

REVIEW TIMELINE	
1	DEVELOPMENT REVIEW COMMITTEE: 07.24.15
2	STAFF MEETING: 08.18.15
3	STAFF MEETING: 08.24.15
4	STAFF MEETING: 08.31.15
5	NEIGHBORHOOD MEETING: 10.07.15
6	PLANNING AND ZONING BOARD: 10.14.15, 12.08.15
7	NEIGHBORHOOD MEETING: 11.19.15

STAFF REVIEW					
DEPARTMENT	DRC MEETING 07.25.14	STAFF MEETING 08.18.15	STAFF MEETING 08.24.15	STAFF MEETING 08.31.15	COMMENTS PROVIDED?
PUBLIC WORKS	X	X	X	X	YES
PLANNING	X	X	X	X	YES
ZONING	X	X	X	X	YES
PARKING	X				YES
LANDSCAPE SERVICES	X				YES
POLICE	X				YES
BUILDING	X				YES
CONCURRENCY	X				YES
HISTORICAL RESOURCES	X				YES

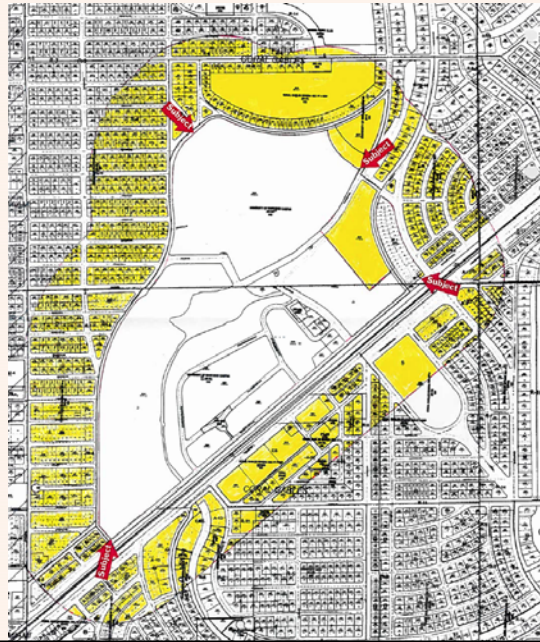
PUBLIC NOTIFICATION REQUIREMENTS PRIOR TO PLANNING AND ZONING BOARD	
NEWSPAPER AD	7 DAYS
PROPERTY POSTING	10 DAYS
COURTESY LETTER	10 DAYS
PUBLIC INFORMATION MEETING	14 DAYS

7

PUBLIC NOTIFICATION	
3 TIMES	LETTERS TO PROPERTY OWNERS (1,000 FT) NEIGHBORHOOD MEETING, PZB, NEIGHBORHOOD MEETING
3 TIMES	PROPERTY POSTING DRC, PZB, CITY COMMISSION 1 ST READING
5 TIMES	WEBSITE POSTING DRC, PZB, NEIGHBORHOOD MEETING, PZB, CITY COMMISSION
3 TIMES	CITY HALL POSTING PZB, CITY COMMISSION 1 ST READING
4 TIMES	NEWSPAPER ADVERTISEMENT PZB, CITY COMMISSION 1 ST READING (2 TIMES)

