' height to the roof line by 18'-6". The hotel pool deck pedestal does not exceed this limit.

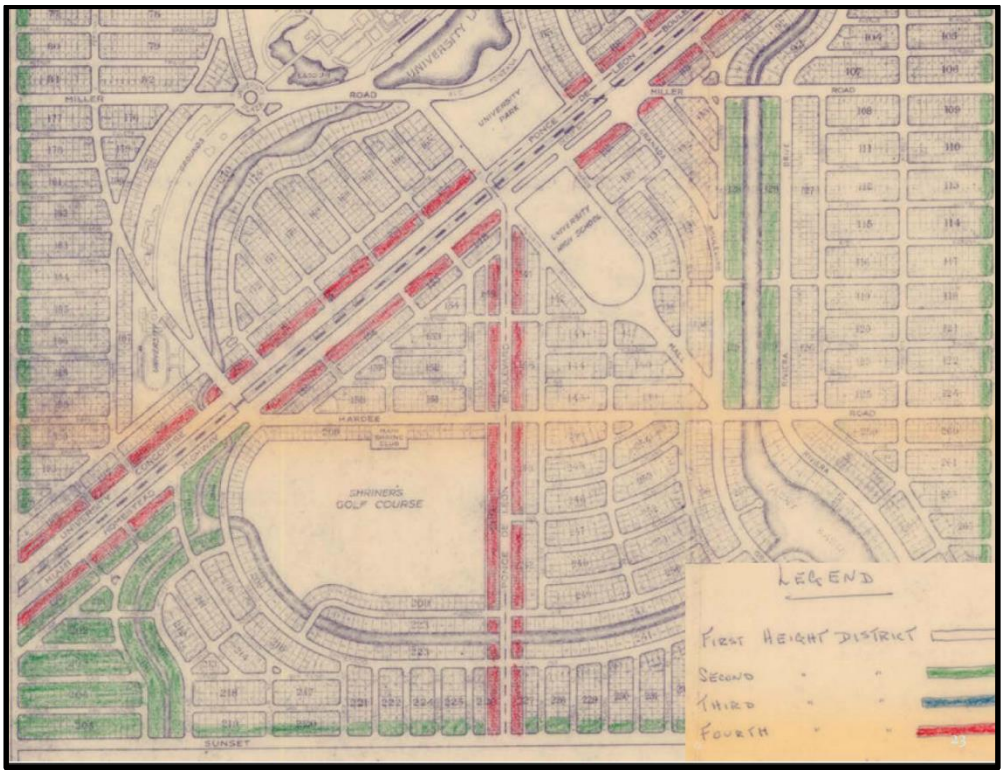


Figure 13 1930 Height Plan Excerpt Close-Up

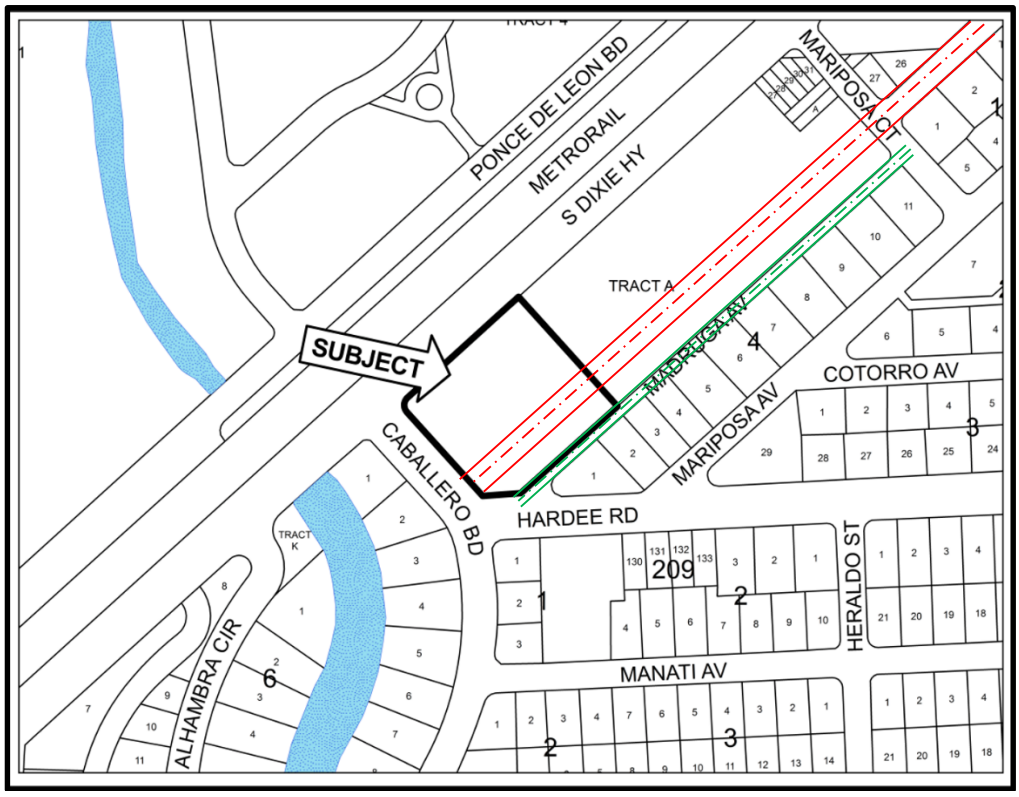


Figure 14 Site Map showing location of Madruga Avenue behind Tract A (green) and original position (red)

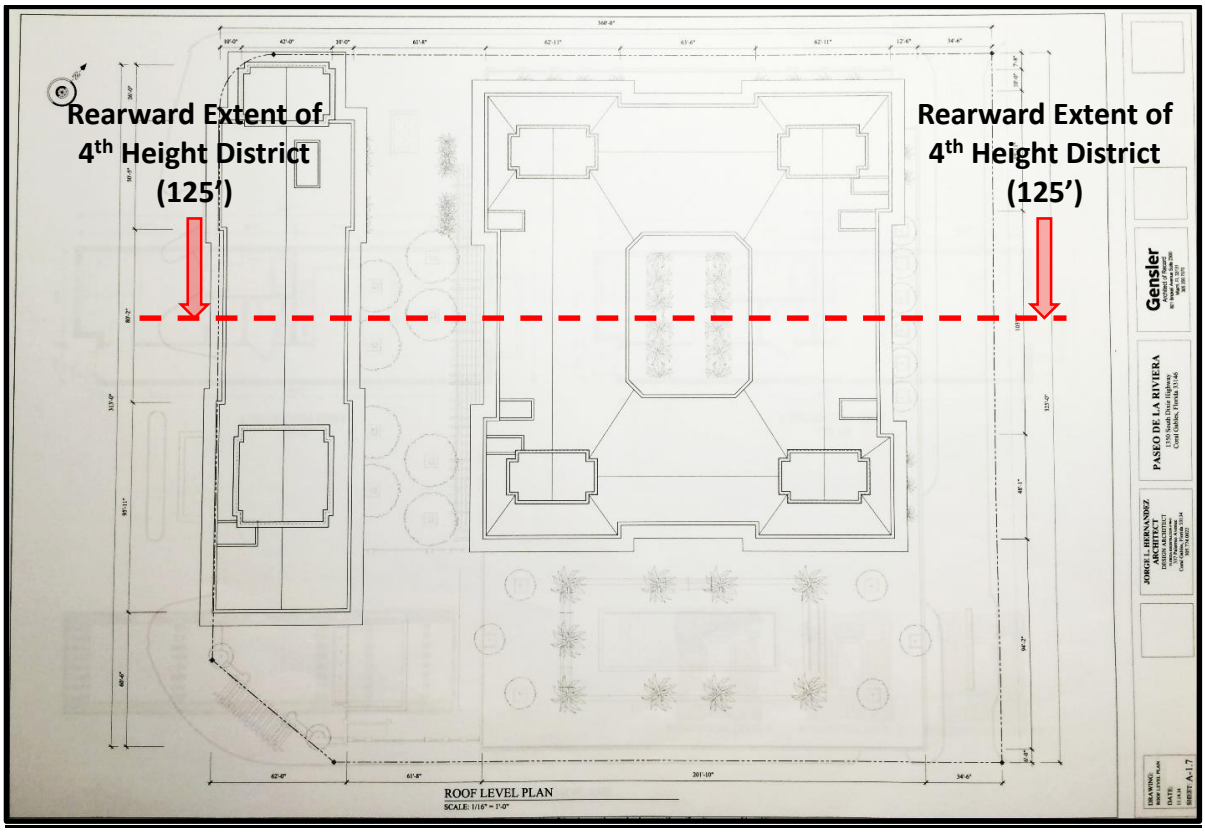


Figure 15 Paseo de la Riviera Roof Plan showing 1930 4th Height District Line

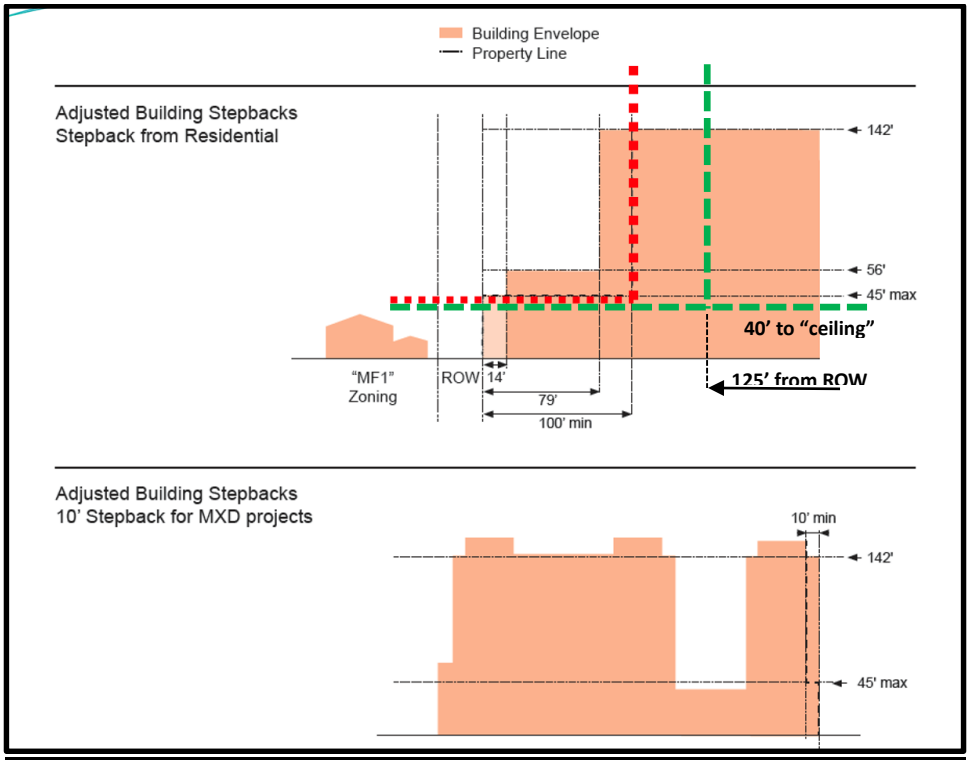


Figure 16 Back of 4th Height District Relative (green dash line) to Recommendation for Rear Stepback

Context & Scale, Professionals' Perspective – Peer Review

On Tuesday, May 19, 2015 at 1:30 pm in the Holiday Inn Coral Gables, the applicant, NP International hosted a peer review session to discuss a professional review of the Paseo de la Riviera proposal and a vision for the US-1 Corridor from Red Road to Maynada Street. The peer review was held in response to the City's request. Participants in attendance were:

- Elizabeth Plater-Zyberk, University of Miami, School of Architecture
- Chuck Bohls, University of Miami, School of Architecture
- Meg Daly, Friends of the Underline
- Ramon Trias, City of Coral Gables Planning and Zoning Director
- Janet Gavarrete, University of Miami, Planner
- Jorge Hernandez, JLH Architect – project architect
- Adam Pinter, JLH Architect
- Juan Espinosa, David Plummer & Associates – project traffic consultant
- Daniel Balmori, Hogan Lovells – Friends of the Underline
- Gene Kluesner, Gensler, Architect
- Brent Reynolds, NP International
- Jorge Arrizurieta, Neighbor
- Mendy Fellig, Neighbor
- Henchi Fellig, Neighbor
- Jorge Ortiz, Neighbor
- Peter Turner, Neighbor
- Jeff Bass, Esq., Shubin & Bass, PA
- Laura Russo, Esq., Laura Russo, Esq. LLC
- Gita Shamdasani, Friends of the Underline

Figure 17 Photograph taken during Peer Review

A report of the meeting that includes presentation materials and a transcript of the meeting is provided in the City's records. According to the transcript, the meeting was held from 1:39pm to 3:15pm. Below is a summary of the transcript.

- The meeting introduction was by Brent Reynolds of NP International (the applicant). Mr. Reynolds stated that the purpose of the meeting was in part to provide a peer review of the project, and also to identify how it, "could potentially parlay into a larger vision of the corridor." (*p.2*)
- A presentation about the Paseo de la Riviera proposal was made by Jorge Hernandez, project architect. Mr. Hernandez also reinforced the intent to position the Paseo de la Riviera proposal as a model for the US-1 Corridor: "trying to see if the project has some DNA in it that would be good for the corridor." (*p.5*) He continued to discuss the planning requests and some comparisons to other City projects and the existing 152-room Holiday Inn that is on the site. He also mentioned possible off-site improvements of a traffic circle ("round point") at the intersection of Caballero and Madruga, and investment in the Underline (linear park and bike path under the MetroRail) (*p.16*)
- Laura Russo, Esq., co-counsel for the Paseo de la Riviera discussed the zoning and development

history of the location (*p.17*), as well as the permit requests. She explained that Tract A was re-platted to eliminate the alley (along with other neighborhood re-platting) in 1949, 1950. The adjacent property (to the southeast) was re-platted in 1964, and that cut the Madruga Avenue right-of-way section in half from 60 ft. to 30 ft.

- Jeff Bass, Esq. co-counsel for the Paseo de la Riviera made a presentation on regional transit and the comprehensive plan. Central to his presentation, he asked: "the question, of whether or not this is an appropriate location to have higher density, mixed-use development. And we would submit that that question is largely answered in the 70's and 80's when this community committed itself to rapid transit…." (*p.24*). Mr. Bass opens the issue of the planning rationale that increased density development should be developed within Metrorail station sheds. (The University Station and crosswalk is 1,100 feet from the Paseo de la Riviera proposal.)
- Mr. Bass continued to support the point of increased density in this location, referring to the City of Coral Gables Comprehensive Plan objectives and policies that promote increased development of mixed uses near transit stations. (*p.25, 28*)
- Mr. Bass also discussed the appropriateness of the site as infill redevelopment with regard to its location in the Gables Redevelopment Infill District (GRID), adopted in 1995 as the City's Transportation Concurrency Exception Area (TCEA). (*p.25-26*)
- Mr. Bass completed his presentation. Noting that, "the appropriate scale and density and intensity of development here occurs at the confluence of this location and its proximity to the University of Miami, its proximity to Metrorail, the Underline and the connectivity that it promotes between itself and Jaycee Park and the fabric of the residential neighborhood behind it, as well as connecting to US-1 in a way that represents, we would submit, a welcome departure from the strip mall building type that has dominated this area for over 50 years." (*p.28*)
- Meg Daly, founder of Friends of the Underline, made a presentation on her perspectives as a neighbor about neighborhood mobility, connections across US-1, and the Underline project. She went on to discuss the merits of the proposal's through-block passages, perpendicular to US-1, and the need to develop near transit stations.
- Elizabeth Plater-Zyberk, picking up on Ms. Daly's point about the paseo, discussed the pedestrian path to the connections across US-1, and she proposed "that you actually design those connections for pedestrians very specifically." (*p.33*) Furthering this point, she discussed the lack of a safe and enjoyable pedestrian environment at the sidewalk along US-1, and that it may be better to direct pedestrian along Madruga (*p.34*) or along mid-block ways parallel to US-1 and connecting the perpendicular paseos. (*p.39-40*). She emphasized that off-site pedestrian improvements should be treated as requirements in the same way as off-site traffic improvements. (*p.35*)
- Chuck Bohl spoke about the merits of the Paseo de la Riviera proposal in that it "is the illustration of how a place evolves from suburban to more urban walkable conditions…" at the right place, and in the right time when the market will support it, and "how might this set a precedent or introduce some ideas for the whole corridor over time."
- Ms. Plater-Zyberk discussed how perpendicular lanes and pedestrian-ways are a good way to deal with the larger block scale, but also to consolidate driveways that serve vehicular access from US-1 and connect to pedestrian ways at 90-degrees to these lanes. (*p.39-40*)
- Mr. Peter Turner, a near neighbor to the Paseo de la Riviera site, emphasized the dangerous

aspects of walking olongUS-1 and asked if it would be possible to use bollards to protect pedestrians on US-1 (*p.40*). He added that he supports the mixed use aspect of the project in that it provides a destination to walk to from the neighborhood without crossing US-1 or going down to Sunset Road. (*p.42*)

- Janet Gavarrete, discussed worst case development scenarios based on the current zoning, (*p.43*) and the need to change the zoning to reflect current smart growth concepts (*p.44*), and also discussed the merits of the Paseo de la Riviera proposal design.
- Mendy Fellig discussed the existing conditions on Madruga and its conflicting roles as a street and a delivery alley. (*p.46*)
- Before having to leave early, Ms. Plater-Zyberk responded to the building design, surfaces and visual massing. "Overall, I think they do a very nice job of massing and responding to the different sides, the highway, Caballero and the entries and so on. I like the hotel better because I have a few questions about the courtyard building and so I'll ask about those." (*p.48, 49*). She continued to comment also to the "horizontal expression" of the parking plinth. She goes on to state about the parking pedestal, "the degree to which the parking plays a role in this design is – makes it less good than it could be." The comment is in reference to the design, hierarchy of architectural surfaces and visual massing. "I think the mass of the buildings, because they are big, can be handled in large part, they're already doing it, but I just had questions about those aspects." (*p.50*) "You know, I don't know why, but somehow the hotel feels more graceful, maybe because it's narrow, but I think the scale of the trim is better because it's happening with more hierarchy." (*p.52*)
- There was a conversation with Ms. Gavarrete and Mr. Bohl about the University Master Plan and how it will interact with the corridor, especially in terms of its perpendicular pedestrian access points. (*p.53-55*)
- Ms. Daly re-emphasized the importance of pedestrian connections across US-1. (*p.56*)
- Mr. Trias discussed that this is the opportunity to promote connectivity and to generate a master plan to address these issues. (*p.58*)
- There was a short discussion among Mr. Bohl, Mr. Bass and Mr. Trias about the impact of parking on the design, and the use of parking regulations for shared parking (among complimentary uses) , and reduced parking in transit-oriented developments to mitigate the impacts of on-site parking requirements on building design. (*p.59-60*)
- Ms. Gavarrete added that the City may also consider area-wide parking for the corridor instead of site specific requirements to reduce the impact of parking on the character of development. (*p.61*)
- Mr. Arrizurieta added his "overwhelming support for the project that perhaps while denser than what we would have in existent, it's quality density." (*p.64*)
- Mr. Bohl added post hearing comments that, "the most important thing needed to establish a new development pattern are exemplary projects:" (*p.65*) (in the short-term as opposed to changing policy and legislation). He finished by adding his support for the Paseo de la Riviera proposal as such an exemplary project. (*p.66*)

The peer review did not directly address the question of height and scale of the Paseo de la Riviera proposal in the context of its proximity to low density residential neighborhoods.

Mr. Bass (not a peer, but representing the developer interest) stated that increased density and intensity is appropriate for this site, regarding its location in the GRID and in the University Metrorail Station ¼-mile, pedestrian transit shed. However, density and intensity are only loosely related to exterior scale and height. Density is affected by factors other than bulk such as the size of the dwelling units, ceiling heights, and common space. Both density and intensity are affected by parking structures, amenities (uncounted toward FAR or density) and the form of the building. Elizabeth Plater-Zyberk commented regarding the courtyard building with its plinth and ways that the exterior massing may be better organized and architectural elements better proportioned. The large courtyard (not public) at the 5th level interior of the residential building greatly affects its exterior massing without adding anything to the public domain. The underlying issue is the massiveness of these structures in elevation on all sides. Speaking to pedestrian connectivity issues, she also suggested the potential of further breaking masses at least at ground level with cross pedestrian ways (mid-block parallel to US-1)

On the question of how height and massing of the Paseo de la Riviera proposal impact the corridor development and the low density residential neighborhoods to its southeast, the peer review was completely silent, even though this is the central issue for these neighborhoods. The peer review did not address any height, scale, density or intensity recommendation for the US-1 Corridor. Without addressing this issue as to the single project, the issue is also unaddressed as this proposal's potential role as a precedent setting "exemplary project" to stimulate further investment in the Corridor.

