City of Coral Gables
Planning and Zoning Staff Report

Applicant:	City of Coral Gables
Application:	**Comprehensive Plan Text and Map Amendments, Zoning Code Text and Map Amendments – University Station Rapid Transit District Overlay Amendments**
Properties:	1150, 1190, 1250, 1320, and 1350 South Dixie Highway, and 6100 Caballero Blvd
Public Hearing:	Planning and Zoning Board
Date & Time:	**February 11, 2026; 6:00 – 9:00 p.m.**
Location:	City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida 33134

1. APPLICATION REQUEST

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

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

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

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

2. BACKGROUND INFORMATION

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

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

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

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

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

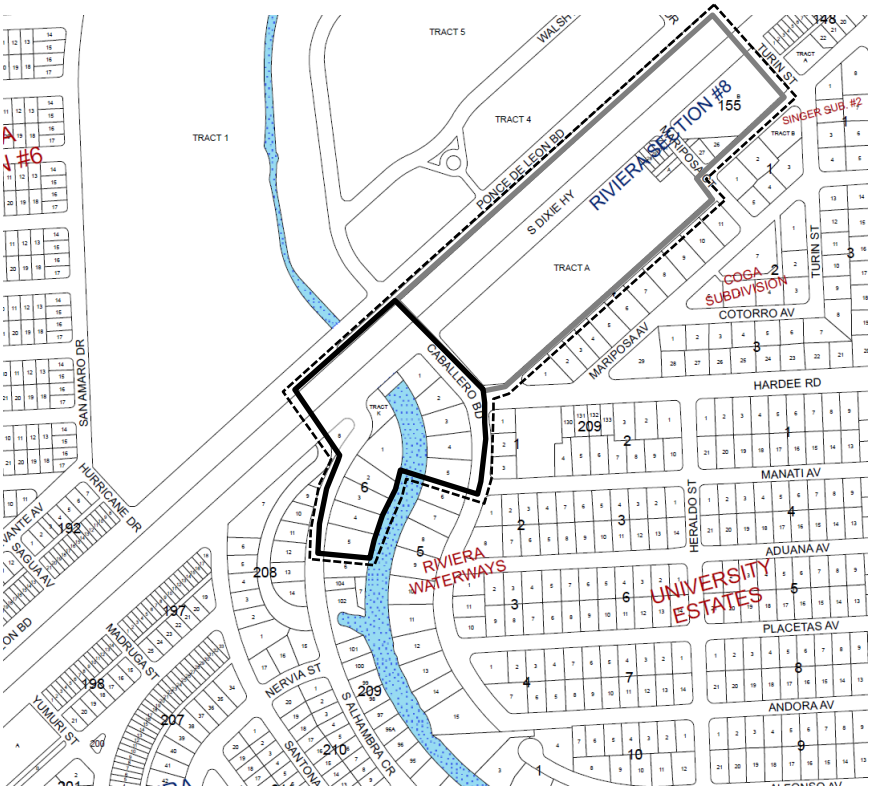
The amendments include additional properties located at 6100 Caballero Boulevard, identified by five Miami-Dade County Tax Folio Numbers: 03-4130-006-0290; 03-4130-009-2570; 03-4130-016-0010; 03-4130-016-0050; and 03-4130-016-0040. The property consists of approximately 209,000 square feet (4.8 acres)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

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

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

District Location. Context information exhibited below.

