



City of Coral Gables Planning and Zoning Staff Report

Applicant: City of Coral Gables

Application: **Comprehensive Plan Text and Map Amendments, Zoning Code Text and Map Amendments – University Station Rapid Transit District Overlay Amendments**

Properties: 1150, 1190, 1250, 1320, and 1350 South Dixie Highway, and 6100 Caballero Blvd

Public Hearing: Planning and Zoning Board

Date & Time: **February 11, 2026; 6:00 – 9:00 p.m.**

Location: City Commission Chambers, City Hall,
405 Biltmore Way, Coral Gables, Florida 33134

1. APPLICATION REQUEST

The City of Coral Gables is requesting review and consideration of the following:

1. **Comprehensive Plan Text and Maps.** *An Ordinance of the City Commission of Coral Gables, Florida, approving amendments to the text and maps of the City of Coral Gables Comprehensive Plan pursuant to small-scale amendment procedures (Section 163.3187, Florida Statutes), and Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments," to 1) modify the required Multi-Family densities and height to allow higher intensity within the "University Station Rapid Transit District Overlay," and to allow Multi-Family High Density within the Mixed-Use Overlay Districts located within the "University Station Rapid Transit District Overlay," 2) include additional properties (6100 Caballero Blvd) within the "University Station Rapid Transit District Overlay" on the Mixed-Use Overlay Districts Map, and 3) amend the Future Land Use Map from "Commercial Low-Rise Intensity" to "Multi Family High Density" for Lots 1&2, Block 5 and Lots 1 thru 3, Block 6, Riviera Waterways Section, Track "K", Addition to Riviera Waterways Section, and Lot 8, Block 208, Riviera Section 14; from "Multi Family Low Density" to "Multi Family High Density" for Lots 3&4, Block 5, Riviera Waterways Section; from "Multi Family Duplex Density" to "Multi Family Low Density" for Lot 5, Block 5 and the southern portion of Lot 5, Block 6, Singer Subdivision; from "Commercial Low-Rise Intensity" to "Multi Family Medium Density" for Lot 4, Block 6, Riviera Waterways Section; and from "Multi Family Duplex Density" to "Multi Family Medium Density" for Lot 5-A and the northern portion of Lot 5, Block 6, Singer Subdivision; providing for a repealer provision, providing for a severability clause, and providing for an effective date. (Legal description on file)*

2. **Zoning Code Text and Map.** *An Ordinance of the City Commission of Coral Gables, Florida providing for map and text amendments to the City of Coral Gables Official Zoning Code pursuant to Zoning Code Article 14, "Process," Section 14-212, "Zoning Code Text and Map Amendments," by 1) amending Article 2, "Zoning Districts," Section 2-408, "University Station Rapid Transit District Overlay" to a) include requirements for multi-family development and provide regulations for modification and development agreements within the district; b) add additional properties (6100 Caballero Boulevard) to the boundary of the "University Station Rapid Transit District Overlay", 2) amending Appendix A, "Site Specific Zoning Regulations," to remove inconsistent Site Specifics, 3) amending Article 14, "Process," Section 14-204, "Transfer of Development Rights," to expand Transfer of Development Rights (TDRs) receiving sites within the "University Station Rapid Transit District Overlay," and 4) amend the Zoning Map from "Mixed-Use 1 (MX1)" to "Multi Family 4 (MF4)", for Lots 1&2, Block 5 and Lots 1 thru 3, Block 6, Riviera Waterways Section, Track "K", Addition to Riviera Waterways Section, and Lot 8, Block 208, Riviera Section 14, from "Multi Family 3 (MF3)" to "Multi Family 4 (MF4)" for Lots 3&4, Block 5, Riviera Waterways Section; from "Multi Family 1 (MF1)" to "Multi Family 3 (MF3)" for Lot 5, Block 5 and the southern portion of Lot 5, Block 6, Singer Subdivision; from "Mixed-Use 1 (MX1)" to "Multi Family 2 (MF2)" for Lot 4, Block 6, Riviera Waterways Section; and from "Multi Family 1 (MF1)" to "Multi Family 2 (MF2)" for Lot 5-A and the northern portion of Lot 5, Block 6, Singer Subdivision; providing for repealer provision, severability clause, codification, and providing for an effective date. (Legal description on file)*

The requests require three (3) public hearings, including review and recommendation by the Planning and Zoning Board, and 1st and 2nd Reading before the City Commission.

2. BACKGROUND INFORMATION

On September 3, 2025, the Miami-Dade County Board of County Commissioners adopted an ordinance creating the "Gables/University Station Subzone" within the County's Rapid Transit Zone (RTZ). The County RTZ Subzone establishes County regulatory jurisdiction over designated parcels within one-quarter mile of the University Metrorail Station, which includes its own development standards, permitted uses, design guidelines, and review procedures administered exclusively at the County level.

In response to the County's RTZ expansion and the resulting implications for local land use authority, the City adopted the "University Station Rapid Transit District Overlay" in January 2026 as a local regulatory framework to ensure that development in the University Station area remains consistent with community expectations, adopted planning principles, and Coral Gables' established architectural and urban design standards. The City's Overlay District is intended to complement transit-supportive land use patterns while preserving the City's character and aesthetic identity, and is generally consistent with the County RTZ Subzone regulations. The Overlay encompasses parcels generally bounded by South Dixie Highway, Caballero Boulevard, Madruga Avenue, and Turin Street.

The property owner of the adjacent and assembled properties at 6100 Caballero Boulevard is actively discussing with the County to be incorporated into the County's Rapid Transit Zone (RTZ). Therefore, the

City is proposing amendments to address multi-family uses within the City's overlay district and incorporate the properties to be within the boundaries of the "University Station Rapid Transit District Overlay."

Application Summary of the "University Station Rapid Transit District Overlay" Amendments

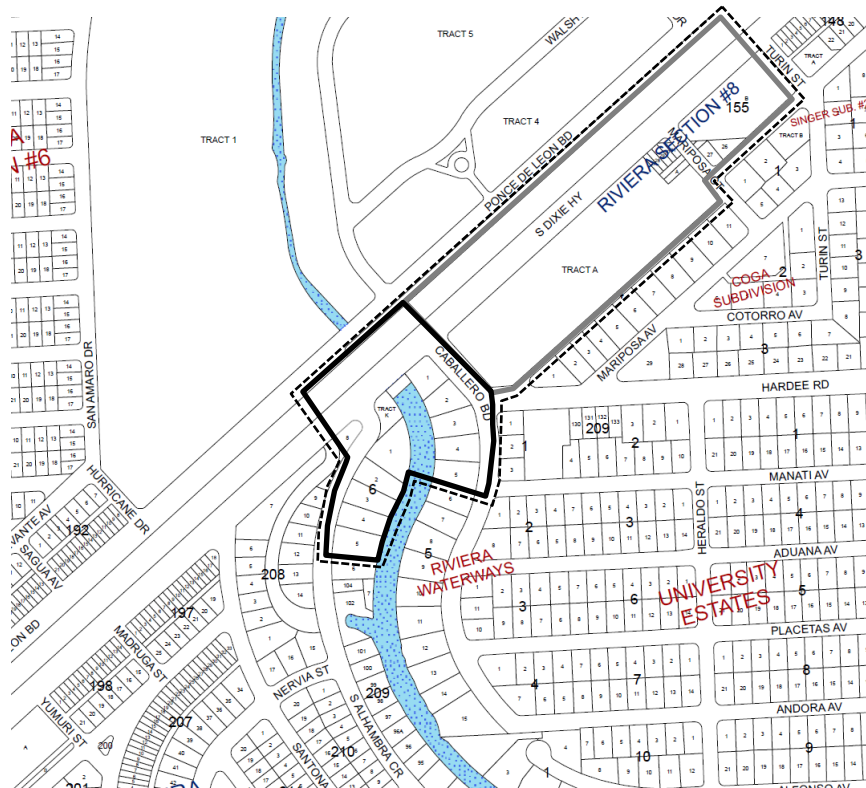
The amendments include additional properties located at 6100 Caballero Boulevard, identified by five Miami-Dade County Tax Folio Numbers: 03-4130-006-0290; 03-4130-009-2570; 03-4130-016-0010; 03-4130-016-0050; and 03-4130-016-0040. The property consists of approximately 209,000 square feet (4.8 acres) and is an irregularly shaped parcel bisected by the University Waterway / Mahi canal. The site is located east of South Dixie Highway, between South Alhambra Circle and Caballero Boulevard. The subject property owners have sought to coordinate with Miami-Dade County regarding potential inclusion within the University Station Rapid Transit Zone (RTZ).

The application proposes amendments to the Future Land Use Map (FLUM) for the subject property from "Commercial Low-Rise Intensity," "Multi-Family Low Density," and "Multi-Family Duplex Density" to "Multi-Family High Density," "Multi-Family Medium Density," and "Multi-Family Low Density." Corresponding amendments to the Zoning Map are proposed to change the zoning designations from "Mixed-Use 1 (MX1)," "Multi-Family 3 (MF3)," and "Multi-Family 1 (MF1)" to "Multi-Family 4 (MF4)," "Multi-Family 3 (MF3)," and "Multi-Family 2 (MF2)". The existing and proposed Future Land Use and Zoning Maps are provided in subsequent sections of this report, and the legal descriptions are included in the attachments.

In conjunction with the addition of the property and the FLUM and zoning district amendments, Comprehensive Plan and Zoning Code text amendments are proposed to implement provisions for multi-family development within the University Station Rapid Transit District Overlay. The Comprehensive Plan text amendments modify multi-family density and height standards to allow higher intensity development within the Overlay and permit Multi-Family High Density within Mixed-Use Overlay Districts located in the University Station Rapid Transit District Overlay. The Zoning Code text amendments establish multi-family development requirements and provide procedures for modification requests and development agreements within the Overlay district, remove inconsistent Site Specific zoning regulations from Appendix A, and amend Article 14, Section 14-204, "Transfer of Development Rights," to remove zoning district restrictions on TDR receiving sites within the Overlay. Detailed zoning and development standards for the Overlay are provided in the Zoning Code text amendment section of this report.

District Location. Context information exhibited below.

