



City of Coral Gables 2006 Evaluation and Appraisal Report

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Executive Summary

The City of Coral Gables, known as the “City Beautiful,” is located in Miami-Dade County, southwest of downtown Miami and next to Biscayne Bay. Coral Gables was started in the 1920s as a planned suburb of Miami and has since grown into a city of more than 40,000 residents that has its own downtown and is home to a variety of corporations, businesses and the University of Miami. The City Beautiful was defined early on – and continues to be defined – by its wide boulevards, lush landscaping and the quality and character of the residential homes within the City.

The City of Coral Gables adopted a comprehensive plan in May of 1997, the City’s “blueprint” for existing and future development. The comprehensive plan’s goals, objectives and policies reflect the City’s vision for its future and how it will meet the needs of existing and future residents, visitors and businesses.

The Evaluation and Appraisal Report (EAR) is a state-mandated evaluation of the comprehensive plan that every municipality in the state must undergo. Required every seven years, the EAR is intended to have communities assess how well the comprehensive plan is working to achieve its goals, objectives and policies and it is intended to provide an opportunity to revise the comprehensive plan to address changing issues and conditions. In order to be effective, the comprehensive plan must be a living document with the flexibility to adapt to continually changing conditions and the needs of the various interests within the City of Coral Gables.

The City of Coral Gables initiated the EAR process in 2004. The input that formed the basis for the process included the following: implementation of numerous recommendations from the City-initiated Charrette in 2002; rewrite of the City’s zoning code; public input from citizens, property owners, stakeholders, etc.; input from the City Commission, Planning and Zoning Board, and other City Boards and Committees; and input from City staff. Additionally, several publicly advertised meetings were held to gather input from the public.

Based on input received via these processes, the City of Coral Gables identified four major issues for inclusion within the EAR. On January 28, 2005, the City’s Planning Department and its consultant met with the South Florida Regional Planning Council and the Department of Community Affairs (DCA) to discuss the major issues that had been identified. On February 14, 2005, DCA issued a letter of understanding agreeing to the proposed major issues (see Appendix B). The four major issues are:

- Revision of the Housing Element, to include provision of workforce housing and promotion of senior housing;
- Maintenance of single-family residential neighborhoods and mitigation of adjoining commercial and high-density residential uses.
- Mitigation of traffic impacts to include promotion of alternative modes of transportation and strengthening of intergovernmental coordination.
- Placement of parks according to the Parks Master Plan, to include the acquisition of new parks.



Chapter 1 Community Wide Assessment

An important requirement for the Evaluation and Appraisal Report (EAR) is a comparison of how conditions in the community have changed between the date of the previous EAR, January 9, 1996, and the present. The following topics are addressed in this Chapter:

- Population growth and changes in land area, S. 163.3191 (2)(a), F.S.;
- The extent of vacant land, S. 163.3191 (2)(b), F.S.;
- The actual location of development in relation to the location of development as it was anticipated in the Comprehensive Land Use Plan, S. 163.3191 (2)(d), F.S.;

Demographic Characteristics

Population

Table 1.1
Total Population 1990-2000

Place	1990	2000	% Change
Coral Gables	41,436	42,202	+1.8%
Kendall Census Designated Place (CDP)	69,353	75,279	+8.5%
Miami Dade County	1,937,094	2,253,362	+16.3%
Florida	12,937,926	15,982,378	+23.5%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

The City of Coral Gable’s population was 42,202 in 2000. In 2004, it is estimated to be 42,765. The recorded population of the City in 2000 amounted to a 1.8 percent increase from a 1990 population of 41,436. The City of Coral Gable’s 1.8% growth rate is only 11% of its host county, Miami-Dade. Miami-Dade County had a 1990 population of 1,937,094, which increased to 2,253,362 in 2000 exhibiting a growth of 316,268 and a growth rate of 16.3%. Neighboring Kendall (CDP) grew almost five times faster than Coral Gables over the same ten-year period, from 69,353 in 1990 to 75,279 in 2000, an increase of 8.5%. This portion of the state is not growing nearly as fast as the rest of the State of Florida. The State of Florida (16.3%) grew at 1.5 times the rate of Miami-Dade County (16.3%); slightly less than three times the rate of Kendall (8.5%); and thirteen times the rate of the City of Coral Gables (1.8%). In 1990, Florida’s population was 12,937,926; in 2000, it was 15,982,378, an increase of 23.5%.



Households

Table 1.2
Total Population 1990-2000

Place	1990	2000	% Change
Coral Gables	15,899	16,729	+5.2%
Kendall CDP	26,447	28,473	+7.7%
Miami Dade County	692,237	777,378	+12.3%
Florida	5,138,360	6,341,121	+23.4%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

Households in the City of Coral Gables increased in number from 15,899 to 16,729 or by 5.2% between 1990 and 2000. Household growth increasing faster than population growth indicates that overall household size in the City decreased over the period. In 1990, average household size was 2.33; in 2000, it was 2.31. Between 1990 and 2000, Kendall's households increased in number at a somewhat higher rate of 7.7%, from 26,447 to 28,473. Miami-Dade County experienced more than double the rate of household growth (relative to Coral Gables) during this same ten-year time frame. In 1990, Miami-Dade County had 692,237 households; this grew to 777,378 by 2000, an increase of 12.3%. The overall rate of growth in households for the State of Florida was again almost twice that of Miami-Dade County and about four times the average rate of the two places previously mentioned. In 1990, Florida had 5,138,360 households; this increased to 6,341,121 households in 2000, a growth rate of 23.4%.

Housing Characteristics

Housing Units

Table 1.3
Total Housing Units, 1990-2000

Place	1990	2000	% Change
Coral Gables	16,888	17,796	+5.4%
Kendall CDP	28,517	29,652	+4.0%
Miami Dade County	771,288	852,278	+10.5%
Florida	6,100,262	7,302,947	+19.7%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			



In step with growth of population and households, a relatively modest increase in housing units occurred in the City of Coral Gables between 1990 and 2000. The City of Coral Gables experienced a 5.4% increase in housing units over this ten-year period, from 16,888 in 1990 to 17,796 in 2000. A relatively similar rate of housing unit growth took place in Kendall over the same period—a 4.0% increase. Slower rates of housing unit growth versus household growth in Kendall over the period, means that vacant units in Kendall decreased disproportionately over the period. In 1990, vacancies in Kendall were 7.1%; in 2000, they were 4.0%. Twice the rate of growth in housing units (relative to the City of Coral Gables) took place in Miami-Dade County—10.5% increase, and four times the rate of housing units growth took place statewide. The state experienced a 19.7% growth in housing units over the ten-year period 1990 to 2000.

Housing Unit Type

*Table 1.4
Housing Unit Type by Place 1990-2000 (Percent Change)*

Place	Housing Type	1990	2000	% Change
Coral Gables	Single Family	10,520	11,098	+5.5%
	Multi Family	6,245	6,672	+6.8%
	Other*	122	26	-78.7%
Kendall CDP	Single Family	16,554	17,560	+6.1%
	Multi Family	11,667	12,054	+3.3%
	Other*	296	38	-87.2%
Miami-Dade County	Single Family	385,056	448,569	+16.5%
	Multi Family	357,095	387,550	+8.5%
	Other*	29,137	16,159	-44.5%
Florida	Single Family	3,365,841	4,245,984	+26.1%
	Multi Family	1,916,433	2,180,148	+13.8%
	Other*	817,988	876,815	+7.2%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

* Mobile home, boat, RV, van, etc.



The City of Coral Gables has witnessed relatively similar growth rates in single- and multifamily housing (two to 50+ units) over the years 1990 to 2000. During this time period, single-family housing increased by 5.5%; from 10,520 units in 1990 to 11,098 units in 2000. Multifamily housing increased by 6.8%, from 6,245 units in 1990 to 6,672 units in 2000. Neighboring Kendall experienced a relatively similar rate of single-family housing growth and about one-half the rate of multifamily housing growth. Single-family housing in Kendall increased by 6.1% from 16,554 units in 1990 to 17,560 units in 2000. Multifamily housing increased by 3.3%; from 11,667 units in 1990 to 12,054 units in 2000. Parent Miami-Dade County experienced triple the rate of single-family housing growth, as did Coral Gables; a 16.5% increase in single family housing units, from 385,056 units in 1990 to 448,569 units in 2000. Multifamily housing units grew at a 60% faster rate in Miami-Dade County compared to Coral Gables and more than double the rate of growth relative to Kendall. Miami-Dade County's multifamily housing grew from 357,095 units in 1990 to 387,550 units in 2000 – an 8.5% change. The State of Florida experienced five times the rate of single family housing growth and double the rate of multifamily housing growth (relative to the City of Coral Gables) over the period 1990-2000: single-family housing increased by 26.1%; multifamily housing increased by 13.8%.

From the above it is evident that the City of Coral Gables, reflecting its fully developed status, is not a rapidly growing community. Over a decade, single-family units grew by less than 600. Multifamily units grew by about 425. Totally, the City added less than 100 units per year from 1990 to 2000.

*Table 1.5
Housing Unit Types by Place 1990-2000 (Percent Incidence)*

Place	Housing Type	1990	2000
Coral Gables	Single Family	62.3%	62.4%
	Multi Family	38.8%	37.5%
	Other	0.7%	0.1%
Kendall CDP	Single Family	58.0%	59.2%
	Multi Family	40.9%	40.7%
	Other	1.0%	0.1%
Miami-Dade County	Single Family	49.9%	52.6%
	Multi Family	46.3%	45.5%
	Other	3.6%	1.9%
Florida	Single Family	55.2%	58.1%
	Multi Family	31.4%	29.9%



Place	Housing Type	1990	2000
	Other	13.4%	12.0%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

Single-family housing is the dominant form of housing in the City of Coral Gables, representing 62.4% of the total housing stock in 2000; multifamily housing units represented 37.5%. Kendall is very similar to the City of Coral Gables in that, in 2000, 59.2 % of the total housing stock was single family, while 40.7% was multifamily. Miami-Dade County had 52.6% of its total housing units comprised of single-family units while 45.5% of the units were multifamily. Florida as of 2000, had 58.1% of its housing units single family; 29.9% multifamily. Thus, clearly Coral Gables has much more single family as a percentage of all units than does Miami-Dade County (about 20% more), the State of Florida (about 7% more), and Kendall (5% more).

Housing Vacancy

Table 1.6
Vacant Housing Units by Type and Place 1990-2000

Place	Housing Type	1990	2000	% Change
Coral Gables	Single Family	534	512	-4.1%
	Multi Family	584	550	-5.8%
	Other	2	0	-100%
Kendall CDP	Single Family	832	450	-45.9%
	Multi Family	1,152	735	-36.2%
	Other	27	0	-100%
Miami-Dade County	Single Family	20,669	18,807	-9.0%
	Multi Family	53,874	54,452	1.1%
	Other	4,390	2,245	-48.9%
Florida	Single Family	326,834	325,646	-0.4%
	Multi Family	440,980	427,719	-3.0%
	Other	197,579	211,653	7.1%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000



From 1990 to 2000, the City of Coral Gables has experienced a decrease in vacant single-family housing units. In 1990, the City had 534 vacant single-family units, while only 512 in 2000, a drop of 4.1%. Coral Gables' vacant multifamily housing units also experienced a decrease over the same time period, from 584 in 1990 to 550 in 2000, a 5.8% decrease. With the bigger (2000) bases upon which the rates are based, overall vacancy in single-family units fell from 5.1% to 4.6% over the period 1990 to 2000; multifamily vacancy fell from 9.4% to 8.2%. Neighboring Kendall experienced a much more significant decrease in vacant housing units over the 1990s. This was related to Hurricane Andrew, which ripped through south Miami-Dade County and destroyed occupied houses at a ratio of 10 to 1, leaving unoccupied housing to be sought by returning residents for replacement housing. In 1990, Kendall had 832 vacant single-family units and 1152 vacant multifamily units. In 2000, Kendall had only 450 vacant single-family units and 735 vacant multifamily units, a 45.9% and 36.2% decrease respectively. Kendall's vacancy rate in single-family units fell by half from 5.0% to 2.6%; in multifamily units, vacancy fell by over one-third from 9.9% to 6.1%. Miami-Dade County's vacancy rate in single-family units decreased by nearly 20% over the 10-year period, while its multifamily vacancy rate decreased 6.7%. Florida experienced a 20% decrease in its vacancy rate in single-family units and a 15% decrease in its vacancy rate in multifamily units.

Table 1.7
Vacancy Rates 1990-2000

Place	1990	2000
Coral Gables	6.6%	6.0%
Kendall CDP	7.1%	4.0%
Miami-Dade County	10.2%	8.9%
Florida	15.8%	13.2%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

The implications of the decrease in the above vacancy rates at first blush is a tightening of the housing market. The housing market tightened in prime housing types in all of the jurisdictions considered. It should be realized that vacancy rates were abnormally high in both Florida and Miami-Dade County at the beginning of the 1990s and became more normal as of 2000. Further, neither Coral Gables nor Kendall are primarily seasonal destinations. This is the reason that single-family and multi-family vacancy rates both historically and currently are lower in these locations. Those who use these structures in the winter are also there in April to be counted by the Census. This is not the same for other coastal areas in South Florida. Neither Coral Gables nor Kendall had these uncharacteristically high rates of vacancy in 1990.



*Table 1.8
Vacancy Rates by Type 1990-2000*

Place	Housing Type	1990	2000
Coral Gables	Single Family	5.1%	4.6%
	Multi Family	9.4%	8.2%
	Other	1.6%	0.0%
Kendall CDP	Single Family	5.0%	2.6%
	Multi Family	9.9%	6.1%
	Other	9.1%	0.0%
Miami-Dade County	Single Family	5.4%	4.2%
	Multi Family	15.1%	14.1%
	Other	15.1%	13.9%
Florida	Single Family	9.7%	7.7%
	Multi Family	23.0%	19.6%
	Other	24.2%	24.1%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

Housing Tenure

*Table 1.9
Owner Occupancy by Place, 1990-2000*

Place	1990	2000	Change	Percent
Coral Gables	10,173	11,065	892	8.8%
Kendall CDP	16,619	19,032	2,413	14.5%
Miami-Dade County	376,006	449,333	73,327	19.5%
Florida	3,453,022	4,441,711	988,689	28.6%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000



Table 1.10
Renter Occupancy by Place, 1990-2000

Place	1990	2000	Change	Percent
Coral Gables	5,596	5,669	73	1.3%
Kendall CDP	9,886	9,435	-451	-4.6%
Miami-Dade County	316,349	327,441	11,092	3.5%
Florida	1,681,847	1,896,218	214,371	12.7%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

The City of Coral Gables observed a modest (8.8%) increase in owner-occupied housing units from 1990 to 2000. The 10,173 ownership units represented 64.5% of the 1990 housing stock; the 11,065 ownership units represented 66.1% of the 2000 housing stock. Over the decade, ownership rates increased absolutely by 1.6%. The number of renter-occupied housing units increased 1.3% or about one-sixth the rate of ownership units over the 1990s. Rental units grew from 5,596 in 1990 to 5,669 in 2000. Because owner-occupied units grew at a faster rate, renter-occupied units only represented 33.9% of the housing stock in 2000 an absolute decrease of 1.6% from 1990.

Comparing the City of Coral Gables to Miami-Dade County and Kendall CDP, there are some obvious differences. Miami-Dade County's owner-occupied housing units increased by 19.5% over the 1990s, while Kendall's owner-occupied housing units increased by 14.5% over the same period. The average of these increases was about twice the rate of increase of owner-occupied units in Coral Gables. Owner-occupied housing amounted to 54.3% of the total housing stock in 1990 in Miami-Dade County and 57.8% of the stock in 2000 – an absolute increase of 3.5%. Owner-occupied housing in Kendall amounted to 62.7% of the stock in 1990 and 66.9% in 2000 – an absolute increase of 4.2%. In complimentary fashion, renter-occupied housing units increased in Miami-Dade County by 3.5% from 1990 to 2000, while in Kendall renter-occupied housing decreased by 4.6%. Renter-occupied housing amounted to 45.7% of the housing stock Miami-Dade County in 1990 and 42.2% in 2000. This is an absolute decrease of 3.5%. In Kendall, renter-occupied housing amounted to 37.3% of the housing stock in 1990 and 33.1% in 2000. This is an absolute decrease of 4.2% by 2000. In Coral Gables, Kendall, and in Miami-Dade County, ownership housing as a percent of all housing increased over the observation period.

Significantly increased trends existed in tenure changes in the State of Florida as a whole over the 1990s. Florida's owner-occupied housing as a share of all housing increased 28.6% over the period 1990 to 2000; renter-occupied housing increased by 12.7%. These are multiples of owner and renter-occupancy housing unit increases observed in Coral Gables, Kendall and even in Miami-Dade County over the period. Owner-occupied housing represented 67.2% of all housing in 1990 in Florida, and 70.1% in 2000;



renter-occupied housing represented 32.8% of all housing in 1990, and 29.9% in 2000. In each case, there was a 2.8% absolute change in their rates of incidence.

*Table 1.11
Owner/Renter Occupancy Percentages, 1990-2000*

Place	Tenure	1990	2000	Absolute Change
Coral Gables	Owner-Occupied	64.5%	66.1%	1.6%
	Renter-Occupied	35.5%	33.9%	-1.6%
Kendall CDP	Owner-Occupied	62.7%	66.9%	4.2%
	Renter-Occupied	37.3%	33.1%	-4.2%
Miami-Dade County	Owner-Occupied	54.3%	57.8%	3.5%
	Renter-Occupied	45.7%	42.2%	-3.5%
Florida	Owner-Occupied	67.2%	70.1%	2.9%
	Renter-Occupied	32.8%	29.9%	-2.9%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

Crowding

*Table 1.12
Crowding Levels by Place (1990-2000)*

Place	Crowding	% of Total			
		1990	2000	1990	2000
Coral Gables	1.0 or less	15,116	15,870	95.9%	94.8%
	1.01 or more	651	864	4.1%	5.2%
Kendall CDP	1.0 or less	24,445	25,689	92.2%	90.2%
	1.01 or more	2,060	2,778	7.8%	9.8%
Miami-Dade County	1.0 or less	573,682	621,342	82.9%	80.0%
	1.01 or more	118,673	155,432	17.1%	20.0%
Florida	1.0 or less	4,857,803	5,927,582	94.6%	93.5%



	1.01 or more	277,066	410,347	5.4%	6.5%
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Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

An accepted definition of crowding in the United States is that occupied dwelling units have more than one person per room. The vast majority of housing units in the City of Coral Gables (94.8%) are not crowded; they have one or fewer persons per room. Only 864 out of 16,734 occupied housing units in Coral Gables (5.2%) have more than one person per room. In 1990, the number of units with 1.01 persons per room was 4.1%. Although it exists at very low levels in the City of Coral Gables, crowding has increased in this city by 25% over the period.

Kendall and Florida have experienced similar percentage change increases in crowding from 1990 to 2000 (20%-25%). Miami-Dade County has a significant share of crowding, (20 percent of all units) which is two, three and four times the level of absolute crowding in Kendall, Florida and Coral Gables, respectively. Crowding is also increasing in Miami-Dade County at a somewhat slower rate than it is in other jurisdictions. Coral Gables, Kendall, Miami-Dade County, and the State of Florida have more people in crowded units than they did a decade ago. Yet, in Coral Gables and Florida as a whole, the percentage increase is relatively small. In Kendall and especially in Miami-Dade County, the percentage increase is much larger.

Kitchen Facilities

Table 1.13.
Complete/ Presence of Kitchen Facilities by Place, 1990-2000

Place	Kitchen Facilities	1990	2000	Incomplete %	
				1990	2000
Coral Gables	Total	16,888	17,710		
	Incomplete	56	86	0.3%	0.5%
Kendall CDP	Total	28,518	29,573		
	Incomplete	58	115	0.2%	0.4%
Miami-Dade County	Total	771,288	841,263		
	Incomplete	6,899	11,015	0.9%	1.3%
Florida	Total	6,100,262	7,247,878		
	Incomplete	33,155	55,069	0.5%	0.8%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000



Besides crowding, another Census reported index of structure condition is a complete kitchen within the unit. If a kitchen is not complete or not in the unit, the housing is deficient.

The City of Coral Gables, Kendall and Miami-Dade County each have very low percentages of units without complete kitchens or kitchen not in unit (less than one-half percent) and have experienced a slight decrease in units without complete kitchens/not in unit over the period 1990 to 2000. The City of Coral Gables' percentage of units without complete kitchens/ kitchens not in unit increased from 0.3% to 0.5 % from 1990 to 2000. Kendall's percentage of housing units without complete kitchen /kitchen not in unit increased from 0.2% to 0.4% over the same period. Miami-Dade County has three to five times the level of units without complete kitchen /kitchen not in unit in 1990 and 2000 relative to the City of Coral Gables. The rate of increase from 1990 to 2000 was actually less than the other jurisdictions. The State of Florida had two-thirds the rate of units without complete kitchen /kitchen not in unit as did Miami-Dade County (0.5% to 0.8%) and about double the rate of these types of units, as did Coral Gables and Kendall. The State of Florida experienced a 60% increase in the percentage of units without complete kitchen/kitchen not in unit. Again, most of these figures of housing deficiency are at relatively low levels. In the City of Coral Gables the housing stock is essentially sound.

Plumbing Facilities

*Table 1.14
Complete/ Presence of Plumbing Facilities by Place, 1990-2000*

Place	Plumbing Facilities	Incomplete %			
		1990	2000	1990	2000
Coral Gables	Total	16,888	17,743		
	Incomplete	14	53	0.1%	0.3%
Kendall CDP	Total	28,518	29,522		
	Incomplete	50	130	0.2%	0.4%
Miami-Dade County	Total	771,288	842,503		
	Incomplete	6,017	9,775	0.8%	1.2%
Florida	Total	6,100,262	7,259,138		
	Incomplete	27,957	43,809	0.5%	0.6%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000



A third index of structure condition is a complete bath within the unit. The City of Coral Gables, Kendall, Miami-Dade County, and the State of Florida have very low percentages of units lacking complete plumbing or plumbing not in unit. The first two jurisdictions have less than one-half percent; the remaining two have less than one percent. The City of Coral Gables experienced an increase in housing units without complete plumbing or plumbing not in unit over the period 1990 to 2000, from 0.1% to 0.3% of all housing units. Kendall also experienced an increase over the period from 0.2% to 0.4%. Miami-Dade County's units without complete plumbing or plumbing not in unit increased similarly from 0.8% to 1.2%. Florida increased in housing units without complete plumbing or not in unit from 0.5% to 0.8% over the period. These increases would indicate that either dormitory style housing (assisted living units) are being developed in the state and in South Florida or larger units with full plumbing are being removed from the stock at a faster rate than smaller units without complete plumbing. Most of the housing stock in the State of Florida, at least as measured by these indicators, is in relatively good condition.

Socio-Economic Characteristics—Race

*Table 1.15
Population by Racial Group (Number and Change), 1990-2000*

Place	Race	1990	2000	Change
Coral Gables	White	38,683	38,751	68
	Black	1,348	1,495	147
	Asian	660	848	188
	Other	746	1,156	410
Kendall CDP	White	60,589	64,874	4,285
	Black	4,996	3,784	-1,212
	Asian	2,012	2,668	656
	Other	1,757	3,900	2,143
Miami-Dade County	White	1,415,346	1,569,699	154,353
	Black	398,424	468,994	70,570
	Asian	24,773	39,301	14,528
	Other	98,551	175,368	76,817



Place	Race	1990	2000	Change
Florida	White	10,755,698	12,433,444	1,677,746
	Black	1,755,958	2,413,417	657,459
	Asian	150,200	325,040	174,840
	Other	276,070	810,477	534,407

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

The City of Coral Gables' white population was 93.4% of the total population in 1990 and 91.7% in 2000. In 1990, its white population was 38,683; in 2000, it was 38,751. Although the white population of the city increased numerically somewhat over the period, the white population, as a share of all population, decreased. While minority groups have grown in the City of Coral Gables during the 1990s, they continue to remain a small percentage of the total population. The black population in the city increased 0.3% as a share of all population from 1990 to 2000, but only represented 3.5% of the population after the increase. The Asian population increased by 0.4% from 1990 to 2000, but consisted of only 2% of the total population after the increase. The population classified as "other" (Native American, Pacific Islander or more than one race, etc.) increased 0.9% over the 1990s, yet is barely 3.0% of the total population in 2000.

Kendall and Miami-Dade County experienced slightly different changes in racial characteristics as compared to Coral Gables over the period. Kendall's white population comprised 86.2% of its total population in 2000, while Miami-Dade County has amounted to 69.7%. Over the 1990s, the white population decreased as a percent of all population by 1.1% in Kendall and by 3.4% in Miami-Dade County. The black population in 2000 in Kendall was only 5.0% of the total population; in Miami-Dade County, it was 20.8%. Kendall's black population decreased 2.2% as a share of all population over the 1990s, while Miami-Dade County's black population increased by 0.2%. The Asian population of Kendall represented 3.5% of the total population in 2000 after a 0.6% increase from 1990. In Miami-Dade County, the Asian population represented 1.7% of the total population in 2000, after a 0.5% increase. Further, the "other" race classification grew the fastest in each location: about 2.7, 2.7, and 2.9% absolute increase as a share of total population each in Kendall, Miami-Dade County, and Florida respectively. In sum, the white population is decreasing in all jurisdictions under scrutiny; the black population is decreasing slightly or barely holding its own; finally, the Asian population is increasing slightly. The "other" categories of population are difficult to gauge because the U.S. Census allows multiple-race reporting and it is included in this section for the first time in the year 2000. No satisfactory way of comparing data over time in this category is available without total percentages exceeding 100 percent or losing the multiple race category.



Table 1.16
Population by Racial Group (Percent Incidence), 1990-2000

Place	Race	1990	2000	Change
Coral Gables	White	93.4%	91.7%	-1.6%
	Black	3.3%	3.5%	0.3%
	Asian	1.6%	2.0%	0.4%
	Other	1.8%	2.7%	0.9%
Kendall CDP	White	87.4%	86.2%	-1.1%
	Black	7.2%	5.0%	-2.2%
	Asian	2.9%	3.5%	0.6%
	Other	2.5%	5.2%	2.7%
Miami-Dade County	White	73.1%	69.7%	-3.4%
	Black	20.6%	20.8%	0.2%
	Asian	1.3%	1.7%	0.5%
	Other	5.1%	7.8%	2.7%
Florida	White	83.1%	77.8%	-5.3%
	Black	13.6%	15.1%	1.5%
	Asian	1.2%	2.0%	0.9%
	Other	2.1%	5.1%	2.9%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

Education

Table 1.17
Educational Attainment Levels by Place (Number), 1990-2000

Place	Education	1990	2000	Change
Coral Gables	Less than 9 th grade	1,491	913	-578



Place	Education	1990	2000	Change
	9 th to 12 th grade, no diploma	1,672	1,475	-197
	High school graduate	4,334	3,156	-1,178
	Some college, no degree	5,064	4,578	-486
	Associate degree	2,067	1,866	-201
	Bachelor's degree	6,762	7,854	1,092
	Graduate or professional degree	7,032	8,889	1,857
Kendall CDP	Less than 9 th grade	1,878	2,338	460
	9 th to 12 th grade, no diploma	3,015	3,572	557
	High school graduate	9,074	8,934	-140
	Some college, no degree	9,575	11,205	1,630
	Associate degree	4,373	4,442	69
	Bachelor's degree	10,764	11,957	1,193
	Graduate or professional degree	7,427	9,088	1,661
Miami-Dade County	Less than 9 th grade	228,426	219,066	-9,360
	9 th to 12 th grade, no diploma	219,865	260,287	40,422
	High school graduate	296,444	332,997	36,553
	Some college, no degree	206,600	262,157	55,557
	Associate degree	89,509	93,883	4,374
	Bachelor's degree	143,479	183,978	40,499
	Graduate or professional degree	96,981	139,431	42,440



Place	Education	1990	2000	Change
Florida	Less than 9 th grade	842,811	739,222	-103,589
	9 th to 12 th grade, no diploma	1,428,263	1,480,726	52,463
	High school graduate	2,679,285	3,165,748	486,463
	Some college, no degree	1,723,385	2,403,135	679,750
	Associate degree	589,019	773,486	184,467
	Bachelor's degree	1,062,649	1,573,121	510,472
	Graduate or professional degree	561,756	889,207	327,451

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

During the 1990's, The City of Coral Gables has experienced an increase in the number of residents with bachelor's and graduate degrees. In other words, the educational attainment of its residents is increasing. In 1990, 11.1% of the population 25 and over had less than a high school education; in 2000, the figure dropped by over one-quarter to 8.3%. In complimentary fashion, in Coral Gables in 1990, only 23.8% and 24.7% of the population had bachelor or graduate/professional degrees, whereas in 2000 the figures were 27.3% and 30.9%, respectively. In 2000, the average City of Coral Gables resident was likely to have some college or a college degree (80.6%) whereas a decade earlier the figure was absolutely 7% less (73.6%). This is a significant change in educational attainment in a single decade in this location.

Florida, Miami-Dade County and Kendall have all experienced some positive absolute percent change in educational attainment yet. for graduate or professional degrees, the increases are only one-quarter of the increases of Coral Gables. For the most part, both those with college degrees and graduate or professional degrees are up slightly; those with high school or less degrees are down slightly.

Table 1.18
Educational Attainment Levels by Place (Percentages), 1990-2000

Place	Education	1990	2000	Change
Coral Gables	Less than 9 th grade	5.2%	3.2%	-2.1%
	9 th to 12 th grade, no diploma	5.9%	5.1%	-0.7%
	High school graduate	15.2%	11.0%	-4.3%
	Some college, no degree	17.8%	15.9%	-1.9%



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Place	Education	1990	2000	Change
	Associate degree	7.3%	6.5%	-0.8%
	Bachelor's degree	23.8%	27.3%	3.5%
	Graduate or professional degree	24.7%	30.9%	6.2%
Kendall CDP	Less than 9 th grade	4.1%	4.5%	0.5%
	9 th to 12 th grade, no diploma	6.5%	6.9%	0.4%
	High school graduate	19.7%	17.3%	-2.3%
	Some college, no degree	20.8%	21.7%	1.0%
	Associate degree	9.5%	8.6%	-0.9%
	Bachelor's degree	23.3%	23.2%	-0.1%
	Graduate or professional degree	16.1%	17.6%	1.5%
Miami-Dade County	Less than 9 th grade	17.8%	14.7%	-3.1%
	9 th to 12 th grade, no diploma	17.2%	17.4%	0.3%
	High school graduate	23.1%	22.3%	-0.8%
	Some college, no degree	16.1%	17.6%	1.4%
	Associate degree	7.0%	6.3%	-0.7%
	Bachelor's degree	11.2%	12.3%	1.1%
	Graduate or professional degree	7.6%	9.3%	1.8%
Florida	Less than 9 th grade	9.5%	6.7%	-2.8%
	9 th to 12 th grade, no diploma	16.1%	13.4%	-2.6%
	High school graduate	30.1%	28.7%	-1.4%
	Some college, no degree	19.4%	21.8%	2.4%
	Associate degree	6.6%	7.0%	0.4%
	Bachelor's degree	12.0%	14.3%	2.3%



Place	Education	1990	2000	Change
	Graduate or professional degree	6.3%	8.1%	1.7%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

Occupation

Table 1.19
Occupation of Residents by Place (Number), 1990-2000

Place	Occupation	1990	2000	Absolute Change
Coral Gables	Management, professional and related occupations:	11,111	12,429	1,318
	Service occupations:	1,925	1,945	20
	Sales and office occupations:	6,626	5,253	-1,373
	Farming, fishing & forestry occupations	141	0	-141
	Construction, extraction & maintenance occupations:	954	515	-439
	Production, transportation, & material moving occupations:	577	611	34
Kendall CDP	Management, professional and related occupations:	17,541	17,147	-394
	Service occupations:	3,331	4,488	1,157
	Sales and office occupations:	13,244	12,526	-718
	Farming, fishing & forestry occupations	193	39	-154
	Construction, extraction & maintenance occupations:	2,220	1,973	-247
	Production, transportation, & material moving occupations:	1,804	2,013	209



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Place	Occupation	1990	2000	Absolute Change
Miami-Dade County	Management, professional and related occupations:	250,975	277,979	27,004
	Service occupations:	134,450	155,842	21,392
	Sales and office occupations:	283,599	285,279	1,680
	Farming, fishing & forestry occupations	14,894	5,427	-9,467
	Construction, extraction & maintenance occupations:	96,072	87,382	-8,690
	Production, transportation, & material moving occupations:	121,838	109,299	-12,539
Florida	Management, professional and related occupations:	1,675,576	2,206,193	530,617
	Service occupations:	860,316	1,183,660	323,344
	Sales and office occupations:	1,775,854	2,066,191	290,337
	Farming, fishing & forestry occupations	153,286	63,572	-89,714
	Construction, extraction & maintenance occupations:	670,385	717,333	46,948
	Production, transportation, & material moving occupations:	675,050	758,098	83,048

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

The City of Coral Gables experienced an increase in both management and service occupations from 1990 to 2000, and a decrease in sales, construction, farming, and transportation occupations. Kendall, Miami-Dade County and the State of Florida experienced almost similar increases and decreases by employment category over the period. Growth in numbers in the occupations of the state has occurred primarily in the management and service areas; sales, farming, construction, and transportation occupations have experienced decline. The most precipitous declines have taken place in sales and office occupations and farm, fishing, and forestry



occupations. The internet is reducing sales; home computers are reducing office occupations; and Florida's land is too valuable for real estate development to sustain farming and preserve forestlands.

Table 1.20
Occupation of Residents by Place (Percentage), 1990-2000

Place	Occupation	1990	2000	Absolute Change
Coral Gables	Management, professional and related occupations:	52.1%	59.9%	7.8%
	Service occupations:	9.0%	9.4%	0.4%
	Sales and office occupations:	31.1%	25.3%	-5.7%
	Farming, fishing & forestry occupations	0.7%	0.0%	-0.7%
	Construction, extraction & maintenance occupations:	4.5%	2.5%	-2.0%
	Production, transportation, & material moving occupations:	2.7%	2.9%	0.2%
Kendall CDP	Management, professional and related occupations:	45.8%	44.9%	-0.9%
	Service occupations:	8.7%	11.8%	3.1%
	Sales and office occupations:	34.5%	32.8%	-1.7%
	Farming, fishing & forestry occupations	0.5%	0.1%	-0.4%
	Construction, extraction & maintenance occupations:	5.8%	5.2%	-0.6%
	Production, transportation, & material moving occupations:	4.7%	5.3%	0.6%
Miami-Dade County	Management, professional and related occupations:	27.8%	30.2%	2.3%
	Service occupations:	14.9%	16.9%	2.0%
	Sales and office occupations:	31.4%	31.0%	-0.4%
	Farming, fishing & forestry occupations	1.7%	0.6%	-1.1%
	Construction, extraction & maintenance occupations:	10.7%	9.5%	-1.2%



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Place	Occupation	1990	2000	Absolute Change
	Production, transportation, & material moving occupations:	13.5%	11.9%	-1.6%
Florida	Management, professional and related occupations:	28.8%	31.5%	2.7%
	Service occupations:	14.8%	16.9%	2.1%
	Sales and office occupations:	30.6%	29.5%	-1.1%
	Farming, fishing & forestry occupations	2.6%	0.9%	-1.7%
	Construction, extraction & maintenance occupations:	11.5%	10.3%	-1.3%
	Production, transportation, & material moving occupations:	11.6%	10.8%	-0.8%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

Journey to Work

Table 1.21
Mode of Transportation to Work by Place, 1990-2000

Place	Mode	1990	2000	Change
Coral Gables	Car, truck or van -- drove alone	15,912	15,773	-139
	Car, truck or van – carpoled	1,698	1,408	-290
	Public transportation (including taxicab)	370	1,190	820
	Walked	1,361	1,380	19
	Other means	398	257	-141
	Worked at home	922	1,123	201
Kendall CDP	Car, truck or van -- drove alone	29,949	29,992	43
	Car, truck or van – carpoled	4,016	3,623	-393
	Public transportation (including taxicab)	1,247	3,390	2,143



Place	Mode	1990	2000	Change
	Walked	401	392	-9
	Other means	524	278	-246
	Worked at home	1,130	1,562	432
Miami-Dade County	Car, truck or van -- drove alone	642,669	663,902	21,233
	Car, truck or van – carpooled	138,328	131,302	-7,026
	Public transportation (including taxicab)	13,494	94,174	80,680
	Walked	22,454	19,367	-3,087
	Other means	14,292	13,516	-776
	Worked at home	18,091	24,149	6,058
Florida	Car, truck or van -- drove alone	4,468,021	5,445,527	977,506
	Car, truck or van – carpooled	818,546	893,766	75,220
	Public transportation (including taxicab)	27,732	258,150	230,418
	Walked	145,269	118,386	-26,883
	Other means	114,180	116,325	2,145
	Worked at home	132,084	207,089	75,005
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000				

In 2000, 74.6% of the working residents of the City of Coral Gables drove alone in a private automobile for their journey to work. Only 6.7% of the working residents were part of a carpool; 5.6% used public transportation; 6.5% used walking as a means to get to work; 1.2% used other means; and 5.3% worked at home. Those who used public transit, or worked at home increased; the remaining categories decreased. The overall change is comprised of a 4% absolute decrease in those who drove alone or carpooled, and a similar absolute increase in those who took public transportation. Those who walked stayed about even; those who took other means (bicycle, etc.) declined by 0.7%, absolutely; and those who worked at home increased by 0.9%, absolutely. The mean travel time to work for Coral Gables' working residents escalated from 19.7 minutes in 1990 to 26.2 minutes in 2000, a 33% increase in travel time over the period 1990-2000.