Context & Scale, Community Perspective –US-1/Red/Sunset Corridor Workshop

In response to this proposal, the City Commission requested that a public workshop for the Corridor in which the Paseo de la Riviera proposal is located, be held over the summer to have preliminary findings of public opinion and vision to inform the City Commission. The US-1 / Red / Sunset Corridor that was the subject of the workshop is depicted in Figure 18. The Workshop sessions were held on Friday evening, July 17, 2015 at the Holiday Inn that is presently on this site, with Saturday walking tours held on Saturday, the 18th of July, followed by group work sessions at the Holiday Inn.

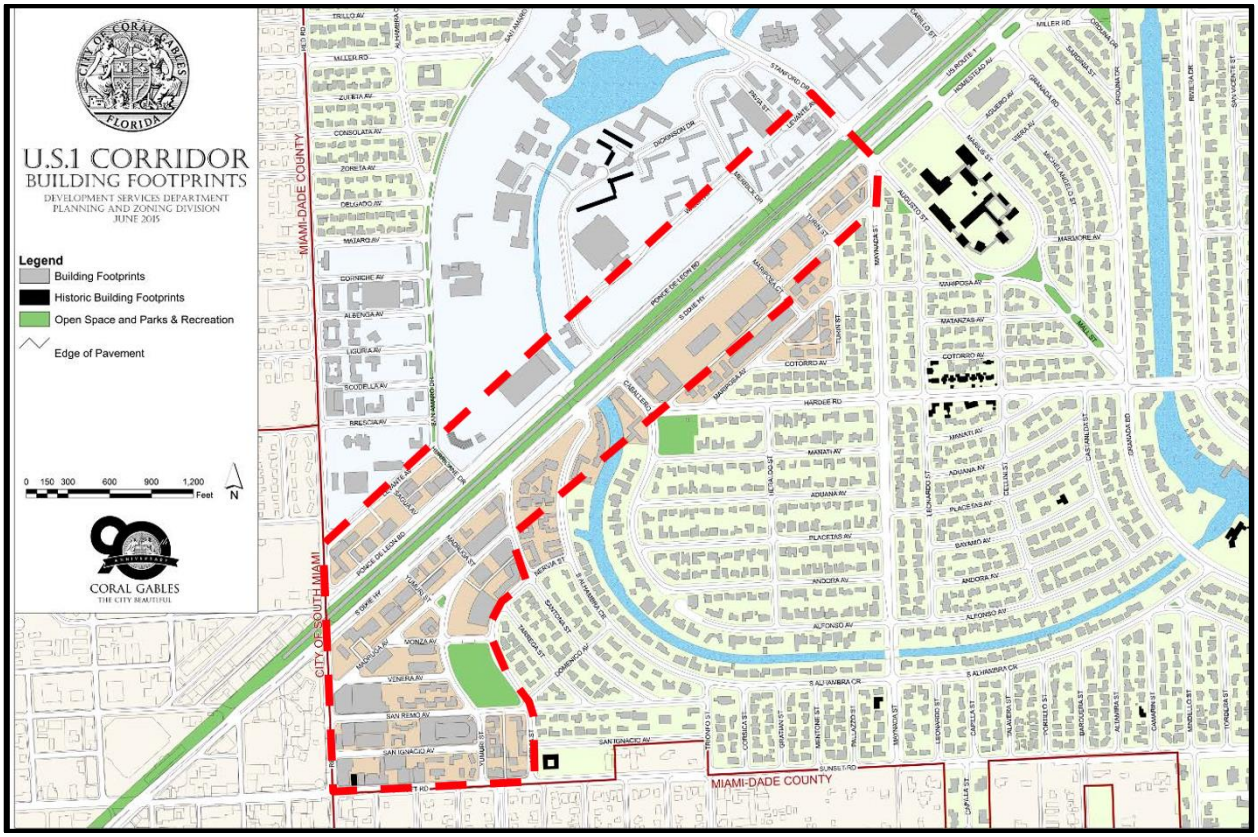


Figure 18 US-1 / Red / Sunset Corridor

The Friday evening presentation and questions are posted in their entirety on YouTube (https://www.youtube.com/watch?v=5YYjwwTxFSU), and while capturing some public response, questions were also accepted by text as well. The facilitator team was led by Dr. Charles Bohl, Director of the University of Miami Real Estate + Urban Development Program. Dr. Bohl provided a draft report of findings from the workshop to City staff on September 3, 2015, and subsequently provided the final report for presentation to the City Commission on September 8, 2015. The significant difference between the draft and the final reports are short-term and long-range action steps, including a recommendation for a maximum height along the corridor of 10 stories and 120 feet.

Prior to publication of the *US-1 - Red – Sunset Corridor Visioning Workshop Report*, the City Planning Director, whom was at the Workshop for both days, reported to the Planning and Zoning Board, regarding public feedback:

> *"In general, public consensus has been that a more urban, mixed-use, and pedestrian-oriented development pattern along US-1 in close proximity to transit stations is desired.*

The existing Site Specific Zoning Regulations prevent this type of development pattern from being implemented. (related to the rezoning requests).

The appropriate maximum building height for the US-1 corridor was the subject of discussion during the July 17-18, 2015 US-1 / Red / Sunset corridor Visioning Workshop. The community members present were unable to reach consensus on the appropriate height. Further study and public outreach is needed on the subject prior to making policy decisions regarding increased building height for a particular project."

The workshops used a variety of opinion polling tools:

- The audience question and answer session at the kickoff presentation
- Response cards that asked participants to characterize both the existing conditions and their vision for the future in one-word or short phrases
- Survey forms with a series of short and open-ended questions
- A visual preference survey
- Facilitated group discussions
- Written and verbal summaries of group table discussions

The visual preference survey that was provided at the workshop, using paired images of the corridor, addressed a variety of issues: including: building scale (height and bulk), building façade form, arcades, US-1 streetscapes and edge forms, US-1 sidewalks, US-1 pedestrian crossings, streetscapes along other streets, pedestrian passages and paseos, landscaping, Metrorail and the Underline. These were all topics germane to the intent of the workshop.

Based on the response from these tools, the facilitation team developed its report, which include *word cloud* graphics that portray the relative importance of issues by the size of the word. These outputs for the existing corridor are provided as Figure 19; the output for the future vision is provided as Figure 20.

The text of the report states the following:

There was consensus on the need for change and improvements to the corridors throughout the study area, most of which were viewed as outdated, disconnected and out of character with Coral Gables. Some of the strongest topics of agreement concerned the dissatisfaction with the existing conditions and development along the corridors, particularly along US1, which was described by many as "ugly" and "dangerous." The word cloud on this page captures the public input. Larger words represent the most commonly used terms.

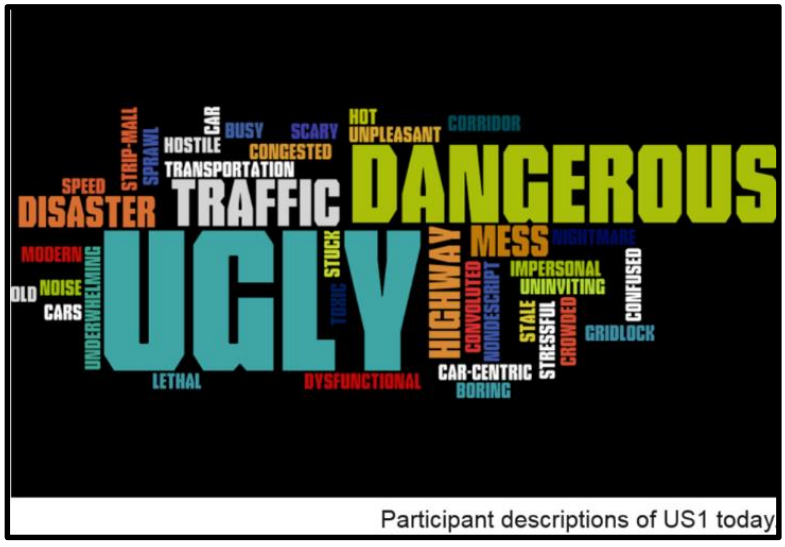


Figure 19 Existing Corridor Word Cloud

Topics of discussion included the existing conditions and ideas for future change in the study area including:

- *The pedestrian connectivity from the neighborhoods to the businesses along the corridors and to the UM Campus and Metrorail.*
- *The Paseo de Riviera proposal*
- *The amount and speed of traffic along the commercial corridors*
- *Cut-through traffic in the neighborhoods.*
- *Parking for future development spilling over into residential areas*

- *The height of buildings along the corridor and transitions to the neighborhoods*
- *The quality of the streetscapes in the area (many of which lack sidewalks)*

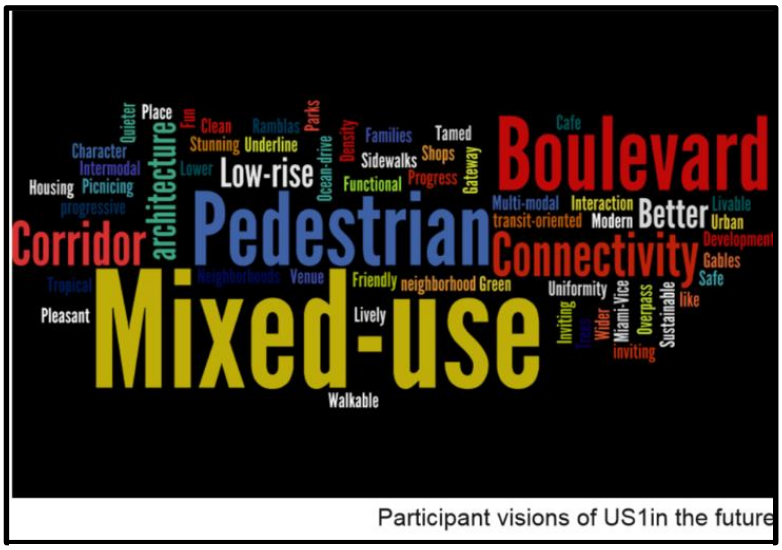


Figure 20 Corridor Vision Word Cloud

The word cloud outputs clearly identify the ugliness and lack of pedestrian safety on a highly trafficked highway designed corridor (US-1). The participant community vision focused most of all on establishing mixed use, a more pedestrian-oriented corridor in a boulevard form with good architecture. With regard to issue of scale, the largest term is "low-rise." The terms "mid-rise" or "high-rise" do not even appear on the word cloud at any size.

"Low-rise" speaks directly to the Future Land Use Map amendment request, and provides community direction that the existing "Commercial Low-Rise" FLUM designation (FAR=3.0, 3.5 with Mediterranean bonus; and height =50 ft., 77 ft. with Mediterranean Bonus) is desired by the community. Commercial Mid-Rise and Commercial High-Rise (request) are not even mentioned once.

At very most, the words "urban" or transit oriented appear at half the size; however, urban refers to a form, not a scale, and transit-oriented refers to a district form that responds transit mobility function.

The open-ended survey forms, Question 4, also received some input regarding height and scale issues. These are provided below:

Question 4: What character should the US-1, Red Road, and Sunset areas have in the long-term future?

- Greater density and height along US-1 and remove most use restriction
- Transition from height on US-1 to medium density (4-story development & 3 story townhomes) in lots behind US-1 transition to existing single family homes
- Low-rise buildings along US-1 (45' with parking underground and heavy landscaping) no visible parking
- No objection to reasonable reduction of setbacks
- "Height is not the issue, it is design, flow through, connectivity, sustainability and public spaces
- Lower density with spatial continuity
- This neighborhood needs to allow development that is much needed. Density cannot be the argument to oppose unless you qualify what kind of density" (15-year resident)
- Development must maintain height restrictions to prevent overwhelming presence in adjacent neighborhoods – parking must be contained in garages versus on street
- No high-rise buildings (greater than 5 stories)
- Zoning for different segments requiring specific height and setback relative to the location
- Limit building height – be careful not to create a Brickell-like canyon (37-year resident)

Based on the one word vision inputs, retaining low-rise is a clear outcome. Based on the open-ended survey, addressing height and scale is a clear issue, although there is a greater diversity of viewpoints. Even in this survey, there is only one clear expression to increase height, 4 that are neutral or require more qualification, and 6 that clearly state to maintain lower height and/or density.

The results of the *US-1 - Red – Sunset Corridor Visioning Workshop Report* demonstrate a generally held opinion to maintain lower densities and heights along the corridor, generally stated as low-rise and where defined, expressed as 4 to 5 stories.

Regarding the Paseo de la Riviera, the community overwhelmingly supports the mixed use rezoning as well as maintaining an architectural aesthetic consistent with the Mediterranean Bonus. Regarding the application to amend the City FLUM to re-designate the property to allow greater height and scale, the community vision predominantly supports maintaining existing allowable heights as established by the existing Commercial Low-Rise FLUM category that allows 50 ft. height as-of-right and 77 ft. with the Mediterranean bonus.

There appears to be no evidence in the report to support the Short Term Action Step to increase permitted height, expressed in the recommendations as, “Limit height of buildings to 120’ and 10 floors maximum.

Context & Scale, Community Perspective – Riviera Neighborhood Visioning

In 2005, the City of Coral Gables, in response to development concerns of the Riviera Neighborhood Association, prepared the *Riviera Neighborhood Visioning Report*. The Riviera Neighborhood, starting on the north side of the Mahi Waterway is the residential neighborhood immediately to the south of the Paseo de la Riviera proposal.

Figure 21 Riviera Neighborhood Vision Workshop

The stated purpose of the report is to,

> *"To be proactive so that we can arrive at ideas for our community which can, hopefully, guide the City as well as the commercial interests toward planned redevelopment. We would like future construction to be cohesive architecturally, of an appropriate scale, and with specific design standards. We wish to have a buffer between commercial and residential areas. By planning in this manner we feel we would be able to welcome changes and encourage appropriate "updating" in commercial areas. With predictable outcomes, we feel our property values would be stable and our lives would be more tranquil."*

In addition to the workshop sessions, the report considered related plans, stakeholder interviews, existing conditions, and recent development issues. Contemporary development issues included:

- The Monza Street Publix
- The Amace Holdings mixed use proposal at the end and both sides of the Mahi Waterway
- The Santona retail / office mixed use at Madruga and Santona
- The Venera Holdings Whole Foods site
- Condominium at 76th Street and Red Road
- Nursing home on Yumuri Street north of Sunset Drive

The Riviera Neighborhood Vision Report also inventoried building heights and considered height as a key vision issue. The existing building height inventory at the time was between 1 and 7 stories. At that time, the highest development proposal was the Plaza San Remo on Red Road, between Venera Avenue and San Remo Avenue. It is 7 stories stepping down to 4 stories as it extends toward the two and three story residential buildings at the eastern half of the block.

The outcome of the process produced four plans: 1) Zoning Plan; 2) Landscape Plan; 3) Circulation Plan; and4) Streetscape Plan; and 5) the Vision Plan. While the Zoning Plan encouraged mixed uses and paseos for buildings wider than 200 ft., the scale of the highest mixed use structures at 7 stories along with stepped down massing into the neighborhoods as represented by the Height Plan was not recommended for change and continues to represent an agreed vision for the Riviera Neighborhood. In that plan, maximum commercial or mixed use heights are 7 stories, and step down toward lower density

residential uses. The Plan is shown in Figure 22. This scale is represented by the Commercial Low-Rise FLUM category that allows 50 ft. height as-of-right and 77 ft. with the Mediterranean bonus.

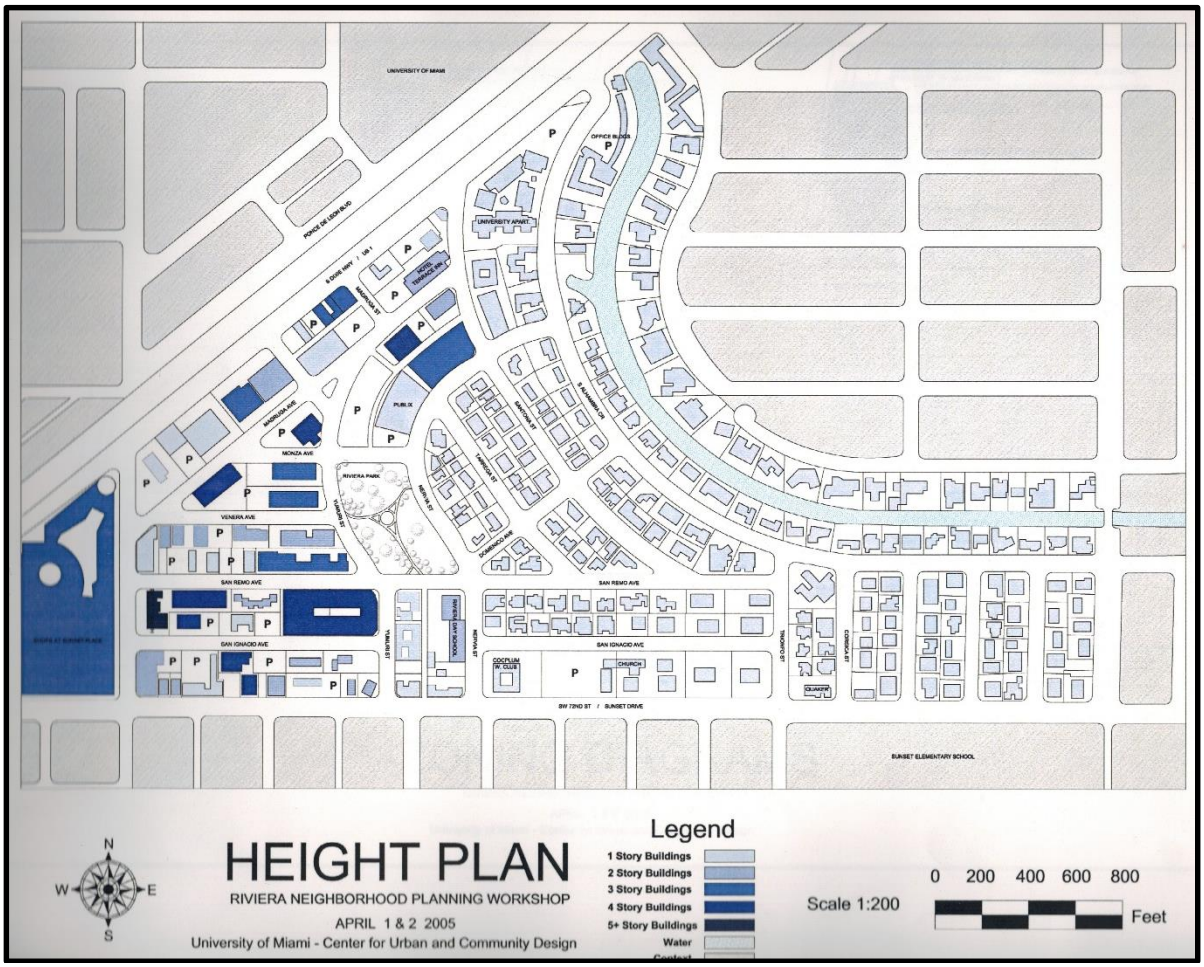


Figure 22 Riviera Neighborhood Vision Report Height Plan

Context & Scale – Best Practices, New Urbanism Approach

To a large extent, many of the design concepts and organization principals that are part of the discussion about the design of the Paseo de la Riviera proposal and potential redevelopment of the US-1 / Red / Sunset Corridor are based on *New Urbanism (NU)*, *Smart Growth* concepts. Although these concepts are not explicitly adopted by the City of Coral Gables in its zoning code or Comprehensive Plan, some design and functional components do exist in bonus criteria, PAD criteria, MXD criteria, GRID policy, and policies promoting development within walking range of the Metrorail stations. As the main tenets of New Urbanism, Smart Growth address relationships of the urban built environment in a pragmatic, holistic way that promote sustainability, equity and compatibility through forms that stimulate walking and more interaction in the public realm, reduced primacy of automotive infrastructure, and greater reliance on mobility alternatives, they are also very applicable to this proposal and the corridor planning that it has motivated.