Lot, Subdivision, and Plat Map



Ariel Map



Site Data and Surrounding Uses. The following tables provide the subject property's designations and surrounding land uses:

Existing Property Designations

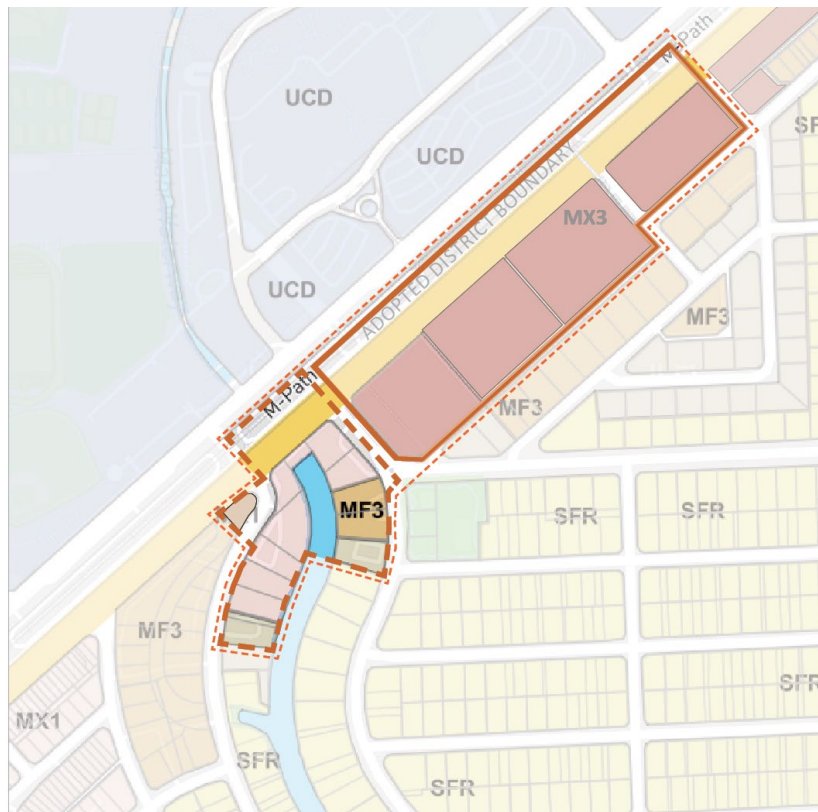
Future Land Use Map designation	Commercial Low-Rise Intensity, Multi Family Low Density, Multi Family Duplex Density
Zoning Map designation	Mixed-Use 1 (MX 1), Multi-Family 3 (MF3), Multi-Family 1 Duplex (MF1)
Coral Gables Redevelopment Infill District	Yes

Surrounding Land Uses

LOCATION	EXISTING LAND USES	FLUM DESIGNATIONS	ZONING DESIGNATIONS
Northwest	University of Miami	University	University Campus District (UCD)
Northeast	Mixed-Use	Mixed-Use;	Mixed Use 3 (MX3) District
East	Jaycee Park	Special Use (S)	Park and Recreational Use
Southwest	University Inn Condominium; Surface parking lot, Apartment;	Multi Family Low Density; Multi Family Duplex Density;	Multi-Family 3(MF3); Multi-Family 1(MF1);
Southeast	Single-family Houses	Single Family Low Density	Single-Family Residential (SFR)

Existing Future Land Use Map



Existing Zoning Map**3. PROPOSED COMPREHENSIVE PLAN TEXT AND MAP AMENDMENTS****a. Comprehensive Plan Text Amendments**

The proposed Comprehensive Plan text amendment is provided as Attachment A.

b. Comprehensive Plan Map Amendments

The amendments include additional properties located at 6100 Caballero Boulevard, which is generally bounded by South Dixie Highway, between South Alhambra Circle and Caballero Boulevard, and Mahi Canal. The Comprehensive Plan Map Amendments propose to amend the Future Land Use Map from “Commercial Low-Rise Intensity” to “Multi Family High Density” for Lots 1&2, Block 5 and Lots 1 thru 3, Block 6, Riviera Waterways Section, Track “K”, Addition to Riviera Waterways Section, and Lot 8, Block 208, Riviera Section 14; from “Multi Family Low Density” to “Multi Family High Density” for Lots 3&4, Block 5, Riviera Waterways Section; from “Multi Family Duplex Density” to “Multi Family Low Density” for Lot 5, Block 5 and the southern portion of Lot 5, Block 6, Singer Subdivision; from “Commercial Low-Rise Intensity” to “Multi Family Medium Density” for Lot 4, Block 6, Riviera Waterways Section; and from “Multi Family Duplex Density” to “Multi Family Medium Density” for Lot 5-A and the northern portion of Lot 5, Block 6, Singer Subdivision.

A comparison of the property’s existing Future Land Use Map designations and the proposed amendments is shown on the following maps, along with the proposed amendment to the Mixed-Use Overlay District Map:

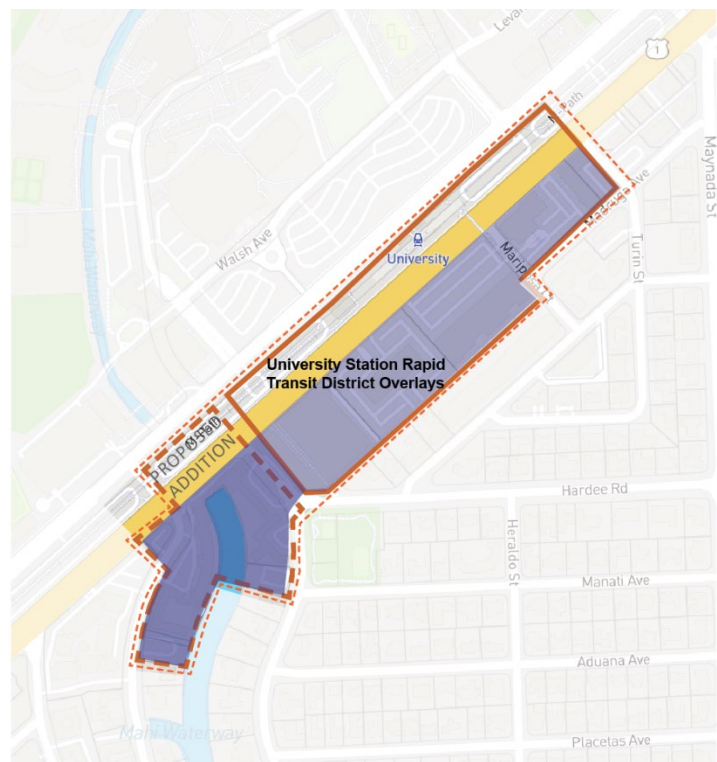
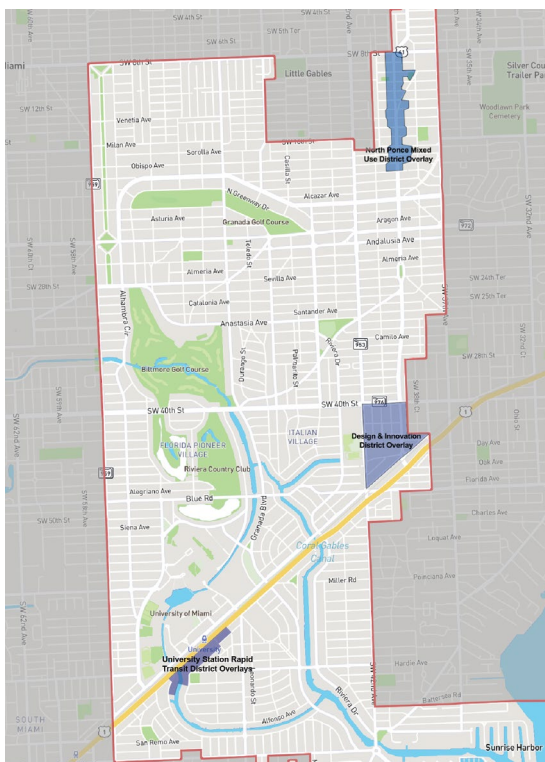
Future Land Use Map



Proposed Future Land Use Map



Mixed-Use Overlay District Map



4. PROPOSED ZONING CODE TEXT AND MAP AMENDMENTS

a. Zoning Code Text Amendments

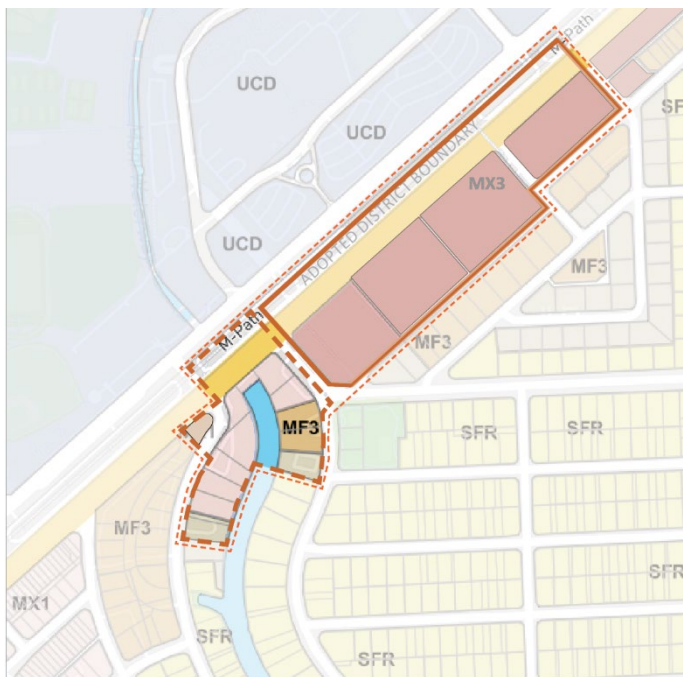
The proposed Zoning Code text amendment is provided as Attachment B.

b. Zoning Map Amendments

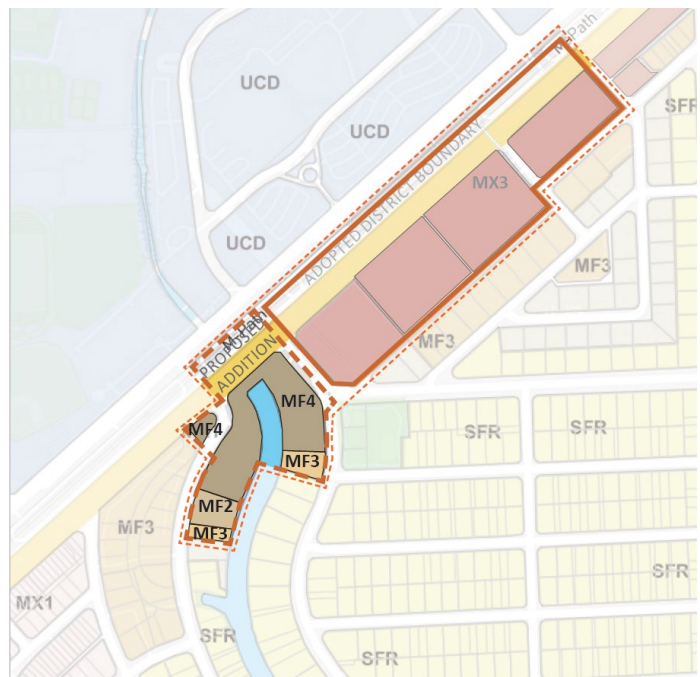
Along with the amendments to the Comprehensive Plan map Future Land use designation, corresponding amendments to the Zoning Map are proposed to change the zoning designations. The Zoning Map Amendments propose to amend the from “Mixed-Use 1 (MX1)” to “Multi Family 4 (MF4)”, for Lots 1&2, Block 5 and Lots 1 thru 3, Block 6, Riviera Waterways Section, Track “K”, Addition to Riviera Waterways Section, and Lot 8, Block 208, Riviera Section 14, from “Multi Family 3 (MF3)” to “Multi Family 4 (MF4)” for Lots 3&4, Block 5, Riviera Waterways Section; from” Multi Family 1 (MF1)” to “Multi Family 3 (MF3)” for Lot 5, Block 5 and the southern portion of Lot 5, Block 6, Singer Subdivision; from” Mixed-Use 1 (MX1)” to “Multi Family 2 (MF2)” for Lot 4, Block 6, Riviera Waterways Section; and from “Multi Family 1 (MF1)” to “Multi Family 2 (MF2)” for Lot 5-A and the northern portion of Lot 5, Block 6, Singer Subdivision.