Lot, Subdivision, and Plat Map



Ariel Map

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

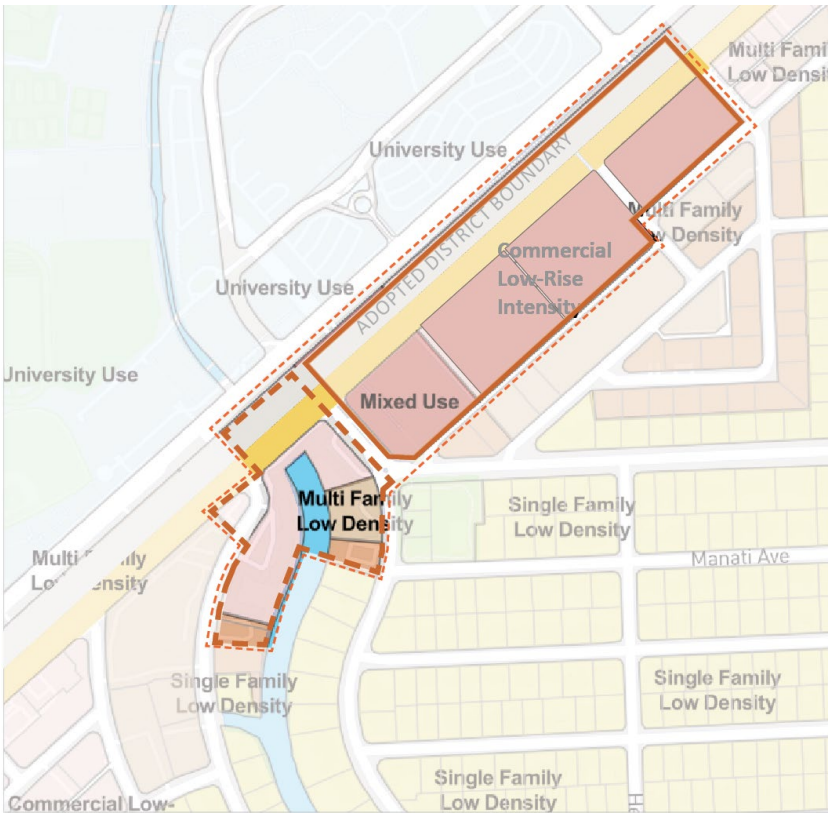
Existing Property Designations

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

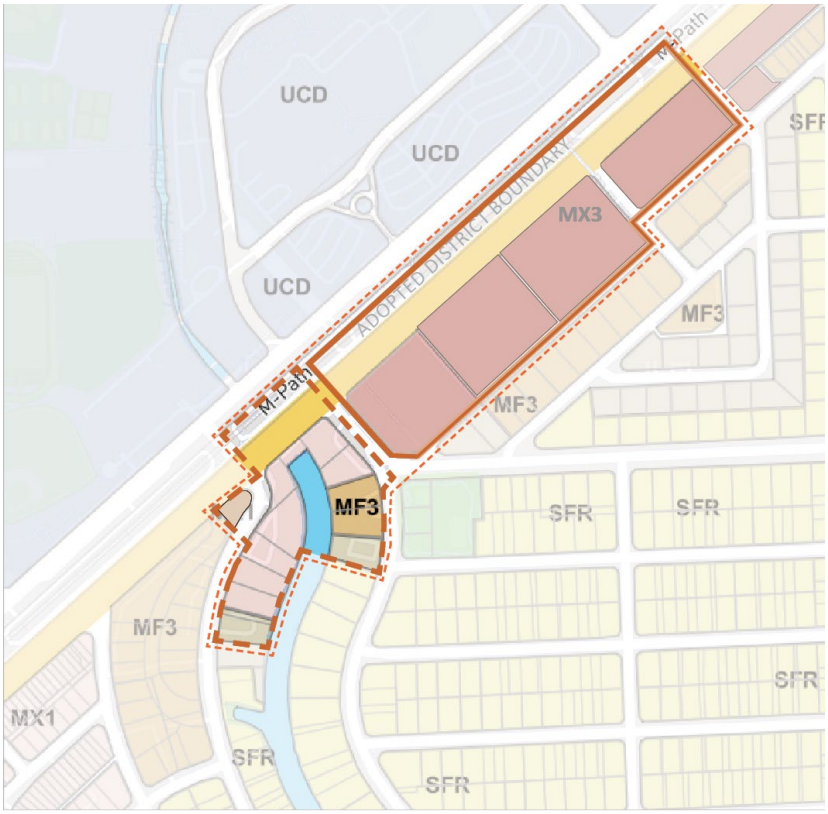
Surrounding Land Uses

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

Existing Future Land Use Map



Existing Zoning Map



3. PROPOSED COMPREHENSIVE PLAN TEXT AND MAP AMENDMENTS

a. Comprehensive Plan Text Amendments

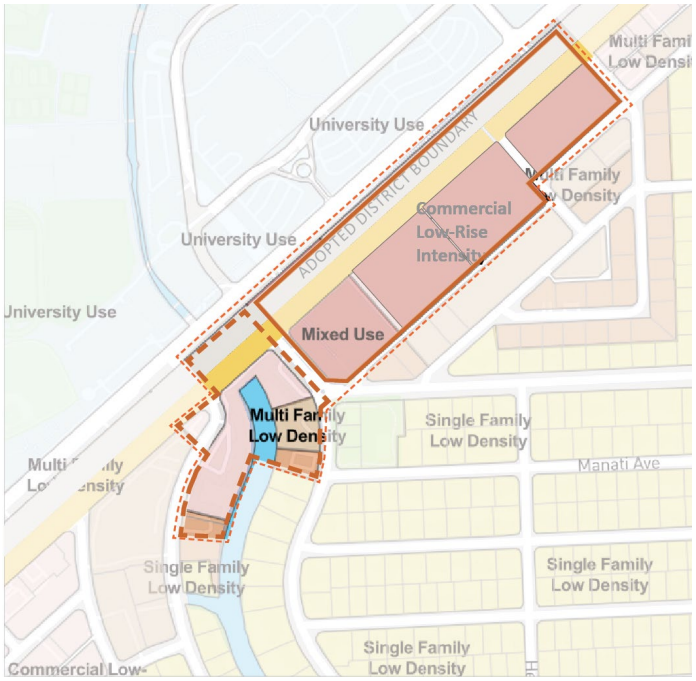
