City of Coral Gables
Planning and Zoning Board

June 24, 2010

UNIVERSITY OF
Miami

REAL ESTATE · CAMPUS PLANNING & CONSTRUCTION
UNIVERSITY OF MIAMI

University of Miami Comprehensive Plan Amendments

A. Amendment to re-name “University” land use to “University Campus” land use and add a “University Campus Multi-Use Area” sub-category

B. Amendment to increase the maximum Floor Area Ratio (FAR) for “University” land use from 0.5 FAR to 0.7 FAR

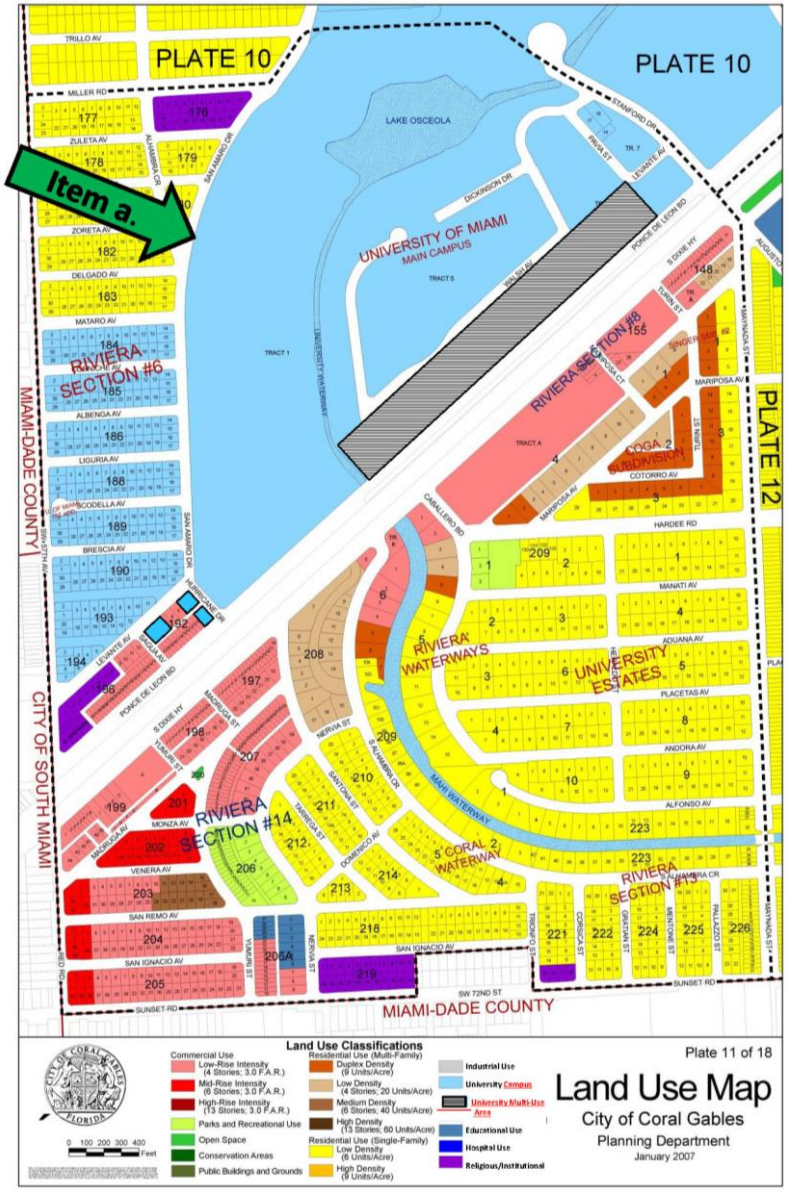
C. Amendment to the Future Land Use Map to change land use designation of University owned properties

D. Amendment to include the University of Miami in the geographic description of the Gables Redevelopment and Infill District (GRID) also known as a Transportation Concurrency Exemption Area

E. Amendment to include the University of Miami in the map of the Gables Redevelopment and Infill District (GRID) also known as a Transportation Concurrency Exemption Area