Similar relative trends are found in Kendall and Miami-Dade County. Both have witnessed significant increases in the number of



workers who chose to use public transit, or work at home while experiencing decreases in the number of workers who drove alone, carpoled, walked, or used other means to get to work. Florida, with only limited public transit available statewide, has a larger percentage of its work trips undertaken by residents driving alone or carpooling. This percentage is in excess of 90 percent but one that has dropped by two absolute percentage points over the decade. Workers in the State of Florida as a whole, use public transportation at one- third to one-half the rate of both Miami-Dade County and the aforementioned cities. Yet, public transportation usage has increased six-fold in Florida, resulting in 3.7% of total work trips. Walking has dropped by one-third statewide over the 10-year period, and only comprises 1.7% of all work trips. The mean travel time to work in the State of Florida has increased from 21.8 to 32.0 minutes (1990-2000), a 46% increase over the decade. Miami-Dade County has seen its mean travel time to work decrease from 24.8 to 22.8 minutes over the same period, a decrease of 8%. Kendall's mean travel time to work has increased from 26.4 to 30.1 minutes (1990 to 2000), an increase of 14.1%.

*Table 1.22
Mode of Transportation to Work by Place, (Percent Change) 1990-2000*

Place	Mode	1990	2000	Absolute Change
Coral Gables	Car, truck or van -- drove alone	77.0%	74.6%	-2.4%
	Car, truck or van – carpoled	8.2%	6.7%	-1.6%
	Public transportation (including taxicab)	1.8%	5.6%	3.8%
	Walked	6.6%	6.5%	-0.1%
	Other means	1.9%	1.2%	-0.7%
	Worked at home	4.5%	5.3%	0.9%
Kendall CDP	Car, truck or van -- drove alone	80.4%	76.4%	-3.9%
	Car, truck or van – carpoled	10.8%	9.2%	-1.5%
	Public transportation (including taxicab)	3.3%	8.6%	5.3%
	Walked	1.1%	1.0%	-0.1%
	Other means	1.4%	0.7%	-0.7%
	Worked at home	3.0%	4.0%	0.9%



Place	Mode	1990	2000	Absolute Change
Miami-Dade County	Car, truck or van -- drove alone	75.7%	70.1%	-5.5%
	Car, truck or van – carpooled	16.3%	13.9%	-2.4%
	Public transportation (including taxicab)	1.6%	10.0%	8.4%
	Walked	2.6%	2.0%	-0.6%
	Other means	1.7%	1.4%	-0.3%
	Worked at home	2.1%	2.6%	0.4%
Florida	Car, truck or van -- drove alone	78.3%	77.4%	-0.9%
	Car, truck or van – carpooled	14.3%	12.7%	-1.6%
	Public transportation (including taxicab)	0.5%	3.7%	3.2%
	Walked	2.5%	1.7%	-0.9%
	Other means	2.0%	1.7%	-0.3%
	Worked at home	2.3%	2.9%	0.6%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

Table 1.23
Travel Time to Work 1990-2000

Place	1990	2000	% Change
Coral Gables	19.7	26.2	33.3%
Kendall CDP	26.4	30.1	14.1%
Miami-Dade County	24.8	22.8	-8.0%
Florida	21.8	32.0	46.3%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000



Median Income

Table 1.24
Median Household Income by Place (1990-2000)

Place	1990	2000	% Change
Coral Gables	\$59,185	\$66,839	12.9%
Kendall CDP	\$44,219	\$51,330	16.1%
Miami-Dade County	\$30,248	\$35,966	18.9%
Florida	\$29,769	\$38,819	30.4%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

The City of Coral Gables has experienced significant growth in median household income from \$59,185 in 1990 to \$66,839 in 2000, an increase of 12.9%. The median household income in 2005 is estimated at \$77,583. Kendall median household income increased by 16.1% and Miami-Dade County's by 18.9% over a similar time period. The State of Florida as a whole experienced an even greater percentage increase in median household income from 1990 to 2000 (30.4%): from \$29,769 in 1990 to \$38,819 in 2000, but the base from which it grew was far less than that of Coral Gables' or Kendall's.

Poverty

Table 1.25
Households below the Poverty by Place 1990-2000 Number and Change

Place	1990	2000	% Change
Coral Gables	2,491	1,267	-1,224
Kendall CDP	5,243	2,546	-2,697
Miami-Dade County	341,261	140,569	-200,692
Florida	1,604,186	743,525	-860,661

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

The City of Coral Gables has experienced a decrease in the number and percentage of households below the poverty level over the period 1990 to 2000. The poverty level used by the U.S. Census is about 30 percent of the median income for the specific



metropolitan area (Miami-Dade County). In 1990, 2,491 households representing 15.7% of all households in Coral Gables were below the poverty level. In 2000, this number declined to 1,267, or only 7.6% of all the households, an absolute decrease of about 8.1% percent. Kendall experienced a similar rate of decrease in those below the poverty level but on a much larger base (19.8% to 8.9%). Kendall CDP had 5,524 households or 19.8% below the poverty level in 1990, and 2,546 or 8.9% in 2000. Miami-Dade County also experienced a decrease in the percentage of households below the poverty level, but a larger decrease amounting 31.2%. In 1990, Miami-Dade County had 341,261 or 49.3% of households below the poverty level; in 2000, there were 140,569 or 18.1%. Florida as a whole decreased more than Coral Gables but less than the county. In 1990, Florida had 1,604,186, or 31.2% of its households below the poverty level; in 2000, this number decreased to 743,525 or 11.7% of all households, an absolute decrease of 19.5% over the decade.

The trend of increased household median income along with a decrease in the percentage of households falling below the poverty level was a common trend in the U.S. for the 1990 to 2000 period.

*Table 1.26
Percentage of Households below the Poverty by Place 1990-2000*

Place	1990	2000	% Change
Coral Gables	15.7%	7.6%	-8.1%
Kendall CDP	19.8%	8.9%	-10.9%
Miami-Dade County	49.3%	18.1%	-31.2%
Florida	31.2%	11.7%	-19.5%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

Housing Values and Monthly Rental Rates

*Table 1.27
Value and Rent - Median Value of Selected Owner Occupied Housing Units by Place, 1990-2000*

Place	1990 Median Value	2000 Median Value	% Change
Coral Gables	\$222,100	\$336,800	51.6%
Kendal CDP	\$142,700	\$175,700	23.1%
Miami-Dade County	\$86,000	\$124,000	44.2%
Florida	\$76,500	\$105,500	37.9%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			



*Table 1.28
Median Gross Rent by Place, 1990-2000*

Place	1990 Median Gross Rent	2000 Median Gross Rent	% Change
Coral Gables	\$540	\$754	39.6%
Kendal CDP	\$622	\$780	25.4%
Miami-Dade County	\$493	\$647	31.2%
Florida	\$481	\$641	33.3%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000			

The City of Coral Gables had a median housing value (in 2000) which was almost double that of Kendall, almost three times that of Miami-Dade County and more than triple that of the State of Florida as an average. Housing values have increased at more than double the rate of Kendall, 17% more than the rate for Miami-Dade County, and 36% more than the State of Florida. In 2000, the absolute value of rents was slightly higher in Kendall (\$780) than they were in Coral Gables and both were 20% higher than that of Miami-Dade County and the State of Florida. Rents in Coral Gables have increased 56% more than Kendall, 27% more than Miami-Dade County, and 19% more than the average for the State of Florida.

Owner/Renter Costs-to-Income Ratios

*Table 1.29
Owner Costs and Rent as a Percent of Household Income
Median Selected Owner Occupancy costs*

Place	1990 Median Owner Costs as % of Income	2000 Median Owner Costs as % of Income
Coral Gables	18.8%	20.0%
Kendall CDP	20.6%	20.9%
Miami-Dade County	20.9%	23.9%
Florida	18.4%	19.6%
Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000		



Table 1.30
Median Rent as Percent of Income

Place	1990 Median Rent as % of Income	2000 Median Rent as % of Income
Coral Gables	27.2%	28.5%
Kendall CDP	27.7%	28.6%
Miami-Dade County	31.3%	30.5%
Florida	28.0%	27.5%

Source: Bureau of Census: U.S. Census of Population and Housing 1990, 2000

In 2000, the absolute level of owner costs to income were about the same (20%) in the City of Coral Gables, Kendall, and the State of Florida. They were about 15-20% higher (23.9%) in Miami-Dade County. Over the period 1990 to 2000, Kendall's ownership costs-to-income ratios have remained about the same, whereas Coral Gables' and the State of Florida have increased by about 6.5%, and Miami-Dade County's has increased by 15.0%.

In 2000, rent as a percent of income was about 28.5% in the City of Coral Gables and Kendall and 1-2% higher and lower respectively in Miami-Dade County (30.5%) and the State of Florida (27.5%). In Coral Gables and Kendall, rent-to-income ratios increased over the period 1990 to 2000 by 1% absolutely and decreased by a similar absolute percentage in Miami-Dade County and the State of Florida.

Thus, housing values are very high in the City of Coral Gables but ownership-to-income and rent-to-income ratios are about average. High ownership costs are compensated for by the high income of this housing's occupants.

Summary of Demographic, Housing and Socio-economic Data—Coral Gables and Other Jurisdictions

The City of Coral Gables and Kendall are growing in population, households, and housing units at a pace that is a fraction of those of Miami-Dade County and the State of Florida. The former jurisdictions are increasing their housing stock at about 4 to 5% per decade; Miami-Dade County and Florida's housing units are increasing at about 10 and 20%, respectively. Growth was not necessarily strong for these South Florida municipal jurisdictions. In almost all jurisdictions and for the State of Florida as a whole, households grew faster than housing units did so vacancy rates decreased in 2000 from the relatively high rates existing at the beginning of the 1990s.

For the most part, the inventory of single-family housing is growing faster than multifamily housing growth, so the percentage of single-family housing in the housing stock of these jurisdictions is increasing, as is the percentage of local home ownership. Housing in most of these jurisdictions is characterized by both an absence of crowding and an absence of physical deterioration. Very low



levels of each exist in South Florida and as well in the state as a whole. If any departure from these trends exists, it is found in Miami-Dade County. Miami-Dade County has higher crowding levels and more relative housing deterioration than the other South Florida jurisdictions analyzed here or the average for the State of Florida.

Further, residents of these jurisdictions are becoming wealthier and better educated than they had been previously. Education level increases are taking place faster in the City of Coral Gables than other comparison jurisdictions; wealth level increases are taking place somewhat slower. For wealth increases, existing levels are so high in Coral Gables that significant changes are difficult to achieve. Education is affecting or is affected by occupation. As the population becomes more educated, the percent of those employed as management or professionals is growing. Also growing are those employed in the business service industries as opposed to jobs in farming, transportation, or construction. Clearly, the City of Coral Gables is well into the techno-service era in terms of the skills and occupations of its residents. This in turn is reflected in both their wealth and their ability to occupy relatively expensive, single-family, ownership housing.

Housing prices in the City of Coral Gables are double and triple the prices of comparison jurisdictions; yet ownership-to-income ratios are the same. Rental costs in the City of Coral Gables are 20% more than Miami-Dade County and the State of Florida but rent-to-income ratios are also the same as in these jurisdictions. Higher housing costs are met by the higher incomes of residents.

As will be discussed in the following sections there are those, however, who live within the City of Coral Gables whose income has not increased as fast as those at the top of the income distribution and, in turn, occupy housing whose rent or occupancy costs are increasing rapidly. A significant share of these moderate-income or below households are currently cost-burdened. In the future, other local households will become cost-burdened. A small portion of households live in crowded or deteriorated housing locally. These households require both better and more affordable housing. The next sections of the study describe who these households are, what is necessary to provide housing further, and how it may be done.

Land Uses

The City of Coral Gables is comprised of eighteen (18) land use categories applied to 6,793.62 acres of land (see Appendix A, Figure 1). Of the eighteen (18) land uses, six (6) are residential and three (3) are commercial, making up half of the land use designations. Single-Family, low-density residential use makes up approximately fifty (50) percent of all the land in Coral Gables. Residential, including Single-Family and Multi-Family, makes up fifty four (54) percent of all the land in Coral Gables. Thirty three (33) percent of the land area is devoted to Parks & Recreational Use, Open Space and Conservation Area.



*Table 1.31
Acreage by Land Use Designation – 2005
(See Future Land Use Map, Appendix A, Figure 1)*

Land Uses		Acres	%
Single-Family	Low Density	3,406.82	50.1
Single-Family	High Density	21.72	00.3
Multi-Family	Duplex Density	69.81	01.0
Multi-Family	Low Density	56.71	00.8
Multi-Family	Medium Density	89.19	01.3
Multi-Family	High Density	27.41	00.4
Commercial	Low-Rise Intensity	109.91	01.6
Commercial	Mid-Rise Intensity	62.11	00.9
Commercial	High-Rise Intensity	106.15	01.5
Industrial Use		65.51	00.9
University Use		230.21	03.3
Educational Use		75.45	01.1
Parks & Recreational use		1,005.4	14.7
Open Space		48.65	00.7
Conservation Areas		1,189.49	17.5
Public Buildings & Grounds		58.27	00.8
Hospital Use		10.23	00.1
Religious/Institutional Use		160.58	02.3
TOTAL		6,793.62	
Source: City of Coral Gables, Planning Department			



Vacant, Developable and Undevelopable Land

The City of Coral Gables is substantially developed, with only 52.8 acres of vacant land and 1,188.1 acres of undevelopable land. These vacant and undevelopable parcels tend to be small sites, and are scattered throughout the City. Including Matheson Hammock Park and Chapman Field, the undevelopable acreage rises to one thousand five hundred sixty three (1,563).

Changes in Land Area

The total land area for the City of Coral Gables reported in the last EAR was approximately 12.4 square miles. Since the date of the last EAR, the City of Coral Gables has annexed the Coral Waterway and King's Bay. These two (2) areas totaled approximately .12 square miles. With the annexation, the City currently occupies 12.5 square miles.

Location of Development in Relation to Coral Gables Comprehensive Land Use Plan

The development and redevelopment that has occurred in the City has been consistent with the City's adopted Future Land Use Plan Map, as it has been periodically amended as the result of specific applications and annexations. Between the date of the last EAR and 2005, there have been eight (8) land use changes. Two (2) of the eight (8) land use changes were due to annexations.

Intensity of Development

Intensity is a quantitative measure of the amount of development on a unit of property. Residential intensities within the City are measured by the number of dwelling units per acre, and floor area ratio (FAR). Non-residential intensities within the City are measured as floor area ratios (FARs), which for a particular property is the square footage of the buildings (not counting parking structures), divided by the net land area of the parcel. In some cases, bulk regulations of setbacks and height limits, limit development of particular parcels to intensities which are less than the maximum authorized.

Major Employers and Job Locations

As early as 1925, City Founder George Merrick predicted Coral Gables would serve as a gateway to Latin America. The City's multinational business community is made up of a wide array of corporations with such interests as oil production, health care, biomedical research, international finance, import and export, transportation, telecommunications, manufacturing, travel and tourism, publishing, news information services, and construction/real estate. Currently, Coral Gables is Latin American or regional headquarters to more than 175 multinationals, which represent more than 6,000 employees with a projected multiplier of 3.5.



Although most of these multinational companies move to Coral Gables to service Latin America, many of the offices have expanded their reach to include other parts of the globe due to the area's reliable telecommunications, multilingual /multicultural professional staff, and ease of international travel.

The largest single employer in the City of Coral Gables is the University of Miami, employing four thousand and five (4005) employees. The second largest employer, Bayview Financial Trading Group, employees nine hundred (900).

*Table 1.32
Top Employers in the City of Coral Gables - Corporate Capital of the Americas*

# of Employees	Company / Top Employers	Address	Industrial Classification
110	Accent Marketing	800 Douglas Road	Marketing/advertising firm
150	American Airlines	901 Ponce de Leon Blvd.	Air transportation
280	Banco Mercantil Venezuela	220 Alhambra Circle	Private banking
160	Bank Boston International	55 Alhambra Plaza	National commercial bank
325	Baptist Health South Florida	6855 Red Road	Health service provider
900	Bayview Financial	4425 Ponce de Leon Blvd	Investment Bankers
250	Bill Usey Motors	300 Almeria Avenue	Motor vehicle sales and service
110	BMI Financial Group, Inc.	1320 S. Dixie Hwy.	Insurance and financial services
620	The Biltmore Hotel	1200 Anastasia Ave.	Hospitality service
600	Burger King National Headquarters (under construction)	LeJeune Road	Professional Office
100	Care-Plus Health Plans, Inc.	55 Alhambra Plaza	Healthcare insurance plans
100	Chevron Texaco Carib.Cent. Amer.	2333 Ponce de Leon Blvd.	Petroleum products marketing
866	City of Coral Gables	405 Biltmore W ay	City government
150	The Codina Group	355 Alhambra Circle	Real estate development
110	Coldwell Banker	1501 Sunset Drive	Real estate agents
206	Commerce bank	220 Alhambra Circle	Banking



# of Employees	Company / Top Employers	Address	Industrial Classification
598	Coral Gables Hospital	3100 Douglas Road	General medical/surgical hospital
150	Cornerstone Group	2121 Ponce de Leon Blvd.	Real estate developers
150	Club Med	75 Valencia Ave.	Tour and Travel
100	Chevron Texaco Carib/Cent.Amer.	2333 Ponce de Leon Blvd.	Petroleum Products Marketing
737	Miami-Dade County Public Schools	(several schools)	Education
100	David William Hotel	700 Biltmore W ay	Hospitality service
313	Del Monte Fresh Produce	241 Sevilla Avenue	Importer of fresh fruits
825	Doctors Hosp. Baptist Health	5000 University Drive	General medical/surgical hospital
300	Exxon Mobile Inter-America	396 Alhambra Circle	Latin Amer. hdqtrs. - oil refining
230	Gables Engineering, Inc	247 Greco Ave.	Manufacturer, avionics equipment
150	Gibraltar Bank	220 Alhambra Circle	Banking
218	Hyatt Regency Coral Gables	50 Alhambra Plaza	Hospitality Service
200	IBM Corporation	One Alhambra Plaza	Commercial machines/equipment
186	International Bank of Miami	121 Alhambra Plaza	Banking
217	Kindred Hospital South Florida	5190 S.W. 8 Street	General medical/surgical hospital
115	Krafts Foods Caribbean Sales	355 Alhambra Circle	Food export
110	Merrill Lynch Bank & Trust Co.	150 Alhambra Circle	Financial Planning & Investment
113	The Colonnade Hotel	180 Aragon Ave.	Hospitality service
193	Regions Bank	2800 Ponce de Leon Blvd.	Banking
100	Richemont Latin Amer. & Carib.	550 Biltmore Way	Import/export luxury goods
260	Spillis Candela DMJM	800 Douglas Entrance	Architectural services
130	SunGard Insurance Systems	2000 S. Dixie Hwy.	Financial Services
100	T.Y. Lin Int'l / H.J. Ross	201 Alhambra Circle	Engineering, accounting research



The City Beautiful

# of Employees	Company / Top Employers	Address	Industrial Classification
156	Trave Leaders	1701 Ponce de Leon Blvd.	Travel management
4005	University of Miami	1252 Memorial Drive	Higher education and research
142	Univision Radio Florida	800 Douglas Road	Radio broadcasting
102	Walt Disney TV International Latin America	2 Alhambra Plaza	Sales & management of Disney Channels

Source: The City of Coral Gables, Development Department, June 2005



Chapter 2

Assessment of Special Topics

The following topics are addressed in this Chapter:

- *Level of Service Analysis.* The extent to which those services with Level of Service standards outlined in the Comprehensive Land Use Plan do not meet the standards, and an analysis and evaluation of the City's ability to fund new or expanded infrastructure necessary to correct the deficiencies, and to provide for future growth at acceptable Levels of Service, S. 163.3191 (2)(c), F.S;
- *Coordination of Land Use and Public School Planning.* The success and failure of coordinating residential development and public school planning, S. 163.3191 (2) (k), F.S.; and
- *Consistency with Growth Management Law.* Relevant changes to Florida's Growth Management Laws (State Comprehensive Plan, the requirements of Chapter 163, Part II, the minimum criteria contained in Chapter 9J-5, Florida Administrative Code and the Strategic Regional Policy Plan for South Florida) have been made since the date of the previous EAR.

Level of Service Analysis

The City of Coral Gables has adopted Level of Service ("LOS") standards in its Comprehensive Plan. Through the implementation section of the Capital Improvement Element of the Plan, the City ensures that future land development regulations and City policies are consistent with the City's ability to provide the capital facilities required to maintain adopted Level of Service standards, including those needed to maintain or enhance the quality of life within the City.

Sanitary Sewer Capacity

All Districts - 135 gallons per capita per day. The sanitary sewer network within the City of Coral Gables is an interconnected countywide system. The City Departments of Public Works and Building and Zoning cooperate with Miami-Dade County's Water and Sewer Department (WASD) to jointly develop methodologies and procedures for biannually updating estimates of system demand and capacity. The City is meeting the Level of Service standards.



Potable Water Capacity

All Districts - 294 gallons per capita per day. The potable water network within the City of Coral Gables is an interconnected countywide system. The City Departments of Public Works and Building and Zoning cooperate with WASD to jointly develop methodologies and procedures for biannually updating estimates of system demand and capacity, and to ensure sufficient capacity to serve development needs. The City is meeting the Level of Service standards.

Recreation and Open Space

The City of Coral Gables endeavors to adhere to a stricter standard for recreation and open space than most municipalities. As such, it contains an abundance of parks, recreational facilities, and open space, second to none in South Florida. At this time, the only identified deficiency in any of the LOS categories identified below is for “racquetball courts,” although this will no longer be an issue when the City moves to its proposed service radius based LOS standard.

*Table 2.1
Parks and Recreation Levels of Service*

Recreation Facility	Standard	Parks	Standard (acres per 1,000 residents)
Golf Course	9 holes per 25,000 residents	Special Purpose	3.00
Tennis Courts	1 court per 2,000 residents	Neighborhood	0.75
Racquetball Courts	1 court per 11,500 residents	Mini-park	0.04
Basketball Courts	1 court per 5,000 residents	Open Space	0.10
Ball Diamonds	1 field per 5,600 residents	Active	0.30
Playing Fields	1 field per 5,600 residents	Passive	0.30
Swimming Pools	1 pool per 50,000 residents		
Equipped Play Area	1 area per 5,000 residents		



Solid Waste Collection Capacity

Single-family lots platted prior to December 8, 1992, are exempt from this LOS requirement. All other residential uses are required to meet a Level of Service of five (5) pounds per capita per day for garbage and trash and one-half pound per capita per day for residential recycling. Solid waste collection services are required to maintain a Level of Service standard of seven (7) pounds per capita per day for all non-residential service. The City is meeting the Level of Service standards.

Storm Sewer Capacity

Issuance of any development permit shall require compliance with a stormwater management drainage Level of Service standard of a one-in-five-year storm event while incorporating water quality considerations. The City is meeting the Level of Service standards.

Traffic Circulation

The minimum Level of Service standard on limited access, arterial, and collector roadways that are not within designated Transportation Corridors is LOS E, with allowable exceptions and justifications thereof, with LOS measured by conventional analysis of volume to capacity ratio (peak hours). Within designated Transportation Corridors, which include approximately 95% of the roadway mileage within the City of Coral Gables, a minimum LOS E is required, but the measurement methodology is based on peak-hour person-trips where the capacities of all modes, including mass transit, are used in calculating the LOS. Specific levels of services by location and mode are further defined in the *Traffic Circulation Element of the Comprehensive Land Use Plan*. Based on 2025 model results, the City is meeting its Level of Service standard for Traffic Circulation except for those roadway segments outlined below.

Table 2.2
Level of Service Deficient Roadways

Roadway	From	To	LOS
Red Road	SW 8 th Street	Coral Way	F
	Coral Way	Blue Road	F
	Blue Road	S. Dixie Highway	F
Granada Boulevard			F
LeJeune Road	SW 8 th Street	Coral Way	F
	Coral Way	Bird Road	F



Roadway	From	To	LOS
	S. Dixie Highway	Cartagena Cir	F
SW 8 th Street	Red Road	Granada Boulevard	F
	Granada Boulevard	Douglas Road	F
Coral Way	Red Road	LeJeune Road	F
Bird Road	Red Road	LeJeune Road	F
Sunset Road	Red Road	LeJeune Road	F
S. Dixie Highway	Red Road	LeJeune Road	F
	LeJeune Road	Douglas Road	F
Old Cutler Road	Cartagena Cir	Red Road	F

Coordination of Land Use and Public School Planning

Since 1995, the City of Coral Gables has coordinated its Comprehensive Land Use Plan with existing and planned public schools based on statutory requirements. Additionally, the School Board has provided the City with copies of its Five Year Plan. The City, as a matter of course, has provided School Board representatives with copies of applications for proposed zoning code text and map amendments, comprehensive land use text and map amendments and proposed development projects for review and comment.

Interlocal Agreement for Joint Public School Facility Planning

In February 2003 the City, along with 28 other municipalities, Miami-Dade County and Miami-Dade County Public Schools entered into an Interlocal Agreement for Public School Facility Planning In Miami-Dade County. This far-reaching collaborative agreement, which was pursuant to Sections 163.31777 and 1013.33 of the Florida Statutes, allows for better coordination in the educational facilities decision-making process.

Key requirements of the Interlocal Agreement are outlined as follows:

- The establishment of a staff working group comprised of the County Mayor/Manager and/or his designee, the School Board Superintendent and/or his designee, and City Mayors/Managers and their designees to meet on an annual basis to: discuss issues and formulate recommendations regarding public school issues; provide M-DCPS with input and recommendations on the



Educational Facilities Plan, Educational Plant Survey, and the need for new facilities and expansion, renovation, and closure of existing facilities; and to identify opportunities for the co-location and/or shared-use of civic and school facilities.

- The coordination of a joint annual workshop with elected officials of the School Board, County, and municipalities to discuss public school issues.
- The development of coordinated projections of the amount, type, and distribution of population growth.
- Expansion of M-DCPS' standing School Site Planning and Construction Committee by four (4) voting members to include "a floating member of the most impacted municipality to which the agenda item relates", a "representative appointed by the Miami-Dade County League of Cities", a representative from Miami-Dade County, and "a member of the residential building industry".
- The County and municipalities must invite a non-voting representative appointed by the School Board to attend meetings of the local planning agencies at which development requests that will impact public school enrollments are considered.
- The County and municipalities must notify M-DCPS of proposed land use applications and development proposals that affect student enrollment.

Miami-Dade County Working Group on Public Schools Overcrowding Relief

The City of Coral Gables faces a number of specific challenges regarding public schools. As a result of the school district's feeder patterns and current development and redevelopment trends, the City's population is expanding, as is the demand for school facilities. A number of the County's school facilities are overcrowded, and new schools cannot be provided quickly enough to meet the demand for new student stations. As noted earlier, the City has few remaining vacant and developable parcels, which limits the availability of land for new school construction. In response to the overcrowding problem that is plaguing many County schools, in September 2003 Miami-Dade County and the Miami-Dade School Board established the Miami-Dade County Working Group on Public Schools Overcrowding Relief.

In October 2004, the task force adopted a final report for submission to the Miami-Dade Board of County Commissioners and School Board. Key recommendations include: levying additional documentary stamp fees on the sale or resale of homes for school construction; exempting the cost of a parking garage from the cost per student station restriction when building a new facility; establishing criteria for allowing the conversion of non-school structures into public education facilities; revising the educational "amenities" that are required at public schools to save time, money and space; siting schools along existing and future transit corridors; pursuing Educational Facilities Benefit Districts in areas of substantial growth; and periodic review of the County Educational Facilities Impact Fee Ordinance.

Of particular interest to the City of Coral Gables are strategies to reduce the land requirements for public schools, which would otherwise preclude new schools from being constructed in many areas of the City. Allowances for multi-story schools, the location of schools along transit corridors, promoting the joint use of facilities, and allowing the conversion of non-school structures into public education facilities are all examples of strategies to provide new or expanded public schools despite the scarcity of vacant,



developable land. Currently, the City is working with the School Board to secure a new, innovative high school for the City that will be characterized by an international focus.

Educational Facilities Impact Fee

Miami-Dade County's Educational Facilities Impact Fee imposes an impact fee on new residential development throughout the County in order to offset some of the costs of providing student stations to accommodate the additional demand for student stations created by such development. An ongoing concern with the Educational Facilities Impact Fee is that the County's three designated benefit districts are too large to ensure that monies collected are expended at the schools most directly impacted by the development. A key recommendation of the Miami-Dade County Working Group on Public Schools Overcrowding Relief calls for the periodic review of the Public Educational Facilities Impact Fee Ordinance. Refining the benefit districts to ensure the equitable distribution of impact fees should be a paramount issue in the City's review of the Ordinance.

City/School Board Education Compact

The City recently (March 2006) entered into a unique "Education Compact" with the Miami-Dade County School Board that ensures that the City has a voice and a hand in shaping education within the City. The Compact establishes a partnership of the two entities that aims to work together to increase academic achievement, enhance the sharing of facilities, and expand community involvement. Some of the issues being addressed through the Compact include the improvement of Coral Gables Senior High School into a "B" school or higher; a vigorous internship program linking students to desired professions and school administrators to area CEOs; and a reenergized effort to address the needs of those students "in the middle" that do not always receive the same attention as those at either end of the academic achievement spectrum.

Consistency with Growth Management Laws

Section 163.3191 (2)(f), F.S., requires that the Evaluation and Appraisal Report evaluate relevant changes in growth management laws since the date of the previous EAR for consistency with the Comprehensive Land Use Plan. This evaluation was conducted based on the date that the current Evaluation and Appraisal Report was adopted (1998). The following summarizes the results of this review.



State Comprehensive Plan

The City of Coral Gables' adopted Comprehensive Land Use Plan and proposed 2006 Evaluation and Appraisal Report were reviewed in order to ensure consistency with the adopted State of Florida Comprehensive Plan (Chapter 187, Florida Statutes). This review indicates that the adopted City of Coral Gables Comprehensive Land Use Plan and proposed EAR are in compliance with and address the intent of applicable State Comprehensive Plan goals, objectives, and policies. No additional amendments to address compliance with the State Comprehensive Plan are deemed necessary at this time.

Chapter 163, Florida Statutes

A table indicating the manner in which the City of Coral Gables is addressing the requirements of Chapter 163, Florida Statutes, is attached as Appendix E. In addition, in May 2005 the State of Florida adopted additional amendments to Chapter 163 and its growth management requirements. The 2005 changes were separately reviewed to identify impacts to the Comprehensive Land Use Plan. Please see Chapter III C for the City's response to the new requirements regarding Transportation Concurrency Exception Areas.

In addition, the new requirements direct that the City's Capital Improvement Program be adopted into the Capital Improvements Element and that the City's Comprehensive Land Use Plan be amended annually to reflect Capital Improvements Program updates. Based on a review of the table in Appendix B, and the 2005 amendments, the following additional Comprehensive Land Use Plan amendments are recommended:

Capital Improvements Element/Capital Improvements Program

Recommendation: It is recommended that the following new Policies be added to provide for the following:

- Capital Improvements Element ("CIE") must include a "financially feasible" Capital Improvements Program ("CIP") that ensures level-of-service standards are achieved and maintained for 5-year period (or 10 or 15, if a long-term concurrency management system is adopted).
- Developer-funded capital improvements must be supported by an enforceable development agreement and guaranteed by the developer.
- CIP will be coordinated with the Metropolitan Planning Organization's (MPO) transportation improvement program (TIP) and long-range transportation plan (LRTP), and may rely upon first 3 years of the FDOT work program.
- CIE/CIP will be reviewed and amended annually, after transmitting and adopting the CIP, to maintain 5-year financially feasible program.
- CIP will be coordinated with the Miami-Dade County School Board's 5-Year Work Plan, and will incorporate the Work Plan by reference.



Public Facilities Element

Recommendation: It is recommended that new Policies be added to provide for the following:

- The City will continue to cooperate with the Miami-Dade County Water and Sewer Department (WASD) for multi-jurisdictional water supply planning, and shall support, as appropriate, WASD in its development and implementation of the Water Supply Facilities Work plan required by Florida Statutes, and the water conservation efforts of other agencies.
- Potable Water Sub Element will incorporate water supply projects from the regional water supply plan.
- To ensure water supply concurrency, the City of Coral Gables will consult with WASD to ensure water availability prior to issuance of building permit.

Transportation

Recommendation: It is recommended that new Policies be added to provide for the following:

- If a proposed project results in increased traffic generation, all mitigating transportation facilities must be in place or under construction within three (3) years of issuance of building permit.
- The City will establish a Proportionate Fair Share Mitigation Methodology by December 2006.
- The City will coordinate with Miami-Dade County, FDOT, and other applicable agencies in the rejustification of the County's Transportation Concurrency Exception Area (TCEA) and the City's Gables Redevelopment and Infill District (GRID), and develop strategies for mitigating traffic impacts in this area.

Public Schools

In May 2005, the State of Florida amended its growth management statutes to require that local governments establish and enforce concurrency requirements for public schools and adopt public school facilities elements into their Comprehensive Land Use Plans. According to the new requirements, the public school facilities element and concurrency requirements must be adopted by no later than January 1, 2008, as established by the Florida Department of Community Affairs. The public schools serving the City of Coral Gables are all overcrowded. The new school concurrency requirements may therefore have implications for future development and redevelopment in the City. The City will continue to monitor the interpretation and implementation of the new requirements, and continue to coordinate with the State, Miami-Dade County Public Schools, regional and County agencies, and other jurisdictions to address the new requirements and adopt the Public School Facilities Element into its Comprehensive Land Use Plan in accordance with the established schedule.



Water Supply Facilities Work Plan

Chapter 163, Florida Statutes, requires the preparation of a 10-year Water Supply Facilities Work plan by local governments with water supply facility responsibilities. The City of Coral Gables does not have water supply responsibilities, as it receives its water supply through interlocal agreement with the Miami-Dade Water and Sewer Department. Therefore, the City will support Miami-Dade County's implementation of the Water Supply Facilities Work plan requirement as appropriate, and other County efforts to ensure that the City's water supply needs are met. It is recommended that a new Objective and Policy be added to the Potable Water Element and Intergovernmental Coordination Element in order to express the City's support of Miami-Dade County's development and implementation of the Water Supply Facilities Work plan.

Rule Chapter 9J-5, Florida Administrative Code

A table indicating the manner in which the City of Coral Gables is addressing the requirements of Rule Chapter 9J-5, Florida Administrative Code, is attached as Appendix E. Based on a review of this Table, the following amendments are recommended.

Intergovernmental Coordination Element Update

The Intergovernmental Coordination Element should address the City's coordination with the County on the identification of dredge disposal sites, and reflect the full range of intergovernmental planning initiatives that involve the City. Other recommended amendments include:

- Goals, objectives and policies to recognize campus master plans, and providing procedures for coordination of campus master development agreements;
- Goals, objectives, and policies establishing joint processes for collaborative planning and decision-making with other units of local government;
- Goals, objectives and policies establishing joint processes for the siting of facilities with county-wide significance;
- Goals, objectives and policies that ensure adoption of interlocal agreements within one year of adoption of the amended Intergovernmental Coordination Element;
- The removal of obsolete policies and the update or deletion of obsolete dates.



Future Land Use Element Update

This element shall be updated to include the following:

- Goals, objectives and policies to identify any existing dredge spoil disposal sites and include an analysis of the need for additional dredge spoil disposal sites;
- Goals, objectives and policies to encourage elimination or reduction of uses that are inconsistent with an interagency hazard mitigation report and ensure the availability of dredge spoil disposal sites for affected coastal counties and municipalities
- Goals, objectives and policies to designate dredge spoil disposal sites for affected coastal counties and municipalities and establish site selection criteria for designation of future dredge spoil disposal sites;
- Goals, objectives and policies to address protection of potable water wellfields by designating appropriate activities and land uses within wellhead protection areas; and
- Update the Future Land Use Map to show potable water wells, wellhead protection areas, and coastal high hazard areas.

Capital Improvements Element

The Capital Improvements Element should address the City's concurrency management system and ensure that it is implemented. Other recommendations include goal, objectives, and policies that address private contributions to local government capital improvement planning (impact fees and fair-share mitigation).

Housing Element

The affordable housing study addressed all of the needed Housing Element updates based on 9J-5 changes including addressing the housing needs of current and future residents and addressing the needs of very-low income families as well as moderate income families.

Public Facilities Element

Goals, objectives, and policies to establish water quality standards for stormwater recharge will be included.