As such, a short discussion is warranted on the perspectives of NU Smart Growth principals. While many of these principals address mixed use development, pedestrian connectivity, public realm pedestrian access, and re-orientation of building dispositions away from automobile-centric function to an urban streetscape, this short discussion is focused directly on insights regarding the question of scale as it relates to height, façade, density and intensity.

Since about 2000, NU classifies and arranges urban form and function in the urban-rural transect, a system translated from ecosystem categorization. In defining the urban-rural built environment, the transect is arranged in order from T1 to T6, as illustrated in Figure 23. The use of the transect in this form is applied near universally, with special districts for special civic areas, industry, airports and other transportation facilities, etc. The illustration used for Figure 23 has additional photographs to help clarify transect identities in more recognizably urban forms.

Figure 23 Urban-Rural Transect

While transects define an ordered development form, they do not necessarily exist in a wedding cake geography from the city center to its edge. Instead, they form a geographic patchwork, defined by built environment, and functional relationships. The defining characteristics for each category are listed below.

T6 T6, the ***Core*** is the densest and most urban. Most cities have only one core, the downtown or the central business district (CBD). It is the place with the tallest buildings, busiest streets and greatest variety of uses and attractions. Buildings are often vertically mixed uses (retail on ground floor with residential and/or office above), attached and with aligned fronts. Setbacks are small to none, sidewalks are wide. FAR is high and lot coverage is high with open space more often occurring in public plazas. Structured parking is typical. Transit is typically available. Net residential densities range from 25 to 100 DU/Ac.

T5 T5, the ***Center*** is similar to the Core in having buildings of vertically mixed uses as well as horizontal mix, but the geographic character is more of a main street or arterial, rather than a two-dimensional, interconnected downtown. As with the core, building fronts are aligned, setbacks are small and sidewalks are less wide than the Core. FAR is lower than the CBD, open space more often occurs in building sites, and building heights are in the range of 5 stories. Density may allow for some surface parking in block centers. Transit is often available. Net residential densities range from 15 to 40 DU/Ac.

T4 T4, ***General Urban*** is primarily residential with an urban character. In T4, there are identifiable neighborhoods with 5-minute walking distance centers. Streets are mostly residential sections and still have sidewalks of about 5-ft. width on both sides with raised curbs. Setbacks are in the range of 5 to 25 ft. and buildings are less likely to be attached. Parks form the community open spaces. Housing consists of a range from single-family homes through townhomes and duplexes to small apartment buildings (about 8 units or less). There may be some local business and civic uses, but buildings are smaller than in the Center. Transit is generally within walking distance (to the Center). Net residential densities range from 6 to 20 DU/Ac.

T3 T3, the ***Suburban Zone*** is residential without a distinctly urban character. Lots are larger, streets are residential, and more likely with swale drainage and no sidewalks. Setbacks are large and buildings are not connected. Housing consists of a range from single-family homes, possibly with ancillary units. Net residential densities range from 2 to 8 DU/Ac.

T2 and **T1** are not relevant to this review.

While Based on the function and form based definitions (not on geographic transitions), the US-1 Corridor in which the Paseo de la Riviera is a part, clearly would be classified as a T5 Center. It is not the Coral Gables CBD, and is the next densest category. It is located as part of a more linear district on a main arterial with high transit availability.

In the context of an NU approach to smart growth, the location of the Paseo de la Riviera in a T5 transect, building height should be in the range of 5 stories, with residential densities of 15 to 40 DU/Ac. Evaluated in this context the Paseo de la Riviera is too tall (15 stories), too dense (proposed at 86.4 DU/Ac.$_{net}$) and too intense for its location.

Figure 24 Diagram showing High-Rise Building typical of T6 and Mid-Rise Buildings typical of T5 (higher part of theT5 height range on left, lower part of the T5 height range on right)

Miami 21:

While the tenets of New Urbanism and Smart Growth are well documented in professional literature, a living example of it exists directly on the northern border of the Coral Gables and is the "Miami 21" zoning code that regulates new development in the City of Miami.

Miami 21 applies the same transect forms with the exception that T6 is additionally sub-classified by height ranges that accommodate its use along sections of some corridors that radiate out from the CBD. Transitioning from a prior set of land development regulations, this avoided creating many legal-non conformities. The City of Coral Gables, with regard to the US-1 Corridor does not have this obstacle.

The Miami 21 code includes seven T6 sub-classifications:

- T6-8 maximum building height to 8 stories
- T6-12 maximum building height to 12 stories
- T6-24 maximum building height to 24 stories
- T6-36 maximum building height to 36 stories
- T6-48 maximum building height to 48 stories
- T6-60 maximum building height to 60 stories
- T6-80 maximum building height to 80 stories

The sub-classification of T-6 into these zoning districts assures that building scale is appropriately controlled by location. Higher categories are located in and directly near the Miami CBD, while generally

corridors that radiate beyond the CBD are predominantly T6-8, and T6-12.

As an example, the highest zoning categories around the City of Miami's 11 Metrorail stations are listed below along with their distance from the Miami Downtown CBD. All stations outside of the CBD are T6-8 (8 floors) except for: the CI-HD which is a special regionally significant district without nearby low density residential neighborhoods; and the Douglas Road Station which is T6-12 (12 floors). The T6-12 zone is immediately adjacent to the station, is on the same side of US-1 as the station, and is abutted by D1, an industrial zone, and T5L. There are no abutting low density residential zone. Across US-1, in the same relationships as Paseo de la Riviera is to the University Station, the land is zoned T6-8. Further, the Douglas Road Station is distinct from other stations outside the CBD in that the County's Long Range Transportation Plan elevates its status as a transfer for future Bus Rapid Transit (BRT) services.

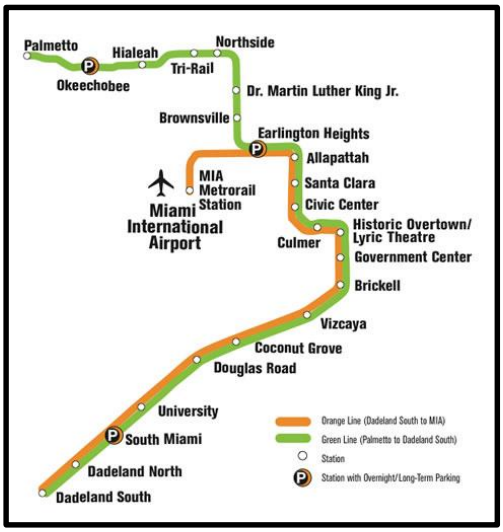


Figure 25 Miami Dade MetroRail Map

Table 5, Miami 21 Transects in Metrorail Station Areas

Station	Highest Station Area Transect (¼ mile)	Maximum Height (floors)	Distance from Miami CBD (miles)
Earlington Heights Station, *NW 40th Street & NW 22nd Av.*	T-6-8	8	3 ¼
Allapattah Station, *NW 12th Avenue & NW 35th Street*	T6-8	8	2 ½
Santa Clara, *NW 12th Avenue & NW 21st Street*	T6-8, D1, D2	8	2
Civic Center, *NW 12th Avenue & NW 15th Street*	CI-HD Civic Institution / Health District	Permit by warrant or exception to FLR 8.0 w/ step back above the 8th floor	1 ½
Culmer Station, *NW 11th Terrace & NW 7th Court*	T6-8	8	1
Overtown Station, *NW 1st Ct. & NW 7th St.*	T6-60	60	CBD
Government Center Station, *NW 1st Avenue & NW 1st St.*	T6-80	80	CBD
Brickell Station, *SW 1st Avenue & SW 11th Street*	T6-36	36	CBD
Vizcaya Station, *SW 1st Avenue & SW 32nd Road*	T6-8	8	2
Coconut Grove Station, *South Dixie Hwy & SW 27th Avenue*	T6-8, D1	8	3 ¾
Douglas Road Station, *South Dixie Hwy & SW 37th Avenue*	T6-12, D1	12	4 ¾

Note: FLR is Floor Lot Ratio as used in Miami 21, and conceptually the same as FAR

Transit Oriented Development (TOD) Implications for Paseo de la Riviera

Introducing the Paseo de la Riviera proposal to the Peer Review US-1 Vision workshop on May 19, 2015, Jeff Bass, Esq. co-counsel for the Paseo de la Riviera rhetorically asked: "the question, of whether or not this is an appropriate location to have higher density, mixed-use development. And we would submit that that question is largely answered in the 70's and 80's when this community committed itself to rapid transit…." ".. the appropriate scale and density and intensity of development here occurs at the confluence of this location and its proximity to the University of Miami, its proximity to Metrorail, the Underline and the connectivity that it promotes between itself and Jaycee Park and the fabric of the residential neighborhood behind it, as well as connecting to US-1 in a way that represents, we would submit, a welcome departure from the strip mall building type that has dominated this area for over 50 years." Here, and in presentation before the Planning Advisory Board, he explained that the proposal in its current form belongs at this confluence as it implements the City's adopted Comprehensive Plan policies:

MOB Objective 1.1	Provide accessible, attractive, economically viable transportation options that meet the needs of the residents, employers, employees and visitors through a variety of methods.
MOB Policy 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.
MOB 1.1.3	Locate higher density development along transit corridors and near multimodal stations.

The Paseo de la Riviera site is 1,100 feet from the crosswalk at Mariposa Court and US-1. (Figure 26) Generally, a ¼-mile distance is considered a 5 minute walk time, and is the distance that most people will walk to transit. For rail transit the 5 minute walk distance defines the core area of a station's transit shed; and a 10-minute walk defines the entre transit shed. The Paseo de la Riviera site is at the edge of the core of the transit shed for the University Metrorail Station.

Figure 26 Proposed Pedestrian Bridge at US-1 and Mariposa Court

The crosswalk is programmed to have completed in 2016 a new $6-million pedestrian overpass from the southeast side of US-1 to the University Station and the University of Miami to facilitate the pedestrians that cross here and encourage more crossings between the two sides of US-1.

As a development within the transit shed of the University Station, redevelopment is encouraged by the City's Policy MOB 1.1.2. Further, Policy 1.1.3 encourages the location of higher density development along transit corridors and near multi-modal stations. The question is, as the applicant notes, answered by City policy to consider higher density at this site than currently exists. Indeed, in the best planning process, the policy encourages consideration of the treating the transit shed of the US-1 Corridor in the

same manner. This question is best addressed at the corridor level; however, for the purposes of considering an appropriate scale of the Paseo de la Riviera proposal, consideration of the site will suffice for the purpose of this report.

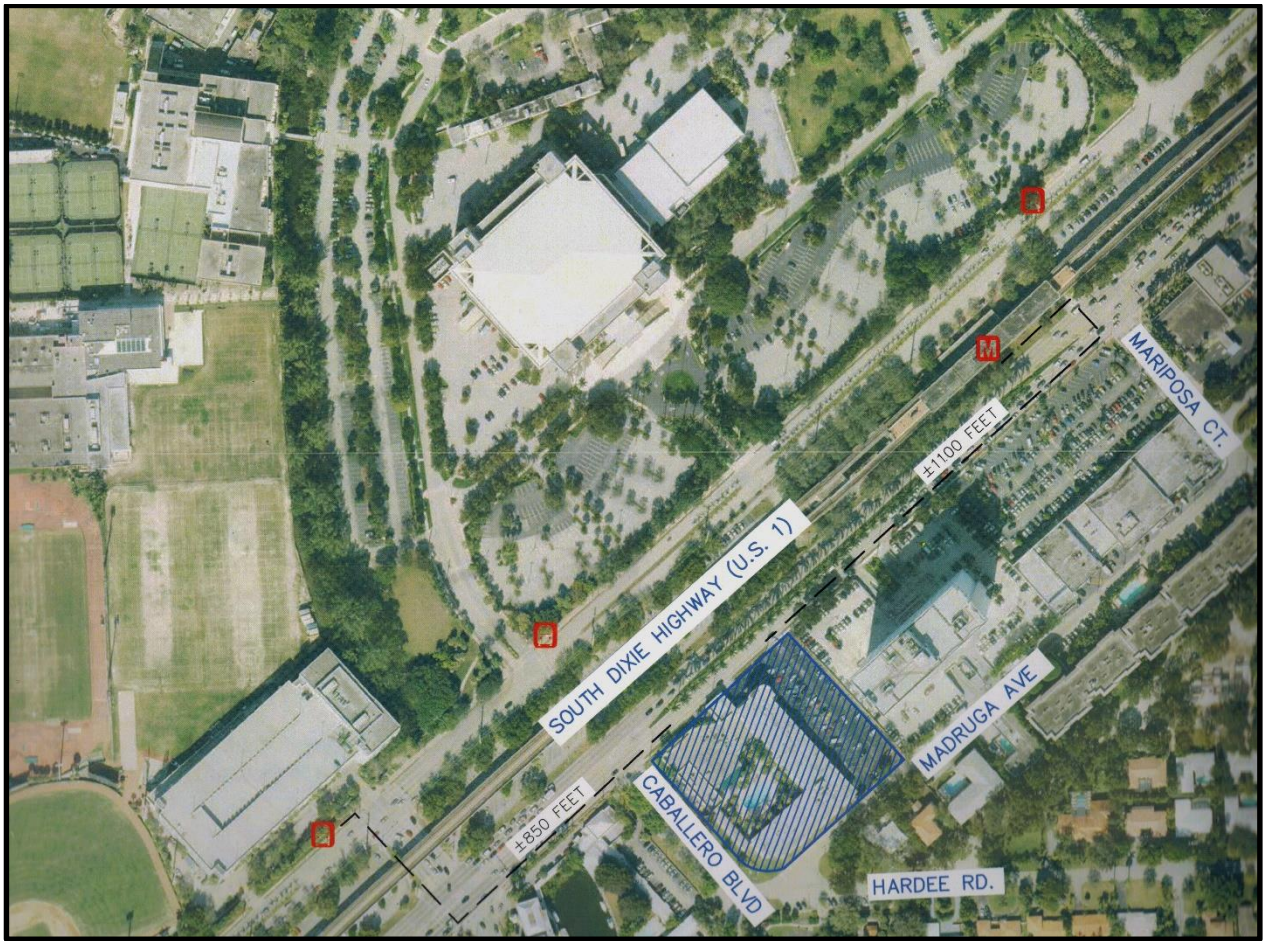


Figure 27 Paseo de la Riviera Site Relation to University Station

While City policy directs higher density development along transit corridors and near multimodal stations, it does not provide direction on what density is the right level. The question then is not whether to locate higher density here, but how much density is required to meet the policy's objective of provide transportation options that meet the needs of the residents, employers, employees and visitors. To do this, the site should be correctly analyzed as a Transit Oriented Development TOD (or more correctly as part of a future TOD district).

This section considers the development of the Paseo de la Riviera site from the perspective of properly functioning TOD site, and subsequently as part of a future TOD District.

MetroRail University Station

The characteristics of the transit system and the station itself matter greatly to consideration of successful TOD characteristics. Based on the train technology, speeds, use of exclusive right-of-way, station spacing, and system capacity MetroRail is classified as an urban heavy rail mass transit. The

system's peak hour capacity (determined by station platform length, rail car capacity, and frequency during the peak hour) is 19,000 passengers per hour. Currently Miami Dade Transit operates 4-car trains in response to lower demand, and peak capacity is about 8,500 passengers per peak hour.

Metrorail service is provided by two lines:

- Orange Line which runs from Dadeland South along the US-1 Corridor through the Miami CBD, and continues west to terminate at the Miami Intermodal Center, with direct access to Tri-Rail, Amtrak, and Miami International Airport via the MIA Mover. By 1016, it will also directly link to the All Aboard Florida Miami Central Station with service to Orlando.
- Green Line which also runs from Dadeland South along the US-1 Corridor, through the Miami CBD, Hialeah and North Dade to terminate at the Palmetto Station, with direct transit connections to Tri-Rail and Amtrak at the 79th Street Station. By 1016, it will also directly link to the All Aboard Florida Miami Central Station with service to Orlando.

Similar to most urban heavy rail system, MertroRail is a hub-and-spoke radial system, with the downtown Miami CBD and Brickell functioning as the Regional Center Hub. The University Station is along the South radial, referred to as the South Corridor. The Metrorail South Corridor terminates at a small Regional Center with the other stations being Community Centers. The South Corridor includes 9 stations, spaced an average of 1.3 miles apart.

- Government Center
- Vizcaya
- Douglas Road
- South Miami
- Dadeland South
- Brickell
- Coconut Grove
- University
- Dadeland North

There are large variations in station utilization among the individual stations is dependent on the type and intensity of development in the station areas, as well as transit connections (Metrobus, Metromover), park-and-ride facility capacities, and location with respect to highway for park-and-rides connections.

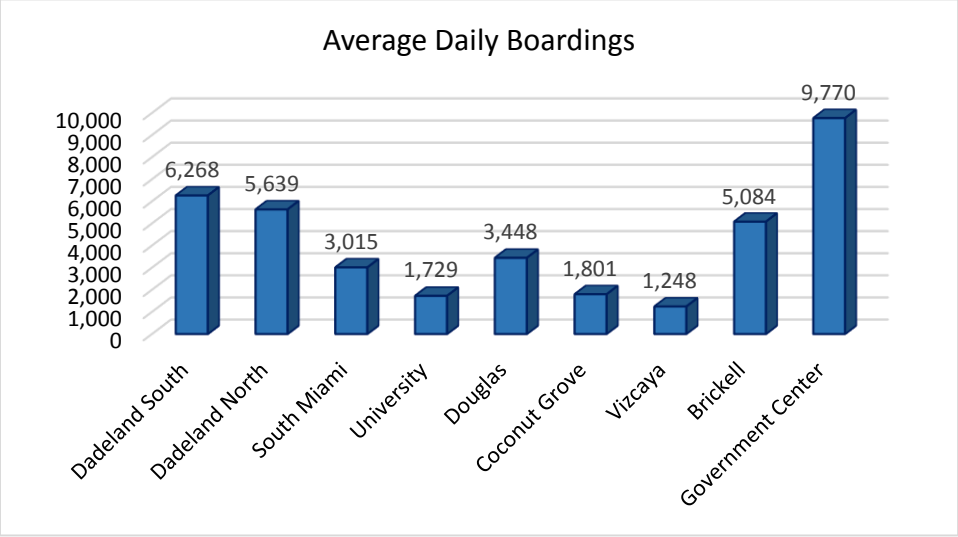


Figure 28 MetroRail South Corridor Station Utilization (average annual daily boardings)
Source: Miami Dade Transit Ridership Reports. October 2011 through September 2012.

The University Station, located approximately 7 miles from the Government Center Station in the Miami CBD, is one of the lower utilization stations along the South Corridor, indicating potential need for redevelopment as a TOD district. The University Station area characteristics are summarized in Tables 6 and 7, and MetroRail University Station passenger characteristics are summarized in Tables 8 and 9.

Table 6
University Station Area Characteristics, ¼-mile

	Outside University of Miami		University of Miami	Total
Population				
Resident population	919	100%	1,270	2,189
Persons over 18	745	81%	1,270	2,015
Household Composition				
Area Households	394	100%	762	1,156
Average Household Size	2.3	-	1.8	1.9
1-Person Household	144	37%	-	-
Household with Children	227	58%	-	-
Rental Households	123	31%	1,270	1,393
Auto Ownership (household)				
No vehicle	70	18%	-	-
1 vehicle	126	32%	-	-
2 or more vehicles	198	49%	-	-
Average vehicles / household	1.34	-	-	-
Household Income				
Up to $49,999	203	48%	-	-
$50,000 – $99,999	25	7%	-	-
$100,000+	166	45%	-	-
Transportation Mode Used to Go To Work				
Employed Workforce	389	52%	-	-
Private Car	272	-	-	-
Drive Alone	258	66%	-	-
Car Pool	14	4%	-	-
Transit	20	5%	-	-
Bike	0	0%	-	-
Walk	97	25%	-	-
Telecommute	0	0%	-	-
Employment				
Employees	1,144	-	616	1,760
University Students	-	-	316	316
Total Daytime Population	1,144	-	932	2,076
Area Geographic Metrics				
Gross Land Area (acres)	130	-	63	193
Population Density (per gross acre)	7.0	-	20.2	11.3
Residential Density (DU/gross acre)	3.3	-	12.0	6.0
Employment + Student Density (daytime pop/acre)	8.8	-	9.9	9.1
Grid Density (intersections/gross acre)	0.24	-	-	-

Neighborhood data source: US Census, Blocks 75.03-1 and 98.03-2, and Santona Corner (part of census tract 79.01)
University data source & notes: University documents and Census Block 79.01; ¼ mile population includes only Eaton and Hecht dormitories, ¼ mile employees are School of Arch.+ 10% University staff (estimate), ¼ mile students are School of Architecture only; 1/4 –mile land area based on radius area.