A comparison of the property’s existing Zoning Map and the proposed amendments is shown on the following maps:

Existing Zoning Map



Proposed Zoning Map



5. REVIEW TIMELINE / PUBLIC NOTICE

City Review Timeline

The submitted applications have undergone the following City reviews:

REVIEW COMMITTEES AND BOARDS	DATE
Planning and Zoning Board	02.11.26
City Commission – 1 st Reading	TBD
City Commission – 2 nd Reading	TBD

Standard	Staff Evaluation
1. Whether it specifically advances any objective or policy of the Comprehensive Land Use Plan.	The proposed Comprehensive Plan text amendments advance multiple objectives and policies of the Comprehensive Plan, including those related to the University Station Rapid Transit District Overlay, transit-oriented development, infill redevelopment, multimodal mobility, and efficient land use. The amendments implement policies that concentrate higher-density residential development within designated growth areas and in proximity to regional transit infrastructure. It also advances redevelopment opportunities for underutilized properties and facilitates the provision of a broader range of housing types and densities within the Mixed-Use Overlay District.
2. Whether it is internally consistent with Comprehensive Land Use Plan.	The proposed text amendments are internally consistent with the Comprehensive Plan's Future Land Use and Housing Elements, which support higher-density residential development in appropriate locations and the strategic intensification of land uses within designated overlay districts. The amendments align density and height policies with the adopted University Station Rapid Transit District Overlay framework and do not conflict with other Comprehensive Plan policies or implementation strategies.
3. Its effect on the level of service of public infrastructure.	The proposed amendment is not anticipated to reduce the level of service of public infrastructure below adopted Comprehensive Plan standards. The University Station area is already served by regional transit infrastructure, and the amendment is intended to direct higher-intensity development to locations where infrastructure capacity, including transit, water, sewer, and roadway systems, already exists. The additional properties are entirely within the Gables Redevelopment Infill District (GRID) which allows development to move forward regardless of a roadway's level of service (LOS). Future development project will be subject to concurrency review and applicable infrastructure analyses at the time of development approval, ensuring that incremental demands on public facilities are addressed in accordance with the City's concurrency requirements.
4. Its effect on environmental resources.	No adverse impacts to environmental resources are anticipated. The amendment supports redevelopment within an already urbanized corridor and directs development toward areas served by existing transit facilities, thereby reducing development pressure on less urbanized areas. By encouraging transit-accessible development patterns and reducing reliance on private

	automobiles, the amendment contributes and supports more sustainable growth patterns.
5. Its effect on the availability of housing that is affordable to people who live or work in the City of Coral Gables.	The amendment may facilitate additional residential development opportunities within proximity to transit and employment centers and support the provision of a broader range of multi-family housing types. While the amendment does not mandate affordable housing, increasing residential development capacity in a transit-served area enhances opportunities for housing consistent with the City's housing goals and policies.
6. Any other effect that the City determines is relevant to the City Commission's decision on the application.	The amendment facilitates multi-family residential development with increased density and height in proximity to the University Metrorail Station, within an area influenced by Miami-Dade County's Rapid Transit Zone (RTZ). The subject property owners have sought to coordinate with Miami-Dade County regarding potential inclusion within the University Station Rapid Transit Zone (RTZ). The amendment provides an alternative pathway that allows development to proceed under City-adopted standards, thereby retaining local control over development review and ensuring consistency with the City's planning framework. It strengthens the City's ability to guide development with appropriate scale transitions, pedestrian-oriented urban design, and architectural standards consistent with Coral Gables' character. The amendment enhances regulatory clarity and predictability, supports intergovernmental coordination, and ensures that future development within the University Station area is guided by locally adopted planning principles and community expectations and generally consistent with the County RTZ regulations.

Based upon the Findings of Facts provided herein, Staff finds the Application satisfies the provisions of the Zoning Code for the proposed Comprehensive Plan text amendment. The amendments implement Comprehensive Plan policies that direct higher-density residential development to designated growth areas and in proximity to regional transit infrastructure. The amendments also support redevelopment opportunities for underutilized properties and facilitate the provision of a broader range of housing types within the University Station area.

B . Comprehensive Plan Map Amendment

Zoning Code Section 14-213.6 provides review standards for Comprehensive Plan amendments:

Standard	Staff Evaluation
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1. Whether it specifically advances any objective or policy of the Comprehensive Land Use Plan.	The proposed Future Land Use Map (FLUM) amendments advance Comprehensive Plan objectives related to orderly growth, efficient land use, and coordinated development in proximity to regional transit infrastructure. The amendments are intended to concentrate commercial and mixed-use development in closer proximity to the University Metrorail Station while establishing a complementary residential layer within the broader University Station Rapid Transit District Overlay area. This land use structure supports the formation of a transit-oriented activity node along U.S. 1 and the Metrorail corridor, consistent with Comprehensive Plan policies that direct higher-intensity development to designated growth centers and transit-accessible locations. In addition, the FLUM amendments establish graduated residential density transitions to ensure compatibility with adjacent lower-density residential neighborhoods. By creating step-down density sub-areas, the amendments implement Comprehensive Plan policies requiring that new development be compatible with established residential areas and that new housing be designed and located to preserve the unique character of the City's existing neighborhoods.
2. Whether it is internally consistent with Comprehensive Land Use Plan.	The proposed FLUM amendments are internally consistent with the Comprehensive Plan's Future Land Use, Housing, and Urban Design Elements. The amendments of land use designations concentrate commercial and mixed-use development closer to the University Metrorail Station, supporting the formation of a transit-oriented commercial node along U.S. 1. This land use pattern promotes a more organized commercial activity center and has the potential to reduce the traffic inefficiencies associated with the existing low-density, linear retail corridor pattern along U.S. 1, where frequent curb cuts, turning movements, and dispersed retail access interrupt high-volume through traffic. Furthermore, the amendments establish graduated step-down transitions from higher-density development near the University Station to lower-density development adjacent to established single-family neighborhoods. This structure reinforces land use compatibility, protects neighborhood character, and is consistent with Comprehensive Plan policies requiring appropriate transitions between differing intensity levels.
3. Its effect on the level of service of public infrastructure.	The amendment is expected to have a positive effect on the City's multi-modal infrastructure and is not anticipated to reduce the level of service of other public infrastructure. Concentrating higher-intensity commercial and mixed-use development in the immediate station area and introducing higher-density residential

	development within the Overlay is intended to create a more compact land use pattern that supports regional transit utilization. Concentrating commercial and mixed use activity in a defined node along U.S. 1 and the Metrorail corridor may reduce dispersed low-density retail traffic patterns that currently contribute to frequent turning movements and interruptions along U.S. 1. Accordingly, the amendments are not anticipated to reduce adopted level-of-service standards, subject to future development-stage mitigation.
4. Its effect on environmental resources.	The proposed amendments are located within an urbanized corridor and are currently developed. No significant natural or environmentally sensitive resources are present on the subject sites. The Mahi Canal abuts the property and will require additional water quality review at a future date when a development plan is submitted. The amendments encourage vertical higher-density concentrated development and reduced vehicle dependency, which may contribute to broader environmental goals by lowering emissions and limiting further sprawl in the region. Future development will be subject to applicable environmental regulations.
5. 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 support additional development in close proximity to a major transit station and university campus with higher density. Expanding multi-family development capacity provides opportunities for a broader supply and diversity of housing types, which may contribute to housing options for individuals who live and work in the City. While affordability provisions are not embedded in the land use change itself, the increased housing supply and reduced transportation costs associated with transit proximity can indirectly support housing affordability goals.
6. Any other effect that the City determines is relevant to the City Commission's decision on the application.	The amendment facilitates multi-family residential development with increased density and height in proximity to the University Metrorail Station, within an area influenced by Miami-Dade County's Rapid Transit Zone (RTZ). The subject property owners have sought to coordinate with Miami-Dade County regarding potential inclusion within the University Station Rapid Transit Zone (RTZ). The amendment establishes an alternative option that allows development to be reviewed and approved under locally adopted standards, thereby preserving the City's authority over development review and implementation. The amendment reinforces the City's ability to manage development through appropriate scale transitions, pedestrian-friendly urban design, and architectural standards consistent with Coral Gables'

character. It further improves regulatory clarity and predictability, facilitates coordination with Miami-Dade County, and ensures that future development within the University Station area reflects locally adopted planning principles and community expectations and is generally consistent with the County RTZ regulations.

Based upon the Findings of Facts provided herein, Staff finds the Application satisfies the provisions of the Zoning Code for the proposed future land use map amendments. The amendments are consistent with the Comprehensive Plan and advance the City's objectives for coordinated growth, land use compatibility, and development in proximity to regional transit infrastructure. The amendments establish appropriate intensity transitions to adjacent lower-density residential neighborhoods and provide a policy framework to guide future development consistent with locally adopted planning principles and community expectations.