Conservation Element

Goals, objectives, and policies to identify and analyze groundwater and important fish or shellfish areas will be included.

Strategic Regional Policy Plan for South Florida

The South Florida Regional Planning Council has updated the Strategic Regional Policy Plan for South Florida (SRPPSF). The revised SRPPSF was reviewed and the Comprehensive Land Use Plan and EAR (1995 and 2006) are consistent with its goals and policies. Any inconsistencies identified by the SFRPC will be remedied through Comprehensive Land Use Plan amendments.



Chapter 3

Assessment of Comprehensive Land Use Plan Elements

Sections 163.3191(2) (g) and (h), F.S. require the EAR to provide a brief assessment of the successes and shortcomings related to each element of the local government's comprehensive plan. This chapter evaluates the progress towards achieving the adopted Goals, Objectives, and Policies (GOP's) of each element. The evaluation is in table form in the following format: Column 1; existing GOP's of each element; column 2; implementation measure/ measures that were utilized as part of the element's monitoring program; and, column 3; relevant comments, suggestions or recommendations.

Prior to the each table for each element, a summary of future EAR based amendments is listed to provide overall direction.

Future Land Use Element- Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Provide alternatives and incentives to promote lesser intensities and densities below the established thresholds of the Comprehensive Land Use Plan Map (i.e. floor area, ratio, height, etc)*
- *Address encroachment of non residential development into single family neighborhoods via mitigating performance standards*
- *Address inconsistencies between zoning and land use maps, including those involving private property*
- *Preserve the character of single-family neighborhoods, and strengthen historic preservation efforts where applicable*
- *Address the issue of incompatible oversized homes, particularly in the older sections of the City*
- *Continue to maintain and enhance downtown as a leading employment center, corporate capital, and mature and sophisticated 24/7 "live, work and play" activity node*
- *Provide further incentives to encourage vertical/horizontal mixed-uses in the downtown*
- *Establish community design standards and associated incentives*
- *Ensure adequate infrastructure for future development by maintaining an efficient and effective concurrency management system, and exploring additional funding opportunities through impact fees, grants, bonds, and other sources*
- *Consider the recommendations of the South Miami-Dade Watershed Plan and other land-use studies as they relate to development and future land use issues*
- *Using the North Ponce Neighborhood Plan as a guide, continue to work towards the revitalization of the North Ponce area through infill development, preservation, rehabilitation, and incentives to reduce intensity/density*
- *Explore the use of "Transfer of Development Rights (TDRs)" as a tool for achieving various planning objectives*
- *Encourage and strengthen the City's coordination, communication, and cooperation with adjacent municipalities, Miami-Dade*



County, the Miami-Dade County School Board, and regional and state agencies in all of the City's land use decisions

- Continue to strengthen the participation of community stakeholders in all of the City's land use decisions

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>GOAL 1-1. "ENHANCE FUTURE LAND USES CONSISTENT WITH NEEDS OF THE COMMUNITY AND ITS RESOURCES. The City of Coral Gables Establishes the Land Use Goal to Maintain and Enhance the Extraordinary Character and Quality of Land Uses Within the City in Meeting the Aesthetic, Physical, Social, Cultural, Economic, Natural and Man Made Environmental Needs of its Residents and Visitors in a Manner That Will Balance Immediate and Long Term Community Interests and Resources in the Orderly Protection of the Population's Health, Safety, and Welfare."</p>		<p>Goal will be revised for more clarity.</p>
<p>OBJECTIVE 1-1.1: FUTURE LAND USE AND IMPACT OF CONCURRENCY MANAGEMENT. The location, extent and intensity of future land uses as adopted in the Future Land Use Map Series will be based, in part, upon the physical and financial feasibility of providing all affected areas with services at Levels of Service (LOS) which meet or exceed the minimum standards adopted in the comprehensive plan. This Objective shall be achieved through the implementation of the following policies. (3243)</p>		<p>Objective to be revised with updated language.</p>
<p>POLICY 1-1.1.1: APPLICATION OF CONCURRENCY MANAGEMENT STANDARDS. Effective as of October 1, 1991, development orders authorizing all threshold development, or changes in land use classification, shall be contingent upon the ensured provision of affected services at least at the required Levels of Service (LOS) by appropriate means, concurrently with the projected effective date of actual need attributable to the development, which for this plan may be estimated to be up to (three-hundred sixty-four) 364 days, based upon the unique conditions of each development, following the time and date of the securing of the Final Certificate of Occupancy for such space as may otherwise be lawfully occupied. Ensured provision of affected services may include agreements or other detailed, obligatory processes by which the services shall be made real in a timely and equitable fashion. The definition of such processes and procedures shall be included in the development regulations of the City.</p>	<p>The City implemented a comprehensive Concurrency Management System in 1992. A concurrency impact analysis is completed for all development orders issued by the City. This includes changes in use, building permits, change in land use, change in zoning, or conditional use applications. Applicants are required to satisfy ALL concurrency conditions prior to issuance of a Certificate of Occupancy. The City is presently updating the entire Concurrency Management System to provide for early identification of inadequate services.</p>	<p>Remove the date, October 1, 1991 and revise language based on implementation measures taken.</p>
<p>POLICY 1-1.1.2: ESTABLISH CONCURRENCY MANAGEMENT REGULATIONS. Requirements and procedures shall be established by October 1, 1991, for all threshold development to contribute its proportional share of capital facilities, funds, and/or land thereof, necessary to accommodate the impact of the proposed</p>	<p>Completed. A Comprehensive Concurrency Management System was implemented in 1992.</p>	<p>Delete this policy. Policy was intended to establish concurrency management regulations, which has been accomplished.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
development or increment of redevelopment over and above preexisting development on a site.		
POLICY 1-1.1.3: ESTABLISH PROGRAM TO MONITOR CONCURRENCY MANAGEMENT. Beginning in January 1997, the City shall review on an annual basis the Concurrency Management System, including the adopted levels of services, to ensure that public facilities are available to meet the impacts of new development. (3243)	Completed. The City is currently completing a comprehensive update to the system.	Policy will be updated with revised language to remove the word "establish" and replace with "maintain." The reference to January of 1997 should also be removed.
POLICY 1-1.1.4: REVISE THE LAND DEVELOPMENT REGULATIONS. The City's Land Development Regulations went into effect December 31, 1991. After January 1, 1997, if warranted, the City shall revise the Land Development Regulations, which govern: zoning; subdivision; signage; landscaping and tree protection; surface water management and other areas, as needed in order to: <ul style="list-style-type: none"> • Effectively regulate future land use activities and natural resources identified on the Future Land Use Map; • Adequately protect property rights; and • Implement the goals, objectives, and policies stipulated in the Comprehensive Plan. 	In progress. The City is currently in the process of a comprehensive rewrite of the City's zoning code in conjunction with preparation of the EAR. The simultaneous rewrites allow and insure consistency between both documents.	Policy will be updated with revised language. The City's Land Development Regulations were amended prior to the adoption of this EAR. The policy shall be amended to read, "POLICY 1-1.1.4: REVISE THE LAND DEVELOPMENT REGULATIONS. If determined to be warranted by the City Commission, Planning & Zoning Board, or the Planning Department, the City shall revise the Zoning Code... (rest of policy is the same)"
POLICY 1-1.1.5: USE OF FUTURE LAND USE MAP SERIES. The adopted Future Land Use Map Series shall be used as a basis for programs, actions and regulations established to carry out the intent of this Plan.	Completed. The map is adopted as required by F.S. Below listed Policy 1-1.10.2 provides for this requirement.	No change.
POLICY 1-1.1.6: SCHEDULE FOR EVALUATION AND APPRAISAL REPORTS. After January 1, 1997, the City of Coral Gables shall prepare an Evaluation and Appraisal Report for submittal to DCA as required by Chapter 163, FS and Rule 9J 5, FAC and pursuant to the schedule in 9J-33, FAC.	This document satisfies this policy.	Remove the reference to January 1, 1997.
OBJECTIVE 1-1.2: CONTROL BLIGHT AND PROMOTE REDEVELOPMENT. Efforts shall be made to control blighting influences, and redevelopment shall be encouraged in areas experiencing deterioration. This Objective shall be achieved through the implementation of the following policies. (3243)	This is completed on all projects that are constructed within the City. All projects are required to undergo City review including both City Staff and Board/Committee/City Commission review. All projects undergo Board of Architect review and dependent upon intensity or other thresholds conditional review is required.	Objectives and Policies in this section shall be revised to reinforce existing progressive programs in place. New language will further reinforce the current program.
POLICY 1-1.2.1: MONITOR BLIGHT AND ESTABLISH PROCEDURES FOR	Completed and ongoing. The	See above comment.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>CORRECTIVE ACTION. The City's adopted anti-blight ordinance allows potential problems to be cited and requires property owners of cited property to take remedial action.</p>	<p>City has a progressive and active code enforcement system and Code Enforcement Board. In addition, the City completes comprehensive design review in a public forum format. All developments are required to undergo Board of Architects review and approval. The City also has a very progressive Police Department with City Wide Anti-Crime Committee that controls any potential problems.</p>	
<p>POLICY 1-1.2.2: IMPLEMENTING PROGRAMS FOR REDEVELOPMENT, REHABILITATION, AND RENEWAL. By January 1, 2002, the City of Coral Gables shall determine the feasibility of obtaining Community Development Block Grants and/or other similar funding for the carrying out of the following programs:</p> <ul style="list-style-type: none"> • Citywide Rehabilitation Program. The purpose of this program is to provide funds for rehabilitating homes owned or rented by very low, low, and moderate income households; demolishing and clearing dilapidated units which are beyond repair and detrimental to the health of the neighborhood environment; and defray or compensate households required to find temporary housing during rehabilitation. • Citywide Weatherization Program. The purpose of this program is to provide funding to very low, low, and moderate income households for weatherization improvements. 	<p>The City has partnered with Miami-Dade County in the rehabilitation of low to moderate-income residential properties. This included rehabilitation of existing residences and new construction of non-residential properties to assist as a funding mechanism to rehabilitate surrounding residential properties. New commercial property shall be a dedicated income stream to provide monies for surrounding residential rehab.</p>	<p>Delete policy and address in the Housing Element. The policy will be updated and amended in the Housing Element.</p>



The City Beautiful

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>OBJECTIVE 1-1.3: ACHIEVING COMPLIANCE WITH FUTURE LAND USE MAP AND PLAN. By the year 2010, the City shall endeavor to reduce the number of inconsistencies between the Future Land Use Map and the actual land uses from 70 to 35. (3243)</p>	<p>The City is in the process of reducing the number of inconsistencies as a part of this EAR process. The City has reduced that number from 70 to 40 inconsistencies. Major portions of the inconsistencies were publicly owned properties. These properties will be reassigned. Private property inconsistency shall be completed as the property owner requests any development order review. As a result, the number of inconsistencies shall continue to be reduced.</p>	<p>Objective will be updated to reflect implementation measure taken to date. Concurrent with the EAR and new Zoning Code, the City will eliminate all inconsistencies between the Future Land Use Map and the actual uses.</p>
<p>POLICY 1-1.3.1: AVOID ENCROACHMENT INTO NEIGHBORHOODS BY INCOMPATIBLE USES. Residential neighborhoods should be protected 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>Completed and ongoing. The City has continually updated its land development regulations and building codes to provide protection of its residential neighborhoods. The City has adopted restrictive design standards including but not limited to Mediterranean architecture (implemented in the 1980's and updated on two occasions in 1995 and recently in 2004). Historic preservation was also adopted in 1973 (Second in the State of Florida) and updated in 1984, 1998 and most recently in 2004, all of which further strengthen this policy. Other performance based code amendments have been completed to satisfy this Policy. The City has a comprehensive administrative and public forums procedures in place to implement this policy</p>	<p>Policy will be revised with language that is more proactive than reactive. Strengthen the Policy to support the new Commercial Limited designation in the Zoning Code.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	which includes them following Board and Committees: Board of Architects;, Board of Adjustment; Code Enforcement Broad; Traffic Advisory Board; Historic Preservation Board; Landscape Advisory Board, and Citywide Anti Crime Committee	
POLICY 1-1.3.2: APPLICATION OF BUFFERING TECHNIQUES. Uses designated in the plan which causes significant noise, light, glare, odor, vibration, dust, hazardous conditions or industrial traffic shall provide buffering when located adjacent to or across the street from incompatible uses such as residential uses.	Completed and ongoing. All projects whether undergoing administrative or public review are required to satisfy various performance and design standards. Implementation is via the Internal City Staff Development Review Committee, Board of Architects, Planning and Zoning Board and City Commission.	Policy needs to be amended to include buffering concepts such as landscaping, walls and setbacks.
POLICY 1-1.3.3: LIMITATIONS ON POTENTIALLY DISRUPTIVE USES. Normally disruptive uses may be permitted on sites within related districts only where proper design solutions are demonstrated and committed to in advance which will be used to integrate the uses so as to buffer any potentially incompatible elements.	Completed and ongoing. See above comment.	Strengthen the Policy to support the new Commercial Limited designation in the Zoning Code.
POLICY 1-1.3.4: EXAMINE EXISTING ZONING CODE FOR CONSISTENCY WITH LAND USE PLAN. An examination of the revised Zoning Code shall be made to determine its consistency with the Land Use Plan. Within two years of the adoption of this plan, action shall be taken to correct any remaining inconsistencies.	Ongoing. As properties have undergone development and redevelopment, consistency of the zoning and land use has been completed. As a part of the EAR, a large portion of the inconsistent land use and zoning shall be corrected.	In conjunction with the re-write of the Zoning Code, the Policy was achieved.
OBJECTIVE 1-1.4: NATURAL AND HISTORIC RESOURCES. Provide for protection of natural and historic resources. This Objective shall be achieved through the implementation of the following policies. (3243)		Objective may be reworded for more clarity.
POLICY 1-1.4.1: IMPLEMENTING CERTAIN PLAN POLICIES. Implement the policies of the Coastal Management Element, Conservation Element, Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Ground Water Aquifer Recharge Element, and the Historic Preservation Element.	Completed. These policies have been implemented.	Policy will be deleted. The policy is vague and unnecessary. Sufficient Objectives and Policies in other elements of the CLUP provide for this intent.
POLICY 1-1.4.2: CONSIDER NATURAL AND HISTORIC RESOURCES. Include balanced consideration for protection of natural and historic resources in the consideration of granting all development orders.	Completed. Considered as part of the administrative and public hearing site plan review.	Additional GOP's will be created to further strengthen review and support the recently updated



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
		Historic Preservation Ordinance (updated in 2004). Provisions for the Transfer of Development Rights (TDR's) will be provided for in the re-write of the Zoning Code. Amend to include the following language after the existing text, "Parcels with natural or historic resources are eligible, pursuant to the Land Development Regulations which govern the Transfer of Development Rights, to be designated as a sending sight. Sending sights are eligible to send their remaining development rights to receiving sites, thereby preserving the historic or natural resource from further development.
OBJECTIVE 1-1.5: CONTROL DENSITY IN COASTAL AREA. Maintain the overall coastal area residential population at densities, which will result in an average overall residential development density at or below six (6) dwelling units per gross acre averaged throughout the coastal area East of Old Cutler Road.	Completed. No development has occurred which has resulted in an increase of 6 units per acre. Current zoning regulations restrict to this threshold, therefore this policy is not necessary. Requirements are more appropriate in Zoning Code. Coastal Element provides other protections measures.	Objective will be amended but will remain as it is required by 9J-5.
POLICY 1-1.5.1: RESTRICT COASTAL DEVELOPMENT EAST OF OLD CUTLER ROAD. Restrict residential development, which will cause the average overall residential development density to exceed six (6) dwelling units per gross acre averaged throughout the coastal area East of Old Cutler Road.	Completed. See above comment.	Policy will be deleted
POLICY 1-1.5.2: INITIATE PROCEDURES TO MONITOR LAND USE EAST OF OLD CUTLER ROAD. The City Planning Department shall maintain an inventory of dwelling units and overall land areas east of Old Cutler Road and shall update the inventory by December 31 st of each year in order to maintain an up to date density average against which proposed projects may be tested.	Completed. See above comment.	Policy will be amended but will remain as it is required by 9J-5.
OBJECTIVE 1-1.6: COORDINATION WITH STATE PER CHAPTER 380, FS. Coordinate the city's actions with appropriate resource planning and management plans prepared pursuant to Chapter 380, FS, and approved by the Governor & Cabinet in a fashion consistent with this plan. This Objective shall be achieved through the	Completed on an ongoing basis as required per F.S.	Required and completed pursuant to State requirements.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
implementation of the following policies. (3243)		
<p>POLICY 1-1.6.1: INITIATE INTERGOVERNMENTAL COORDINATION. Coordinate with State, regional, county, and local agencies to ensure mutual cooperation in the development of all appropriate resource planning and management plans prepared pursuant to Chapter 380, FS.</p>	<p>Completed and ongoing. The City monitors all other local governments' activities when notice is provided. The City provides notice as required to other local governments and agencies on upcoming large development projects. In addition, the City also works closely with the South Florida Regional Planning Council, Miami-Dade County School Board (pursuant to the Interlocal Agreement) and Department of Community Affairs on regional issues including but not limited to affordable / workforce housing, school concurrency, transportation, etc. The City also has other mutual aid agreements with other local governments with reference to fire service, police, disaster preparedness, etc.</p>	<p>Policy will be amended and updated to reflect current practices.</p>
<p>POLICY 1-1.6.2: GRANTSMANSHIP AND SELF-DETERMINATION. Coordinate with other governments in securing full provision of resources by the State and non-city agencies for programs of their design, creation, and/or benefit, and ensure the protection of local self-determination in matters, which are not demonstrated to be of actual regional significance.</p>	<p>Completed and ongoing. The City actively pursues outside assistance and in-kind services and has successfully secured outside funding for the following: historic preservation grants; emergency management; crime prevention; water management; storm water protection; parks and recreation, etc. The City has secured a grants consultant and lobbyist to assist in these efforts. To date, the City has</p>	<p>Policy will be amended and updated to reflect current practices.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	secured approximately \$4.5 million in funding.	
OBJECTIVE 1-1.7: DISCOURAGE URBAN SPRAWL. Discourage the proliferation of urban sprawl by amending the land development regulations to include a regulatory framework for encouraging future infill and redevelopment within existing developed areas. In drafting the infill/redevelopment program, the City shall coordinate public and private resources necessary to initiate needed improvements and/or redevelopment within these areas. (3243)	The City is a compact urban entity and does not have any land areas where this objective is of concern. Any development in the City is entirely 100% infill.	Objective will be deleted.
POLICY 1-1.7.1: DEVELOPMENT OF EMPLOYMENT CENTERS. Encourage effective and proper development of employment centers of high quality, which offer potential for local employment in reasonably close proximity to protected residential neighborhoods.	Ongoing. The City has a very active central business district, which is home to over 150 multi-national corporations. The City has a Development Department who works closely with downtown improvements district and Chamber of Commerce in promoting a highly desirable employment center.	Amend Policy to include specific employment centers. The employment centers that should be listed are the Central Business District, the Industrial District, and the University of Miami.
POLICY 1-1.7.2: DEVELOPMENT OF UNDEVELOPED LAND. Encourage development of remaining undeveloped and vacant isolated parcels of developable property through identification and staff assistance in providing information as to appropriate uses permitted by code and proper procedures to be undertaken to obtain the proper development orders.	With recent trends in the residential market, few undeveloped parcels exist and identification is not necessary to encourage development. Significant redevelopment is occurring citywide and presently the City is undertaking a comprehensive rewrite of all of its regulations including the Zoning Code, Comprehensive Plan, and City Code.	There is very little undeveloped land left within the City, therefore the Policy should be deleted.
POLICY 1-1.7.3: FINALIZE INDUSTRIAL REDEVELOPMENT PLAN AND IMPLEMENTING POLICIES. Finalize an analysis of the industrial area by January 1, 1990, and adopt a specific neighborhood redevelopment plan within one year following such analysis. The plan shall include Future Land Use and development regulations to support the plan.	Completed. In 2003 and 2006, mixed use Zoning Code and CLUP regulations were adopted for the area.	Policy will be deleted. Percentage distribution of mix uses and other objective measurements were provided in a recent CLUP amendment.
POLICY 1-1.7.4: INCENTIVES FOR INFILL AND REDEVELOPMENT. The City of Coral Gables by December 31, 1998 shall develop a strategy for providing incentives for infill and redevelopment that address, at a minimum, the impact on the following issues: <ul style="list-style-type: none"> • Surrounding land use compatibility • Historic resources 	Completed and ongoing. The City has undertaken various amendments to the land development regulations and City Code throughout the years to satisfy all of the listed	Policy will be amended to reflect current regulations.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<ul style="list-style-type: none"> • Neighborhood Identity • Public Facilities including roadways • Intensity/Density of the use • Access and parking • Landscaping and buffering 	incentives. The City implemented citywide Mediterranean provisions (3 rd revision since initial writing) in 2004 and since that time has update the provisions to continue to satisfy the list of issues with a strong emphasis on vertical and horizontal mixed use infill with various performance standards.	
<p>POLICY 1-1.7.5: REDEVELOPMENT OF THE INDUSTRIAL DESIGN CENTER. By January 2000, the City shall adopt land development regulations, which encourage the development of the Industrial Design Center as a mixed-use village.</p>	<p>Completed. In 1999, the City processed a Development of Regional Impact for this area, which provided for commercial, retail, and residential uses as a mixed-use concept. In 2004 and 2006, mixed use Zoning Code and CLUP regulations were adopted for the remainder of the area.</p>	<p>Policy will be deleted.</p>
<p>OBJECTIVE 1-1.8: ADEQUATE INFRASTRUCTURE FOR NEW DEVELOPMENT. Ensure land and resources are made available which are suitable for utility facilities and other infrastructure required to support proposed development. This Objective shall be achieved through the implementation of the following policies: (3243)</p>	<p>Completed. City Concurrency Management program monitors needs.</p>	<p>Objective will be amended and updated.</p>
<p>POLICY 1-1.8.1: DEVELOP CONCURRENCY MANAGEMENT PROCEDURES. Requirements and procedures shall be established by October 1, 1991, for all threshold development, which will require them to contribute their proportional share of capital facilities, funds, and/or land therefore, necessary to accommodate the impact of the proposed development or increment of redevelopment over and above existing development on a site.</p>	<p>Completed. As noted in the above implementation and measure section "Future Land Use Element Objective 1-1.1 Implementation Status." In addition, the City is also completing the necessary framework for the implementation of various impact fees to assist in the funding of potential impacts as it relates to emergency service, public realm improvements, and traffic (traffic calming).</p>	<p>Policy will be amended and updated to read as follows, "The City shall develop an impact fee system that is in concert with the concurrency management system."</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>OBJECTIVE 1-1.9: INNOVATIVE DEVELOPMENT REGULATIONS. Encourage sound innovation in development regulations which provide a continuing process to respond to community needs. This Objective shall be achieved through the implementation of the following policies. (3243)</p>		<p>Objective will be amended and updated to reflect changes made in the LDR re-write process.</p>
<p>POLICY 1-1.9.1: MIXED USE DOWNTOWN DEVELOPMENT. Encourage balanced mixed-use developments in the downtown area, which promote pedestrian activity and provide for specific commitments to design excellence and long term economic and cultural vitality.</p>	<p>Completed. The City adopted two mixed-use districts in the 1990's which included neighborhood serving commercial uses in residential areas and residential uses in commercial areas. Since that time, the City has updated its mixed-use provisions and created other mixed-use district and has updated its Mediterranean Ordinance which includes mixed-use percentage distributions and other objective measurements.</p>	<p>Policy will be amended and updated to reflect and to support the mixed-use overlay concept in the CBD and other areas when applicable. Also, must define downtown as the CBD.</p>
<p>POLICY 1-1.9.2: PRINCIPLES FOR DOWNTOWN PLANNING. Encourage the detailed planning of downtown to establish sound economic, aesthetic and land use principles for effective utilization of both public and private resources.</p>	<p>Completed and ongoing. The City has promoted and completed private public partnerships, which provided for mixed uses in the downtown, which included residential, commercial, and supplemental parking to meet the deficiency of parking in the downtown. The City has assisted in the development of city properties in conjunction with private entities to provide parking, neighborhood commercial uses, regional commercial use (Village of Merrick Park-City owned land) and senior housing.</p>	<p>Policy will be amended and updated to define downtown as the CBD.</p>
<p>POLICY 1-1.9.3: DOWNTOWN DEVELOPMENT. By December 1998, the City in conjunction with business and property owners shall develop a Downtown Improvement Plan based upon existing plans, including the 1990 University of Miami study, which considers at a minimum the following:</p> <ul style="list-style-type: none"> • Whether a Downtown Development Authority (consisting of both public and 	<p>Completed. The City has a very active central business district, which is home to over 150 multi-national corporations. The City worked closely with the</p>	<p>Policy will be amended and updated since the Downtown Improvement Plan was implemented.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>private members) should be created;</p> <ul style="list-style-type: none"> • Whether the Downtown Development Authority should be provided with a dedicated funding source; • How to continue attracting headquarters of international corporations; and • How to preserve the City's historical Mediterranean architecture and design. 	<p>downtown property owners to create a Downtown Business Improvement District in 1998 which is ongoing, separately operated and self funded.</p>	
<p>POLICY 1-1.9.4: MIRACLE MILE REDEVELOPMENT. By December 1998, the City in conjunction with business and property owners shall have developed a redevelopment plan for the Miracle Mile area which considers at a minimum the following issues:</p> <ul style="list-style-type: none"> • Whether to create a more pedestrian friendly environment by widening sidewalks and narrowing roadway pavement; • Whether to reduce speed limits along Miracle Mile; • Whether to encourage a mix of uses with unique shopping and cultural opportunities; • Whether to encourage shopping for neighborhood residents; and • Whether to improve parking. 	<p>Completed and ongoing. The City in conjunction with the Downtown Business Improvements District and the Chamber of Commerce has developed a plan addressing all the points listed herein. In the interim, other street level improvements have been designed and installed to promote the issues listed. This includes new public parking facilities, wider sidewalks, street level landscaping, way finding signage, etc.</p>	<p>Policy will be amended and updated to remove the dates and to include language which supports the implementation of the Miracle Mile redevelopment plan.</p>
<p>OBJECTIVE 1-1.10: ENSURE FUTURE DEVELOPMENT CONSISTENT WITH PLAN. By the date required by Section 163.3202, F.S., the City shall make provisions which ensure that future land use and development in the City is consistent with the comprehensive plan.</p>	<p>Required pursuant to F.S.</p>	<p>No change.</p>
<p>POLICY 1-1.10.1: REVIEW AMENDMENTS TO DEVELOPMENT REGULATIONS FOR CONSISTENCY WITH PLAN. The Planning Department shall review proposals to amend the development regulations and shall report on the consistency between such proposals and the comprehensive plan, as required by Chapter 163, F.S.</p>	<p>Completed and ongoing. Required pursuant to F.S. The Planning Department prepares written analysis of all applications to insure consistency with all applicable Zoning Code, CLUP GOP, and other City Codes.</p>	<p>No change.</p>
<p>POLICY 1-1.10.2: MAINTAIN REGULATORY FRAMEWORK CONSISTENT WITH PLAN. The City shall 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 storm water management; open space and regulate on site traffic flow and parking.</p>	<p>Completed and ongoing. The City has undertaken various amendments to the land development regulations and City Code throughout the years to satisfy all of the listed items.</p>	<p>Policy will be amended and updated.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>OBJECTIVE 1-1.11: RESIDENTIAL DEVELOPMENT PATTERN. Maintain a pattern of overall low-density residential use with limited medium, and high-density residential uses in selected areas to preserve the low intensity character of the residential neighborhoods. This Objective shall be achieved through the implementation of the following policies. (3243)</p>	<p>Completed and ongoing. This is completed during review</p>	<p>This objective and all the policies listed below will be amended to further strengthen and maintain the high aesthetic community design standards of residential areas. Recent updates as identified in other comments have provided further protection.</p>
<p>POLICY 1-1.11.1: MAINTENANCE AND ENFORCEMENT ACTIONS. Maintain and enforce effective development and maintenance regulations.</p>	<p>Completed and ongoing. The City has an active and progressive code enforcement system. The City's Code Enforcement Board enforces the regulations and the Board of Architects, Historic Preservation Board, Planning and Zoning Board and City Commission maintain appearance issues in the City.</p>	<p>See above comment.</p>
<p>OBJECTIVE 1-1.12: COMMUNITY DESIGN STANDARDS. By January 2001, the City shall adopt land development regulations, which maintain the high aesthetic community design standards. (3243)</p>	<p>Completed and ongoing. The City has continually updated its land development regulations and building codes to maintain the high aesthetic community design stand. The City has adopted restrictive design standards including but not limited to Mediterranean architecture (implemented in the 1980's and was updated on two occasions in the 1990's and recently in 2004). Historic preservation was also adopted in 1973 (Second in the State of Florida) and updated in 1984, 1998 and most recently in 2004, all of which further strengthen this policy. Other performance based code amendments have also been completed to satisfy this policy. The City has a comprehensive administrative</p>	<p>See above comment.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	and public forums procedures in place to implement this Policy which includes them following Board and Committees: Board of Architects;, Board of Adjustment; Code Enforcement Broad; Traffic Advisory Board; Historic Preservation Board; Landscape Advisory Board, and Citywide Anti Crime Committee	
POLICY 1-1.12.1: MAINTENANCE AND ENFORCEMENT ACTIONS. Maintain and enforce effective development and maintenance regulations.	Completed and ongoing. The City has completed updates to the City Code and Zoning Code to provide for more effective maintenance. Recent revisions include updates to noise ordinance and sanitation.	See above comment.
OBJECTIVE 1-1.13: SCENIC VISTAS. By January 2001, the City shall adopt land development regulations which create preserve and maintain scenic vistas in keeping with the classic tradition as embodied in the original city plan. (3243)	Completed as projects undergo review. The City has numerous historic landmarks; whereas any development may impact these landmarks undergo extensive scrutiny and review.	See above comment.
POLICY 1-1.13.1: MAINTENANCE AND ENFORCEMENT ACTIONS. Maintain and enforce effective development and maintenance regulations.	Policy appears to be repetitive and unnecessary.	Delete Policy.
OBJECTIVE 1-1.14: NEIGHBORHOOD CHARACTER. By January 2001, the City shall adopt land development regulations which preserve and improve the character of neighborhoods. (3243)	Completed. The City adopted Historic Preservation requirements in 1998 and amended those in 2003. In addition, Mediterranean ordinance provisions have been in place since the early 1980's and have been updated twice with the most recent update being 2003.	This objective and all the policies listed below will be amended to further strengthen and maintain the high aesthetic community design standards of residential areas. Recent updates as identified in other comments have provided further protection.
POLICY 1-1.14.1: CODIFY NEIGHBORHOOD BOUNDARIES. Establish and codify boundaries for all neighborhoods by December 31, 1999.	Not necessary to codify boundaries, no purpose exists for this information. Preservation and improvements of the character of neighborhoods has no boundaries. Implementation of	Policy will be deleted.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	preservation initiatives is city wide with no boundaries.	
POLICY 1-1.14.2: NEIGHBORHOOD PRESERVATION AND IMPROVEMENT. By January 2001, the City shall adopt land development regulations addressing the location and extent of residential and non-residential land uses consistent with the Future Land Use Map in order to preserve the character of existing neighborhoods.	Completed and ongoing. The City has undertaken various amendments to the land development regulations and City Code throughout the years to satisfy all of the listed items.	See comment for Objective 1-1.14.
OBJECTIVE 1-1.15: FLEXIBILITY IN COMPREHENSIVE PLANNING. The City of Coral Gables acknowledges the importance of comprehensive planning and further understands the need to evaluate and appraise the City's Comprehensive Plan on a regular basis. The City wants to ensure that the growth management program in Coral Gables best serves its citizens and its rich natural and historical resources. In order to accomplish this objective, the City shall seek traditional and innovative methods to provide Coral Gables with greater flexibility in tailoring the comprehensive planning process to meet the City's needs.	Completed and ongoing. The City has completed yearly updates of the Zoning Code, which embodies the CLUP GOP's.	See comment for Objective 1-1.14.
POLICY 1-1.15.1: SUSTAINABLE COMMUNITIES DEMONSTRATION PROJECT. In 1996, DCA developed a sustainable community's demonstration project which would allow five (5) selected communities greater flexibility in the comprehensive planning process while developing partners within the state to assist them in this effort. The City shall apply for designation as a sustainable community each time the program is offered by DCA until either the City receives the designation or the program is no longer offered.	Not completed. The City did not apply for designation and does not desire to participate.	Policy will be deleted. The City did not apply for the Sustainable Communities Demonstration Project and does not desire to apply.
OBJECTIVE 1-1.16: ANNEXATION STUDY. The City of Coral Gables acknowledges a need to prevent urban sprawl and disjointed urban service delivery systems. In addition, the City desires to develop a plan for managing potential annexation. Therefore, by June 1, 2000, the City of Coral Gables shall prepare an annexation study which analyzes the potential for incorporating unincorporated areas around Coral Gables. The study shall document issues surrounding potential development within the unincorporated urban area. (3243)	Completed. An annexation study is completed on all properties that are annexed	Objective and policy will be amended and updated to remove the date. The policy should include language that provides for what the overall objective of the City's Annexation program is, and provide for additional supporting policies that relate to the study that was completed.
POLICY 1-1.16.1: PARAMETERS OF THE ANNEXATION STUDY. The Coral Gables annexation study shall: (3243) <ul style="list-style-type: none"> • Review and evaluate Dade County land development forecasts and supportive documentation associated with development within the unincorporated urban area. The analysis should consider at a minimum: • Population and housing projections. • Architectural similarities. • Traffic circulation linkages and issues of mutual City/County concern. • Water and wastewater service systems, including intergovernmental coordination issues. 	Completed. City works closely with Miami-Dade County on future annexation areas. Comprehensive analysis is completed prior to implementation of any annexations.	Policy will be updated to reflect actual program in place which is more comprehensive. Portions of this Policy will be rewritten into other policies.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<ul style="list-style-type: none"> • Drainage and natural water basins. • Natural features restricting development. • Investigate the City's ability to provide adequate levels of service to the unincorporated areas including conducting a service delivery analysis on all City services, including but not limited to emergency services. • Evaluate the unincorporated areas for compliance with the City's Building Code and Code of Ordinances. • Analyze infrastructure issues, including improvement needs based on development forecasts. • Recommend a strategy for improving, planning, and management of development within unincorporated areas including annexation alternatives. The recommendations shall include but not be limited to: <ul style="list-style-type: none"> • Procedures for intergovernmental coordination of land use policy governing development within these unincorporated areas; and • Policies and or actions for developing efficient systems for: <ul style="list-style-type: none"> • delivering municipal services; and • achieving diversification of the municipal tax base. • Identify linkages established by employment and/or consumer goods markets, which may effectively link residents of unincorporated areas with the City of Coral Gables. 		
<p>OBJECTIVE 1-1.17 SCHOOL SITING. The City of Coral Gables acknowledges the need to locate schools proximate to urban residential areas and, where possible, co-locate public facilities, such as parks, libraries and community centers with schools (Ord. 3437).</p>	<p>Ongoing. The City has entered into an Education Compact with the School Board that will allow for greater City involvement in educational matters within the City.</p>	<p>Objective will be amended and provided in other sections.</p>
<p>POLICY 1-1.17.1: LAND USE. Identify and designate existing school sites as "Educational Use" on the City's Future Land Use Map (Ord. 3437).</p>	<p>Completed in accordance with F.S.</p>	<p>Policy will be update to reflect changes in FLU categories.</p>
<p>POLICY 1-1.17.2: VACANT LAND. Maintain a Vacant Land Map to assist in identifying undeveloped parcels of property citywide (Ord. 3437).</p>	<p>As noted in previous comments, very little vacant land exists given the recent significant increase in development activity within the City.</p>	<p>Policy will be deleted.</p>
<p>POLICY 1-1.17.3: SCHOOL CAPACITY. Coordinate with County School Board and maintain data identifying public school facilities, capacity, and utilization (Ord. 3437).</p>	<p>Completed. The City has an Interlocal agreement and provides the School Broad copies of all agendas, staff reports and public notices that result in an increase in residential units. Thereby providing an opportunity for the</p>	<p>Policy will be deleted from this section but further provisions shall be included within the revised CLUP (i.e. intergovernmental section, etc) as this policy is required by 9J-5.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	School Board to participate in the process. Also, the City has entered into an Education Compact with the School Board that will allow for greater City involvement in educational matters within the City.	
POLICY 1-1.17.4: STUDENT POPULATION. Maintain City population data to assist the projection of future population growth and community characteristics (Ord. 3437).	Completed and provide on the City web site.	Policy will be amended but will remain as it is required by 9J-5.
GOAL 1-2 FUTURE LAND USE MAP. The Future Land Use Map depicts the future land uses found to be in the public interest and to be the basis for regulations, programs, actions and rules of the City and other affected agencies. The following Future Land Use Classifications and associated definitions are used for the Future Land Use and Historic Resources Map series.	Completed and ongoing. The FLU categories will change to reflect the changes made with the re-write of the Zoning Code.	Objective and policies (FLU categories) will be amended and updated to reflect changes to the Zoning Code.
OBJECTIVE 1-2.1. R -- RESIDENTIAL USE (SINGLE-FAMILY)		
POLICY 1-2.1.1 RL -- RESIDENTIAL LOW DENSITY: Single-family residential; detached homes with density not to exceed 6 units per gross acre.	The thresholds have been maintained.	As a part of the rewrite of the Zoning Code, the issue of redevelopment of the historic single-family neighborhoods was identified as a major issue. Specifically the size of single family homes being developed and the compatibility of these new residences within the historic fabric of the City. As a result, new dev. regulations have been drafted to further strengthen and preserve the historic identity of the neighborhood.
POLICY 1-2.1.2 RH -- RESIDENTIAL HIGH DENSITY: Single-family residential with density not to exceed nine (9) units per gross acre. Although intended primarily for detached single-family homes, it does not preclude special types of residences such as townhouses, patio homes, cluster homes or zero-lot-line homes, as long as the density restrictions are met.	The thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.2 RM -- RESIDENTIAL USE (MULTI-FAMILY)		See above comment on Goal 1-2.
POLICY 1-2.2.1 RMD -- RESIDENTIAL MULTI-FAMILY DUPLEX DENSITY: Duplex dwellings with a density of up to nine (9) units per gross acre.	The thresholds have been maintained.	See above comment on Goal 1-2.
POLICY 1-2.2.2 RML -- RESIDENTIAL MULTI-FAMILY LOW DENSITY: Multi-family residential, with a density not to exceed twenty (20) units per gross acres, with architectural incentives, twenty-five (25) units per gross acre are allowed. Maximum permitted height is four stories; with architectural incentives, six (6) stories are allowed	The thresholds have been maintained.	See above comment on Goal 1-2.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
(Ord. 3333).		
POLICY 1-2.2.3 RMM -- RESIDENTIAL MULTI-FAMILY MEDIUM DENSITY: Multi-family residential with a density not to exceed forty (40) units per gross acres, with architectural incentives fifty (50) units per gross acre are allowed. Maximum permitted height is six (6) stories; with architectural incentives, eight (8) stories are allowed (Ord. 3333).	The thresholds have been maintained.	See above comment on Goal 1-2.
POLICY 1-2.2.4 RMH -- RESIDENTIAL MULTI-FAMILY HIGH DENSITY: Multi-family residential with a density not to exceed sixty (60) units per gross acres, with architectural incentives seventy-five (75) units per gross acre are allowed. Maximum permitted height is thirteen (13) stories; with architectural incentives, sixteen (16) stories are allowed (Ord. 3333).	The thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.3. C -- COMMERCIAL USE		See above comment on Goal 1-2.
POLICY 1-2.3.1. CL -- COMMERCIAL LOW-RISE INTENSITY: Residential; Retail; Services; Office. This category is oriented to pedestrian and neighborhood commercial uses. Mixed uses allowed. Maximum FAR. of 3.0; with architectural incentives FAR. of 3.5 is permitted. Up to an additional twenty-five (25%) FAR. may be granted for properties qualifying as receiving sites for Transfer Development Rights (TDR). Maximum permitted height is four (4) stories; with architectural incentives, six (6) stories are allowed. Residential use shall be permitted as part of a mixed-use development with a maximum density of twenty (20) units per gross acre, twenty-five (25) units per gross acre with architectural incentives, and provided that the residential portion of the development does not constitute more than fifty (50%) of the mixed-use project. In Mixed-Use District No. 1, residential density shall be governed by the maximum allowable FAR. and may constitute up to seventy-five (75%) of any development (Ord. 3333 and 3391).	The intensity and density thresholds have been maintained.	As a part of the rewrite of the Zoning Code, the issue of nonresidential development adjacent to residential uses is a major issue. A new commercial limited zoning district is proposed which provides further protection or residential uses requiring conditional use review and various performance based mitigation requirements to maintain the integrity of the neighborhoods. This entire policy shall be rewritten to reflect the above.
POLICY 1-2.3.2. CM -- COMMERCIAL MID-RISE INTENSITY: Same uses as Low Intensity. Maximum FAR. of 3.0; with architectural incentives FAR. of 3.5 is permitted. Up to an additional twenty-five (25%) FAR. may be granted for properties qualifying as receiving sites for Transfer Development Rights (TDR). Maximum permitted height is six (6) stories; with architectural incentives, eight (8) stores are allowed. Residential use shall be permitted as part of a mixed-use development with a maximum density of forty (40) units per gross acre, fifty (50) units per gross acre with architectural incentives, and provided that the residential portion of the development does not constitute more than fifty (50%) of the mixed-use project. In Mixed-Use District No. 1, residential density shall be governed by the maximum allowable FAR. and may constitute up to seventy-five (75%) of any development (Ord. 3333 and 3391).	The intensity and density thresholds have been maintained.	See above comment on Policy 1-2.3.1