Table 7
University Station Area Characteristics, ½ -mile

	Outside University of Miami	University of Miami	Total
Population			
Resident population	1999	4,343	6,342
Persons over 18	1,601	4,343	5,944
Household Composition			
Area Households	826	2,606	3,432
Average Household Size	2.4	1.8	1.9
Employment			
Employees	1,725	16,188	17,913
Students	-	13,259	13,259
Total Daytime Population	1,725	29,447	31,172
Area Geographic Metrics			
Gross Land Area (acres)	130	239	369
Population Density (per gross acre)	15.4	18.2	17.2
Residential Density (DU/gross acre)	6.4	10.9	9.3
Employment + Student Density (daytime pop/acre)	13.3	123.2	84.5
Grid Density (intersections/gross acre)	-	-	-

Neighborhood Data Source: US Census, Blocks 75.03-1, 98.03-2., and 79.01-
University Data Source: University documents and Census Block 79.01; University population and employment for campus

Table 8
University Station Transit Passenger Characteristics

University Station Passengers		
Station Usage		
Annual Average Daily Boardings (Aug 2014 – July 2015)	1,729	
Prior Year Annual Average Daily Boardings	1,706	-1%
Annual Average Weekday Boardings	2,227	64%
Annual Average Saturday Boardings	732	21%
Annual Average Sunday Boardings	513	15%
Household Composition		
Passengers 18 and over	1,579	91%
Average Household Size	3.2	-
1-Person Household	194	11%
Auto Ownership (for home-based work trip passengers)		
Home-based Work trips (non-walkers)	172	
No vehicle	59	34%
1 vehicle	55	32%
2 or more vehicles	58	34%
Average vehicles / household	1.34	-
Transportation Mode Used to Go To Work		
All Home-based Work Trips	410	52%
Private Car	99	-
Drive Alone	44	11%
Car Pool	55	13%
Transit	81	20%
Bike	7	2%
Walk up to 3 Blocks	179	10%
Walk more than 3 Blocks	144	3%

Metrorail Ridership Data: MDT Ridership Technical Reports, August 2014 – July 2015
MetroRail Survey Data: MDT System-wide Ridership Survey, 2005

Table 9
University Station Transit Passenger Trip Purposes

University Station Passengers	Number	Percent
Home-Based Work	356	24.6%
Home-Based Medical	13	0.9%
Home-Based School	222	15.4%
Home-Based Shop / Rec / Other	172	11.8%
Hotel-Based Work	0	0.0%
Hotel-Based Medical	0	0.0%
Hotel-Based School	13	0.9%
Hotel-Based Shop / Rec / Other	32	2.2%
Work-Based Medical	0	0.0%
Work-Based School	44	3.1%
Work-Based Shop / Rec / Other	70	4.8%

MetroRail Survey Data: MDT System-wide Ridership Survey, 2005

Reviewing the data in the tables, it is clear that ½-mile station shed has characteristics of population and employment (including students) density that correlate to a station that should perform at a much higher utilization level. For example, Government Center has a station area population of 7,242 people, 3,520 households, and 35,255 employees in its station shed, characteristics that are only 2% to 15% higher than for the University ½-mile transit shed. In contrast the Government Center Station has approximately 8,800 annual average daily boardings, over 500% more than the University Station. Some of this is accountable to greater transit transfer density, but the take-away is the University Station utilization underperforms, due not so much to overall density issues, but more because of station shed design issues, relating to the pattern of development, connectivity and other design characteristics. Therefore, the priorities for improving the performance of University Station utilization are:

1. Resolve connectivity issues and other barriers to utilization. This is partly addressed by the US-1 pedestrian overpass to be complete in 2016; however, access to the west side of the overpass must still be resolved. Ideally, any redevelopment at this location should provide second floor access to the overpass with ADA accessibility to the second level from public space within the development's open spaces.
2. Reorganize the University Campus side to locate more daily transit trip producing uses close to the station. Currently the closest uses are an 8,000+ seat auditorium, field house, and parking with only a small fraction of the campus's potential having good connectivity to the station. The University Master Plan addresses some of the issues.
3. Provide appropriate levels of additional density and intensity on the southeast side of US-1 along with mixed use development, continuity of quality pedestrian connections, continuity of redevelopment, and infrastructure to support alternative and last-mile transportation.

With regard to the Paseo de la Riviera site, the question is not whether it should be redeveloped to increase the density of daytime and resident populations. Clearly, it should. The question is a matter of degree: how much?

State of Florida Transit Oriented Development (TOD) Guidelines

There is a rich body of frameworks and guidelines for TOD development based on many examples from around the US. While there are dozens of texts and guides from other jurisdictions, the most on point and recent guides have been developed by the State of Florida Department of Transportation, and both will be cited here as they are most relevant to this region, and in the case of one, represents the most thorough, recent and on-point set of guidelines for TOD development in Florida. They are:

> *A Framework for Transit Oriented Development in Florida*, Florida Department of Transportation, March 2011.
>
> *Florida TOD Guidebook*, Florida Department of Transportation, December 2012

The Florida TOD Guidebook is a further development of the framework and includes beyond a review of other TOD and best practices, model TOD regulations to help Florida jurisdictions apply a consistent methodology for evaluation of transit-supportive conditions, establish baseline types to apply to local conditions, and develop regulatory strategies and transit-supportive metrics to meet the needs. Before reviewing the application of TOD guideline criteria, it is critical to identify the type of station area, called a "TOD place type" for which the criteria are applied. They represent different typologies of TOD scale and are mostly dependent on the type of transit system, activity and accessibility, and the community context including where the transit station is with relationship to the hubs and ends of the transit system and where the place is relative to regional and community centers.

There are three TOD place types: (Textual descriptions excerpted from *A Framework for Transit Oriented Development in Florida.)*

Regional Center

Regional centers are centers of economic and cultural significance, including downtowns and central business districts, which serve a regional travel market and are served by a rich mix of transit types ranging from high speed, heavy or commuter rail to BRT to local bus service. Usually emphasizing employment uses, regional centers increasingly are being sought out for residential uses in response to changing demographics and housing preferences. Regional centers are larger in size than community centers or neighborhood centers and tend to contain more than one transit station and multiple bus stops. Small block sizes, more lot coverage, higher intensities and densities of development, civic open spaces, and minimal surface parking result in a highly urban development pattern in regional centers.

Community Center

Community centers function as sub-regional or local centers of economic and community activity and include urban and town centers served by one or more transit types. residential densities in community centers are typically lower than residential densities in regional centers, but the mix of uses in them is more balanced between residential and employment uses. More intense or dense development in community centers tends to be concentrated within walking distance of the transit station. The pattern of development in community centers ranges from urban to suburban. Block sizes, lot coverage, and development intensities and densities all tend to be moderate. Parking is typically structured and located close to the transit station.

Neighborhood Center

Neighborhood centers are dominated by residential uses and are served by some type of premium transit. Non-residential uses in them are limited to local-serving retail and services.

Residential densities in neighborhood centers tend to be lower than in community centers and at their highest within walking distance of the transit station. Neighborhood centers are found in older urban areas and newer suburban developments. Open space is usually abundant in them, and parking is mostly in surface lots.

Based on the typologies described, the US-1 Corridor in the area of the Paseo de la Riviera proposal site is a Community Center Station Area. It is not the CBD, neither of Coral Gables nor the regional CBD relative the transit system which is Downtown Miami and Brickell. As a Community Center Station Area, the characteristics given in the Table reproduced below from the *Florida TOD Guidebook*, pages 3-11 and 3-13. Table 10 provides the general guidelines for density and intensity of development.

A station area is comprised of a transit core (¼ mile radius, 5-minute walk), and a transit supportive area (½-mile radius, 10-muinute walk). For each TOD place type, the densities and scale of these areas changes. Important to both areas are compact mixed uses of high to moderate density, fine-grid street networks for pedestrians and non-motorized alternatives, pedestrian design considerations to induce greater walking activity, and continuity.

Table 10
Average Residential Density Targets for TOD Station Areas

Station Area - Calculated Average Residential Density Targets (from TOD Framework)
Conversion from Residential Portion to Entire TOD Station Area

TOD Place Type	Heavy Rail			Commuter/Light Rail			BRT/Bus		
	Density Target for **Residential Portion Only** of Station Area (Framework)	Percentage of Station Area Residential (Framework)	Average Residential Density Target for **Entire Station Area**	Density Target for **Residential Portion Only** of Station Area (Framework)	Percentage of Station Area Residential (Framework)	Average Residential Density Target for **Entire Station Area**	Density Target for **Residential Portion Only** of Station Area (Framework)	Percentage of Station Area Residential (Framework)	Average Residential Density Target for **Entire Station Area**
Regional Center	*55-75 du/ac*	35%	19-27 du/ac	*35-55 du/ac*	35%	12-19 du/ac	*20-35 du/ac*	35%	7-12 du/ac
Community Center	*35-65 du/ac*	45%	16-29 du/ac	*25-35 du/ac*	45%	11-16 du/ac	*10-20 du/ac*	45%	5-9 du/ac
Neighborhood Center	*12-15 du/ac*	75%	9-11 du/ac	*9-12 du/ac*	75%	7-9 du/ac	*7-9 du/ac*	75%	5-7 du/ac

The Framework specifies a percentage of each Station Area for Residential Uses (Table 3-1) and specifies density ranges for the residential portion in order to achieve the residential unit targets set forth in Table 3-2. The calculated average assumes all parcels in the Station Area have residential uses, specifying a lower minimum density to achieve the total residential unit targets in Table 3-2. The ultimate strategy to achieve the residential unit targets will be calibrated to local conditions and preferences.

Appropriate Density

As a Community Center TOD Station Area serving MetroRail, (urban heavy rail transit), the Coral Gables US-1 Corridor developed as a TOD area should be planned at site level density range from 35 DU/acre to no more than 65 DU/acre, such that the average residential density for the station area is within the range of 16 to 29 DU/acre.

Implementation of these recommendations is best done comprehensively as part of a corridor plan.

Appropriate Building Height

In the section that provides guidelines for zoning ordinance language to implement appropriate TOD regulation, it addresses ranges of design criteria that implement the range of density and intensity that are recommended. Among these are ranges of building height.

> ***"****Building height is an issue that is hotly debated in many communities. The "appropriate" height is affected by many perspectives: citizens wary of change, developers who frequently propose taller heights than currently exist in the area, and public officials charged with balancing these sometimes opposing forces while weighing the limitations of roadway capacity and market conditions. After studying the conditions of various places in Florida (See Chapter 3 Place Type Analyses), it is clear that every place studied, even those that benefitted from a tremendous number of infill projects in the last building boom, have under-developed or vacant parcels throughout the subject station areas. These "gaps" in the urban fabric, which are to continue, (frequently used as surface parking lots), detract from the intended vibrant, pedestrian-friendly environment needed to establish successful TOD.*
>
> *In terms of fostering TOD, building height must balance providing high concentrations of density and intensity to support premium transit with the amount of infill development to shape the needed station area into a true "place." If the height is too tall, the market will be absorbed within fewer projects, limiting their ability to improve the built environment."*
> *Florida TOD Guidebook, 2012, Model TOD Regulations, p.4-53*

As density and intensity represent ranges relative only to where a station is in relation to the region, but also where a site is in relation to the TOD Station Area, the recommendations regarding height in particular must be approached from an area or corridor perspective. Greater heights are generally appropriate closer to or at the station while context and continuity of development is critical.

TOD Guidelines Implications for Paseo de la Riviera

- The Paseo de la Riviera site sits at the outer edge of the transit core of the University Metrorail Station Area

- Three characteristics are critical to its function a TOD: 1) development of continuous pedestrian connectivity; 2) mixed use; an 3) increased and appropriate density range.

- The paseo addresses on-site pedestrian connectivity perpendicular to the US-1 that avoids broad-shouldered buildings from obstructing pedestrian flow from the neighborhood. The overpass at Mariposa Court will greatly improve the US-1 pedestrian connection to the MetroRail Station and University Campus from the southeast side; however, as emphasized in the peer review, off-site safe and enjoyable pedestrian connectivity from the Paseo de la Riviera to the overpass must be established for the proposal to function as part of a future TOD District.

- The vertical mixed use proposed for the Paseo de la Riviera project is generally appropriate in concept; however at 62%, residential, 34% hotel, and 4% retail, the mix is too skewed to nighttime occupations for a Community Center Station Area. This mix is more appropriate to a Neighborhood Center Station Area. Notwithstanding this, since the analysis is disadvantaged by addressing only this site as opposed to the corridor and station area as a whole and since the site currently has a 152-room hotel in operation, the mix is acceptable, but not appropriate as a model for the corridor.

Figure 29 Midrise Mixed Use in 35-65/DU/Ac Recommended Range
(Source: DeChiara, Housing and Residential Development, 2nd Ed. P.656)

- For this station area, FDOT's model guidelines provide that an appropriate density for the entire station area is in the range of 16 to 29 DU/acre$_{gross}$. At a site-specific level, the range is from 35 DU/acre$_{net}$ to no more than 65 DU/acre$_{net}$. This range of density is represented by mid-rise mixed-use buildings of 4 to 6 stories, with ground floor retail and internal parking (assumptions: average *gross* unit area for workforce market dwellings of 1,500 s.f., 75% lot coverage, retail/employment uses at ground level). At a proposed density of 82 DU/acre$_{net}$ including only the long-term residential units (177 DU/acre$_{net}$ if the hotel rooms are included), the density of the proposal is too high. If the project is reduced by 3 residential levels, and a similar reduction to the hotel, then the proposal would be in the upper range of TOD density guidelines. Additionally, reducing pedestal parking area and mass would also help with scale considerations. The illustration in Figure 29 provides a generic model of this range of density in a mixed-development.

The Transit Oriented Development Institute Endorsement

On October 19, 2015, the Transit Oriented Development Institute in Washington DC endorsed the Paseo de la Riviera proposal as a "national example of mixed-use, walkable and sustainable urban development, especially as this project is among the first of its kind in the Miami region."

The Transit Oriented Development Institute evaluates projects based on 10 principals for planning TOD districts and neighborhoods. These are:

1. Put stations in locations with highest ridership potential and development opportunities
2. Designate a ½ mile radius around the station as higher density, mixed use, walkable development
3. Create a range of densities with highest at station, tapering down to existing neighborhoods
4. Design the station site for seamless pedestrian connections to surrounding development
5. Create a public plaza directly fronting one or more side of the station building
6. Create retail and café streets leading to station entrances along main pedestrian connections
7. Reduce parking at station; site a block or two away, direct pedestrian flow along retail streets
8. Enhance multi-modal connections, making transfers easy, direct and comfortable
9. Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas
10. Use station as catalyst for major redevelopment of area and great placemaking around the station

In the report, the Paseo de la Riviera was noted as an exemplary project in meeting the overall goals and objectives of a TOD. The report cited the following features:

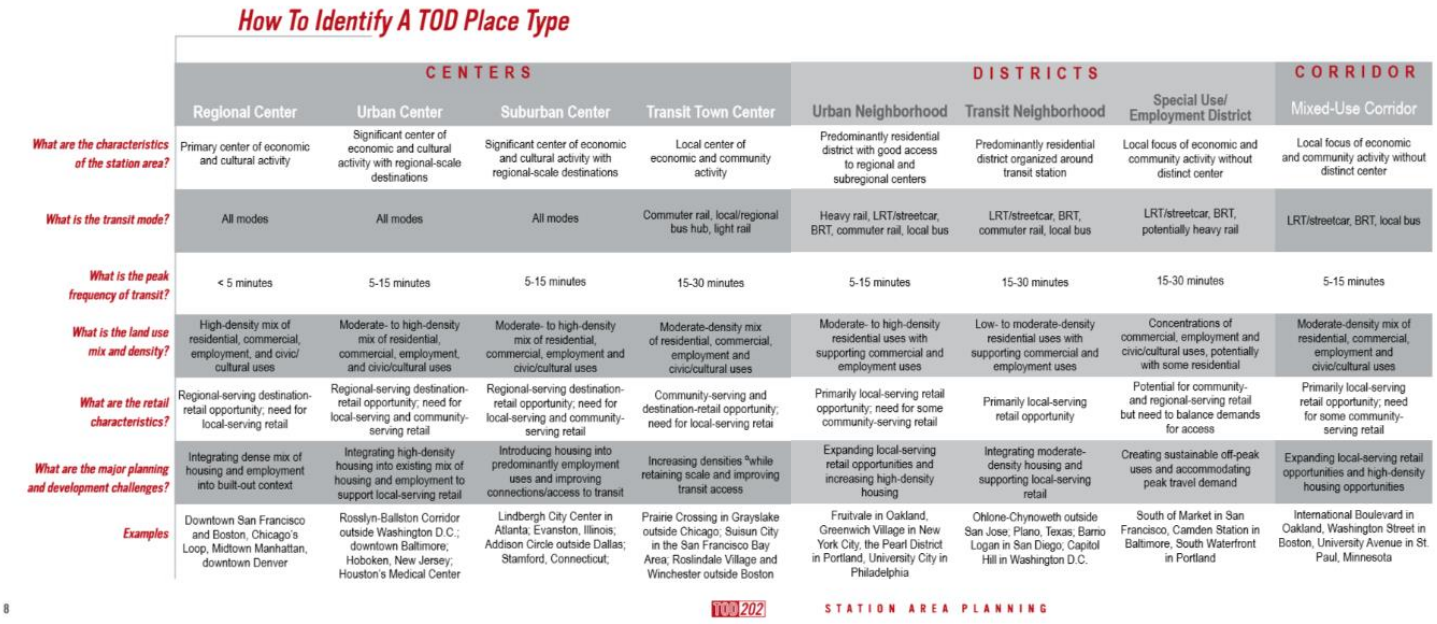
- That the Paseo de la Riviera is a catalyst project to re-establish an urban, walkable mixed use pattern
- Building facades are directly along the sidewalk to define the "street wall" for an improved pedestrian experience.
- Parking garage is hidden behind (ground floor) liner uses and façade treatments
- Diversity of mixed uses to encourage internal walkability
- Buildings appropriately taper down in height toward the low-scale neighborhood
- Provision of pedestrian-exclusive space

The Transit Oriented Development Institute also provided recommendations to improve the project:

- Recommendations noted the "hostility" of pedestrian connections because of the need to walk along a busy highway, past parking lots. The recommendation is for crosswalks at nearby intersections for pedestrians, bicycles, etc. that cannot use the overpass.
- Provision of a regional bikeshare system
- Greater focus on bike parking facilities at the project and at the University Station
- Provision of car-sharing services within the parking garage
- All shared parking within and between properties.

Regarding scale, intensity and density, the Transit Oriented Development Institute's Endorsement did not cite the project's intensity and density as exemplary factors. Silence on these aspects is noteworthy

as the Transit Oriented Development Institute places great importance on intensity and density factors relative to the context of TOD Place Type. In the same method as recommended by the Florida TOD Guidebook, the Transit Oriented Development Institute first identifies a TOD Place Type, then provides dev elopement guidelines for each TOD Place Type. Summary tables for identifying the place type and development recommendations are provided in the Institute's *Station Area Planning, TOD 202* publication and are excerpted below.