The proposed Comprehensive Plan text amendment is provided as Attachment A.

b. Comprehensive Plan Map Amendments

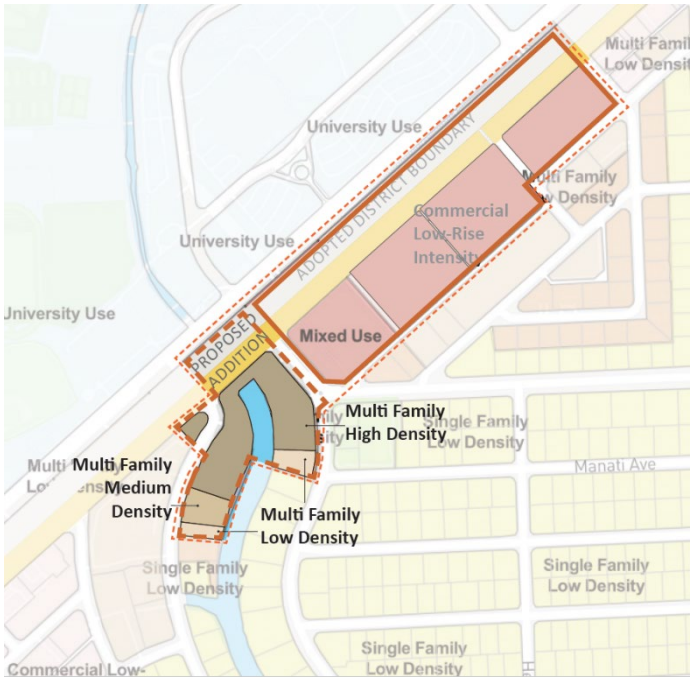
The amendments include additional properties located at 6100 Caballero Boulevard, which is generally bounded by South Dixie Highway, between South Alhambra Circle and Caballero Boulevard, and Mahi Canal. The Comprehensive Plan Map Amendments propose to amend the Future Land Use Map from "Commercial Low-Rise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

