



City of Coral Gables

Planning and Zoning Staff Report

Applicant: City of Coral Gables

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

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

Public Hearing: Planning and Zoning Board

Date & Time: **July 2, 2025; 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 Maps.** *An Ordinance of the City Commission of Coral Gables, Florida, amending the Future Land Use Map and Mixed-Use Overlay Districts Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments," and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Commercial Low-Rise Intensity" to "Commercial High-Rise Intensity" and to create the "University Station Rapid Transit District Overlay" for Blocks 155 and 156, Coral Gables Riviera Section Part 8, Tract "A," Replat of Coral Gables Riviera Section Part 8, which are the properties bounded by South Dixie Highway, Caballero Boulevard, Madruga, and Turin Street (1150, 1190, 1250, 1320, and 1350 South Dixie Highway); providing for a repealer provision, providing for a severability clause, and providing for an effective date.*
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," to create Section 2-408, "University Station Rapid Transit District Overlay" for promoting the use of mass transit facilities and pedestrian activities along transit corridors and near multimodal stations; 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 to the "University Station Rapid Transit District Overlay," and 4) making Zoning District boundary changes from "Mixed-Use 1 (MX1)" to "Mixed-Use 3 (MX3)" and including within the "University Station Rapid Transit District Overlay" boundary for Blocks 155 and 156, Coral Gables Riviera Section Part 8, and Tract "A," Replat of Coral Gables Riviera Section Part 8, which are the properties bounded by South Dixie Highway, Caballero Boulevard, Madruga, and Turin Street (1150, 1190, 1250, 1320, and 1350 South Dixie Highway), and to create the "University Station Rapid Transit District;" providing for repealer provision, severability clause, codification, and providing for an effective date.*

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

Miami-Dade County Coral Gables / University Station Rapid Transit Zone (RTZ) Expansion

On May 6, 2025, Miami-Dade County adopted an ordinance on first reading to establish the Coral Gables/University Station Subzone within the Rapid Transit Zone (RTZ). The ordinance is scheduled for review and public hearing by the Transportation Committee on July 8, 2025, and may be scheduled for second reading by the Board of County Commissioners. As currently drafted, this County-proposed ordinance would:

- Grant to the County, regulatory jurisdiction over properties included within the proposed subzone,
- Specify the allowable uses, and
- Set forth development standards, criteria, and procedures for the review and approval of applications within the Coral Gables/University Station Subzone.

The Rapid Transit Zone (RTZ) was established through the Miami-Dade County Code by the adoption and acceptance of the Comprehensive Development Master Plan (CDMP) for Miami-Dade County. The CDMP includes goals, objectives, and policies aimed at coordinating land use and transportation facilities to: attract transit ridership, encourage short trips, and minimize the need for transfers; establish a more compact and efficient urban form within the Urban Development Boundary; and promote both vertical and horizontal mixed-use development, as well as the redevelopment of properties located along existing and planned transit corridors and designated urban centers. These strategies collectively support transit-oriented development (TOD).

The County-proposed Rapid Transit Zone District of University Station acknowledges that transit-oriented developments are most effective when located on parcels within close proximity to rapid transit stations, to ensure better coordination between land use and transportation infrastructure. Accordingly, the Board of County Commissioners have historically added additional properties to the County's Rapid Transit Zone District (RTZ or RTZ Zoning District) and are likely to consider adding properties if they are situated within a quarter-mile radius of the University Station. As part of the currently proposed ordinance, one privately owned parcel — located at 1250 South Dixie Highway — is also proposed to be added to the proposed Coral Gables/University Station Subzone of the RTZ. The property owner has requested inclusion in the subzone and to be placed under the County's exclusive regulatory jurisdiction.

The County's proposed ordinance establishing the University Station Rapid Transit Zone includes standards, criteria, and procedures for the approval of development applications within the subzone. These provisions are generally consistent with those adopted for other RTZ subzones but also incorporate additional standards and review procedures that have been specifically tailored to the context of the new Coral Gables/University Station Subzone.

As a result of the County's proposed RTZ subzone that would supersede the City's Comprehensive Plan and Zoning Code, the City is now proposing map and text amendments to provide a basis to the County

that the City should retain review authority and regulatory jurisdiction of properties within the proposed overlay district.

Past Planning Initiatives by The City of Coral Gables

The US-1 corridor has been the subject of ongoing discussion and analysis over several years. Most recently, the City initiated a public visioning workshop in 2015. Among the key recommendations gathered from public input during these workshops was the need to prepare a transit-oriented zoning overlay. Specific suggestions included building massing and stepback requirements, guidelines for paseos and public spaces, parking and shared parking strategies, and enhanced sidewalk standards along US-1.

In 2016-17, the City hired the planning and design firm Perkins & Will to develop a strategic framework plan for the US-1 corridor. This effort included a series of public workshops to engage the community. Although the study was later discontinued, many of the in-progress recommendations echoed those from the 2015 initiative, such as increasing tree canopy and sidewalk widths, reducing surface parking along the corridor, enhancing pedestrian safety, and limiting vehicular access from US-1.

While several of these recommendations were incorporated into the City's 2021 Zoning Code Update, the land use and zoning maps were not amended to reflect desired redevelopment patterns along the corridor.

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

The City of Coral Gables has a longstanding history of collaboration and coordination with Miami-Dade County. The City continues to prioritize intergovernmental coordination and seeks to maintain a leadership role on local, regional, and state planning issues.

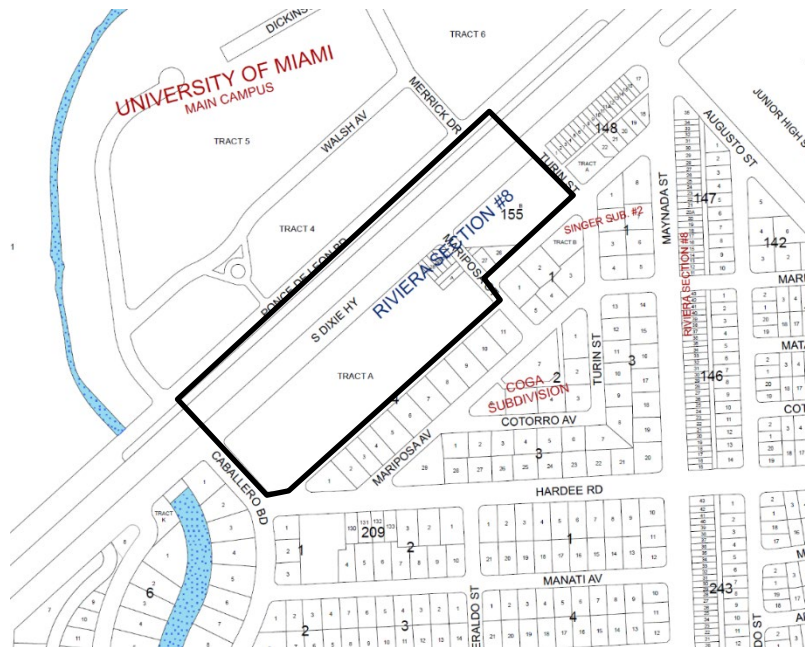
The recent County-proposed 'Coral Gables / University Station Rapid Transit Zone (RTZ) Expansion' is currently being considered solely by the County will preempt the City's Zoning regulations and processes. To be consistent with the intent and provisions of the County's Rapid Transit Zone—while also preserving the City's long-standing character, established aesthetic standards, and procedural safeguards—the City is proposing the creation of the *University Station Rapid Transit District*. This district is intended to facilitate mixed-use development adjacent to the existing mass transit system. The proposed district encompasses parcels fronting the University Metrorail Station and is bounded by South Dixie Highway, Caballero Boulevard, Madruga Avenue, and Turin Street (as shown in the image below).

A total of five parcels are included within the district. These parcels have future land use designations of "Commercial Low-Rise Intensity" and "Commercial High-Rise Intensity," and are currently zoned as "Mixed-Use 1" and "Mixed-Use 3." Notable properties within the district include the University of Miami Gables One Tower and Paseo de la Riviera. The Gables One Tower is a 13-story office building built in 1971 and owned by the University of Miami. Paseo de la Riviera is a 10-story, mixed-use development that includes residential units, a hotel, and retail space. It was approved as a Planned Area Development (PAD) by the City in 2015, along with a Comprehensive Plan Map Amendment changing the designation from "Commercial Low-Rise Intensity" to "Mixed-Use." The remaining properties within the proposed district are one-story retail buildings.

The proposed amendments align with the goals of Miami-Dade County's initiative to designate this area as a SMART Corridor Subzone. The overlay district will help guide future development in a manner that complements the scale and intensity of existing structures in the area. Detailed zoning requirements for the overlay district are provided in the zoning code text amendment below.

District Location. Context information exhibited below.

Lot, Subdivision, and Plat Map

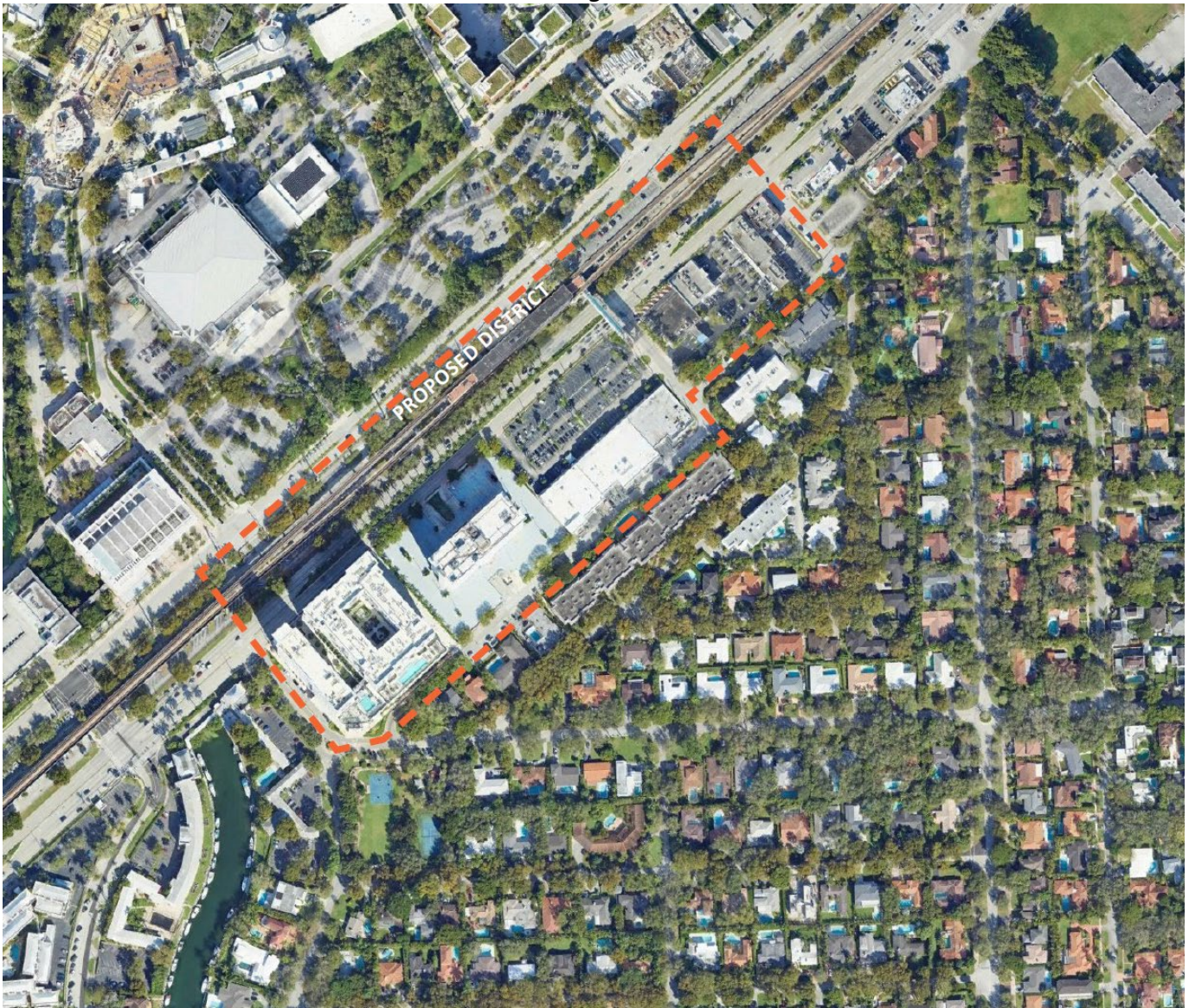


Ariel Map

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

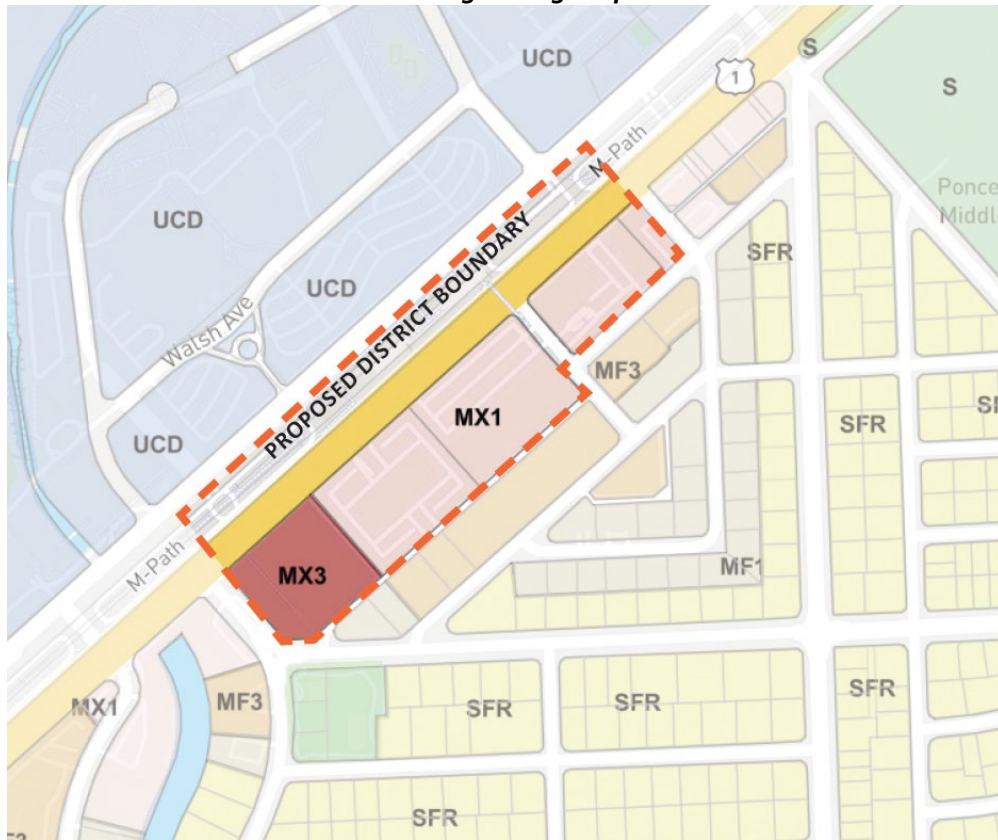
Existing Property Designations

Future Land Use Map designation	1150, 1190, 1250, and 1320 South Dixie Highway: <u>Commercial Low-Rise Intensity</u> 1350 South Dixie Highway: <u>Mixed Use</u>
Zoning Map designation	1150, 1190, 1250, and 1320 South Dixie Highway: <u>Mixed-Use 1 District</u> 1350 South Dixie Highway: <u>Mixed-Use 3 District</u>
Coral Gables Redevelopment Infill District	Yes

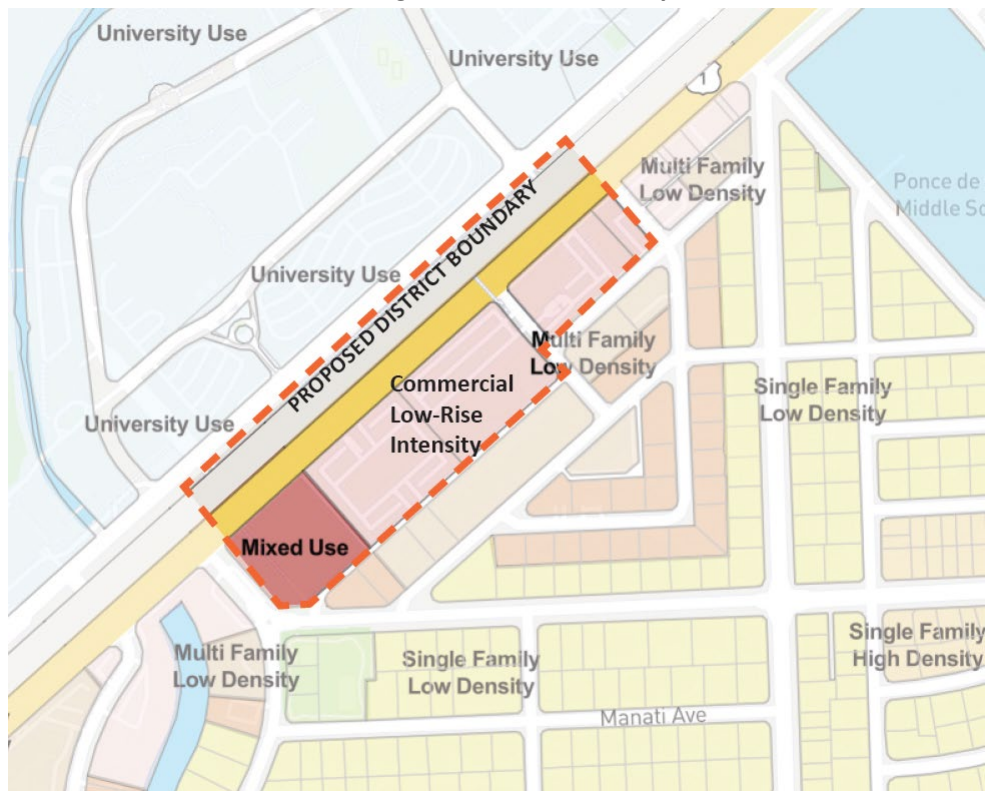
Surrounding Land Uses

LOCATION	EXISTING LAND USES	FLUM DESIGNATIONS	ZONING DESIGNATIONS
Northwest	University of Miami	University	University Campus District (UCD)
Northeast	Mixed-Use	Commercial Low Rise Intensity;	Mixed Use 1 (MX1) District
Southwest	Gables Waterway Offices and Apartments;	Commercial Low Rise Intensity; Multi Family Low Density;	Mixed Use 1 (MX1) District; Multi-Family 3(MF3);
Southeast	Apartment Buildings, Duplex, and Park	Multi Family Low Density; Multi Family Duplex Density; Park and Recreational Use;	Multi-Family 1 Duplex (MF1); Multi-Family 3 (MF3); Special Use (S);

Existing Zoning Map



Existing Future Land Use Map

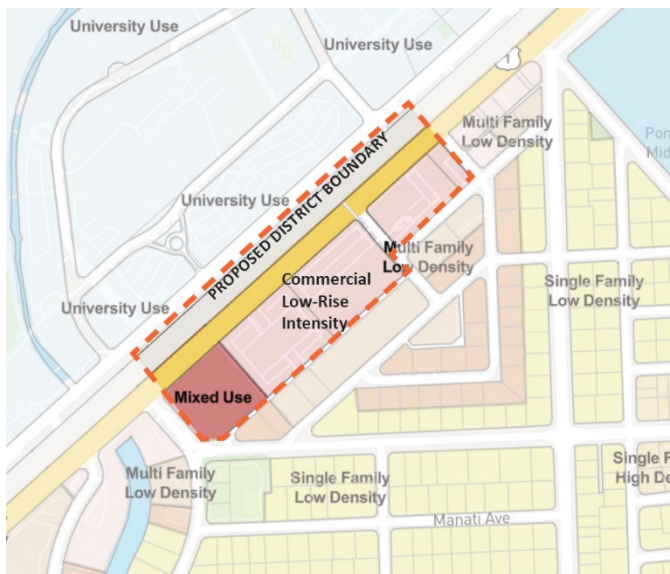


3. PROPOSED COMPREHENSIVE PLAN MAP AMENDMENTS

The proposed University Station Rapid Transit District Overlay applies to Blocks 155 and 156, Coral Gables Riviera Section Part 8, and Tract "A" of the Replat of Coral Gables Riviera Section Part 8. These properties are bounded by South Dixie Highway, Caballero Boulevard, Madruga Avenue, and Turin Street, and include five addresses: 1150, 1190, 1250, 1320, and 1350 South Dixie Highway. Of these, four properties—1150, 1190, 1250, and 1320 South Dixie Highway—are proposed to change their Future Land Use Map designation from "Commercial Low-Rise Intensity" to "Commercial High-Rise Intensity." The property at 1350 South Dixie Highway was previously approved for a Comprehensive Plan Map Amendment in 2015, changing its designation from "Commercial Low-Rise Intensity" to "Mixed Use" as part of the project application for Paseo de la Riviera. Similarly, the 13-story building at 1320 South Dixie Highway is a legal non-conforming structure, as the building height exceeds the maximum allowed height for "Commercial Low-Rise Intensity." Additionally, the proposed district will be incorporated into the City's Mixed-Use Overlay District Map, alongside the two existing overlay districts: the Design & Innovation District Overlay and the North Ponce Mixed-Use District Overlay.