C. Zoning Code Text Amendment

In accordance with Section 14-212.5 of the Zoning Code, the Planning and Zoning Board shall not recommend adoption of, and the City Commission shall not adopt, text amendments to these land Zoning Code unless the text amendment:

Standard	Staff Evaluation
a. Promotes the public health, safety, and welfare.	The proposed Zoning Code Text amendments promote public health, safety, and welfare by supporting transit-oriented, multi-family development adjacent to the University Metrorail Station and the University of Miami campus. The amendments include development requirements, modification procedures, and development agreement provisions. These standards enhance regulatory oversight, ensure predictable development outcomes, and provide tools for the City to impose design, infrastructure, and operational conditions on future projects. The amendments also remove inconsistent Site Specific zoning provisions and allow all properties within the District to receive Transfer of Development Rights (TDR), thereby reducing regulatory ambiguity and strengthening the City's ability to manage development impacts. These elements are consistent with adopted planning goals to promote a vibrant and sustainable urban environment.
b. Does not permit uses the Comprehensive Plan prohibits in the area affected by the text amendment.	The proposed text amendments do not introduce uses that are prohibited by the Comprehensive Plan. The amendments establish development standards and regulatory procedures for multi-family development consistent with the amended Future Land Use Map designations within the Overlay. All permitted uses under the amended zoning districts remain

	consistent with the Comprehensive Plan land use categories and policies.
c. Does not allow densities or intensities in excess of the densities and intensities which are permitted by the future land use categories of the affected property.	As the Comprehensive Plan is proposed to amend the Multi-Family Medium Density and Multi-Family High Density Future Land Use categories to allow higher density when developed pursuant to the University Station Rapid Transit District Overlay, the proposed Zoning Code Text Amendments establish development standards that are consistent with the Comprehensive Plan density and intensity provisions. The amendments do not authorize densities or building intensities in excess of those permitted by the Comprehensive Plan.
d. Will not cause a decline in the level of service for public infrastructure which is the subject of a concurrency requirement to a level of service which is less than the minimum requirements of the Comprehensive Plan.	The Zoning Code Text Amendments establish regulatory standards for multi-family development within the University Station Rapid Transit District Overlay and are intended to concentrate development in areas already served by robust public infrastructure along the U.S. 1 commercial corridor. Any future development will be subject to concurrency review at the time of application and permitting to ensure compliance with Comprehensive Plan level-of-service standards.
e. Does not directly conflict with any objective or policy of the Comprehensive Plan.	The proposed Zoning Code Text Amendments are consistent with Comprehensive Plan objectives and policies related to orderly growth, housing supply, land use compatibility, mobility, and intergovernmental coordination. The amendments implement a regulatory framework for multi-family development within the University Station Rapid Transit District Overlay, align zoning regulations with the amended Comprehensive Plan text and map, and establish procedures for development agreements and modifications. The amendments support Comprehensive Plan policies by providing a regulatory mechanism to impose design, scale, and transition standards and stay consistent with the Comprehensive Plan.

D. Zoning Code Map Amendment

Zoning Code Section 14-212.4 provides review standards for Zoning Code Map amendments:

Standard	Staff Evaluation
1. It is consistent with the Comprehensive Plan in that:	

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| a. Does not permit uses which are prohibited in the future land use category of the parcel proposed for development. | The proposed Zoning Map amendments are consistent with the amended Future Land Use Map designations. The proposed multi-family zoning districts permit residential uses that are allowed within the corresponding Multi-Family Low, Medium, and High Density Future Land Use categories. The amendments do not introduce uses that are prohibited under the applicable Future Land Use designations. |
| b. Does not allow densities or intensities in excess of the densities and intensities which are permitted by the future land use category of the parcel proposed for development. | As previously discussed, the Comprehensive Plan is proposed to amend the Multi-Family Medium Density and Multi-Family High Density Future Land Use categories to allow higher density when developed pursuant to the University Station Rapid Transit District Overlay. Accordingly, the proposed zoning district amendments establish density and intensity standards that do not exceed the maximum density and building intensity permitted by the amended Future Land Use designations. The zoning map amendments are therefore consistent with the Comprehensive Plan. |
| c. Will not cause a decline in the level of service for public infrastructure to a level of service which is less than the minimum requirements of the Comprehensive Plan. | The amendment is not anticipated to reduce the level of service of other public infrastructure. As mentioned, the subject properties are located within an urbanized corridor and proximate to regional transit infrastructure, which supports efficient infrastructure utilization. Future development proposals will be subject to concurrency review and project-specific infrastructure capacity analyses. |
| d. Does not directly conflict with any objective or policy of the Comprehensive Plan. | The proposed Zoning Map amendments are consistent with Comprehensive Plan policies related to orderly growth, land use compatibility, housing supply, and development in proximity to transit infrastructure. The amendments implement the land use framework established by the University Station Rapid Transit District Overlay and provide appropriate transitions by multi-family residential areas between mixed use development areas and established single-family neighborhoods to protect community characters. |

2. Will provide a benefit to the City in that it will achieve two or more of the following objectives

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| a. Improve mobility by reducing vehicle miles traveled for residents within a one-half (1/2) mile radius by: i. Balancing land uses in a manner that reduces vehicle miles traveled; ii. | First, the zoning amendments facilitate higher-density residential development in proximity to the University Metrorail Station, which advances opportunities for residents to use transit, walking, and bicycling for daily trips. Concentrating higher-intensity residential development within the Overlay supports a more compact land use |
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Creating a mix of uses that creates an internal trip capture rate of greater than twenty (20%) percent; iii. Increasing the share of trips that use alternative modes of transportation, such as transit ridership, walking, or bicycle riding.

pattern and may increase internal trip capture, thereby reducing the need for trips to extend into adjacent established neighborhoods and minimizing neighborhood cut-through traffic. Second, the amendment of certain portion of the properties from Mixed-Use districts to Multi-Family districts will further concentrate commercial and mixed-use development closer to the University Metrorail Station. This land use along with the zoning district structure supports the formation of a transit-oriented commercial node along U.S. 1 and the Metrorail corridor. By consolidating commercial activity into a defined node rather than a continuous low-density retail strip, the amendments have the potential to reduce traffic inefficiencies associated with the existing linear retail corridor pattern along U.S. 1, where frequent curb cuts, turning movements, and dispersed retail access interrupt high-volume through traffic.

b. Promote high-quality development or redevelopment in an area that is experiencing declining or flat property values.

The subject properties are located within an area influenced by Miami-Dade County's Rapid Transit Zone (RTZ). The subject property owners have sought to coordinate with Miami-Dade County regarding potential inclusion within the University Station Rapid Transit Zone. The proposed zoning amendments provide an alternative City-regulated development framework and strengthen the City's ability to guide development with appropriate scale transitions, pedestrian-oriented urban design, and architectural standards consistent with Coral Gables' character. The amendments are intended to attract and encourage high-quality redevelopment and reinvestment in this underutilized area by enabling development opportunities subject to enhanced design standards and district-specific regulatory requirements. This framework allows the City to retain local planning control while ensuring that future redevelopment reflects community expectations and locally adopted planning principles and is generally consistent with the County RTZ regulations.

c. Create affordable housing opportunities for people who live or work in the City of Coral Gables.

While the Overlay does not mandate affordable housing, it expands capacity for multi-family residential development in proximity to a major employment center and regional transit hub. Increasing residential development capacity in this location may provide additional opportunities for individuals to live and work in the City and can indirectly support housing affordability objectives through increased housing availability, reduced transportation costs, and improved

access to transit and community amenities.

- d. Implement specific objectives and policies of the Comprehensive Plan.

The proposal directly advances multiple objectives and policies of the Comprehensive Plan, including Future Land Use Policy FLU-1.9.5 that implements the “University Station Rapid Transit District Overlay,” and Mobility Element Policies MOB-1.1.2 and MOB-1.1.3, which support development patterns that enhance multimodal mobility and transit utilization, as well as Housing Element Policies HOU-1.2.4, HOU-1.2.6, HOU-1.2.7, and HOU-1.5.8, which encourage the provision of housing opportunities while preserving neighborhood compatibility and the character of existing residential areas.

3. **Will not cause a substantial diminution of the market value of adjacent property or materially diminish the suitability of adjacent property for its existing or approved use.**

The Overlay includes regulatory controls designed to ensure high-quality development within the district for any development to work with the city in this area. New investment and redevelopment enabled by the proposed zoning changes are anticipated to serve as a catalyst for improving the surrounding environment and enhancing property values. The area’s proximity to major transportation infrastructure and institutional anchors further supports its suitability for higher-density development. The proposed zoning changes also establish graduated intensity transitions from higher-density mixed use development near the University Station area to established single-family neighborhoods. This step-down zoning structure is intended to maintain land use compatibility and mitigate potential impacts on adjacent properties, thereby preserving neighborhood character and the suitability of nearby properties for their existing and approved uses.

Staff comments. The request for Zoning Code Map Amendments are consistent with the requested Comprehensive Land Use Map Amendments. Based upon the Findings of Facts provided herein, Staff finds the Application satisfies the provisions of the Zoning Code for the proposed future land use map amendments. The proposed map amendments provide opportunities for housing, employment, and retail in close proximity to heavy rail public transit while preserving the existing neighborhood characters.

Consistency Evaluation of the Comprehensive Plan (CP) Goals, Objectives and Policies

This section provides those CP Goals, Objectives and Policies applicable to the Application and the determination of consistency:

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
1	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.	Complies
2	Policy MOB-1.1.3. Locate higher density development along transit corridors and near multimodal stations.	
3	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 bulb-outs, 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.	Complies
4	Goal FLU-1. Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live, and play.	Complies
5	Objective FLU-1.1. Preserve Coral Gables as a “placemaker” where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use Classifications and Map (see FLU-1: Future Land Use Map).	Complies
6	Objective FLU-1.2. Efforts shall continue to be made to control blighting influences, and redevelopment shall continue to be encouraged in areas experiencing deterioration.	Complies
7	Policy FLU-1.10.2. The City shall continue to maintain regulations consistent with the Comprehensive Plan which regulate the use and development of land in a manner which, at a minimum, provides for land use consistent with the Future Land Use Plan map series, interpretive text and Land Use Element goal, objectives and policies; regulate the subdivision of land; regulate signage; regulate development and use in areas subject to seasonal or periodic flooding, provide for stormwater management; open space and regulate on-site traffic flow and parking.	Complies
8	Policy FLU-1.11.1. Maintain and enforce effective development and maintenance regulations through site plan review, code enforcement, and design review boards and committees.	Complies
9	Goal GOV-2. Intergovernmental coordination shall be maintained as a major means of achieving consistency among all government agencies implementing plans and programs affecting the City of Coral Gables.	Complies
10	Objective GOV-2.1. Coordinate and cooperate City Comprehensive Plan activities with other jurisdictions and agencies at all levels and functions of government to	Complies