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

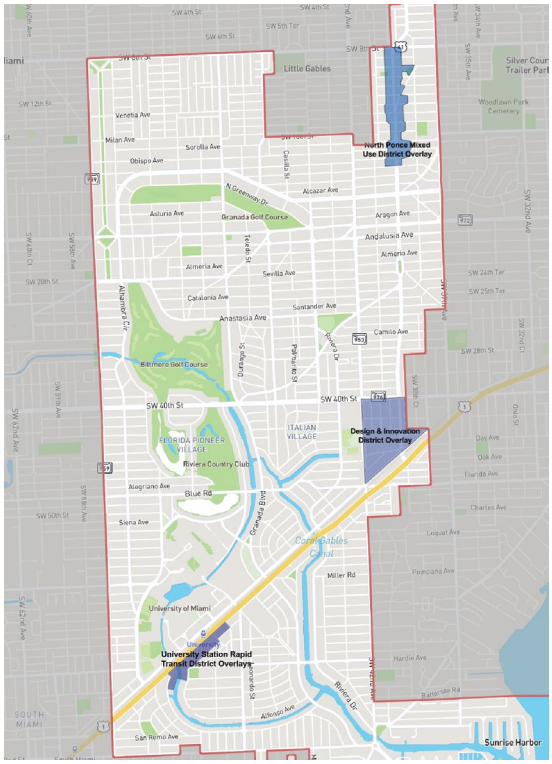
Future Land Use Map

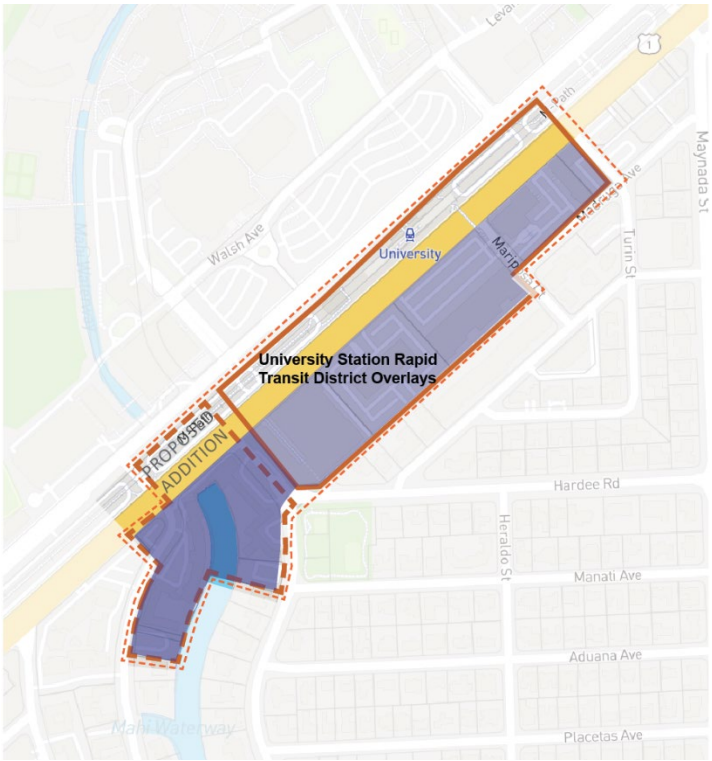


Proposed Future Land Use Map



Mixed-Use Overlay District Map





4. PROPOSED ZONING CODE TEXT AND MAP AMENDMENTS

a. Zoning Code Text Amendments

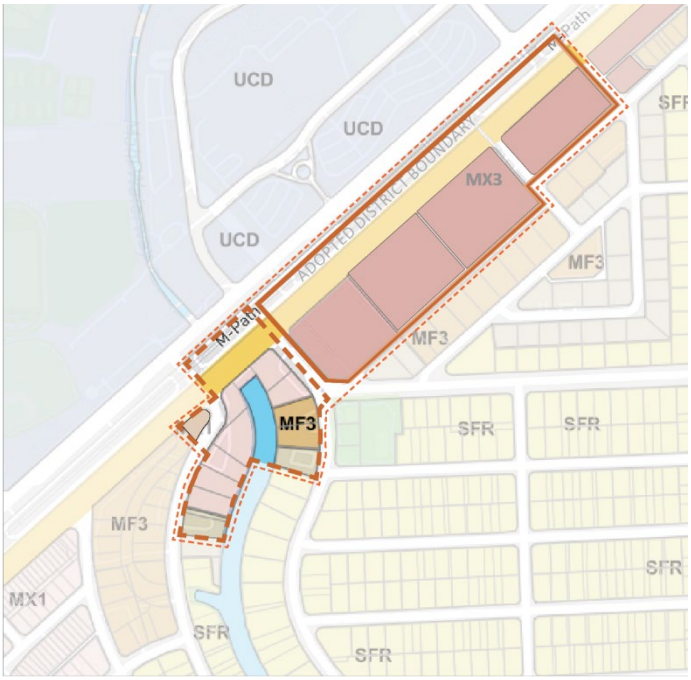
The proposed Zoning Code text amendment is provided as Attachment B.