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 1-2.3.3. CH -- COMMERCIAL HIGH-RISE INTENSITY: Same uses as Mid-Rise Intensity with a maximum FAR. of 3.0; with architectural incentives FAR. of 3.5 is permitted. Up to an additional twenty-five (25%) FAR. may be granted for properties qualifying as receiving sites for Transfer Development Rights (TDR). Maximum permitted height is thirteen (13) stories; with architectural incentives, sixteen (16) stories allowed. Residential use shall be permitted as part of a mixed-use development with a maximum density of sixty (60) units per acre, seventy-five (75) units per gross acre with architectural incentives, and provided that the residential portion of the development does not constitute more than fifty (50%) of the mixed-use project. In Mixed-Use District No. 1, residential density shall be governed by the maximum allowable FAR. and may constitute up to seventy-five (75%) of any development (Ord. 3333 and 3391).</p>	<p>The intensity and density thresholds have been maintained.</p>	<p>See above comment on Policy 1-2.3.1</p>
<p>POLICY 1-2.4 I -- INDUSTRIAL USE: All uses allowed in Commercial Land Use categories. Automobile uses, wholesale uses, light industry, and manufacturing allowed. Maximum FAR of 3.0; with architectural incentives FAR of 3.5 is permitted. Maximum permitted height is six stories; with architectural incentives, eight stories are allowed. Residential uses shall be permitted as part of mixed-use development with a maximum density of forty (40) units per gross acre and provided that the residential portion of the development does not constitute more than fifty (50%) of the mixed-use project. (Ord. 3333)</p>	<p>The intensity and density thresholds have been maintained.</p>	<p>Policy will be amended with same intent as the comment noted in above Policy 1-2.3.1. In addition, the City has enacted a mixed use overlay to promote residential due to rising land costs not supporting industrial type uses within the City.</p>
<p>POLICY 1-2.4.1 – INDUSTRIAL USE (Northern Industrial Section): The area depicted on map below, shall be subject to the following:</p> <ul style="list-style-type: none"> • All uses permitted in Commercial and Industrial (M) Land Use categories shall be permitted. • Maximum FAR of 3.0; with architectural incentives and public realm improvements FAR of 3.5 may be permitted. • Maximum permitted height is six stories; with architectural incentives and public realm improvements eight stories may be permitted. • Properties may develop at higher intensities/densities pursuant to the Mixed Use Overlay District 3 (MXD3) as provided in Policy 1-2.17. • Residential Uses shall only be permitted pursuant to the Mixed Use Overlay District 3 (MXD3) as provided in Policy 1-2.17.” (Ord. 2003-03) 	<p>New provisions adopted in 2004.</p>	<p>An amendment to the CLUP is currently under review by DCA that would expand the MXD3 Overlay District to include the City’s Southern Industrial Section.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>OBJECTIVE 1-2.5. U -- UNIVERSITY USE: This category shall include buildings and land use area used for learning research, and living as part of a university campus. It may also include limited commercial activities oriented to university housing. Maximum FAR. of .5 for the entire campus as a planned development site.</p>	<p>The intensity and density thresholds have been maintained.</p>	<p>Policy will be amended to include minor increase in FAR. Zoning Code provisions were update to reflect recent changes in the development of the University.</p>
<p>OBJECTIVE 1-2.6. E -- EDUCATION USE: Primary and secondary schools both public and private. Maximum FAR. of 2.0.</p>	<p>The intensity and density thresholds have been maintained.</p>	<p>See above comment on Goal 1-2.</p>
<p>OBJECTIVE 1-2.7. PR -- PARKS AND RECREATIONAL USE: Public/private land areas and buildings for recreation, both active and passive, including sports, golf, tennis and similar activities. Maximum FAR. of 2.0.</p>	<p>The intensity and density thresholds have been maintained.</p>	<p>Policy will be amended to update based upon changes to Recreational Element.</p>
<p>OBJECTIVE 1-2.8. OS -- OPEN SPACE: Open space land areas including, but not limited to right-of-way plazas and entranceways. Maximum FAR. of 0.</p>	<p>The intensity and density thresholds have been maintained.</p>	<p>See above comment on Goal 1-2.</p>
<p>OBJECTIVE 1-2.9. PB -- PUBLIC BUILDINGS & GROUNDS: Buildings and adjacent land areas used for Local, State or Federal government purposes, and for public and semi-public services, including utilities. Maximum FAR. of 2.0.</p>	<p>The intensity and density thresholds have been maintained.</p>	<p>See above comment on Goal 1-2.</p>
<p>OBJECTIVE 1-2.10. H -- HOSPITAL USE: Buildings and land areas used for medical and health related services. Maximum FAR. of 2.0.</p>	<p>The intensity and density thresholds have been maintained.</p>	<p>See above comment on Goal 1-2.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	maintained.	
OBJECTIVE 1-2.11 RI -- RELIGIOUS / INSTITUTIONAL USES: Churches, temples, houses of worship, fraternal organizations, and related accessory uses such as educational and childcare services. Maximum FAR. of 2.0.	The intensity and density thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.12 C -- CONSERVATION AREAS: Environmentally sensitive areas such as marshes, swamps, mangroves, and natural wildlife habitats. Conservation areas shall have an FAR. of 0, except for designated areas specified for limited support facility development. Designated limited development areas shall be restricted to passive support activities such as nature trails and restroom facilities. Proposals for limited development shall be reviewed on an individual basis.	The intensity and density thresholds have been maintained.	See above comment on Goal 1-2.
OBJECTIVE 1-2.13 HP -- HISTORIC PROPERTIES: Buildings, sites, and districts determined to be historically, architecturally, or archaeologically significant by National Register listing or local landmark designation. Historic Properties Land Use Classification is an overlay classification, which modifies the underlying land use classification. The location of such HP classified properties may be depicted on the Future Land Use Map series or on the Historic Preservation Map series as determined suitable by the City.	Completed.	Policy will be amended to reflect current practice of identifying historic properties.
OBJECTIVE 1-2.14 PT -- PUBLIC TRANSPORTATION: Streets, alleys, and other such lands and Rights-of-Way, which serve as essential network corridors for the conveyance of goods and services throughout the City and beyond. Use is restricted to functional transportation systems, including roads, sidewalks, utilities, signage, plazas, entrances, landscaping, and related purposes. As such, land uses do not, in themselves, generate demands for services, but rather serve the transportation and communication demands of other land uses. There is no intensity or density unit of measure to be applied in their land use classification. This classification is not shown on the Future Land Use Map series, but is understood to include all lands within the Right-of-Way Property Boundary of the collective public rights-of-way in the city to whomever titled. In the future, additional designations of PT use areas both public and private may be made as necessary for the proper provision of the transportation system of the community. Special public buildings and facilities which serve transportation needs as well as other needs are to be classified as PB - Public Buildings & Grounds. When alleys, streets, easements or other rights-of-way are vacated, or through other proscribed means converted from a public transportation corridor, such conversion will be considered a technical adjustment to the Comprehensive Plan Future Land Use Map and is not to be considered a land use amendment. It shall not require the procedures set forth for amendment of the Comprehensive Plan or Future Land Use Map Series and shall not require a Land Use Public Hearing. Vacation of such PT land shall cause the land use classification of the underlying property to be administratively adjusted to such land use classifications as are adjacent, and to the extent determined by the City Commission at the time of such action.	Completed.	Policy will be amended and consolidated into new policy with same intent. Policy is too long and shall be rewritten to insure clarity.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>OBJECTIVE 1-2.15 FAMILY DAY CARE HOMES are permitted in residential land use areas in accord with housing goals, objectives, and policies addressed in the Housing chapter and the City Zoning Code.</p>	<p>Completed.</p>	<p>Policy will be deleted. These provisions are more appropriate in the Zoning Code whether they presently exist.</p>
<p>OBJECTIVE 1-2.16 MIXED USES are permitted to varying degrees in Residential Multi-family High Density (RMH), Residential Multi-family Medium Density (RMM), Residential Multifamily Low Density (RML), Commercial Low Intensity (CL), Commercial Medium Intensity (CM), Commercial High Intensity (CH) and Industrial (I) land use categories, including the Northern Industrial Section referenced in Policy 1-2.4.1. See policies and various development codes for implementation” (Ord. 2004-03).</p>		<p>Policy will be amended and consolidated into new policy with same intent.</p>
<p>OBJECTIVE 1-2.17 MIXED USE OVERLAY DISTRICT 3 (MXD3): The general intent of the MXD3 is to include a number of places to go and things to do within walking distance, including an assortment of uses including the following:</p> <ul style="list-style-type: none"> • Residential; • Retail/Commercial; • Office; • Industrial; and • Public Open Spaces. <p>Provide a strong emphasis on aesthetics and architectural design through the use of the regulations and the planned mixing of uses to establish identity, diversity, and focus to promote a pedestrian environment.</p> <p>Utilization of a variety of architectural attributes and street level pedestrian amenities to create a sense of place, including the spatial relationship of buildings and the characteristics created to ensure attractive and functional pedestrian areas.</p> <p>Properties assigned the MXD3 overlay, have the option of developing their property in accordance with the underlying land use.</p> <p>No single use may comprise of more than eighty-five (85%) of the MXD3 floor area ratio.</p> <p>Land development regulations shall determine the MXD3 location and area; residential densities up to one-hundred twenty-five (125) units per acre; height up to a maximum of one-hundred twenty-five (125) feet, which includes up to a maximum of one-hundred (100) feet of habitable space and up to twenty-five (25) feet for rooftop architectural elements; floor area ratio up to 3.5 maximum; providing specific design criteria; and public realm improvements to promote street level pedestrian activity including, but not limited to public open space, landscaping, street lighting, right-of-way and streetscape improvements; pedestrian, transit, and bicycle access; and other</p>	<p>New provisions adopted in 2004.</p>	<p>Minor amendments may be completed to further strengthen Policy</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments															
regulations deemed necessary.																	
<p>Mix of Uses</p> <p>The proportionate mix of uses of uses shall be reviewed per development application. The following table establishes minimum and maximum thresholds based upon the FAR of the building.</p> <table border="1" data-bbox="201 500 753 672"> <thead> <tr> <th>Type of Use</th> <th>Minimum % of FAR</th> <th>Maximum % of FAR</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>0%</td> <td>85%</td> </tr> <tr> <td>Retail/Commercial</td> <td>8%</td> <td>40%</td> </tr> <tr> <td>Office</td> <td>0%</td> <td>85%</td> </tr> <tr> <td>Industrial</td> <td>0%</td> <td>5%</td> </tr> </tbody> </table> <p>A MXD3 may be permitted in Commercial Low Intensity (CL), Commercial Medium Intensity (CM), Commercial High Intensity (CH) and Industrial (I) land use categories (Ord. 2004-03).</p>	Type of Use	Minimum % of FAR	Maximum % of FAR	Residential	0%	85%	Retail/Commercial	8%	40%	Office	0%	85%	Industrial	0%	5%		
Type of Use	Minimum % of FAR	Maximum % of FAR															
Residential	0%	85%															
Retail/Commercial	8%	40%															
Office	0%	85%															
Industrial	0%	5%															
<p>GOAL 1-3. FUTURE LAND USE MAP INTERPRETIVE NOTES: The specific instructions, interpretive notes are to be given greater weight in the determination of the meaning and application of the Future Land Use Map representations.</p>		Objective will be deleted. This requirement is in City's zoning code regulations															
<p>OBJECTIVE 1-3.1. APPLYING LAND USE CLASSIFICATIONS. Classifications of land use are to cover the parcels of land within their boundaries, unless otherwise specified. Public street and alley rights-of-way are classified as Public Transportation unless otherwise designated. Easements carry the land use classification of the parent tract unless otherwise specified.</p>		Objective will be deleted. This requirement is in City's zoning code regulations															
<p>OBJECTIVE 1-3.2. DIMENSIONS OF LAND USE CLASSIFICATIONS. The land use classes are depicted on the Future Land Use Map in two dimensions, however this represents the three dimensional space above and below the ground. Although no occurrences exist in the city, this plan anticipates and holds available the use of three dimensional space descriptions for those land uses which require a more complex ownership, pattern of use and regulation than is common at this time. Examples of such types of uses may include air-rights properties and mixed-use projects, which utilize three-dimensional above ground, subsurface, or sub-aquatic designs with complex public and private ownerships.</p>		Objective will be deleted. This requirement is in City's zoning code regulations															
<p>OBJECTIVE 1-3.3. ADDITIONAL SITE SPECIFIC POLICIES. As the result of unique site specific conditions affecting the general realization of the goals, objectives and policies of this plan, the following parcels are to be further regulated in accord with the following Future Land Use Map Interpretive Policies:</p>		Objective will be amended and consolidated into new policy with same intent.															



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 1-3.3.1. THE NORTH 1/2 OF BLOCK 93 & 94 OF RIVIERA SECTION 2 SUBDIVISION shall be required to submit a Development Review Site Plan for development and maintenance, to be reviewed, adjusted, and approved if appropriate. No building permit, of any degree, may be issued until such design and maintenance proposal is approved by the City and agreed to by the applicant. Of particular concern on these sites are the desire to ensure that effective measures are taken to protect the adjacent residential neighborhood from the noise, lights, trash, vehicular access and other detrimental conditions associated with commercial uses. Special consideration shall be given to the addition of traffic to the local streets serving the neighborhood and any increased risk of crime as a result of unoccupied commercial facilities after hours.</p>	<p>Not applicable, property has been developed.</p>	<p>Policy will be deleted.</p>
<p>POLICY 1-3.3.2. THE AREA BOUNDED BY SOUTHWEST EIGHTH STREET ON THE NORTH, DOUGLAS ROAD ON THE EAST, LEJEUNE ROAD ON THE WEST, AND MADEIRA AVENUE ON THE SOUTH. The area bounded by Southwest Eighth Street on the North, Douglas Road on the East, LeJeune Road on the West, and Madeira Avenue on the South is designated a special study area for further review in order to consider the appropriateness of designating certain parcels for RMH.</p>	<p>Properties, as they develop, are under design review either as administrative review or conditions review.</p>	<p>Policy will be deleted. Adequate Goals, Objective, and Policies are put in place to support this area as well as Citywide. In addition, the Zoning Code has specific land development regulations that have been put in place to further strengthen review.</p>
<p>POLICY 1-3.3.3. BLOCKS 3, 4, AND A PORTION OF BLOCK 5 OF THE SUNRISE HARBOUR SUBDIVISION. Blocks 3, 4 and a portion of block 5 of the Sunrise Harbour Subdivision is the subject of court ordered action and is therefore designated "ENJOINED LAND" and shall bear a land use classification of COMMERCIAL and APARTMENT as was in effect as of the date in the court order. The designation of such high-density use is made solely on the basis of the City Attorney's opinion and the prior court ruling. It does not recommend or serve as an endorsement of any proposed development or reflect the city's application of community planning principals.</p>		<p>Policy will remain as is.</p>
<p>POLICY 1-3.4. HISTORIC PROPERTIES LAND USE CLASSIFICATION. Historic Properties Land Use Classification is an overlay classification, which modifies the underlying land use classification. The location of such HP classified properties may be depicted on the Future Land Use Map series or on the Historic Preservation Map Series as determined suitable by the City.</p>	<p>Completed. Adequate record management exists to identify properties.</p>	<p>Policy will be deleted.</p>
<p>OBJECTIVE 1-4 PLANNING TIMEFRAMES. Pursuant to Rule 9J-5.005(4), F.S., the City of Coral Gables hereby adopts the following planning periods: from 1997 to 2005; and 2006 to 2010.</p>	<p>Completed.</p>	<p>Policy will be amended but will remain as it is required by 9J-5.</p>



Traffic Circulation Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Maintain and enhance an interconnected multi-modal system consisting of vehicular, transit, bicycle, and pedestrian transportation options*
- *Expand upon the successful trolley system by exploring additional routes, stops, and other services and amenities*
- *Promote a pedestrian-oriented environment through quality design, improved connectivity/access, and heightened safety considerations.*
- *Rejustify the City’s “GRID” as a traffic concurrency exception area*
- *Address developmental impacts in the GRID utilizing transit, traffic calming, mixed-use, and other innovative strategies and develop a program for measuring the progress of these strategies in mitigating developmental impacts*
- *Explore innovative solutions to parking deficiencies, encroachment of parking into residential neighborhoods, and other parking-related issues*
- *Secure the City’s fair-share of impact fees from the County and coordinate allocation of funding*
- *Continue to mitigate pass-through traffic with the use of traffic calming devices and other innovate strategies*
- *Encourage and strengthen the City’s coordination, communication, and cooperation with adjacent municipalities, Miami-Dade County, and regional and state agencies on traffic issues*
- *Address new growth management requirements as identified in Chapter II of this report*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>GOAL 2.1. “ENSURE INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM. The City is to ensure the balanced provision for an integrated multi modal transportation system which encourages the efficient, safe, and coordinated movement of people and goods within and through the City, while maintaining the historic, residential, cultural, and environmental quality and characteristics unique to the City.” The Transportation Element embodies a number of objectives and policies that form the framework for ensuring the achievement of this goal.</p>		<p>Goal will be rewritten with same intent.</p>
<p>OBJECTIVE 2-1.1: ROADWAY LEVEL OF SERVICE STANDARDS AND CONCURRENCY MANAGEMENT. All roads within the City are classified as roads within Existing Urbanized Areas by the State of Florida, and are within the Urban Infill Area (UIA) by Metro-Dade County. Coral Gables shall reduce the number of roadways operating at a level of service lower than the Level of Service (LOS) Standards contained in the adopted policies of this element from seven (7) to three (3) by January 2003, and zero (0) by January 2010. The LOS standards for traffic facilities shall be used in the concurrency management program to issue development orders as of the effective date provided in CMP as set forth in the Capital Improvements Element. (3243)</p>		



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 2-1.1.1: MINIMUM ROADWAY LOS STANDARDS. The minimum or lowest quality acceptable peak period* operating Level of Service (LOS) standards for State Principal Arterial, Minor Arterial, County Minor Arterial and County Collector roads within the City of Coral Gables shall be as herein established: (3243)</p> <p>Beginning January 1, 1995, the minimum acceptable peak period LOS standard shall be the following: Where no public mass transit service exists, roadways shall operate at or above LOS E; In STA's twenty (20%) of non-State roads may operate below LOS E.</p> <p>Where mass transit service having headways of twenty (20) minutes or less is provided within two (2) mile distance, roadways shall operate at no greater than one-hundred twenty (120%) of their capacity;</p> <p>Where extraordinary transit service such as commuter rail or express bus service exists, generally parallel roads within 2 miles shall operate at no greater than one-hundred fifty (150%) of their capacity.</p> <p>Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.</p>	<p>Miami-Dade county has final authority with reference to acceptable levels of service. All roadways east of State Route 836 are within a traffic concurrency exemption zone. Likewise, the all commercial areas in the City are within a traffic concurrency exemption zone known as the Gables Redevelopment Infill District. GRID) Although not required pursuant to GOP's, the City does require the preparation of traffic impact analysis for all development undergoing conditions use review to determine potentially adjacent impacts and recommend mitigation strategies such as street improvements, traffic calming, etc.</p>	<p>Policy will be amended and consolidated into new policy with same intent.</p>
<p>POLICY 2-1.1.2: CONSTRAINED ROADWAYS. Roadways that are physically or environmentally constrained or legislatively prohibited from expansion due to their valued historic, or cultural character, will be allowed to operate at level of service (LOS) as established for Constrained Facilities; Constrained Roads, and/or non State roads within an STA, operating above the minimum LOS standard E as of September 1, 1989 shall not operate at a LOS lower than that established under the 1995 standards. The following roads are designated Constrained Facilities:</p> <ul style="list-style-type: none"> • U.S. 1 (S. Dixie Hwy., S.R. 5) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); • S.W. 40th Street (Bird Road) from Ponce de Leon Blvd. to S.W. 57th Avenue (Red Road); • S.W. 8th Street (Tamiami Trail) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); • S.W. 24th Street (Coral Way) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); • Old Cutler Road from S.W. 72nd Street (Sunset Drive) to S.W. 57th Avenue (Red Road); • S.W. 72nd Street (Sunset Drive) from Cartagena Circle to S.W. 57th Avenue (Red Road); • S.W. 42nd Avenue (LeJeune Road) from Cartagena Circle to U.S. 1 (S. Dixie 	<p>All roadways east of State Route 836 are within a traffic concurrency exemption zone. Likewise, all commercial areas in the City are within a traffic concurrency exemption zone known as the Gables Redevelopment Infill District.</p> <p>Although not required, the City does require large development projects to submit a traffic study and include any mitigation factors that may be necessary to offset their impact.</p>	<p>Policy will be amended and consolidated into new policy with same intent.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
Hwy., S.R. 5).		
POLICY 2-1.1.3: TEMPORARY REDUCTION IN LOS STANDARD. Any section of any roadway may temporarily operate at a LOS lower than the established minimum if capacity improvements raising the LOS of such roadway to its standard are assured to exist on a timely basis as provided for through the concurrency management provisions of this plan.	The City has not had any roadways temporarily operating at a LOS less than the established minimum.	Policy will be amended but will remain as it is required by 9J-5.
POLICY 2-1.1.4: DEVELOPMENT ORDERS CONTINGENT ON COMPLIANCE. Issuance of all Developments Orders for new developments or significant expansions of existing developments shall be contingent upon compliance with the applicable LOS standards contained in this comprehensive plan.	Completed. All development orders above a threshold are required to submit a traffic study and/or traffic impact analysis. If the proposed development exceeds the established LOS standards, mitigation is required in order for the project to proceed.	Policy will be amended and consolidated into new policy with same intent.
POLICY 2-1.1.5: FORMALIZE IMPLEMENTING PROCEDURES. The City of Coral Gables shall formalize procedures and requirements for all development, regardless of size, to contribute its proportionate share of transportation facilities, or funds or land, necessary to accommodate the impact of the proposed development.	Completed. Improvements on County roads are paid proportionately through the County's transportation impact fees.	Policy will be amended and consolidated into new policy with same intent.
<p>POLICY 2-1.1.6: SPECIAL TRANSPORTATION AREA DESIGNATION. Special planning and urban management needs related to severe limitations of right of way conditions, high land values, urban infill development, highly regarded historic, aesthetic, environmental and unique residential nature of the area, combined with central business district requirements for LOS standards which support more intense road and mass transit utilization for productive 11:24 amend essential human and business interaction are recognized by the City's establishment of a special transportation area (STA). (3243)</p> <p>The STA is defined as the area bounded by Tamiami Trail (S.W. 8th Street), Flagler Street and the City Limits on the North; Sunset Drive on the South, Red Road (S.W. 57th Avenue) on the West & Cartagena Plaza, LeJeune Road, the City Limits and Douglas Road (S.W. 37th Avenue) on the East; less the area contained within the Gables Redevelopment and Infill District (GRID) as described in Policy 2-1.2.1 of this Element. All transportation facilities within the STA shall be considered both as individual facilities and as an integrated functional system for balanced transportation services. (3243)</p>	Completed. STA designations are in place.	Policy will be amended and consolidated into new policy with same intent.
POLICY 2-1.1.7: SUPPORT METRO-DADE COUNTY MASS TRANSIT. Although the City is not required to adopt a mass transit element, it recognizes that traffic circulation is dependent upon mass transit operated within the City of Coral Gables under the authority of Metro Dade County. The provision of efficient mass transit and paratransit services that serve existing and future trip generators and attractors are essential to	Completed. The City has participated in the intergovernmental coordination activities of the MPO, Florida Department of Transportation,	Policy will be amended and consolidated into new policy with same intent.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>the continued development of the City. Therefore, the City shall continue to support Metropolitan Dade County in its authorization and provision of these necessary mass transit services. Such support shall include the enforcement of the adopted LOS standards, roadway design standards, and effective transportation mode options that enhance efficient person trip and vehicular movements and reduces accident potential. Support shall also include participation in the intergovernmental coordination activities of the MPO, Florida Department of Transportation, and the Transportation Plan Technical Advisory Committee of Metro Dade County in the formulation of transportation policy and efforts to Maintain adopted level of service standards.</p>	<p>and the Transportation Plan Technical Advisory Committee of Metro Dade County in the formulation of transportation policy and efforts to maintain adopted level of service standards. The City recently initiated its own separate mass transit collector (trolley).</p>	
<p>POLICY 2-1.1.8: MAP 2.1. TRAFFIC MAP FUNCTIONAL CLASSIFICATION OF EXISTING ROADWAYS is included by reference and adopted to establish the functional classification of roadways within the City. The location of the primary mass transit terminals for Metro Rail along the South Dixie Highway corridor at the University of Miami, and at Douglas Road, and the Metro. Additionally, the following are collector and arterial roadways where mass transit service having headways of twenty (20) minutes or less is provided within two (2) mile distance:</p> <p>U.S. 1 (S. Dixie Hwy., S.R. 5) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); S.W. 40th Street (Bird Road) from Ponce de Leon Blvd. to S.W.</p>	<p>City is organized in a grid fashion and functions so.</p>	<p>Policy will be deleted and new GOP's will be included to address corridors in relation to the use of mass transit and specifically trolleys, which the City has undertaken the establishment of a trolley service in 2005.</p> <p>Additionally, as required by 9J-5, the map will display existing data.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>57th Avenue (Red Road); Ponce de Leon Blvd. from S.W. 57th Avenue (Red Road) to S.W. 42nd Avenue (LeJeune Road); S.W. 8th Street (Tamiami Trail) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); S.W. 24th Street (Coral Way) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); Old Cutler Road from S.W. 72nd Street (Sunset Drive) to S.W. 57th Avenue (Red Road); S.W. 72nd Street (Sunset Drive) from Cartagena Circle to S.W. 57th Avenue (Red Road); S.W. 42nd Avenue (LeJeune Road) from Cartagena Circle to S.W. 8th Street (Tamiami Trail). Granada Boulevard from S.W. 8th Street (Tamiami Trail) to S.W. 72nd Street (Sunset Drive). University Drive from S.W. 40th Street (Bird Road) to S.W. 42nd Avenue (LeJeune Road) S.W. 37th Avenue (Douglas Road) from U.S. 1 (S. Dixie Hwy., S.R. 5) to S.W. 8th Street (Tamiami Trail); S.W. 57th Avenue (Red Road) from U.S. 1 (S. Dixie Hwy., S.R. 5) to S.W. 8th Street (Tamiami Trail).</p> <p>Additionally, the following are collector and arterial roadways where extraordinary transit services such as commuter rail or express bus service exists, generally parallel to and within to (2) mile of such roads:</p> <p>U.S. 1 (S. Dixie Hwy., S.R. 5) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); S.W. 40th Street (Bird Road) from Ponce de Leon Blvd. to S.W. 57th Avenue (Red Road); S.W. 8th Street (Tamiami Trail) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); S.W. 24th Street (Coral Way) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road); S.W. 42nd Avenue (LeJeune Road) from Cartagena Circle to S.W. 8th Street (Tamiami Trail).</p>		
<p>POLICY 2-1.1.9: MAP 2.1.1 TRAFFIC MAP "STA" AND "GRID." Map 2.1.1., which shows the location of the "STA" and the "GRID" within Coral Gables, is included by reference and adopted to delineate the boundary of the special transportation area (STA) within which all roads shall be measured for service capacity against the Level of Service standard for STA designated facilities. All roads within the city have been constructed along their planned corridors. No change in functional classification is planned for future road facilities.</p>	Completed.	Policy will be amended and consolidated into new policy with same intent.
<p>OBJECTIVE 2-1.2: TRANSPORTATION CONCURRENCY EXCEPTION AREA. Provide a transportation concurrency exception area within the City's Concurrency Management Program pursuant to the policies listed below. (3243)</p>	Included.	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.
<p>POLICY 2-1.2.1: ESTABLISHMENT OF THE GABLES REDEVELOPMENT AND INFILL DISTRICT. The specific geographic area of the Gables Redevelopment and Infill District (GRID) is contained within a line as follows and is shown on Map 2-1.1: (3243)</p> <p>proceeding west along Tamiami Trail, then south along the city boundary to LeJeune Road, then south to Ponce de Leon Boulevard, then southwest to Red Road, then south to Sunset Road, then north at Lot 14, Block 29, Riviera Section Part 14 to San Ignacio Street, then west to Nervia Street, then north-northeast (projected) to</p>	Completed. The City has completed and is continually monitored to help foster compact infill development while preserving the City's residential neighborhoods and keeping the commercial areas outside the Central Business District low to medium intensity.	Objective/Policy will be amended and consolidated into new policy and/or Objective with same intent.



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<p>Caballero Boulevard, then north to Hardee Road, then west to Mariposa Avenue, then northeast to Mariposa Court then northwest to Madruga Avenue, then northeast to Maynada Street, then north to Miami-Homestead Avenue, then northeast to Miller Road, then east to Riviera Drive, then northeast to Menendez Avenue, then northeast to Rosaro Street then east to LeJeune Road, then north to Grant Drive, then east to Washington Drive north and northeast to Lincoln Drive, then north to Grand Avenue, then east to Brooker Street, then north to Florida Avenue, then west to South Dixie Highway, then northeast to Brooker Street, then proceeding west then north along the western city boundary to point of beginning at the intersection of Tamiami Trail (SW 8th Street) and Douglas Road.</p>		
<p>POLICY 2-1.2.2: EXCEPTION TO TRANSPORTATION CONCURRENCY. A proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted comprehensive plan and it meets the following criteria pursuant to Section 163.3180, Florida Statutes: (3243)</p> <ol style="list-style-type: none"> 1. The proposed development is located within the Gables Redevelopment and Infill District; and 2. If the project would result in an increase in peak-period traffic volume on a Florida Intrastate Highway System (FIHA) roadway that is operating below any adopted LOS standard, which increase would exceed two (2%) of the capacity of the roadway at the adopted LOS standard, the City shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resultant increase in traffic volume does not exceed two (2%). 	<p>U.S. 1 is the only FIHA roadway in the City.</p>	<p>The policy will remain as it is required by 9J-5.</p>
<p>POLICY 2-1.2.3: IMPLEMENTATION OF THE EXCEPTION. Coral Gables shall include in its concurrency management program ordinance or administrative rules appropriate criteria and methodologies to implement the exception authorized in this policy consistent with requirements of Chapter 163, Part II, Florida Statutes.</p>	<p>Completed. Criteria have been established and implemented.</p>	<p>Policy will remain as it is required by 9J-5.</p>
<p>POLICY 2-1.2.4: DEVELOPMENTS WITH A DE MINIMIS IMPACT. A proposed development, that conforms to the criteria enumerated in Section 163.3180(6), FS and is located in any portion of the Gables Redevelopment and Infill District where an affected transportation facility is operating below its adopted LOS standard, is deemed to have a de minimis impact that, alone or in combination with other similar or lesser impacts, will not cause unacceptable degradation of the level of service on affected transportation facilities. Coral Gables shall include in its concurrency management program ordinance or administrative rules appropriate methodologies for determining and monitoring de minimis impacts consistent with Section 163.3180(6), FS and chapter 9J-5, Florida Administrative Code.</p>	<p>Completed.</p>	<p>Although required pursuant to the Zoning Code, the policy will remain as it required by 9J-5.</p>
<p>POLICY 2-1.2.5: FUNDING PRIORITY FOR HIGHWAY AND TRANSIT PLANNING ACTIVITIES. In highway and transit planning activities of the City and the Metropolitan Planning Organization (MPO), the City will give highest priority to the funding of necessary capacity improvements to any roadways and transit services that</p>	<p>Completed. The City has participated in roadway improvements with the State and County in addition to</p>	<p>Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.</p>



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would help to relieve congestion on FIHS facilities, as defined in Section 338.001, FS, which are operating below their adopted LOS standard and which congestion can be attributed to development in the City and other areas. (3243)	partnering with the State and County in the City trolley system.	
<p>POLICY 2-1.2.6: INFILL AND REDEVELOPMENT IN APPROPRIATE PARTS OF THE CITY. As a vibrant mature City located in rapidly growing Miami Dade County, Coral Gables shall pursue infill and redevelopment in appropriate parts of the City, especially the GRID. This has included or shall include: (3243)</p> <ul style="list-style-type: none"> • The Central Business District designation for the commercial core around Miracle Mile. • The City's sponsorship of a public-private venture for redevelopment of the Bus Terminal as a multi-use retail, office, and residential site. • The City's redevelopment of Lot 22 as an off-street parking structure with street level retail components. • The possible redevelopment of the City's equipment Yard into a mixed-use village. • A possible light trolley system in the GRID area part of the City traveling approximately from the Douglas Entrance, a huge mixed-use redevelopment project, to the Metro rail Station at Douglas Avenue and US 1. • Possible redevelopment incentives for the Douglas Apartment District. • Maintaining the Mediterranean Design Ordinance, which awards density and height bonuses for developments in the Mediterranean Design District. 	Completed. All of the listed infill strategies have been completed. See previous implementation and measurements section for details.	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.
OBJECTIVE 2-1.3: MOTORIZED AND NON-MOTORIZED SYSTEM. Provide for a safe, convenient, and efficient motorized and non-motorized transportation system. This objective shall be achieved through the implementation of the following policies. (3243)	See comment below.	See comment below.
POLICY 2-1.3.1: IMPLEMENT TRAFFIC IMPROVEMENTS AND MANAGEMENT ALTERNATIVES. The City shall 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: Improved signal timing, intersection signing, markings, channelization, restrictions and management of on street parking, the use of mass transit and paratransit services, employer base van pooling, car pooling, and employer based staggered and/or flexible work hours.	Completed and ongoing. The City has coordinated this with the County and through the implementation of the trolley system and is continually modifying its transportation system and/or participating in state or county system through roadway, sidewalk, canal and trail improvements.	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.
POLICY 2-1.3.2: MAJOR THOROUGHFARE ACCESSIBILITY. Accessibility to major thoroughfares shall be limited to adequate, properly designed and safe systems through adopted design standards and procedures, which at a minimum address: adequate storage and turning bays; spacing and design of median openings and curb cuts; provision and maintenance of service roads; driveway access and spacing.	Completed and ongoing. All developments adjacent to major thoroughfares are reviewed in accordance with Florida Department of Transportation guidelines for accessibility.	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.