A comparison of the property's existing Future Land Use Map designations and the Applicant's request designation is shown on the following maps:

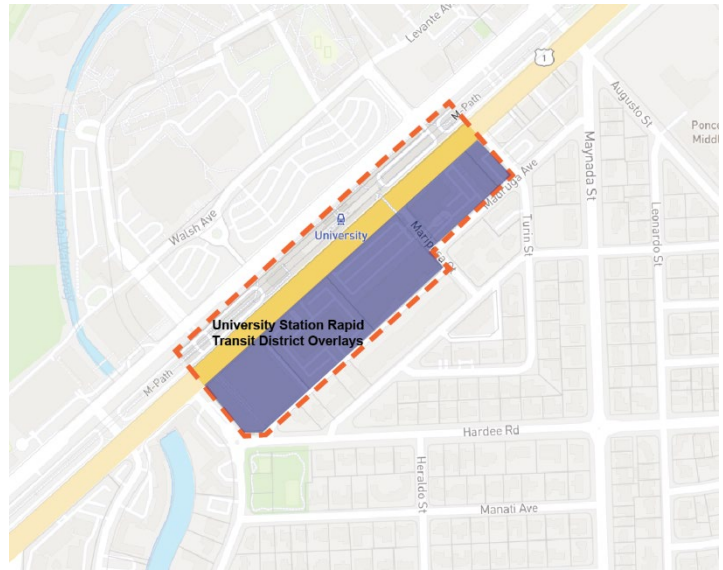
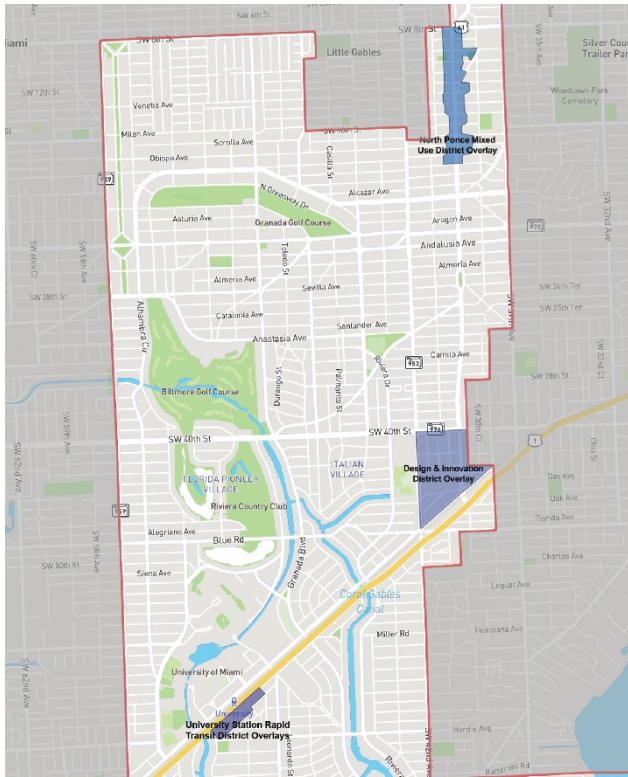
Future Land Use Map



Proposed Future Land Use Map



Mixed-Use Overlay District Map



4. PROPOSED ZONING CODE MAP AMENDMENTS

Four properties in the proposed district—1150, 1190, 1250, and 1320 South Dixie Highway—are requesting a change from Mixed-use 1 (MX1) to Mixed-use 3 (MX3). And the other property at 1350 South Dixie Highway within the proposed district is currently designated as Mixed-use 3 (MX3).

Existing Zoning Map



Proposed Zoning Map



5. PROPOSED ZONING CODE TEXT AMENDMENTS

The proposed Zoning Code text amendment is provided below in ~~striketrough~~/underline format.

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 US-1 corridor that are consistent with the high-quality design and architecture of the City.
 - 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 and as identified as “University Station Rapid Transit District Overlay” on the official Zoning Map of the City of Coral Gables.
 - b. Unless otherwise provided in this section, all provisions of applicable underlying zoning district designations affecting an individual property shall control use and development.
 - 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 review and approval by the City Commission.
2. Height.

- a. MX3 properties in the District shall be at a maximum height of one hundred and twenty (120) feet. Additional bonus heights with architectural incentives shall not be applied.
 - b. An additional thirteen feet and six inches (13.5) of building height may be granted by the City Commission for each additional five (5%) percent of landscaped open space provided as on-site publicly accessible open space to a maximum building height of one hundred and forty-seven (147) feet.
 - c. Height of architectural elements may exceed the maximum height in the District by a maximum of twenty-five (25) feet.
3. Use of Transfer of Development Rights (TDRs). 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.
4. Setbacks and Stepbacks.
 - a. US-1: Up to one hundred (100) feet in height: twenty (20) feet setback, except an arcade may encroach into the setback a maximum of ten (10) feet. If over one hundred (100) feet in height: thirty (30) feet stepback.
 - b. Fronting adjacent residential districts: Up to forty-five (45) feet in height: no stepback. If over forty-five (45) feet in height: ten (10) feet stepback.
 - c. Adjacent residential districts: For building sites with a depth greater than three hundred (300) feet, a rear setback of twenty-five (25) feet with a landscaped buffer shall be required.
5. Ground floor design.
 - a. The first four (4) stories, 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.
 - b. Any storage of vehicles or off-street parking that is above grade shall occur behind the provided habitable space.
 - c. Ground floor commercial or residential shall be accessed from the public sidewalk.
 - d. Commercial and residential entrances 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 five hundred (500) feet of the station entrance may 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.
- All proposed buildings shall be reviewed by the Board of Architects and receive preliminary design approval within four (4) full board meetings. If approval has not been granted within four (4) reviews by the full board, the Applicant may request final review and approval by a panel of Special Masters, per Section 14-103.3.

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).~~

6. REVIEW TIMELINE / PUBLIC NOTICE

City Review Timeline

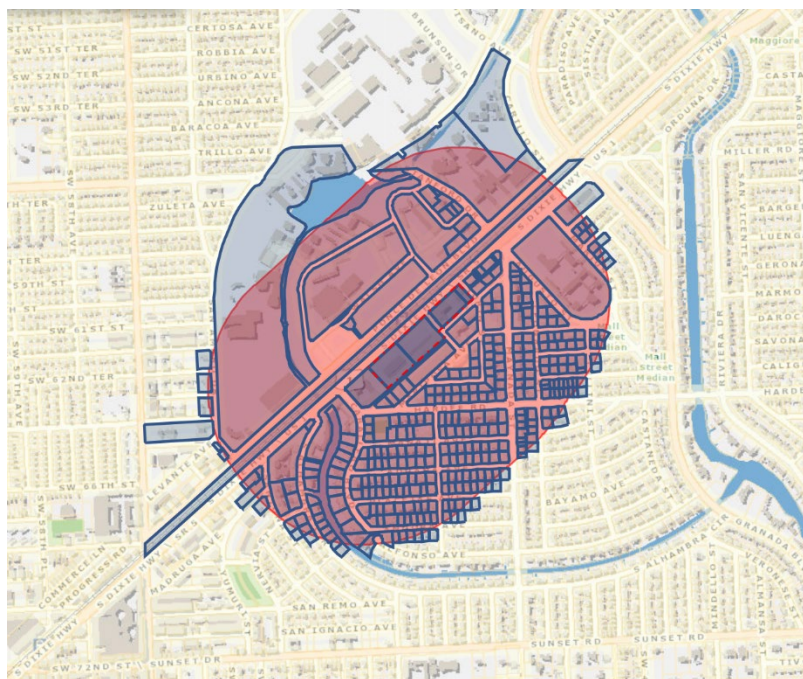
The submitted applications have undergone the following City reviews:

REVIEW COMMITTEES AND BOARDS	DATE
Planning and Zoning Board	07.02.25
City Commission – 1 st Reading	TBD
City Commission – 2 nd Reading	TBD

Public Notification and Comments

Article 15, “Notices,” Section 15-100 of the Zoning Code requires notification be provided to all property owners within 1,500 feet of the property. The notification was sent on June 18, 2025 to notify property owners of the July 2, 2025 Planning and Zoning Board meeting. The notice indicates the following: applications filed; public hearing dates/time/location; where the application files can be reviewed; and provides for an opportunity to submit comments. There were 1,129 notices mailed. A copy of the legal advertisement and notice are provided as Attachment D. A map of the notice radius is provided below.

Notification Radius Map



The following has been completed to solicit input and provide notice of the Application:

PUBLIC NOTICE	DATE
Mailed notice within 1,500 feet of proposed district	06.18.25
Posted property	06.18.25
Legal advertisement	06.20.25
Posted agenda and Staff report on City web page/City Hall	06.27.25

7. FINDINGS OF FACT

This section of the report presents City Staff’s evaluation of the Application and Findings of Fact. The City’s responsibility is to review the Application for consistency with the City’s Comprehensive Plan (CP) Goals, Objectives, and Policies, compliance with the Zoning Code, and compliance with other applicable portions of the City Code.

A . Comprehensive Plan Map Amendment

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

Standard	Staff Evaluation
1. Whether it specifically advances any objective or policy of the Comprehensive Land Use Plan.	The proposed Comprehensive Plan Map Amendment from “Commercial Low-Rise Intensity” to “Commercial High-Rise Intensity” advances objectives of the City’s Comprehensive Plan. Specifically, it supports policies that encourage higher-density development adjacent to multimodal transit facilities. The amendment is consistent with the City’s mobility vision and long-standing goals for transit-oriented development. As drafted in the accompanying Zoning Code text amendment, the maximum building height of one hundred and twenty (120) feet will ensure that future buildings will not be too intense with the close proximity to the established single-family neighborhood and will be more consistent with existing buildings along US-1.
2. Whether it is internally consistent with Comprehensive Land Use Plan.	The request maintains internal consistency with the City’s Comprehensive Land Use Plan. The parcels are located in a strategic location identified for transit-oriented growth, where the Plan promotes vertical mixed-use development, multimodal transportation access, and compact urban form. The proposed overlay district would better coordinate future development of similar building scales with the existing developments.
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. By concentrating density near the University Metrorail Station, the proposal supports efficient use of existing public transit, reduces reliance on automobiles, and encourages pedestrian-friendly environment. This is consistent with the County and City’s shared vision for transit corridor development. While redevelopment may increase roadway infrastructure demands over time, the overlay framework promotes walkability and transit ridership, which can help mitigate local vehicular traffic impacts.
4. Its effect on environmental resources.	The proposed overlay applies to an already urbanized segment of the US-1 corridor. No significant natural or environmentally sensitive resources are present on the subject sites. The overlay encourages vertical mixed-use development and reduced vehicle dependency, which may contribute to broader environmental goals by lowering emissions and limiting further sprawl in the

	region.
5. Its effect on the availability of housing that is affordable to people who live or work in the City of Coral Gables.	The overlay district and accompanying land use changes will support additional development in close proximity to a major transit station and university campus. This may help expand the supply of diverse housing types to contribute to the provision of housing for people 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 proposal is a reaction to a proposed preemption ordinance by Miami-Dade County in order for the City to retain authority and regulatory jurisdiction. Additionally, it is part of a long-term planning effort to reposition the US-1 corridor as a transit-supportive, mixed-use district. The proposed overlay presents an opportunity to implement key principles from previous planning studies and recent zoning code updates, while preserving the City's design character and ensuring compatibility with adjacent neighborhoods. In conjunction with the proposed amendment, specific requirements related to height limits, setbacks, stepbacks, open space, and ground floor design will be addressed through the overlay zoning to ensure an appropriate building scale and a sensitive transition to surrounding areas.

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 amendment to Commercial High-rise Intensity for the proposed district. Additionally, Staff finds that the proposed zoning requirements, tailored specifically for the district, incorporate measures to mitigate potential negative impacts that could adversely affect neighboring properties.

B. 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:	
a. Does not permit uses which are prohibited in the future land use category of the parcel proposed for development.	The proposed overlay does not permit any uses that are prohibited by the proposed "Commercial High-Rise Intensity" future land use designation. All permitted and conditional uses remain consistent with those envisioned for mixed-use development near a regional transit facility.

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.	The zoning overlay aligns with the allowable intensity under the “Commercial High-Rise Intensity” designation. While the overlay introduces design and development standards, it does not exceed the permitted density or building intensity.
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 area is already served by multimodal infrastructure. The overlay supports transit use and reduced vehicular dependency. Preliminary concurrency assessment by the City’s Public Works Department indicates that the level of service will not fall below adopted standards. Future developments will undergo concurrency review at the time of site plan or permit review to ensure that levels of service for infrastructure remain consistent with Comprehensive Plan standards.
d. Does not directly conflict with any objective or policy of the Comprehensive Plan.	The proposed zoning overlay is consistent with the Comprehensive Plan’s policies promoting compact mixed-use development along designated corridors. It directly supports the City’s Mobility Vision and policies related to land use coordination, urban form, and intergovernmental collaboration.
2. Will provide a benefit to the City in that it will achieve two or more of the following objectives	
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. 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.	The proposed overlay supports all three mobility objectives. By promoting mixed-use development adjacent to the University Station and the University of Miami, it enables residents, employees, and visitors to reduce reliance on automobiles and instead walk, bike, or use transit. The inclusion of residential, retail, office, and institutional uses foster an internal trip capture rate that supports sustainable travel behavior.
b. Promote high-quality development or redevelopment in an area that is experiencing declining or flat property values.	The overlay provides a planning framework to attract high-quality redevelopment and reinvestment in this underutilized area by enabling development opportunities accompanied by higher design standards and requirements tailored specifically to the context and character of the district.

c. Create affordable housing opportunities for people who live or work in the City of Coral Gables.	While the overlay does not directly mandate affordable housing, it expands the supply of housing near a major employment and transit hub, which can support affordability goals through increased availability, reduced transportation costs, and access to amenities. The location is ideal for workforce housing for university and hospital staff, among others.
d. Implement specific objectives and policies of the Comprehensive Plan.	The proposal directly advances multiple objectives and policies of the Comprehensive Plan, including Policy MOB-1.1.1, MOB-1.1.2, and MOB-1.1.3 related to mobility development, and GOV-2, GOV-2.1, GOV-2.2, and GOV-2.3, which emphasize intergovernmental coordination and strategic planning for regional-scale challenges.
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. New investment and development within the proposed district are expected to serve as a catalyst for improving the surrounding environment and enhancing market value. The area's proximity to major transportation infrastructure and institutional anchors further supports its suitability for higher-density development.

Staff comments. The request for a Zoning Code Map Amendment from Mixed-Use 1 to Mixed-Use 3 is connected to the requested Comprehensive Land Use Map Amendments. The proposed map amendments provide opportunities for housing, employment, and retail in close proximity to heavy rail public transit.

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 overlay district promotes public health, safety, and welfare by supporting transit-oriented, mixed-use development adjacent to the University Metrorail Station and the University of Miami campus. The overlay introduces design requirements that enhance pedestrian safety, encourage walkability, reduce reliance on private vehicles, and contribute to the overall livability and character of the area. 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 overlay district does not introduce any uses that are prohibited by the Comprehensive Plan. All permitted and conditional uses remain consistent with the underlying future land use designations,” and support the goals of encouraging higher-density, mixed-use, and transit-supportive development along the US-1 corridor.
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.	The overlay zoning regulations are consistent with the allowable intensities and densities under the proposed “Commercial High-Rise Intensity” land use designation. While the overlay introduces refined development standards—such as height limits, setbacks, and design criteria—it does not exceed the intensity permitted by the Comprehensive Plan. Instead, it ensures that higher-intensity development is appropriately scaled and context-sensitive.
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 proposed zoning overlay is intended to concentrate development in areas already served by robust public infrastructure as part of the US-1 commercial corridor. Preliminary concurrency assessment indicates that the level of service for public infrastructure, including transportation, water, sewer, and schools, will not fall below adopted standards. Future development will be subject to concurrency review at the time of permitting to ensure compliance with the Comprehensive Plan and mitigation of any infrastructure impacts.
e. Does not directly conflict with any objective or policy of the Comprehensive Plan.	The proposed overlay district is consistent with and supports key objectives of the Comprehensive Plan, including policies promoting compact urban form, transit-oriented development, pedestrian connectivity, and mixed-use intensity near major transit hubs. The overlay advances the City’s broader planning vision for the US-1 corridor and does not conflict with any adopted policies or land use directives.

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-1.1.1. Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.	
2	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
3	Policy MOB-1.1.3. Locate higher density development along transit corridors and near multimodal stations.	

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
4	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
5		
6	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
7	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
8	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
9	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
10	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
11	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
12	Objective GOV-2.1. Coordinate and cooperate City Comprehensive Plan activities with other jurisdictions and agencies at all levels and functions of government to achieve mutually beneficial goals and objectives.	Complies
13	Policy HOU-1.5.1. Encourage the development of diverse housing types such as smaller, more affordable units within the downtown area and mixed use development overlay area.	Complies
14	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
15	Objective GOV-2.3. Maintain and strengthen intergovernmental coordination and establish a leadership role on local, regional and state issues.	Complies

Based upon the Findings of Fact provided herein, Staff finds that the application satisfies the provisions of the Zoning Code for the proposed Zoning Code Text Amendment. Furthermore, the proposed text amendment fulfills key objectives and policies of the Comprehensive Plan. It directly supports and reinforces the City's Mobility Vision to provide progressive direction for a multi-modal transportation system, and its development principles as outlined in Policy MOB-1.1.1, Policy MOB-1.1.2, and Policy MOB-1.1.3. In addition, the proposal advances Goal GOV-2, as well as Objectives GOV-2.1, GOV-2.2, and GOV-2.3, by facilitating intergovernmental coordination and collaboration with Miami-Dade County and local governments.

Staff finds that all five of these criteria are **satisfied**.

8. STAFF RECOMMENDATION

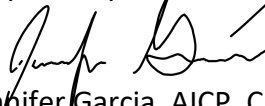
The Planning and Zoning Division recommends **approval**.

9. ATTACHMENTS

- A. Miami-Dade County Ordinance - First Hearing.
- B. University Station Rapid Transit Overlay District Analysis.
- C. Mailed notice.
- D. Public Comments.
- E. Presentation PowerPoint.
- F. Public Works Memo - Public Infrastructure Analysis.

