

Comprehensive Plan

2010

City of Coral Gables



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

Goals, Objectives and Policies:

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

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

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

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

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

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

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

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

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

Policy MOB-1.1.8. Protect residential areas from parking impacts of nearby nonresidential uses and businesses and discourage parking facilities that intrude, impact and increase traffic into adjacent residential areas.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy MOB-2.2.1. The City shall maintain and continue to monitor its Gables Redevelopment and Infill District (GRID) as adopted pursuant to Ordinance #3148 adopted 08.29.1995 to ensure compliance with its established LOS standards and established boundaries.

The specific geographic area of the Gables Redevelopment and Infill District (GRID) is bounded on the north by Tamiami Trail (SW 8th Street), beginning at Douglas Road and proceeding west along Tamiami Trail, then south along the city boundary to LeJeune Road, then south to Ponce de Leon Boulevard, then southwest to Carrillo Street, then north to Pisano Avenue, then northwest to Campo Sano Drive, then west and southwest to San Amaro Drive, then south to Mataro Avenue, then west to Red Road, then south to Sunset Road, then north at Lot 14, Block 29, Riviera Section Part 14 to San Ignacio Street, then west to Nervia Street, then north-northeast (projected) to Caballero Boulevard, then north to Hardee Road, then west to Mariposa Avenue, then northeast to Mariposa Court then northwest to Madruga Avenue, then northeast to Maynada Street, then north to Miami-Homestead Avenue, then northeast to Miller Road, then east to Riviera Drive, then northeast to Menendez Avenue, then northeast to Rosaro Street then east to LeJeune Road, then north to Grant Drive, then east to Washington Drive north and northeast to Lincoln Drive, then north to Grand Avenue, then east to Brooker Street, then north to Florida Avenue, then west to South Dixie Highway, then northeast to Brooker Street, then proceeding west then north along the western city boundary to point of beginning at the intersection of Tamiami Trail (SW 8th Street) and Douglas Road as exhibited on the MOB-2: Gables Redevelopment Infill Districts (GRID) Map.

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

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

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

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

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

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

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

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

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

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

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

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

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

Objective MOB-2.4. Coordinate proposed transportation projects and measures with a specific emphasis on traffic circulation with future land uses and capital improvements element as adopted

on the Future Land Use Map series and all other pertinent and applicable City adopted documents recognizing fiscal and physical constraints.

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

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

Policy MOB-2.4.3. The adopted Land Use Plan Maps shall be used to guide the planning of future transportation corridors to ensure the proper coordination between transportation planning and future development patterns.

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

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

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

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

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

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

Objective MOB-2.7. The City’s Comprehensive Plan, this element and all applicable plans and programs shall protect and minimize any potential traffic impacts to the community and residential neighborhoods.

Policy MOB-2.7.1. The City shall, via the review of development projects and city transportation improvement projects, conserve and protect the character and livability of all residential neighborhoods by preventing the intrusion of through vehicles on local and collector streets. The City shall discourage through traffic in neighborhoods and may incorporate traffic management

and calming measures including, but not limited to, signage, landscape design, traffic calming devices and roadway design.