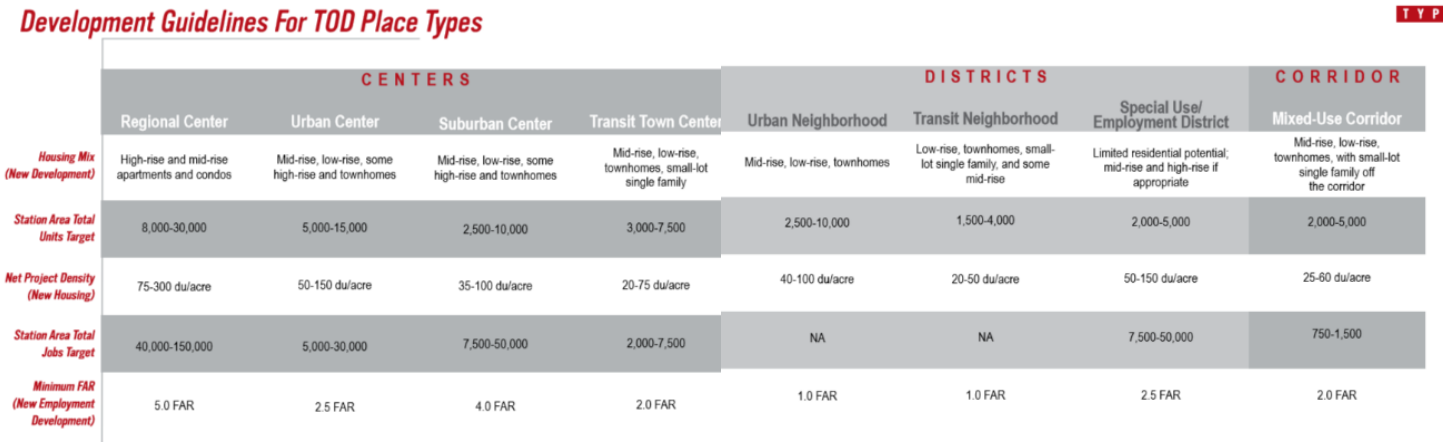


How To Identify A TOD Place Type

	CENTERS				DISTRICTS			CORRIDOR
	Regional Center	Urban Center	Suburban Center	Transit Town Center	Urban Neighborhood	Transit Neighborhood	Special Use/ Employment District	Mixed-Use Corridor
What are the characteristics of the station area?	Primary center of economic and cultural activity	Significant center of economic and cultural activity with regional-scale destinations	Significant center of economic and cultural activity with regional-scale destinations	Local center of economic and community activity	Predominantly residential district with good access to regional and subregional centers	Predominantly residential district organized around transit station	Local focus of economic and community activity without distinct center	Local focus of economic and community activity without distinct center
What is the transit mode?	All modes	All modes	All modes	Commuter rail, local/regional bus hub, light rail	Heavy rail, LRT/streetcar, BRT, commuter rail, local bus	LRT/streetcar, BRT, commuter rail, local bus	LRT/streetcar, BRT, potentially heavy rail	LRT/streetcar, BRT, local bus
What is the peak frequency of transit?	< 5 minutes	5-15 minutes	5-15 minutes	15-30 minutes	5-15 minutes	15-30 minutes	15-30 minutes	5-15 minutes
What is the land use mix and density?	High-density mix of residential, commercial, employment, and civic/ cultural uses	Moderate- to high-density mix of residential, commercial, employment, and civic/cultural uses	Moderate- to high-density mix of residential, commercial, employment and civic/cultural uses	Moderate-density mix of residential, commercial, employment and civic/cultural uses	Moderate- to high-density residential uses with supporting commercial and employment uses	Low- to moderate-density residential uses with supporting commercial and employment uses	Concentrations of commercial, employment and civic/cultural uses, potentially with some residential	Moderate-density mix of residential, commercial, employment and civic/cultural uses
What are the retail characteristics?	Regional-serving destination-retail opportunity; need for local-serving retail	Regional-serving destination-retail opportunity; need for local-serving and community-serving retail	Regional-serving destination-retail opportunity; need for local-serving and community-serving retail	Community-serving and destination-retail opportunity; need for local-serving retai	Primarily local-serving retail opportunity; need for some community-serving retail	Primarily local-serving retail opportunity	Potential for community- and regional-serving retail but need to balance demands for access	Primarily local-serving retail opportunity; need for some community-serving retail
What are the major planning and development challenges?	Integrating dense mix of housing and employment into built-out context	Integrating high-density housing into existng mix of housing and employment to support local-serving retail	Introducing housing into predominantly employment uses and improving connections/access to transit	Increasing densities while retaining scale and improving transit access	Expanding local-serving retail opportunities and increasing high-density housing	Integrating moderate-density housing and supporting local-serving retail	Creating sustainable off-peak uses and accommodating peak travel demand	Expanding local-serving retail opportunities and high-density housing opportunities
Examples	Downtown San Francisco and Boston, Chicago's Loop, Midtown Manhattan, downtown Denver	Rosslyn-Ballston Corridor outside Washington D.C.; downtown Baltimore; Hoboken, New Jersey; Houston's Medical Center	Lindbergh City Center in Atlanta; Evanston, Illinois; Addison Circle outside Dallas; Stamford, Connecticut;	Prairie Crossing in Grayslake outside Chicago; Suisun City in the San Francisco Bay Area; Roslindale Village and Winchester outside Boston	Fruitvale in Oakland, Greenwich Village in New York City, the Pearl District in Portland, University City in Philadelphia	Ohlone-Chynoweth outside San Jose; Plano, Texas; Barrio Logan in San Diego; Capitol Hill in Washington D.C.	South of Market in San Francisco, Camden Station in Baltimore, South Waterfront in Portland	International Boulevard in Oakland, Washington Street in Boston, University Avenue in St. Paul, Minnesota

8 TOD 202 STATION AREA PLANNING

Figure 30 Transit Oriented Development Institute Identification of TOD Place Type



Development Guidelines For TOD Place Types

TYP

	CENTERS				DISTRICTS			CORRIDOR
	Regional Center	Urban Center	Suburban Center	Transit Town Center	Urban Neighborhood	Transit Neighborhood	Special Use/ Employment District	Mixed-Use Corridor
Housing Mix (New Development)	High-rise and mid-rise apartments and condos	Mid-rise, low-rise, some high-rise and townhomes	Mid-rise, low-rise, some high-rise and townhomes	Mid-rise, low-rise, townhomes, small-lot single family	Mid-rise, low-rise, townhomes	Low-rise, townhomes, small-lot single family, and some mid-rise	Limited residential potential; mid-rise and high-rise if appropriate	Mid-rise, low-rise, townhomes, with small-lot single family off the corridor
Station Area Total Units Target	8,000-30,000	5,000-15,000	2,500-10,000	3,000-7,500	2,500-10,000	1,500-4,000	2,000-5,000	2,000-5,000
Net Project Density (New Housing)	75-300 du/acre	50-150 du/acre	35-100 du/acre	20-75 du/acre	40-100 du/acre	20-50 du/acre	50-150 du/acre	25-60 du/acre
Station Area Total Jobs Target	40,000-150,000	5,000-30,000	7,500-50,000	2,000-7,500	NA	NA	7,500-50,000	750-1,500
Minimum FAR (New Employment Development)	5.0 FAR	2.5 FAR	4.0 FAR	2.0 FAR	1.0 FAR	1.0 FAR	2.5 FAR	2.0 FAR

Figure 31 Transit Oriented Development Institute Development Recommendations by TOD Place Type

The Institute's Endorsement Report did not identify the TOD Place type of the University Station area. By the *Station Area Planning* publication guidelines, the University Station area is characterized in part by two TOD Place Types:

Transit Neighborhood District:	because of the density of existing residential uses, and the mix of some regional and but mostly sub-regional and local trade areas of the existing retail and services, and heavy rail transit at 5-15 minute peak frequencies.
Suburban Center:	because of the location of the University of Miami campus, a regional-scale destination of culture and employment.

As an Urban Neighborhood TOD District, mid-rise and low-rise development is recommended with recommended employment use FAR of 1.0. As a Suburban TOD Center, mid-rise, low-rise and some high-rise is recommended with recommended employment use FAR of 4.0. Limited high-rise would be most appropriate at the Station (see Principal #3), not ¼ mile from the station. The project-level residential density should be in the range of 20 to 100 DU/Acre.

Based on the Transit Oriented Development Institute's guidelines for development, appropriate development at the Paseo de la Riviera site would be MID-RISE (3 to 8 stories), at 20 to 100 DU/Acre and at minimum FAR ranging from 1.0 to 4.0.

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Findings, Conclusions and Recommendations

The following conclusions are based on the findings contained in this report with the regard to the Paseo de la Riviera proposal and planning requests as of October 22, 2015 with drawing sets as amended on file with the City, per revisions dated 02.09.15 (September 2nd, 2015) and submitted to the City on October 22, 2015.

Summary of Findings:

- As currently proposed, the Paseo de la Riviera would be the highest (all appurtenances included) building at 166 ft. total height in the context of its surroundings. It would be the tallest building along the US-1 Corridor from Brickell to Dadeland South.

- As currently proposed, the Paseo de la Riviera would be the most massive building in the context of its surrounding area. Based on fronting facades presented to the public realm, it is 16 times as massive as the single family homes, over 90% more massive than the adjacent COGA subdivision apartment building, more massive than the Bank United Center, and more massive by 10% than even the Gables One Tower that is already considered too large for its context. It is too large in scale for its context.

- As currently proposed, the Paseo de la Riviera would be the most intense and dense use in the area. At an FAR of 3.49, the Paseo de la Riviera is more intense than the Gables One Tower which is built at a FAR of 2.32. It would have a residential density of 82 DU/Ac.$_{net}$, counting only the residential tower. Although City code does not count hotel units as dwelling units, as a measure of night occupancy load, the residential density of the both buildings would be 177 DU/Ac.$_{net}$.

- The Paseo-de-la-Riviera does not implement George Merrick's Vision. Only the first 125 feet of the block's frontage are part of the 4th Height District expressed in the City's 1930 zoning code which has heretofore in the approval process been used as the expression of Merrick's vision. Past this line, Merrick's vision would have the rest of the proposal that faces the low density residential neighborhood stepped back at a line 200' from a Madruga, allowing a height of 40', compatible with the neighborhood. The proposed rear setback is only 79', whereas the current zoning requirement (without PAD approval) is 100'.

- The PAD request provides relief to tower step backs along Caballero Boulevard and Madruga Avenue, both being the most sensitive facades as related to neighborhoods. Based on recognition that proposal is too tall and too massive for its context, relief of these setbacks is excessive. This is particularly the case for the Madruga step back in which 79 ft. is requested. The code requires 100 ft., and implementation of George Merrick's Vision to provide desired enclosure for US-1and compatibility and compatibility with the residential neighborhood, it would require 200 ft.

- From the perspective of architecture and planning professionals and some residents, participants in the Peer Review did not address any recommendation for height. One of the reviewers did express concerns regarding treatment of the façade surfaces of the larger masses in the proposal: the parking pedestal (plinth) and the residential tower (courtyard building). In discussing the residential building as a "courtyard building", attention is drawn to the design

outcome that while the courtyard at the center of the residential tower enhances the private, internal value of the apartments, it also increases the bulk of the building causing negative externalities of the design to the City's public realm, without any benefit of that pedestal level open space.

- From the perspective of the current residents that participated in the US-1/Red/Sunset workshop, mixed-use and more dense and intense redevelopment is supported as a general direction along with high quality pedestrian design in the public realm; however, the only expressed opinions regarding desired future development height were that it be low-rise (up to 5 stories) with transition and setbacks as appropriate to the residential area. Based on survey results provided in the report, there is no basis to support the existing proposal request or the report's recommendation of 10 stories and 120 ft. which would require the high-rise intensity commercial land use category.

- From the perspective of Riviera Neighborhood residents as expressed in the 2005 Riviera Neighborhood Visioning that was performed for the City of Coral Gables (but not subsequently adopted), the highest development proposal at that time was 7 stories, stepping back to 4 stories near residences. Based on survey of heights that was completed during the charrette, this height range and transition for the commercial uses at the edge of the neighborhood was considered acceptable.

- Although not expressly part of the Coral Gables land development regulations, the tenets of Smart Growth and New Urbanism have been referred to by the applicant and peer review as a framework to express the benefits of this proposal. These concepts are appropriate to develop an integrated set of planning approvals and regulatory framework for this site and the US-1 Corridor as discussed by the peer review. The New Urban framework provides a very useful approach to defining appropriate scale, intensities, and densities based on the contextual built environment and functional relationships of an area. Based on detailed experience throughout urban places, the NU approach is the *Urban-Rural Transect*. Classified accordingly by its general existing form and its functional relationships in the City, this site would be classified as a *T5 Urban Center*. The *T5 Urban Center* is predominantly medium density buildings of 6 stories or less.

- A living example of the *Urban-Rural Transect* approach applied to zoning ordinance is the *Miami 21* zoning code in the City of Miami. Forecasting into the next section regarding smart growth regulations for Metrorail station areas, the implementation of Miami 21 appropriately provides for one additional step in intensity is station areas. Based on review of the City's Metrorail station areas (Table 5, p. 42), for stations that are outside of the regional CBD and the regional civic center, the most intense transect assignment used in a station area (1/4-mile radius) is T6-8. This transect provides for 8 floors of development. The only deviation from this is the Douglas Road Station Area, which has the highest zone as T6-12 which allows 12 floors of development. The T6-12 zone is immediately adjacent to the station, on the same side of US-1 as the station, and is abutted by D1, an industrial zone, and T5. Across US-1, in a similar relationships as the Paseo de la Riviera site is to the University Station, the land is zoned T6-8.

- The transit shed of the University Metrorail Station has been quantitatively assessed to determine its Transit Oriented development (TOD) Pace Type according to the framework published in the *Florida TOD Guidebook, Florida Department of Transportation, 2011*.

Accordingly, the University Station Area is classified as a Community Center. Based on the FDOT Guidebook recommendations, this corridor should be planned and developed at site level density range from 35 DU/acre to no more than 65 DU/acre. This range of density is represented by mid-rise mixed-use buildings of 4 to 6 stories, with ground floor retail / employment uses and internal parking (assumptions, p. 52).

- The *Florida TOD Guidebook*, in addressing height, discusses the critical need to control height and over-intensifying a single site from a station sustainability perspective. "*Height must balance providing high concentrations of density and intensity to support premium transit with the amount of infill development to shape the needed station area into a true "place." If the height is too tall, the market will be absorbed within fewer projects, limiting their ability to improve the built environment."* The Paseo de la Riviera site is nearly ¼ mile from the University Station along a hostile pedestrian path that includes sites in need of redevelopment toward the goal of a TOD corridor. Market absorption issues must be considered to address their potential redevelopment.

- The *Florida TOD Guidebook*, in addressing height also states that density and intensity represent ranges relative only to where a station is in relation to the region, but also where a site is in relation to the TOD Station Area, the recommendations regarding height in particular must be approached from an area or corridor perspective. Greater heights are generally appropriate closer to or at the station while context and continuity of development is critical. The Paseo de la Riviera site is nearly ¼ mile from the University Station, is adjacent to low density residential neighborhoods, and is not appropriate for considering increased density above the recommendations.

- The *Transit Oriented Development Institute* in Washington DC endorsed the Paseo de la Riviera proposal as a nationally exemplar TOD proposal. Among its citations, the intensity of the project was not cited. The Transit Oriented Development Institute uses a similar evaluation framework as the FDOT guideline; however it provides more TOD place type categories. Based on the Institutes methodology and guidelines for development, appropriate development at the Paseo de la Riviera site would be mid-rise, at densities ranging from 20 to 100 DU/Acre and FAR in the range of 1.0 to 4.0. This density range is represented by mid-rise mixed-use buildings of 3 to 8 stories, with ground floor retail / employment uses and internal parking (assumptions, p. 52.)

- One of the standards for amending (non-EAR based) the Comprehensive Plan Future Land Use Map is whether the change advances any objective of policy of the Comprehensive Plan. The only positive affirmation from the comprehensive plan that has been presented as the basis for changing the property from *Commercial Low-Rise* to *Commercial High-Rise* is Mobility Objective MOB 1.1 as implemented through Policy 1.1.3. Policy 1.1.3 is to locate higher density development along transit corridors and near multimodal stations. The policy speaks explicitly to density, which in the City of Coral Gables is defined as residential density in units of dwelling units per net acre. While increased density is clearly a subject of concern to the proposal and City for this location, the use of this policy as a basis to change the land use designation is erroneous. The change from *Commercial Low-Rise Intensity* to *Commercial High-Rise Intensity* only impacts height. The City does not measure residential density in commercial land use designations. The change does not even effect non-residential intensity as the allowable FAR is the same under all three commercial land use categories. This policy cannot be a basis for the requested land use change.

Conclusion:

Taken together, the findings summarized above are:

- The proposal would be the tallest, most massive and most dense project in its context.
- The proposal is contrary to Merrick's vision relative to the height near Madruga and its stepback.
- The proposal does not conform to the current zoning requirements to implement Merrick's vision concerning the Madruga side height and stepback.
- The peer review was silent regarding building height and scale.
- The courtyard design of the residential tower exacerbates its impact of external mass to the public realm.
- Residents at the US-1/Red/Sunset workshop stated support for low-rise redevelopment up to 5 stories.
- The Riviera Neighborhood Visioning study supports a maximum height of 7 stories, stepping back to 4 near the low density residential.
- Smart Growth approach classifies the site as T5, which recommends buildings of 6 stories or less.
- Using Miami 21 as a model, T6-8 (8 stories) is may be used in near proximity to a Metro Station are that is not part of a regional activity center.
- T6-12 (12 stories) may be appropriate, based on other conditions immediately adjacent to the station.
- The *Florida TOD Guidebook, Florida Department of Transportation, 2011* recommends mid-rise, mixed-use development of 4 to 7 stories for a Paseo de la Riviera site, and cautions against over-intensification.
- The Transit Oriented Development Institute guidelines recommend mid-rise, mixed-use development of 4 to 9 stories for a Paseo de la Riviera site

- **Reviewing these findings in total, they converge on a conclusion that the Paseo de la Riviera, to achieve the objectives outline in the Approach (p. 5), should be a mid-rise development of 6 to 8 stories, with residential density ranging from 65 to 100 DU/Acre.**
- **With regard to appropriate amendment of the Future Land Use Map that is supported by these facts, the site should be changed to Commercial Low-Rise to Commercial Mid-Rise Intensity.**
- **The PAD should be approved without requested setback variances, setback requirements for pedestrian enhancements should be added, and FAR regulated.**
- **The MXD rezoning should be approved without granting requests for relief of setback and height regulations.**

Recommendations:

The recommendations are to approve the Paseo de la Riviera as a transit oriented development with

- it's proposed mixed use program, further defined to identify restaurant uses among the retail spaces
- enhanced pedestrian design with all proposed elements and additional setback on US-1, Caballero Boulevard, and Madruga Avenue
- Mid-rise development up to a range of 6 to 8 stories
- Residential density of 35 to 100 DU/Acre
- FAR of 2.6, consistent with height limitation

To achieve these recommendations, the approvals would be with modifications as listed:

6. Future Land Use Map Amendment: from Commercial Low-Rise to Commercial Mid-Rise Intensity, allowing 70' height with 97' height with Level 2 Mediterranean Bonus. This is an approximately 8-story building with higher ground-level retail.

7. Delete site specific requirements

8. Approve MXD without requests for setback/height relief
   - 100' maximum height (4-201.E.6) Limited by FLUM Commercial Mid-Rise Intensity to 97'
   - 45' height at Madruga with 100' stepback to tower (4-201.E.8)
   - 15' setback per MXD requirement on Caballero Blvd. (4-201.E.14)
   - Recognizing 4-201.E.15 criteria is met for relief, respect Caballero pedestrian connection equally to US-1 pedestrian sidewalk width

9. Approve PAD without setback variances, add setback conditions, and regulate FAR
   - 45' height at Madruga with 100' stepback to tower (3-502 C.9)
   - 10' setback at US-1 (5' provided: total with ROW approx. 20': pedestrian path, with utility encroachments)
   - 15' setback on Caballero Blvd. (0' provided: provides 15' continuous pedestrian path)
   - 15' setback on Madruga Avenue (5'-6" provided: provides 15' continuous pedestrian path)
   - Limit FAR to 2.6, consistent with height reduction
   - pending submittal of parking analysis

10. Release parking covenant

In addition, the City should make every effort to proactively and comprehensively plan for transit oriented development along this corridor before another application for redevelopment is submitted. The process should address at minimum:

- Perpendicular block grain
- Mixed Uses
- Scale, density and intensity relative to location
- Continuous safe multiple pedestrian paths and Mariposa overpass connection improvement
- Infrastructure for alternative and shared transportation and other last mile solutions
- Parking requirements
- University of Miami Master Plan

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Applicable Request Criteria and Standards

The requests that affect the scale of the Paseo de la Riviera proposal are:

- Amend Future Land Use Map (FLUM) to re-designate the property from commercial Low-Rise Intensity to Commercial High-Rise Intensity. The change in FLUM designation would allow the development of the site to exceed its current 50-foot as-of-right height limit to allow 150-foot as-of-right height. If the proposal uses the Mediterranean Bonus, then height can be increased from 77 feet (Commercial Low-Rise) to 190 feet (Commercial High-Rise).
- Amend the site's zoning designation to Mixed Use District (MXD) allows the site to use current, urban, pedestrian-oriented standards for setbacks, and also increase height from the current 45-feet (site-specific zoning), or 50-feet under Commercial Zoning in the Commercial Low-Rise FLUM Category to 77-feet with MXD and the Mediterranean Bonus.
- Mediterranean Bonus: in combination with the FLUM designation, but applicable to the existing Commercial Low-Rise or the requested Commercial High-Rise, the Mediterranean Bonus allows an increase in FAR from 3.0 to 3.5. Also in combination with the FLUM designation, maximum height is increased from 50 feet to 77 feet with existing Commercial Low-Rise designation, and from 150 feet to 190 feet with the requested Commercial High-Rise designation. The Mediterranean Bonus Level 2 has already been awarded to the [project. It is not a subject request of this analysis.
- Planned Area Development (PAD): allows flexibility with the requirements of the City zoning code requirements as incentive for providing equivalent or increased public benefits. In this instance, the PAD is used to decrease setback requirements along Madruga Avenue, Caballero Boulevard, and South Dixie Highway. It may also be used to allow shared parking to reduce parking requirements.