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
	achieve mutually beneficial goals and objectives.	
11	Policy HOU-1.2.4. Continue to improve the regulatory and permitting processes, and revise and amend the policy and regulatory framework which may include amendments to the Comprehensive Plan, Zoning Code, building codes, and City ordinances as warranted based upon changes in housing conditions.	Complies
12	Policy HOU-1.2.6. New development shall be compatible with adjacent established residential areas.	Complies
13	Policy HOU-1.2.7. New housing shall be designed and located that ensures the preservation of the unique character of the City's existing neighborhoods.	Complies
14	Policy HOU-1.5.8. The City shall continue to promote diversity in housing types by providing land use designations and zoning districts on the Future Land Use Map and the Official Zoning Map, respectively, to ensure that single-family, duplex, multi-family housing units, and mixed use development are allowed within the City.	Complies
15	Objective GOV-2.2. Continue and improve coordination activities among government agencies with planning and impact assessment duties affecting the City, with other units of local government providing services but not having regulatory authority over the use of land, and with the comprehensive plans of adjacent municipalities, the county, and adjacent counties.	Complies
16	Objective GOV-2.3. Maintain and strengthen intergovernmental coordination and establish a leadership role on local, regional and state issues.	Complies
17	Policy FLU-1.9.5. Establish and implement a University Station Rapid Transit District Overlay, which should include: 1. A boundary for the District, adopted on the Future Land Use Map. 2. Zoning regulations that would locate higher density and intensity development near the University Station MetroRail Station to encourage housing and other compatible uses that are supportive of pedestrian activities on the ground level of mixed-use buildings. 3. High density and housing development along the US-1 corridor that is consistent with the goals of the Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) plan to promote increased ridership of the rapid transit system. 4. Expedited development opportunity that serves as an alternative, compatible development path under the City's review authority and jurisdiction, with greater opportunities for community engagement. 5. Development strategies that provide greater mixed-use and housing opportunities in close proximity to transit, employment, park systems, and educational institutions, and promote and encourage use of mass transit facilities and pedestrian activities along the US-1 corridor.	Complies

Based upon the Findings of Fact provided herein, Staff finds that the application satisfies the provisions of the Comprehensive Plan for the proposed Zoning Code Text Amendment. The proposed text amendment is consistent with and furthers key Comprehensive Plan goals, objectives, and policies. The amendments directly support and reinforce the City's Mobility Vision to provide progressive direction for a multi-modal transportation system and its development principles. Additionally, the amendments implement Comprehensive Plan policies requiring that new development be compatible with established residential areas and that new housing be designed and located to preserve the unique character of the City's existing neighborhoods. The proposal also advances redevelopment opportunities for underutilized properties and facilitates the provision of a broader range of housing types and densities within the Mixed-Use Overlay District. Consistent with the intent of the University Station Rapid Transit District Overlay, the amendment further facilitates intergovernmental coordination and collaboration with Miami-Dade County and other governmental entities

Staff finds that all five of these criteria are satisfied.

7. STAFF RECOMMENDATION

The Planning and Zoning Division recommends approval.

8. ATTACHMENTS

- A. Proposed Comprehensive Plan text amendment.
- B. Proposed Zoning Code text amendment.
- C. Property owner letter of consent.
- D. Mailed notice.
- E. Presentation PowerPoint.

Please visit the City's webpage at www.coralgables.com to view all Application plans and materials, notices, applicable public comments, minutes, etc. The complete Application and all background information also is on file and available for examination during business hours at the Planning and Zoning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida 33134.

Respectfully submitted,



Jennifer Garcia, AICP, CNU-A

Assistant Director of Development Services
for Planning and Zoning
City of Coral Gables, Florida

Attachment A – Multi-Family Amendments

The Comprehensive Plan of the City of Coral Gables is hereby amended to read as follows¹:

Policy FLU-1.1.2

Residential 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-1. Residential Land Uses.			
Classification	Description	Density / Intensity	Height
Single-Family Low Density.	Single-family detached homes.	Maximum 6 units/acre.	Per the Zoning Code.
Single-Family High Density.	Single-family detached and attached homes, including townhouses.	Maximum 9 units/acre.	Per the Zoning Code.
Multi-Family Duplex Density.	Duplex homes, including townhouses.	Maximum 9 units/acre.	Per the Zoning Code.
Multi-Family Low Density.	Multi-family residential of low height and density.	Maximum 20 units/acre, or 25 units/acre with architectural incentives per the Zoning Code.	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.
Multi-Family Medium Density.	Multi-family residential of medium height and density.	Maximum 40 units/acre, or 50 units/acre with architectural incentives per the Zoning Code. If developed pursuant to Residential Infill Regulations (bounded by: Douglas Rd, LeJeune Rd, SW 8th St & Navarre Ave): Maximum 75 units/acre, or 100 units/acre with architectural incentives per the Zoning Code. <u>If developed pursuant to University Station Rapid Transit District Overlay: Maximum 125 units/acre.</u>	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. If developed pursuant to Residential Infill Regulations (bounded by: Douglas Rd, LeJeune Rd, SW 8th St & Navarre Ave): Up to 100' maximum with architectural incentives per the Zoning Code.
Multi-Family High Density.	Multi-family residential of high height and density.	Maximum 60 units/acre, or 75 units/acre with architectural incentives per the Zoning Code. <u>If developed pursuant to University Station Rapid Transit District Overlay: Maximum 125 units/acre.</u>	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.

¹ Deletions are indicated by strikethrough. Insertions are indicated by underline.

Policy FLU-1.1.5.

Mixed-Use 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-4. Mixed-Use land use.	
Classification	Description
MXD, Mixed-Use or MXOD, Mixed-Use Overlay Districts (MXOD).	Mixed uses are permitted to varying degrees in the multi-family residential, commercial, and industrial land use categories, pursuant to underlying land use regulations and applicable Zoning Code provisions.
	The general intent of the MXD is to promote a multi-faceted pedestrian friendly environment comprised of an assortment of uses, including the following: • Residential; • Retail/Commercial; • Office; • Industrial; and • Public Open Spaces. No single use may comprise more than eighty-five (85%) percent of the MXD floor area ratio. However, if developed pursuant to the University Station Rapid Transit District Overlay, a minimum of two (2) uses shall be included, with no minimum or maximum percentage thresholds. A maximum of 125 units/acre shall be allowed. Density shall be unlimited for properties within the Central Business District (CBD) and the Design & Innovation District. The proportionate mix of uses shall be reviewed per development application. The following table establishes minimum and maximum thresholds based upon the FAR of the Mixed-use building. <i>See Table FLU-4.1 below</i> Additional MXD or Mixed Use Overlay District (MXOD) development standards, including maximum intensities, and height, are provided in the Zoning Code.
MXOD, Mixed-Use Overlay Districts (MXOD).	An MXOD may be permitted as an overlay in the Multi-Family Medium Density, <u>Multi-Family High Density</u>, Commercial and Industrial land use categories (see FLU-2: Mixed-Use Overlay District Map). Properties within the MXOD have the option of developing their property in accordance with the underlying land use.

Attachment B

The Official Zoning Code of the City of Coral Gables is hereby amended to read as follows¹:

ARTICLE 2. ZONING DISTRICTS

Section 2-400. District Overlays.

Section 2-408. University Station Rapid Transit District Overlay.

A. Purpose and applicability.

1. The purpose of the University Station Rapid Transit District Overlay is to implement the goals, objectives, and policies of the City's Comprehensive Plan to locate higher density development along transit corridors and near multimodal stations. These standards are consistent with the intent and provisions of Miami-Dade County's Rapid Transit Zone that provide for transit-oriented development adjacent to the existing mass transit system.
2. The District is established in order to maintain the following objectives:
 - a. Enhance the aesthetic and physical character of the US-1 corridor to provide for the redevelopment of underutilized buildings and properties that is consistent with the high-quality design and architecture of the City and the goals of the Comprehensive Plan.
 - b. Promote and encourage use of mass transit facilities and pedestrian activities along the US-1 corridor by requiring pedestrian-oriented building design and site planning.
 - c. Provide greater housing opportunities in close proximity to transit, employment, park systems, and educational institutions that are not in environmentally vulnerable and sensitive areas.
 - d. Foster the activation of public areas and streets with a consistent design intent regarding ground floor building design, sidewalks, crosswalks, bike infrastructure, pedestrian amenities, and other elements in the public right-of-way.
 - e. Provide public benefits for adjacent residential neighborhoods to address the potential impacts of new developments that could degrade the aesthetics and welfare of the adjacent neighborhood.
3. Applicability.
 - a. The District applies to properties within a quarter-mile of the University Metrorail Station, ~~and~~ as identified as "University Station Rapid Transit District Overlay" on the official Zoning Map of the City of Coral Gables.

¹ Deletions are indicated by strikethrough. Insertions are indicated by underline.

- b. Unless otherwise provided in this section, all provisions of applicable underlying zoning district designations affecting an individual property shall control use and development. Minor deviations from the underlying zoning district requirements may be approved by the Development Review Official, and shall not include floor area, density, building height, setbacks, and open space.
 - c. All of the standards provided below shall be mandatory for properties seeking approval pursuant to the University Station Rapid Transit District Overlay.
- B. Regulations.
 - 1. Building sites. Buildings on building sites within the District of twenty-thousand (20,000) square feet or more, or with street frontage of two hundred (200) feet or more, shall require site plan review and approval by the City Commission.
 - 2. Height.
 - a. MX3 and MF4 properties in the District shall be at a maximum height of one hundred and twenty (120) feet for habitable space. Additional bonus heights with architectural incentives shall not be applied to MX3 and MF4 properties. MF2 properties shall be at a maximum height of ninety-seven (97) feet for habitable space.
 - b. ~~An additional thirteen feet and six inches (13.5) of A maximum building height of one hundred and fifty (150) feet shall may be granted for MX3 and MF4 properties by the City Commission for each an additional five-ten (510%) percent of publicly accessible landscaped open space beyond the open space requirement of by the underlying Zoning districts provided as on-site publicly accessible open space to a maximum building height of one hundred and forty-seven (147) feet for MX3 properties.~~
 - c. Height of architectural elements, screened mechanical equipment, or other roof elements may exceed the maximum height in the District by a maximum of twenty-five (25) feet.
 - 3. Floor Area Ratio (FAR) and Density.
 - a. The maximum FAR of building sites within the District shall be 3.5.
 - b. Building sites within the District may receive Transfer of Development Rights (TDRs) for a maximum Floor Area Ratio (FAR) of 4.375, pursuant to Section 14-204.5.
 - c. Additional Floor Area Ratio (FAR) with architectural incentives shall not be applied.
 - d. All MX, MF4, and MF2 properties within the District shall be permitted a maximum density of 125 units per acre. Each dwelling unit shall have a minimum unit size of four hundred (400) square feet.
 - 4. Setbacks and Stepbacks.
 - a. US-1: Twenty (20) feet measured from the street curb, except an arcade may encroach into the setback a maximum of ten (10) feet.