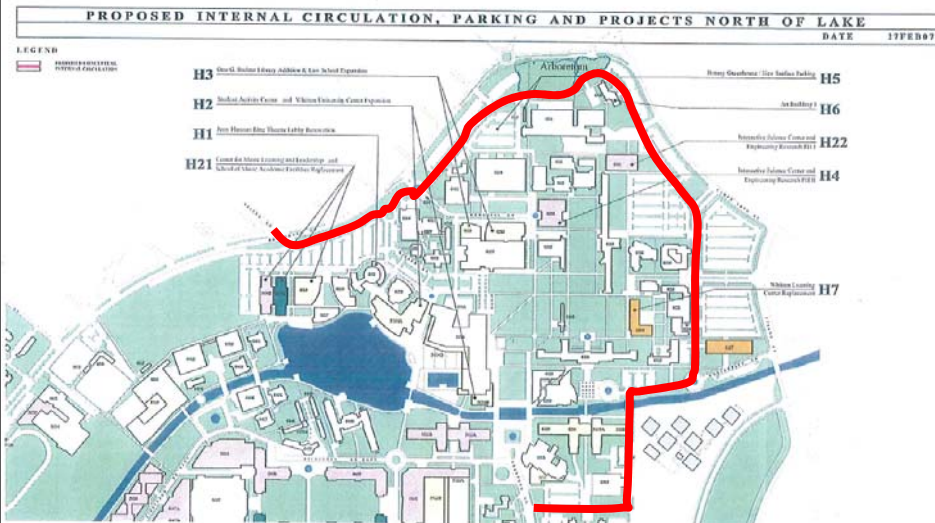
8

LETTERS TO PROPERTY OWNERS (1,000 FT)



9

APPROVED INTERNAL ROAD - 2007



10

APPROVED INTERNAL ROAD - 2007

- Internal Road required by City of Coral Gables in 2007 in order to reduce traffic on adjacent residential streets
- Internal Road originally proposed in 1950s as a conventional Modernist site planning technique of its time, focused on optimal vehicular access and circulation
- Mobility Element of the Coral Gables 2009 Comprehensive Plan establishes a multi-modal approach to traffic management
- Phase II Internal Road Modification Justification Report demonstrates that traffic around the north side of the University of Miami Campus has been consistently reduced from 1990 - 2015 through policy changes, without the construction of Phase II of the Internal Road