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

MEMORANDUM

Substitute
Agenda Item No. 4(L)

TO: Honorable Chairman Anthony Rodriguez and Members, Board of County Commissioners

DATE: May 6, 2025

FROM: Geri Bonzon-Keenan
County Attorney

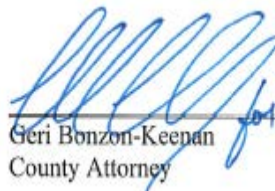
SUBJECT: Ordinance relating to the Rapid Transit System Development Zone; amending Chapter 33C of the Code; providing for the expansion of the Rapid Transit Zone and creating the Coral Gables/University Station Subzone of the Rapid Transit Zone which could, through future action of this Board, encompass property within a quarter mile of the University Metrorail Station; providing for County regulatory jurisdiction over properties added to the Coral Gables/University Station Subzone of the Rapid Transit Zone; providing for uses, and creating standards, criteria, and procedures for approval of applications within the Coral Gables/University Station Subzone; adding certain private property to the Coral Gables/University Station Subzone; making technical changes; directing the County Mayor to coordinate and negotiate with the City Of Coral Gables as to a future Interlocal Agreement which could address additional concerns or considerations that may arise in the future

This substitute differs from the original item in that:

1. Makes a change to the title to identify the addition of property to the Coral Gables/University Station Subzone.
2. Revises language in the 9th, 10th, and 12th whereas clauses to reflect additional changes within section 2.
3. Deletes the original item's last whereas clause.
4. Adds three additional whereas clauses that identify property located at 1250 Harriet Tubman Highway/ Folio Number 03-4130-004-0010 to be added to the subzone and that such property will be under the County's exclusive regulatory jurisdiction.
5. Within section 2, changes the "Boundaries" contained in the new 33C-18(B) to include the newly added Exhibit 38.
6. Within section 2, revises language in 33C-18(D)(2)(d) and deletes language in 33C-18(D)(2)(e) to remove the recommendation for denial and the supermajority vote in the event that the City representatives do not concur with a recommendation.
7. Within section 2, revises language in 33C-18(E)(8) to change the maximum residential density standard from 500 units per gross acre to the number of units allowed in the CDMP for Community Urban Centers.
8. Within section 2, deletes section 33C-18(E)(12) related to alcoholic beverages.
9. Within section 2, revises 33C-18(F)(9) to replace design and architecture with aesthetic.
10. Adds a new section 3 that amends section 33C-2 of the Code to include the new Exhibit 38 and makes a technical change to delete an incorrect date currently in the Code for Exhibit 33
11. Adds a new Exhibit 38 that will be included as an Exhibit to the ordinance that identifies the boundaries of the new subzone with the added property.

Rule 5.06(i) of the Board's Rules of Procedure provides that differences between an original item and a substitute item should be uniquely identified by double underlining and double strike-through, or where such approach would not clearly show the substitute changes or is not practical, by providing footnotes or comments on the item. Based on Rule 5.06(i), the preceding comprehensive description of the differences between the original item and the substitute item is provided in lieu of double underlining and double strike-through.

The accompanying ordinance was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Raquel A. Regalado.


Geri Bonzon-Keenan
County Attorney

GBK/jp

MDC001



MEMORANDUM (Revised)

TO: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

DATE: May 6, 2025

FROM: 
Glen Bonzon-Keenan
County Attorney

SUBJECT: Substitute
Agenda Item No. 4(L)

Please note any items checked.

- ☒ "3-Day Rule" for committees applicable if raised
- ☒ 6 weeks required between first reading and public hearing
- ☒ 4 weeks notification to municipal officials required prior to public hearing
- ☐ Decreases revenues or increases expenditures without balancing budget
- ☐ Budget required
- ☐ Statement of fiscal impact required
- ☐ Statement of social equity required
- ☐ Ordinance creating a new board requires detailed County Mayor's report for public hearing
- ☐ No committee review
- ☐ Applicable legislation requires more than a majority vote (i.e., 2/3's present ____, 2/3 membership ____, 3/5's ____, unanimous ____, majority plus one ____, CDMP 7 vote requirement per 2-116.1(3)(h) or (4)(c) ____, CDMP 2/3 vote requirement per 2-116.1(3) (h) or (4)(c) ____, CDMP 9 vote requirement per 2-116.1(4)(c) (2) ____) to approve
- ☐ Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Substitute
Agenda Item No. 4(L)
5-6-25

ORDINANCE NO. _____

ORDINANCE RELATING TO THE RAPID TRANSIT SYSTEM DEVELOPMENT ZONE; AMENDING CHAPTER 33C OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; PROVIDING FOR THE EXPANSION OF THE RAPID TRANSIT ZONE AND CREATING THE CORAL GABLES/UNIVERSITY STATION SUBZONE OF THE RAPID TRANSIT ZONE WHICH COULD, THROUGH FUTURE ACTION OF THIS BOARD, ENCOMPASS PROPERTY WITHIN A QUARTER MILE OF THE UNIVERSITY METRORAIL STATION; PROVIDING FOR COUNTY REGULATORY JURISDICTION OVER PROPERTIES ADDED TO THE CORAL GABLES/UNIVERSITY STATION SUBZONE OF THE RAPID TRANSIT ZONE; PROVIDING FOR USES, AND CREATING STANDARDS, CRITERIA, AND PROCEDURES FOR APPROVAL OF APPLICATIONS WITHIN THE CORAL GABLES/UNIVERSITY STATION SUBZONE; ADDING CERTAIN PRIVATE PROPERTY TO THE CORAL GABLES/UNIVERSITY STATION SUBZONE; MAKING TECHNICAL CHANGES; DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO COORDINATE AND NEGOTIATE WITH THE CITY OF CORAL GABLES AS TO A FUTURE INTERLOCAL AGREEMENT WHICH COULD ADDRESS ADDITIONAL CONCERNS OR CONSIDERATIONS THAT MAY ARISE IN THE FUTURE; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

WHEREAS, the Miami-Dade County Home Rule Charter grants to the County the power to carry on a central metropolitan government and to provide for rail facilities and public transportation systems; and

WHEREAS, the University Station Metrorail station (University Station) is located within the City of Coral Gables; and

WHEREAS, Miami-Dade County has a long history of collaboration and coordination with the City of Coral Gables; and

WHEREAS, with respect to mass transit facilities, such as the University Station, the Board of County Commissioners has found that the coordinated review and analysis of mass transit facilities is necessary to carry on a central metropolitan government in Miami-Dade County and that coordinated review and analysis of the mass transit system is most effectively carried on under a uniform plan of regulation applicable to the County as a whole; and

WHEREAS, the County's Comprehensive Development Master Plan (CDMP) calls for the coordination of land uses and transportation facilities to, among other things, attract transit ridership, produce short trips, and minimize transfers; and

WHEREAS, the County's Future Land Use Map shows a Community Urban Center centered around the University Station; and

WHEREAS, providing for increased density and transit-oriented development adjacent to the County's existing mass transit system will increase ridership on the County's public transportation system and further the health, safety, order, convenience, prosperity and welfare of the present and future residents of the County; and

WHEREAS, in furtherance of the purposes of better coordinating land uses and transportation facilities, such as the University Station, and recognizing that transit oriented developments should be located on parcels within a close radius of rapid transit stations, this Board may in the future wish to include properties in the County's Rapid Transit Zone District (RTZ or RTZ Zoning District) where such properties are located within a quarter mile of University Station; and

WHEREAS, this Board wishes to create a new Coral Gables/University Station Subzone of the RTZ Zoning District, to provide standards and procedures which are similar to the standards previously adopted for other subzones of the RTZ but which also include standards, criteria and procedures that have been specifically designed and created for this new Coral Gables/University Station Subzone; and

WHEREAS, this Board wishes to create procedures and criteria, with the goal of ensuring compatibility and consistency with such design and architectural standards; and

WHEREAS, in addition, the City of Coral Gables is well known for its ample tree canopy, and this Board wishes to ensure that the tree and landscaping requirements for this new Coral Gables/University Station Subzone will be consistent with the tree canopy and landscaping goals that the City of Coral Gables has expressed and carried out elsewhere within its boundaries; and

WHEREAS, with respect to processes and procedures, the regulations governing this new Subzone would require applications for a special exception to be reviewed by the RTDIC, which is a committee that would include representation from the City of Coral Gables.

WHEREAS, as part of the development approval process, applicants would be requested to include proffered community benefits as part of an application in order to address or otherwise mitigate impacts from the proposed development, and depending on the particular application and the particular impacts, such proffered community benefits could potentially include pedestrian related improvements, off-site tree plantings, improvements related to stormwater management, public water and sewer infrastructure, or improvements related to transit; and

WHEREAS, this ordinance is intended to create this new Coral Gables/University Station Subzone of the RTZ, together with its particular standards, procedures, processes, and criteria that have been developed in consideration of the particular character of the City of Coral Gables, while

also recognizing that the University Station is an existing Metrorail station and that promoting development on properties within a close vicinity of Metrorail stations would further the goals of the County's RTZ Zoning District, which have been well articulated in numerous ordinances related to the RTZ, including, but not limited, to Ordinance No. 21-33 and Ordinance No. 22-106; and

WHEREAS, in addition to creating this new RTZ subzone, this ordinance also adds one property to this new Coral Gables/University Station Subzone of the RTZ; and

WHEREAS, the private property owner of the property located at 1250 Harriet Tubman Highway, identified by Folio Number 03-4130-004-0010, has requested to be included within the Coral Gables/University Station Subzone of the RTZ and under the County's exclusive regulatory jurisdiction; and

WHEREAS, this Board seeks to include the above identified private property and to designate such property as under the County's exclusive regulatory jurisdiction,

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:

Section 1. The foregoing recitals are incorporated into this ordinance and are approved.

Section 2. Section 33C-18 of the Code of Miami-Dade County, Florida is hereby created to read as follows¹:

¹ Words stricken through and/or [[double bracketed]] shall be deleted. Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged.

>>**Sec. 33C-18. Coral Gables/University Station Subzone.**

- (A) Purpose and Intent. The following development review standards and criteria shall govern applications for initial plan approval of the general site development plan, and applications for final site plan review, for all development to be located within the boundaries of the Coral Gables/University Station Subzone established in this chapter. The standards set forth herein further the unique land use characteristics of this area, which lies within the City of Coral Gables, and are consistent with, and support the City's commitment to, design and architecture, trees and landscaping, principles of urban planning, including responding to the existing conditions of the City, and its natural features, infrastructure, and buildings, improved mobility, enhanced pedestrian environment, and the reduction of urban sprawl. Development in this subzone also addresses government service and infrastructure needs of this quickly growing area, and as may be appropriate to address impacts from proposed development, projects within this subzone are encouraged to incorporate public service, public infrastructure, or public benefit components.
- (B) Boundaries. The Coral Gables/University Station Subzone of the Rapid Transit Zone is hereby established; the boundaries of the subzone are identified in Exhibit 38 of Section 33C-2. The legal description and a full-scale map of the boundaries will be on file with the Department.
- (C) Permitted Uses: Permitted uses shall be in accordance with section 33C-10(C) relating to the Brickell Station Subzone, which are incorporated by reference herein.
- (D) Review and approval process for development in the Coral Gables/University Station Subzone. Applications for development shall be governed by section 33C-3.1, which is incorporated by reference herein, except as follows:
- (1) The pre-application conference shall include two representatives, named by the City Manager, from the City of Coral Gables.
 - (2) Initial review.
 - (a) Following the pre-application conference, applications, including governmental facilities,

shall be presented to the RTDIC in accordance with section 33C-6 for a recommendation as to compliance with the requirements of this chapter.

(b) For purposes of this section, the City of Coral Gables shall have two representatives, named by the City Manager, on the RTDIC. The City's appointees shall all be individuals with technical expertise and professional degrees in at least one of the following areas: (i) transportation, (ii) architecture, (iii) engineering, or (iv) law.

(c) Within 60 days after the filing of the application, the RTDIC shall issue a recommendation upon such application. The recommendation shall reflect the consensus of the members present.

The recommendation shall be transmitted to the Board of County Commissioners for final action.

(3) *Final Review for development of the Coral Gables/University Station Subzone.*

(a) Following approval of the special exception, final review for all or a portion of the development shall be made and approved administratively by the Department in accordance with plans and documents approved by the Board of County Commissioners through an application for administrative site plan review ("ASPR") in accordance with section 33-284.88, except that the required dimensioned site plans shall include the additional information required by section 33C-3.1(C)(1)-(12).

(b) The Department review shall be guided by development and plan review standards established in this section.

(c) Applications for modification of an ASPR approved pursuant to this section, including applications for approval of a subsequent phase of a previously approved phased site plan, shall be considered and acted upon administratively, to the

extent consistent with the application approved by the Board of County Commissioners.

(E) Development Standards. Applications for development in the Coral Gables/University Station Subzone shall be governed by the following development regulations:

(1) Parking: The table below indicates minimum parking for each type of use.

<u>Use</u>	<u>Minimum Parking Requirements</u>
<u>Commercial/Retail, Restaurants, Bars, Convention Halls and Showrooms</u>	<u>1.8 spaces / 1000 SF</u>
<u>Office, Government, Institutional, Health Care Facilities</u>	<u>0.6 spaces / 1000 SF</u>
<u>Residential</u>	<u>0 spaces per unit</u>
<u>Hotels</u>	<u>0.3 spaces / room</u>
<u>Transit systems including Maintenance Facilities</u>	<u>0.6 spaces / 1000 SF (excluding platform)</u>
<u>Other Uses</u>	<u>50 percent of the required parking indicated in Section 33-124</u>

- (a) To minimize adverse visual effects of the structure(s), multi-story parking garages facing public and private streets, rights-of-way, and/or public open space shall utilize, but not be limited to: liner buildings; glazing; building wall extensions; vertical planted walls; berms; landscaping; architectural fenestration; sculpture; design features; or other innovative screening methods. Surface parking lots fronting streets shall be located a minimum of 10 feet from the right-of-way and screened at the 10-foot line with a wall having a maximum height of 3'6". The setback shall incorporate a combination of hard-scape and landscape elements finished to match the existing sidewalk.
- (b) Mechanized parking shall be allowed and, when provided, shall be exempt from the provisions of section 33-122. For the purpose of this Subzone, mechanized parking shall be

defined as a mechanism with vertical and horizontal transport capability that provides for automobile storage and retrieval. A mechanized parking space shall be counted toward the parking requirements of this Section. Mechanized parking may not be provided unless a queuing analysis is submitted and approved during the Administrative Site Plan Review process.

- (c) Required off-street parking for uses located within this Subzone may be located within one mile of the boundaries of the sub-zone. An applicant for approval of development with off-site parking shall execute and record in the public records of this County a declaration of restrictions, approved by the Director of the Department, covenanting that such development shall cease and terminate upon the elimination of such parking area, and that no development requiring such parking shall be made of such property until the required parking area is available and provided.

(2) Setbacks, cubic content, and lot size:

- (a) Due to the unique characteristics associated with the high-density or high-intensity, mixed-use developments contemplated for this sub-zone, there shall be no minimum setback from streets at grade and above the eighth floor, interior/rear property lines, and park rights-of-way.
- (b) There shall be no maximum or minimum limitation on the size of a floor plate.
- (c) There shall be no cubic content or minimum lot size requirements.

(3) Encroachments:

- (a) Buildings and structures above the ground floor may be built above colonnades and/or encroach into street setbacks but shall not extend into the public or private right-of-

- way; except that a maximum of 100 percent of the street may be covered above the first floor with structures connecting buildings including: platforms fitted with trains and passenger waiting areas; roofs; upper story terraces, pedestrian bridges, automobile bridges between parking garages and parking garages. Adequate clearance for structures above streets shall be maintained.
- (b) Cantilevered balconies, awnings, weather protection elements and similar features with adequate vertical clearance may encroach into street rights-of-way but shall not extend closer than six inches from the curb face. Notwithstanding anything to the contrary in section 28-18, Code of Miami-Dade County, structures necessary or appropriate to the structural support of a Fixed-Guideway Rapid Transit System or an Intercity Passenger Rail System shall be permitted to encroach on or in a mapped street.
- (4) *Floor Area Ratio and lot coverage:* The floor area ratio, lot coverage, and maximum square footage of buildings to be developed within the Subzone shall not be limited.
- (5) *Building Height:* The maximum building height shall be the lower of (i) the maximum allowed by MDAD in accordance with the zoning regulations for Miami International Airport in Chapter 33; or (ii) the maximum height of an existing building that was approved by the City of Coral Gables within a quarter mile of a proposed development.
- (6) *Open Space:* The minimum open space requirement shall be 15 percent of the gross development area. Open space shall include parks, plazas, balconies, terraces, courtyards, arcades/colonnades, pedestrian paths, rooftop green spaces above buildings and parking garages, and transit platform areas improved for pedestrian comfort.
- (7) *Signs:* Signs visible from public rights-of-way or public areas shall comply with section 33C-3.2. The

signage plan submitted with the application for final site plan review shall contain criteria, locations and sizes of signs.

- (8) *Density:* Residential density shall not exceed the maximum number of units allowed in the CDMP for Community Urban Centers or less if the maximum allowed under the CDMP for a particular property is less than what would be allowed for Community Urban Centers.
- (9) *Architectural Expression:* Building facades facing public and private street rights-of-way or public open space or both shall be a minimum 40 percent glazed. Glazing is not required for building facades that face the Metrorail rights-of-way or for above-grade parking garage structures that face public and private street rights-of-way or public open space; however, parking garages shall conform to the parking standards included herein. Blank walls facing public and private street rights-of-way and public open space shall be prohibited unless furnished with some type of artistic expression, such as sculpture, mosaic, and similar features.
- (10) *Landscaping:* Landscaping shall conform to the standards set forth in chapter 18 of this Code, provided that the following minimum standards are also met. In the event of any conflict between these standards and chapter 18, the stricter standard shall apply:
 - (a) *Lot trees:* A minimum of 30 trees per net acre of open space shall be provided. Trees may be placed in the lot, or in greens, squares, plazas and street medians within or in close proximity to this Subzone. Lot trees shall have a minimum 2-inch diameter at breast height.
 - (b) Street trees shall be planted at a maximum of 30 feet average on center, with a minimum 3-inch diameter at breast height. Street trees shall be placed inside landscaped strips, tree planters, and in medians in the right-of-way or on private property where demonstrated to

- be necessary due to right-of-way obstructions, as determined by the Department of Transportation and Public Works or its successor Department or other agency with jurisdiction.
- (c) The number, quality, and type of trees, including specified tree species, which would otherwise be required by the City of Coral Gables, as determined by the Director, shall be deemed to be a minimum standard. The Director may consult with the City of Coral Gables, as appropriate.
- (d) Landscaping, such as particular landscaping species or landscaping design, that may address or otherwise improve stormwater management shall be considered, to the extent otherwise consistent with all applicable standards in this Code.
- (11) *Service areas and mechanical equipment:* Service areas and fixtures shall be screened and located so as not to be visible from public and private rights-of-way or public open space. Mechanical equipment installed on roofs shall be screened from view by parapets or other architectural elements. Fixtures, including but not limited to backflow preventers, pumps, underground ventilation exhausts, and electrical vaults, shall be located within or to the side or rear of buildings; such fixtures shall not be located within the street setback area. Backflow preventers shall be shielded from view, as required by section 32-157(d).
- (F) *Plan Review Standards.* The purpose of the plan review standards is to encourage the creation of development within the Coral Gables/University Station Subzone that is consistent with the intent and purposes of these regulations, acts as a significant gateway for and destination to the area, and facilitates its future growth by designing and arranging buildings, public open space, transit, and street circulation in a manner that fosters around-the-clock pedestrian activity, serves the local and regional transit demands of the community, and encourages public service, infrastructure, or public benefit components to address the needs of a growing population.

- (1) A mix of uses in the design of development projects is encouraged to the maximum extent possible. Mixed-use buildings, including, without limitation, residential, commercial, office, hotel, and restaurants, are highly encouraged in combination with transit and other governmental facilities.
- (2) Developments shall provide direct pedestrian and vehicular connections to the adjacent block and street network.
 - (a) All developments shall provide vehicular passenger loading and unloading zones to: (i) accommodate passengers who use vehicles for hire or transportation network companies; and (ii) minimize impacts of passenger loading and unloading on the surrounding roadway network. A loading or unloading zone that is shared among adjacent or adjoining parcels may be permitted, provided that a safe pedestrian route to each parcel is provided.
 - (b) Pedestrian crosswalks providing safe passage from adjoining streets and blocks into the development project of the Subzone shall be installed at street corners and, if practicable, midblock locations.
 - (c) Crosswalks shall be distinguished from other street elements by the use of conspicuous materials, texture and color.
- (3) Public open space in the form of plazas, squares, greens, and landscaped areas shall be incorporated in the design of all development projects at grade or on above-grade surfaces. The public open spaces should have a scale that is compatible and complementary with the intensity of proposed development, and their design should relate to the development's concept. Landscaping, furniture, art, paved pedestrian paths, and lighting, among other features, should be used to enhance the open spaces pedestrian experience.