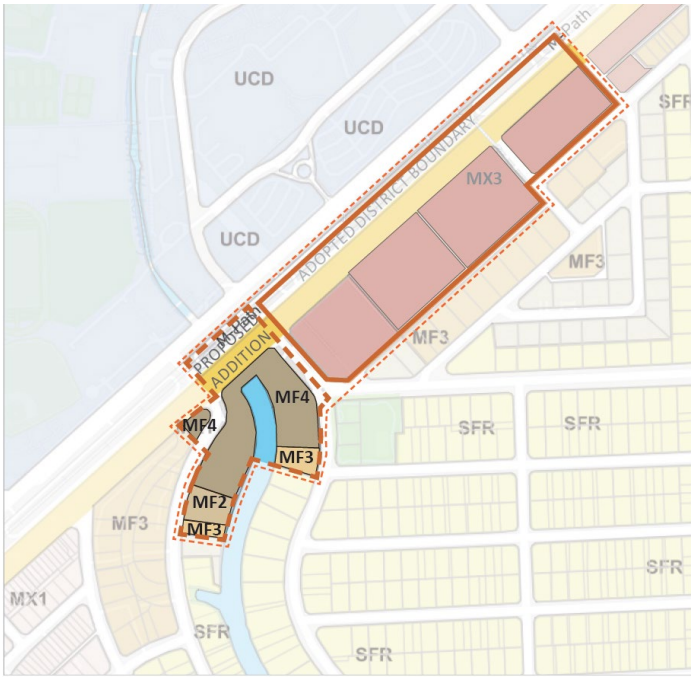
b. Zoning Map Amendments

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

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

Existing Zoning Map ***Proposed Zoning Map***





5. REVIEW TIMELINE / PUBLIC NOTICE

City Review Timeline

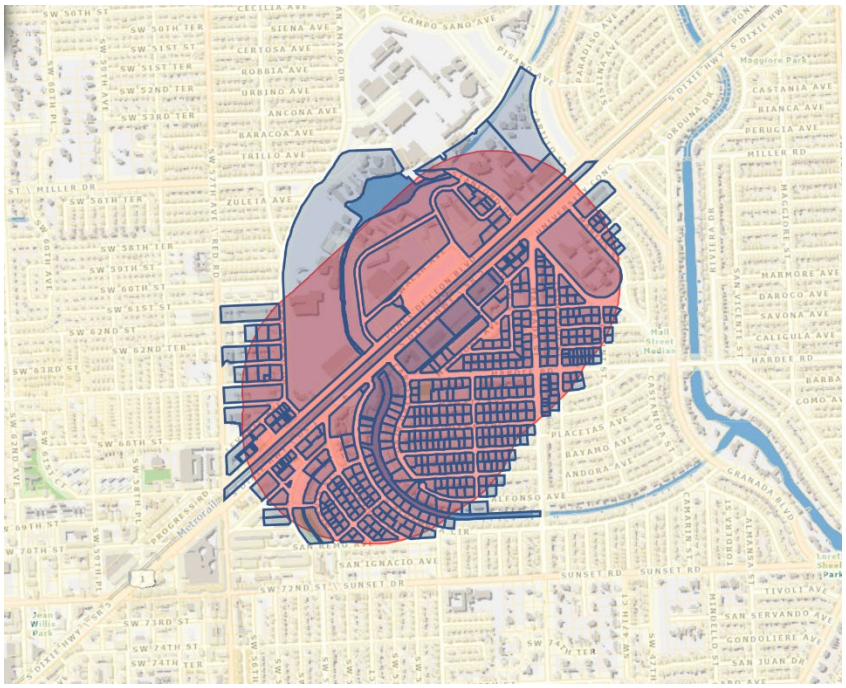
The submitted applications have undergone the following City reviews:

REVIEW COMMITTEES AND BOARDS	DATE
Planning and Zoning Board	02.11.26
City Commission – 1st Reading	TBD
City Commission – 2nd 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 January 29, 2026 to notify property owners of the February 11, 2026 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 961 notices mailed. A copy of the notice is provided as Attachment D. A map of the notice radius is provided below.

Notification Radius Map


SW 50TH ST
SW 51ST ST
SW 52ND TER
SW 53RD TER
SIENA AVE
CERTOSA AVE
ROBBIA AVE
URBINO AVE
ANCONA AVE
BARACOA AVE
TRILLO AVE
ZULETA AVE
MILLER DR