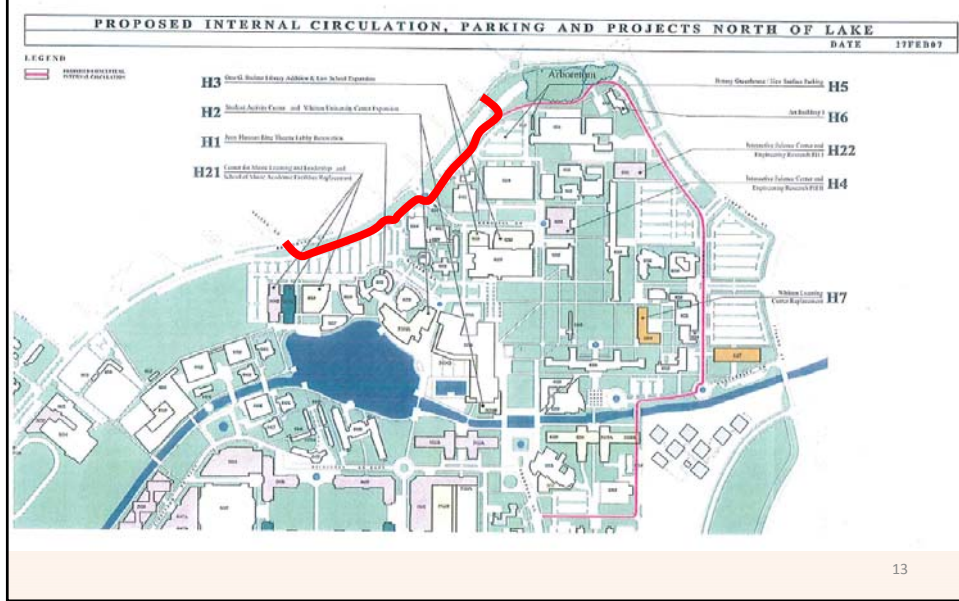
11

PHASE II INTERNAL ROAD MODIFICATION JUSTIFICATION REPORT

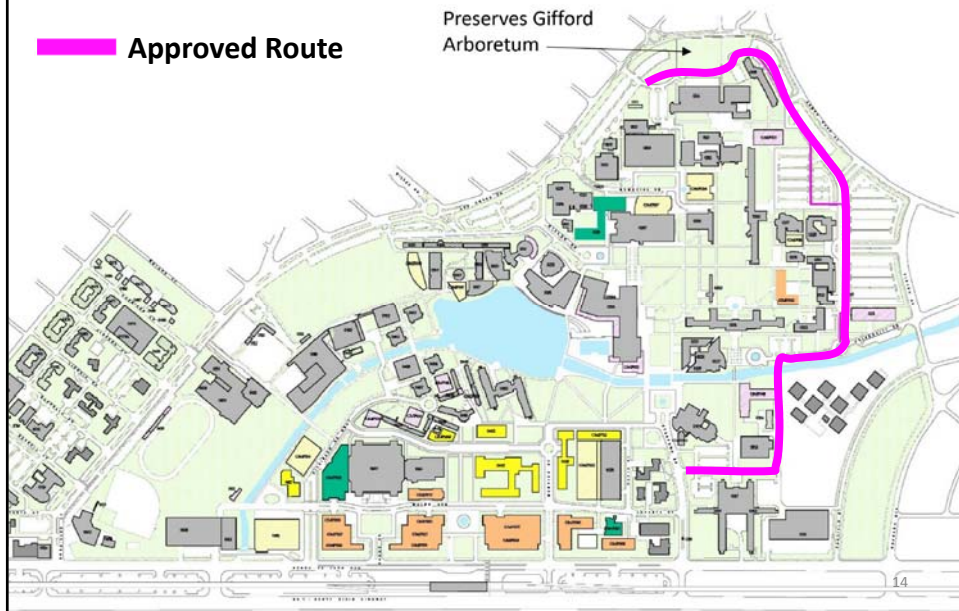
- Relocation of parking spaces to areas “south of the lake”: more students and visitors to campus must now park in garages along Ponce de Leon Boulevard and walk or ride the UM shuttle to their destination on campus.
- Assigned parking lots and parking permits: this eliminates the traffic of cars circulating on San Amaro Drive looking for a space in multiple parking lots.
- Prohibition of freshman vehicles on campus: this requires freshman to walk, bike, and ride the bus or Metrorail to get to their destination.
- Construction of additional on-campus housing: reduces commuter traffic and parking.