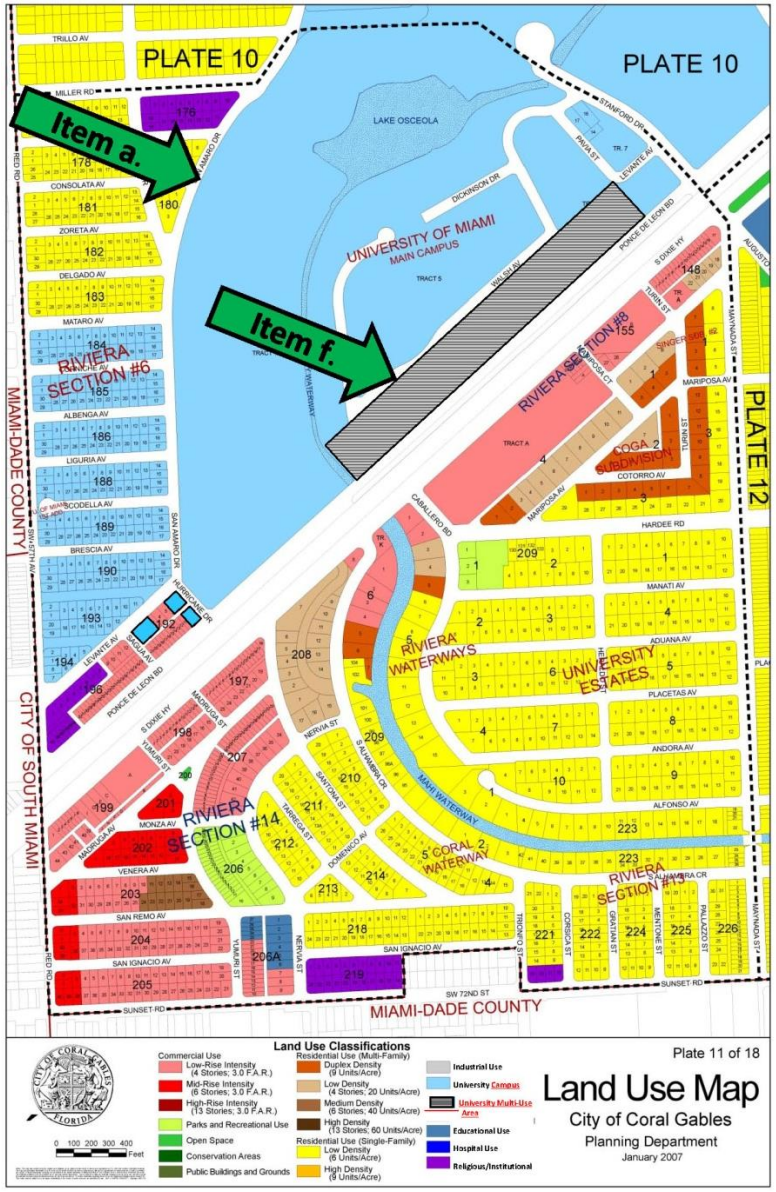
F. Amendment to designate and graphically locate proposed “University Campus Multi-Use Area” along Ponce de Leon, approximately bounded by Stanford Drive, Walsh Avenue, and the University Waterway Canal

A. Rename “University” land use to “University Campus” land use



- University of Miami Campus Area Development (UMCAD) zoning already recognizes University as one unified land area
- Provides clarity and continuity
- Describes “University Campus” as a unique assortment of land uses that function together to serve its student, faculty, and staff population

A. Add “University Campus Multi-Use Area”



Proposed sub-category: “University Campus Multi-Use Area”