SW 56TH TER
SW 58TH TER
SW 59TH ST
SW 60TH ST
SW 61ST ST
SW 62ND ST
SW 63RD ST
SW 66TH ST
SW 69TH ST
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SW 57TH AVE
SW 58TH PL
SW 60TH AVE
SW 62ND AVE
SW 63RD AVE
SW 64TH AVE
SW 67TH AVE
SW 69TH AVE
SW 70TH AVE
SW 72ND AVE
SW 74TH AVE
RED RD
PONCE DE LEON BLVD
PISA AVE
CAMPO SANO AVE
PARADISO AVE
ALCAZAR AVE
ANASTASIA AVE
S DIXIE HWY
DRUNA DR
CASTANIA AVE
BIANCA AVE
PERUGIA AVE
MILLER RD
RIVIERA DR
SAN VICENTE ST
MARMORE AVE
DAROCA AVE
SAVONA AVE
CALIGULA AVE
HARDEE RD
BARBA
COMO AV
PLACITAS AVE
BAYAMO AVE
ANDORA AVE
ALFONSO AVE
GRANADA BLVD
CAMPANILE AVE
TORREMOLINOS AVE
SAN ESTEBAN ST
SAN IGNACIO AVE
SUNSET DR
SUNSET RD
TIVOLI AVE
SAN SERVANDO AVE
CONDOLIERE AVE
SAN JUAN DR
PONCE CIR
Mall Street Median
Maggiore Park
Sheet Park
Jaycee Willis Park
Metrorail
Metrorail Station
Douglas Rd
Douglas Rd Station
Douglas Rd Parking Garage
Douglas Rd Bus Bay
Douglas Rd Bus Shelter
Douglas Rd Bus Shelter
Douglas Rd Bus Shelter