With regard to height, the key regulations and requests are the change in FLUM designation and the Mediterranean Bonus which has already been awarded and is not the subject of this hearing. The approval standards for the FLUM amendment are:

Zoning Code Section 3-1506 provides review standards for Comprehensive Plan amendments:

1. Whether it specifically advances any objective or policy of the Comprehensive Land Use Plan.
2. Whether it is internally consistent with Comprehensive Land Use Plan.

City Staff Response

City Staff has responded in the following statements. Italics are from City Staff presentation. Regular face type are comments to the staff response.

"*The Comprehensive Plan map amendment from Commercial Low-Rise Intensity to Commercial High-Rise Intensity will allow additional building height in close proximity a transit station and a major employment center. However, the potential maximum height of 190' may be too intense in close proximity to an existing single-family neighborhood. Staff recommends conditions to limit the maximum height."* The comprehensive plan has no objective promoting additional height near a transit station. Mobility Objective 1.1.3 only promotes increased density. Density is a specific term in land planning and as defined by City code means residential density, defined as dwelling units per net acre. Density is only correlated to height in a very loose relationship, as a similar density can be achieved with varied floor area, building coverage and height interactions.

"*The map amendment allows Commercial High-Rise Intensity (with a potential maximum building height of 190') in an area south of Downtown Coral Gables and in close proximity to an existing single-family neighborhood. The proposed land use allows many beneficial aspects of the project, but it should be considered in the context of the corridor. Appropriate conditions should be discussed."* All the beneficial aspects of the project are achievable at lower heights.

"*Its effect on the level of service of public infrastructure. The proposed map amendment will support enhanced multi-modal activity at the University Metrorail Station and the University of Miami Campus, a major transit station and a major employment center, which is a goal of the Comprehensive Plan. However, the large number of parking spaces for the project suggests significant traffic. There is an opportunity to reduce the traffic on the area by reducing the number of parking spaces and encouraging residents and visitors to walk, bike or ride transit. Shared parking or comparable planning tools should be considered."* The proposed map amendment may support additional transit ridership only if the Tod is properly design as a continuous pedestrian-friendly TOD district. The map amendment, which only affects height does not achieve this. Shared parking should not be considered, as the primary proposed uses, hotel and residential uses are not complimentary (they are both night-time occupations). Some consideration may be given to transit-based parking reductions; however, there are no facts to support that these are affordable units.

"Its effect on environmental resources. The proposed amendments promote infill on a site along US1. No significant environmental resources will be impacted." Agreed.

"Its effect on the availability of housing that is affordable to people who live or work in the City of Coral Gables. The proposed amendments will provide additional multi-family housing opportunities in the City with access to frequent transit service and pedestrian access to dining, shopping, and employment opportunities. Thus, the project would contribute to the provision of housing for people who live and work in the City." While the project does increase City housing supply, no facts have been provided to support that it will supply housing that is affordable.

"Any other effect that the City determines is relevant to the City Commission's decision on the application. The proposed Comprehensive Land Use Plan amendment from Commercial Low-Rise Intensity land use (maximum height of 77') to Commercial High-Rise Intensity land use (maximum height of 190') will allow taller buildings than the current proposed project. Further study and planning of the US1 corridor is necessary to determine the appropriate maximum height for buildings in this area. Staff recommends conditions to limit maximum height." The statement is internally contradictory. Either the height needs further study or a recommendation is provided.

Consistency with Applicable Objectives and Policies of the City's Comprehensive Plan

Based on the analysis of this report, applicable objectives and policies, both that affirm or contradict the proposal are provided in Table 11. Policies are on the left, with full text in the next column. The last column is the response of this report. Color shading of this column signifies the following:

Gray: Not relevant or Neutral by being procedural
Green: Promotes, supports or furthers the Objective or Policy and is Consistent
Red: Contradicts, diminishes, or countervails the Objective or Policy and is Not Consistent
Green to green: Objective or Policy is implemented in both existing and proposed, and while proposed is not counter valent to the Comprehensive Plan, there is also no basis in the amendment by the respective policy.
Green to Red: Objective or Policy is implemented in the existing FLUM designation, but not in the proposed FLUM designation. In countervailing the policy, it is Inconsistent.

Red to Green Objective or Policy is not implemented in the existing FLUM designation, but is implemented in the proposed FLUM designation. In furthering the policy, it is Consistent.

Table 11
Comprehensive Plan Goals, Objectives and Policies
Pertinent to Requested Land Use Amendment

Objective / Policy		Commercial Low Rise Impact	Commercial High Rise Impact
FLU Goal 1	Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live and play.	**SUPPORTIVE** Positive addition to vibrant community	**CONTRARY** Does not ensure neighborhoods remain desirable
FLU Objective 1.1	Preserve Coral Gables as a "placemaker" where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use Classifications and Map (see FLU-1: Future Land Use Map).	**SUPPORTIVE** High quality living environment better assured at lower scale	**CONTRARY** High quality living environment compromised at greater intensity and scale
FLU Policy 1.1.1	The City's Future Land Use Classifications and Map shall describe, assign, and depict 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.	**SUPPORTIVE** Existing FLUM Designation	Not yet found in the public interest
FLU Objective 1.7	When amendments to the Zoning Code are processed, discourage the proliferation of urban sprawl by including 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.	**SUPPORTIVE** encourages infill within an existing developed area,	
FLU Policy 1.7.1	Encourage effective and proper high quality development of the Central Business District, the Industrial District and the University of Miami employment centers which offer potential for local employment in proximity to protected residential neighborhoods.	**SUPPORTIVE** Notwithstanding the quality and effectiveness in other terms, the development is in the University employment center.	
FLU Policy 1.7.2	The City shall continue to enforce the Mediterranean architectural provisions for providing incentives for infill and redevelopment that address, at a minimum, the impact on the following issues: Surrounding land use compatibility. Historic resources. Neighborhood Identity. Public Facilities including roadways. Intensity/Density of the use. Access and parking. Landscaping and buffering.	**SUPPORTIVE** project will utilize Mediterranean architectural design	**CONTRARY** surrounding land use compatibility and neighborhood identity are compromised
FLU Objective 1.11	Maintain a pattern of overall low density residential use with limited medium and high density residential uses in appropriate areas to preserve the low intensity and high quality character of the residential neighborhoods.	**SUPPORTIVE** Existing pattern of low density multifamily transitioning to single family	**CONTRARY** 2-step increased density commercial deduces transition effectiveness
FLU Objective 1.14	The City shall enforce Zoning Code provisions which continue to preserve and improve the character of neighborhoods.	**CONTRARY** To the extent that setbacks facing the neighborhoods are reduced along with the additional height and impact the neighborhoods	

Objective / Policy		Commercial Low Rise Impact	Commercial High Rise Impact
FLU Policy 1.14.1	The City shall enforce Zoning Code provisions which continue to address the location and extent of residential and non-residential land uses consistent with the Future Land Use Map in order to preserve the character of existing neighborhoods.	**SUPPORTIVE** The zoning provisions at the lower height have less adverse impact	**CONTRARY** Higher building allowance diminishes preservation of neighborhood character
FLU Objective 1.15	The City acknowledges the importance of comprehensive planning and further understands the need to evaluate and appraise the City's Comprehensive Plan on a regular basis. The City wants to ensure that the growth management program in Coral Gables best serves its citizens and its rich natural and historical resources. In order to accomplish this objective, the City shall enforce the recently adopted Zoning Code.	**SUPPORTIVE** The recently adopted zoning code is supported at lower height	**CONTRARY** Increased height and intensity countervail intent of zoning code
DES Objective 1.1	Preserve and promote high quality, creative design and site planning that is compatible with the City's architectural heritage, surrounding development, public spaces and open spaces.	**SUPPORTIVE** High quality, creative design	
DES Policy 1.1.1	Promote and support George Merrick's vision consistent with the established historic and cultural fabric of the City	**SUPPORTIVE** Merrick's Height regulating plan is adhered to	**CONTRARY** Merrick's Height regulating plan is not followed
DES Objective 1.2	Preserve the Coral Gables Mediterranean design and architecture.	**SUPPORTIVE** Mediterranean design is used	
DES Policy 1.2.1	Continue the award of development bonuses and/or other incentives to promote Coral Gables Mediterranean design character providing for but not limited to the following: creative use of architecture to promote public realm improvements and pedestrian amenities; provide a visual linkage between contemporary architecture and the existing and new architectural fabric; encourage landmark opportunities; and creation of public open spaces.	**SUPPORTIVE** Bonuses are awarded for Mediterranean design character, including creative public realm uses, pedestrian amenities, and public open spaces	
HOS Objective 1.1	Objective HOU-1.1. Provide adequate and affordable housing to satisfy the community needs for existing and future residents.	**NOT SUPPROTIVE** Additional housing is supplied in commercial area as part of mixed use; however, land inventory near transit is used that is not proposed as affordable.	
HOS Objective 1.5	Support the infill of housing in association with mixed use development	**SUPPORTIVE** Additional housing is supplied in commercial area as part of mixed use	
HOS Policy 1.5.2	Encourage residential mixed use as a means of increasing housing supply within the Downtown/Central Business District/Mixed Use Development Overlay Area, thereby promoting increase in commercial and retail activity, increased use of transit, reduction of auto dependency, in association with minimizing visual and physical impacts of nearby lower density areas.	**SUPPORTIVE** Additional housing is supplied in commercial area as part of mixed use with proximity to transit	**CONTRARY** Impacts to nearby lower density areas are not minimized
MOB Goal 1	Provide accessible, attractive, economically viable transportation options that meet the needs of the residents, employers, employees and visitors through a variety of methods.	**See Policies Below**	
MOB Objective 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.	**See Policy Below**	

Objective / Policy		Commercial Low Rise Impact	Commercial High Rise Impact
MOB Policy 1.1.1	Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.	**SUPPORTIVE** Mixed use development is proposed	
MOB Policy 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.	**SUPPORTIVE** Mixed use development is proposed	
MOB Policy 1.1.3	Locate higher density development along transit corridors and near multimodal stations.	**NOT RELEVANT** **The proposed land use amendment, rezoning, and all other permits do not change allowable density because the FLUM designation is commercial. Further, as a proxy to density, FAR is not changed. This policy is not implemented by the proposed changes; therefore it cannot be their basis.**	
MOB Policy 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	**MAY BE SUPPORTIVE** To the extent the proposal completes pedestrian access between site and Metrorail, UM and Underline, policy is supported	
MOB Policy 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.	**SUPPORTIVE** Additional public space is provided as well as amenities within these spaces.	
MOB Policy 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.	**NOT DETERMINED** Adequate parking is provided per Coral Gables LDR requirements,; however, hotel meeting space is not counted in calculation	

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Appendix A
City Comparisons of Height

The applicant proposes a 178-ft. high development, 30 feet across Madruga Avenue from 3-story low density multi-family and duplex housing, and 220 feet from the nearest single-family lot. In support of this relationship, the applicant has offered ten examples of high-rise adjacency comparisons that exist or are planned in the City of Coral Gables.

It should be understood that isolating one relationship of development characteristics to the surroundings does not often work well. Every location and every development can have other characteristics that influence whether something is compatible with its context or not. As such, using examples strictly based on one characteristic can often lead to errors of judgement or misinterpretations of relationships that may actually be spurious, and actually more influenced by some other unseen, confounding factor.

Table A-1 has summarized each of the applicant's ten examples of High-Rise Adjacency comparisons as offered in the document titled, *Paseo de la Riviera Supplemental Explanatory Diagrams*.

Table A-1
City Comparisons of High-Rise Adjacent to Low Density Residential

Name and Address	Year Built	Height	FLUM District	Distance to Low Density Residential*	Low Density Type	Closest Low Density Residential Category	Proximity to CBD	Other Comments (history, setting, mitigating factors)
Biltmore Hotel 1200 Anastasia Avenue (hotel)	1926	17 Stories	Commercial High-Rise 150' ht. 3.0 FAR	210 feet	single family home	Residential Single Family 6 DU/Ac.	1½ miles	The Biltmore Hotel is in a setting of large open space. Further, the hotel predates many of the homes and was built concurrently with the oldest ones; therefore its height has always been an expectation of residents. Only the tower is tall: most of building is 7 to 10 stories.
Mediterranean Village at Ponce Circle (mixed use)	2016		Commercial High-Rise 150' ht. 3.0 FAR	60+'	single family home	Residential Single Family 6 DU/Ac	1/8 mile	The project is not yet built, was the subject of intense debate for approval, and there are changes to design. The project is within walking distance of the CBD and will function as part of the CBD. High-rise development is expected near the CBD
Bacardi Building 2701 LeJeune Road (office)	2008	15 stories	Commercial Mid-Rise 70' ht. 3.0 FAR & Commercial High-Rise 150' ht. 3.0 FAR	80 feet	single family home	Residential Duplex 9 DU/Ac	Edge of CBD	Development is stepped back from low-density residential. First layer is 3 stories. Full height tower is setback 100' and 180 feet total from LDR, consistent with the CML designation on the front part of the building.

Name and Address	Year Built	Height	FLUM District	Distance to Low Density Residential*	Low Density Type	Closest Low Density Residential Category	Proximity to CBD	Other Comments (history, setting, mitigating factors)
								High-rise development is directed to and expected at the edge of the CBD.
396 Alhambra Alhambra and Lejeune (office, HBO)	1964	15 stories	Commercial Low-Rise 50' ht. 3.0 FAR & Commercial High-Rise 150' ht. 3.0 FAR	90 feet	Multi-family 5 DU	Residential Duplex 9 DU/Ac	1/8 mile	Development is stepped back from low-density residential. First layer is 2 stories, 2nd layer is 5 stories. Full height tower is setback 100' and 180 feet total from LDR, consistent with the CMR designation on the front part of the building. High-rise development is directed to and expected near the CBD.
Gables Club LaRoc 10 Edgewater Drive (high-rise residential)	-	13 stories	Residential Multi-Family Medium Density 70' ht. 40 DU/Ac.	90 feet	8 DU apt.; 3 DU town-homes; 18 DU apt.	Residential Multi-Family Low Density 50' ht. 20 DU/Ac.	1/10 mile	Although a non-conforming use, the LaRoc is at the edge of the CBD, and the residential directly across is low density multifamily. Single-family homes are located a t 220 ft. fronting on Almeria
Segovia Towers 600 Coral Way (high-rise residential)	-	14 stories	Residential Multi-Family High Density 150' ht. 60 DU/Ac	175 feet	single family home	Residential Single Family 6 DU/Ac	1/4 mile	Segovia Towers is part of a 4-block high-density residential district, comprehensively planned to be within walking distance of the CBD, enjoy views of the golf course. The district is planned to be buffered from the single family homes by the golf course, generally at longer distances. This happens to be the closest building to single family homes, and is still well separated.
Gables on the Green 622 Coral Way (high-rise residential)	-	15 stories	Residential Multi-Family High Density 150' ht. 60 DU/Ac	200 feet	single family home	Residential Single Family 6 DU/Ac	1/3 mile	Gables on the Green is part of a 4-block high-density residential district, comprehensively planned to be within walking distance of the CBD, enjoy views of the golf course. The district is planned to be buffered from the single family homes by the golf course at long dist.
David Williams Condominium 700 Biltmore Way	-	13 stories	Residential Multi-Family High Density	40-60 feet	Low-density	Residential Multi-Family Low Density	1/2 mile	David Williams Condo is part of a 4-block high-density res-

Name and Address	Year Built	Height	FLUM District	Distance to Low Density Residential*	Low Density Type	Closest Low Density Residential Category	Proximity to CBD	Other Comments (history, setting, mitigating factors)
(high-rise residential)			150’ ht. 60 DU/Ac		multi-family	50’ ht. 20 DU/Ac. (after the medium density layer at a dist. of 200 ft.)		idential district, comprehensively planned to be within walking distance of the CBD. The district is planned to be buffered from the single family homes by a layer of multi-family medium intensity development, then a layer of multi-family low density development. In the existing condition, some low density multifamily (2 DU, 6 DU) is located within the high density district, and are therefore very close to the condominium and its parking. The designated low density layer is 320 ft. to the south and 320 ft. to the west.
Gables Club 10 Edgewater Drive (high-rise residential)	1997	15 stories	Commercial High-Rise 150’ ht. 3.0 FAR	160 feet	Low-density multi-family	Residential Multi-Family Low Density 50’ ht. 20 DU/Ac	3 miles	The Gables Club high-rise development in this location results from a court order. It is not an example of good planning.
Gables Waterway Towers 90 Edgewater Drive (high-rise residential)	-	13 stories	Residential Multi-Family Low Density 50’ ht. 20 DU/Ac	120 feet	Low-density multi-family	Residential Multi-Family Low Density 50’ ht. 20 DU/Ac	3 miles	Gables Waterway Towers is a non-conforming structure in the Residential Multi-Family Low Density FLUM designation. It is not an example of good planning.

_* Closest distance from building to low density residential property

Among the 10 examples, 6 are within walking distance of the CBD, where high-rise development is directed. Of those, each commercial use responds to the low-density residential areas with height stepbacks as required by the City’s FLUM patterns of high and low intensity. There are four high-rise residential towers that are both within walking distances of the Coral Gables CBD, and also within a planned 4-block high-rise residential district. The Biltmore Hotel, although in a low-density residential area, also has many stepbacks to lessen its mass and has abundant open space surrounding it that ameliorates adverse impacts of scale if any. Built in 1926, it existed contemporaneously with the first homes and well prior to many other homes in the area. The two towers on Gables Waterway are not examples of the result of good planning, one being non-conforming, the other permitted by court order.

Appendix B
Responses to Staff Review of October 22nd Report

CITY OF CORAL GABLES
- MEMORANDUM -

TO:	Cathy Swanson-Rivenbark, ICMA-CM, AICP, CEcD City Manager	**DATE:**	November 10, 2015
FROM:	Ramon Trias, AIA AICP LEED AP Director of Planning and Zoning	**SUBJECT:**	Paseo de la Riviera: Summary of Mark Alvarez Report for Riviera Neighborhood Association

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Staff has reviewed a report on the proposed Paseo de la Riviera mixed-use project by Mark Alvarez, prepared for the Riviera Neighborhood Association and dated October 22, 2015.

Overview

The report provides comments and analysis of the design features of the project and its compatibility with surrounding neighborhoods and districts. In addition, there is general discussion about projects within the City. Many topics discussed in the report have been previously raised by staff in the staff reports and memoranda to the Planning and Zoning Board and the City Commission, and reflect policy issues for consideration by the City Commission.

The following comments highlight major topics addressed by the report:

1. BUILDING HEIGHT

Building height is addressed in terms of the proposed Future Land Use Map amendment. On page 5 the report addresses the request from Commercial Low-Rise Intensity Land Use (77' maximum height) to Commercial High-Rise Intensity Land Use (190'6" maximum height).

The report states that "The proposed level of increase is not supported because its excessive magnitude is not demonstrated to be necessary to achieve a City objective where a lesser magnitude of change may also achieve the City objective."

The current project has already proposed a lesser maximum habitable height for the residential building of 133'. Staff has recommended a maximum height of 120'. The report recommends a building height of 5 – 6 stories for this site.

Response:

Building height, not including stepbacks, is regulated by the Future Land Use Map designation. The proposed level of increase is not demonstrated to be necessary where a lesser magnitude of change can also achieve the City objective is shown in the Comprehensive Plan Goals, Objectives and Policies analysis (p. 63). The objectives are assumed to be: develop a high-quality design; foster urban

development instead of suburban development; and transit oriented development that supports increased use of alternatives to private motorized vehicles. Although the current project has been partially reduced to 133' for the residential tower); the current proposed height still requires a land use amendment to Commercial High-Rise Intensity without any factual basis that this magnitude of change is necessary. There is no basis provided by the applicant nor staff analysis that shows that Commercial Mid-Rise Intensity would accomplish the same objectives. The report attempts to deductively provide a fair and factual basis based on various inputs of stated City vision, resident inputs, smart growth concepts and established TOD planning guidelines.