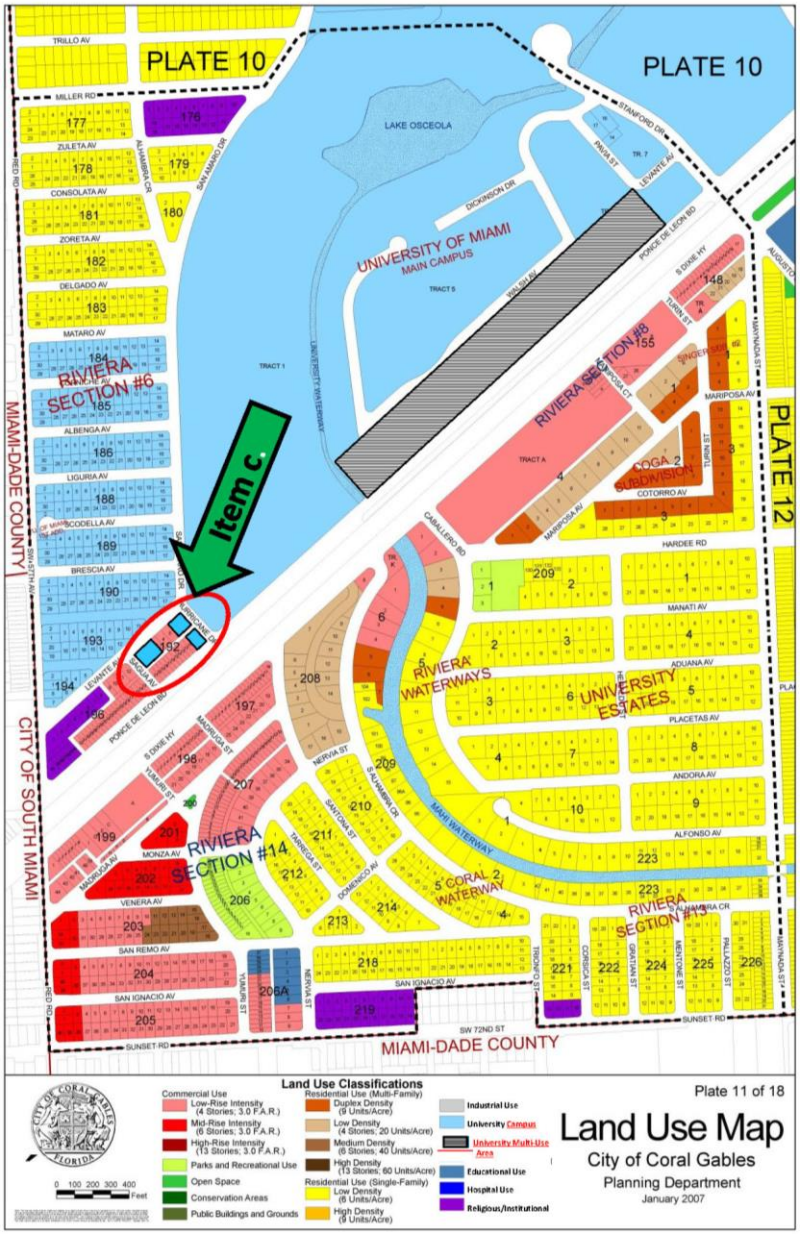
Sets forth the uses that are only permitted in a legally described area of campus

- Clarifies uses that have historically been considered for a special area including research, office, lodging, governmental/public sector, conference center, and medical/healthcare uses
- These uses have always been contemplated in UMCAD as ancillary to the academic mission
- Comprehensive Plan is a long-range vision and does not provide development rights
- Uses in this area will require Zoning and UMCAD amendments and provide additional opportunities for public comment

B. Increase maximum Floor Area Ratio (FAR) for "University" use from 0.5 FAR to 0.7 FAR

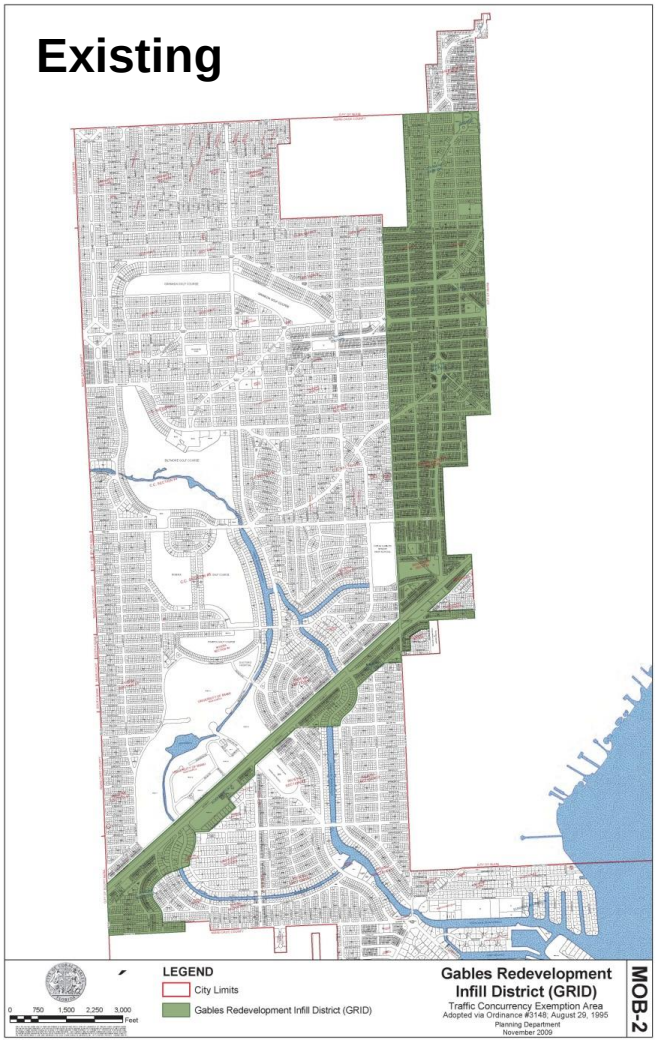
- The City Comprehensive Plan has had an 0.5 FAR for the "University" land use
- The 1992 UMCAD, adopted by the City, identified an FAR of 0.6 for a maximum square footage of development for the campus of 6,795,360 GSF based, originally, on a 260 acre campus
- The University has historically planned future development utilizing a maximum of 6,795,360 GSF for development as set out in the UMCAD
- University campus area calculations incorrectly included Lee Lincoln property, streets, waterways, part of the lake, religious and fraternity houses
- Actual University campus land area: **225 acres**
- FAR of 0.7 would align Comprehensive Plan with what has already been approved under UMCAD and the City
- **Does not add any additional square footage to buildable area**