- b. Rear setback: For MX building sites with a depth greater than three hundred (300) feet on US1, fifteen (15) feet, measured from the street curb, shall be required with a landscaped area.
 - c. Setback: On all building sites abutting a canal or waterway, the minimum setback from the waterway for all buildings shall be ten (10) feet from the canal or waterway. No other minimum setbacks for MX properties shall be required.
 - d. Stepback: On all building sites abutting a canal or waterway and adjacent to SFR or Duplex zoning, a twenty-five (25) foot upper-story stepback shall be provided for all structures above twenty (20) feet in height. No other minimum upper-story stepback shall be required.
 - e. Cantilevered open balconies may project into required setback areas within the property line a maximum of six (6) feet.
 - e-f. Any parcel abutting Single-Family Residential (SFR) or Multi-Family 1 Duplex (MF1) districts shall provide a 50-foot setback with landscape buffer.
5. Architecture.
- a. The architectural style of any building within the District shall be Coral Gables Mediterranean, excluding architectural incentives, bonuses, and their requirements.
 - b. The first four (4) stories of mixed-use buildings, at a minimum, shall be designed to activate the street with habitable space of twenty (20) feet minimum depth and with consistent high-quality materials, such as natural stone, cast-iron, and other materials.
 - c. Ground floor commercial is required along the US-1 frontage for MX properties.
 - d. Commercial and residential entrances shall be accessed from the public sidewalk and shall be located adjacent to transit stops or to access ~~to~~ multimodal stations.
6. Open space and landscape.
- a. The building and open space frontage on US-1 shall be coordinated with existing and proposed public realm enhancements to ensure a unified and pedestrian-friendly public space.
 - b. Pedestrian shading shall be provided with building arcades, overhangs, or shade trees that foster pedestrian activity.
 - c. Plant species or landscape design that improves stormwater management shall be provided.
 - d. A paseo shall not be required for any building length or frontage.
7. Parking.
- a. Ground floor retail, residential, and restaurants shall be exempt from the parking requirements.
 - b. Developments within a quarter (1/4) mile of the ~~multimodal station entrance~~ University Metrorail Station shall receive a parking reduction of fifty percent (50%) maximum. An additional twenty-five (25%) reduction may be granted with a

parking plan that demonstrates the necessary amount of parking for each individual development.

- c. Properties shall be eligible to use remote parking in a parking structure that is located within 1000' of the subject site, pursuant to Section 10-108.B.
- d. Off-street parking shall be set back a minimum of twenty (20) feet from the front property line and shall be screened with habitable linear space. Off-street parking is prohibited within the setback.

8. Public Benefit.

- a. Landscaping, furniture, shade, water features, art, and other pedestrian amenities shall be incorporated on and off-site to enhance pedestrian activity.
- b. Developments shall provide sidewalks, crosswalks, safety improvements to intersections, mobility pathways, and other pedestrian connections to adjacent or nearby multi-modal systems.
- c. Potential impacts of new development on rapid transit infrastructure, adjacent properties, or public facilities shall be addressed with improvements to the transit system infrastructure, connections to transit, traffic calming, emergency services facilities, public parks or public open spaces, tree canopy enhancements, public infrastructure, and other improvements.

9. Expedited Design Review.

- a. All proposed buildings shall be reviewed administratively by city staff. The City Architect shall review and approve the design review on behalf of the Board of Architects per Sec 5-100, prior to the City Commission's consideration of the site plan. The City Architect shall also review and approve the Coral Gables Mediterranean Style Bonus on behalf of the Board of Architects for any MX2 or MX1 application requesting to secure building height bonuses.
- b. The City Commission shall review the application, the recommendations of staff, and shall conduct a quasi-judicial public hearing and grant the approval, grant the approval subject to specified conditions or deny the application. The City Commission may attach such conditions to the approval that are necessary to ensure compliance with the standards set out in this section.

10. Amendments to an Approved Site Plan.

- a. Minor amendments. Minor amendments to an approved Site Plan within the District may be approved administratively pursuant to the review criteria of Section 14-203.12(A).
- b. Other minor amendments. Other minor amendments, such as minor architectural changes, landscape, or other design changes, may be approved by the City Manager, if the proposed changes do not substantially deviate from and are consistent with the site plan approved by the City Commission.

11. Development Agreement.

The Applicant and the City may enter into a Development Agreement as part of the site plan approval process pursuant to Section 14-217, and shall be reviewed and approved administratively prior to the City Commission's consideration.

ARTICLE 14. PROCESS

Section 14-200. Procedures

Section 14-204. Transfer of Development Rights.

Section 14-204.5. Use of TDRs on receiver sites.

A. Use of TDRs on receiver sites. The receiving sites shall be:

1. Located within the boundaries of the CBD and designated mixed-use zoning, or
2. Located within the boundaries of the North Ponce de Leon Boulevard Mixed Use District and designated mixed-use zoning, or
3. Located within the boundaries of the Design & Innovation District and designated mixed-use zoning, or
4. Located within the boundaries of the University Station Rapid Transit District Overlay and designated mixed-use zoning, or
5. Designated by the City Commission when located in a Planned Area Development (PAD) and zoned MX2 or MX3.

Use of TDRs as receiver sites are prohibited on properties within the Zain/Friedman Miracle Mile Downtown District Overlay facing Miracle Mile.

B. Maximum TDR floor area ratio (FAR) increase on receiver sites. An increase of up to twenty-five (25%) percent of permitted gross FAR and approved Mediterranean architectural style bonuses gross FAR may be permitted.

Appendix A. Site Specific Zoning Regulations

Section A-83 - Riviera Section Part 8.

A. Floor area ratio (FAR) Provisions for buildings four (4) or more stories in height.

- ~~1. See Archived Zoning Code Section 3-6(y).~~
- ~~2. Maximum floor area ratio (FAR) for C District buildings four (4) stories in height located on the following described property shall not exceed 1.5: (2829)~~
 - ~~a. Lots 1 through 13, inclusive, Block 148.~~
 - ~~b. Lots 1, 16, 17 and 27 in Block 155.~~
 - ~~c. Lots 27, 28, 29, 30 and 31, in Block 156.~~
 - ~~d. All portions of Tract A except for the Southwesterly 360.00 feet of Tract A.~~
- ~~3. Maximum floor area ratio (FAR) for C District buildings located on the following described property shall not exceed 3.5:~~
 - ~~A. The Southwesterly 360.00 feet of Tract A.~~

B. Height of buildings.

1. No commercial building shall be constructed or erected on the following described properties to exceed four (4) stories or forty-five (45) feet, whichever is less:
 - a. Lots 1 through 13, inclusive, Block 148.
 - b. Lots 1, 17, 26 and 27, Block 155.
 - c. Lots 27, 28, 29, 30 and 31, Block 156.
 - d. All portions of Tract A except for the Southwesterly 360.00 feet of Tract A.
2. No commercial building shall be constructed or erected on the following described properties to exceed one hundred and twenty-six (126) feet:
 - a. The Southwesterly 360.00 feet of Tract A.
3. No residential or mixed-use building shall be constructed or erected on the following described properties to exceed one hundred twenty-two (122) feet:
 - a. The Southwesterly 360.00 feet of Tract A.

C. ~~Setbacks Minimum front.~~

1. ~~All portions of Tract A except for the Southwesterly 360.00 feet of Tract A. One hundred and twenty-five (125) feet (P. B. 46, Page 100).~~

D. ~~Setbacks Minimum rear.~~

1. ~~All portions of Tract A except for the Southwesterly 360.00 feet of Tract A. Fifty (50) feet (P. B. 46, Page 100).~~

Section A-90 - Riviera Waterways Subdivision [Reserved].

~~A. Floor area ratio (FAR) provisions for buildings four (4) or more stories in height.~~

1. ~~Maximum Floor Area Ratio (FAR) for C District buildings four (4) stories in height located on the following described properties shall not exceed 1.5:~~
 - a. ~~Lots 1 and 2 in Block 5.~~
 - b. ~~Lots 1, 2, 3 and 4 in Block 6.~~

~~B. Height of building.~~

1. ~~No apartment building shall be constructed or erected on the following described property to exceed four (4) stories or forty-five (45) feet in height, whichever is less:~~
 - a. ~~Lots 1 and 2 in Block 5.~~
2. ~~No commercial buildings shall be constructed or erected on the following described properties to exceed four (4) stories or forty-five (45) feet, whichever is less:~~
 - a. ~~Lots 1 and 2 in Block 5.~~
 - b. ~~Lots 1, 2, 3 and 4, Block 6.~~

Section A-91 - Addition to Riviera Waterways [Reserved].

~~A. Floor area ratio (FAR) provisions for buildings for four (4) or more stories in height.~~

1. ~~Maximum floor area ratio (FAR) for C District buildings four (4) stories in height located on the following described property shall not exceed 1.5:~~
 - c. ~~Tract K.~~

B. Height of buildings.

1. No apartment building shall be constructed or erected on the following described property to exceed four (4) stories or forty five (45) feet in height, whichever is less:
 - a. Tract K.
2. No commercial building shall be constructed or erected on the following described property to exceed four (4) stories or forty five (45) feet, whichever is less:
 - a. Tract K.

GABLES WATERWAY, LLC

February 23, 2026

VIA ELECTRONIC SUBMISSION

Ms. Jennifer Garcia, AICP, CNU-A
Planning & Zoning Director
City of Coral Gables
427 Biltmore Way
Coral Gables, FL 33134

Re: Gables Waterway Owner, LLC / 6100 Caballero Blvd / Consent to Change of Land Use and Zoning from Commercial/Mixed Use to Multi-Family

Dear Ms. Garcia,

Gables Waterway Owner, LLC, is the owner of the property located at 6100 Caballero Boulevard, more particularly described by Miami-Dade Folio Nos. 03-4130-006-0290, 03-4130-016-0050, 03-4130-016-0040, and 03-4130-016-0010 (the "Property"). On behalf of Gables Waterway Owner, LLC, please be advised that Gables Waterway Owner, LLC is aware of and consents to the City's proposed Future Land Use Map Amendment to change the Property's land use designation from Multi Family Duplex Density, Multi Family Low Density, and Commercial Low Rise Intensity to Multi Family Low Density, Multi Family Medium Density, and Multi Family High Density, as well as the City's proposed Zoning Map Amendment to change the Property's zoning district boundaries from MF1, MF3, and MX1 to MF2, MF3, and MF4, and to incorporate the Property into the University Station Rapid Transit District Overlay which is being done in conjunction with amendments to the University Station Rapid Transit District Overlay regulations.