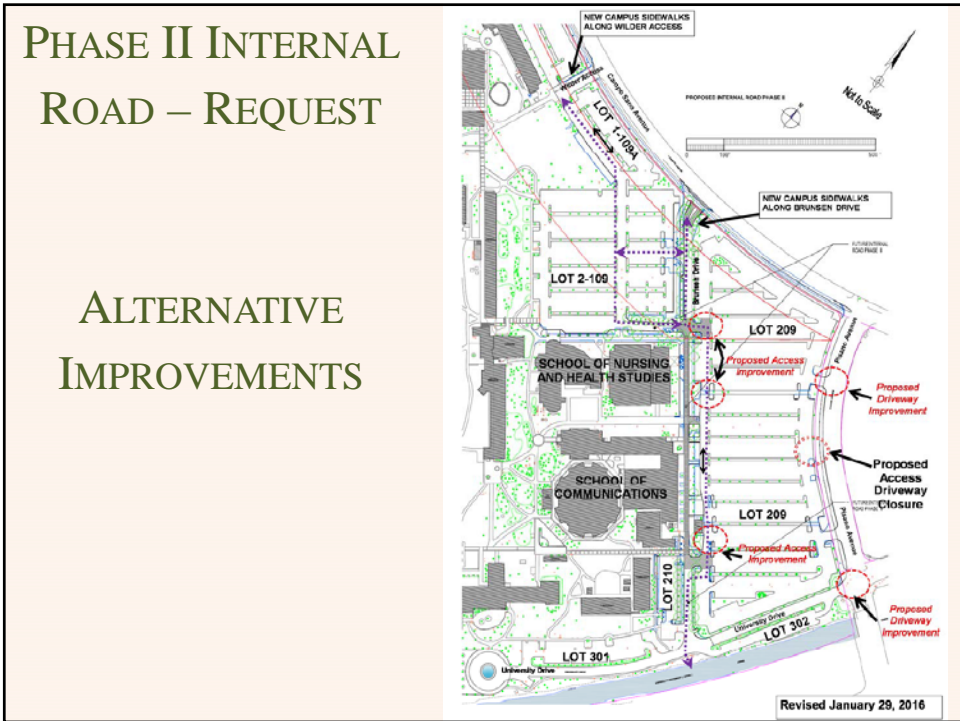
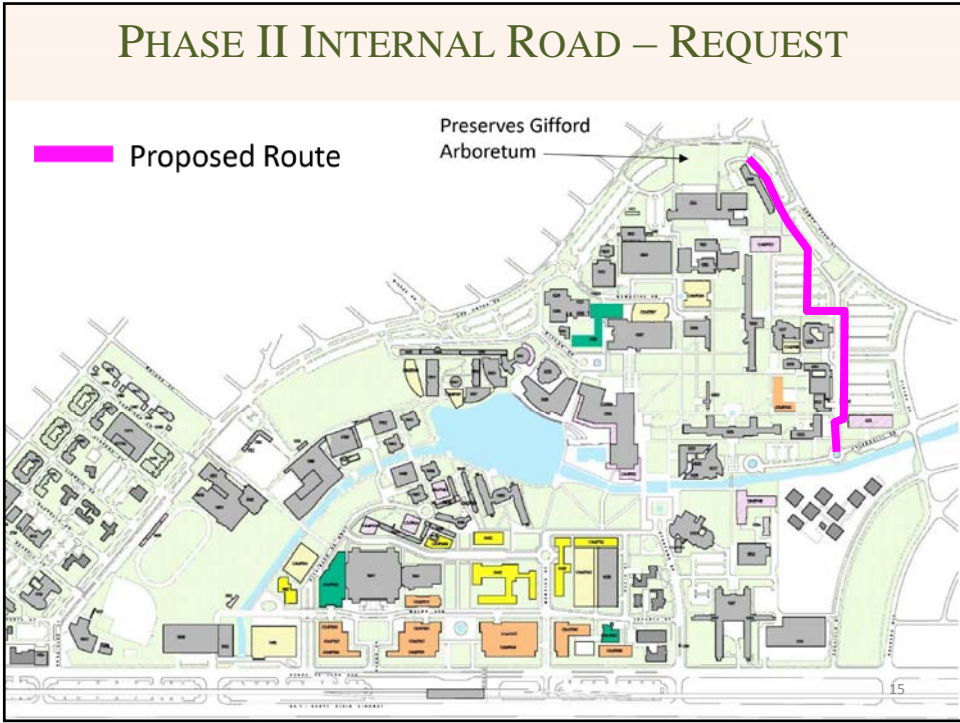
12

PHASE I INTERNAL ROAD – CONSTRUCTED



PHASE II INTERNAL ROAD - PENDING



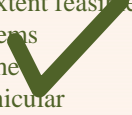





<p>PHASE II INTERNAL ROAD – REQUEST</p>	
<p>ALTERNATIVE IMPROVEMENTS</p>	<p><u>Pisano Avenue Improvements</u></p> <ul style="list-style-type: none"> • <i>Western side of street</i> • <i>Campo Sano Avenue to University Drive</i>
	<ol style="list-style-type: none"> 1. Sidewalk 2. Trees 3. Lamppost lighting
<p>17</p>	

<p>COMPREHENSIVE PLAN CONSISTENCY</p>	
<p>Policy FLU-1.3.2</p>	<p>All development applications in residential neighborhoods shall continue to be reviewed... to ensure the protection from intrusion by incompatible uses that would disrupt or degrade the health, safety, tranquility, aesthetics and welfare of the neighborhood by noise, light, glare, odor, vibration, dust, hazardous materials or traffic.</p>
<p>Policy FLU-1.7.1</p>	<p>Encourage effective and proper high quality development of the Central Business District, the Industrial District and the University of Miami employment centers which offer potential for local employment in proximity to protected residential neighborhoods.</p>
<p>Objective DES-1.1</p>	<p>Preserve and promote high quality, creative design and site planning that is compatible with the City’s architectural heritage, surrounding development, public spaces and open spaces.</p>
<p>Policy DES-1.1.2</p>	<p>Provide for rigorous design guidelines, standards, and review processes via the City’s Zoning Code that ensure high quality design of buildings and spaces.</p>
<p>18</p>	

COMPREHENSIVE PLAN CONSISTENCY	
Goal MOD-1	Provide accessible, attractive, economically viable transportation options that meet the needs of the residents, employers, employees and visitors through a variety of methods. 
Objective MOD-1.1	Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on alternatives to the automobile... 
Policy MOB-1.1.4	Support incentives that promote walking, bicycling and public transit...to/and between local destinations such as... University of Miami and multimodal transit centers/stations. 
Policy MOB-1.1.5	Improve amenities within public spaces, streets, alleys and parks to include the following improvements: seating; art; architectural elements (at street level); lighting; bicycle parking; street trees; improved pedestrian crossing with bulbouts, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths... 