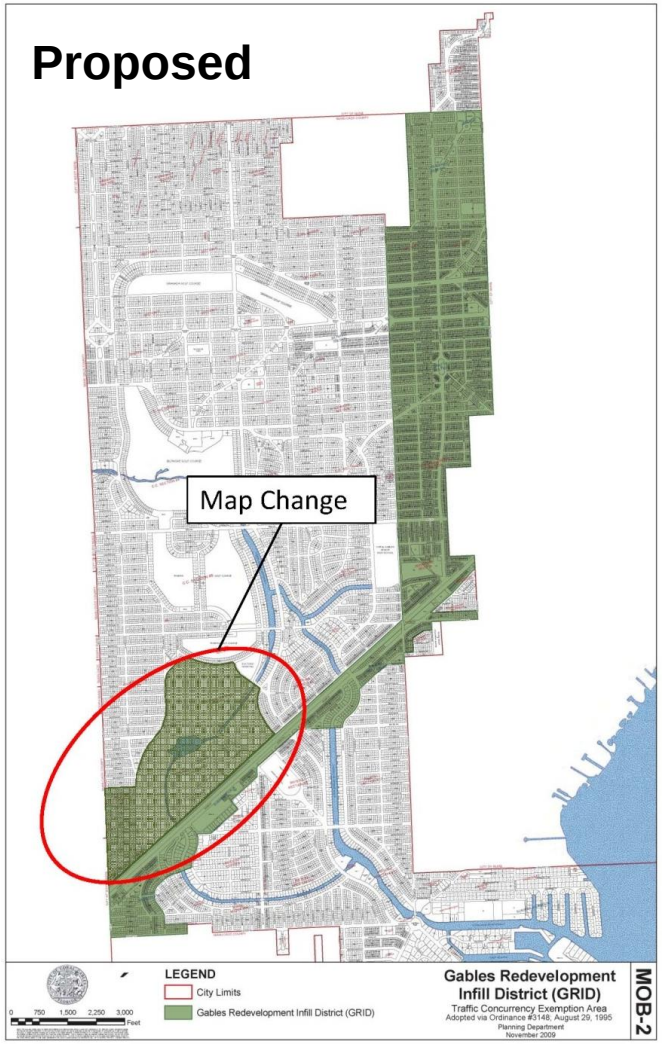
C. Change land use designation of University-owned properties To “University Campus”



- Three parcels directly across from Mark Light Stadium that have been owned and used by the University for many years and are part of the approved Master Plan
- Parcels are in use by University departments and are part of the campus
- This amendment does nothing more than correct the land use classification on these properties
- No change in actual use

D. and E. Include University in the Gables Redevelopment and Infill District (GRID) / Transportation Concurrency Exemption Area (TCEA)





D. and E. Include University in the Gables Redevelopment and Infill District (GRID) / Transportation Concurrency Exemption Area (TCEA)

- **What is the grid?**

  Gables redevelopment and infill district, also known as transportation concurrency exemption district.

- **Where is the grid?**

  Generally speaking, the grid is from SW 8th St. to US-1. It is from Douglas Road west to Le Jeune Road, and it runs south to us-1 and then south down the highway

  As a matter of fact, it runs directly in front of the university campus

- **How does a property get into the grid?**

  There are a number of conditions that must be considered before a property can be considered, including:

  - Urban design – the University is designed in an integrated context that allows for the sharing of resources and infrastructure
  - Land use mixes, including density and intensity – the University is a mixed use development with a mix of residential, office, academic, research, cultural, and social uses to serve its student, faculty, and staff population
  - Network connectivity plans – commuters and residents arrive at the campus, park their cars, and are provided an array of methods of transportation – Hurrycane shuttle, walking, biking.
  - Additionally, the campus is located adjacent to the Metrorail station, and is served by numerous bus routes.
  - A unique characteristic of the university is the ability to place internal controls for movement within campus. The university can control class and activity schedules, and it can place limits on students (limiting freshmen cars)

  You would think the University literally qualifies for the grid by just on the above criteria

D. and E. Include University in the Gables Redevelopment and Infill District (GRID) / Transportation Concurrency Exemption Area (TCEA)

- **In addition to all that is mentioned, what else does the university provide?**

  In 1992, the University and the City adopted the UMCAD into the zoning code which included provisions for regular traffic studies. The scope of the traffic studies have been refined through the UMCAD process. The University now completes a regional traffic study every 5 years or when 200,000 gsf of development is completed, whichever is sooner. Local traffic studies are also completed for certain projects.