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	Adequate improvements pursuant to these guidelines are required prior to issuance of a DO.	
POLICY 2-1.3.3: MONITOR HIGH FREQUENCY ACCIDENT LOCATIONS. High frequency accident locations shall be monitored by maintaining detailed data acquired by the City from other agencies, in order to provide greater functional design related information and early warning as to the development of serious deficiencies and the potential for design improvements, which may alleviate hazardous conditions.	Completed and ongoing. The City's Police Department monitors locations and if necessary coordinates with Public Works and the County to make necessary improvements. The City also has a separate Traffic Advisory Board that assists in the identification and implementing of this Policy.	Objective/policy will be amended and consolidated into new policy and/or Objective with same intent.
POLICY 2-1.3.4: CONSIDER BICYCLE AND PEDESTRIAN WAYS. The City shall consider bicycle and pedestrian ways in the planning of transportation facilities.	Completed. A condition for approval by the City requires that bicycle and pedestrian ways be incorporated into the project. The City has also adopted a bicycle master plan.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.3.5: PROMOTE SAFE BICYCLE AND PEDESTRIAN MOVEMENTS. The City shall promote safe movement of bicycle and pedestrian traffic in development proposals.	Completed. See above Policy 2-1.3.4.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
OBJECTIVE 2-1.4: COORDINATE LAND USE AND TRAFFIC CIRCULATION. Coordinate traffic circulation system with future land uses and capital improvements element as adopted on the Future Land Use Map series and the Plan, recognizing fiscal and physical constraints. This objective shall be achieved through the implementation of the following policies. (3243)		Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.4.1: ESTABLISH PEAK PERIOD LOS STANDARDS. The City shall establish peak period level of service standards for the non-constrained City arterial and collector roadways.	Completed. These standards have been established in the city's Concurrency Management System	Policy will remain as it is required by 9J-5 and this policy will also be included in the Concurrency Management System.
POLICY 2-1.4.2: INTEGRATED TRAFFIC CIRCULATION AND LAND USE PLANNING. The City, through the concurrency management system, shall continually monitor and evaluate the impacts of existing and future land development on the transportation system in order to achieve integrated management of land use decisions and traffic circulation impacts, particularly outside of the STA and GRID. (3243)	Completed. This is continually monitored and evaluated.	Policy will remain as it is required by 9J-5 and this policy will also be included in the Concurrency Management System.
POLICY 2-1.4.3: MAINTAIN CONSISTENCY AMONG ELEMENTS. The City shall maintain consistency between the adopted traffic circulation element policies and other adopted policies of the comprehensive plan.	Completed. The City has maintained this consistency through the DRC.	Policy will remain as it is required by 9J-5 and this policy will also be included in the Concurrency Management System.



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POLICY 2-1.4.4: USE OF LAND USE MAPS IN TRANSPORTATION PLANNING. The adopted Land Use Plan Maps shall be used to guide the planning of future transportation corridors to ensure the proper coordination between transportation planning and future development patterns.	Completed. This has been completed by focusing future development to the CBD, North Ponce Area, and Industrial District.	Policy will remain as it is required by 9J-5 and this policy will also be included in the Concurrency Management System.
POLICY 2-1.4.5: IMPROVING MOBILITY. By January 2005, the City shall consider and may adopt regulations, which require new development and encourage existing development to participate in implementing strategies to improve mobility, such as van pooling, car pooling, guaranteed ride home, provision for pedestrian and bicyclists.	Completed and ongoing. The City has established the trolley in order to improve mobility. In addition, a number of mixed-use projects have been developed that focus on the mobility to the surrounding CBD, Douglas station, and trolley.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
OBJECTIVE 2-1.5: INTERGOVERNMENTAL COORDINATION PER CHAPTER 380, FS. On an annual basis, the City shall coordinate their plans with the plans and programs of the Metropolitan Planning Organization, Public Transportation Authority, Chapter 380 FS based resource planning and management plans and Florida's Department of Transportation (FDOT) Five (5)-Year Transportation Plan. (3243)	Not completed on an annual basis. Completed as new programs are implemented.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.5.1: CONSISTENCY WITH DOT AND METRO-DADE COUNTY TRANSPORTATION PLANS. Subsequent FDOT Five (5)-Year Transportation Plans (as well as Metropolitan Dade County's Transportation Improvement Program) shall be reviewed for consistency to ensure that they remain in keeping with Coral Gables comprehensive plan.	Completed and ongoing. The City actively seeks input from the DOT on any amendments to the City's CLUP	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.5.2: CONSISTENCY BETWEEN CITY PLAN AND MPO LONG RANGE TRANSPORTATION PLAN UPDATE. The Coral Gables Comprehensive Plan and the Long Range Transportation Plan Update prepared by the Metropolitan Planning Organization shall be mutually consistent.	Completed. The Transportation Element shall be consistent with the MPO and Regional Policy Plan for South Florida.	Objective/policy not necessary. Required by law.
POLICY 2-1.5.3: ADDITIONAL CONSISTENCY MANDATES. The City shall review the compatibility of the Traffic Circulation Element and coordinate it with the Traffic Circulation Plan and Program of Metropolitan Dade County, adjacent municipalities and the South Florida Regional Planning Council and shall cooperate in maintaining adequate inter regional mobility.	Completed and ongoing. The City continually monitors adjacent local governments and county and state agencies.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
OBJECTIVE 2-1.6: RIGHT-OF-WAY AND TRANSPORTATION CORRIDOR NEEDS. Rights-of-Way and transportation corridor needs for existing and future transportation facilities needs shall be designated and reserved. This objective shall be achieved through the implementation of the following policies. (3243)	Completed as projects are reviewed.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.6.1: MINIMUM RIGHT-OF-WAY REQUIREMENTS. The City shall continue to maintain and conform with the minimum right of way requirements as established by appropriate agencies, as balanced against the historic, aesthetic, cultural, and residential character of the City.	Completed. The City continues to maintain and conform to the minimum requirements.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.6.2: REQUIRED RIGHT-OF-WAY DEDICATION FOR NEW DEVELOPMENT. The City shall require the dedication of the appropriate share of the	Completed. The City has required these both for	Objective/policy will be amended and consolidated into new policy



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necessary right-of-way from all developments at the time of development.	vehicular and pedestrian movement prior to issuance of DO's.	and/or objective with same intent.
POLICY 2-1.6.3: ADVANCED RIGHT-OF-WAY ACQUISITION. Advanced rights of way shall be reviewed or acquired, where necessary, for future transportation improvements identified in the adopted comprehensive plan.	Completed. The City has required these both for vehicular and pedestrian movement prior to issuance of DO's.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
OBJECTIVE 2-1.7: PROTECT COMMUNITY/NEIGHBORHOOD INTEGRITY. The traffic circulation system will protect community and neighborhood integrity. This objective shall be achieved through the implementation of the following policies. (3243)	See comment below.	See comment below.
POLICY 2-1.7.1: SEPARATE LOCAL AND THROUGH TRAFFIC MOVEMENTS. The City will strive to conserve and protect the character of neighborhoods by preventing the intrusion of through vehicles on local & collector streets.	Completed and ongoing. The City continually conserves and protects neighborhoods by limiting access and installing traffic-calming measures to help slow traffic. The City established a separate Traffic Advisory Board to assist in the completion of this policy.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.7.2: AVOID FRAGMENTING NEIGHBORHOODS. Major thoroughfares and intersections should be located and designed in a manner, which would not tend to sever or fragment land, which is or could otherwise be developed as well defined neighborhoods.	Completed and ongoing. The City has required improvements to intersections that have enhanced the entrance into many of the neighborhoods in the City though numerous beautification projects.	Policy will be deleted. Requirement included in Zoning Code.
POLICY 2-1.7.3: CONTROLLING THROUGH TRAFFIC MOVEMENTS. The City shall discourage through traffic in neighborhoods by use of traffic management techniques, including signage, landscape design, and roadway design.	Completed and ongoing. The City has installed lane chokers, medians, traffic circles throughout the City's commercial areas and residential neighborhoods. The City has established a separate Traffic Advisory Board to assist in the completion of this policy. Separate traffic zones have been created to address various area needs.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.7.4: PROTECTING CERTAIN ARTERIALS. Because of the unique historic, aesthetic, and residential qualities of Coral Way, Bird Road, and Old Cutler	Completed and ongoing. Maintained at their present	Objective/policy will be amended and consolidated into new policy



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
Road, these arterial roadways shall be maintained at their present designation and capacity.	designation and capacity	and/or objective with same intent.
OBJECTIVE 2-1.8: QUALITATIVE FACTORS SURROUNDING TRANSPORTATION PLANNING. Plan and ensure development of a transportation system that preserves environmentally sensitive areas, conserves energy and natural resources, and maintains and enhances community aesthetic values. This objective shall be achieved through the implementation of the following policies. (3243)		Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.1: PROVIDE ROADWAY LANDSCAPING. The City shall provide landscaping along roadways to serve as visual and sound buffers and to maintain the quality of the environment within the City.	Completed and ongoing. The City requires installation of landscaping improvements on rights-of ways. In addition, the City actively coordinated this through the City's Landscape Advisory Board.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.2: AVOIDING DISRUPTION OF ENVIRONMENTALLY SENSITIVE AREAS. The City shall avoid transportation improvements, which encourage or subsidize development in environmentally sensitive areas identified in the conservation element.	Has not been an issue.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.3: USE OF MITIGATION MEASURES. If no feasible alternative exists, needed transportation facilities may be placed in environmentally protected conservation areas. However, such areas are to be limited and design techniques used to minimize the negative impact upon the natural systems in a balanced manner.	Has not been an issue.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.4: PROTECTIVE MEASURES IN DESIGN OF NEW ROADS. New roads shall be designed to prevent and control soil erosion, minimize destructive secondary impacts of clearing and grubbing operations, minimize storm run off, and avoid unnecessary changes in drainage patterns.	Completed. Although no new roads have been designed. Modifications to existing roadways have included the listed protective measures.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.5: IMPROVING AIR QUALITY AND ENERGY CONSERVATION. The City shall pursue and support transportation programs (e.g., rapid transit, express buses, high occupancy vehicles (HOV), and bikeways) that will help to maintain or improve air quality and help conserve energy.	Completed. The City's trolley system utilizes hybrid-electric vehicles.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.
POLICY 2-1.8.6: IMPLEMENTING ADDITIONAL ROADWAY DESIGN MEASURES. Design of new roadways shall be undertaken so as to make them compatible with the surrounding environment, complement adjacent development, and provide an aesthetically pleasing visual experience to the user and to the adjacent area.	Completed. Although no new roads have been designed. Modifications to existing roadways have included the listed protective measures. Specifically, extensive on street landscaping is required in both residential and commercial areas to mitigate any potential impacts.	Objective/policy will be amended and consolidated into new policy and/or objective with same intent.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>2-2 OTHER TRANSPORTATION RELATED ELEMENTS The City of Coral Gables is not required to include a Mass Transit Element in the Comprehensive Plan. There are no aviation, commercial shipping port, or commercial freight rail terminal facilities within the City. Elements for these facilities are not required for the City. Air space control surfaces for distant aviation facilities are well above any current or anticipated facilities within the City.</p>		<p>Objective/policy will be deleted. Not necessary.</p>

Housing Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

The Housing Element will be rewritten in its entirety in order to reflect updated information provided for in the City's recently completed Workforce/Affordable Housing Study (see Appendix A), as well as strategies and land development regulations that are currently being developed, as reflected in Resolution No. 2006-44 recently adopted by the City Commission.

- Continue participation in regional intergovernmental efforts to address "regional" affordable housing needs*
- Address the City's fair-share of affordable housing needs as identified in the recently completed Housing Study, to include programs that address future cost-burdened need, rehabilitation need, preservation need, and backlog cost-burdened need*
- Implement multi-pronged strategies for addressing the City's needs, to include an inclusionary zoning program that incorporates development incentives, a linkage fee, trust fund, and other government programs and funding opportunities, such as the State Housing Initiative Partnership (SHIP)*
- Promote a mix of housing types and incomes, including market-rate and affordable housing for seniors*
- Preserve the character of single-family neighborhoods, and strengthen historic preservation efforts, by utilizing various strategies including quality design standards, code enforcement, community policing, and other innovative solutions*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>GOAL 3.1. QUALITY RESIDENTIAL ENVIRONMENT. To assure the availability of a safe, sound, and attractive residential environment for all residents of Coral Gables."</p>	<p>Completed.</p>	<p>Element will be re-written in its entirety in order to reflect updated information provided for in the City's recently completed Workforce/Affordable Housing Study (see Chapter IV - Comprehensive Land Use Plan Major Issues and Appendix A)</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>OBJECTIVE 3-1.1: PROVIDE ADEQUATE AND AFFORDABLE HOUSING. Provisions for adequate and affordable housing for existing and future residents shall be made. This objective shall be achieved through the implementation of the following policies. (3243)</p>		See comment above.
<p>POLICY 3-1.1.1: PUBLIC INVOLVEMENT IN HOUSING PRODUCTION. Coral Gables shall support the involvement of county, regional, state, and federal agencies in housing production, where appropriate.</p>	<p>Completed and ongoing. The City has supported the SFRPC in their efforts in affordable housing, and is working with the SFRPC and other local governments to address the need. The SFRPC was included in the development of the study, and its methodology. The City is in the process of developing the implementation tools and proposed program.</p>	See comment above.
<p>POLICY 3-1.1.2: USE OF PUBLIC SUBSIDIES. The utilization of federal, state, and local housing subsidy programs is recognized as a means to provide housing opportunities for low-income persons and families, where appropriate.</p>	<p>The City has recognized this, however has been unsuccessful in qualifying for the use of subsidies.</p>	See comment above.
<p>POLICY 3-1.1.3: USE OF CITY MEDIAN INCOME TO CALCULATE AFFORDABLE HOUSING NEED. In calculating Coral Gables' affordable housing needs, the City shall use the median household income figure for Coral Gables, not Dade County. The median household income shall be obtained from the most recent data available. (3243)</p>	Completed.	See comment above.
<p>POLICY 3-1.1.4: SELECTING SITES FOR AFFORDABLE HOUSING FOR VERY LOW, LOW, AND MODERATE INCOME HOUSEHOLDS. By December 31, 2001, the City shall amend its land development regulations in order to include principles and criteria for locating very low, low, and moderate-income housing. The City shall continue to promote access to a broad range of housing opportunities with a full complement of urban services through cooperation and coordination with the private sector, City of Miami, and Dade County. Sites for affordable housing for very low, low, and moderate income households shall be approved if such sites have access to the following facilities, services and/or activity centers: (3243)</p> <p>Served by potable water and central wastewater systems; Accessible to employment centers and shopping centers which accommodate stores offering household goods and services needed on a frequent and recurring basis; Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan); Accessible to public parks, recreation areas, and/or open space systems; and</p>	In process.	See comment above.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
Located on sites having adequate surface water management and solid waste collection and disposal.		
POLICY 3-1.1.5: ANNUAL ASSESSMENT OF AFFORDABLE HOUSING NEEDS. The City Planning Director, or other City representative directed by the City Manager, shall meet with Dade County and the City of Miami and by December 31, 2000 draft a program for annual evaluation of affordable housing needs within the incorporated and unincorporated areas. The program shall include annual assessments, including recommended actions for the ensuing year. The annual assessment of affordable housing needs shall be presented to the City Planning and Zoning Board and the City Commission for action. (3243)	Not completed.	See comment above.
POLICY 3-1.1.6: PARTICIPATION IN THE REGIONAL PLANNING COUNCIL'S HOUSING INITIATIVES. Beginning in January 1997, the City shall participate in South Florida Regional Planning Council's initiatives directed toward educating local governments of new techniques, especially programs applicable to the region and/or the County, for promoting affordable housing. (3243)	Completed and ongoing. City participates through the SFRPC and Miami-Dade County Planner's Technical Committee. City has been meeting with the DCA and SFRPC staff and Council to address this issue.	See comment above.
POLICY 3-1.1.7: BARRIERS WITHIN THE LAND DEVELOPMENT REGULATIONS. All amendments to the City's land development regulations after January 1, 2002 shall be reviewed by the City to ensure that proposed regulatory techniques and review procedures do not create barriers to affordable housing. The City shall also promote nondiscrimination in access to housing within the City by promoting fair housing laws and practices. (3243)	In process. A comprehensive rewrite of the City's land development regulations is a part of this CLUP rewrite process.	See comment above.
OBJECTIVE 3-1.2: HOUSING CONDITIONING AND BLIGHTING INFLUENCES. Eliminate substandard housing conditions and blighting influences, and improve structural and aesthetic housing conditions. This objective shall be achieved through the implementation of the following policies: (3243)	In process. A comprehensive rewrite of the City's land development regulations is a part of this CLUP rewrite process.	See comment above.
POLICY 3-1.2.1: ENFORCE BUILDING CODES AND ZONING REGULATIONS. New housing construction and remodeling or rehabilitation of existing residences shall be in conformance with local building requirements. The City will strictly enforce its zoning regulations, building codes, and ordinances to assure conformance.	Completed. Implemented via the building permitting, inspection process and code enforcement process.	See comment above.
POLICY 3-1.2.2: MAINTAIN ACCURATE HOUSING RECORDS. Maintain accurate records of existing housing conditions and housing stock.	Completed. Completed through the Code Enforcement Process.	See comment above.
POLICY 3-1.2.3: ENFORCE STANDARDS FOR AESTHETICS AND VISUAL HARMONY. Aesthetic compatibility and visual harmony shall be considered as bona fide criteria in reviewing requests for building permits.	Completed. Completed by the Board of Architects.	See comment above.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 3-1.2.4: POLICY AND REGULATORY FRAMEWORK. Improve the regulatory and permitting processes, as necessary, and revise and amend the appropriate sections of the comprehensive plan, zoning regulations, building codes, and city ordinances as warranted by changes in housing conditions.</p>	<p>In process. The City is in the process of implementing a housing needs assessment for the City.</p> <p>New zoning regulations were put in place to strengthen compatibly review in the residential neighborhoods.</p>	<p>See comment above.</p>
<p>POLICY 3-1.2.5: HOUSING DEMOLITION AND REHABILITATION. Require demolition or rehabilitation of unsound housing which poses a threat to the safety and welfare of the community.</p>	<p>Completed and ongoing. Is required when necessary; this has not been much of an issue for the City.</p>	<p>See comment above.</p>
<p>POLICY 3-1.2.6: COMPATIBILITY OF NEW DEVELOPMENT. New development shall be compatible with adjacent established residential areas.</p>	<p>Completed and ongoing. New zoning regulations were put, and are continually put, in place to strengthen compatibly review in the residential neighborhoods</p>	<p>See comment above.</p>
<p>POLICY 3-1.2.7: CITY INVESTMENTS IN NEIGHBORHOOD REDEVELOPMENT. Redevelopment of neighborhoods with deteriorating housing should be supported by City investment in public facilities and public service improvements.</p>	<p>Completed. The City always maintains its public facilities and public service improvements in all city neighborhoods.</p>	<p>See comment above.</p>
<p>OBJECTIVE 3-1.3: HOUSING STOCK CONSERVATION. Conserve the existing housing stock in Coral Gables. This objective shall be achieved through the implementation of the following policies: (3243)</p>		<p>See comment above.</p>
<p>POLICY 3-1.3.1: CONSERVATION AND REHABILITATION OF EXISTING HOUSING. Promote the conservation and rehabilitation of existing housing as a means of maintaining or improving residential conditions and reducing the waste of valuable resources.</p>	<p>Completed and ongoing. The City has promoted the conservation and rehabilitation of its building stock through the identification of historic neighborhoods and passage of restrictive historic preservation ordinance in 2004.</p>	<p>See comment above.</p>
<p>POLICY 3-1.3.2: PRESERVATION OF HISTORICALLY SIGNIFICANT HOUSING. Preserve identified historically significant housing through City action or support for private action.</p>	<p>Completed and ongoing. Public and/or private historic designations are processed on a monthly basis to continually add to the historic housing stock within the City. Separate historic assessments have been completed and are being implemented via the use of</p>	<p>See comment above.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
	historic preservation districts and individual designations.	
POLICY 3-1.3.3: IMPLEMENTING PRINCIPLES AND STANDARDS. Establish principles and standards to guide techniques and strategies for conservation, rehabilitation, and demolition programs.	Completed. Established through the Historic Preservation Element and implemented via the historic preservation ordinance.	See comment above.
OBJECTIVE 3-1.4: HOUSING IMPLEMENTATION PROGRAMS. Formulate appropriate housing implementation programs as part of the ongoing planning process. This objective shall be achieved through the implementation of the following policies: (3243)		See comment above.
POLICY 3-1.4.1: MACFARLANE NEIGHBORHOOD INFRASTRUCTURE. Implementation of infrastructure improvements in the MacFarlane neighborhood shall be monitored.	Completed. Continually monitored by the Public Works Department and Historic Preservation Department.	See comment above.
POLICY 3-1.4.2: RESIDENTIAL BUILDING PERMITS AND DEMOLITION DATA. Residential building permit and demolition data shall continue to be maintained.	Completed. Maintained by the Building and Zoning Department.	See comment above.
OBJECTIVE 3-1.5: ADEQUATE HOUSING SITES. Support adequate housing sites for all residents of Coral Gables. This objective shall be achieved through the implementation of the following policies: (3243)		See comment above.
POLICY 3-1.5.1: COORDINATION AMONG HOUSING PRODUCTION PARTICIPANTS. Support the involvement of the City with private and non-profit agencies to improve coordination among participants involved in housing production.	Ongoing. City has supported private and non-profit agencies.	See comment above.
POLICY 3-1.5.2: ADEQUATE SITES FOR SPECIAL HOUSING NEEDS. Support the provision of adequate sites for housing low and moderate-income families, and Florida Department of Health and Rehabilitative Services licensed or funded group and foster homes on a regional housing market basis, to foster non-discrimination in housing and to encourage effective, healthful, residential alternatives to inappropriate institutionalization. Such Florida Department of Health and Rehabilitative Services licensed or funded group and foster homes shall be permitted uses under RMM—Residential Multi-Family Medium Density Land Use classification.	Ongoing.	See comment above.
POLICY 3-1.5.3: COMMUNITY RESIDENTIAL FACILITIES. The location of community residential facilities dispersed among the regional housing market to serve persons special housing needs, disabilities, or handicaps shall be supported by Coral Gables.	Ongoing.	See comment above.
POLICY 3-1.5.4: HOUSING FOR THE ELDERLY. The City's Land Development Regulations shall be amended by December 31, 2000 to permit development of housing alternatives specially designed for the elderly, including but not limited to adult care living facilities. Sites for housing for the elderly shall be approved if such sites have access to the following facilities, services and/or activity centers: (3243)	Completed. City amended its land development regulations to support elderly care facilities. Additional amendments are in process to further strengthen	See comment above.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<ul style="list-style-type: none"> • Serviced by potable water and central wastewater systems; • Accessible to shopping areas which accommodate stores offering household goods and services needed on a frequent and recurring basis; • Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan); • Accessible to public parks, recreation areas, and/or open space systems; and • Located on sites having adequate surface water management and solid waste collection and disposal. 	<p>this effort. City is in the process of soliciting RFP to secure developer to complete public/private partnership on two city owned sites within the City.</p>	
<p>POLICY 3-1.5.5: PROVISION OF DIVERSE HOUSING TYPES. The City shall continue to provide land use designations and zoning districts on the Future Land Use Map and the Official Zoning Map, respectively, to ensure that single family, duplex, and multi-family housing units are allowed within the City. (3243)</p>	<p>Completed. City has maintained and upheld this policy.</p>	<p>See comment above.</p>
<p>POLICY 3-1.5.6: PROVISION OF ASSISTANCE TO THE PRIVATE HOUSING SECTOR. Beginning January 1, 1997, the Coral Gables Planning Department shall provide technical assistance, information and housing data to the private sector in order to maintain a housing production capacity sufficient to meet the projected housing market demand and continue to advance fair housing and elimination of discrimination in housing. (3243)</p>	<p>Completed. City has provided information on number and type of new units constructed and rehabilitated.</p>	<p>See comment above.</p>
<p>POLICY 3-1.5.7: DEVELOPING PUBLIC/PRIVATE PARTNERSHIPS. By December 31, 2005, the City of Coral Gables shall assist in developing local government partnerships with the private sector in order to improve the efficiency and expand the capacity of the housing delivery system. Actions shall include coordinating the timing and location of City sanitary sewer facilities and water services in order to promote the timely extension of water and wastewater services to residential areas as necessary. Similarly, the City shall also coordinate the installation of community facilities supportive to housing resources. (3243)</p>	<p>Completed. City has developed these partnerships in conjunction with the Concurrency Management System and building permit and site plan review processes.</p>	<p>See comment above.</p>
<p>OBJECTIVE 3-1.6: TREATMENT OF DISPLACED RESIDENTS. Provide equitable treatment for all residents of Coral Gables displaced through public programs or activities. This objective shall be achieved through the implementation of the following policies. (3243)</p>	<p>The City has not been involved with displaced residents.</p>	<p>See comment above.</p>
<p>POLICY 3-1.6.1: STANDARD HOUSING FOR DISPLACED PERSONS. The provision of reasonably located standard housing for persons experiencing displacement due to public actions shall be supported, where appropriate.</p>	<p>The City has not been involved with displaced residents.</p>	<p>See comment above.</p>
<p>OBJECTIVE 3-1.7: AFFORDABLE HOUSING. The City of Coral Gables shall address future affordable housing needs through the implementation of the following policy: (3243)</p>		<p>See comment above.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 3-1.7.1: AFFORDABLE HOUSING NEED. For the base years, 1995 and 2000 the City has a total affordable housing surplus of seven (7) and one-hundred fifty-six (156) units, respectively. Based upon University of Florida Shimberg Center data, the current affordable housing inventory contains a disproportionate share of rental units as opposed to owner occupied units as shown in Appendix A. Based upon the facts that the City of Coral Gables is essentially built out and is characterized by extraordinarily high land values, significant addition to the affordable housing inventory is highly unlikely. However, the City is committed to the following directed courses of action to improve affordable housing supply on a local and region-wide basis: (3243)</p> <p>Pursuant to Dade County Resolution 1477-96, the City of Coral Gables is participating on the Dade County Infill Strategy Task Force. This Task Force is directed towards identifying strategies for infill, redevelopment, and County-wide affordable housing initiatives, including regulatory, financial, and design strategies for implementation.</p> <p>onal affordable housing through the City of Miami Community Development Block Grant program. This partnership has been responsible for the addition of seventeen (17) housing units to the Coral Gables affordable housing inventory.</p> <p>ing Councils affordable housing initiatives.</p>	<p>In process. The City has completed a separate affordable housing needs assessment and is working to implement land development regulations.</p>	<p>See comment above.</p>

Public Facilities Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Continue to maintain and upgrade public facilities as necessary to meet the impacts of existing and future development*
- *Work with the County in addressing issues surrounding the supply and demand for water and sewer facilities*
- *Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to the City's public facilities*
- *Explore maintenance and planting standards that minimize the potential impacts to private and public facilities*
- *Pursue alternatives with utilities to further enhance storm protection, with primary objective being the placement of utilities underground*
- *Address new growth management requirements as identified in Chapter II of this report*



Sanitary Sewer

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>GOAL 4.1. "PROVISION OF SANITARY SEWER. Provide a level of sanitary sewer treatment that meets the established water quality based effluent limitations established by the Florida Department of Environmental Protection and the calculated level of service for the system." This sub element embodies an objective and a number of policies that form the framework for ensuring the achievement of this goal.</p>	<p>Completed pursuant to the County's requirements.</p>	<p>Goal will be amended to reflect County requirements.</p>
<p>OBJECTIVE 4-1.1: USE OF SEPTIC TANKS. Ensure effective septic tank utilization for single Family and duplex land uses where they remain safe, efficient, and environmentally sound and the least costly long term method of disposal of sanitary waste. All other areas are to be efficiently and effectively serviced by sanitary sewer systems within ten (10) years of the date of adoption of this plan. This objective shall be achieved through the implementation of the following policies. (3243)</p>	<p>Not completed. No new sewer lines have been installed nor is it the intent to install additional lines.</p>	<p>Goal will be amended to reflect comments in previous column.</p>
<p>POLICY 4-1.1.1: CONDITIONS GOVERNING SEPTIC TANK USAGE ON VACANT LOTS. Vacant single-family residential lots can be developed and septic tanks installed provided certain conditions are met. These conditions are:</p> <ul style="list-style-type: none"> • Sewage loadings of gallons per day per square foot do not exceed those recommended by the septic tank code, for the size drain field or absorption area that is available. • Mounded soil absorption fields shall not be permitted. • Connection to sanitary sewer shall be required upon availability of such service. • A permit for such construction is issued and the work is approved. 	<p>Completed and ongoing. When applicable, the City requires that these conditions are met prior to issuance of CO.</p>	<p>Goal will be amended to reflect County requirements.</p>
<p>POLICY 4-1.1.2: PRIORITIZATION OF CONVERSION TO SANITARY SEWER SERVICE. Land uses, other than Residential Single Family RL and RH or Residential Multi-Family RMD (Duplex) that are presently on septic systems, shall be provided with sanitary sewer service on a priority basis as feasible.</p>	<p>Completed and ongoing. Monitored on an as needed basis</p>	<p>Policy will be amended to provide the following intent: Land uses, other than Residential Single-Family categories and the Multi-Family Attached category that are presently on septic systems, shall be provided with sanitary sewer service on a priority basis as feasible.</p>
<p>POLICY 4-1.1.3: SANITARY SEWER REQUIREMENTS FOR NEW DEVELOPMENTS. New developments shall be required to connect to the sewer system in accord with City administrative rules, which shall not be less restrictive than the Dade County Code. The Metro Dade County regional wastewater treatment and disposal system shall operate with a design capacity of two (2%) above average daily flow for the preceding year.</p>	<p>Completed and ongoing. All new development is required to connect to sanitary sewer.</p>	<p>Policy will remain as it is required by 9J-5. Policy will also be addressed in the Zoning Code.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 4-1.1.4: SANITARY SEWER LOS. Existing sanitary sewer systems within the jurisdiction of the City shall be operated at levels of service not less restrictive than that provided for in the Code of Metro-Dade County Chapter 24, Environmental Protection, as amended. All sanitary sewer systems within the jurisdiction of the City shall be operated to provide at least the minimum Levels of Service (LOS) as herein described:</p> <ul style="list-style-type: none"> • The local system shall maintain the design capacity to collect and dispose of one-hundred thirty-five (135) gallons of sewage per capita per day. • All collection and treatment facilities shall maintain the capacity to transport and treat peak demand flow without overflow. 	<p>In progress. The City is updating its concurrency management system; therefore, this item will be satisfied.</p>	<p>Although satisfied, policy will remain as it is required by 9J-5. Policy will also be addressed in the Concurrency Management System.</p>
<p>POLICY 4-1.1.5: MAINTENANCE OF SEPTIC TANKS REQUIRED. The City shall require the proper maintenance of septic tanks by the owner to prevent pollution of groundwater.</p>	<p>Ongoing.</p>	<p>Policy will remain as it is required by 9J-5.</p>
<p>POLICY 4-1.1.6: REQUIRED CITY SEPTIC TANK RECORDS. The City shall maintain a directory of tanks in use, a record of tank inspections as may be conducted by others, and to include the following when service permits ready collection and reporting of such information: liquid depth; thickness of sludge; conditions of tank; conditions of drain field; indications of the presence of hazardous materials.</p>	<p>Completed. The City maintains and monitors septic tanks via the redevelopment process (including permits)</p>	<p>Amend the policy to reflect the comment to the left.</p>
<p>POLICY 4-1.1.7: MONITORING SEPTIC TANK CONSTRUCTION. The City may consider the monitoring of septic tank construction, operation, and maintenance, including:</p> <ul style="list-style-type: none"> • Approximate number of fixture units connected. • Tank size • Date of original installation, dates of repairs and emptying • Tank location on site • Connection of garbage grinder, dishwasher or washing machine • Drain field size • Drain field location on site • Presence of hazardous materials 	<p>See comment above.</p>	<p>See comment above.</p>
<p>POLICY 4-1.1.8: ANNUAL REPORTS REQUIRED OF PRIVATE SEWER SYSTEMS. Private sanitary sewer collection and pumping systems shall make annual reports to the City regarding their estimated loads and overall conditions of their pumping stations and transmission systems. Reports should be prepared and certified by a Florida registered engineer.</p>	<p>The University of Miami is a major private system. The University works closely with the City and shares the responsibility of upgrades and modifications to the system to meet demand. Other private sector systems exist, and are subject to DERM requirements.</p>	<p>Amend this policy with the intent of the following: In addition, all private surveyors of sanitary sewer systems connected to the City should be required to provide the City with a copy of their current DERM operating permit on an annual basis, no later than February 1 of each year.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 4-1.1.9: PERMITS REQUIRED FOR PRIVATE SYSTEM MODIFICATIONS. The City shall require that properties on private sewer systems obtain permits whenever modifications are made which could affect the quantity, quality or peak to average loading ratio of their sewage.</p>	<p>Completed. Standard requirements.</p>	<p>Objective/policy will be deleted. Not appropriate in the CLUP.</p>
<p>POLICY 4-1.1.10: REVIEW IMPACT OF WATER USE AND SANITARY SEWER FACILITIES. The City shall continue to review meter readings from private system's potable water supplies and evaluate the individual system's impact on the City's sanitary sewerage facilities.</p>	<p>Completed. Is continually monitored</p>	<p>Policy will remain as it is required by 9J-5.</p>
<p>POLICY 4-1.1.11: CONTINUING INVESTIGATION OF THE CONDITIONS OF SEWER SYSTEM COMPONENTS. The conditions of gravity sanitary sewers, pump stations, and force main systems shall continue to be investigated. The following parameters should be reported on:</p> <ul style="list-style-type: none"> • Capacities, compared to loading demands • Infiltration and inflow • Physical conditions, need for repairs, replacement • Operating pressures • The annual reports would be detailed and complete sufficient to support critical analysis of the systems condition and future needs • Age, remaining service life • Reliability in emergency situations 	<p>Completed and ongoing. Are continually investigated by the Public Works Department. Various improvements and upgrades have been completed on the system (i.e. sewer lining, etc)</p>	<p>Policy will remain as it is required by 9J-5.</p>
<p>POLICY 4-1.1.12: MAINTAINING SEWER SYSTEM LOS STANDARDS AND PROVIDE REQUISITE FACILITIES. The City shall ensure that sanitary facilities are provided to meet projected future demands as they are realized, at the required LOS. Facilities to meet new demands shall be provided for by those creating that demand. Such provision of facilities shall be by construction, payment of fees, or taxes, which shall lead to construction, or by binding agreement for construction assuring that required facilities are available to meet the concurrency requirements of this plan. Future demand estimates should be used to aide in the sizing and scheduling of such facilities, however, construction of facilities need only occur where actual demand is realized, and when such facilities will provide for operation at no less than the LOS standard applicable. The City shall coordinate with Metro Dade Water and Sewer Authority to monitor and exchange information and management practices to insure LOS standards are being maintained.</p>	<p>Ongoing. City has a separate sanitary sewer enterprise fund to satisfy this item. In addition, the City is working to develop impact fee ordinance.</p>	<p>Amend this policy to include language about the implementation of an impact fee for sanitary sewer.</p>
<p>POLICY 4-1.1.13: STANDARD FOR NEW LIFT STATIONS. After plan adoption, all new lift stations within the City of Coral Gables shall be required to have a limit of ten (10) hours per pump.</p>	<p>The City currently adheres to County standards.</p>	<p>Although standards are in place in City Concurrency Management System, policy will remain as it is required by 9J-5.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-1.1.14: MONITORING SEWER SYSTEM OPERATIONS. The City shall monitor the general operation of its Sanitary Sewer services to assure that no less than the minimum acceptable Level of Service standards are being provided. Such a monitoring program shall provide recommendations for needed capital improvement commitments in the Capital Improvements Budget and the concurrency management program.	Completed and ongoing. The City continually monitors the operation and recommendations are made when warranted.	No change proposed.
POLICY 4-1.1.15: WATER CONSERVATION. Water conservation practices utilized in support of the policies in the Conservation Element shall be employed including maintenance and operation to minimize groundwater and surface water infiltration. Inform the public as to effective use of restricted sanitary sewer plumbing fixtures, and participation in Metro Dade programs to improve water conservation.	Completed. The City participates in the County programs.	Although City is required to satisfy County standards, the policy will remain as it is required by 9J-5.