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

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

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

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

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

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

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

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

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

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

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

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

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

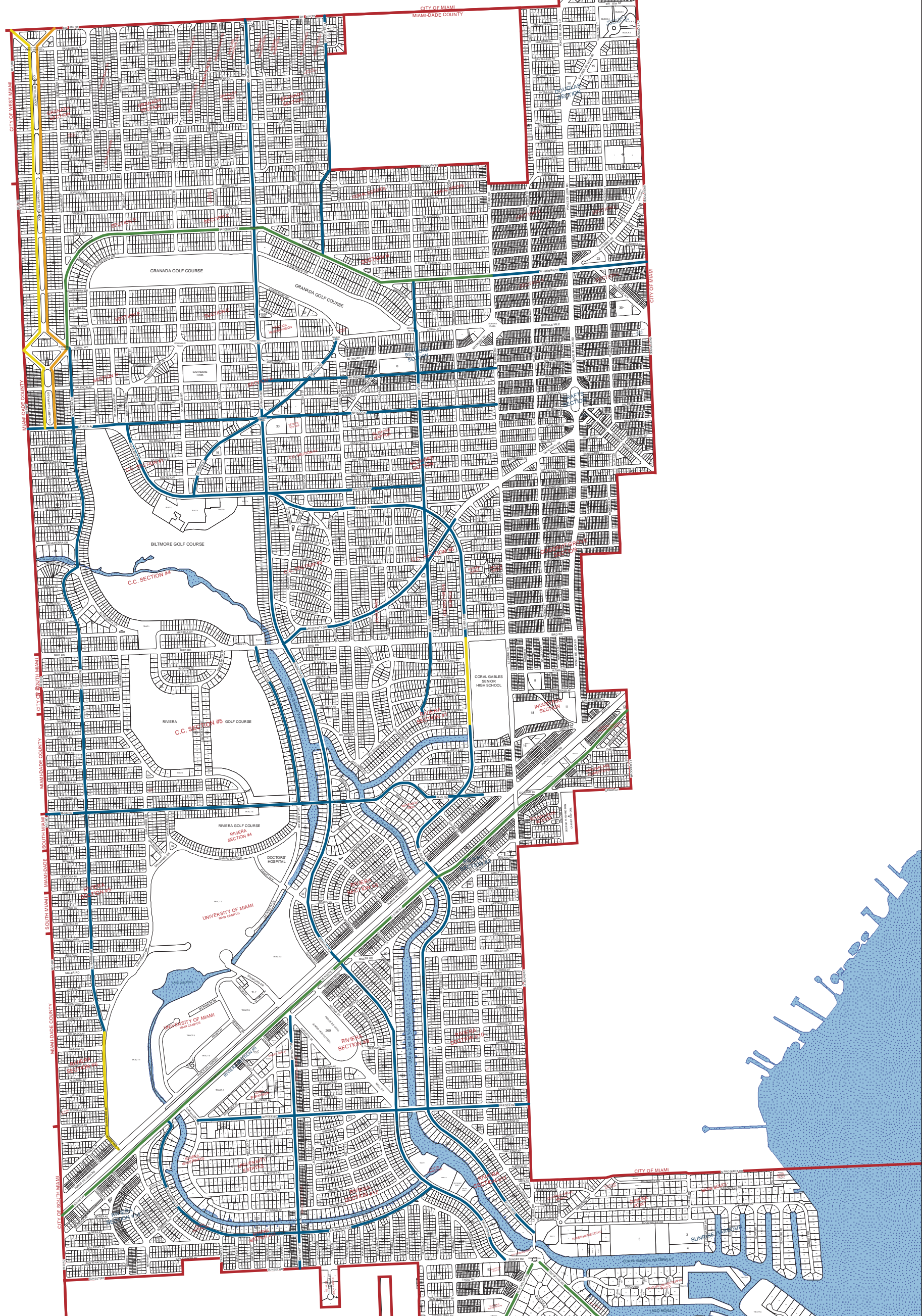
- Additional opportunities for visible/clear signage identifying public parking facilities or opportunities to “intercept” vehicle parking patrons.
- Wayfinding signage to direct “pedestrian parkers” to their destinations.
- Quality pedestrian connections between the parking facility and the initial destination and secondary destination(s), and City trolley.
- Creation of an online real-time access to parking location and occupancy information.
- Performance based pricing within high demand areas.
- Support a “park once” effort, whereas parking patrons become a “pedestrian” of “transit rider” between the City’s downtown, adjoining retail centers, business attractors, employment centers and the University of Miami.
- Continue research on the use of shared parking for destinations for public facilities or the overall parking system.

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

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

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

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



0 750 1,500 2,250 3,000
Feet

LEGEND

City Limits

Existing

Existing Bicycle Facility

Bike Lane Implement Plan

Bike Lane in Both Directions

Implement Bike Lane Going North

Implement Bike Lane Going South

Bicycle Facilities

January 2010
Prepared by: Planning Department
Source: Citywide Bicycle Lane Master Plan