- (4) Consideration should be given to providing landscaping in a manner that reduces the heat island effect of the development on the urban environment.
- (5) All new development shall strive to meet certification standards from Florida Green Building Coalition or a similar organization.
- (6) Developments shall be designed with a coordinated outdoor lighting and signage system that is an integral part of the project and compatible and harmonious with existing and proposed development in the sub-zone and with surrounding uses. Signage should clearly indicate locations of, and guide pedestrians and vehicles to, proposed parking areas, transit facilities, permitted uses, and surrounding activities and uses.
- (7) Proposed building scale should be in harmony with building scales allowed by applicable City of Coral Gables regulations for surrounding properties. Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have abundant fenestration, windows and doors and design elements that create interest for the pedestrian.
- (8) Proposed development in the Subzone shall provide connections via bridges, paths, sidewalks, or a combination of such features to adjacent or nearby Metrorail systems.
- (9) Proposed building aesthetic should be in harmony with the building aesthetic permitted by the City of Coral Gables for surrounding properties. The maximum building height may not exceed the height of any existing buildings approved by the City within a quarter-mile radius.
- (G) Amendments. At least six weeks prior to the scheduled public hearing of any amendments to this section 33C-18, the County shall mail or e-mail a copy of the proposed ordinance

to the City Clerk and the City Attorney of the City of Coral Gables. The communication to the City shall include the date of the scheduled public hearing.

(H) Public Benefits.

- (1) It is further provided that, in the review of an application for public hearing other than for a governmental facility, each reviewing agency shall provide a statement as to the proposed development's impact on public facilities and services, including assessment of impacts beyond minimum concurrency requirements pursuant to chapter 33G and minimum subdivision requirements pursuant to chapter 28. The reviewing agency may recommend additional improvements to address such identified impacts.
- (2) Approval of such public hearing application may be conditioned on the provision of improvements recommended by a reviewing agency and of such other public service, public infrastructure, or public benefits improvements as the Board may determine to be appropriate to address the impacts of the new development on rapid transit infrastructure and on other properties or public facilities or infrastructure surrounding the proposed development area. Such improvements may include, without limitation: improvements to rapid transit infrastructure or surrounding roadways; mobility connections to the Rapid Transit System or other buildings or facilities in the surrounding area; emergency services facilities; educational facilities; public parks or public open spaces; tree canopy enhancements; public water and sewer infrastructure; improvements related to stormwater management; or affordable housing.<<

Section 3. Section 33C-2 of the Code of Miami-Dade County, Florida is hereby amended to read as follows:

Sec. 33C-2. Rapid Transit Zone: definitions; designation of lands included; County jurisdiction; municipal services; occupational license taxes; municipal impact fees.

* * *

(B) *Designation of lands included in the Rapid Transit Zone.*

- (2) The Board of County Commissioners hereby designates, as necessary for the construction, operation, maintenance, and support of the County's Rapid Transit System, and includes within the Rapid Transit Zone, all land areas (including surface, subsurface, and appurtenant airspace) shown on the following exhibits bearing the following effective dates, certified by the Clerk of the Board as a portion of this chapter, incorporated herein by reference, and transmitted to the custody of the Department: Exhibit 1, July 31, 1998; Exhibits 2 through 9 and Exhibits 11 through 16, July 13, 1979; Exhibit 10, May 26, 1983; Exhibit 17, February 13, 2014; Exhibit 18, February 1, 2020; Exhibit 19, February 1, 2020; Exhibit 20, December 27, 2019; Exhibit 21, June 12, 2020; and Exhibit 22(A), October 13, 2023, and Exhibit 22(B), February 14, 2025; Exhibit 23, December 11, 2021; Exhibits 24-26, and 28-31 and >>33,<< 34, September 11, 2022, ~~[[and]]~~ Exhibit 35, May 17, 2024, ~~[[Exhibit 33, July 12, 2024]]~~; ~~[[and]]~~ Exhibit 36, October 11, 2024 >> and Exhibit 38, insert effective date<<.

* * *

Section 4. This Board hereby directs the County Mayor or County Mayor's designee to coordinate and negotiate with the City of Coral Gables to develop an interlocal agreement between Miami-Dade County and the City of Coral Gables related to any additional concerns or considerations which may arise in the future with respect to this ordinance and the RTZ process, including for example, additional points for formal input from the City of Coral Gables and how such processes would best work together with the City of Coral Gables' existing processes and existing staffing. Such interlocal agreement would not be required and would be subject to

negotiation. Should the County Mayor and the City of Coral Gables negotiate the terms of a proposed interlocal agreement, such interlocal agreement would come back to this Board for approval after such negotiation. The City shall have 30 days from the effective date of this Ordinance to initiate such negotiation if it so chooses and 90 days from the effective of this Ordinance for an interlocal agreement to be approved by both governments and executed.

Section 5. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

Section 6. It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance, including any sunset provision, shall become and be made a part of the Code of Miami-Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

Section 7. This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED:

Approved by County Attorney as
to form and legal sufficiency:

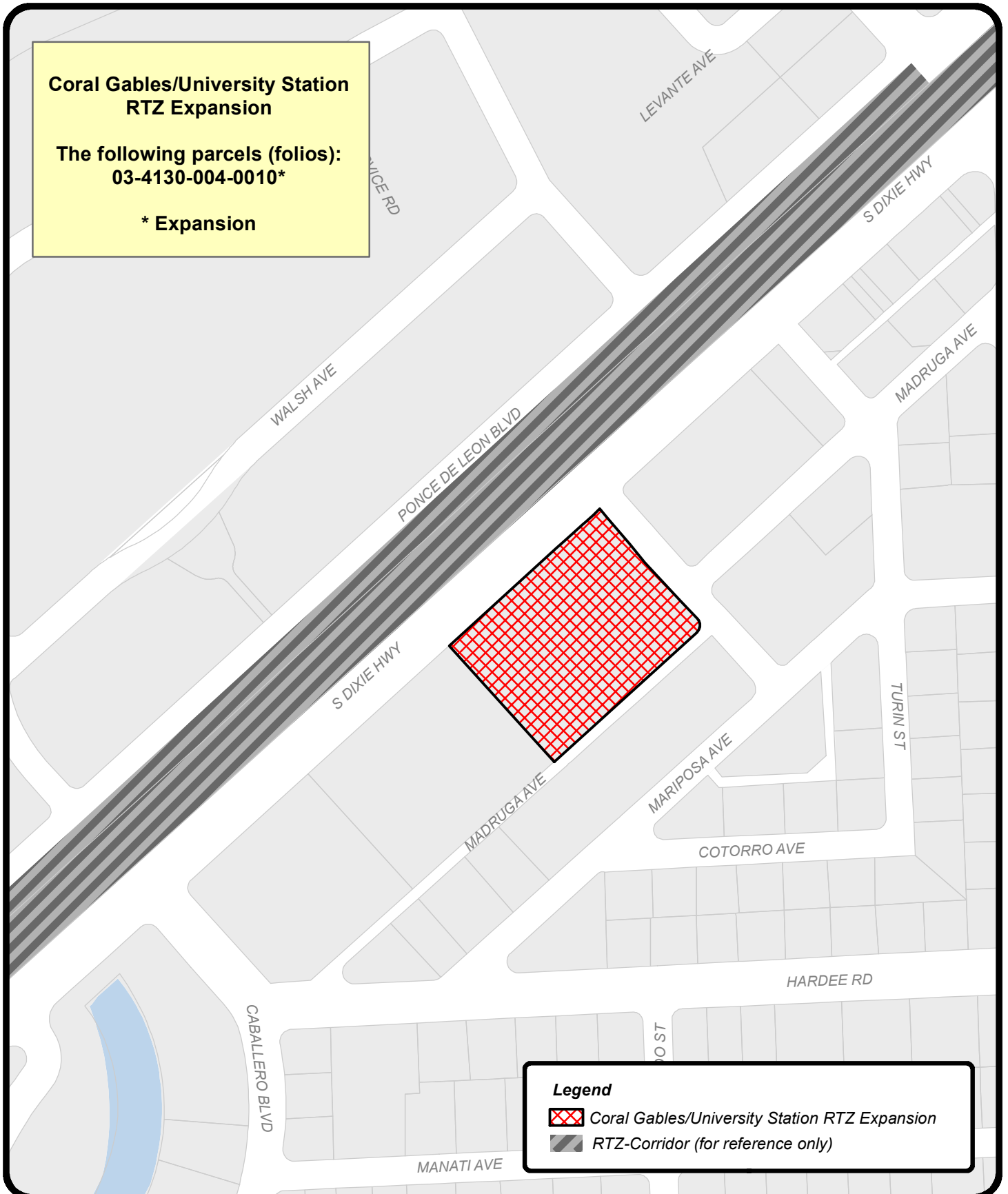
Prepared by:

Lauren E. Morse
Abbie Schwaderer Raurell

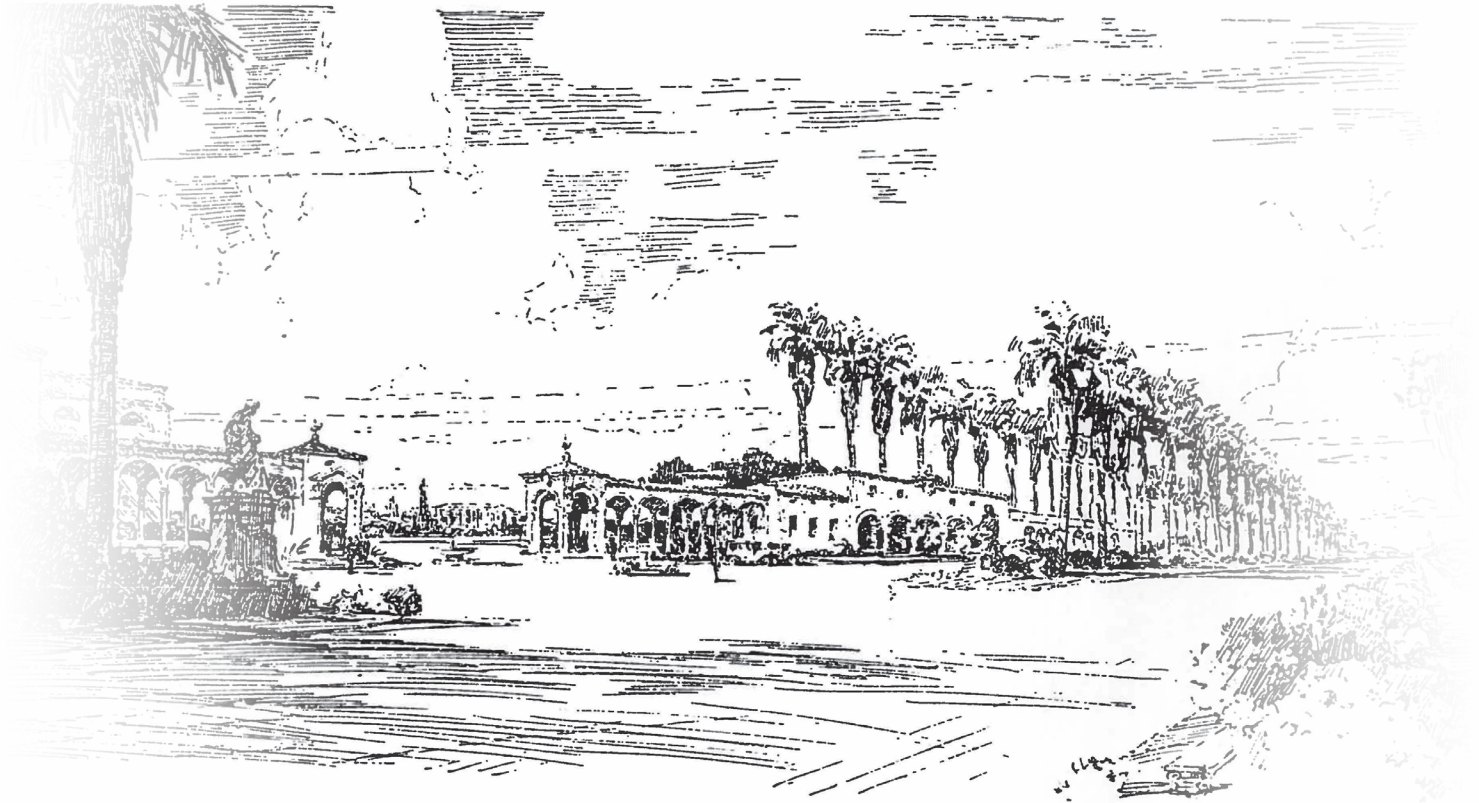
MAG for GBK
JEM

Prime Sponsor: Commissioner Raquel A. Regalado

EXHIBIT 38



□ Full scale maps are on file with the department



Florida East Coast Railway Station and Concourse

UNIVERSITY STATION RAPID TRANSIT DISTRICT

Coral Gables Comprehensive Plan Map Amendments
and Zoning Code Map & Text Amendments

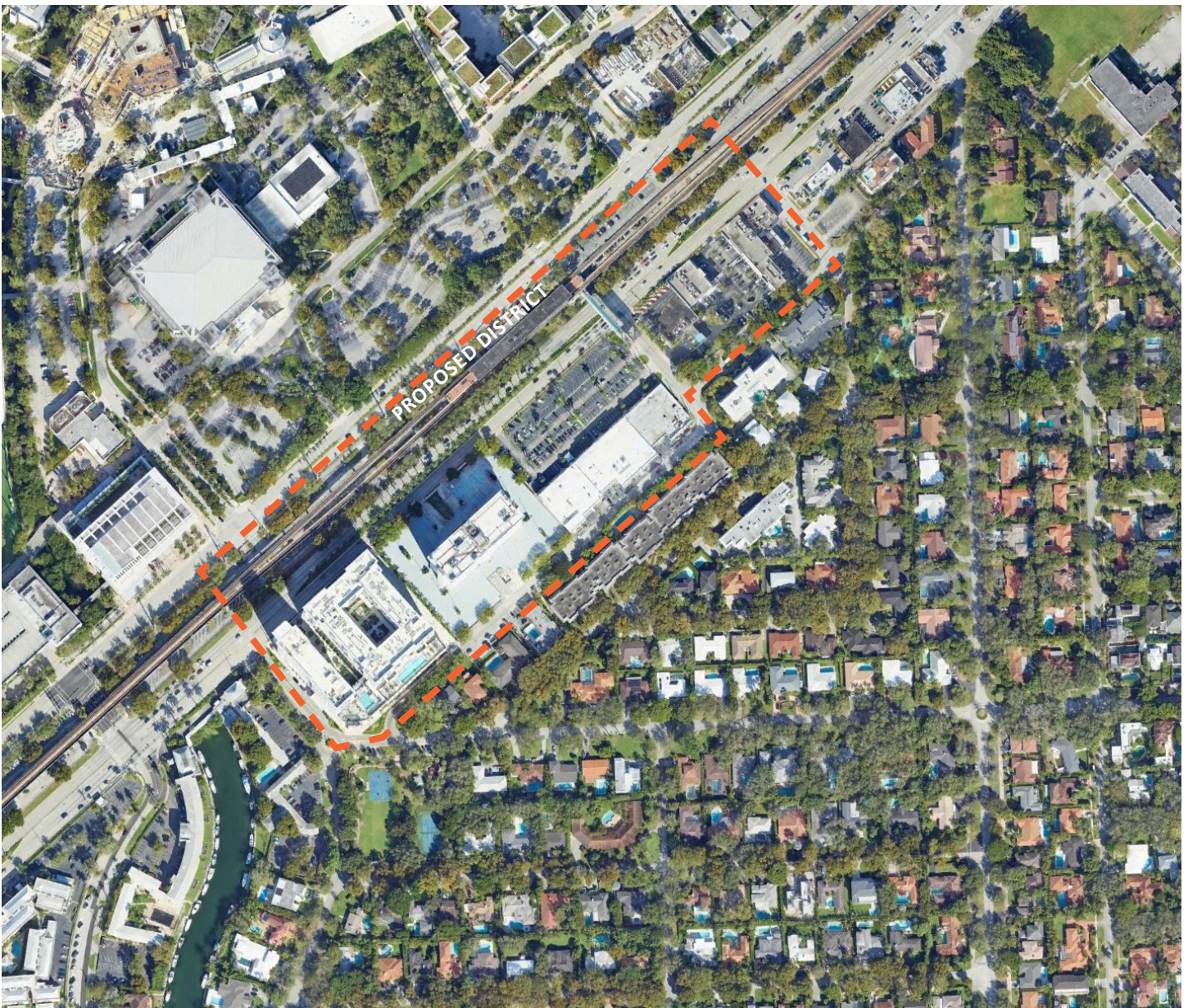
*Zoning regulations to improve housing opportunities near the University Metrorail Station
and to encourage use of mass transit facilities and pedestrian activities.*

Prepared by City of Coral Gables Planning Division Staff
DRAFT June 2025

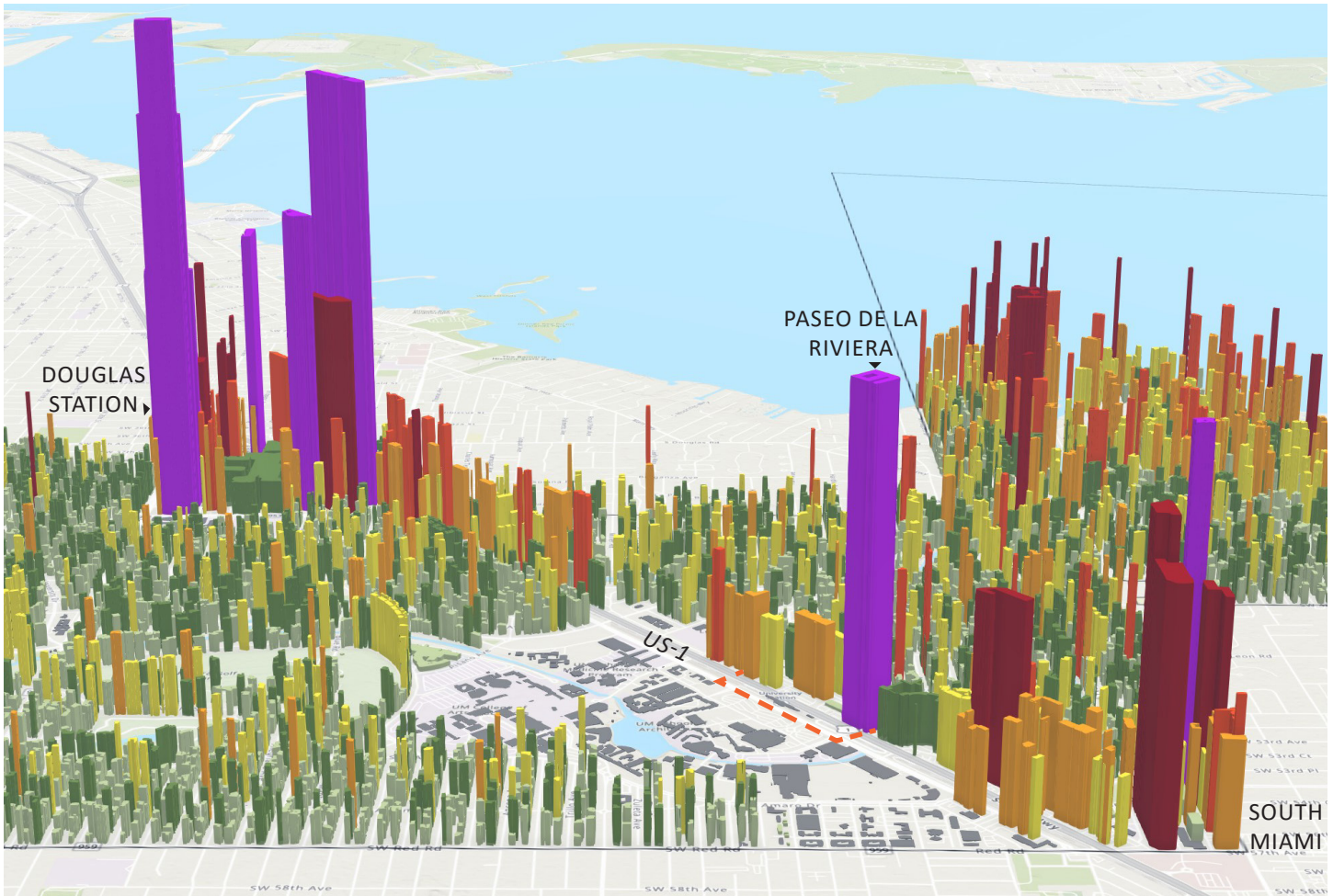
Planning for a Rapid Transit Street On US-1

The US-1 corridor within the City of Coral Gables is a quickly developing commercial corridor. Buildings along the southeast side of US-1 include a mix of older, single-story retail development and strip malls, with the tallest building on US-1, Gables One Tower, that sits on a parking level surrounded by a wall, and The Paseo de la Riviera, a recently constructed mixed-use building.