  Florida statute 1013.30 allows for traffic concurrency exemption for state universities and colleges. The University's Regional Traffic Studies mirrors the requirements of that statute. The study analyzes the traffic impact on a 20-year build out of the campus, in 5-year increments.

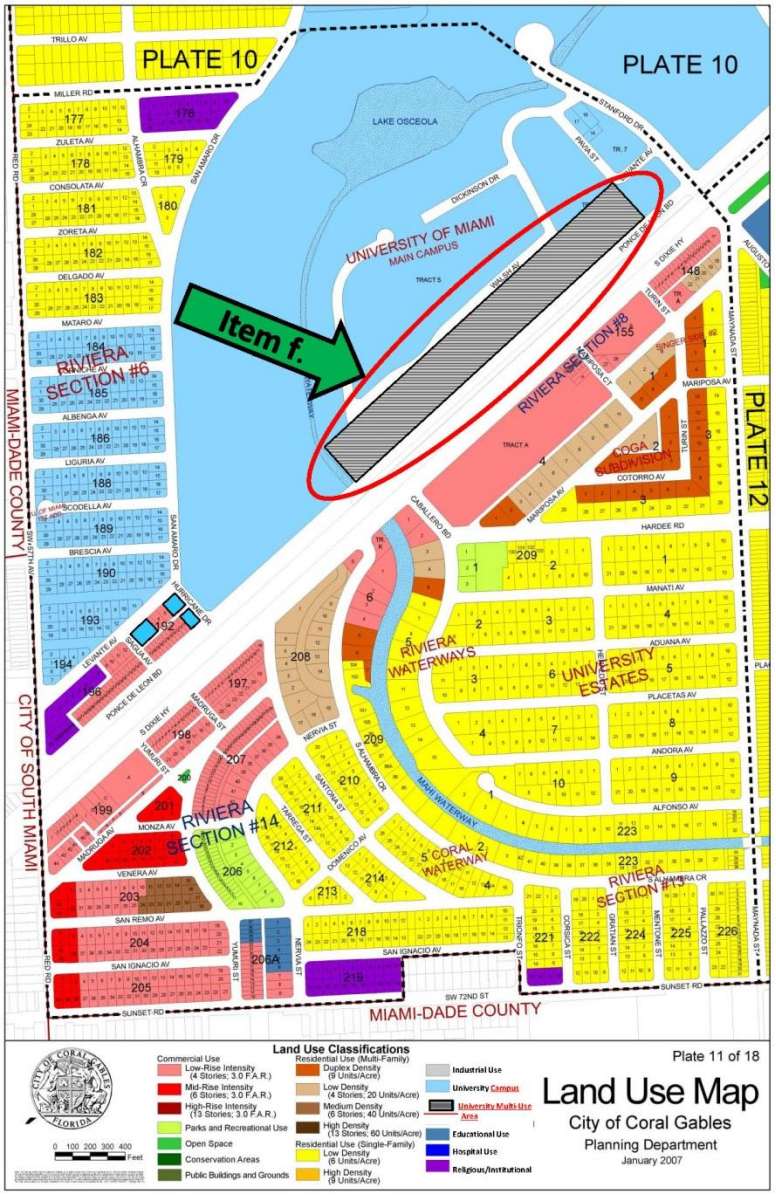
  City and city consultants review the traffic study and approve the regional and local traffic mitigation that is set forth in the study.

- **What does all that mean?**

  The university's traffic study ensures that mitigation is completed commensurate with University impacts to local and regional road networks. This mirrors the requirements of FS 1013.30, which we talked about earlier.

  It would certainly appear that if there is any property in the City that could qualify for the GRID, it would certainly be the University of Miami.

F. Designate and geographically locate “University Campus Multi-Use Area”



This area locates the “University Campus Multi-Use Area” discussed in Amendment A

- The location is along Ponce de Leon, in front of the BankUnited Center, and across from the Metrorail station
- Area has been included in University Master Plans since 1992, referred to as North South Center Development Zone and Long Range Development Zone
- Location is ideally situated to take advantage of mass transit and the heavily trafficked US-1 corridor
- Location places most intense uses along US-1
- Uses are isolated from residential areas

End