Our consent to these proposed map amendments and amendments to the Comprehensive Plan and Zoning Code are based and conditioned upon the version of the amendments being proposed by City staff as of today and the City's continued cooperation in finalizing the details of these regulations. Any change to those amendments may impact our support and we expressly reserve our right to withdraw this consent in that event. Thank you for your attention to this matter.

Sincerely,



Authorized representative of
Gables Waterway Owner, LLC

Print Name: Eduardo Imery
Title: Authorized Representative

BOCA RATON
FT. LAUDERDALE
JACKSONVILLE
MIAMI
NAPLES
ORLANDO



PALM BEACH
STUART
TALLAHASSEE
TAMPA
VERO BEACH
WEST PALM BEACH

February 6, 2026

VIA ELECTRONIC SUBMISSION

Ms. Jennifer Garcia, AICP, CNU-A
Planning & Zoning Director
City of Coral Gables
427 Biltmore Way
Coral Gables, FL 33134

Re: Gables Waterway Owner, LLC / 6100 Caballero Blvd / Consent to Change of Land Use and Zoning from Commercial/Mixed Use to Multi- Family

Dear Ms. Garcia,

The undersigned represents Gables Waterway Owner, LLC, the owner of the property located at 6100 Caballero Boulevard, more particularly described by Miami-Dade Folio Nos. 03-4130-006-0290, 03-4130-016-0050, 03-4130-016-0040, and 03-4130-016-0010 (the "Property"). Please be advised that Gables Waterway Owner, LLC is aware of and consents to the City's proposed Future Land Use Map Amendment to change the Property's land use designation from Multi Family Duplex Density, Multi Family Low Density, and Commercial Low Rise Intensity to Multi Family Low Density, Multi Family Medium Density, and Multi Family High Density, as well as the City's proposed Zoning Map Amendment to change the Property's zoning district boundaries from MF1, MF3, and MX1 to MF2, MF3, and MF4, and to incorporate the Property into the University Station Rapid Transit District Overlay which is being done in conjunction with amendments to the University Station Rapid Transit District Overlay regulations.

My client's consent to these proposed map amendments and amendments to the Comprehensive Plan and Zoning Code are based and conditioned upon the version of the amendments being proposed by City staff as of today and the City's continued cooperation in finalizing the details of these regulations. Any change to those amendments may impact my client's support and my client expressly reserves their right to withdraw their consent in that event. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads 'Mario Garcia-Serra'.

Mario Garcia-Serra, Esq.

	City of Coral Gables Notice of Public Hearing	
Applicant:	City of Coral Gables	
Application:	University Station Rapid Transit Overlay District Amendment	
Property:	1150, 1190, 1250, 1320, 1350 South Dixie Highway, and 6100 Caballero Blvd	
Public Hearing - Date/Time/ Location:	PLANNING & ZONING BOARD Wednesday, February 11, 2026, 6:00 p.m. City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida, 33134 e-comments: www.CoralGables.GranicusIdeas.com/meetings	

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Planning & Zoning Board will conduct a Public Hearing on **Wednesday, February 11, 2026**, regarding proposed text and map amendments to the Coral Gables Comprehensive Plan and Zoning Code for the “University Station Rapid Transit Overlay District,” adjacent to the University Metrorail Station. The proposed amendments to the district include the addition of properties and revisions to associated regulations for multi-family buildings to promote more consistent development within the station area.

The requests require three public hearings, including review and recommendation by the Planning and Zoning Board, and 1st and 2nd Reading before the City Commission. (Ordinance Format)

1. **Comprehensive Plan Map and Text amendments.** *An Ordinance of the City Commission of Coral Gables, Florida, approving amendments to the text and maps of the City of Coral Gables Comprehensive Plan pursuant to small-scale amendment procedures (Section 163.3187, Florida Statutes), and Zoning Code Article 14, “Process,” Section 14-213, “Comprehensive Plan Text and Map Amendments,” to 1) modify the required Multi-Family densities and height to allow higher intensity within the “University Station Rapid Transit District Overlay,” and to allow Multi-Family High Density within the Mixed-Use Overlay Districts located within the “University Station Rapid Transit District Overlay,” 2) include additional properties (6100 Caballero Blvd) within the “University Station Rapid Transit District Overlay” on the Mixed-Use Overlay Districts Map, and 3) amend the Future Land Use Map from “Commercial Low-Rise Intensity” to “Multi Family High Density” for Lots 1&2, Block 5 and Lots 1 thru 3, Block 6, Riviera Waterways Section, Track “K”, Addition to Riviera Waterways Section, and Lot 8, Block 208, Riviera Section 14; from “Multi Family Low Density” to “Multi Family High Density” for Lots 3&4, Block 5, Riviera Waterways Section; from “Multi Family Duplex Density” to “Multi Family Low Density” for Lot 5, Block 5 and the southern portion of Lot 5, Block 6, Singer Subdivision; from “Commercial Low-Rise Intensity” to “Multi Family Medium Density” for Lot 4, Block 6, Riviera Waterways Section; and from “Multi Family Duplex Density” to “Multi Family Medium Density” for Lot 5-A and the northern portion of Lot 5, Block 6, Singer Subdivision; providing for a repealer provision, providing for a severability clause, and providing for an effective date. (Legal description on file)*

2. **Zoning Code and Map amendments.** *An Ordinance of the City Commission of Coral Gables, Florida providing for map and text amendments to the City of Coral Gables Official Zoning Code pursuant to Zoning Code Article 14, "Process," Section 14-212, "Zoning Code Text and Map Amendments," by 1) amending Article 2, "Zoning Districts," Section 2-408, "University Station Rapid Transit District Overlay" to a) include requirements for multi-family development and provide regulations for modification and development agreements within the district; b) add additional properties (6100 Caballero Boulevard) to the boundary of the "University Station Rapid Transit District Overlay", 2) amending Appendix A, "Site Specific Zoning Regulations," to remove inconsistent Site Specifics, 3) amending Article 14, "Process," Section 14-204, "Transfer of Development Rights," to expand Transfer of Development Rights (TDRs) receiving sites within the "University Station Rapid Transit District Overlay," and 4) amend the Zoning Map from "Mixed-Use 1 (MX1)" to "Multi Family 4 (MF4)", for Lots 1&2, Block 5 and Lots 1 thru 3, Block 6, Riviera Waterways Section, Track "K", Addition to Riviera Waterways Section, and Lot 8, Block 208, Riviera Section 14, from "Multi Family 3 (MF3)" to "Multi Family 4 (MF4)" for Lots 3&4, Block 5, Riviera Waterways Section; from "Multi Family 1 (MF1)" to "Multi Family 3 (MF3)" for Lot 5, Block 5 and the southern portion of Lot 5, Block 6, Singer Subdivision; from "Mixed-Use 1 (MX1)" to "Multi Family 2 (MF2)" for Lot 4, Block 6, Riviera Waterways Section; and from "Multi Family 1 (MF1)" to "Multi Family 2 (MF2)" for Lot 5-A and the northern portion of Lot 5, Block 6, Singer Subdivision; providing for repealer provision, severability clause, codification, and providing for an effective date. (Legal description on file)*

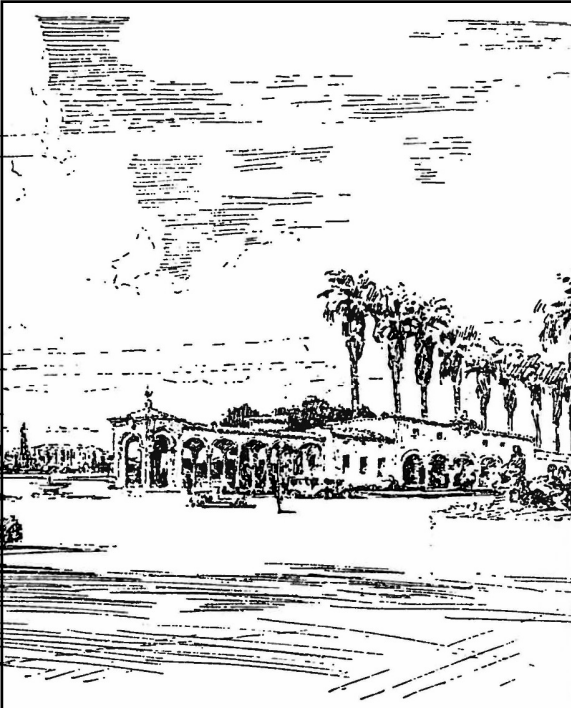
Additional information may be found at www.coralgables.com. Please forward to other interested parties. The meeting will also be via Zoom at www.zoom.us/j/83788709513. A dedicated phone line will also be available by dialing: (305) 461-6769, Meeting ID: 837 8870 9513.

The public may also provide comments by sending an email to planning@coralgables.com prior to the day before the scheduled meeting.

Sign up to receive future public notices via email at <https://arcg.is/zOeKv>.