The University Metrorail Station is located on the University of Miami (UM) campus side of US-1 and is connected to the south by a pedestrian bridge. The area is planned for parks, a greenway, bikeways, and popup retail with soon-to-be-constructed Underline. The UM campus frontage is dominated by a parking lot screened by shrubs and fencing.



Revenue Model



To the southeast of these commercial developments are multiple blocks of low density multi-family and duplexes. Immediately south is the established residential Riviera neighborhood.

Redevelopment along US-1 has occurred primarily near the Douglas Doad Metrorail Station and the City of South Miami. The only recent redevelopment on the corridor between those two development nodes is the Paseo de la Riviera development. This recently-constructed mixed-use development shows significant revenue in this immediate area on a 2024 revenue model diagram. While the diagram illustrates that many existing

development patterns have proven to grow value over time and provide for a high quality of life and welfare for the community, this segment of US-1 provides relatively low revenue and value in the city.

This segment of US-1 is also designated to be a “Community Urban Center” on the Miami-Dade County’s SMART Corridor plan. As such, a Coral Gables / University Station Sub-Zone has been recently proposed by the County and is currently being considered to preempt the City’s Zoning regulations and processes.

Mixed-Use Districts (Zoning Map)



LEGEND

Proposed District Boundary

Mixed-Use 1 (MX1)

Mixed-Use 2 (MX2)

Mixed-Use 3 (MX3)

Multi-Family 1 Duplex (MF1)

Multi-Family 2 (MF2)

Multi-Family 3 (MF3)

Multi-Family 4 (MF4)

Preservation (P)

Single-Family Residential (SFR)

Special Use (S)

University Campus District (UCD)

Commercial Intensities (Future Land Use Map)

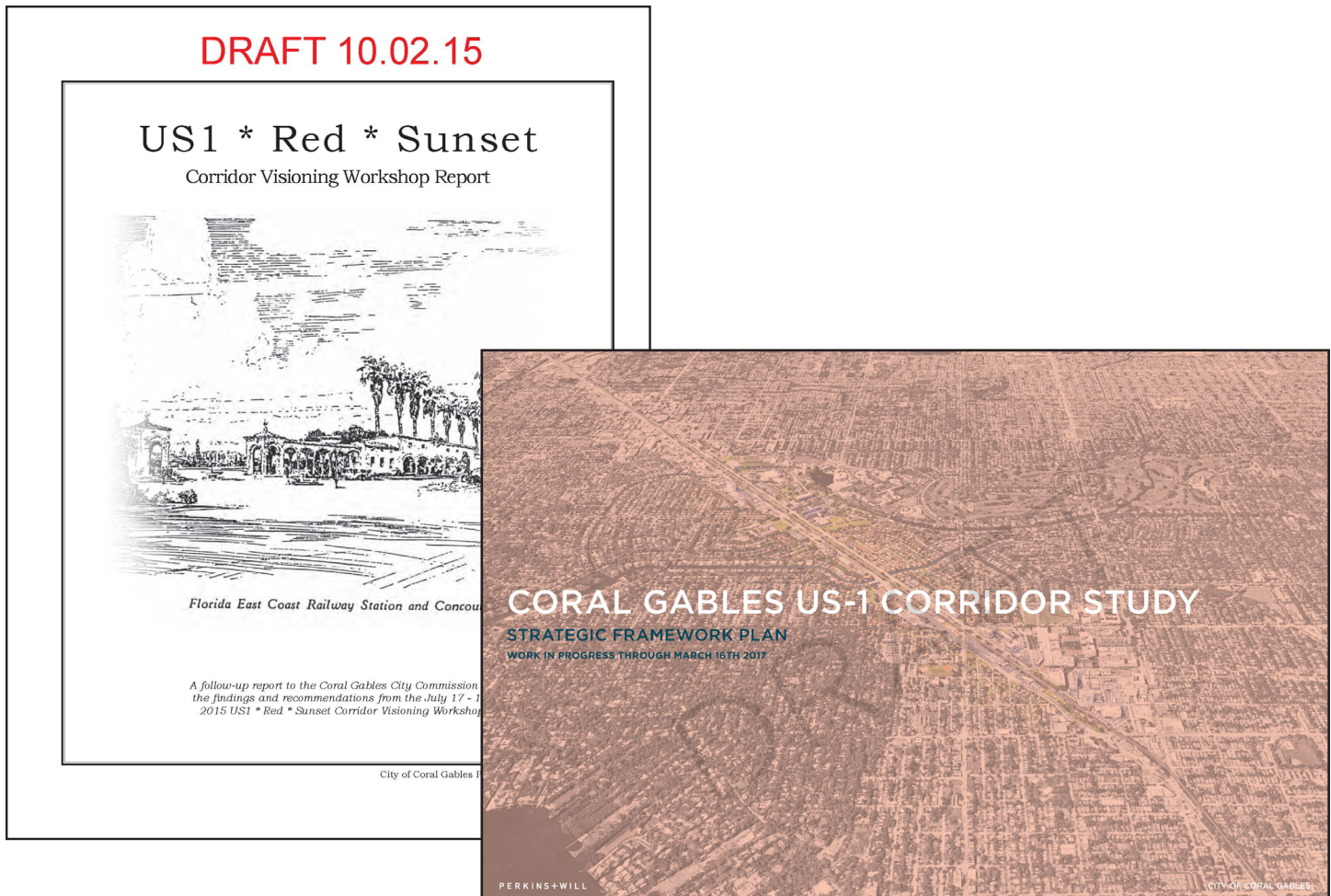


LEGEND

Proposed District Boundary

Commercial High Rise Intensity	Industrial Use	Park and Recreational Use
Commercial Low-Rise Intensity	Mixed Use	Public Buildings and Grounds
Commercial Medium Rise Intensity	Multi Family Duplex Density	Religious or Institutional
Conservation Areas	Multi Family High Density	Single Family High Density
Educational Use	Multi Family Low Density	Single Family Low Density
Hospital Use	Multi Family Medium Density	University Use
	Open Space	

Past Planning Initiatives



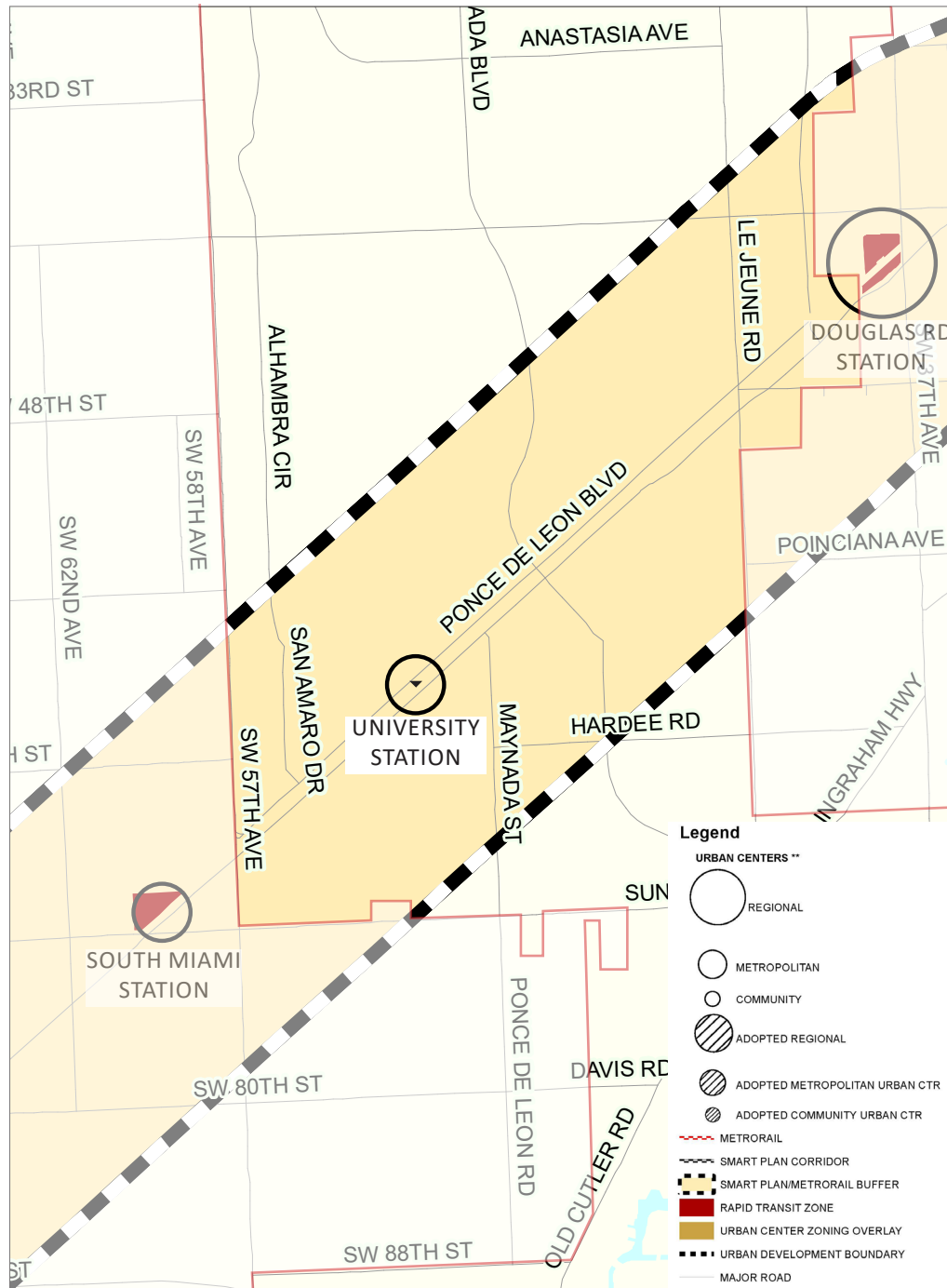
The US-1 corridor has been discussed multiple times for several years. Most recently, the City initiated a visioning workshop in 2015. Part of the recommendations from the public input collected at the workshops included the need to prepare a transit-oriented zoning overlay, with requirements for building massing and setbacks; guidelines for paseos and public spaces; parking requirements and shared parking strategies; and enhanced sidewalk requirements on US-1.

In 2016-17, the City hired Perkins Will to create a strategic framework plan for the US-1 Corridor. After

a series of public workshops with the community, the work of the study slowed down and was canceled. In-progress recommendations were similar to the 2015 study with tree canopy and wide sidewalks; reduction of parking lots along US-1; increase pedestrian safety and wider sidewalks along US-1; and reduce vehicular access from properties on US-1.

While many of the recommendations were adopted with the Zoning Code Update in 2021, the land use and zoning maps have not been changed to reflect redevelopment on US-1.

Miami-Dade County SMART Corridor



Miami-Dade County's SMART plan identifies the University Station as a Community Urban Center.

The County has actively been adopting rapid transit sub-zones at each Metrorail station, including Douglas Road and Palmetto Bay.

General Regulations

	<i>Current Regulations</i>		<i>County Proposed RTZ</i>	<i>City Proposed District</i>
Review	Change of land use / Zoning and Conditional Use		Special exception review/ approval	Expedited review (see Sec. 2-408.D(9))
Future Land Use	Commercial Low-Rise	Commercial High Rise	Business and Office	Commercial High-Rise Intensity
Zoning	Mixed-Use 1 (MX1)	Mixed-Use 3 (MX3)	RTZ-SMART Corridor	Mixed-Use 3 (MX3)
Height (ft)	45	150	Max height of existing buildings w/in ¼-mile (150')	120 (no Med Bonus height) (+13.5 w/ 5% public open space) 147 maximum
Density	125		125	125
FAR	3.0 (1.5 per Site Specifics)		No Limit	3.0
Med Bonus	+0.2, +0.3 additional (3.5 FAR total)		-	+0.2, +0.3 additional (3.5 FAR total)
Use of TDRs	Not allowed for this area		-	3.75 FAR w/o Med Bonus 4.375 FAR w/ Med Bonus (25% max additional)
Setbacks	20 feet (10 feet with arcade) on US-1 (Front: 125 feet, Rear: 50 feet, per Site Specifics)		0 ft	20 feet (10 feet with arcade) on all parcels facing US-1; 25 feet rear setback with landscape buffer on 300'+ parcels
Open Space	10% on ground level		15% (incl. upper floor terraces)	10% on ground level (incl. setback areas)
Stepbacks (ft) and Paseos	- Front/side street: 10' step-back above 45' - Int. side: 15' stepback above 45' - Rear w/out alley: 10' step-back above 45' - Rear w/ alley: 3' stepback above 45'		None	- US-1: 30' stepback above 100' - Fronting adjacent residential districts: 10' stepback above 45' - No paseo required
Parking	1 per studio/1-bd 1.75 per 2-bd 2.25 per 3-bd + 1 per 300 sf comm, office 1 1/8 per hotel room		0 per residential unit 1.8 per 1,000sf comm. 0.6 per 1,000sf office 0.3 per hotel room	- Parking required, except for ground floor restaurant, retail, residential. - Reduction: 50% - Waiver for 25% w/ parking plan and Remote Parking

Total Required Requests

1. Future Land Use Map Amendments:

- Change to Commercial High-Rise Intensity; and
- Create the “University Station Rapid Transit District Overlay.”

2. Mixed Use Overlay Districts Map Amendment:

- Create the “University Station Rapid Transit District Overlay.”

3. Zoning Map Amendment:

- Change Mixed-Use 1 (MX1) to Mixed-Use 3 (MX3).

4. Zoning Code Text Amendments:

- Remove inconsistent Site Specifics within district in Appendix A and US-1;
- Add District as TDR receiving site in Article 14; and
- Insert new “University Station Rapid Transit District Overlay.”

Proposed Future Land Use Map Amendment



LEGEND

— — —
Proposed District Boundary

Commercial High Rise Intensity	Industrial Use	Park and Recreational Use
Commercial Low-Rise Intensity	Mixed Use	Public Buildings and Grounds
Commercial Medium Rise Intensity	Multi Family Duplex Density	Religious or Institutional
Conservation Areas	Multi Family High Density	Single Family High Density
Educational Use	Multi Family Low Density	Single Family Low Density
Hospital Use	Multi Family Medium Density	University Use
	Open Space	

Proposed Zoning Map Amendment

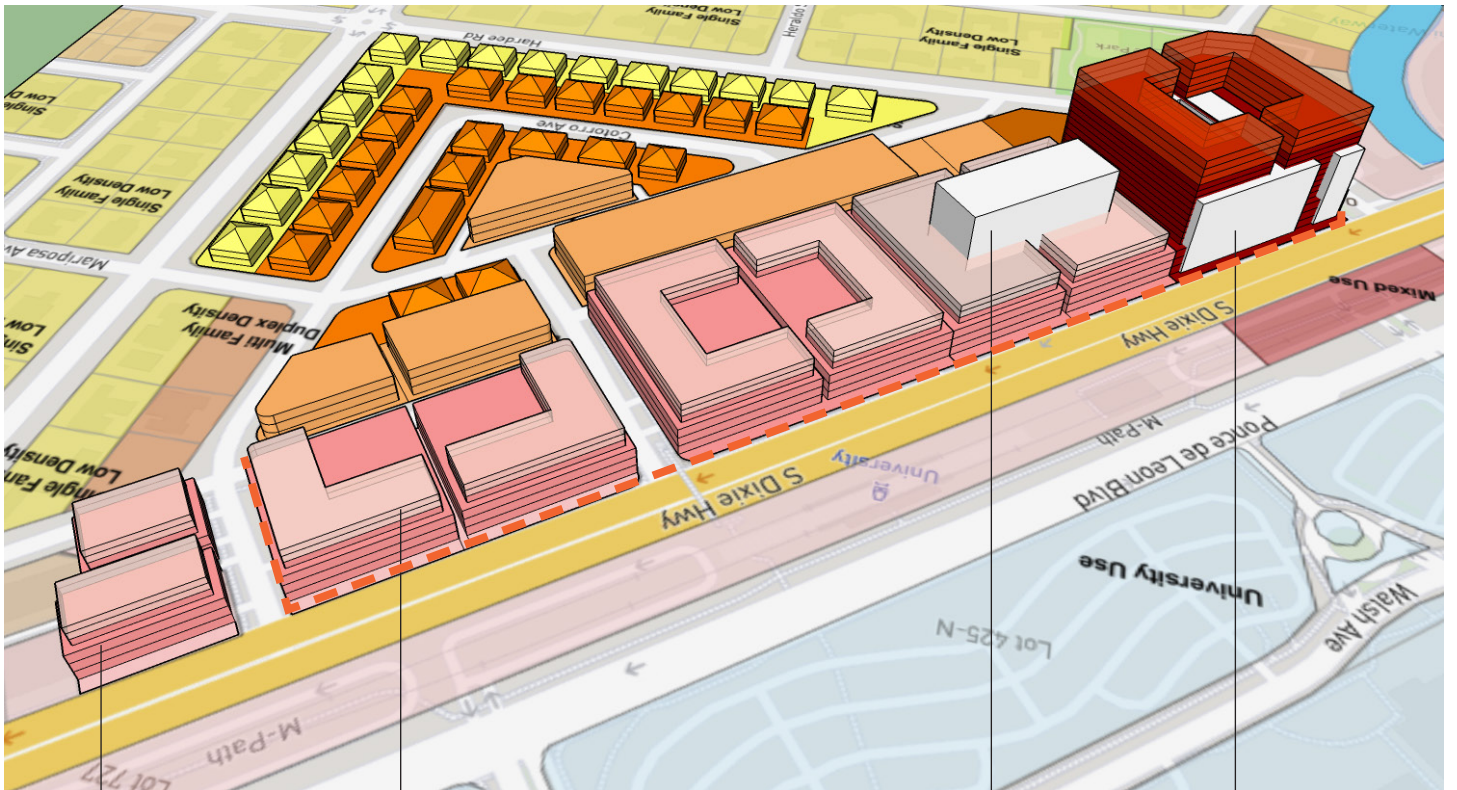


LEGEND

Proposed District Boundary

- | | |
|-----------------------------|----------------------------------|
| Mixed-Use 1 (MX1) | Multi-Family 4 (MF4) |
| Mixed-Use 2 (MX2) | Preservation (P) |
| Mixed-Use 3 (MX3) | Single-Family Residential (SFR) |
| Multi-Family 1 Duplex (MF1) | Special Use (S) |
| Multi-Family 2 (MF2) | University Campus District (UCD) |
| Multi-Family 3 (MF3) | |