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

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

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

B . Comprehensive Plan Map Amendment

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

Standard	Staff Evaluation

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

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

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

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

C. Zoning Code Text Amendment

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

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

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

D. Zoning Code Map Amendment

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

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

a. Does not permit uses which are prohibited in the future land use category of the parcel proposed for development.	The proposed Zoning Map amendments are consistent with the amended Future Land Use Map designations. The proposed multi-family zoning districts permit residential uses that are allowed within the corresponding Multi-Family Low, Medium, and High Density Future Land Use categories. The amendments do not introduce uses that are prohibited under the applicable Future Land Use designations.
b. Does not allow densities or intensities in excess of the densities and intensities which are permitted by the future land use category of the parcel proposed for development.	As previously discussed, the Comprehensive Plan is proposed to amend the Multi-Family Medium Density and Multi-Family High Density Future Land Use categories to allow higher density when developed pursuant to the University Station Rapid Transit District Overlay. Accordingly, the proposed zoning district amendments establish density and intensity standards that do not exceed the maximum density and building intensity permitted by the amended Future Land Use designations. The zoning map amendments are therefore consistent with the Comprehensive Plan.
c. Will not cause a decline in the level of service for public infrastructure to a level of service which is less than the minimum requirements of the Comprehensive Plan.	The amendment is not anticipated to reduce the level of service of other public infrastructure. As mentioned, the subject properties are located within an urbanized corridor and proximate to regional transit infrastructure, which supports efficient infrastructure utilization. Future development proposals will be subject to concurrency review and project-specific infrastructure capacity analyses.
d. Does not directly conflict with any objective or policy of the Comprehensive Plan.	The proposed Zoning Map amendments are consistent with Comprehensive Plan policies related to orderly growth, land use compatibility, housing supply, and development in proximity to transit infrastructure. The amendments implement the land use framework established by the University Station Rapid Transit District Overlay and provide appropriate transitions by multi-family residential areas between mixed use development areas and established single-family neighborhoods to protect community characters.
2. **Will provide a benefit to the City in that it will achieve two or more of the following objectives**	
a. Improve mobility by reducing vehicle miles traveled for residents within a one-half (1/2) mile radius by: i. Balancing land uses in a manner that reduces vehicle miles traveled; ii.	First, the zoning amendments facilitate higher-density residential development in proximity to the University Metrorail Station, which advances opportunities for residents to use transit, walking, and bicycling for daily trips. Concentrating higher-intensity residential development within the Overlay supports a more compact land use

	Creating a mix of uses that creates an internal trip capture rate of greater than twenty (20%) percent; iii. Increasing the share of trips that use alternative modes of transportation, such as transit ridership, walking, or bicycle riding.	pattern and may increase internal trip capture, thereby reducing the need for trips to extend into adjacent established neighborhoods and minimizing neighborhood cut-through traffic. Second, the amendment of certain portion of the properties from Mixed-Use districts to Multi-Family districts will further concentrate commercial and mixed-use development closer to the University Metrorail Station. This land use along with the zoning district structure supports the formation of a transit-oriented commercial node along U.S. 1 and the Metrorail corridor. By consolidating commercial activity into a defined node rather than a continuous low-density retail strip, the amendments have the potential to reduce traffic inefficiencies associated with the existing linear retail corridor pattern along U.S. 1, where frequent curb cuts, turning movements, and dispersed retail access interrupt high-volume through traffic.
b.	Promote high-quality development or redevelopment in an area that is experiencing declining or flat property values.	The subject properties are located within an area influenced by Miami-Dade County's Rapid Transit Zone (RTZ). The subject property owners have sought to coordinate with Miami-Dade County regarding potential inclusion within the University Station Rapid Transit Zone. The proposed zoning amendments provide an alternative City-regulated development framework and strengthen the City's ability to guide development with appropriate scale transitions, pedestrian-oriented urban design, and architectural standards consistent with Coral Gables' character. The amendments are intended to attract and encourage high-quality redevelopment and reinvestment in this underutilized area by enabling development opportunities subject to enhanced design standards and district-specific regulatory requirements. This framework allows the City to retain local planning control while ensuring that future redevelopment reflects community expectations and locally adopted planning principles and is generally consistent with the County RTZ regulations.
c.	Create affordable housing opportunities for people who live or work in the City of Coral Gables.	While the Overlay does not mandate affordable housing, it expands capacity for multi-family residential development in proximity to a major employment center and regional transit hub. Increasing residential development capacity in this location may provide additional opportunities for individuals to live and work in the City and can indirectly support housing affordability objectives through increased housing availability, reduced transportation costs, and improved