A reduction in height without any evidence or exploration of what the minimum height and intensity is to support the objectives is just a position of negotiation, not planning. All heights above 45' are increases. With regard to the land use amendment, all increases above 50' maximum (77' maximum with 2 additional floors with architectural incentives) are increases.

2. STEPBACKS

Stepbacks are addressed in terms of the Planned Area Development request which includes relaxation of stepbacks from the current code requirements of 45' maximum height within 100' of single-family or duplex property, to a proposed 56' maximum height within 79' of the adjacent duplex property.

The report states that "relief of these setbacks is excessive" considering the project's location in proximity to a residential neighborhood. This is consistent with staff's recommendation that the current code requirements of 45' maximum height within 100' of the duplex property should be applied to the Paseo de la Riviera project.

Response:
Agree: How much relief of setbacks is granted depends on, among other things the additional height that is permitted.

3. GEORGE MERRICK'S VISION

The report discusses "George Merrick's vision," or more specifically, the Height Districts map from the 1930 Zoning Code.

The report proposes that if the 1930 Zoning Code is read literally, this property would have had a 150' maximum height for the 125' depth along US1 and a 40' maximum height for the rest of the block fronting the residential neighborhood.

However, since 1930, this particular block and the adjacent neighborhood have changed considerably as a result of replats, resulting in a much deeper block than had been originally platted by Merrick. In addition, the current Zoning Code regulations regarding height, while in the same spirit of the "stepdown" to residential properties, have changed to the 45' maximum height within 100' of residential.

The 1930 Zoning Code may be used as a reference and general guidance, but a literal interpretation today, as presented in the report, is not current due to replats and changing land development regulations.

Response:
The 1930 Height Districts Map was presented by the applicant in support of the proposal at the Planning Advisory Board and before the City Commission. Having heard the applicant's presentation the issue was researched for its potential to inform the main question of appropriate scale and transition. Upon detailed research, it was found that George Merrick's1930 height plan, although supportive of the 150' height limit, did not support encroachment to the low density residential neighborhood and included only a very thin layer of high-rise along US-1. Further, the 1930 Height Plan was found to have some standing with respect to the City's Comprehensive Plan Policy DES 1.1.1. Given this, a literal reading is appropriate as it illuminates that the Merrick Plan did not support height encroachments into the University Estates or Riviera Neighborhood. Notwithstanding the Comprehensive Plan Policy, the 1930 Code does not supersede current code requirements. The 1930 Height Plan is an important point of reference toward providing a fair and factual basis to determine appropriate scale for this site.

4. SMART GROWTH THEORY

The report acknowledges that a Smart Growth and New Urbanist approach to developing this site is appropriate, due to the site's proximity to a transit station.

The report states that based on the site's form and function, the site would be classified as a T5 – Urban Center site, or a medium-density building of 6 stories or less.

The New Urbanist Transect is both a method of describing existing conditions in an area, as well as a method of mapping land development regulations for future development. The report uses the Transect in the first manner, as a method of describing existing conditions along US1. However, the task at hand is to determine appropriate land development regulations for future development, which is a policy decision that can be made based on the vision for the future of US1. Whether that vision includes high-rise buildings in proximity to transit stations, or not, is a policy choice.

For reference and context, the City of Miami, which has adopted a Transect-based Zoning Map, has applied a T6 Zone – ranging from 8 to 60 stories – (or an equivalent height and intensity Transect Zone) to the land surrounding seven out of the eight Metrorail stations to the north of Coral Gables.

Response:
Staff acknowledges that the smart growth and transect approach is appropriate to developing this site, in part due to its proximity to the Metrorail Station. Staff makes a distinction between using transects to identify existing conditions, versus to develop land use regulations for future development. This distinction is unnecessary as both are part of the same process. The method to develop regulations that are appropriate to an area is to first correctly identify the area's characteristic. This is exactly how the T5 transect has been determined as appropriate for this site. Notably, Staff does not refute the finding that the T5 transect describes the area. If the area is T5, then a medium density development in the range of 5-7 stories is the characteristic that informs planning future development.

With regard to the site's proximity to a transit station, it is agreed that very close proximity to a transit station may suggest deviation from T5 height or intensity, but other conditions must be consid-

ered. Many, if not most developments near heavy rail transit stations throughout American and European cities are medium density. Only in the regionally significant Central Business Districts are they typically high density.

With regard to the reference to Miami 21, Staff notes that T-6 has been designated in the station areas of the City's Metrorail stations. This is correct; however, the statement that Miami 21 T6 ranges from 8 to 60 stories needs further qualification and analysis. Miami 21 code has created 7 distant levels of T6, each limiting the maximum height in floors as appropriate to the locations. Analysis has been added to this report in the Smart Growth Section (p.41-42) to demonstrate the use of appropriately scaled transects within Metrorail station areas. North of the Civic Center (UM Hospitals and Courts) the highest zoning along Metrorail is T6-8 (8 stories). The higher levels of T6 only occur south of I-395 and through Brickell, in the regional CBD. South of Brickell, the Vizcaya Station is located in a strip of T5, with a surrounding T3 district, and T6-8 within ¼ mile. The Coconut Grove Station is on a CI zoning district and surrounded by T5 and T6-8 (8 stories maximum). At the Douglas Road Station, adjacent City of Miami land is zoned T6-8 and T6-12 (maximum of 12 stories). In general, 8 stories is the maximum height for transit station areas that are outside of major regional centers. The Douglas Road Station warrants one level higher buildings because of planned rapid transit investments that are not present at Vizcaya, Coconut Grove, and University Station.

Lastly, it should be noted that Miami 21 was implemented on an existing zoning map and ordinance, and there are many locations where deviations were made to avoid diminution of property rights. In this instance, Coral Gables is in a position to determine the appropriate development for existing low-rise intensity commercial land; it is working with a cleaner slate than Miami 21 faced on a City-wide level.

AREAS WHERE THE REPORT SHOULD BE UPDATED OR CORRECTED

Multiple items in the report regarding project building height, floor area ratio, density, and analysis of land development regulations in the City of Coral Gables are less useful to the Paseo de la Riviera discussion due to inaccurate or outdated data, or insufficient research on Coral Gables land development regulations.

Sections that should be updated to reflect current data and current regulations are as follows:

PASEO DE LA RIVIERA SITE PLAN

- *Page 5: The report is based on Paseo de la Riviera plans dated 11.14.14.* The latest plans for the Paseo de la Riviera project, presented to the Planning and Zoning Board and the City Commission, are dated 07.29.15 and are available on the City's webpage. Therefore the analysis in this report does not take into account project design updates over the preceding nine months. The report should be updated based on the latest plans for the project.
- *Page 6: 178' total height reference, including appurtenances.* This reference should be updated to be 167' total height, based on plans dated 07.29.15.
- *Page 10: The building heights cited are incorrect and are based on the November 2014 plans.*
- *Pages 10 -14: Analysis on these pages is based on plans dated November 2014.* Building height, building areas, unit counts, parking space counts, ground floor layout, vehicular circulation, and many other aspects of the building design have changed. Therefore this analysis is not applicable to the current discussion. These pages should be updated to reflect the latest plans presented to

the Planning and Zoning Board, dated July 29, 2015.

- *Page 19: Building mass calculations are based on outdated plans and should be updated.*

Response:

The most recent available amendments to the site plan have been incorporated into this report and recalculations made as needed. At the time of presentation at the first City Commission Hearing, the current plan was not available in time for analysis. As of this writing, that submittal is still not complete as a full set of revised plans and elevations that reflect the changes are not available, ground floor commercial spaces are not identified as to areas nor land use (retail or restaurant), and the parking calculations and assumptions for the shared parking reduction are not provided. Data and calculated differences are small and do not affect the overall findings of this report. Numerical changes in this report are in the Project Description Section, pages 13 through 16; Context and Scale Section, pages 23 and 24; and the Findings and Conclusions Section, page 57.

CORAL GABLES LAND DEVELOPMENT REGULATIONS

- *Page 6: The applicant discusses the total building height as up to the top of the rooftop architectural features.* In Coral Gables, discussion and regulation of building height is based on habitable, air-conditioned space, in order to encourage high-quality design of architectural rooftop elements. The proposed total height of the project based on Coral Gables measurements is 142', which is the limit of habitable air-conditioned space in the project. Moreover, the applicant has proposed limiting the height of the residential building to 133'.
- *Page 6: Discussion of the Paseo de la Riviera's proposed FAR being out of context is incorrect.* The proposed project FAR of 3.5 is permitted under the current Low-Rise Commercial Land Use, with Mediterranean design bonus.
- *Page 6: Discussion of the Paseo de la Riviera's proposed density being out of context is incorrect.* The proposed project density is 86 dwelling units / acre. The City of Coral Gables allows a maximum of 125 dwelling units / acre for mixed use projects, which would be permitted under the current Low-Rise Commercial Land Use.
- *Page 6: Discussion of hotel rooms as part of density calculation is incorrect*. As acknowledged in the report, the City of Coral Gables does not calculate hotel rooms as dwelling units towards density.
- *Page 6: Discussion of building massiveness, or square feet of façade facing the street, is not based on accepted practice.* Building massiveness is an item that is reviewed by the Board of Architects in terms of building design and aesthetics. The Coral Gables Zoning Code does not include regulations of façade square footage facing the street.
- *Page 10: The report states that the paseo proposed in the site plan is a requirement for the project to be approved as a mixed-use development.* A one-story high, 10-foot wide paseo is required to run through the block for a site of this size. However the applicant is proposing a paseo that is open to the sky for over 75% of its length, and that varies in width from 71' to 46' – four to seven times the required width. The covered portion of the paseo (with a double-height vertical clearance of 20') is 25' wide, which is 2 ½ times the required width. The report states that the paseo is 20' wide. This is incorrect, as described above.
- *Page 10: The report includes Net Lot and Gross Lot calculations.* The City of Coral Gables does not use Gross Lot calculations.

- *Page 42: The following statement is inaccurate: "The proposed map amendment may support additional transit ridership only if the TOD is properly designed as continuous pedestrian-friendly TOD district. The map amendment, which only affects height does not achieve this."* In Coral Gables, design review processes and incentives such as the Mediterranean Bonus and the Mixed-Use Overlay result in projects that are consistent with transit-oriented design principles. Therefore, TOD design is achieved in Coral Gables through other regulatory means. The map amendment will allow for greater building height, which may directly or indirectly allow for greater density and intensity, both of which are ingredients for a successful TOD.
- *Pages 43 – 45: Comprehensive Plan Analysis: The report analysis only considers the maximum permitted 190'6" height under the Commercial High-Rise Intensity Land Use, and does not take into consideration potential height limitations imposed through restrictive covenant, proposed project stepbacks, off-site street improvements, and other design methods that are employed through the site plan review process and the conditions of approval to protect residential neighborhoods.* If the entire application request, and not just the Future Land Use Map amendment, were to be considered according to the Comprehensive Plan Goals, Objectives and Policies, the analysis would be more complete and more reflective of the matter under consideration, which is whether or not intense transit-oriented development should be permitted in proximity to the University Metrorail Station, and if so, how it can be designed to limit negative impacts on the adjacent neighborhood.

Response:

The presentation and report noted the City's code and where additional analysis and metrics were offered to help in providing quantitative measures to help the Commission more fully understand the scale and intensity of the proposal. If the discussion is limited to only height to the roof and FAR of net leasable/saleable areas, it is impossible to appreciate the full scale and scope of the project.

- ***Total height is offered in addition to habitable space height to more fully understand the exterior scale of the building as it presents itself in its context.***
- ***The allowed FAR of the proposal has not been disputed and is known to be 3.5 with the Mediterranean design bonus, whether the land use category is low-rise, mid-rise, or high-rise.***
- ***The discussion of residential density is not out of context. As a mixed use project on a Commercial land use category, residential density has heretofore not been stated, yet it is an important planning criteria for understanding the intensity of use in terms of people and their activity as it may affect surrounding areas. Many infrastructure demands are affected by the number of night-time people (residents) as well as day-time inhabitants (employees). The proposed residential density as of December 3, 2015 is 82 DU/Ac.***
- ***The report acknowledges that counting hotel rooms toward residential density deviates from the City's code requirement; however, the metric is used as in other jurisdictions, to account fully for understanding the intensity of use in terms of people and their activity as it may affect surrounding areas. As stated above, many infrastructure demands are affected by the number of night-time people (residents), and hotels cause night-time occupations. The only difference is that the occupations are different people over the long term, and the vacancy rate is somewhat higher. The needs and demand of these night-time occupancies are similar. The proposed residential density, including hotel rooms as of December 3, 2015 is 177 DU/Ac.***
- ***Building massiveness as measured by façade areas is not a typical practice for planning; however, it is a metric used for design and aesthetics. The concept was used to provide a consistent and quantitative means to compare building scale in context to nearby buildings.***

- ***The paseo is a requirement for the MXD approval per City requirements. It is understood that the proposed paseo is wider than the requirements; however, the comment that its provision is not entirely gratuitous is correct. That the rear passage is 25' wide has been noted and corrected.***
- ***Net and gross lot calculations were included in preparation for then-future discussions regarding appropriate densities in a TOD station area. Area-wide densities are measured on a gross lot basis. For the purposes of the proposal, only the site is evaluated regarding TOD guidelines using net lot areas. The citations for densities based on gross lot area have therefore been deleted in this revised and amended report to avoid confusion.***
- ***The land use map amendment among Commercial land use categories can only affect height and general land uses. Pedestrian design and other TOD design issues promoted by the architectural bonus, PAD or MXD approvals are part of the zoning regulations, not the Future Land Use Map amendment.***
- ***Other means to control or ameliorate the impacts of height through the zoning ordinance or restrictive covenant are considered separately from the comprehensive plan analysis. The reason for this is that the City's Comprehensive Plan, although a living document and responsive to change over time, is the framework established by Florida statutes, Ch. 163 for which the zoning ordinance is subordinate and implements the state required policies. As such, the Comprehensive Plan is intended to be more permanent and responsive to the EAR process, with small-scale amendments in theory to be more of corrective measures. The zoning ordinance is a more mutable land development control in process and is better design for quick responses to location, short-term temporal changes and corrections. Covenants can be amended by the Commission and also have temporal limits in practice. For these reasons, the land use amendment is considered separately. In total, this report considers the entire matter. The focus is <u>not to the question of whether or not</u> intense transit-oriented development should be permitted in proximity to the University Metrorail Station. That is presumed to be answered in the affirmative. The <u>focus is to the question of how intense</u> of a transit-oriented development should be in this location with a balanced approach to consider the adjacent neighborhood.***

UNIVERSITY OF MIAMI DEVELOPMENT REGULATIONS

- *Page 6: The report states that the Paseo de la Riviera would be taller than the allowable heights on the UM Campus.* This is incorrect. The maximum allowable height on the UM Campus is 150'. The proposed maximum height of the Paseo de la Riviera project is 142'.
- *Page 6: Analysis of allowable heights and uses on the University of Miami campus should be based on the Campus Zoning District Map dated August 1, 2012 and the Zoning Setbacks and Height Limits map dated June 2002.* The report's reference to a building height buffer of 75' and 225' is taken from a map that does not regulate building height, but rather addresses building use and setbacks.
- *Page 6: Comparisons between University of Miami Campus regulations and Paseo de la Riviera land development regulations should be based on equivalent conditions.* Comparison of allowable heights and uses on the University of Miami campus to the proposed Paseo de la Riviera project should be based on equivalent distances to adjacent land uses and zoning districts, as well as the full set of UM Campus regulations.

<u>Response:</u>

The University of Miami development regulations were discussed only to highlight the care that the University and City have taken to address impacts of intensity to the single family areas to the west and north of the campus. The issue is tangential, and the incorrectly stated references have been removed.

CITY ACTIONS

- *Page 7: The 2005 Riviera Neighborhood Plan was conducted for the Riviera Neighborhood Association, not for the City of Coral Gables.* The report is correct that the City did not officially adopt the report, although City officials did participate in the process.
- *Page 8: The report states that the Planning and Zoning Board provided no recommendation for the Paseo de la Riviera project at their meeting on September 16, 2015; this is incorrect.* The Planning and Zoning Board provided no recommendation for the Future Land Use Map Amendment and the Zoning Code Text Amendment, however the Board recommended approval with conditions for the Planned Area Development and the Mixed-Use Site Plan.

Response:

- ***The Riviera Neighborhood Plan was performed for the City; however, was never officially adopted. Pertinent aspects of the plan are provided in this report to provide an additional data point regarding a consensus process that addressed the same questions at issue with the Paseo de la Riviera proposal.***
- ***The reference to the actions of the Planning and Zoning Board have been corrected.***

PLANNING ANALYSIS

- *Pages 35 – 37: The descriptions of transect zones are interesting and relevant to the discussion, however the conclusion that the area surrounding the University Metrorail Station should be classified as a T-5 Transect Zone is debatable.* It is important to note that the report's characterization of the Transect radiating from a single, intense T6 "downtown" and gradually decreasing in intensity to T3 suburban neighborhoods, is based on a simplistic analysis of small towns or cities that have developed in isolation. South Florida, in contrast, is a region of multiple municipalities, downtowns, and urban centers. Coral Gables has, according to the Transect Zone descriptions on page 36, three T6 – Core areas, including the Central Business District, the Merrick Park / Mixed-Use Industrial District, and the Red/Sunset Commercial area. Considering that two of the three Metrorail stations serving Coral Gables are characterized by T6-Core type land development regulations, it is reasonable to consider that the University Metrorail Station is an appropriate location for increased transit-oriented development, or T6, intensity. Furthermore, as discussed above, the neighborhoods surrounding seven out of the eight Metrorail stations north of the University Metrorail Station are zoned T6 in the City of Miami, with allowable heights ranging from 8 to 60 stories.
- *Both the 1930 Zoning Code and the New Urbanism Transect analysis are appropriate discussions but require additional critical analysis and application based on current conditions*. A policy decision on the preferable type of development for the US1 Corridor should also take into consideration the unique circumstances of this area of Coral Gables, based on current street and block configuration, transportation technologies, and land development regulations.
- *Page 42: The following statement is inaccurate: "Shared parking should not be considered, as the*

primary proposed uses, hotel and residential, are both night time occupations." This statement is inaccurate. Shared parking analyses take the uses into account and allow for greater or less parking reduction based on the mix of uses. There is significant ground-floor commercial space in the project that will have a different peak usage hour than the hotel and residential. Therefore, it is appropriate to consider a shared parking reduction for this project.

- *Page 42: The following statement is inaccurate: "Some consideration may be given to transit-based parking reductions, however there are no facts to support that these are affordable units."* Transit-based parking reductions can be provided for any use, commercial or residential, and for any price-point of housing unit.

Response:

- ***The report specifically did not characterize the Transect as radiating from a single, intense T6 "downtown" and gradually decreasing in intensity to T3 suburban neighborhoods. At the top of page 40, the report stated, "While transects define an ordered development form, they do not necessarily exist in a wedding cake geography from the city center to its edge. Instead, they form a geographic patchwork, defined by built environment, and functional relationships." The report further acknowledged that higher intensities zones may be considered for immediate transit station areas depending on other conditions. As the TOD sections of the report have now been included, an understanding that T6 designation may be appropriate for some parts of the station areas is acknowledged; however, T6 as discussed above and on pages 41-42 of this report does not provide for a range of 8 to 80 stories in every area. The prior analysis shows that T6-8 (8 stories) is predominantly the most intense zoning category used in Miami 21 for Metrorail station areas that are outside of the CBD or the Civic Center.***
- ***Reference to the 1930 Height Districts was presented by the applicant in support of the project. As information toward a policy decision, the 1930 Height District map cannot be considered without the platting as it was in 1930, especially where a bifurcated alley that once marked the transition between 1st and 4th Height Districts has been abandoned and is now part of the developable land. The Height District map protected neighborhoods from encroachment through the platting, block width and alley that formed the boundary between districts.***
- ***That shared parking should not be considered between residential and hotel uses is an accurate statement. Shared parking provides a mechanism to allow reduced parking capacity based on a mix of complimentary (different times of occupancy) uses. In the context of shared parking, hotel, residential and restaurant uses are not complimentary, each having peak parking occupancies in the evening. The hotel, especially as it includes conference facilities is not complimentary with retail for shared parking. The only complimentary uses are the residential and retail (not restaurant). The retail represents a small component of the project; however, the statement is too broad and has been changed.***

CONCLUSION

The report provides analysis on outdated project data. However, the current design has incorporated some of the suggestions included in the report, as a result of public discussion and community input during the past six months. The process of review has not concluded at this point, and additional suggestions about height and bulk may provide context for further discussions.