Massing Comparison - Existing



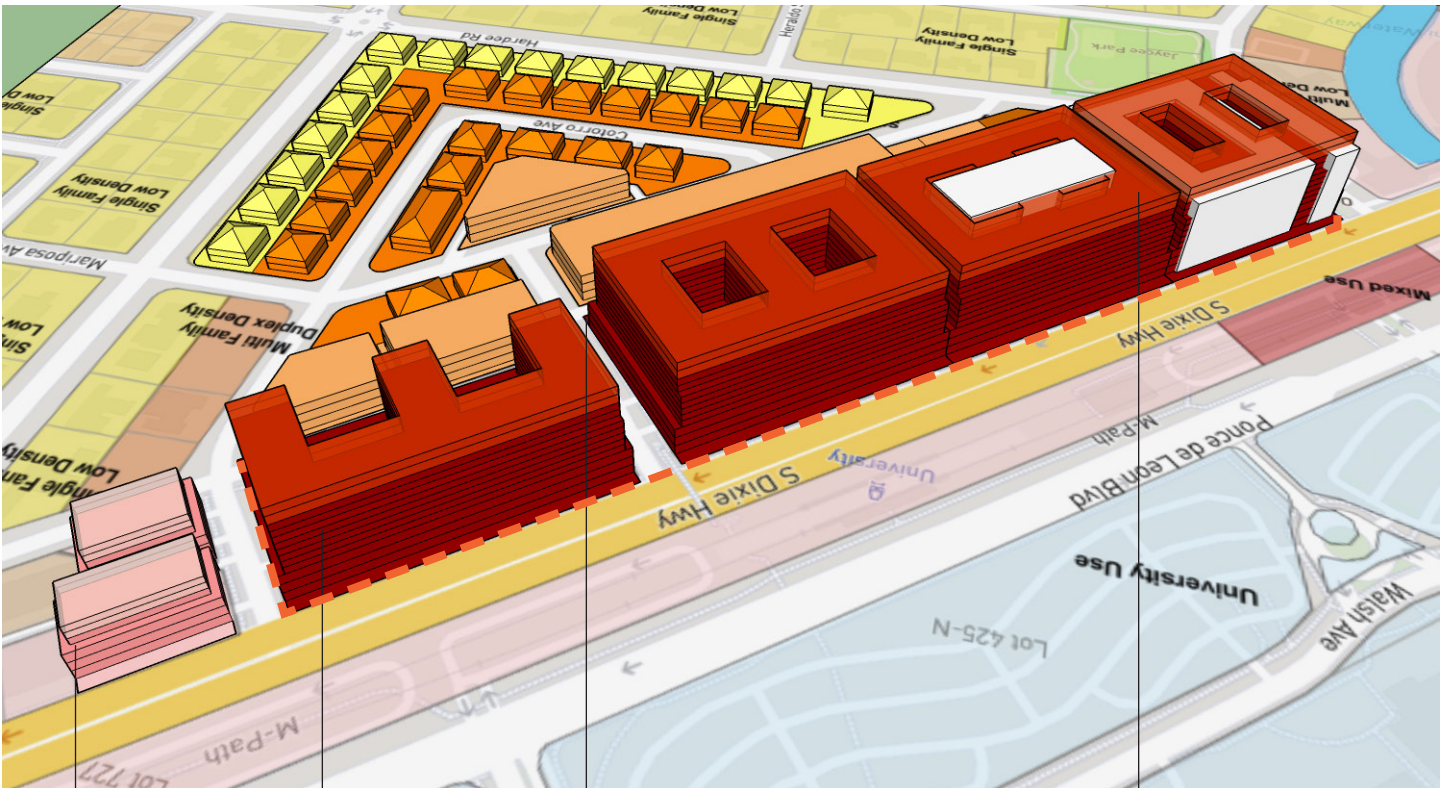
Height Allowed
by Mixed-use 1

Height Allowed by
Med Bonus II

Existing UM
Office Tower

Existing Mixed-
use Tower

Massing Comparison - Proposed



Height Allowed
by Mixed-use 1

Height Allowed by
Proposed District

Additional Rear Setback
Requirement

Height Allowed by
Open Space Bonus

Proposed Zoning Code Text Amendment

Create a new Rapid Transit District Overlay in the Zoning Code to address a unified character for the University Station area and provide tailored regulations for high-quality development.

Section 2-400. District Overlays.

The several Overlay Districts provide mandatory additional regulations for specific areas within the Multi-Family (MF) and Mixed Use (MX) Districts. The District Overlays include:

- Central Business District Overlay (CBD)
- Zain/Friedman Miracle Mile Downtown District Overlay (DO)
- Giralda Plaza District Overlay
- North Ponce Neighborhood Conservation District Overlay (NPCO)
- Residential Infill Regulations Overlay (RIR)
- Design & Innovation District Overlay
- North Ponce Mixed Use District Overlay
- University Station Rapid Transit District Overlay

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 US-1 corridor that are consistent with the high-quality design and architecture of the City.
- 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 and as identified as "University Station Rapid Transit District Overlay" on the official Zoning Map of the City of Coral Gables.

b. Unless otherwise provided in this section, all provisions of applicable underlying zoning district designations affecting an individual property shall control use and development.

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 review and approval by the City Commission.

2. Height.

a. MX3 properties in the District shall be at a maximum height of one hundred and twenty (120) feet. Additional bonus heights with architectural incentives shall not apply.

b. An additional thirteen feet and six inches (13.5) of building height may be granted by the City Commission for each additional five (5%) percent of landscaped open space provided as on-site publicly accessible open space to a maximum building height of one hundred and forty-seven (147) feet.

c. Height of architectural elements may exceed the maximum height in the District by a maximum of twenty-five (25) feet.

3. Use of Transfer of Development Rights (TDRs).

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.

4. Setbacks and Stepbacks.

- a. US-1: Up to one hundred (100) feet in height: twenty (20) feet setback, except an arcade may encroach into the setback a maximum of ten (10) feet. If over one hundred (100) feet in height: thirty (30) feet stepback.
- b. Fronting adjacent residential districts: Up to forty-five (45) feet in height: no setback. If over forty-five (45) feet in height: ten (10) feet stepback.
- c. Adjacent residential districts: For building sites with a depth greater than three hundred (300) feet, a rear setback of twenty-five (25) feet with a landscaped buffer shall be required.

5. Ground floor design.

- a. The first four (4) stories, 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.
- b. Any storage of vehicles or off-street parking that is above grade shall occur behind the provided habitable space.
- c. Ground floor commercial or residential shall be accessed from the public sidewalk.
- d. Commercial and residential entrances 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.

7. Parking.

- a. Ground floor retail, residential, and restaurants shall be exempt from the parking requirements.
- b. Developments within five hundred (500) feet of the station entrance may 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.

All proposed buildings shall be reviewed by the Board of Architects and receive preliminary design approval within four (4) full board meetings. If approval has not been granted within four (4) reviews by the full board, the Applicant may request final review and approval by a panel of Special Masters, per Section 14-103.3.

	City of Coral Gables Notice of Public Hearing	
Applicant:	City of Coral Gables	
Application:	University Station Rapid Transit Overlay District	
Property:	1150, 1190, 1250, 1320, and 1350 South Dixie Highway	
Public Hearing - Date/Time/ Location:	Planning & Zoning Board Wednesday, July 2, 2025, 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, July 2, 2025**, for map and text amendments to the Coral Gables Comprehensive Plan and to the Zoning Code to create the "University Station Rapid Transit Overlay District" adjacent to the University Metrorail Station. The proposed District includes the parcels fronting the station bounded by South Dixie Hwy, Caballero Blvd, Madruga Ave, and Turin St. The proposed amendments align with the goal and intent of Miami-Dade County's initiative to designate the area as a SMART Corridor Subzone. The proposed overlay district would better coordinate future development of similar building scales with the existing developments.

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 Future Land Use and Mixed-Use Overlay Districts Maps.** *An Ordinance of the City Commission of Coral Gables, Florida, amending the Future Land Use Map and Mixed-Use Overlay Districts Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments," and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Commercial Low-Rise Intensity" to "Commercial High-Rise Intensity" and to create the "University Station Rapid Transit District Overlay" for Blocks 155 and 156, Coral Gables Riviera Section Part 8, Tract "A," Replat of Coral Gables Riviera Section Part 8, which are the properties bounded by South Dixie Highway, Caballero Boulevard, Madruga, and Turin Street (1150, 1190, 1250, 1320, and 1350 South Dixie Highway); providing for a repealer provision, providing for a severability clause, and providing for an effective date.*
2. **Zoning Code 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," to create Section 2-408, "University Station Rapid Transit District Overlay" for promoting the use of mass transit facilities and pedestrian activities along transit corridors and near multimodal stations; 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 to the "University Station Rapid Transit District Overlay," and 4) making Zoning District boundary changes from "Mixed-Use 1 (MX1)" to "Mixed-Use 3 (MX3)" and including within the "University Station Rapid Transit District Overlay" boundary for Blocks 155 and 156, Coral Gables Riviera Section Part 8, and Tract "A," Replat of Coral Gables Riviera Section Part 8, which are the properties bounded by South Dixie Highway, Caballero Boulevard, Madruga, and Turin Street (1150, 1190, 1250, 1320, and 1350 South Dixie Highway), and to create the "University Station Rapid Transit District;" providing for repealer provision, severability clause, codification, and providing for an effective date.

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 comment on an item on the agenda 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://shorturl.at/N3X6w>.

Sincerely,

City of Coral Gables, Florida

Menendez, Jill

From: Alexandra Szczupak <noreply@adv.actionnetwork.org>
Sent: Thursday, June 26, 2025 8:57 PM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Planning City Planning,

Dear Mayor Lago, Vice-Mayor Anderson, Commissioners, and Commissioner Regalado,

I am writing on behalf of my family and many Riviera & South Gables neighbors who will also contact you. We urge you to VOTE “NO” to the proposed University Station Rapid Transit Overlay and associated up-zonings that convert the following low-rise parcels from MX-1 (≈ 45 ft / 3.5 stories) to MX-3 (≈ 190 ft / 14 stories + bonuses):

1150 South Dixie Highway

1190 South Dixie Highway

1250 South Dixie Highway (site of *The Mark*—already denied a MX-2 jump in 2024)

1320 South Dixie Highway

1350 South Dixie Highway

Although not explicitly named, the adjacent parcel at 6100 Caballero Boulevard (purchased by Fortune International for \$37.5 million) will almost certainly be granted equal height rights if this overlay is approved. The damage this would cause to the character, safety, environment, and livability of our neighborhood is profound—and irreversible.

1. A 233% Height Increase in a Low-Rise, Residential Area

These parcels are nestled between quiet single-family homes, low-density multifamily units, and the sensitive Mahi Canal. The leap from MX1 (≈45 ft) to MX3 (≈190 ft) would allow developers to build beyond 13 stories, with additional height possible through so-called Mediterranean design and TDR (Transfer of Development Rights) bonuses.

The Mark, at 1250 S. Dixie, previously failed to secure MX3 upzoning. So why now propose an overlay to rezone not only that lot, but an entire corridor? This would open the door for Gables Waterway—located just across the canal—to build two towers (already proposed at 13 and 9 stories) where just 3-4 stories are currently permitted.

We are not opposed to smart development. We are opposed to unrestrained vertical sprawl in an area zoned to remain moderate, especially one so close to historic, residential, and ecological assets.

2. This Violates the Promises You Made

Our elected officials pledged to protect us from exactly this kind of overreach:

Vice-Mayor Rhonda Anderson: “Dedicated to representing the interests of the residents and curbing over-development.”

Mayor Vince Lago: “I’ve worked hard to protect Coral Gables from overdevelopment... I’ve stood against high-density projects that don’t fit our community.”

Commissioner Richard Lara: “My goal is to preserve the uniqueness of our City Beautiful by fighting against overdevelopment.”

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Alexandra Szczupak
a.aserind@gmail.com

6304 caballero Blvd
Coral Gables, Florida 33146

Menendez, Jill

From: Betty Mortenson <pinesdavis@bellsouth.net>
Sent: Friday, June 27, 2025 1:53 PM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

Follow Up Flag: Follow up
Flag Status: Completed

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pinesdavis@bellsouth.net

1218 Aduana Avenue
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Menendez, Jill

From: Carlos Alarcon <noreply@adv.actionnetwork.org>
Sent: Thursday, June 26, 2025 7:45 PM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

Follow Up Flag: Follow up
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tarregamon@gmail.com

6627 Tarrega Street
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From: Carmen Ortizbutcher MD <noreply@adv.actionnetwork.org>
Sent: Thursday, June 26, 2025 1:31 AM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

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Please submit this as a written comment for the July 2nd hearing and read it aloud during the meeting.

Carmen Ortizbutcher MD
islandclinic@yahoo.com

6305 Caballero blvd
Coral gables, Florida 33146

Menendez, Jill

From: Cathy Burnweit <noreply@adv.actionnetwork.org>
Sent: Thursday, June 26, 2025 4:01 PM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

Follow Up Flag: Follow up
Flag Status: Flagged

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Cathy Burnweit
cburnweit@aol.com

6304 Caballero Blvd
Coral Gables, Florida 33146

Menendez, Jill

From: Cesar Carvalho <noreply@adv.actionnetwork.org>
Sent: Thursday, June 26, 2025 11:05 AM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

Follow Up Flag: Follow up
Flag Status: Flagged

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cesarluisbraga@gmail.com

6308 Caballero Blvd
Coral Gables, Florida 33146

Menendez, Jill

From: Denise Barros <dedinba@yahoo.com>
Sent: Tuesday, June 24, 2025 8:49 PM
To: Lago, Vince; Anderson, Rhonda; Fernandez, Ariel; Castro, Melissa; Lara, Richard; district7@miamidade.gov
Cc: Planning; City Clerk
Subject: VOTE NO to July 2 MX-3 Overlay and Up-Zoning Changes (University Station / Caballero Blvd Area) and KEEP your campaign promises

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Mayor Lago, Vice-Mayor Anderson, Commissioners, and Commissioner Regalado,

My name is Denise Carvalho, and I live at 6308 Caballero Blvd, Coral Gables, 33146. I am writing on behalf of my family and many Riviera & South Gables neighbors who will also contact you. We urge you to VOTE “NO” to the proposed University Station Rapid Transit Overlay and associated up-zonings that convert the following low-rise parcels from MX-1 (≈ 45 ft / 3.5 stories) to MX-3 (≈ 190 ft / 14 stories + bonuses):

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But Mrs Regalado, on her 2025 campaign website, states that she is committed to advocating for “responsible urban planning” and “defense of our natural resources”. She also states that she leads the fight to protect Biscayne Bay.

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Please add this as a written comment to the July 2nd hearing.

Best regards, Denise

[Sent from Yahoo Mail for iPhone](#)

Menendez, Jill

From: Eric Aserlind <noreply@adv.actionnetwork.org>
Sent: Thursday, June 26, 2025 4:59 PM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

Follow Up Flag: Follow up
Flag Status: Flagged

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Eric Aserlind
easerlind@gmail.com

6304 Caballero blvd
Coral gables , Florida 33146

Menendez, Jill

From: Gigi Citarella <noreply@adv.actionnetwork.org>
Sent: Friday, June 27, 2025 1:15 PM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

Follow Up Flag: Follow up
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Gigi Citarella

gigicitarella@yahoo.com

1225 Aduana Avenue
Coral Gables, Florida 33146

Menendez, Jill

From: Jorge Pereira <noreply@adv.actionnetwork.org>
Sent: Thursday, June 26, 2025 8:52 AM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

Follow Up Flag: Follow up
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japereira@bellsouth.net

807 South Alhambra Circle
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From: Lisa Pereira <noreply@adv.actionnetwork.org>
Sent: Thursday, June 26, 2025 1:30 PM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

Follow Up Flag: Follow up
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lfpereira@bellsouth.net

807 South Alhambra Circle
Coral gables , Florida 33146

Menendez, Jill

From: Nancy Del Pozzo <noreply@adv.actionnetwork.org>
Sent: Thursday, June 26, 2025 7:44 PM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

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nancydelpozzo@gmail.com

6627 Tarrega Street
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Menendez, Jill

From: Siena Devine Guzmán <noreply@adv.actionnetwork.org>
Sent: Thursday, June 26, 2025 8:39 AM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

Follow Up Flag: Follow up
Flag Status: Flagged

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927 Hardee Rd
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Menendez, Jill

From: Tracy Devine Guzmán <noreply@adv.actionnetwork.org>
Sent: Wednesday, June 25, 2025 11:07 PM
To: Planning
Subject: VOTE NO July 2nd MX-3 Overlay and Up-Zoning

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Flag Status: Flagged

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The overlay would enable developers to buy extra “air rights” from historic or low-density zones and stack more height on top of their towers—effectively purchasing the sky above our homes. If “air” is for sale, why is the city profiting and not the people who lose their views, sunlight, and peace?

This practice benefits outside developers at the expense of residents. It’s not just bad planning—it’s unjust.

7. Gables Waterway Is the Endgame

Make no mistake: although the July 2 hearing doesn’t name it, Gables Waterway (6100 Caballero Blvd) will claim whatever entitlements these parcels receive. That’s why Fortune International made its purchase contingent on approvals.

This overlay is not just about The Mark or a few parcels on U.S. 1. It paves the way for a massive luxury project on the banks of a federally protected manatee canal.

Once this precedent is set, there is no turning back.

8. Timing Undermines Transparency and Participation

It is deeply troubling that a proposal of this magnitude is scheduled for public hearing on July 2nd, in the middle of summer vacation and just two days before the Fourth of July holiday, when many families are traveling or unavailable. Whether intentional or not, this timing severely limits resident participation in a decision that will permanently affect our neighborhood’s future. If the City truly values public input, this item must be deferred to a later

date in the fall when full community engagement is possible. Rushing a decision on something so consequential—during a time of low attendance—undermines transparency and public trust.

Our Requests

We, the undersigned residents of Coral Gables, respectfully ask:

Deny the MX3 overlay and zoning changes for all parcels listed.

Maintain the 4-story (≈45 ft) height cap for 1150–1350 South Dixie Highway and 6100 Caballero Blvd.

Require independent environmental and traffic studies before allowing even a 1-story increase. Don't allow extra traffic inside the single family home streets, including Madruga Avenue and specially Caballero Blvd where we have our neighborhood park, Jaycee Park. Honor the commitments you made to voters to defend the City Beautiful from overdevelopment.

In Closing

This is not about opposing progress. It is about preserving what makes Coral Gables livable, safe, and beautiful. It is about respecting the residents who built this city and the wildlife that shares it with us.

It is also about trust. That trust is broken when elected officials campaign on one message and then govern the opposite way.

A 13-story wall on the Mahi Canal was not in anyone's campaign brochure.

Please prove that our city leaders still listen. Please vote no on this overlay and keep your campaign promises. Preserve our zoning, our neighborhood, our manatees, and our voice.

Thank you for your service. I look forward to your written response on how you intend to vote.

Please submit this as a written comment for the July 2nd hearing and read it aloud during the meeting.