19

Comprehensive Plan Consistency	
Policy MOB-2.3.1	The City shall, as a part of its development review process, continue to maximize utilization of existing roadway capacity and reduce peak period congestion by implementing to the maximum extent feasible, traffic operation improvements and transportation systems management alternatives including but not limited to the following...limitations of the number and width of vehicular driveways/curb cuts on streets to minimize pedestrian intrusion/obstacles... 
Policy MOB-2.3.5	As a part of development review, the City shall promote the safe movement of bicycle and pedestrian traffic. 
Objective MOB-3.1	Provide efficient use, availability and notification of parking within the City. 
Policy GRN-1.3.2	All new development proposals shall include designated safe pedestrian paths of travel within the site and provides pedestrian access to and from the public right-of-way to encourage walkability. 

20

FINDINGS OF FACT

Zoning Code Section 3-2006:

The development agreement must be consistent with and further the goals, policies and objectives of the Comprehensive Plan.

Therefore, the standards identified in Section 3-2006 for the proposed Development Agreement Amendment are satisfied.

21

RECOMMENDATION

Approval with conditions:

1. The construction documents for the improvements in the campus and in the right of way area of Pisano Avenue shall be submitted for review and approval pursuant to applicable city regulations.

22

RECOMMENDATION

Approval with conditions:

2. The University shall fund \$1 million in public realm improvements to be designed and constructed by the City based upon public input.
 - The Public Realm Improvements shall benefit the residential community adjacent to the campus.
 - No changes to the existing sidewalk and lighting shall occur on San Amaro Drive from Memorial Drive to Campo Sano west of the Gifford Arboretum.

23

RECOMMENDATION

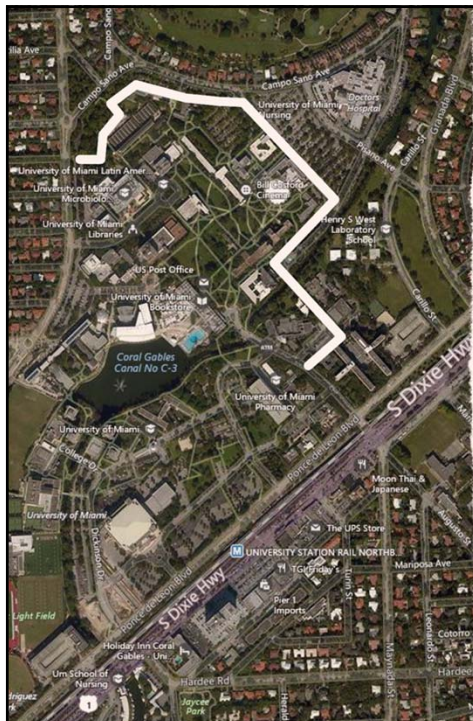
Approval with conditions:

3. The University will identify internal pedestrian/bicycle pathway to provide connectivity from Memorial to University Drive.
4. The University will install signage, wayfinding, maps, and labels of the Gifford Arboretum's unique plant species.
5. Commission approval is required for encroachments into, onto, under and over the right of way.

24

RECOMMENDATION
Approval with conditions:

- 6. Incorporate Silva cell planters or structural soil for all trees planted within the public right-of-way.
- 7. The existing bridge crossing from University Drive south over the canal shall continue to accommodate pedestrian and emergency police vehicle connectivity.



*Internal Road
Phase II*

UM DEVELOPMENT AGREEMENT
CORAL GABLES CAMPUS
CITY COMMISSION 1ST READING
APRIL 12, 2016