Response:

Project data has been updated, and all comments have been responded to.

Appendix C
Qualifications of Mark Alvarez

Summary of Professional Qualifications of Mark Alvarez

Principal December 2006 - present
Integrated Urban Planning, LLC Miami, Florida
Provides land use, development, community preservation and transportation planning services to private, community and government clients. Expertise in zoning, community compatibility, land use, and highest and best use analysis. Experience in quasi-judicial settings and negotiating complex settlements among private parties, community groups and governments. Provides detailed regional multimodal transportation impact analysis and review for very large scale regional and downtown development. Develops alternative transportation plans for regional transit systems, local transit circulators, "last-mile" transit links, car-sharing and electric vehicle infrastructure.

Senior Research Associate June 2003 – December 2006
Center for Urban Transportation Research at USF (CUTR) Tampa, Florida
As CUTR's Principal Investigator to Miami-Dade Transit and the County's Office of Performance Management, led work on county-wide transit system optimization, sub-area service improvements, policy analysis, and staffing organizational analysis. Led student, faculty, and sub-consultant teams ranging from 1 to 40 people, including the scoping, management, report writing, presentations, final production and follow-up.

Capital Improvements Administrator August 1999 – June 2003
City of Miami Beach Miami Beach, Florida
After establishing an approved GO Bond program, he integrated the programming of the City's $400-million Capital Improvement Program through coordination with City departments of finance, budgeting, planning, public works, parking, buildings, and media relations. He developed and verified a new database, then institutionalized functions to help establish the City's CIP Department in 2002-2003. (contract position)

Principal April 1998 – June 2003
North Meridian, Inc. ***(dba Meridian Consulting)*** Miami, Florida
Meridian Consulting specialized in strategic advice to redevelopment organizations for developing transportation-related infrastructure and policy improvements to support downtown revitalization programs. Performed analysis for the establishment of community redevelopment areas (CRA). Developed plans for community transit that are still in operation. Developed a successful general obligation (GO) bond program for the City of Miami Beach and led intensive community outreach toward ballot approval.

Senior Planner November 1993 – April 1998
The Corradino Group Miami, Florida
Led the company's planning services, managed planning staff in the fields of downtown community redevelopment, designation of community redevelopment areas, regional transit development plans, transportation corridor studies, traffic calming studies, and transit planning for electric bus service implemented in South Beach (Electrowave, 1995-2004).

Regional Planner August 1992 – November 93
South Florida Regional Planning Council (SFRPC) Hollywood, Florida
Evaluated local comprehensive plan amendments and updated the Transportation Element of the Strategic Regional Policy Plan. Project Manager for the inception of the US Department of Energy sponsored South Florida Clean Cities Coalition to develop policy for, coordinate, and promote the use of alternative fueled vehicles.

Transportation Engineer Intern January 1992 – August 1992
Burgess & Niple Columbus, Ohio
Developed demand models and ridership projections for feasibility study of light rail transit to link Ohio State University Campus athletic venues, hospital complex, and City.

Engineering Aide April 1988 – August 1992
Science Applications International Corp. (SAIC) Columbus, Ohio
Performed analysis and preparation of NEPA documents, and related field work for environmental remediation work at DOD and DOE sites in the Midwest.

Professional:

Commercial Real Estate, Advanced
Miami Association of Realtors, 2015

Licensed Florida Real Estate Sales Associate, 2014

Professionalism & Ethics Certification
FIU Metropolitan Center, 2011, 2013

American Institute of Certified Planners, 1996 (# 086841)

Pedestrian & ADA Safety Program
Florida Dept. of Transportation, 1995

Dispute Resolution Program
Florida Conflict Resolution Consortium, 93

Education:

Master of Science, Civil Engineering
Ohio State University, 1992

Master of City & Regional Planning
Ohio State University, 1992

Bachelor of Science, Operations Mgt.
Ohio State University, 1988

Community Service:

Southeast Florida Clean Cities Coalition, Member, 2014-2015

South Florida SPCA Horse Rescue Volunteer, 2014

MSPCS School Parent Board
Member, 2009-2012; Chair 2011-2012

Shake-a-Leg Miami
Volunteer Skipper, 2007-2008

City of Miami Upper East Side Council
Boulevard Oversight Committee, 2004

City of Miami Selection Committee
Midtown Trolley Plan, 2004

Miami Beach Transportation & Parking Com.
Commission Appointee, 1999

Miami Beach Traffic Calming Committee
Chair, 1988-1989

Professional Presentations & Papers

Using Survey Results to Design Regional Transit Improvements;
APTA, Minneapolis, Minnesota; 2005

Intermodal Trends – Changes Over a Decade and Emerging Trends;
APTA, Vancouver, British Columbia, 2004

Major Project Work for Government Clients

chronological order starting with most recent:

1. ***Miami Downtown Development of Regional Impact (DRI), Increment III Transportation Review:*** (2015) providing required review per *Ch. 380 F.S.* for transportation analysis of the Downtown DRI. The Downtown DRI includes all of the Miami Central Business District, Brickell, and the emergent Arts and Entertainment district. The review includes detailed analysis of methodology, trip generation assumptions, transportation model assumptions, land use and transportation impacts, transit capacity and demand, impact of inter-city and commuter rail station under construction, and coordination with the abutting Southeast Overtown DRI. Result: ongoing; Sub-consultant to the South Florida Regional Planning Council

2. ***Florida Gold Coast Sustainable Community Plan for Electric Vehicle and Charging Infrastructure:*** (2013) developed plan to remove barriers for electric vehicle (EV) charging infrastructure, and provide EV station cars along the Miami-Dade US-1 Metrorail Corridor. Working with Hertz-On-Demand, Car-2-Go and other car-sharing operators, forecast detailed market analysis for car-sharing operations at Metrorail Stations. Sub-consultant to The Curtis Group, Florida Power & Light, and with the South Florida Regional Planning Council; Client: US Department of Energy

3. ***Village of Pinecrest US-1 Corridor Study*** (2012) stakeholder engagement and charrette, land use, parking and State roadway access analysis. Proposed development alternatives for commercial sites of different sizes along US-1, that would be subsequently codified in land development regulations. Forms, access, parking, connection to residential community where appropriate and buffering to residential community where appropriate were analyzed to determine development intensity potentials, use mix, building dispositions, access and delivery locations. Result: Village Council approved plan for staff implementation via zoning code amendments. Sub-consultant to C3TS; Client, Village of Pinecrest, Florida

4. ***Village of Pinecrest Transit Circulator Study:*** (2011) stakeholder engagement, target market survey and analysis, ridership projections, route and schedule development, and operational recommendations for a small-scale community transit system; Result: Council approved plan, circulator was implemented and has been in continuous operation since. Principal, IUP, LLC; Client, Village of Pinecrest, Florida

5. ***North Miami Beach Comprehensive Plan:*** (2010) independent review of City's comprehensive plan amendment package for compatibility with: its evaluation and appraisal report, history of Commission actions, State statutes, and internal consistency; Result: recommendations were incorporated, and amendments approved by Department of Community Affairs; Principal, IUP, LLC; Client, City of North Miami Beach, Florida

6. ***North Miami Beach Land Use Code Amendments:*** (2007-2009) liaison between citizen organizations, City Manager, and City Planning and Development Director to amend City ordinances in response to numerous stakeholder engagement meetings, and negotiate development policy to meet both neighborhood preservation goals and redevelopment goals; Result: three of four packages of amendments were adopted; Principal, IUP, LLC; Client, NMB Citizens Coalition, Inc.

7. ***Village of Pinecrest South Dixie Highway (US-1) Corridor Intersections Study:*** (2008) stakeholder engagement, land use and traffic conditions survey, recommendations for traffic improvements at intersections of local roads with a State highway and the Busway; Sub-consultant to the Lehman Center for Transportation Research; Client, Village of Pinecrest, Florida

8. ***South Dade Busway Transit Park-and-Ride and Feeder Plan: (***2007) stakeholder engagement, target market surveys, parking utilization surveys; land use and geographic information system analysis, parking utilization, transit ridership projections, and route and schedule recommendations to align a large-scale transit sub-system with future development, demand, and policy; Result: recommended commuter feeder routes, existing service changes, and park-and-ride facility expansions were partially implemented. Result: Plan was not cost neutral, and decreasing County budget limited full implementation; Principal Investigator for Lehman Center for Transportation Research; Client, Miami-Dade Transit Agency

9. ***West Perrine Community Redevelopment Area (CRA) Finding of Necessity:*** (2007) analysis of land use,

physical conditions, redevelopment plans, traffic conditions, and transit efficacy to provide inputs to findings; Result: CRA was approved by the County and State; Sub-consultant to The Curtis Group; Client: Miami-Dade County, Florida

10. ***Goulds / Cutler Bay Community Redevelopment Area (CRA) Finding of Necessity:*** (2007) analysis of land use, physical conditions, redevelopment plans, traffic conditions, and transit efficacy to provide inputs to findings; Result: CRA was approved by the County and State; Sub-consultant to The Curtis Group; Client: Miami-Dade County, Florida

11. ***Coastal Communities Transit Plan:*** (2006) stakeholder engagement, prioritization of issues, target market survey data analysis, land use analysis, baseline dis-aggregate utilization assessment, route and schedule recommendations, traffic impact analysis, end user impact analysis, and cost-benefit analysis for the purpose of consolidation of routes on a large-scale transit sub-system, realignment of route-level capacity with evolved demands, meeting latent travel demands, and reduction of traffic impact (of buses) on major corridors; Result: recommendations realized cost neutral improvements to service including new neighborhood transit circulators, enhanced commuter service, and an airport bus service; Principal Investigator, Center for Urban Transportation Research, University of South Florida; Client, Miami-Dade Transit Agency and the City of Miami Beach, Florida

12. ***Transit System Subsidy Policy Analysis:*** (2005) national peer organization survey and analysis, baseline assessment, prioritization of issues, development of performance indicators, impact analysis, and cost-benefit analysis to recommend transit fare policy changes and report to the Director of Transit and the Board of County Commissioners; Result: Commission approved some reduced fare recommendations, but not the zone-fare recommendation; Principal Investigator, Center for Urban Transportation Research, University of South Florida; Client, Miami-Dade Transit Agency

13. ***Commission District 13 Transit Area Plan:*** (2005) stakeholder engagement, survey data analysis, land use analysis, transit utilization analysis, route and schedule recommendations, end user impact analysis, and cost-benefit analysis to realign transit capacity with changing demands; Result: recommendations provided for new commuter services at reduced overall cost impacts; Principal Investigator, Center for Urban Transportation Research, University of South Florida; Client, Miami-Dade Transit Agency

14. ***Miami-Dade County Comprehensive Bus Operational Analysis:*** (2004) prioritization of issues, large-scale target market survey (28,000 records); large scale boarding / debarking data collection (1,100,000 records); driver surveys; survey data analysis; operational data analysis; baseline assessments, route and schedule recommendations, end user impact analysis, and cost-benefit analysis for the purpose of modifying County-wide bus services of a large-scale transit system to improve end user satisfaction and create efficiencies; Result: recommendations realized improved end user service and annual operational savings of 19 vehicles and $4.7-million (one-time project cost was $1.3-million); Principal Investigator, Center for Urban Transportation Research, University of South Florida; Client, Miami-Dade County Transit Agency

15. ***Transit Organizational Strategy & Business Plan:*** (2003) national peer organization survey and analysis, baseline assessment, prioritization of issues, development of performance indicators, impact analysis, and cost-benefit analysis to advise the County Manager's Office regarding the consolidation of two transit departments; Result: recommendations were used for consolidation; Principal Investigator, Center for Urban Transportation Research, University of South Florida; Client, Miami-Dade County, Florida

16. ***Sunny Isles Beach Boulevard Redevelopment Plan:*** (2001) stakeholder engagement, land use analysis, traffic analysis, development strategies, and impact analysis for a corridor redevelopment strategy and supporting transportation improvement plan; Result: recommendations were approved; Sub-consultant to Luft Consulting; Client: City of Sunny Isles Beach, Florida

17. ***North Miami Transit Circulator Study:*** (2001) stakeholder engagement, issue prioritization, land use and demographic analysis, ridership projections, route and schedule development, and impact analysis for a small-scale community transit system; Result: City Council approved project. Transit system is still in operation, has been expanded, and currently has 330,000 annual boardings; Principal, Meridian Consulting; Client, City of North Miami, Florida

18. ***Sunny Isles Beach Comprehensive Plan Amendments, Transportation Element:*** (2000) stakeholder engagement, issue prioritization, baseline assessment, alternatives impact analysis; development of strategies to achieve goals, and policy recommendations; Result: recommendations were adopted; Sub-consultant to Luft Consulting; Client: City of Sunny Isles Beach, Florida

19. ***Deering Bay Yacht and Country Club Parking Study:*** (2000) a master development parking analysis; Result: findings were used by client to renegotiate parking infrastructure provisions with the master developer; Principal, Meridian Consulting; Client: Deering Bay Management Association

20. ***City of Miami Beach General Obligation Bonds:*** (1999) extensive stakeholder engagement, prioritization of issues, cost-benefit analysis, development of alternatives, and negotiation of final outcomes with competing communities and stakeholders to develop a $57-million City-wide neighborhood street infrastructure improvement program for a general obligation bond referendum; Result: bond was passed by voters (not initially expected to), and approved by Commission; Principal, Meridian Consulting; Client: City of Miami Beach, Florida

21. ***Plantation Comprehensive Plan Amendments, Transportation Element:*** (1999) issue prioritization, baseline assessment, alternatives impact analysis; development of strategies to achieve goals, and policy recommendations; Result: amendments were approved by City Council and approved by State Department of Community Affairs; Sub-consultant to Bermello-Ajamil; Client: City of Plantation, Florida

22. ***Port of Miami Master Development Plan:*** (1999) issue prioritization, baseline assessment, alternatives impact analysis; development of strategies to achieve goals for multi-modal freight and passenger transportation operations at the Port of Miami; Result: recommendations were adopted; Sub-consultant to Bermello-Ajamil; Client: Port of Miami

23. ***Downtown Racine Redevelopment:*** (1998) stakeholder engagement, issue prioritization, baseline assessment, alternatives impact analysis; development of marketing, traffic, transit, and parking strategies to achieve redevelopment goals for the Racine central business district; Principal, Meridian Consulting; Sub-consultant to The Chesapeake Group; Client: City of Racine, Wisconsin

24. ***Foss Waterway Strategic Plan Parking Analysis:*** (1998) stakeholder engagement, issue prioritization, baseline assessment, alternatives impact analysis; development of strategies to achieve goals for Tacoma central business district and the 12 development sites along the Thea Foss Waterway redevelopment area to develop policies to share parking infrastructure; Result: recommendations were used in subsequent parking / land use policy development; Principal, Meridian Consulting; Client: The Thea Foss Waterway Redevelopment Authority, Tacoma, Washington

25. ***Downtown Tacoma Market Plan:*** (1998) stakeholder engagement, issue prioritization, baseline assessment, alternatives impact analysis; development of strategies to achieve goals for the City of Tacoma central business district to strategically coordinate: the planned downtown light rail alignment; the soon to commence Sounder commuter rail service to Seattle; redevelopment and marketing activities for the City and Foss Waterway Redevelopment Authority; institutional development plans including the University of Washington, and the Chihuly Museum; bus operations; pedestrian mobility; and traffic impacts; Results: recommendations were implemented; Principal, Meridian Consulting; Sub-consultant to The Chesapeake Group; Clients: The Thea Foss Waterway Redevelopment Authority and the City of Tacoma, Washington

26. ***Miami Design District & Little Haiti Charrette Parking Study:*** (1998) stakeholder engagement through a charrette process, issue prioritization, baseline assessment, alternatives impact analysis, and cost-benefit analysis to develop traffic and parking strategies to further redevelopment goals for the Design District in Miami, Florida; Principal, Meridian Consulting; Sub-consultant to Duany Plater-Zyberk & Co.; Client: City of Miami, Florida

27. ***Miami Beach Municipal Mobility Plan, Phase I, II, and III:*** *(*1997-98) stakeholder engagement, issue prioritization; analysis of land use, traffic, transit, bicycle mobility, pedestrian mobility, and parking; and alternatives impact analysis to develop a unified transportation infrastructure plan to: reduce use of single-occupant vehicles, increase transit use, improve pedestrian and bicycle safety, reduce neighborhood

intrusion impacts; and reduce traffic congestion; Project Manager, The Corradino Group; Client: City of Miami Beach, Florida

28. ***North Miami Beach Boulevard (SR 826) Corridor Study:*** (1997-98) stakeholder engagement, issue prioritization; land use, traffic, parking, and alternatives impact analysis to develop a corridor operational improvement plan to reduce traffic congestion, improve pedestrian safety, reduce neighborhood intrusion impacts, and provide safe operations for business parking; Project Manager, The Corradino Group; Clients: Florida Department of Transportation and the City of North Miami Beach, Florida

29. ***South Beach Electric Shuttle Plan:*** (1997) stakeholder engagement, issue prioritization, land use, traffic, and parking analysis, route and schedule development, storage and recharging facility location analysis, impact analysis, cost benefit analysis, and alternatives analysis for a small-scale downtown core transit system using electric vehicles; Result: after delivery of electric buses (lead-acid battery tray technology) and delays setting up recharging facility, service began in early 1998 with 7 buses. In 2000, service was expanded to 13 buses and a larger service area. In 2005, due to City budget constraints, operations were transferred to the county transit agency, and the electric vehicles were replaced by conventional small buses for consistency with county operations. At the height of utilization, the system had approximately 1.2-million annual boardings. Project Manager, The Corradino Group; Clients: Miami Beach Transportation Management Association, and the City of Miami Beach, Florida

30. ***Fort Walton Beach Community Redevelopment Plan Update:*** (1996) analysis of land use, physical conditions, redevelopment plans, and traffic conditions to improve downtown business district viability; Result: CRA update was approved by board, traffic improvements were implemented, and the recommendation to locate the civic center there resulted in development of the county judicial system complex as a catalyst for downtown business development; Project Manager, The Corradino Group; Client: City of Fort Walton Beach, Florida Community Redevelopment Agency

31. ***North Miami Beach Neighborhood Traffic Calming Projects:*** (1996) stakeholder engagement, issue prioritization; land use, traffic and alternatives impact analysis to improve pedestrian and bicycle safety, and reduce neighborhood traffic intrusion impacts; Result: initially a bike trail was implemented along a canal, with other projects implemented subsequently as funds became available; Project Manager, The Corradino Group; Client: City of North Miami Beach, Florida

32. ***Omni Area Redevelopment Plan for the Performing Arts Center:*** (1996) analysis of land use, physical conditions, redevelopment plans, and traffic conditions to coordinate redevelopment activities around the contemporaneously proposed Miami-Dade County Performing Arts Center; Result: Performing Arts Center and planned redevelopment activities catalyzed significant redevelopment in the area; Project Manager, The Corradino Group; Client: City of Miami Downtown Development Authority

33. ***Coconut Grove Planning Study, Transportation and Transit Components:*** (1995) stakeholder engagement through a charrette process, issue prioritization, baseline assessment, and alternatives impact analysis to develop traffic operations, traffic calming, streetscape, transit and parking strategies to balance development with neighborhood preservation in Coconut Grove; Project Manager, The Corradino Group, Sub-consultant to Duany Plater-Zyberk & Co.; Client: City of Miami, Florida

34. ***Miami Dade County Freight Movement Study:*** (1994) prioritization of issues, airport and seaport truck driver intercept surveys, port shipments data collection, survey data analysis, baseline assessments, and alternatives impact analysis as inputs to prioritizing land-side transportation improvements; Senior Planner, The Corradino Group; Client: Miami-Dade MPO

35. ***Northeast Dade Transit Improvement Plan:*** (1993–1994) stakeholder engagement, large-scale target market survey, survey data analysis, land use analysis, transit utilization analysis, route and schedule recommendations, end user impact analysis, and cost-benefit analysis to realign transit capacity with changing demands; Result: recommendations provided for new commuter services, and adjusted service levels on existing routes for greater efficiency; Transportation Planner, The Corradino Group; Client: Miami-Dade Transit Agency