	access to transit and community amenities.
d. Implement specific objectives and policies of the Comprehensive Plan.	The proposal directly advances multiple objectives and policies of the Comprehensive Plan, including Future Land Use Policy FLU-1.9.5 that implements the "University Station Rapid Transit District Overlay," and Mobility Element Policies MOB-1.1.2 and MOB-1.1.3, which support development patterns that enhance multimodal mobility and transit utilization, as well as Housing Element Policies HOU-1.2.4, HOU-1.2.6, HOU-1.2.7, and HOU-1.5.8, which encourage the provision of housing opportunities while preserving neighborhood compatibility and the character of existing residential areas.
3. **Will not cause a substantial diminution of the market value of adjacent property or materially diminish the suitability of adjacent property for its existing or approved use.**	The Overlay includes regulatory controls designed to ensure high-quality development within the district for any development to work with the city in this area. New investment and redevelopment enabled by the proposed zoning changes are anticipated to serve as a catalyst for improving the surrounding environment and enhancing property values. The area's proximity to major transportation infrastructure and institutional anchors further supports its suitability for higher-density development. The proposed zoning changes also establish graduated intensity transitions from higher-density mixed use development near the University Station area to established single-family neighborhoods. This step-down zoning structure is intended to maintain land use compatibility and mitigate potential impacts on adjacent properties, thereby preserving neighborhood character and the suitability of nearby properties for their existing and approved uses.

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

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

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

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
1	**Policy MOB-1.1.2.** Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.	Complies
2	**Policy MOB-1.1.3.** Locate higher density development along transit corridors and near multimodal stations.	
3	**Policy MOB-1.1.5.** Improve amenities within public spaces, streets, alleys and parks to include the following improvements: seating; art; architectural elements (at street level); lighting; bicycle parking; street trees; improved pedestrian crossing with bulb-outs, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths to encourage walking and cycling with the intent of enhancing the feeling of safety.	Complies
4	**Goal FLU-1.** Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live, and play.	Complies
5	**Objective FLU-1.1.** Preserve Coral Gables as a "placemaker" where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use Classifications and Map (see FLU-1: Future Land Use Map).	Complies
6	**Objective FLU-1.2.** Efforts shall continue to be made to control blighting influences, and redevelopment shall continue to be encouraged in areas experiencing deterioration.	Complies
7	**Policy FLU-1.10.2.** The City shall continue to maintain regulations consistent with the Comprehensive Plan which regulate the use and development of land in a manner which, at a minimum, provides for land use consistent with the Future Land Use Plan map series, interpretive text and Land Use Element goal, objectives and policies; regulate the subdivision of land; regulate signage; regulate development and use in areas subject to seasonal or periodic flooding, provide for stormwater management; open space and regulate on-site traffic flow and parking.	Complies
8	**Policy FLU-1.11.1.** Maintain and enforce effective development and maintenance regulations through site plan review, code enforcement, and design review boards and committees.	Complies
9	**Goal GOV-2.** Intergovernmental coordination shall be maintained as a major means of achieving consistency among all government agencies implementing plans and programs affecting the City of Coral Gables.	Complies
10	**Objective GOV-2.1.** Coordinate and cooperate City Comprehensive Plan activities with other jurisdictions and agencies at all levels and functions of government to	Complies

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

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

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

7. STAFF RECOMMENDATION

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

8. ATTACHMENTS

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

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

Respectfully submitted,

Jennifer Garcia, AICP, CNU-A
Assistant Director of Development Services
for Planning and Zoning
City of Coral Gables, Florida