Solid Waste

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 4-2: SOLID WASTE COLLECTION AND DISPOSAL. Provide solid waste collection on a regular basis in order to maintain the appearance of the City and protect the Public Health. (3243)	Completed.	Policy will be amended and updated to further clarify the intent of policy.
OBJECTIVE 4-2.1: MAINTAINING SOLID WASTE COLLECTION OPERATIONS. Maintain solid waste collection operations in a safe, effective, environmentally sound and efficient manner, in balance with local and regional solid waste comprehensive plan policies. This objective shall be achieved through the implementation of the following policies.	Completed and ongoing.	No change.
POLICY 4-2.1.1: MODIFYING COLLECTION PRACTICES. The City shall be prepared to modify its solid waste collection practices in a manner consistent with any new solid waste recycling and hazardous waste practice requirements of the primary agencies responsible for solid waste disposal and recycling.	Completed. The City is currently in compliance with all solid waste recycling and hazardous waste practice requirements of the primary agencies responsible for solid waste disposal and recycling and remains prepared to modify its activities if necessary.	No change.
POLICY 4-2.1.2: SOLID WASTE COLLECTION. The City shall maintain collection services at the following levels of service: <ul style="list-style-type: none"> Residential pickup is to be twice a week for household garbage; once per week for yard waste and bulk pickup; and once per week for recycling; Commercial service provided by private contract service, shall continue at a level of service as agreed upon by the parties, not less than once per week. 	Completed. The City continues to provide the stated levels of service.	No change.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 4-2.1.3: SOLID WASTE LOS. In cooperation with the Metro Dade County, the City shall provide and maintain a minimum acceptable Level of Service for solid waste collection at an annual average design generation rate of:</p> <ul style="list-style-type: none"> ·Five pounds (5 lbs) per capita per day for residential garbage and trash; ·One half pound (0.5 lbs) per capita per day for residential recycling; and ·Seven pounds (7 lbs) per capita per day for non-residential service. <p>Certification of the availability and commitment of capacity by Metro Dade and applicable private vendors shall be sufficient to demonstrate that such facilities are available to the site during the concurrency review process.</p>	<p>Completed. In 1995, Miami-Dade County and Coral Gables entered into an inter-local agreement for the provision of solid waste disposal capacity that is in compliance with concurrency requirements and those requirements of the Local Comprehensive Land Development Regulations Act. Disposal capacity provides for disposal by City crews and by third parties under contract with the City.</p>	<p>No change.</p>
<p>POLICY 4-2.1.4: HAZARDOUS WASTE COLLECTION AND DISPOSAL. The City shall cooperate in the hazardous waste collection and disposal programs of Metro Dade County by enforcing within the City's jurisdiction such hazardous waste collection practices required by the county and other agencies with jurisdiction. Such cooperation shall consist of an annual hazardous waste notification by mail insert in utility billings or local newsletter serving the city. Such notification shall indicate that the City does not provide Hazardous Waste Collection services. Furthermore, such notification shall state that only vendors permitted by Metro-Dade Department of Environmental Resource Management (DERM) are allowed to transport hazardous waste. The notification shall also state that for a current list of permitted hazardous waste haulers residents should contact DERM.</p>	<p>Completed and ongoing. City continues to mail out an information notice indicating that it does not provide collection of Hazardous Waste and further that for provision of those services, residents should contact Miami- Dade County.</p>	<p>Policy will be amended and updated to further clarify the intent of policy and adhere to any applicable County changes.</p>
<p>POLICY 4-2.1.5: MONITORING LOS STANDARDS. The City shall monitor the general operation of its Solid Waste collection services to assure the minimum acceptable Level of Service is being maintained. Such a monitoring program shall provide recommendations for needed capital improvements commitments in the Capital Improvements Budget and the concurrency management program.</p>	<p>Completed. The City maintains and periodically evaluates records of the quantity of solid waste collected. Based on these evaluations, recommendations for needed capital improvements are made during each fiscal year budget cycle.</p>	<p>No change.</p>
<p>POLICY 4-2.1.6: WATER CONSERVATION PRACTICES. The City shall employ water conservation strategies and techniques to minimize the use of potable water in the provision of solid waste collection services. Such strategies shall include management attention to reducing unattended wash down, self-closing nozzles, and wash down schedules based upon need and not just time schedule. The City shall consider the utility of using recycling procedures for portions of water usage in its solid waste collection services.</p>	<p>Completed. The City has installed and utilizes an equipment wash rack that recycles water.</p>	<p>Policy will be amended and updated to further clarify the intent of policy and adhere to any applicable County changes.</p>



Drainage

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 4-3: PROVISION OF ADEQUATE DRAINAGE. Provide adequate stormwater drainage in order to protect against flood conditions and prevent degradation of quality of receiving waters. (3243)	The City has an established Stormwater Utility Fund (enterprise fund) to fund the maintenance and new construction of drainage to meet establish demand.	No change proposed.
OBJECTIVE 4-3.1: MAINTENANCE OF SURFACE AND STORMWATER SYSTEM. Maintain surface and storm water drainage systems in a safe, effective, environmentally sound and efficient manner. This objective shall be achieved through the implementation of the following policies. (3243)		No change.
POLICY 4-3.1.1: PREVENTIVE MAINTENANCE. The City should continue to support adequate preventive maintenance programs for drainage systems.	Ongoing. This is continually done by the Public Works Department.	No change.
POLICY 4-3.1.2: IMPACT OF STREETScape AND LANDSCAPING PROJECTS. Future streetscape and private landscaping projects should undergo special scrutiny to support drainage system effectiveness.	Completed and ongoing. The City has established an in house Development Review Committee (DRC) that insures this item is satisfied on all projects.	Objective/policy will be deleted. More appropriate requirement in Zoning Code or City Code.
POLICY 4-3.1.3: RELATED WATER CONSERVATION PRACTICES. Water conservation, natural resource conservation and related policies will be supported by inclusion in positive drain systems of pollution control facilities which will separate oils and greases as well as sediment and grit from the discharge waters, as resources permit.	Completed and ongoing. The DRC insures this item is satisfied on all projects. These practices are reviewed and monitored by the Public Works Department.	No change.
POLICY 4-3.1.4: DRAINAGE REQUIREMENTS FOR NEW DEVELOPMENT. New development and redevelopment should provide for adequate on site storm water management. Off site storm water management improvements should also be made when these projects are located within or adjacent to areas with drainage problems that rate higher than twenty (20) points in the City's rating systems, or affect and adversely impact existing drainage facilities.	Completed and ongoing. The DRC insures this item is satisfied on all projects.	Objective/policy will be deleted. More appropriate requirement in Zoning Code.
POLICY 4-3.1.5: MAINTAIN ADEQUATE LOS STANDARDS. Issue development orders only to projects that meet or exceed the minimum acceptable LOS standards for drainage and flood protection.	Ongoing. This is reviewed through the City's Concurrency Management System.	Include the following language after the existing language, "... as reviewed through the City's Concurrency Manage. Program."



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 4-3.1.6: POLLUTION CONTROL TECHNOLOGY FOR DRAINAGE FACILITIES. All new drainage facilities should be provided with pollution control to the level approved and locally accepted as best available technology consistent with existing regulatory requirements, including but not limited to the following when applicable:</p> <ul style="list-style-type: none"> • Retention of storm water • Flow of storm water over grassed and vegetated areas • Sumps • Utilization of pavements that allow water to permeate • Grease separation baffles • Infiltration and percolation prior to overflow or outfall discharge • Mosquito control 	<p>Completed and ongoing. The DRC insures this item is satisfied on all projects.</p>	<p>Objective/policy will be deleted. Completed pursuant to applicable standards.</p>
<p>POLICY 4-3.1.7: IDENTIFY FLOOD PRONE AREAS. Identify locations that are subject to flooding. Assist property owners with general information of available flood proofing technology. Flood prone areas which represent substantial risk for occupants during disaster events should be considered for corrective action or targeted for special attention during disaster response actions.</p>	<p>Completed. The City has identified areas through the flood insurance maps and have built in actions to assist through the City's emergency management plan</p>	<p>Objective/policy will be deleted. Information is available.</p>
<p>POLICY 4-3.1.8: DRAINAGE LOS STANDARDS. Require projects to be designed to prevent flood damage in accord with applicable law. The SFWMD and Metro-Dade County shall be coordinated with to assure regional and local drainage and flood protection programs are maintained. The minimum acceptable Level of Service standards for drainage shall be protection from the degree of flooding that would result for a duration of one day during a storm that statistically occurs once in five years. All land on which urban development is to occur shall be filled to meet or exceed the Metro-Dade County's flood criteria adopted by resolution R 951 82, as may be amended from time to time. All structures shall be constructed at, or above the minimum floor elevations as specified in the Federal Insurance Rate Maps for Coral Gables in Dade County, Florida. All new development must retain at least the first one-inch (1") of storm water runoff on site, or other non-public sites as may be secured for permanent services. Designs to meet this first inch criteria will be reviewed for design solutions to meet actual site conditions. The burden for the construction of such facilities shall be borne by the developer and/or owner of such sites. Failure of such facilities and subsequent corrections shall also be the responsibility of the developer and/owner. The City may require greater than the first one inch on site retention where the City establishes more restrictive rules in the public interest. The LOS standard shall be fairly and equitably applied to all development sites where increased drainage service is required.</p>	<p>Modifications to this policy are needed.</p>	<p>Amend Policy. The minimum standards shall be based on a 10-year design storm, not a 5-year storm. City requires private properties to maintain applicable standards.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-3.1.9: WATER CONSERVATION IN STORMWATER MANAGEMENT. Promote the use of water conservation measures through the use of on site retention of storm water, use of native vegetation with low water requirements to reduce irrigation demands, and community education in water conservation practices in development site planning and drainage design.	Ongoing. This is required through the site plan review process.	No change proposed.
POLICY 4-3.1.10: WATER QUALITY STANDARDS FOR NEW DEVELOPMENT. After January 1997, all new developments must retain at least the first one-inch (1") of storm water runoff on-site in order to preserve water quality.	Completed. This City requires this for all new development.	Amend Policy to remove the reference to January 1997.

Potable Water

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 4-4: PROVISION OF POTABLE WATER. The City of Coral Gables shall ensure that a safe potable water supply with sufficient quantity and quality to serve the City is available. (3243)	Completed and ongoing.	No change proposed.
OBJECTIVE 4-4.1: MAINTENANCE OF POTABLE WATER SYSTEM. The potable water treatment and distribution system shall be maintained by the system owner and operators in a safe, effective, efficient, environmentally sound and reliable manner consistent with this comprehensive plan. This objective shall be achieved through the implementation of the following policies. (3243)		No change.
POLICY 4-4.1.1: WATER IMPROVEMENTS AND REQUISITE COORDINATION. As existing potable water distribution system components reach the end of their effective useful life, the replacement of the system shall be undertaken in close and timely coordination with the City and impacted agencies to ensure efficient scope, sequence and scheduling of such work with other projects being considered or undertaken, including but not limited to sanitary sewer, electric, communication, street resurfacing or improvements, and integration into the capital improvements budget of all affected parties.	Completed. Coordination is currently maintained.	Policy/objective will be deleted. Completed as standard practice.
POLICY 4-4.1.2: DEVELOPMENT REVIEW AND WATER SYSTEM IMPLICATIONS. The Public Works and Fire Departments shall continue to be involved in the plans review process in order to advise the Building Department of necessary improvements to the water system and whether individual construction permits should also include water system improvements.	Completed and ongoing. The DRC insures this item is satisfied on all projects.	Policy will be deleted. Requirements included in Zoning Code.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 4-4.1.3: MD WASA ANALYSIS OF WATER SYSTEM IMPROVEMENT NEEDS. The Miami Dade Water and Sewer Authority (MD WASA) shall be encouraged to conduct an analysis of the existing system, determine, in cooperation with the City of Coral Gables, the exact magnitude of necessary improvements, and prepare a program for construction which will rank priorities, establish pipe sizes, determine where fire hydrants are needed, and propose location and routing of pipelines. Such work should be undertaken in a manner to assure coordination of County and City resources, development standards, design aesthetics, long-range community objectives & policies and the Coral Gables Comprehensive Plan.</p>	<p>Completed.</p>	<p>Policy will be deleted. No under the control of the City.</p>
<p>POLICY 4-4.1.4: INVESTIGATE FINANCING SOURCES FOR WATER SYSTEM IMPROVEMENTS. The County shall be encouraged to investigate possible sources of financing for the water system improvements.</p>	<p>Miami Dade County responsibility.</p>	<p>Policy will be deleted.</p>
<p>POLICY 4-4.1.5: WATER SYSTEM LOS STANDARDS. The minimum acceptable Level of Service standards of potable water shall be two-hundred ninety-four (294) gallons per day per capita and such water is to be delivered to users at a pressure of not less than twenty pounds per square inch (psi) and not greater than one-hundred (100) psi. The regional treatment system shall operate with a rated capacity, which is no less than two (2%) above the maximum day flow for the preceding year. Water quality shall meet or exceed all federal, state, and County primary standards for potable water, and system wide storage capacity for finished water shall equal no less than fifteen (15%) of the County wide average daily demand.</p>	<p>In process. Currently being reviewed through the update of the Concurrency Management system.</p>	<p>Amend policy to include new LOS numbers as determined by the update of the Concurrency Management System.</p>
<p>POLICY 4-4.1.6: LOS STANDARDS FOR FIRE PROTECTION. The minimum acceptable Level of Service standards for fire flows shall be maintained at not less than:</p> <ul style="list-style-type: none"> • 500 gpm in single family residential areas of densities of less than 5.8 units per acre; • 750 gpm for single family and duplex residential areas at densities of 5.8 dwelling units per acre or more; • 1500 gpm in multi family residential and low intensity commercial areas of two floors or less; and • 3000 gpm in all other commercial and industrial areas. <p>Automatic fire suppression systems shall be required in all buildings of six floors or more.</p>	<p>In process. Currently being reviewed through the update of the Concurrency Management System.</p>	<p>Amend policy to include new LOS numbers as determined by the update of the Concurrency Management System.</p>



<p>POLICY 4-4.1.7: WATER CONSERVATION IN POTABLE WATER SYSTEM MANAGEMENT. Water conservation practices, strategies and techniques shall be utilized to minimize the waste and unnecessary degradation of potable water sources and supplies and support the policies in the Conservation Element. The use of water conserving plumbing fixtures, active water use management and education of customers and systems operators in water conservation methods are to be begun by the city by requesting recommendations from each department as to ways in which conservation practices and educational activities may be undertaken. The city shall evaluate such recommendations and initiate those, which are cost effective and practical to implement.</p>	<p>Completed on a countywide basis.</p>	<p>Policy will be amended with up to date language.</p>
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Natural Groundwater Aquifer Recharge

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>GOAL 4-5: PROTECT FUNCTIONS OF GROUNDWATER AQUIFER RECHARGE AREAS. The functions of natural groundwater aquifer recharge areas within the city shall be protected and maintained.</p>	<p>Completed.</p>	<p>No change proposed.</p>
<p>OBJECTIVE 4-5.1: MANAGING AQUIFER RECHARGE CONDITIONS. Manage the natural ground water aquifer recharge conditions in a safe, effective and reliable manner as required by current design standards and codes. This objective shall be achieved through the implementation of the following policies.</p>		<p>No change proposed.</p>
<p>POLICY 4-5.1.1: IMPROVING GROUNDWATER RECHARGE. Encourage improved groundwater recharge by requiring all new construction projects to consider providing:</p> <ul style="list-style-type: none"> • Greater pervious open and green space; • Pervious pavements; • French drains, slab covered trenches or drainage wells, and limit overflows; • Allow direct overland flow discharge to surface waters (canals or bay) only when no other practical or effective method of storm water discharge is possible; and • Allow positive drainage discharges to surface waters only when other methods are impractical or impossible, and only when adequate pollution control (grit and grease) is provided. 	<p>Ongoing. These recharging techniques are discussed during site plan review and are included when merited.</p>	<p>No change proposed.</p>
<p>POLICY 4-5.1.2: DIMINISHING GROUNDING WITHDRAWALS. Encourage designs, which will diminish groundwater withdrawals.</p>	<p>Completed and ongoing. These designs are encouraged through the site plan review process.</p>	<p>No change proposed.</p>
<p>POLICY 4-5.1.3: ACHIEVING HIGH QUALITY GROUNDWATER RECHARGE. Encourage designs, which will increase high quality groundwater recharge.</p>	<p>Completed and ongoing. These designs are encouraged through the plan review process.</p>	<p>No change proposed.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 4-5.1.4: MAINTAINING COMPLIANCE WITH STORM WATER DISPOSAL METHODS. Comply with SFWMD and Metro-Dade Code and environmental protection rules for storm water disposal methods. Refer to the LOS for drainage for retention standards to be met.	Completed. Completed through the City's Concurrency Management System.	No change proposed.

Coastal Management Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Maintain and enhance the City's coastal environmental quality*
- *Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to coastal management*
- *Maintain and enhance the City's emergency/disaster plans and processes, in close coordination and cooperation with Miami-Dade County's Office of Emergency Management and other applicable regional, state, and federal agencies*
- *Explore maintenance and planting standards that minimize the potential impacts to private and public facilities*
- *Pursue alternatives with utilities to further enhance storm protection, with primary objective being the placement of utilities underground*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 5-1: MANAGING COASTAL RESOURCES. To conserve, manage, use and protect natural and environmental resources and maintain and enhance the natural balance of ecological functions in the coastal area.		Goal will be amended and updated to further clarify the intent of policy.
OBJECTIVE 5-1.1: MAINTAINING ENVIRONMENTAL QUALITY. Maintain or improve coastal area and estuarine environmental quality, as measured by existing baseline environmental indicators for water quality provided by Metro-Dade Department of Environmental Regulation and Management. This objective shall be achieved through the implementation of the following policies. (3243)		Objective will be amended and updated to further clarify the intent of policy pursuant to County regulations.
POLICY 5-1.1.1: ENHANCING BIOLOGICAL AND ECONOMIC PRODUCTIVITY OF COASTAL RESOURCES. Development affecting coastal and estuarine water resources shall provide for maintaining or enhancing the biological and economic productivity of those resources.	The City has not had any development in which coastal and/or estuarine water resources were affected.	Policy will remain as it is required by 9J-5.
POLICY 5-1.1.2: WATER QUALITY STANDARDS FOR WASTEWATER DISPOSAL SYSTEMS. The wastewater disposal systems of Coral Gables shall maintain water quality at or exceeding state and federal standards.	Completed. The City maintains these standards.	No change proposed.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 5-1.1.3: INTERGOVERNMENTAL COORDINATION. The city shall cooperate with the South Florida Water Management District, state agencies, and local government jurisdictions for area-wide water resources planning and management.	Completed. The City participates with SFWMD and other agencies.	No change proposed.
POLICY 5-1.1.4: MANAGING WATER POLLUTION POINT SOURCES. The city shall cooperate with the appropriate state and local agencies for identifying, controlling and eliminating point sources of water pollution.	Completed. Coordinated through the Public Works Department.	No change proposed.
POLICY 5-1.1.5: ENFORCE WATER QUALITY STANDARDS. All federal and state water quality standards shall be enforced in the City.	Completed. Enforced in cooperation with Miami-Dade County.	No change proposed.
OBJECTIVE 5-1.2: PROTECT AND CONSERVE COASTAL RESOURCES. Protect and conserve remaining coastal resources, including wetlands, living marine resources, wildlife habitat, and historic resources. This objective shall be achieved through the implementation of the following policies. (3243)		No change proposed.
POLICY 5-1.2.1: COASTAL ZONE INTERGOVERNMENTAL COORDINATION. Coordination with appropriate public agencies for the management of the coastal zone to provide a balance between irreversible commitments and conservation of resources shall be the responsibility of the Planning Department. Methods for coordinating with Dade County and the City of Miami to prevent estuarine pollution and protect Biscayne Bay, control surface water runoff, and protect living marine resources shall be identified and set forth in interlocal agreements.	Completed. Coordinated through an Interlocal agreement with the County.	Amend policy replacing "Dade County" with "Miami-Dade County."
POLICY 5-1.2.2: UPDATE COASTAL MANAGEMENT ELEMENT. Review and incorporate appropriate changes to natural resource protection and management plans by Dade County and state and federal agencies into the policies set forth in this plan element.	Completed and ongoing. Policies continually monitored.	Amend policy replacing "Dade County" with "Miami-Dade County."
POLICY 5-1.2.3: PRINCIPLES FOR MANAGING COASTAL DEVELOPMENT. Land use planning and management of development regulations in the coastal zone shall be based on sound ecological principles and the public interest.	Completed. The City has maintained these principles.	No change proposed.
POLICY 5-1.2.4: MANAGING DREDGING AND SPOIL DISPOSITION ACTIVITIES. Maintenance dredging and spoil disposition activities shall not reduce existing water quality or result in permanent disruption of natural habitat.	The Public Works Department has included this as part of the dredging in the City's waterways.	Policy will be amended and updated to further clarify the intent of policy.
POLICY 5-1.2.5: PROHIBITED ACTIVITIES. Discharge of pollutants and disposal of wastes into canals, storm drains, submerged lands, or open waters is prohibited.	This policy is strictly enforced.	Policy will be combined with above policy. Also, should read "The City hereby incorporates by reference the Coral Gables Basic Emergency Operation Plan and the direction provided in the hazard mitigation annex of the Operations Plan."



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 5-1.2.6: ESTABLISHING STANDARDS FOR REDEVELOPMENT AND REUSE OF HISTORIC RESOURCES. Historic sites shall be identified and protected, and performance standards for development and sensitive reuse for of historic resources shall be established.	Completed. This is a function of the Historic Preservation Element. The Historic Preservation Ordinance implements this.	Policy will remain as it is required by 9J-5.
OBJECTIVE 5-1.3: MANAGING DISTURBED OR DEGRADED NATURAL RESOURCES. Restore and enhance disturbed or degraded natural resources and implement programs to mitigate future natural resources disruption or degradation in the coastal area. This objective shall be achieved through the implementation of the following policies. (3243)		Policy will be amended and updated to further clarify the intent of policy.
POLICY 5-1.3.1: REGULATING AND MONITORING DREDGE AND FILL ACTIVITIES. Existing coastal wetlands and submerged lands should not be drained or filled, and should be restored or enhanced where disturbed or degraded by development. The City shall monitor dredge and fill permits issued by the U.S. Army Corps of Engineers and shall further monitor new development applications to the City to ensure that this policy is enforced.	Completed. The City has continually monitored these applications.	No change proposed.
POLICY 5-1.3.2: REGULATING CERTAIN ALTERATION ACTIVITIES. Specific and cumulative impacts of development or redevelopment upon wetlands; water quality, water quantity, wildlife habitat, living marine resources, and shoreline systems shall be limited by strictly regulating land alteration activities likely to result in erosion and sedimentation, or long-term water quality degradation and habitat loss.	Completed. This policy is enforced when applicable.	No change proposed.
POLICY 5-1.3.3: SHORELINE PROTECTION ACTIVITIES. Protect existing natural shoreline areas, establish construction standards which minimize the impact of man-made structures on shoreline systems, and restore altered shorelines within the city's jurisdiction.	Completed. This policy is enforced when applicable.	No change proposed.
GOAL 5-2: PROTECT HUMAN LIFE AND INVESTMENT IN THE COASTAL AREA. To protect human life and investment in the coastal area of Coral Gables.		No change proposed.
OBJECTIVE 5-2.1: MANAGING PUBLIC EXPENDITURES. Limit public expenditures in coastal areas to projects clearly in the public interest and which minimize the risk from storm damage. This objective shall be achieved through the implementation of the following policies. (3243)		No change proposed.
POLICY 5-2.1.1: LOCATION OF PUBLIC INVESTMENTS. Public expenditures for infrastructure improvements shall be located outside flood prone areas, to the extent practicable, to keep floodways as unobstructed as possible.	Ongoing. The City maintains this policy when applicable.	No change proposed.
POLICY 5-2.1.2: LIMITING SUBSIDIES TO DEVELOPMENT IN THE COASTAL AREAS. Limit public expenditures that subsidize development permitted in coastal areas as defined in Policy 5-2.1.4 except for restoration or enhancement of natural resources. (3243)	The City has not subsidized any development, citywide.	No change proposed.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 5-2.1.3: DEFINITION OF CHHA. The City adopts the coastal high-hazard area as defined in F.S. Chapter 163, and Rule 9J-5.003(19), as the entire Category 1 Hurricane evacuation area as identified in the SFRPC Study. (3243)	Completed. This is adopted and maintained.	No change proposed.
POLICY 5-2.1.4: DEFINITION OF COASTAL AREA. The Coastal Area within the City of Coral Gables shall be defined as the land south of the Coral Gables Waterway, east of Old Cutler Road, and north of the southern City limit of Coral Gables. (3243)	Defined.	No change proposed.
OBJECTIVE 5-2.2: MANAGING HURRICANE EVACUATION TIMES. Assure that future development or redevelopment maintains or reduces hurricane evacuation times. This objective shall be achieved through the implementation of the following policies. (3243)		Objectives and policies within this section will be consolidated.
POLICY 5-2.2.1: MANAGE LOCATION OF POPULATION CONCENTRATIONS. Maintain low-density residential land use designations in the coastal high-hazard area by directing higher-density population concentrations to areas away from the coastal high-hazard area through the City's land use planning process.	The City maintains the 6 units per acre for these areas.	See comment above.
POLICY 5-2.2.2: FOLLOW-UP ACTIONS RELATED TO HURRICANE AND EMERGENCY MANAGEMENT STUDIES. Relieve deficiencies identified in the hurricane evacuation analysis of the South Florida Hurricane Contingency Study, and continue to integrate regional and local notification and evacuation procedures into the Coral Gables Basic Emergency Operations Plan.	These are included in the Plan.	See comment above.
OBJECTIVE 5-2.3: POST-DISASTER REDEVELOPMENT. Establish priorities and development guidelines for post-disaster redevelopment in the coastal area. This objective shall be achieved through the implementation of the following policies. (3243)		See comment above.
POLICY 5-2.3.1: REDUCE EXPOSURE TO NATURAL HAZARDS. Post-disaster redevelopment shall reduce or eliminate the exposure of human life and public and private property to natural hazards.	Completed. Included in the post disaster plan.	See comment above.
POLICY 5-2.3.2: PREPARE A POST-DISASTER REDEVELOPMENT PLAN. Prepare a post-disaster redevelopment plan which addresses land use, public safety, infrastructure, and public investment concerns. The post-disaster redevelopment plan shall include policies to distinguish between immediate repair and cleanup actions needed to protect public health and safety and long-term repair and redevelopment activities; and the removal, relocation, or structural modification of damaged infrastructure and unsafe structures.	Completed. Plan completed and reviewed annually.	See comment above.
POLICY 5-2.3.3: UPDATE PLAN AND POST-DISASTER REDEVELOPMENT PLAN. Incorporate recommendations of interagency hazard mitigation into the comprehensive plan and post-disaster redevelopment plan.	Updates when applicable.	See comment above.
POLICY 5-2.3.4: REGULATING POST-DISASTER REDEVELOPMENT ACTIVITIES. Identify areas which may warrant post-disaster redevelopment, including elimination of unsafe conditions and inappropriate land uses, and limitation of redevelopment in areas of likely repeated damage.	These areas are identified in the plan.	See comment above.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 5-2.4: PRIORITIES FOR SHORELINE USES. Establish priorities and development standards for shoreline uses. This objective shall be achieved through the implementation of the following policies. (3243)		No change proposed.
POLICY 5-2.4.1: PROVIDING PUBLIC ACCESS TO SHORELINE. Provide for increased public access to the shoreline consistent with public needs, continuing and replacing adequate physical public access to shorelines; enforcing the public access requirements of the Coastal Zone Protection Act of 1985, and providing transportation or parking facilities for shoreline access.	Completed. Access and parking is provided when possible.	No change proposed.
POLICY 5-2.4.2: INTERLOCAL AGREEMENTS IMPACTING SHORELINE USES. Methods for coordinating with Dade County and the City of Miami to ensure adequate sites for water-dependent uses, reduce exposure to natural hazards, and ensure public shoreline access shall be identified and set forth in interlocal agreements.	Completed and ongoing. Coordinated through an Interlocal agreement.	Amend Policy to replace "Dade County" with "Miami-Dade County."
POLICY 5-2.4.3: WATER-DEPENDENT AND WATER-RELATED USES PRIORITIES. Establish priorities for siting water-dependent and water-related land uses.	This is a priority when siting in these areas.	No change proposed.
POLICY 5-2.4.4: STANDARDS FOR SHORELINE DEVELOPMENT. Establish performance standards for shoreline development.	Completed. These standards are included in the Zoning Code.	Policy will be deleted. More appropriate in Zoning Code.
POLICY 5-2.4.5: CRITERIA FOR MARINA SITING. Establish criteria for marina siting which address land use compatibility, availability of upland support services, existing protective status or ownership, hurricane contingency planning, protection of water quality, water depth, environmental disruptions, and mitigation actions, availability for public use, and economic need and feasibility.	Completed. These criteria are established in the Zoning Code.	Amend Policy to include the following sentence after the existing language, "The criteria shall be reviewed by the Planning Department on an annual basis."
OBJECTIVE 5-2.5: EXPOSURE TO NATURAL HAZARDS IN COASTAL AREAS. Reduce the exposure of human life and property to natural hazards in the coastal area. This objective shall be achieved through the implementation of the following policies. (3243)		No change proposed.
POLICY 5-2.5.1: APPLICABLE REGULATIONS. Regulate building practices, floodplains, beach alteration, storm water management, sanitary sewer and septic tanks, and land use to reduce the exposure of human life and public and private property to natural hazards.	Completed. Provided in the Zoning Code and through enforcement of the Building Code.	Policy will remain as it is required by 9J-5.
POLICY 5-2.5.2: UPDATE PLAN AND REGULATIONS. Incorporate the direction provided in the hazard mitigation annex of the Coral Gables Basic Emergency Operations Plan into comprehensive planning and development regulation for the city.	The directions in this plan will be incorporated by reference and continually reviewed.	No change proposed.
POLICY 5-2.5.3: MANAGING POPULATION CONCENTRATIONS. Direct population concentrations away from the coastal high-hazard area through the City's land use planning process.	Lower densities (6 u/a) are provided in these areas.	No change proposed.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>OBJECTIVE 5-2.6: MANAGING COASTAL INFRASTRUCTURE. Establish level of service standards, areas of service and phasing of infrastructure in coastal area. This objective shall be achieved through the implementation of the following policies. (3243)</p>		<p>No change proposed.</p>
<p>POLICY 5-2.6.1: LIMITATIONS ON DEVELOPMENT IN THE COASTAL AREAS. Limit development in designated coastal areas to uses which have historically proven to be less vulnerable to storm damage. (3243)</p>	<p>Completed. These limitations are in place and enforced.</p>	<p>No change proposed.</p>
<p>POLICY 5-2.6.2: INFRASTRUCTURE RELOCATION OR REPLACEMENT. Relocate or replace infrastructure away from designated coastal high-hazard areas, where feasible.</p>	<p>The City has not had to relocate or replace infrastructure in these areas.</p>	<p>No change proposed.</p>
<p>POLICY 5-2.6.3: AVAILABILITY OF INFRASTRUCTURE. Ensure that required infrastructure is available to serve the development or redevelopment at densities proposed by the future land use plan in the coastal area, consistent with coastal resource protection and safe evacuation. Funding for infrastructure shall be phased to coincide with the demands generated by development or redevelopment.</p>	<p>Completed and ongoing. Ensured through the City's Concurrency Management System.</p>	<p>Amend Policy to include the following sentence after the existing language, "Infrastructure shall not be made available unless the development or redevelopment meets the requirements of the Concurrency Management System."</p>
<p>POLICY 5-2.6.4: CRITERIA FOR PRIORITIZING SHORELINE USES AND PUBLIC SHORELINE ACCESS. In reviewing applications for shoreline development first priority shall be directed to the following shoreline uses: (3243)</p> <ul style="list-style-type: none"> • Non-structural shoreline protection uses such as native shoreline revegetation programs. • Approved water-dependent shoreline uses such as pile supported access ways and duly permitted dock facilities. All such facilities shall satisfy all provisions of the City's land development regulations and obtain requisite permits from all environmental permitting agencies prior to obtaining City approval. • Second priority shall be directed toward uses such as parking facilities for shoreline access located outside wetlands; <ul style="list-style-type: none"> • Residential structures that comply with building codes for structures within the coastal building zone; • Recreational facilities, which comply with applicable codes. 	<p>These criteria are used when reviewing applications for shoreline development.</p>	<p>No change proposed.</p>



Conservation Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to conservation*
- *Work with the County in addressing issues surrounding the supply and demand for water and sewer facilities*
- *Promote landscaping that adheres to xeriscape principles (e.g., native landscaping), and minimizes the potential impacts to private and public facilities*
- *Address new growth management requirements as identified in Chapter 2 of the report*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 6-1: NATURAL AND ENVIRONMENTAL RESOURCES. To conserve, manage, use, and protect the natural and environmental resources of Coral Gables to ensure continued resource availability and environmental quality.		No change proposed.
OBJECTIVE 6-1.1: AIR QUALITY. Maintain the best possible air quality, meeting or exceeding state and federal air quality standards.		No change proposed.
POLICY 6-1.1.1: AIR QUALITY STANDARDS. The City shall support enforcement of applicable standards for air quality to control significant emissions of air pollutants in order to maintain and improve the existing air quality, including enforcement of City ordinances which prohibit open burning and excessive vehicle exhausts.	Ongoing. These ordinances have been established and are strictly enforced.	No change proposed.
POLICY 6-1.1.2: PROHIBITED ACTIVITIES. Open burning and excessive vehicle exhausts shall be prohibited.	Ongoing. This is strictly enforced by the City.	No change proposed.
OBJECTIVE 6-1.2: POTABLE WATER AVAILABILITY. Secure provision of potable water in sufficient quantity to meet present and projected needs, commensurate with reasonable demand.		No change proposed.
POLICY 6-1.2.1: INTERGOVERNMENTAL COORDINATION FOR WATER CONSERVATION. Cooperate with local, regional, state, and federal agencies for the management of fresh water resources to maintain adequate fresh water supplies during dry periods and to conserve water where practicable.	Ongoing. The City cooperated in these activities.	No change proposed.
POLICY 6-1.2.2: IMPLEMENTATION WATER DEMAND MANAGEMENT POLICIES AND PROGRAMS. Cooperate with Dade County and the South Florida Water Management District for the implementation of water demand management policies and programs.	Ongoing. The City cooperates with the County and the SFWMD.	Replace "Dade County" with "Miami-Dade County."
POLICY 6-1.2.3: ENFORCING WATER QUALITY STANDARDS. All federal, state, and regional water quality standards shall be enforced in Coral Gables.	Ongoing. Enforced by the County.	Amend policy to add the following sentence after the existing language, "The water quality standards shall be enforced by Miami-Dade County."