Sincerely,

City of Coral Gables, Florida



Florida East Coast Railway Station and Concourse

University Station Rapid Transit Overlay District Amendments

COMPREHENSIVE PLAN
TEXT AND MAP AMENDMENTS
ZONING CODE
TEXT AND MAP AMENDMENTS

PLANNING AND ZONING BOARD
FEBRUARY 11, 2026



LOCATION



2

REQUEST #1:
COMPREHENSIVE LAND USE MAP AND MIXED-USE MAP AMENDMENTS

REQUEST #1:
COMPREHENSIVE PLAN TEXT AMENDMENTS

REQUEST #2:
ZONING MAP AMENDMENTS

REQUEST #3:
ZONING CODE TEXT AMENDMENTS

5

5

COMPREHENSIVE PLAN MAP AMENDMENTS

FUTURE LAND USE MAP



PROPOSED FUTURE LAND USE MAP



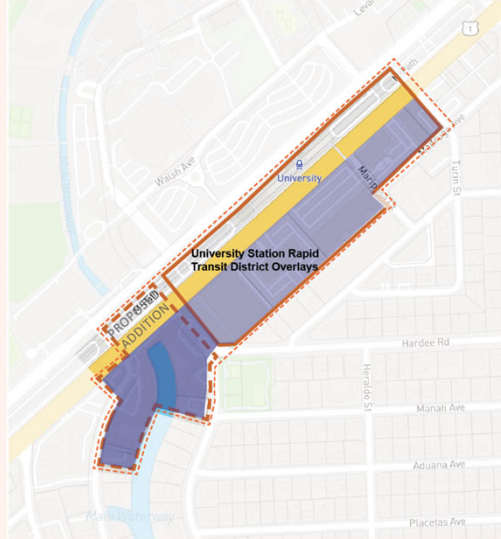
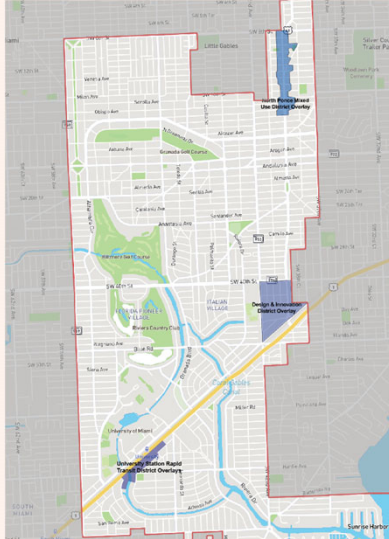
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COMPREHENSIVE PLAN MAP AMENDMENTS

2

MIXED-USE OVERLAY DISTRICT MAP



7

7

COMPREHENSIVE PLAN TEXT AMENDMENTS

2

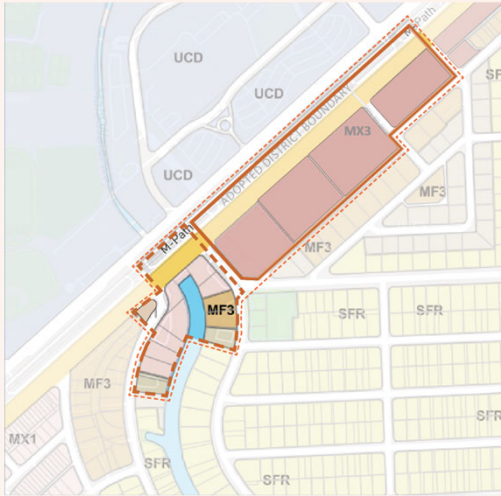
Multi-Family Medium Density.	Multi-family residential of medium height and density.	Maximum 40 units/acre, or 50 units/acre with architectural incentives per the Zoning Code. If developed pursuant to Residential Infill Regulations (bounded by: Douglas Rd, LeJeune Rd, SW 8th St & Navarre Ave): Maximum 75 units/acre, or 100 units/acre with architectural incentives per the Zoning Code. If developed pursuant to University Station Rapid Transit District Overlay: Maximum 125 units/acre.	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. If developed pursuant to Residential Infill Regulations (bounded by: Douglas Rd, LeJeune Rd, SW 8th St & Navarre Ave): Up to 100' maximum with architectural incentives per the Zoning Code.
Multi-Family High Density.	Multi-family residential of high height and density.	Maximum 60 units/acre, or 75 units/acre with architectural incentives per the Zoning Code. If developed pursuant to University Station Rapid Transit District Overlay: Maximum 125 units/acre.	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.

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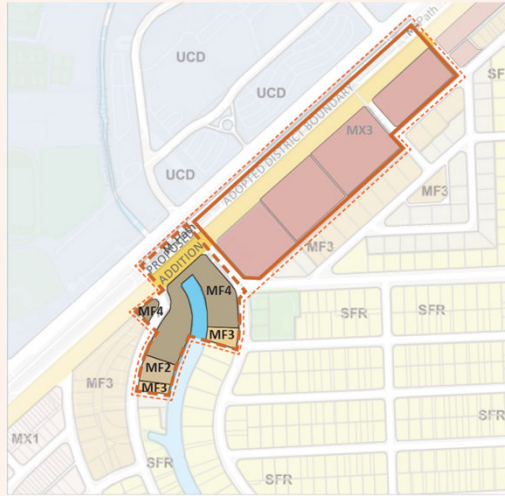
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ZONING MAP AMENDMENTS

EXISTING ZONING MAP



PROPOSED ZONING MAP



9

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ZONING CODE TEXT AMENDMENTS

1. Establish development standards for multi-family development
 - Limit MF4 building height to 120'
 - City Commission to approve 150' for MF4 with 10% additional open space
 - 125 units per acre for MF4 and MF2
 - 10' setback on waterway for all buildings (MF and MX)
 - Upper story stepback of 25' adjacent to SFR on waterway
 - 50' setback from abutting SFR or Duplex w/ landscape
 - Minor amendments (minor architectural changes, landscape, design, etc) that are consistent with the site plan approval
 - Development Agreement review by City Staff and City Commission
 - Various clarifications
2. University Station Overlay District designated TDR receiving area
3. Remove inconsistent site-specific requirements

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COMPARISON

	County RTZ	Overlay Mixed-Use Zoning	Overlay Multi Family Zoning
Review	Special exception review/approval	Expedited review: City Staff + City Commission	Expedited review: City Staff + City Commission
Height (ft)	Max height of existing buildings w/in ¼-mile (150')	120' (no Med Bonus height) 150' (w/ 10% additional open space)	120' (no Med Bonus height) <u>150' (w/ 10% additional open space)</u>
Density	125	125	<u>125</u>
FAR	No Limit	3.5	3.5
TDRs	-	4.375 FAR	4.375 FAR
Open Space	15%, 10% on ground	10% on ground	25% on ground
Setbacks	0', unless 30' interior side within 100' of SFR w/ 10' landscape	20' on US1 15' for 300' of building site depth <u>10' abutting waterway</u> <u>50' w/ landscape, abutting SFR/MF1</u>	20' on US1 <u>10' front & waterway</u> <u>50' w/ landscape, abutting SFR/MF1</u>
Stepbacks	-	<u>25' on waterway and adjacent SFR/Duplex</u>	<u>25' on waterway and adjacent SFR/Duplex</u>

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COMPARISON

	County RTZ	Overlay Mixed-Use Zoning	Overlay Multi-Family Zoning
Uses	Bars and restaurants; parking lots and garages; hotels, commercial/retail; offices; residential; rental car facilities; governmental; convention halls and showrooms; institutional; health care facilities; parks; similar uses approved by the County	Restaurants; hotels, commercial/retail; offices; residential; rental car facilities; governmental; convention halls and showrooms; institutional; health care facilities; parks; similar uses approved by the City	Multi-family residential
Design	Plans review by County (no aesthetics review)	Mediterranean style, Review by City Architect	Mediterranean style, Review by City Architect
Impact fees	(per County)	Police, Fire, Municipal, Parks, Mobility	Police, Fire, Municipal, Parks, Mobility
Art in Public Places	-	1% of construction costs	1% of construction costs

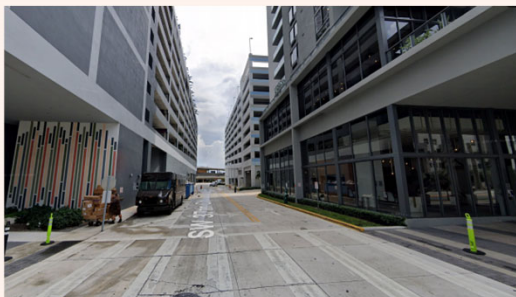
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COMPARISON

2

County RTZ



Coral Gables



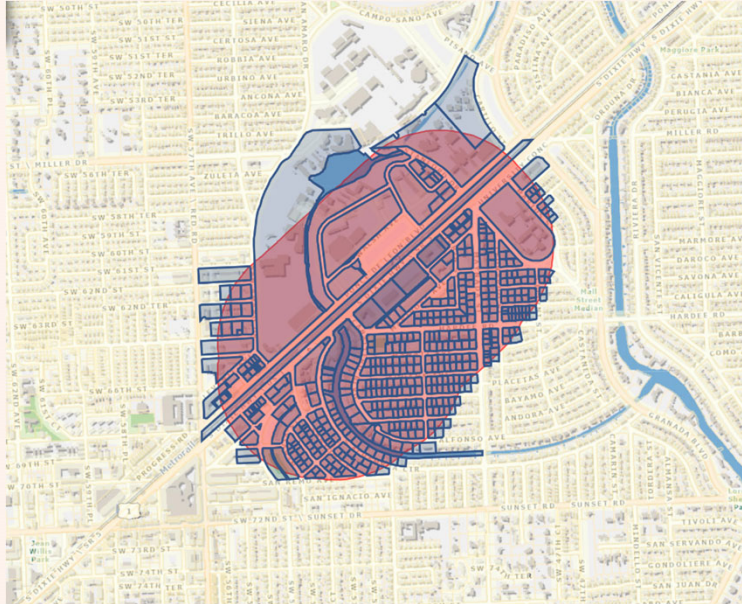
REVIEW TIMELINE

2

2

1	PLANNING AND ZONING BOARD: 02.11.26
2	CITY COMMISSION 1 ST READING: TBD
3	CITY COMMISSION 2 ND READING: TBD

LETTERS TO PROPERTIES (1,500 FT)



15

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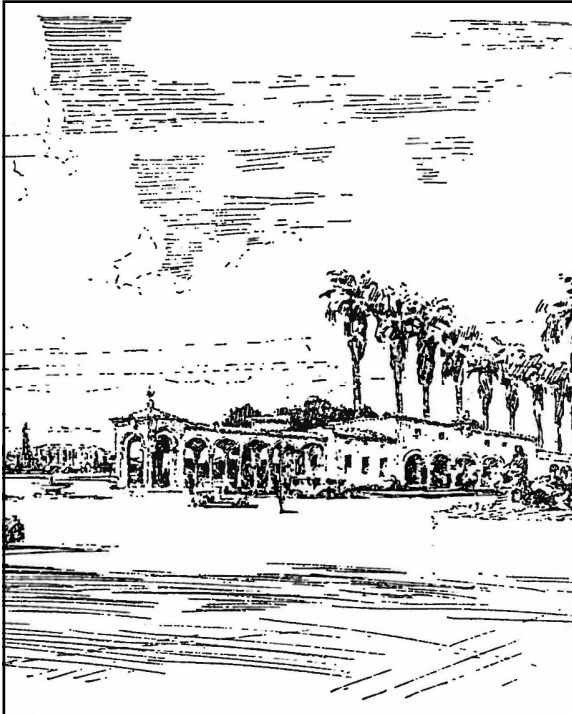
COMPREHENSIVE PLAN CONSISTENCY

STAFF'S DETERMINATION IS THAT THIS APPLICATION IS CONSISTENT WITH THE COMPREHENSIVE PLAN GOALS, OBJECTIVES AND POLICIES.

THE APPLICATION COMPLIES WITH THE FINDINGS OF FACT.

THE STANDARDS FOR APPROVAL ARE SATISFIED.

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