Tracy Devine Guzmán
tdguzman@miami.edu

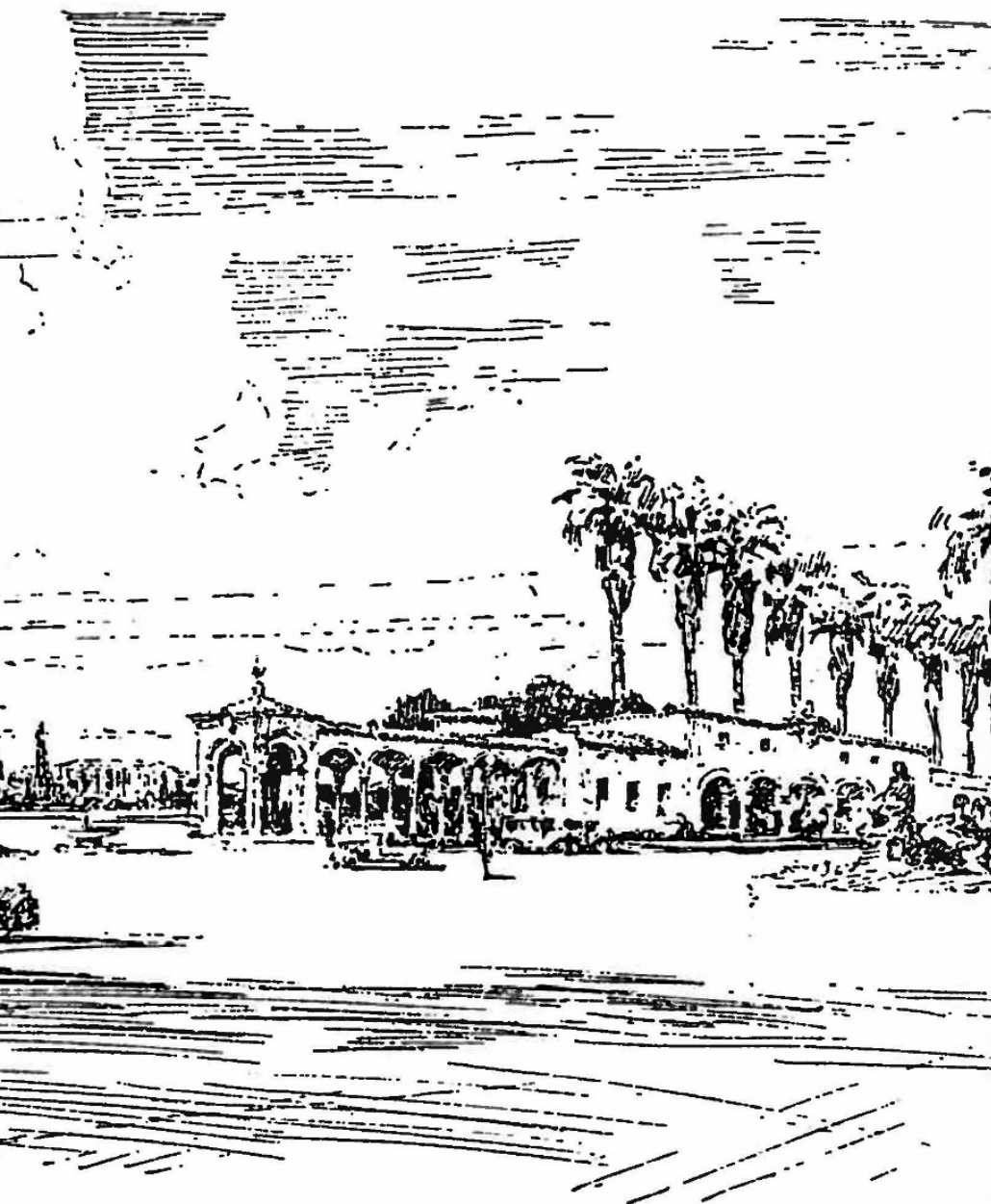
927 Hardee Road
Coral Gables , 33146

From: [Jim Berlin](#)
To: [Planning](#)
Cc: [DENISE BRAGA DE CARVALHO](#)
Subject: Univ Station District
Date: Tuesday, June 24, 2025 10:28:43 AM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Gables Planning Board;
South Gables neighbors are concerned about a possible University Station RTO District.
We request your careful attention
on what this proposed District
means re already heavy congested
traffic on US1. We resist effort
that might limit application of
standard code and permit regs.
And will watch a July 2 review.
Thanks, JimBerlin 737 Tibidabo

Sent from my iPhone



Florida East Coast Railway Station and Concourse

University Station Rapid Transit Overlay District

COMPREHENSIVE PLAN MAP
ZONING CODE MAP AND TEXT
AMENDMENTS

PLANNING & ZONING BOARD
JULY 2, 2025



MIAMI-DADE COUNTY RTZ EXPANSION

May 6 Miami-Dade
County adopted on First
Reading to create the
“Gables/University
Station Subzone” within
the Rapid Transit Zone

Approved _____ Mayor
Veto _____
Override _____

Substitute
Agenda Item No. 4(L)
5-6-25

ORDINANCE NO. _____

ORDINANCE RELATING TO THE RAPID TRANSIT SYSTEM DEVELOPMENT ZONE; AMENDING CHAPTER 33C OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; PROVIDING FOR THE EXPANSION OF THE RAPID TRANSIT ZONE AND CREATING THE CORAL GABLES/UNIVERSITY STATION SUBZONE OF THE RAPID TRANSIT ZONE WHICH COULD, THROUGH FUTURE ACTION OF THIS BOARD, ENCOMPASS PROPERTY WITHIN A QUARTER MILE OF THE UNIVERSITY METRORAIL STATION; PROVIDING FOR COUNTY REGULATORY JURISDICTION OVER PROPERTIES ADDED TO THE CORAL GABLES/UNIVERSITY STATION SUBZONE OF THE RAPID TRANSIT ZONE; PROVIDING FOR USES, AND CREATING STANDARDS, CRITERIA, AND PROCEDURES FOR APPROVAL OF APPLICATIONS WITHIN THE CORAL GABLES/UNIVERSITY STATION SUBZONE; ADDING CERTAIN PRIVATE PROPERTY TO THE CORAL GABLES/UNIVERSITY STATION SUBZONE; MAKING TECHNICAL CHANGES; DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO COORDINATE AND NEGOTIATE WITH THE CITY OF CORAL GABLES AS TO A FUTURE INTERLOCAL AGREEMENT WHICH COULD ADDRESS ADDITIONAL CONCERNS OR CONSIDERATIONS THAT MAY ARISE IN THE FUTURE; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

WHEREAS, the Miami-Dade County Home Rule Charter grants to the County the power to carry on a central metropolitan government and to provide for rail facilities and public transportation systems; and

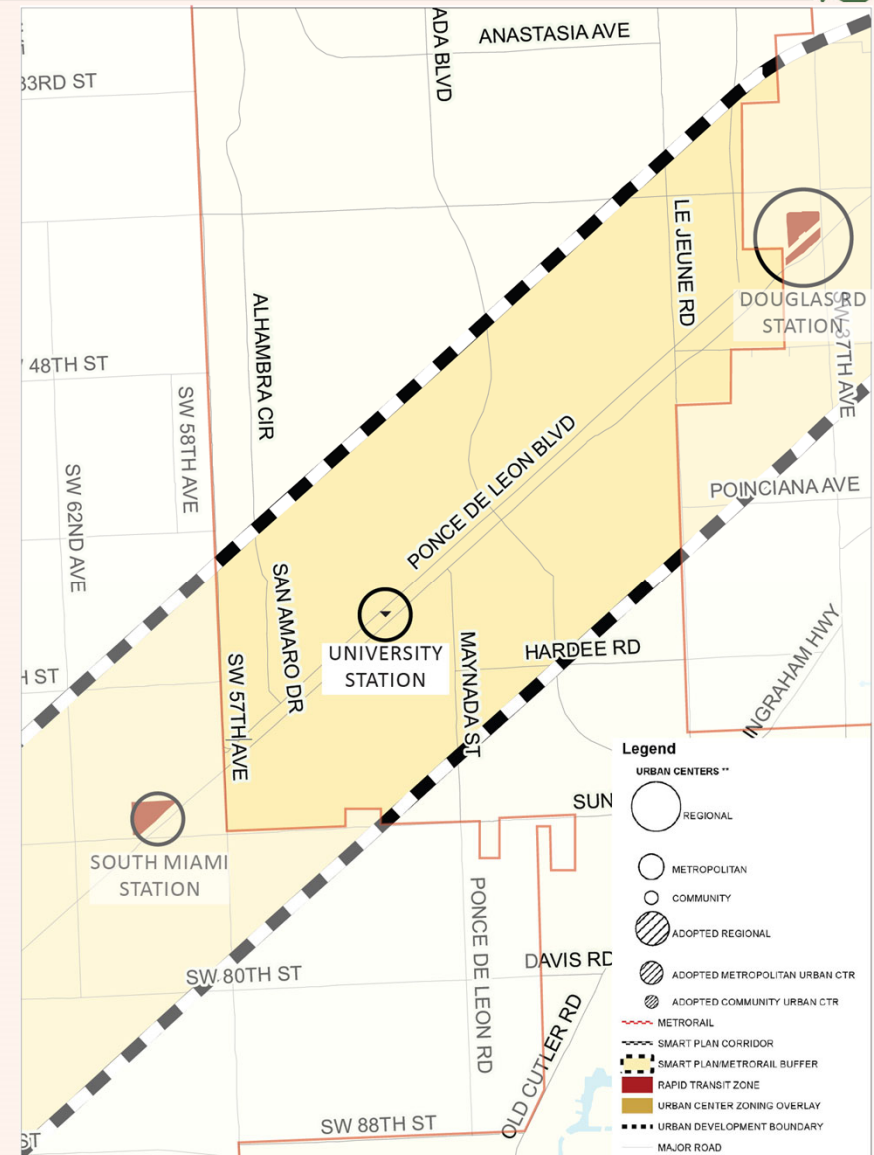
WHEREAS, the University Station Metrorail station (University Station) is located within the City of Coral Gables; and

WHEREAS, Miami-Dade County has a long history of collaboration and coordination with the City of Coral Gables; and

MDC003

MIAMI-DADE COUNTY RTZ EXPANSION

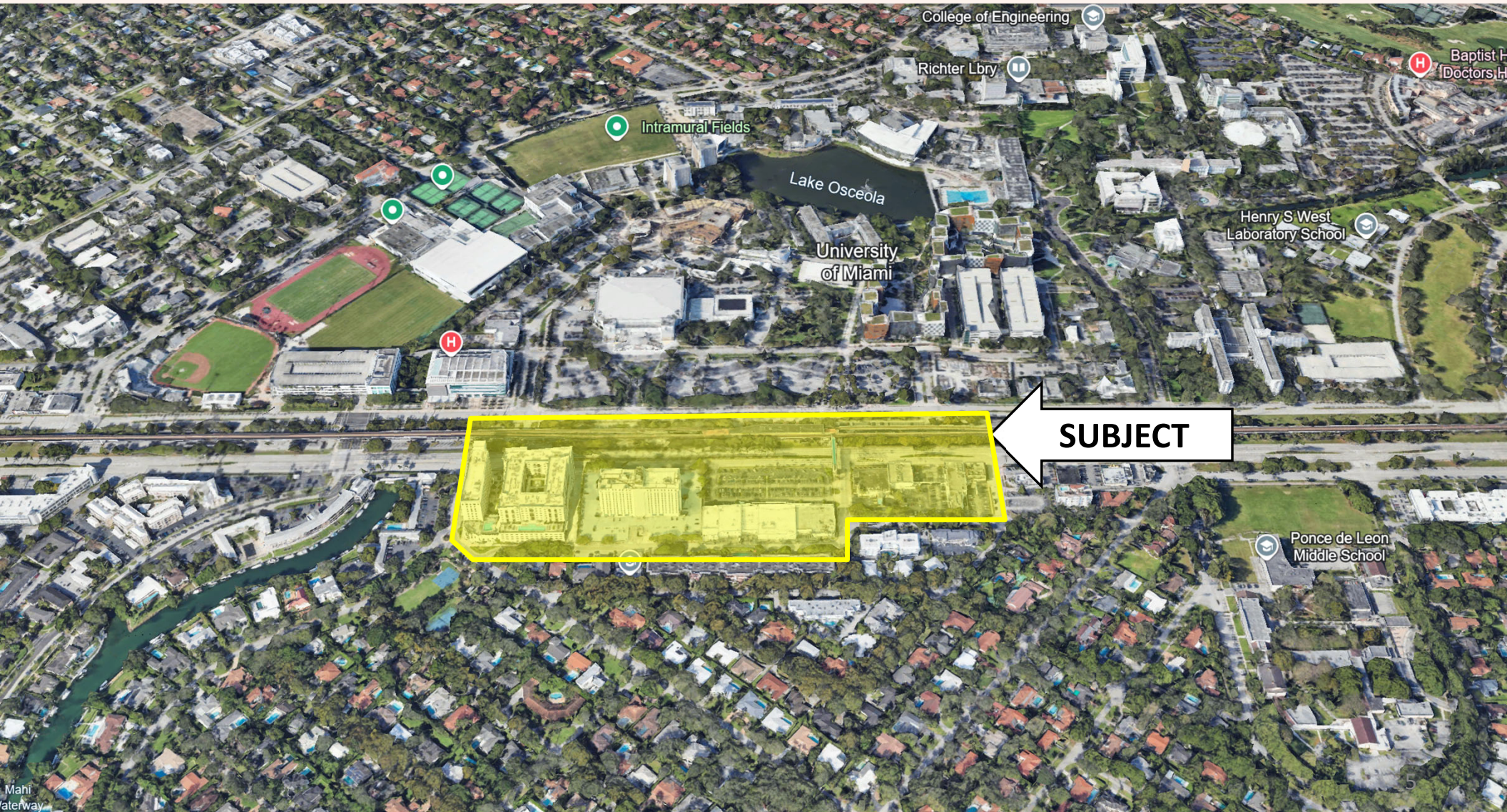
- Grant the County regulatory jurisdiction
- Specify the allowable uses
- Set forth development standards, criteria, and procedures for the review and approval



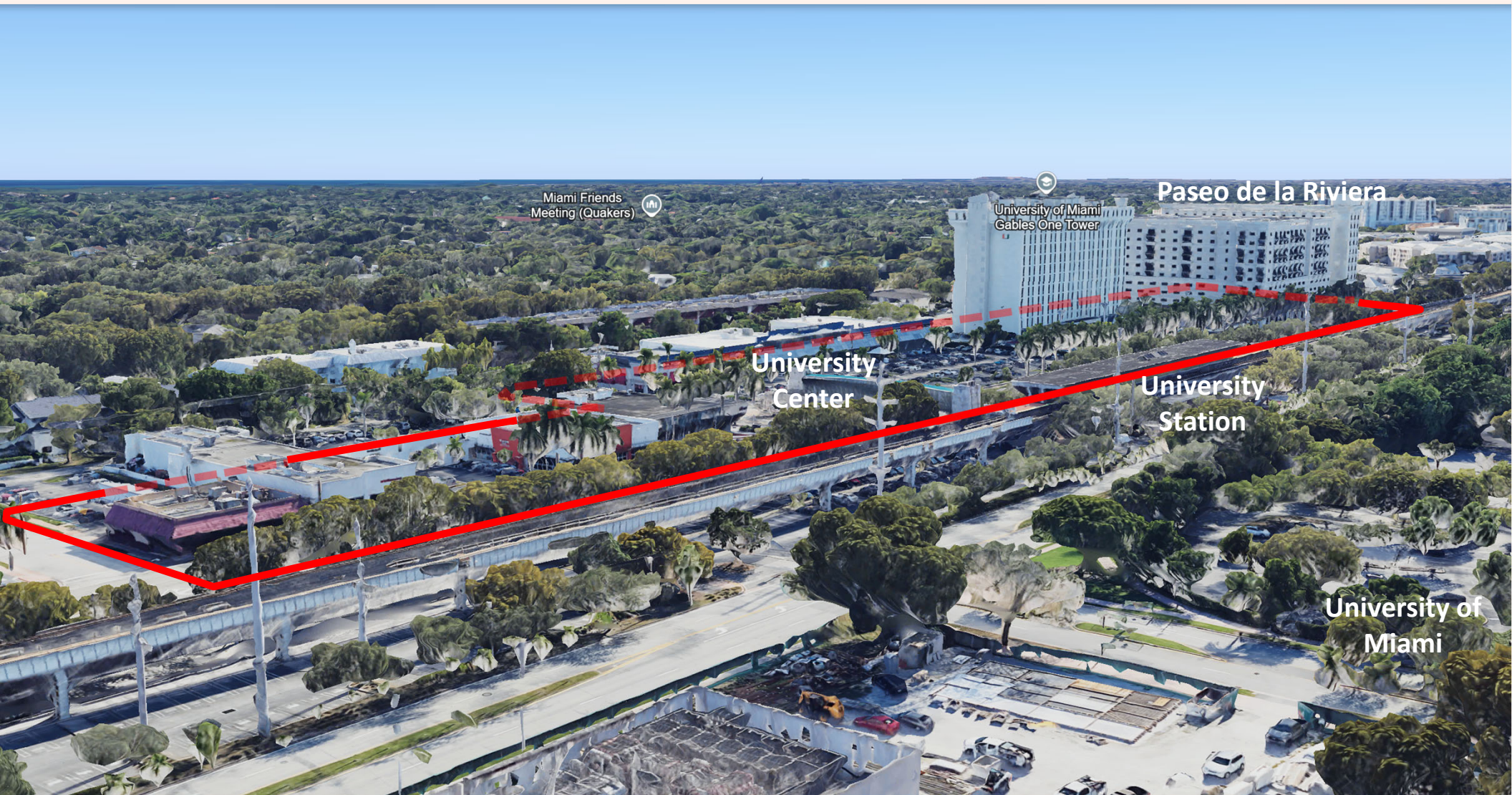
2.



LOCATION



EXISTING CONDITIONS



FUTURE LAND USE AND ZONING

FUTURE LAND USE MAP



COMMERCIAL LOW-RISE INTENSITY
AND MIXED-USE

ZONING MAP



MX1 AND MX3

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

REQUEST #2:
ZONING MAP CHANGE

REQUEST #3:
ZONING CODE TEXT AMENDMENTS

COMPREHENSIVE PLAN MAP AMENDMENTS

FUTURE LAND USE MAP



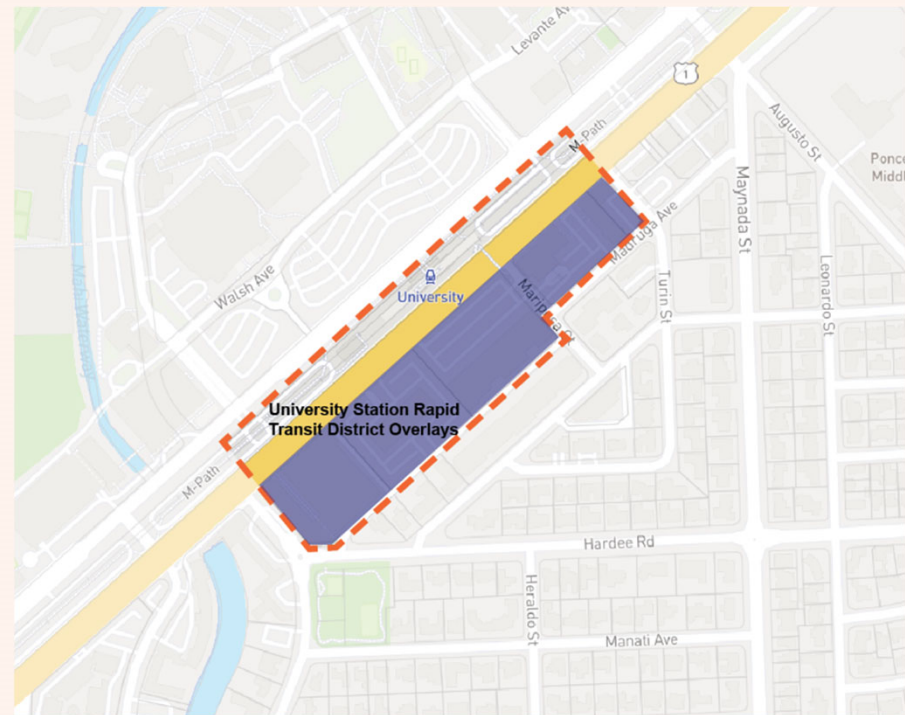
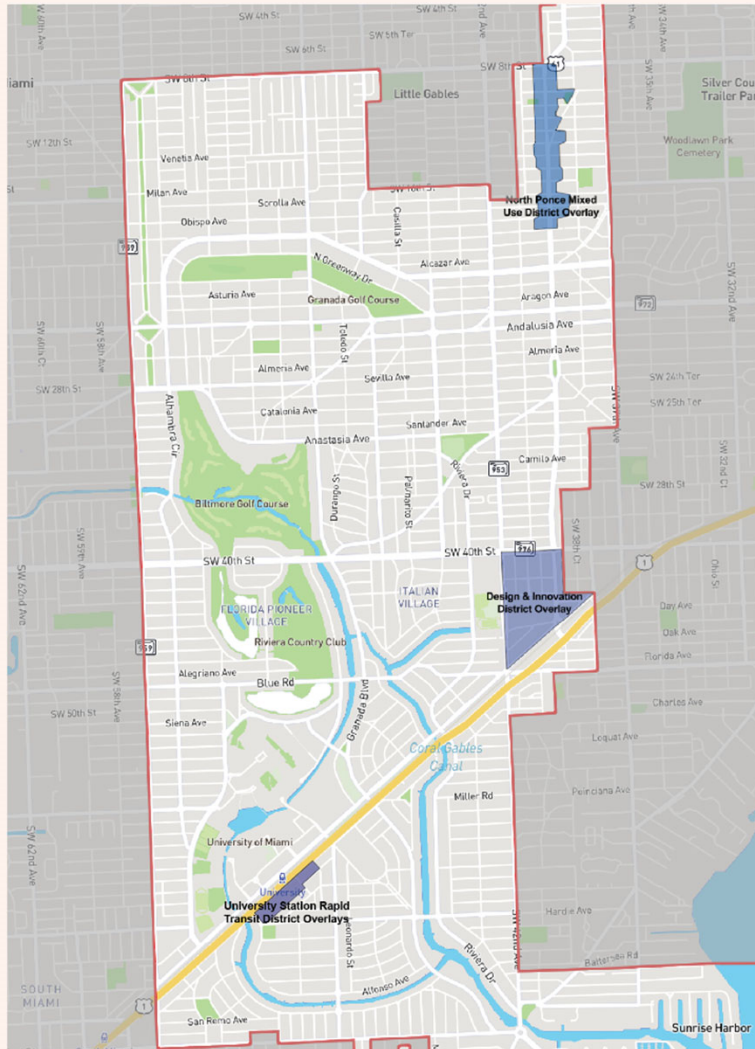
PROPOSED FUTURE LAND USE MAP