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 6-1.2.4: EMERGENCY WATER CONSERVATION. Cooperate with the Miami Dade Water and Sewer Authority and the South Florida Water Management District to conserve water resources in emergencies.	Ongoing. The City participates when applicable.	No change proposed.
OBJECTIVE 6-1.3: MANAGING DISPOSAL OF WASTES. Assure that generation, storage, transport, and disposal of wastes in Coral Gables is managed with the best available technology to protect environmental quality.	Completed.	No change proposed.
POLICY 6-1.3.1: MANDATORY WASTEWATER SYSTEM CONNECTING. When new sewers are extended into an area currently using septic systems for wastewater disposal, all buildings must connect with the public wastewater collection system within one-hundred twenty (120) days.	Ongoing. The City enforces this at the time of permitting if lines are available.	Policy will be amended and updated.
POLICY 6-1.3.2: REGULATING NEW SUBDIVISIONS AND SEWERAGE CONNECTIONS. New subdivisions which are reasonably accessible to sanitary sewers are required to provide sewerage and connections for each lot in the development.	Not applicable. The City has not had any new subdivisions since the adoption of the new Plan.	Policy will be deleted.
POLICY 6-1.3.3: SEPTIC TANK STANDARDS. New septic tank systems shall meet applicable state standards for permitting.	Ongoing. Enforced at the time of permitting.	Policy will be deleted. Standard requirements.
POLICY 6-1.3.4: INTERGOVERNMENTAL COORDINATION FOR SOLID AND HAZARDOUS WASTE. The City shall cooperate with appropriate public agencies to assure that solid and hazardous wastes generated within the City are properly managed to protect the environment.	Ongoing. This is strictly adhered to by the City.	No change proposed.
OBJECTIVE 6-1.4: CONSERVATION OF NATURAL SYSTEMS. Conserve and protect the remaining natural systems of Coral Gables, in recognition of the inherent values of these areas left in their natural state, through appropriate land use designations and regulation.		No change proposed.
POLICY 6-1.4.1: BISCAYNE BAY. Conserve and protect the natural resources of Biscayne Bay.	Ongoing. The City continually looks to conserve and protect these areas.	No change proposed.
POLICY 6-1.4.2: INTERGOVERNMENTAL COORDINATION. Coordination with other local government, state, federal, and private plans, and programs for conservation of natural resources shall be incorporated into the city planning process.	Ongoing. The City actively participates in coordinating these practices.	Policy will be moved to Intergovernmental Conservation Element.
POLICY 6-1.4.3: MANAGING AND REGULATING WETLANDS AND SUBMERGED LANDS. Wetlands and submerged lands should be used for purposes which are compatible with their natural values and functions, and city land development regulations should be revised where warranted to provide these areas with the maximum possible protection.	These areas are designated as conservation areas.	No change proposed.
POLICY 6-1.4.4: ENFORCEMENT ACTIVITIES. Protect and conserve the natural functions of existing soils, fisheries, rivers, lakes, floodplains, estuarine marshes, and marine habitats through enforcement of existing local, state, and federal regulations designed to protect and conserve these functions.	Ongoing. These regulations are strictly enforced.	No change proposed.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 6-1.4.5: DESIGNATION OF WETLANDS ON THE FUTURE LAND USE MAP. After January 1997, the City shall protect the wetlands within Coral Gables by continuing to designate those areas as "Conservation" on the Future Land Use Map, and furthermore, the City shall designate any wetland areas annexed into Coral Gables as "Conservation" on the Future Land Use Map.	Completed.	Policy will remain as it is required by 9J-5. Policy should be amended to remove the reference to January, 1997.
OBJECTIVE 6-1.5: LAND USE PLANNING AND REGULATION. Preserve areas of significant environmental and public value through appropriate land use designations and regulation.		No change proposed.
POLICY 6-1.5.1: INTERLOCAL COORDINATION FOR NATURAL RESOURCE PROTECTION. The City shall continue to cooperate with adjacent municipalities and Dade County to preserve and protect natural resources and natural areas.	Ongoing. City continually cooperates.	Amend policy to replace "Dade County" with "Miami-Dade County."
POLICY 6-1.5.2: INTERGOVERNMENTAL COORDINATION FOR PROTECTION OF ENDANGERED/THREATENED SPECIES AND HABITATS. The City shall cooperate with the appropriate state and federal agencies for the protection of endangered and threatened species and significant plant and animal habitat.	Ongoing. City participates when applicable.	No change proposed.
POLICY 6-1.5.3: WILDLIFE PROTECTION. Wildlife shall be protected in Coral Gables.	Ongoing. The State has designated areas within the City or County property for the protection of crocodiles and manatees.	No change proposed.
POLICY 6-1.5.4: PROTECTING NATIVE VEGETATIVE COMMUNITIES. Existing native vegetative communities in Coral Gables shall be protected.	Completed. Review is completed during DRC and site plan review process. Also, the City has comprehensive tree preservation requirements regulating removal of vegetation.	No change proposed.
POLICY 6-1.5.5: PROVIDE BEAUTIFICATION OF PUBLIC OPEN SPACE SYSTEMS. Provide continued beautification of streets, rights of way and public open spaces and facilities within Coral Gables.	Ongoing. This is strictly enforced by the City. The City has developed a master streetscape landscape plan that is being implemented on public rights-of-way.	Policy will be deleted and include in Parks and Recreation element.
OBJECTIVE 6-1.6: MANAGING MITIGATION ACTIVITIES. Ensure that development activities mitigate adverse ecological changes or actually improve previously degraded environmental conditions.		No change proposed.
POLICY 6-1.6.1: PROTECTING CONSERVATION AREAS. Those areas designated on the Future Land Use Map for conservation will not be subject to development, with the only allowable exception for open space and recreational uses after the review and approval of the City Commission.	Ongoing. This is enforced through the Zoning Code.	No change proposed.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 6-1.6.2: REQUIRED SITE PLAN REVIEW. The City shall require site plan review of all proposed development or redevelopment to prevent unnecessary destruction or inappropriate use of existing natural resources and natural sites.</p>	<p>Completed and ongoing. This is enforced through the Zoning Code.</p>	<p>No change proposed.</p>
<p>POLICY 6-1.6.3: LANDSCAPING STANDARDS. Landscaping standards shall be developed which require the preservation of existing natural growth where practical, and the removal of invasive, exotic plant species.</p>	<p>Completed. The City follows the Miami-Dade County landscape code, which requires preservation of native growth and removal of exotics. The City is in the process of rewriting its landscape code. However, the use of native species has been enforced through the site plan review process.</p>	<p>Policy will be updated to further strengthen intent.</p>
<p>POLICY 6-1.6.4: REGULATING DEVELOPMENT TO PROMOTE NATURAL RESOURCE CONSERVATION. The City shall use the best available technical criteria and information for the formulation of regulations and ordinances to ensure that future development is compatible with the functioning of existing natural systems and resources conservation.</p>	<p>Ongoing. When applicable, the City has used these criteria.</p>	<p>Policy will be updated to further strengthen intent.</p>
<p>OBJECTIVE 6-1.7: PROTECT MINERALS, SOILS, AND NATIVE VEGETATIVE COMMUNITIES. Conserve, appropriately use, and protect minerals, soils and native vegetative communities. Assure the maintenance and conservation of trees within Coral Gables, through continued maintenance of trees within City properties and the site plan review process for new development.</p>	<p>Ongoing.</p>	<p>Objective will be updated to further strengthen intent.</p>
<p>POLICY 6-1.7.1: REGULATING PROTECTION OF NATIVE TREES. Native trees shall be preserved during development or redevelopment wherever possible, and if any native tree must be removed during development or redevelopment, another native tree shall be replanted to replace the removed tree.</p>	<p>Completed and ongoing. The City has a strict tree preservation ordinance.</p>	<p>Policy will be updated to further strengthen intent.</p>



Recreation and Open Space Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

The Recreation and Open Space Element will be rewritten in its entirety. Some of the existing Objectives and Policies will remain intact, while others will be deleted or modified. The LOS standards will be rewritten in accordance with the Parks Master Plan. Specifically, the LOS standards will not use a “facilities per population” measure anymore but rather will use a “service radius” measure. Proposed amendments include:

- Provide further enhancements to parks, open space, city entrances, and landmarks*
- Maintain and enhance cultural activities to provide opportunities and access to all segments of the population*
- Explore the creation of a developmental impact fee for parks and open space*
- Continue to advance the “Parknership” program in partnership with the private sector*
- Continue to pursue the Parks and Recreation Master Plan, and work to implement its recommendations*
- Pursue a “Level-of-Service (LOS)” standard for parks that is based on service area rather than per capita levels of service*
- Continue to pursue joint-use facilities agreements with Miami-Dade County Public Schools, the University of Miami, and the private sector*
- Improve nodal connectivity through the promotion of greenway corridors*
- Promote recreational/cultural facilities and programming for seniors*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>GOAL 7.1 “CONSTRUCTIVE USE OF LEISURE TIME. To provide an environment in the City of Coral Gables responsive to the needs, desires, and interests of all residents for the constructive use of their leisure time.” The Recreation and Open Space Element embodies a number of objectives and policies that form the framework for ensuring the achievement of this goal.</p>		<p>Goal will be re-written to reflect direction provided for in Parks Master Plan.</p>
<p>OBJECTIVE 7-1.1: RECREATION PROGRAMS AND FACILITIES. Provide quality recreation programs and adequate provision of recreation facilities to meet the needs of residents.</p>	<p>Completed. The City conducted a master parks and recreation plan in 2000 and since then has upgraded numerous existing parks with new facilities and amenities. The City Commission has enacted a “PARKNERSHIP” program that provides for an aggressive program for the creation of new parks and open spaces.</p>	<p>Will be re-written to reflect direction provided for in Parks Master Plan.</p>



Existing Goals, Objectives and Policies				Implementation & Measure	Comments																																				
POLICY 7-1.1.1: RECREATION OF LOS STANDARDS. Maintain the existing level of services provided by recreation programs and activities to meet the continuing needs of all residents. The minimum acceptable Level of Service standards for recreation and open space are as herein provided.				Completed. Based on existing standards established at the time of project. This could change if standards and/or population changes.	The LOS standards will shift from a per capita standard to a "service radius" standard.																																				
<table border="1"> <thead> <tr> <th>RECREATION FACILITY</th> <th>STANDARD</th> <th>PARKS</th> <th>STANDARD (Acres per 1,000 residents)</th> </tr> </thead> <tbody> <tr> <td>Golf Course</td> <td>9 holes per 25,000 residents</td> <td>Special Purpose</td> <td>3.00</td> </tr> <tr> <td>Tennis Courts</td> <td>1 court per 2,000 residents</td> <td>Neighborhood</td> <td>0.75</td> </tr> <tr> <td>Racquetball Courts</td> <td>1 court per 11,500 residents</td> <td>Mini-park</td> <td>0.04</td> </tr> <tr> <td>Basketball Courts</td> <td>1 court per 5,000 residents</td> <td>Open Space</td> <td>0.10</td> </tr> <tr> <td>Ball Diamonds</td> <td>1 field per 5,600 residents</td> <td>Active</td> <td>0.30</td> </tr> <tr> <td>Playing Fields</td> <td>1 field per 5,600 residents</td> <td>Passive</td> <td>0.30</td> </tr> <tr> <td>Swimming Pools</td> <td>1 pool per 50,000 residents</td> <td></td> <td></td> </tr> <tr> <td>Equipped Play Area</td> <td>1 area per 5,000 residents</td> <td></td> <td></td> </tr> </tbody> </table>				RECREATION FACILITY	STANDARD	PARKS	STANDARD (Acres per 1,000 residents)	Golf Course	9 holes per 25,000 residents	Special Purpose	3.00	Tennis Courts	1 court per 2,000 residents	Neighborhood	0.75	Racquetball Courts	1 court per 11,500 residents	Mini-park	0.04	Basketball Courts	1 court per 5,000 residents	Open Space	0.10	Ball Diamonds	1 field per 5,600 residents	Active	0.30	Playing Fields	1 field per 5,600 residents	Passive	0.30	Swimming Pools	1 pool per 50,000 residents			Equipped Play Area	1 area per 5,000 residents			Current LOS standards are being met, with the exception of "racquetball courts," but do not adequately address the need for locating parks and recreation options in close proximity to all of the City's residents.	Will be revised to reflect new service radius standards.
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POLICY 7-1.1.2: MANAGING RECREATION FACILITY NEEDS. Identify existing recreation facilities needs in the five (5) year capital improvements program for the Recreation Department, and correct or improve deficiencies as funding becomes available.				Completed. Included as part of the Parks Master Plan and CIP and reviewed on an annual basis.	Amend Policy to reflect changes to Element.																																				



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 7-1.1.3: MAINTENANCE OF EXISTING RECREATION LAND AND FACILITIES. After January 1, 1998, the City shall maintain existing recreation land and facilities through the use of proper management and funding techniques. The City shall ensure that recreation facilities are well managed, well maintained, and that quality recreation programs are available to all residents. This shall be partially achieved by continuing efforts toward collecting, maintaining, and updating data concerning public and private resource inventory, recreation improvements, and demand factors, and by improving design criteria and evaluation to attain a high quality park and recreation system. (3243)</p>	<p>Completed. Provided by the Parks and Recreation Department annual budget and future plan.</p>	<p>Amend Policy to reflect the new method of analyzing the level of service with the service radius analysis. Remove the reference to January 1, 1998.</p>
<p>POLICY 7-1.1.4: MANDATORY LAND DEDICATION OR FEES IN LIEU THEREOF. By January 1, 1998, the City shall amend the land development regulations to include provisions for the mandatory dedication of land for parks and recreation or fees in lieu thereof. The formula shall be a pro rata formula based on City demand and supply analysis. The regulations are intended to ensure that new development provides necessary recreation lands, facilities, and/or fees in lieu thereof in order to accommodate the demands generated by new development.</p>	<p>In process. The City is undertaking a comprehensive impact fee assessment process to implement impact fees to satisfy this item and other capital improvement items.</p>	<p>Amend Policy to remove the reference to January 1, 1998. Amend policy to include language that says the mandatory dedication of land or fees in lieu of land shall be included in the City's impact fee study.</p>
<p>POLICY 7-1.1.5: YOUTH CENTER FACILITIES. By January 1, 1998, the City shall develop a plan to make full use of the Youth Center by instituting the following programs to meet the needs of Youth Center users:</p> <ul style="list-style-type: none"> • Establish a diversified program of indoor athletics ranging from dance to fitness/weight training to volleyball; • Design classes that will interest adults, seniors and families as well as children; and • Provide separate play and game areas for children (6-11); teens (12-18); adults (18-55) and seniors (55+). 	<p>Completed.</p>	<p>The policy has been achieved. Amend to reflect completion.</p>
<p>POLICY 7-1.1.6: PLAYGROUND EQUIPMENT AND OPEN SPACE PARK SITES. Identify potential sites for playground equipment and open space parks.</p>	<p>Completed and ongoing.</p>	<p>No change.</p>
<p>POLICY 7-1.1.7: PHILLIPS FIELD IMPROVEMENT NEEDS. Redesign the softball field and expand the facilities at Phillips Field.</p>	<p>Completed.</p>	<p>Delete Policy. The Policy was achieved.</p>
<p>POLICY 7-1.1.8: SITES FOR WALKING/JOGGING PATHS. Identify appropriate sites for walking/jogging paths on existing city property.</p>	<p>Not completed.</p>	<p>Amend Policy to include language about providing walking/jogging paths based on the service radius method of analysis.</p>
<p>POLICY 7-1.1.9: BICYCLE AND JOGGING PATHS. Designate new bicycle and jogging paths.</p>	<p>In process. Master plan in process.</p>	<p>Delete Policy. It is repetitive of Policy 7-1.1.8.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 7-1.1.10: IMPROVED LIGHTING. Provide adequate lighting at city facilities used for evening activities and programs.	Completed. Provided by the City at the appropriate facilities.	Policy will be deleted. Not appropriate provisions for CLUP.
POLICY 7-1.1.11: PLAYGROUND FACILITIES. Maintain and improve playground facilities.	Ongoing. Maintained on an on-going basis.	Policy will be deleted. Not appropriate provisions for CLUP.
POLICY 7-1.1.12: IMPROVEMENTS WITHIN CENTRAL BUSINESS DISTRICT. Maintain landscaped open spaces for passive recreation in the central business district.	Completed and ongoing. Completed by the Public Service Department.	Policy will be updated and further strengthened.
POLICY 7-1.1.13: MAINTENANCE OF RECREATION AND OPEN SPACE STANDARDS. Maintain the adopted level of service standards for recreation and open space as established in this Element by correcting or improving existing deficiencies in parks and recreation facilities.	Completed. As identified in the present Comprehensive Plan.	Policy will be updated and further strengthened.
OBJECTIVE 7-1.2: PUBLIC ACCESS TO RECREATION OPPORTUNITIES. Ensure public access to recreation programs and facilities.	Completed.	Policy will be updated and further strengthened.
POLICY 7-1.2.1: PROVIDE YEAR-ROUND ACCESS. Provide year round access to city recreation sites and facilities.	Completed.	Policy will be updated and further strengthened.
POLICY 7-1.2.2: INCREASED COMMUNITY ACTIVITIES AT YOUTH CENTER. Increase the use of the Youth Center as a facility for community activities, while maintaining its emphasis on youth activities.	Completed and ongoing. The City has increased the number of activities at this facilities including increase in access to the facility.	Delete Policy. It is repetitive of Policy 7-1.1.5.
POLICY 7-1.2.3: RECREATION PROGRAMS FOR FAMILIES AND CHILDREN. The City shall by December 2004 create strategies for increasing recreational opportunities within the Coral Gables Parks system for families and children. (3243)	Provided in the Department's Strategic Plan document and the recently completed "Facilities Inventory Assessment and Analysis Report."	Amend to reflect achievements.
POLICY 7-1.2.4: SPECIAL FACILITIES FOR THE ELDERLY. Provide special recreational facilities for the elderly.	Completed. Youth Center facility provides these services. City is in the process of soliciting and RFP for elderly housing and service center to assist in meeting this need.	Amend Policy to include additional opportunities.
POLICY 7-1.2.5: EVENING ACTIVITIES FOR ADULTS. Provide adult evening activities and programs.	Completed. The City provides a number of adult recreation class and studios in the evening hours.	No change.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 7-1.2.6: ACCESS TO BEACH, SHORE AND WATERWAYS. Maintain existing beach and shore access, including beach access routes and facilities identified in the Coastal Management Element, and access to waterways shown on the future land use map.	Completed by Miami-Dade County.	Amend Policy to include provisions that relate to Miami-Dade County's responsibilities to maintain existing beach and shore access.
POLICY 7-1.2.7: CONVERSION OF PLAYGROUND EQUIPMENT. The City shall continue to convert all existing City owned playground equipment to handicap accessible playground equipment to ensure recreational opportunities for all children using the following schedule: (3243) <ul style="list-style-type: none"> • FY 1996-97: Winokur and Coral Bay Parks • FY 1997-98: Salvadore and Pierce Parks • FY 1998-99: Phillips and Sunrise Parks 	Completed except for Winokur Park.	Delete Policy. The Policy was achieved.
POLICY 7-1.2.8: INCREASING CULTURAL ACTIVITIES. The City shall establish a formal procedure for working with local cultural organizations to assist them in attracting additional cultural activities to Coral Gables through such techniques as: (3243) <ul style="list-style-type: none"> • One-stop permitting for festivals and other outdoor events; and • Reduced rental fees for use of city buildings. 	Completed. Procedures are in place to assist in cultural and special events within the City. The City has a separate Cultural Board that provides funding and grants to assist in these activities.	Policy will be updated and further strengthened.
OBJECTIVE 7-1.3: AESTHETIC QUALITY AND APPEARANCE OF RECREATION RESOURCES. Maintain a high standard of aesthetic quality and continue to improve the appearance of municipal recreation areas and public open space.		Policy will be updated and further strengthened.
POLICY 7-1.3.1: MAINTENANCE AND IMPROVEMENT OF RECREATION AND OPEN SPACE AREAS. The Recreation and Public Works Departments shall continue to provide for the maintenance and improvement of recreation and open space areas, including center parkways and parkway islands.	Completed. Completed in cooperation with the Public Service Department.	Policy will be deleted. Not appropriate in the CLUP. Administrative function.
POLICY 7-1.3.2: ADDITIONAL PUBLIC OPEN SPACE AND NATURAL RESERVATIONS. Additional public open space and natural reservations shall be designated and where feasible, acquired by the city.	Completed.	Amend Policy to reflect changes consistent with the service radius level of service analysis.
POLICY 7-1.3.3: MAINTAIN APPEARANCE OF PUBLIC ENTRANCE GATES, FOUNTAINS AND PLAZAS. Maintain appearance of public entrance gates, fountains and plazas. (3243)	Completed and ongoing. City allocates funding and secure state grants for the item. Improved.	Policy will be deleted. Not appropriate in the CLUP. Administrative function.
POLICY 7-1.3.4: IMPROVE APPEARANCE OF PUBLIC ENTRANCE GATES, FOUNTAINS AND PLAZAS. Improve appearance of public entrance gates, fountains and plazas in order to provide distinctive gateways into the City of Coral Gables	Completed and ongoing. The City has updated numerous main entrances, fountains and plazas utilizing CIP funds and available grants.	Amend Policy to include the following language, "as mandated by the Beautification Committee" in between the words "plazas" and "in."



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
OBJECTIVE 7-1.4: USE OF RECREATION AND OPEN SPACE RESOURCES. Coordinate public and private recreation and open space resources for the optimum use of residents.		Policy will be updated and further strengthened.
POLICY 7-1.4.1: ESTABLISH OPEN SPACE STANDARDS. The land development regulations of Coral Gables should define and include open space standards.	Completed. Included in the Zoning Code.	Delete Policy.
POLICY 7-1.4.2: JUNIOR AND SENIOR HIGH SCHOOL RECREATIONAL FACILITIES. The city shall coordinate and cooperate with the School Board to provide resources for expanding and improving recreational facilities at the junior and senior high schools.	In process. Currently working with the School Board.	Amend Policy to include the following language "seek to partner with" between the words "shall" and "the."
POLICY 7-1.4.3: IMPACTS OF NEW DEVELOPMENT ON PUBLIC OPEN SPACE AND PEDESTRIAN/BICYCLE CIRCULATION. New development shall be encouraged by the City Planning and Zoning Departments to provide for public open space, and accommodate pedestrian and bicycle circulation, during the development review process.	Completed. Provisions are required in the Zoning Code.	Delete Policy.
POLICY 7-1.4.4: CITY-SCHOOL BOARD COOPERATIVE RECREATION PROGRAMS. The city shall continue to develop cooperative recreation programs with the School Board.	In process. Currently working with the School Board.	Delete Policy. It is repetitive of Policy 7-1.4.2.
POLICY 7-1.4.5: USE OF MATHESON HAMMOCK PARK. Promote more extensive use of Matheson Hammock Park for city residents through cooperation and coordination of public information with the Metro Dade Parks Department regarding available facilities and programmed activities at the park.	Completed. City actively participates with the County.	Policy will be updated and further strengthened.
POLICY 7-1.4.6: AGREEMENT WITH THE UNIVERSITY OF MIAMI FOR RECREATION PURPOSES. The City of Coral Gables by December 31, 1998 shall initiate discussions with the University of Miami to allow City residents to use recreational facilities and equipment on the University's campus.	In process. Agreement is underway to satisfy this item.	Amend Policy to read as follows, "The City of Coral Gables shall pursue discussions with the University of Miami to allow City residents to use recreational facilities and equipment on the University's campus."



Intergovernmental Coordination - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Encourage and strengthen the City’s coordination, communication, and cooperation with adjacent municipalities, Miami-Dade County, the Miami-Dade County School Board, and regional and state agencies in all of the City’s relevant programs and processes*
- *Continue to participate in regional studies and plans, including the South Miami-Dade Watershed Plan, and consider their recommendations*
- *Continue to participate in the Miami-Dade County School Board’s Staff Working Group to address issues involving the Interlocal Agreement, new CLUP Educational Facilities Element, revised impact fee study, and joint-use agreements*
- *Continue to participate in other numerous intergovernmental groups, including the Miami-Dade County Planners Technical Committee*
- *Encourage and strengthen the participation of community stakeholders in all of the City’s programs and processes*
- *Address new growth management requirements as identified in Chapter II of this report*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 8.1: ACHIEVING CONSISTENCY IN IMPLEMENTING PLANS AND PROGRAMS. 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.”		
OBJECTIVE 8-1.1: INTERGOVERNMENTAL COORDINATION ACTIVITIES. 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.	Completed and ongoing. City staff provide notice of all development within 1000 feet of borders and meets with adjacent local governments when regional issues come to light (i.e. affordable, housing, transportation issues, traffic calming, etc.).	Policy will be updated and further strengthened.
POLICY 8-1.1.1: ACHIEVING CONTINUING COMMUNICATION. Maintain an active program of monitoring and communication with agencies operating under the provisions of the Local Government Comprehensive Planning and Land Development Act, Chapter 163 FS.	Completed. City actively communicates with all agencies on a continual basis. Participates in Countywide meetings, information forum, technical committees, etc to complete this item.	Policy will remain as it is required by Chapter 163, Florida Statutes.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 8-1.1.2: COMMUNITY WORKSHOPS AND RPC INFORMAL MEDIATION PROCESS. Participate in community workshops and the regional planning council's informal mediation process to provide an open forum for communication and coordination of programs involving the comprehensive plan, and resolution of conflicts with other local governments.	Completed. City staff participates in all community workshops.	No change.
POLICY 8-1.1.3: COORDINATION OF TECHNICAL ISSUES. Participate in the comprehensive plan technical committee being organized within the Dade League of Municipalities, to ensure full participation in countywide deliberations, which may involve the City.	Completed. City staff actively participates in all County technical committees.	Amend Policy to add "Miami-Dade" reference.
POLICY 8-1.1.4: COORDINATION OF TRAFFIC, POTABLE WATER AND APPEARANCE ISSUES. The City shall increase intergovernmental coordination activities regarding issues involving: traffic and transportation systems improvement planning and financing; potable water distribution replacement and financing; and design aesthetics for projects within and adjacent to the City.	Completed. City actively participates in the MPO and others.	Policy will be combined with other polices in this section to consolidate.
POLICY 8-1.1.5: ANNEXATION OF UNINCORPORATED LANDS. The City shall participate in review and discussions with involved agencies in the potential annexation of unincorporated lands adjacent to the City.	Completed. City recently completed an annexation study and continually has discussions with adjacent municipalities and the County.	Policy will be updated and further strengthened.
POLICY 8-1.1.6: MANAGEMENT OF LOCAL BAYS, ESTUARIES AND HARBORS. The City shall continue to participate in consistent and coordinated management of local bays, estuaries, and harbors that fall under the jurisdiction of more than one agency, as reflected in the coastal management chapter of this plan.	City continues to participate.	No change.
POLICY 8-1.1.7: REQUIRED FINDINGS TO BE ADDRESSED IN DEVELOPMENT REVIEW PROCESS. The review of proposed developments shall include findings, which indicate relationships of such proposed developments to the comprehensive plans of adjacent local governments.	Completed. A comprehensive analysis of all applications required to undergo public hearing review. All staff reports include these findings.	No change.
OBJECTIVE 8-1.2: COORDINATE PROPOSED DEVELOPMENT IMPACTING ADJACENT JURISDICTIONS. Ensure that the impacts of development, proposed in the City's comprehensive plan, upon development in adjacent municipalities, the county, adjacent counties, the region, and the state are addressed through coordination mechanisms. This objective shall be achieved through the implementation of the following policies. (3243)		Policy will be updated and further strengthened.
POLICY 8-1.2.1: COORDINATION OF DEVELOPMENT AND GROWTH MANAGEMENT ISSUES. After Plan adoption, the City shall pursue resolution of development and growth management issues with impacts transcending the City's political jurisdiction. Issues of regional and state significance shall be coordinated with the South Florida Regional Planning Council, the South Florida Water Management District, and/or State agencies having jurisdictional authority. Issues to be pursued include but are not limited to the following:	Completed. These issues are continually discussed.	Policy will be updated and further strengthened.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<ol style="list-style-type: none"> 1. Impacts of development proposed in the Comprehensive Plan on Dade County, the Cities of Miami, West Miami, South Miami, and Pinecrest, the region, the State, and any governmental entity that may be created in the future. 2. Land development activities adjacent to the City's corporate limits within Dade County or the Cities of Miami, West Miami, South Miami, and Pinecrest or any other city created in the future 3. Research regulatory framework and implementation of affordable housing programs. 4. City of Coral Gables land development activities adjacent to the unincorporated area of the County, or the Cities of Miami, West Miami, South Miami and Pinecrest or any other city created in the future. 5. Potential annexation issues. 6. Area wide drainage and storm water management master plan, proposed improvements, and implementing programs. 7. Solid waste disposal, including development of new landfill facilities, recycling resources, and other improvements. 8. Research, engineering, and strategies for managing level of service impacts of new development and tourism on major transportation linkages and critical intersections impacting the City and adjacent areas. 9. Level of service standards for infrastructure system impacting the City and adjacent areas. 10. Conservation of natural and historic resources. 		
<p>POLICY 8-1.2.2: COORDINATION OF TRANSPORTATION IMPROVEMENTS. After Plan adoption, the City shall coordinate all transportation improvements proposed by new development with DOT, DCA, SFRPC, Dade County, and other state and regional agencies concerned with assessing traffic impacts of proposed development. (3243)</p>	Completed.	Amend Policy to delete "After Plan adoption".
<p>OBJECTIVE 8-1.3: INTERGOVERNMENTAL COORDINATION OF LOS STANDARDS. Coordination shall be undertaken in the establishment of level of service standards for public facilities with any state, regional or local entity having operational and maintenance responsibility for such facilities.</p>	Completed.	Policy will be updated and further strengthened and combined with below policies.
<p>POLICY 8-1.3.1: ENSURING MUTUALLY COMPATIBLE LOS STANDARDS. The City shall coordinate with state, regional, or local entities having operational and maintenance responsibility for public facilities for which the Level of Service standards are being established to ensure mutually compatible standards.</p>	Completed. The LOS standards are coordinated with these entities. Although with a traffic concurrency exemption zone, the City requires the preparation of traffic impact studies of all application required to undergo public hearing review. This results in various intersection improvements, traffic calming measures, etc dependent upon impact of development.	See above comment.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 8-1.3.2: ACHIEVING EQUITABLE LOS STANDARDS FOR FACILITY AND SERVICE DELIVERY SYSTEMS. Coordination activities pursuant to the Objectives and Policies in this Element shall include consideration for equitable Level of Service standards for facility and service delivery systems consistent with the provisions of this plan.</p>	<p>Completed.</p>	<p>See above comment.</p>
<p>GOAL 8.2: MONITORING AND EVALUATION. This section outlines the substantive components of Coral Gables' monitoring program related to the Intergovernmental Coordination Chapter. The monitoring program will consist of periodic reviews of the measurable objectives.</p>		
<p>OBJECTIVE 8-2.1: SCHEDULE: Biennial reviews of measurable objectives will occur concurrent with the amendment cycle. Other appropriate scheduled reviews may be conducted but not less than biennially. These shall include the following issues:</p> <ul style="list-style-type: none"> • Organization of functioning League of Municipalities comprehensive plan technical committee. • Agreement with Miami-Dade County, and Florida Department of Community Affairs that use of two (2) level plans – area wide and local – in the updating of local comprehensive plans is desirable and permitted. • Informal agreements or an enacted ordinance providing for mutual exchange of notice and information about proposed rezoning within an area to be determined as a significant distance from any unincorporated or Coral Gables municipal boundary. • Coordination with the completion of a school facilities plan that is consistent and compatible with the Coral Gables Comprehensive Plan. • Assist the South Florida Regional Planning Council in identifying regional issues affecting the City and providing appropriate City participation in their analysis and resolution. • Execute Interlocal agreements for municipal servicing of unincorporated enclave areas where appropriate. 	<p>Completed. City Staff and various members of the City Commission participate in local government forums and meetings on various issues including all those agencies listed in previous column.</p>	<p>Policy will be updated and further strengthened.</p>
<p>OBJECTIVE 8-2.2: PROCEDURES FOR MONITORING AND EVALUATION. The comprehensive planning process is continuous and dynamic in nature. Maintaining the effectiveness of the plan requires its periodic review. This program, required under 9J-5.005 (7) FAC, provides orderly procedures for monitoring, updating and evaluation of the plan and attendant Evaluation and Appraisal Report (EAR) ('163.3191, FS). For the purpose of monitoring, evaluating and appraising the implementation of the comprehensive plan a five-year program for monitoring, updating and evaluation shall be followed. The following are general procedures to be followed. More detailed procedures shall be adopted by the city to direct the ongoing activity.</p>	<p>Completed.</p>	<p>Policy will remain as it is required by 9J-5.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
POLICY 8-2.2.1: EVALUATION PERIODS: All chapters of the Comprehensive Plan shall be evaluated and updated as necessary at least every five (5) years. In addition to the general EAR, the Capital Improvements chapter shall be reviewed on an annual basis.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.2: CITIZEN PARTICIPATION: The public shall be encouraged to participate in the evaluation process by the holding of at least one workshop prior to the preparation of the EAR, at which public comments and recommendations regarding the Comprehensive Plan shall be received for consideration during the preparation of the EAR. Notice of such workshop shall be by advertisement at least one week prior to the date of such meeting. At least one advertised Public Hearing shall be held by the Local Planning Agency prior to the LPA recommending the EAR to the City Commission for their consideration, amendment, and adoption. At least one advertised Public Hearing shall be held by the City Commission prior to adoption of the EAR.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.3: MAINTENANCE OF DATA: Updating appropriate baseline data and measurable objectives to be accomplished for each five (5) year period of the plan, and for long term periods as necessary, shall be undertaken at intervals appropriate to the subject area of analysis, but no less frequently than every five (5) years. For example, Capital Improvement data should be maintained at semiannual and annual periods coincident with the city budget review process; population estimates should be maintained annually; utility systems capacity shall be annually monitored. Administrative procedures shall be adopted to define the local monitoring and data maintenance to be conducted.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.4: PLAN ACCOMPLISHMENTS: Accomplishments in the first five (5) year period, describing the degree to which the goals, objectives and policies have been successfully reached shall be identified and reported.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.5: OBSTACLES TO THE PLAN: Obstacles or problems which resulted in under achievement of goals, objectives, or policies shall be identified and reported.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.6: AMENDED GOALS OR POLICIES: New or modified goals, or policies needed to correct discovered problems shall be identified and reported.	Completed.	Policy will remain as it is required by 9J-5.
POLICY 8-2.2.7: CONTINUED MONITORING AND EVALUATION: A means of ensuring continuous monitoring and evaluation of the plan during the five (5) year period shall be identified and reported.	Completed.	Policy will remain as it is required by 9J-5.



Capital Improvements Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

- *Amend the element annually to reflect financially feasible updates to the Capital Improvements Program*
- *Continue to secure funding for infrastructure (i.e., historic preservation, parks/open space, transit, roadways), including through the use of existing impact fees, enterprise/utility funds, and new impact fees under consideration*
- *Secure the City's fair-share of impact fees from the County and coordinate the allocation of funding*
- *Address new growth management requirements as identified in Chapter II of this report*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOALS 9.1 PROVIDE FACILITIES AND INFRASTRUCTURE. The City shall provide for facilities and infrastructure, normal and customary to local city government, as necessary to serve residents and visitors in a manner which is fiscally prudent and efficient in utilizing public investments and providing for new capital expenditures."		No change.
OBJECTIVE 9-1.1 PROVISION OF FACILITIES NECESSARY TO MAINTAIN LOS STANDARDS. Provide, as affordable, for the necessary repair and replacement of existing facilities and upgrading facilities to maintain locally adopted level of service (LOS) standards.		No change.
POLICY 9-1.1.1: FIVE-YEAR CAPITAL SCHEDULE OF CAPITAL IMPROVEMENTS. Capital requirements of one-hundred dollars (\$100,000) or more in annual expenditures shall be included in the Capital Improvements Element (CIE) Five (5) Year Schedule of Capital Improvements.	Completed. All projects in excess of \$100,000 are included in the schedule and are reviewed on an annual basis.	Amend Policy to include increase in threshold.
POLICY 9-1.1.2: CONTENT OF FIVE YEAR SCHEDULE OF CAPITAL IMPROVEMENTS. The Five (5) Year Schedule of Improvements contained in the CIE shall include capital projects for renovation, replacement, upgrading, and new facilities as necessary to maintain the adopted level of service standards, balanced to meet local needs and abilities.	Included.	No change.
POLICY 9-1.1.3: ADOPTION OF ANNUAL CAPITAL BUDGET. The City shall adopt an annual capital budget, which contains the projects from the Five (5) Year Schedule of Improvements for the specified year.	Completed. The City adopts a capital improvements plan concurrently with the City's annual fiscal budget.	No change.
POLICY 9-1.1.4: MANAGING LONG TERM GENERAL OBLIGATION DEBT. The City should manage its long-term general obligation debt in a manner that ensures that the ratio of the debt service millage to the citywide mileage does not exceed twenty (20%).	No outstanding GO debt.	No change.