COMPREHENSIVE PLAN MAP AMENDMENTS



MIXED-USE OVERLAY DISTRICT MAP

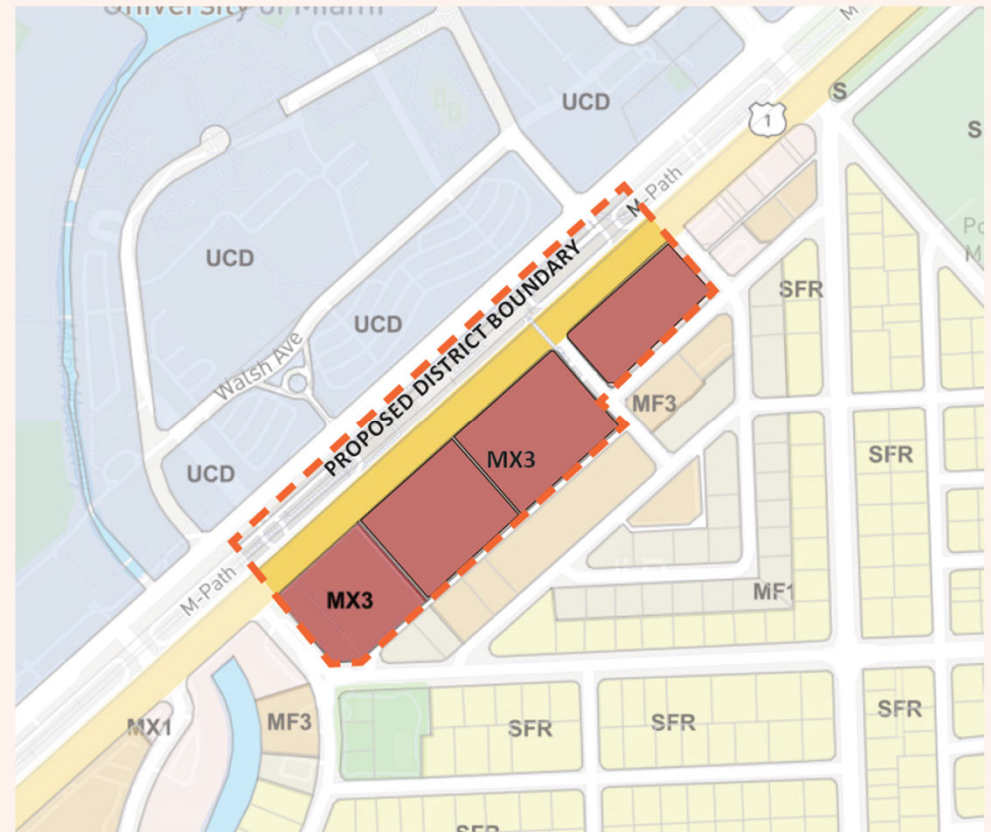


ZONING MAP AMENDMENTS

EXISTING ZONING MAP

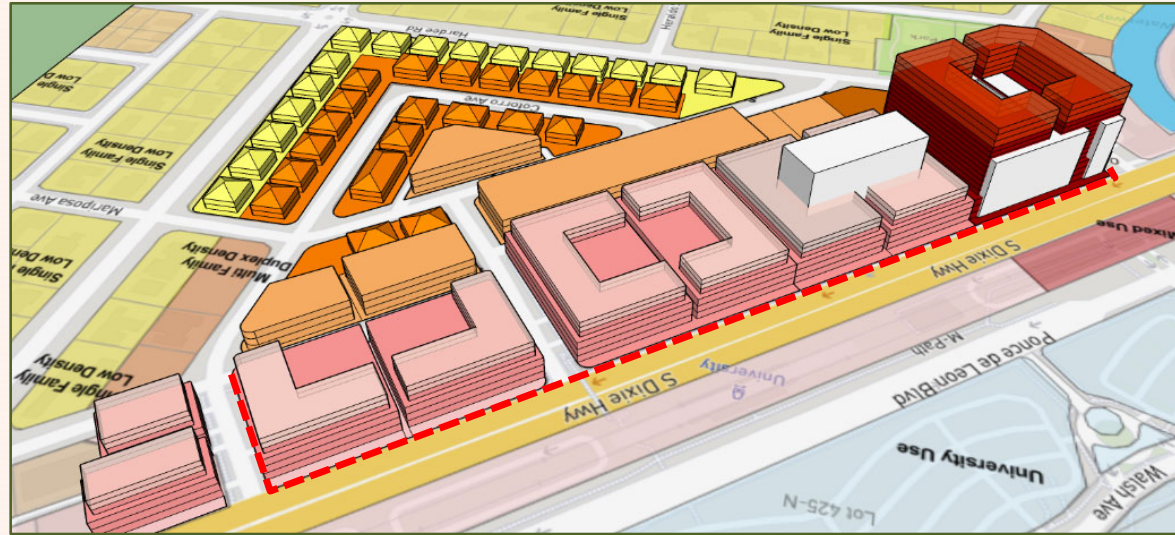


PROPOSED ZONING MAP



PROPOSED LAND USE / ZONING

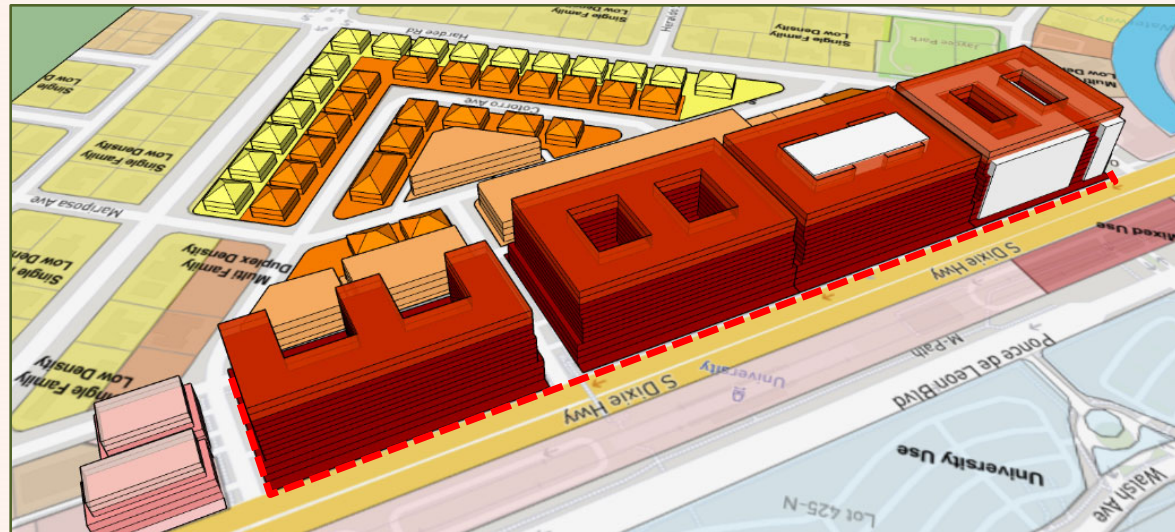
EXISTING



COMMERCIAL
LOW-RISE
INTENSITY

MX1 AND MX3

PROPOSED



COMMERCIAL
HIGH-RISE
INTENSITY

MX3

ZONING CODE TEXT AMENDMENTS

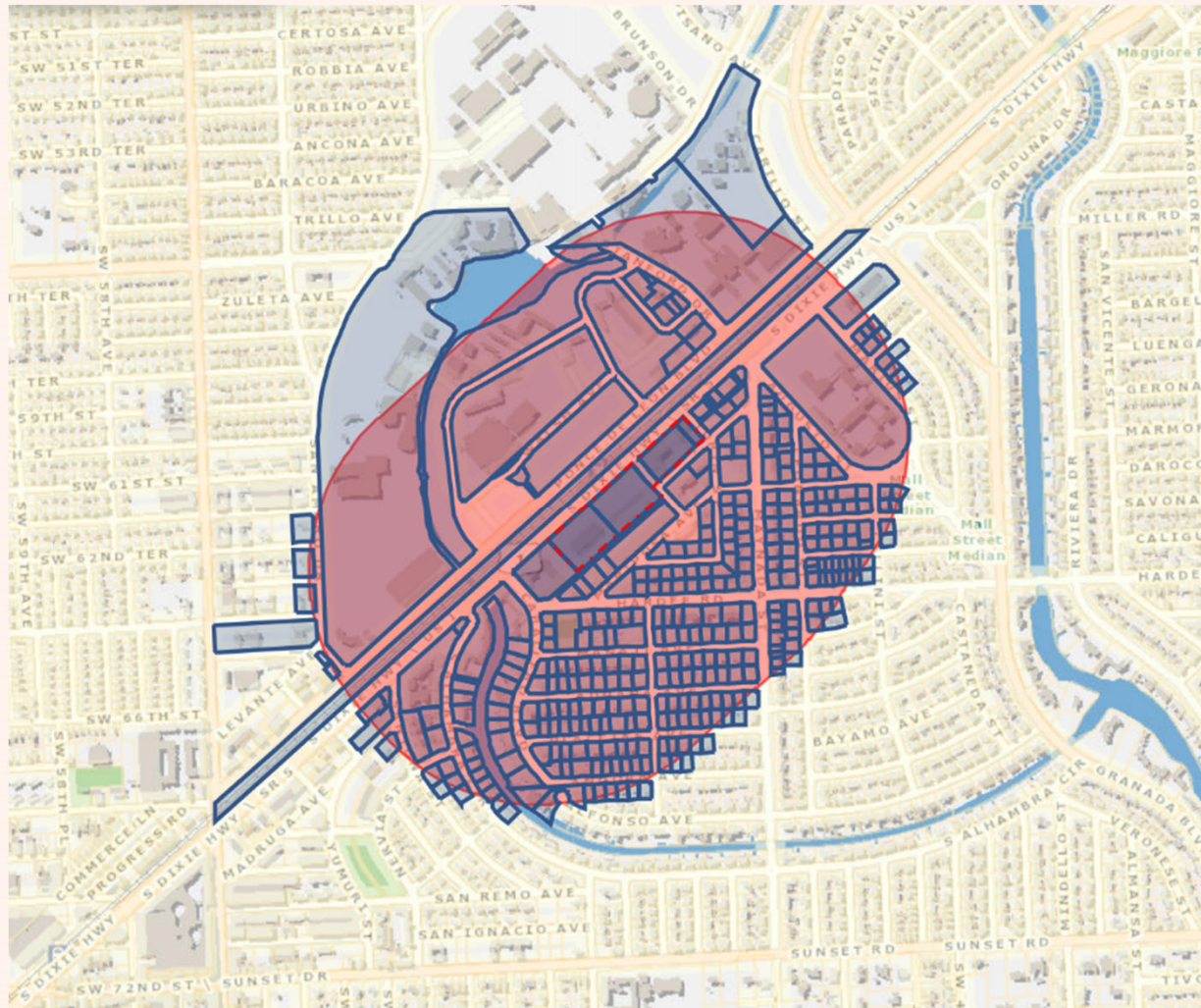
	Current Regulations		Proposed RTZ	City Proposed District
Review	Change of land use / Zoning and Conditional Use		Special exception review/approval	Expedited review
Height (ft)	45	150	Max height of existing buildings w/in ¼-mile (150')	120 (no Med Bonus height) (+13.5 w/ 5% public open space) 147 maximum
Density	125		125	125
FAR	3.0 (1.5 per Site Specifics)		No Limit	3.0
Med Bonus	+0.2, +0.3 additional (3.5 FAR total)		-	+0.2, +0.3 additional (3.5 FAR total)
Use of TDRs	Not allowed for this area		-	3.75 FAR w/o. Med Bonus 4.375 FAR w Med Bonus (25% max additional)

ZONING CODE TEXT AMENDMENTS

	Current Regulations	Proposed RTZ	City Proposed District
Setbacks	20 feet (10 feet with arcade) on US-1 (Front: 125 feet, Rear: 50 feet, per Site Specifics)	0 ft	• 20 feet (10 feet with arcade) on all parcels facing US-1 • 25 feet rear setback with landscape buffer on 300'+ parcels
Open Space	10% on ground level	15% (incl. upper floor terraces)	10% on ground level (incl. setback areas)
Stepbacks (ft) and Paseos	• Front/side street: 10' stepback above 45' • Intr. side: 15' stepback above 45' • Rear w/out alley: 10' stepback above 45' • Rear w/ alley: 3' stepback above 45'	None	• US-1: 30' stepback above 100' • Fronting adjacent residential districts: 10' stepback above 45' • No paseo required
Parking	• 1 per studio/1-bd • 1.75 per 2-bd • 2.25 per 3-bd + • 1 per 300 sf comm, office • 1 1/8 per hotel room	• 0 per residential unit • 1.8 per 1,000sf comm. • 0.6 per 1,000sf office • 0.3 per hotel room	• Parking required, except for ground floor restaurant, retail, residential. • Reduction: 50% • Waiver for 25% w/ parking plan and Remote Parking

REVIEW TIMELINE

1	PLANNING AND ZONING BOARD: 07.02.25
2	CITY COMMISSION 1ST READING: TBD
3	CITY COMMISSION 2ND READING: TBD



PUBLIC NOTIFICATION

1 TIME

LETTERS TO PROPERTIES

PZB

1 TIME

PROPERTY POSTING

PZB

1 TIME

WEBSITE POSTING

PZB

1 TIME

NEWSPAPER ADVERTISEMENT

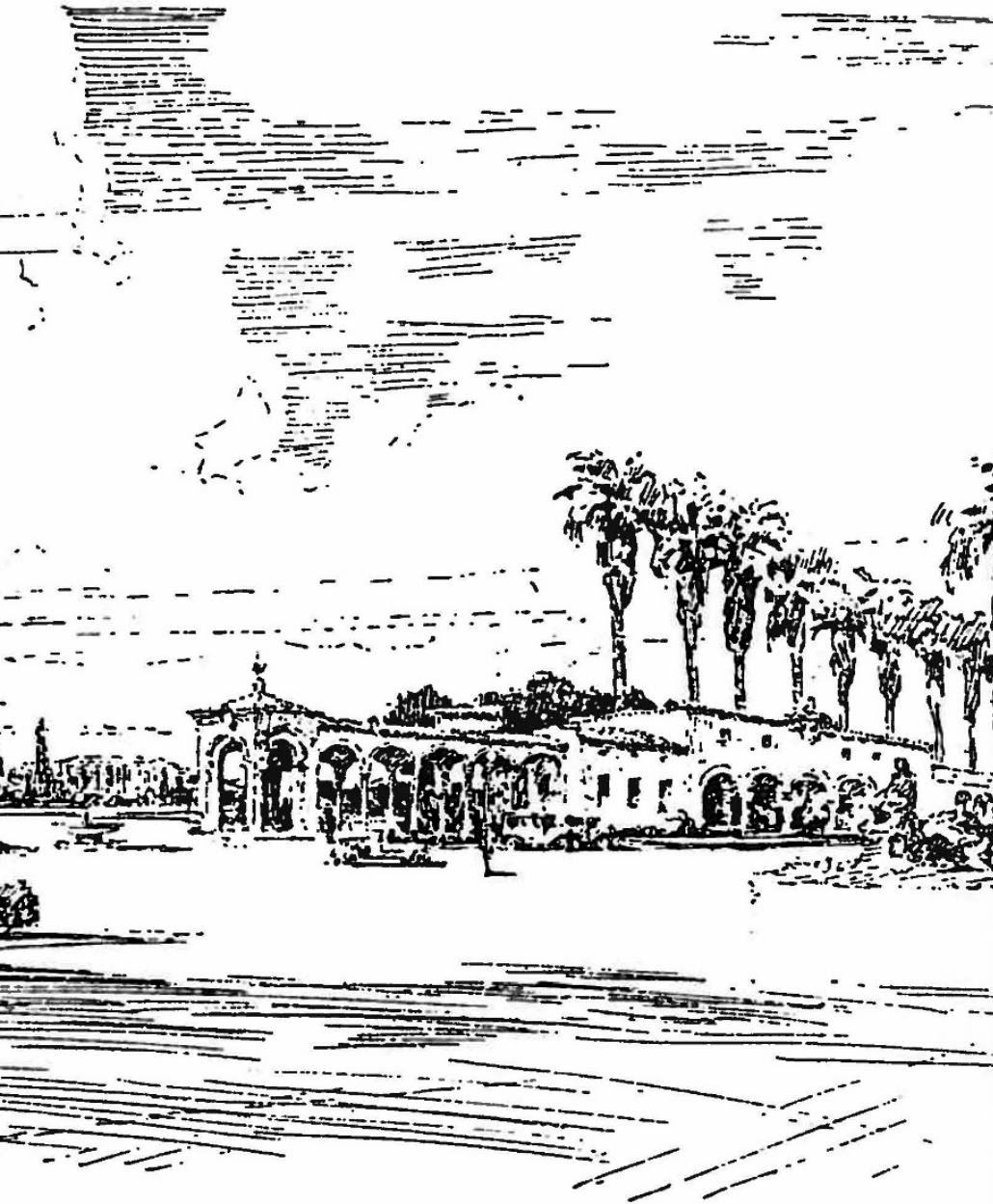
PZB

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.



Florida East Coast Railway Station and Concourse

University Station Rapid Transit Overlay District

COMPREHENSIVE PLAN MAP
ZONING CODE MAP AND TEXT
AMENDMENTS

PLANNING & ZONING BOARD
JULY 2, 2025



CITY OF CORAL GABLES

- MEMORANDUM -

TO: JENNIFER GARCIA
PLANNING & ZONING DIRECTOR

DATE: JUNE 27, 2025

FROM: HERMES DIAZ
PUBLIC WORKS DIRECTOR

SUBJECT:
CITY OF CORAL GABLES' PROPOSAL
FOR MIXED USE ZONES WITHIN THE
MIAMI-DADE COUNTY
RAPID TRANSIT ZONE

The City of Coral Gables includes several Mixed-Use 1 (MX1) parcels located within Miami-Dade County's Rapid Transit Zone, just south of the University Metrorail Station. Within this area, one Mixed-Use 3 (MX3) property has been developed as The Paseo de la Riviera. The subject parcels are bound by South Dixie Highway, Madruga Avenue, Turin Street, and Caballero Boulevard.

The impact of new developments on public infrastructure—including adjacent roadways, sanitary sewer systems, stormwater facilities, and other utilities—is generally not determined by building height. Additionally, in cases where the existing utility infrastructure lacks sufficient capacity to accommodate a proposed development, the City retains the authority to require capacity enhancements as a condition of project approval.

In conclusion, because the proposed zoning change does not alter the currently permitted residential density of 125 units per acre, the increased building height and potential additional square footage—achieved through amendments to the Future Land Use and Zoning Map, and the application of Transfer of Development Rights (TDRs)—will not result in a decline in the level of service for public infrastructure below the minimum standards established in the City's Comprehensive Plan.

Thank you.

c: Jose Olivo, Deputy Director of Public Works
Paul Rodas, City Engineer