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>OBJECTIVE 9-1.2: MINIMUM ACCEPTABLE LEVEL OF SERVICE STANDARDS. The minimum acceptable Level of Service (LOS) standards adopted by the City in each respective plan element are the basis for the Five (5) Year Capital Improvement Schedule. These minimum standards are as follows:</p>		<p>Amend Objective. Delete the last sentence of the Objective.</p>
<p>POLICY 9-1.2.1: MINIMUM LOS STANDARDS USED IN PLANNING CAPITAL IMPROVEMENT NEEDS. The following are the minimum acceptable Level of Service standards to be utilized in planning for capital improvement needs: (3243)</p>	<p>Included in the City's Concurrency Management System.</p>	<p>Delete Policy. The policy is not required and is repetitive of the LOS standards established in each element of the Comprehensive Plan.</p>
<p>OBJECTIVE 9-1.3: IMPLICATIONS OF FISCAL CONSIDERATIONS CAPITAL FACILITIES AND RELATED RESOURCES ON LAND USE. The implementation of Future Land Use decisions through the zoning code and development order issuance shall be moderated by the availability of fiscal resources to permit the provision of capital facilities and related resources to maintain the level of services at adopted levels.</p>		<p>Amend Policy to replace the words "order issuance" with "approvals."</p>
<p>POLICY 9-1.3.1: ANALYSIS OF CAPITAL FACILITIES AND INFRASTRUCTURE IMPLICATIONS ON LAND USE AND DEVELOPMENT. The capital facilities and infrastructure implications of land use and development plans will be analyzed and set forth with attention to the following:</p> <ul style="list-style-type: none"> • Safety improvements and hazard mitigation. • Elimination of sub standard conditions. • Demonstrated linkage between projected growth or redevelopment and facility location. • Balance between supporting new development or redevelopment. • Financial feasibility, including long term operating costs. • Coordination among agencies of capital programs. • Contractual and/or mandatory obligations. 	<p>Completed. The City has provided new facilities when needed to support new and redeveloping areas of the City. The majority of these improvements have been concentrated in the core (CBD and Mixed Use Districts).</p>	<p>No change.</p>
<p>POLICY 9-1.3.2: CONSISTENCY OF THRESHOLD DEVELOPMENT WITH CONCURRENCY MANAGEMENT/LOS STANDARDS. All threshold development shall be contingent upon the provision of the necessary services at adopted levels concurrent with the time needed as set forth in the Land Use Chapter.</p>	<p>Completed. Required through the City's Concurrency Management System.</p>	<p>Amend Policy to read as follows, "All threshold development shall be contingent upon the provision of the necessary services at adopted levels."</p>
<p>POLICY 9-1.3.3: CRITERIA FOR DETERMINING TIMELY AVAILABILITY OF PUBLIC FACILITIES. The assurance of the provision of necessary public facilities on a timely basis concurrent with the need for such facilities to serve existing and proposed developments shall be by one of the following six means and conditioned as applicable by the seventh provision as follows:</p> <ol style="list-style-type: none"> 1. The necessary facilities are under construction at the time the building permit is issued and such construction is the subject of enforceable assurance that it shall be completed and serviceable with out unreasonable delay; 	<p>These criteria are used.</p>	<p>Policy will be updated and amended for more clarity.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<ol style="list-style-type: none"> 2. The necessary facilities and services are the subject of a binding executed contract for the construction of the facilities or the provision of services at the time the building permit is issued; 3. The necessary facilities are funded and programmed for implementation in the CIE for construction in year one of the City's adopted capital budget, or similarly adopted budget of other government agencies. 4. The necessary traffic circulation and/or mass transit facilities or services are programmed in the CE for construction in or before year 3 of the City's adopted budget or similarly adopted budget of other government agencies including the County's capital budget or the State agency having operational responsibility for affected facilities; In all cases, such facilities must be committed for construction in or before year 3; 5. The necessary facilities and services are guaranteed, in an enforceable development agreement, to be provided by the developer. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; or 6. Timely provision of the necessary facilities will be guaranteed by some other means or instrument providing substantially equivalent assurances; and 7. In all instances where a decision to issue a building permit is based on the foregoing provisions 3, 4 or 5, the following conditions shall apply: <ol style="list-style-type: none"> a. The necessary facilities shall not be deferred or deleted from the CIE, work program or adopted one year capital budget unless the dependent building permit expires or is rescinded prior to the issuance of a certificate of use and occupancy (CO); b. The facilities necessary to serve a development must be contracted for construction no later than thirty six months after the date that the initial certificate of use and occupancy (CO) is issued for the dependent development; and c. Construction of the necessary facilities must proceed to completion with no unreasonable delay or interruption. 		
<p>POLICY 9-1.3.4: MINIMUM LOS STANDARDS AS THE BASIS FOR IDENTIFYING CAPITAL INVESTMENTS. The Five Year Schedule of Improvements will include the capital investments required by the plan based upon the level of service standards adopted within each portion of the comprehensive plan.</p>	<p>Completed. These standards are reviewed in cooperation with the 5-year plan.</p>	<p>No change.</p>
<p>POLICY 9-1.3.5: THRESHOLD DEVELOPMENT TO BEAR EQUITABLE SHARE OF PUBLIC FACILITY AND INFRASTRUCTURE COSTS. Threshold Development shall be required to bear an equitable share of the cost of providing public facilities and infrastructure consistent with this plan.</p>	<p>Completed.</p>	<p>Amend Policy to include the following sentence after the existing language, "Threshold development shall be required to pay impact fees as outlined in the Zoning Code." Include a</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
		definition of "threshold development."
OBJECTIVE 9-1.4: PUBLIC INVESTMENTS. Public resources shall be invested to further the goals, objectives and policies of the comprehensive plan.	Completed.	Objective will remain as it is required by 9J-5.
POLICY 9-1.4.1: LIMITING SUBSIDIES TO DEVELOPMENT IN THE COASTAL AREAS. Public capital resources should not be spent to subsidize private development in coastal areas as defined in Policy 5-2.1.4 of the Coastal Management Element except for restoration or enhancement of natural resources.	The City has not provided any subsidies.	Policy will remain as it is required by 9J-5.
OBJECTIVE 9-1.5: MANAGING PUBLIC FISCAL WELFARE. The public fiscal welfare shall be protected by limitations on the amount and kind of debt the city may incur.		Objective will remain as it is required by 9J-5.
POLICY 9-1.5.1: LIMITATIONS ON CITY CAPITAL EXPENDITURES. The city shall be limited on the use of revenue bonds to no more than twenty-five (25%) total debt. The total debt service shall not exceed six (6%) of total revenue; and outstanding capital indebtedness shall not exceed eight percent of the total property tax base of the city.	Have not exceeded limits.	Policy will remain as it is required by 9J-5.
OBJECTIVE 9-1.6: MAINTAINING MINIMUM LOS STANDARDS. The City shall assure the provision of public facilities and services at no less than the established Level of Service standards and manage the land development process to assure public facility needs do not exceed the City's ability to adequately fund and provide or require provision of needed capital improvements.		Objective will remain as it is required by 9J-5.
POLICY 9-1.6.1: CONCURRENCY MANAGEMENT PROGRAM. The City shall establish a Concurrency Management Program (CMP) to execute the policies set forth herein and assure compliance with the established level of service standards and commitments made by affected developments. The CMP shall provide for the regulation and administration of the issuance of threshold development orders to be predicated upon the provision of public services consistent with this plan.	Completed. CMP was established and is currently being updated.	Amend Policy to read as follows, "The City's Concurrency Management Program (CMP) shall provide for the regulation and administration of the issuance of threshold development orders to be predicated upon the provision of public services consistent with this plan."
POLICY 9-1.6.2: AVAILABILITY OF PUBLIC FACILITIES PRIOR TO COMPREHENSIVE PLAN ADOPTION. The CMP shall provide that public facilities shall be available to serve developments, which are existing, and those holding valid development orders prior to the adoption of this comprehensive plan.	Provided, and is being reviewed concurrently with the EAR.	Amend Policy to read as follows, "The City shall develop an impact fee system that supports the CMP to ensure that public facilities shall be available to serve developments which are existing, and those holding valid development orders prior to the adoption of this comprehensive plan."



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 9-1.6.3: REVISING THE LAND DEVELOPMENT REGULATIONS. The City's Land Development Regulations went into effect December 31, 1991. After January 1, 1997, the City shall revise the Land Development Regulations, which govern: zoning; subdivision; signage; landscaping and tree protection; surface water management and other areas, as needed in order to:</p> <ul style="list-style-type: none"> Effectively regulate future land use activities and natural resources identified on the Future Land Use Map; Adequately protect property rights; and Implement the goals, objectives, and policies stipulated in the Comprehensive Plan. 	<p>Completed. The Zoning Code has been continually updated to meet these items. Mediterranean included Mediterranean design standards, historic preservation ordinance, design review standards. The City is presently rewriting the entire Zoning Code to continuing to address these concerns and ensure protection of the City's residential neighborhoods.</p>	<p>Delete Policy. The Policy talks about revising the Zoning Code, which is addressed in the Future Land Use Element.</p>
<p>GOAL 9-2: THE FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE: PROJECTS: The following projects are required by deficiencies in levels of service identified in other comprehensive plan chapters or are other capital improvements which the City has determined shall be included in its CIE in provision of public services at or above the minimum LOS standards as adopted.</p>		<p>No change.</p>
<p>OBJECTIVE 9-2.1: CAPITAL IMPROVEMENT PLAN. The Coral Gables Capital Improvement Plan (CIP) for 1994 through 2000 is shown in Appendix B. The City shall incorporate the new CIP into the Plan upon adoption of the annual budget beginning with the 1997-98 budget.</p>	<p>Completed.</p>	<p>Amend Objective. The Objective will read as follows, "The Coral Gables Capital Improvement Plan (CIP) for 2005 through 2015 is shown in Appendix B (of the CIE). The City shall incorporate the new CIP into the CLUP upon adoption of the annual budget beginning with the 2006-07 budget. This CIP will be incorporated through an amendment to the CLUP on an annual basis."</p>
<p>GOAL 9-3: STREET IMPROVEMENT PROGRAM: This is an annual program which is funded by the 1993 five (3¢) local option gasoline tax. The funds are entirely used for capital expenses associated with the resurfacing of municipal streets throughout the City. Included in the project are drainage improvements, sanitary sewer repairs and repaving of road surfaces. Each year approximately 30-40 blocks are selected for improvements using the local option gasoline tax proceeds and are included within the City's annual Capital Budget.</p>	<p>City participates.</p>	<p>Amend Goal to delete the reference to the specific year and amount of the gasoline tax.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 9-4: REQUIREMENTS FOR MONITORING AND EVALUATION In addition to the general monitoring and evaluation requirements of the plan, the City of Coral Gables by November 1 st of each year shall review the Capital Improvement Element and amend the Capital Improvement Plan to include new capital projects related to the Comprehensive Plan.	Completed. Adopted as part of the annual budget.	Amend Goal to replace "November 1" with "October 1" and provide language for the annual adoption of the CIP into the CLUP.
GOAL 9-5: CONCURRENCY MANAGEMENT SYSTEM. The executive summary from the Coral Gables Concurrency Management System shall be included by reference.	Completed.	Amend Goal to provide the executive summary of the City's Concurrency Management Program.

Historic Preservation Element - Goals, Objectives, and Policies

Summary of future EAR based amendments:

The Historic Preservation land development regulations have been re-written in their entirety to further strengthen the regulations and continue to preserve the City's most valuable assets. As a result, some of the existing Goals, Objectives, and Policies will remain intact, while others will be deleted or modified to reflect the revised land development regulations. The element will be revised to include the following:

- *Enhance historical, cultural, and heritage related programs, projects, and activities*
- *Increase funding opportunities for historical, cultural, and heritage related programs, projects, and activities*
- *Advance education and public outreach for historical, cultural, and heritage related programs, projects, and activities*
- *Provide further economic incentives in support of historic preservation*
- *Utilize Transfer of Development Rights (TDRs) strategies in support of historic preservation*

Existing Goals, Objectives and Policies	Implementation & Measure	Comments
GOAL 10.-1. RECOGNIZE VISIBLE REMINDERS OF THE HISTORY AND CULTURAL HERITAGE OF THE CITY. To recognize structures, sites, manmade or natural landscape elements, works of art or integrated combinations thereof, which serve as visible reminders of the history and cultural heritage of the city.		Amend Goal and make it an Objective. Delete "RECOGNIZE VISIBLE REMINDERS OF THE HISTORY AND CULTURAL HERITAGE OF THE CITY."



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>OBJECTIVE 10-1.1: INCREASE THE NUMBER OF DOCUMENTED HISTORIC RESOURCES. To increase the number of documented historic resources within the City of Coral Gables for the purpose of recognition and planning for their protection and preservation.</p>		<p>Amend Objective and make it a Policy. Delete "INCREASE THE NUMBER OF DOCUMENTED HISTORIC RESOURCES."</p>
<p>POLICY 10-1.1.1: EXISTING DOCUMENTED HISTORIC RESOURCES. As of December 1995, 95 individual buildings, structures, objects, and formal landscape features as well as 10 districts are listed in the Coral Gables Register of Historic Landmarks.</p>	<p>Completed. There are close to 600 locally designated historic properties (individual and contributing properties within local districts).</p>	<p>Delete Policy.</p>
<p>POLICY 10-1.1.2: PROJECTED INCREASE IN LOCAL HISTORIC LANDMARKS. The City of Coral Gables shall attempt to increase the number of locally designated historic landmarks by 10% by December 31, 2006.</p>	<p>Completed. There are close to 600 locally designated historic properties (individual and contributing properties within local districts).</p>	<p>Delete Policy.</p>
<p>POLICY 10-1.1.3: PROJECTED INCREASE IN THE POTENTIAL HISTORIC RESOURCES BY TYPE. By December 31, 2006, the City of Coral Gables shall attempt to increase the number of identified potential historic resources by 5% utilizing existing and future surveys of historic structures.</p>	<p>Completed. The City has conducted surveys of the northern areas of the City and identified potential landmarks and districts. Two historic districts have been put into place.</p>	<p>Amend Policy to read, "Attempt to increase the number of identified potential historic resources by 5% utilizing existing and future surveys of historic structures."</p>
<p>POLICY 10-1.1.4: EXISTING AND PROJECTED NUMBER OF PROPERTIES LISTED IN THE NATIONAL REGISTER. The number of properties in the City of Coral Gables presently listed in the National Register is eight sites. The City shall add two additional sites to the National Register by December 31, 2006.</p>	<p>Completed, two additional nominations are pending – The Plazas and Entrances and Cocoplum Woman's Club.</p>	<p>Delete Policy. The Policy of adding two additional sites to the National Register has been achieved. Currently, two nominations are pending.</p>
<p>GOAL 10-2. EDUCATIONAL OUTREACH PROGRAM. To continue an educational outreach program to the public increasing their awareness of the value in the preservation of our historic resources."</p>		<p>Amend Goal and make it a Policy. The Policy will read "Continue an educational outreach program to the public increasing their awareness of the value in the preservation of our historic resources."</p>
<p>OBJECTIVE: 10-2.1: IMPLEMENTING ACTIVITIES. To implement educational programs, create publications, and promote technical assistance in order to increase the awareness of historic preservation in the community.</p>		<p>Amend Objective to read "Implement educational programs, create publications, and promote technical assistance in order to increase the awareness of historic preservation in the community."</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 10-2.1.1: COMPREHENSIVE OVERVIEW OF THE HISTORIC PRESERVATION PROGRAM. A comprehensive overview of the historic preservation program in Coral Gables, which includes information about assistance available on the national, state, and local levels is projected for publication in 1989.</p>	<p>Completed. Preservation efforts by the city have been documented in numerous state and national publications.</p>	<p>Amend Policy to read, "Create a comprehensive overview of the historic preservation program in Coral Gables, which includes information about assistance available on the national, state, and local levels."</p>
<p>POLICY 10-2.1.2: HISTORIC PRESERVATION WORKSHOPS. Workshops involving the repair and maintenance of building materials, and the sensitive interpretation of design for additions, alterations, and modifications to historic buildings are projected.</p>	<p>Completed. The City conducts workshops throughout the year and continually consults with property owners on any proposed repairs, remodels and new construction.</p>	<p>Amend Policy deleting "HISTORIC PRESERVATION WORKSHOPS."</p>
<p>POLICY 10-2.1.3: CONTINUED PUBLIC OUTREACH. Efforts will continue to be made to reach the public through media contacts. Press releases on historic preservation activities will continue to be produced.</p>	<p>Completed. The City has a progressive historic preservation department, historic preservation board and provided extensive outreach via a citywide email subscription list and continually updated web page.</p>	<p>Amend Policy deleting "CONTINUED PUBLIC OUTREACH."</p>
<p>POLICY 10-2.1.4: OUTREACH TO ELEMENTARY AND HIGH SCHOOL STUDENTS. Greater efforts will be made to reach the student audience by producing presentations and lectures aimed at the elementary and high school levels. Sponsorship of essay contests, and activities designed to foster an awareness of history will be promoted.</p>	<p>Ongoing. The City sponsors and completes various lectures and training.</p>	<p>Amend Policy deleting "OUTREACH TO ELEMENTARY AND HIGH SCHOOL STUDENTS."</p>
<p>POLICY 10-2.1.5: OUTREACH TO COLLEGE STUDENTS. College level students will be afforded an opportunity to participate in the City's historic preservation program through research and survey programs.</p>	<p>See above comment.</p>	<p>Amend policy and include in HP element.</p>
<p>GOAL 10-3: PRESERVATION AND PROTECTION OF THE HISTORICAL RESOURCES. To provide for the preservation and protection of the historical resources in the City of Coral Gables.</p>		<p>Delete Goal. Intent will be provided in HP element.</p>
<p>OBJECTIVE: 10-3.1: ENHANCE THE PROTECTIVE PROVISIONS. To enhance the protective provisions established under Chapter 11 of the City Code. This objective shall be achieved through the implementation of the following policies.</p>	<p>Completed. The Historic Preservation component is now in the Zoning Code.</p>	<p>Delete Objective.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 10-3.1.1: PROPOSED ENDANGERED HISTORIC PROPERTIES EMERGENCY FUND. As an additional safeguard to the demolition of historic landmarks, the City should consider the establishment of an “endangered historic properties emergency fund.”</p>	<p>Completed. The City has established the Historic Preservation Trust Fund specifically for endangered properties.</p>	<p>Delete Policy 10-3.1.1. Policy has been achieved. Add monitoring language to read “Review and monitor the Historic Preservation Trust Fund, and provide funds specifically for endangered properties.”</p>
<p>POLICY 10-3.1.2: REVIEW THE IMPACT OF EXISTING LAND DEVELOPMENT REGULATIONS ON HISTORIC PRESERVATION. By January 2006, the City shall review the existing land development regulations and determine the impacts, if any, on historic preservation activities. The City shall then amend any land development regulations which are in conflict with the City’s historic preservation goals by December 2009.</p>	<p>Completed. Establishment of the DRC and the writing of the historic preservation article of the zoning code was completed in 2003</p>	<p>Amend Policy to delete reference to dates and land development regulations. New Policy to read “Review the existing zoning code to determine the impacts, if any, on historic preservation activities. Amend any regulations which are in conflict with the City’s historic preservation goals.”</p>
<p>POLICY 10-3.1.3: IMPACT ANALYSIS WITHIN PLANNING STUDIES. All public and private sector planning studies of neighborhoods, housing, transportation, drainage, storm water, and utilities as well as all new land development regulations shall identify the presence of historic, architectural and archaeological resources and analyze the impact, if any, on those resources.</p>	<p>Completed. Citywide Charrette was completed in 2002 and this is the basis of the rewrite of the CLUP AND Zoning code.</p>	<p>Amend Policy to delete “IMPACT ANALYSIS WITHIN PLANNING STUDIES.”</p>
<p>POLICY 10-3.1.4: PROCEDURES FOR EXPANDING THE PRESERVATION OF ALL ARCHITECTURAL STYLES. The City by December 2001 shall have developed procedures to be included in the City’s Historic Preservation Ordinance, which allows for the addition of architectural styles to the list of styles to be preserved.</p>	<p>Completed. This was completed with rewrite of Historic Preservation Ordinance in 2003. In addition, the City updated its Mediterranean Ordinance for the third time in 2004. These ordinances identify and provide for preservation of the historic fabric of the City.</p>	<p>Amend Policy to read, “Develop procedures to be included in the City’s Historic Preservation Ordinance which allow for the addition of architectural styles to the list of styles to be preserved.”</p>
<p>GOAL 10-4: IDENTIFYING IMPACTS OF DEVELOPMENT ON HISTORIC PROPERTIES. To increase the communication between City departments in order to identify the potential impact of developmental decisions on Historic properties.</p>		<p>Delete Goal.</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 10-4.1.1: IMPROVE INTER-DEPARTMENTAL COORDINATION RELATED TO HISTORIC PRESERVATION. By January 1999, the City shall develop strategies to improve coordination between the Historic Preservation Department and other City departments in an effort to minimize conflict including addressing, at a minimum, the following issues:</p> <ul style="list-style-type: none"> • Educating City employees about historic preservation activities; • Informing the Historic Preservation Department about construction work being performed by the City; and • Increasing the involvement of the Historic Preservation Department in the development of new regulations. 	<p>Completed. The Department has been involved in various renovation projects of City owned property as well as review of all demolition and building permits in the City. In addition the Department has served on the staff working group in rewriting the City's Zoning Code.</p>	<p>Amend Policy to delete the words "IMPROVE INTER-DEPARTMENTAL COORDINATION RELATED TO HISTORIC PRESERVATION. By January 1999, the City shall..."</p>
<p>POLICY 10-4.1.2: CITY TO CONSIDER IMPLICATIONS ON HISTORIC RESOURCES OF CITY ACTIONS SPECIFIED HEREIN. The City of Coral Gables, through its commission, each of its boards, and its administration, including, without limitation, the city manager and all agencies, departments, and officials, should, when making any decision, establishing any POLICY, or undertaking, funding or licensing any activity, affirmatively consider and take into account the effect and impact of such decision, POLICY, or undertaking on any building, archaeological site, landscape, place, object, or property which is a historic resource, which historic resources shall include, without limitation, all those buildings, structures, archaeological sites, landscapes, places, objects, and properties now or hereafter (i) designated or eligible for designation by the Historic Preservation Board of the City of Coral Gables, (ii) listed or eligible for listing in the National Register of Historic Places by the United States Secretary of the Interior, (iii) included or eligible for inclusion in any city survey of historic properties, including, without limitation, the Central Business District, Survey and the Plantation District survey, or (iv) included or eligible for inclusion in the Florida Master Site File established by the Bureau of Historic Preservation, Division of Historical Resources, Department of State, State of Florida.</p>	<p>Completed. Review and comment is required for all development applications involving historic resources.</p>	<p>Amend Policy to delete "CITY TO CONSIDER IMPLICATIONS ON HISTORIC RESOURCES OF CITY ACTIONS SPECIFIED HEREIN."</p>
<p>POLICY 10-4.1.3: BUILDING AND ZONING DEPARTMENT'S REVIEW PROCEDURES TO CONSIDER HISTORIC PRESERVATION. Historic preservation concerns should be included within the plans processing system of the Building and Zoning Department.</p>	<p>Completed. The Historical Resources Department is included in the Development Review Committee and must sign off on all permits on historic properties.</p>	<p>Amend Policy to read, "Include historic preservation concerns within the plans processing system of the Building and Zoning Department. The Historical Resources Department is included in the Development Review Committee and must sign off on all permits on historic properties."</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>GOAL 10-5: ESTABLISHMENT OF ECONOMIC INCENTIVES. To encourage historic preservation efforts through the promotion, creation, and/or establishment of economic incentives.</p>	<p>Completed. The City has established an ad-valorem tax incentive program for historic properties.</p>	<p>Amend Goal, to make an Objective which reads "To encourage historic preservation efforts through the promotion, creation, and/or establishment of economic incentives; continue with the established ad-valorem tax incentive program for historic properties; and offer incentives to owners of significant historic resources as a means of encouraging the preservation of historic resources."</p>
<p>POLICY 10-5.1.1: INVESTIGATE SPECIFIC PRESERVATION ASSISTANCE PROGRAMS. By December 1999, the City shall investigate the availability of National Trust for Historic Preservation programs as well as other sources to fund historic preservation activities.</p>	<p>Completed. The City investigates, applies and lobby's for various programs and funding for preservation of its historic preservation activist. To date the City has secured approximately \$4.5 million dollars in funding from federal, state, county, and private foundations.</p>	<p>Amend Policy to read, "Investigate the availability of National Trust for Historic Preservation programs as well as other sources to fund historic preservation activities."</p>
<p>POLICY 10-5.1.2: POSSIBLE USE OF TDR'S. That the City request the Planning Department study the use of Transfer of Development Rights (TDR's) for use with regard to the preservation and protection of historic landmarks.</p>	<p>Completed. The City has established and used Transfer of Development Rights for locally designated historic properties within the Central Business District.</p>	<p>Amend Policy, as Transfer of Development Rights have been established within the Central Business District. Amend the Policy to include Transfer of Development Rights utilized as a tool for preservation.</p>
<p>POLICY 10-5.1.3: USE OF REVOLVING FUND PROGRAMS AND LOW INTEREST REHABILITATION LOANS. Encourage the private sector to preserve its historic resources through such currently existing programs as the revolving fund program administered through the Dade Heritage Trust and Florida Trust for Historic Preservation, and low interest loans for rehabilitation of structures in low and moderate income neighborhoods for the benefit of low and moderate income persons administered through the Dade Heritage Trust Revolving Fund.</p>	<p>Completed. County CBDG Funds are being utilized for the MacFarlane Homestead Historic District. These funds were originally available as low-interest loans, but are now a grant program.</p>	<p>Amend Policy to delete "USE OF REVOLVING FUND PROGRAMS AND LOW INTEREST REHABILITATION LOANS."</p>



Existing Goals, Objectives and Policies	Implementation & Measure	Comments
<p>POLICY 10-5.1.4: TAX-EXEMPT NON-PROFIT PRESERVATION ORGANIZATIONS. After January 1998, the City shall actively provide and seek support for and from Section 501© (3) tax-exempt non-profit preservation organizations in an effort to secure funding for preservation related activities.</p>	<p>Completed. The City has collaborated with Partnership through the Coral Gables Community Foundation to preserve and restore historic plazas and is in the process of collaborating with the Coral Gables Museum for preservation related activities in the Old Police and Fire Station.</p>	<p>Amend Policy to read, "Actively provide and seek support for and from Section 501(C) (3) tax-exempt non-profit preservation organizations in an effort to secure funding for preservation related activities."</p>
<p>POLICY 10-5.1.5: ESTABLISHING FISCAL PROGRAMS FOR PRESERVATION. By December 2004, the City shall coordinate with local financial institutions to encourage the establishment of fiscal programs with benefits for historic resource owners, restoration contractors, and other appropriate applicants. (3243)</p>	<p>This partnership is completed by the above referenced foundation.</p>	<p>Amend Policy to read "Coordinate with local financial institutions to encourage the establishment of fiscal programs with benefits for historic resource owners, restoration contractors, and other appropriate applicants."</p>



Chapter 4

Comprehensive Land Use Plan Major Issues

In 1998, the legislature amended Chapter 163 Part 2 Florida Statutes to incorporate new criteria for Evaluation and Appraisal Reports (EAR). These statutory requirements for the EAR allow local governments to base their analysis on the key local issues that they are facing. Section 163.3191(1) (C) was modified to require that local governments identify the major issues and provide an analysis of these issues to further the community's goals.

Input by the community, elected/appointed officials, City staff, adjacent local governments, applicable agencies, the South Florida Regional Planning Council, and the Florida Department of Community Affairs (DCA), as well as input from a City-initiated Charrette in 2002, and the comprehensive rewrite of the City's Zoning Code, served as the basis for identifying the major issues to be addressed in the EAR. Based on input received during scoping meetings and workshops, the City of Coral Gables identified four (4) major issues for inclusion in the EAR. The City provided the DCA with a request for a Letter of Understanding regarding these issues. On February 14, 2005, DCA provided the City with a Letter of Understanding agreeing to the proposed issues (see Appendix B). The issues selected for inclusion and agreed to by the DCA are as follows:

- Issue 1. Complete Rewrite of Housing Element. Revision of the Housing Element to include provision of workforce housing and promotion of senior housing.
- Issue 2. Maintenance of Single Family Residential. Maintenance of single-family residential neighborhoods and mitigation of adjoining commercial and high-density residential uses.
- Issue 3. Mitigation of Traffic Impacts. Mitigation of traffic impacts to include promotion of alternative modes of transportation and strengthening of intergovernmental coordination.
- Issue 4. Placement of Parks per the City's Master Plan. Placement of parks according to the Parks Master Plan, to include the acquisition of new parks.



Issue 1. Complete Rewrite of Housing Element. Revision of the Housing Element to include provision of workforce housing and promotion of senior housing.

The complete rewrite of Housing Element to include provisions for Workforce Housing and Promotion of Senior Housing was an issue identified. The issue evaluates how the local area copes with the housing needs caused by continuous high levels of population growth, especially given that a large portion of the new residents to Miami-Dade County are of lower income status.

Issue Description and Analysis

The City of Coral Gables recently completed a comprehensive affordable housing study to determine the need for affordable housing within the City. The Study, completed in January 2006 and revised in March 2006, is included in this Report as Appendix C. The Housing Study was presented for public input to the City Commission on February 28, 2006 and to the Planning and Zoning Board on January 25, 2006. The Study was also presented to the South Florida Regional Planning Council staff for input and discussion at a meeting on January 25, 2006.

The affordable housing strategy is based on an understanding of the demographic and economic changes that the City is experiencing. It is also based upon thorough understanding of affordable housing data being prepared at the state level as well as affordable housing policy being developed at the regional and county levels.

As encouraged by DCA in its "Guide to Preparing an Evaluation and Appraisal Report," the Housing Study has been attached as Appendix C, as opposed to being duplicated in the EAR document. Please refer to the Housing Study for a thorough analysis of this issue. A short summary is also provided below.

Summary of Affordable Housing Study

The provision of affordable housing is a regional issue that every local government is facing given current real estate trends in the area.

The City of Coral Gables is a developed community that can provide its fair share of workforce/affordable housing. As mixed-use redevelopment activity takes place in the CBD, peripheral CBD, and industrial zoned properties north of U.S. 1, and as those areas increase in density, an opportunity for workforce/affordable housing development presents itself. As new households below a certain



income level grow in Coral Gables in the future, a share will be cost-burdened and require workforce/affordable housing. This housing can be provided by adopting an incentive-based, inclusionary housing program or through other programs. The City can provide workforce/affordable housing as a growth share of future development and redevelopment activity. In addition, the City can provide for residents of very low, low, and moderate income who live in deteriorated structures. The operative strategy is to locate such housing locally and provide grant funding (with local match) so owners can make the necessary repairs or alterations.

Unlike other communities in South Florida, the City of Coral Gables had a small amount of workforce/affordable housing provision; therefore, in Coral Gables, there are only a few units that might be in jeopardy of losing their affordability status. In other communities throughout the state, this is a substantial problem. In those locations, preservation of the existing workforce/affordable housing stock is a significant goal. It should also be a goal in the City of Coral Gables. The City can create workforce/affordable housing units by accessing properties in the McFarlane Historic District and purchasing them for workforce/affordable housing. This should be done as part of an overall strategy to make up for previous low-level participation in this area.

The final type of workforce/affordable housing need that could be addressed in Coral Gables is the City's backlog workforce/affordable housing need. In other words, the city could reduce the number of existing very low, low-, or moderate-income residents who pay too much of their income for the housing that they occupy. This last component of the overall strategy is often the most difficult to address because the number of such households is relatively large and the income subsidies that are required are not only large but also regularly recurring. As in the other cases, an effort must be made to address this situation by requesting reasonable return of a portion of the moneys generated by the real estate transfer tax. The table below outlines the City's housing needs pursuant to the study:

*Table 4.1
Coral Gables Workforce/Affordable Housing Need
(See Housing Study, Appendix C)*

Type of Affordable Housing Need (Households >120% of Median)	Units	How Need Should Be Addressed	What is Impacted
Future Cost-Burdened Workforce/Affordable Housing Need (>50% of income for housing costs)	186 units	Inclusionary Housing 1 per 8 units market residential 1 per 8000 ft ² market nonresidential (Costs could be paid into local fund)	New residential & nonresidential development
Current Rehabilitation Workforce/Affordable Housing Need (Three indices of deteriorated need – require two for deterioration or one plus old unit)	113 units	Provide 75% of rehab costs as a grant by raising local non-new construction building permit fees by 10%	Existing residential & nonresidential space improvers



Type of Affordable Housing Need (Households >120% of Median)	Units	How Need Should Be Addressed	What is Impacted
Preservation Workforce/Affordable Housing Need (Existing units likely to be lost)	32 units	Real estate tax forgiveness on the municipal portion to secure first right of purchase refusal	General taxpayers (minimally)
Backlog Cost-Burdened Workforce/Affordable Housing Need (Goal – 5% of existing need)(>50% of income for housing costs)	106 units	Provide buy-down moneys to landlords to lower rent for existing units through more efficient use of the real estate transfer tax (SHIP Program)	Existing residential and nonresidential real estate transfers
Total (10 years)	437 units	45 units per year for 10 years	Burden spread across all sectors

Affordable Housing Regulations

The City has been working towards a comprehensive approach for addressing its affordable housing needs, as identified in the Housing Study. Land development regulations are currently being drafted that would establish a multi-pronged strategy for implementing the Study's findings. Potential strategies include the following:

Strategy No. 1 – Inclusionary Zoning

Establish an affordable housing inclusionary zoning program that promotes the construction of affordable housing units as part of a market-rate development. The program proposal is to target developments in the non Single-Family residential areas of the City (i.e., Multi-Family and Mixed-Use), and require that a certain percentage of units be set-aside as affordable housing in exchange for possible development incentives.

Strategy No. 2 – Affordable Housing Linkage Fee administered via an Affordable Housing Trust Fund.

The City is also evaluating the establishment of an affordable housing fee of some type that will help to spread the burden of providing affordable housing across a broader field. The monies generated by this fee could be deposited into an Affordable Housing Trust Fund and used in partnership with Miami-Dade County or adjacent municipalities (via interlocal agreements) in funding a variety of affordable housing programs and projects both within and near the City.



Strategy Number 3 – Other Programs

Once affordable housing programs are in place, the City could then leverage its Affordable Housing Trust Fund to pursue additional affordable housing opportunities, through such programs as the State Housing Initiatives Partnership (SHIP), and Community Development Block Grant (CDBG), among others. The City is working to engage Miami-Dade County and/or other adjacent local governments with the necessary organizational infrastructure to partner with the City in the administration, management, and allocation of its affordable housing programs. The City Commission, on February 28, 2006, unanimously adopted a Resolution outlining the above strategies as its commitment towards satisfying these need (see Appendix D).

Issue 2. Maintenance of Single Family Residential. Maintenance of single-family residential neighborhoods and mitigation of adjoining commercial and high-density residential uses.

Issue Descriptions and Analysis

The second issue, Maintenance of Single Family Residential Neighborhoods and Mitigation of Adjoining Commercial and High Density Residential Uses, focuses on the City's need to implement new policies aimed at protecting and preserving the single-family character of many Coral Gables neighborhoods.

The City of Coral Gables is comprised of a series of neighborhoods with distinct histories, characteristics, land uses, and economic functions. Most neighborhoods are exclusively residential while others are commercial or industrial, and some include a mix of uses in various proportions, including both “horizontal” and “vertical” mixed-use.. The City of Coral Gables was historically developed as a single-family suburb of the City of Miami, with the Central Business District, the North Ponce area and the Industrial Mixed Use area having multi-family and commercial uses. Single-family residential neighborhoods comprise almost 60% of the land use in the City and it is the integrity of these neighborhoods (their quality and character) that defines the image of the City of Coral Gables.

A hallmark of the movement toward infill development and redevelopment is increased density and a trend toward more mixed-use development, whereby a range of neighborhood-serving residential, retail, office and community serving uses (i.e. parks, schools) are integrated in a single neighborhood. A major benefit of this development pattern is reduced automobile dependence; as such, neighborhoods provide the range of community-serving uses within a walkable area. Another benefit is an increased sense of community, as opportunities for increased business, social, and recreational interaction are provided.



Neighborhood Challenges and Initiatives

Coral Gables' development and redevelopment is presenting a number of unique challenges to its existing neighborhoods, including: the encroachment of incompatible land uses; the lack of appropriate transitions between land uses; changing neighborhood character due to incompatible new development; and the demolition of existing buildings, some with perceived or real historic and neighborhood significance. As a result of these challenges, the vast majority of issues raised by Boards, elected officials, City staff, and the public at the EAR-scoping meetings were neighborhood specific. Particular areas of controversy include the lack of appropriate transitions between high-rise and low-rise development; noise, construction, traffic, and parking impacts; incompatible design; and concerns about over development and increased density.

In response to concerns about over development and transitions between high-rise and low-rise development, the City has adopted and is continuing to develop land development regulations to address these issues through the complete rewrite of the City's Zoning Code.

Neighborhood Preservation

The City will also continue to further strengthen its existing Historic Preservation Ordinance (although one of the most stringent in the State) and will continue to designate historic residences, commercial properties and create additional historic districts which shall also preserve the integrity of the neighborhoods.

In addition, as a part of the rewrite of the Zoning Code, significant input has been received with reference to ensuring that residential structures (i.e., single-family, multi-family, etc.) are "aesthetically pleasing" and are "in Context" and "compatible" with the neighborhood. Additional design performance standards are being put in place to promote the above. The City has had in place since 1925 an architecture review system, as presently embodied by the Board of Architects. The Board reviews all improvements within both residential and non-residential areas

Neighborhood Plans

Coral Gables has implemented and will be implementing a number of strategies and mechanisms to protect neighborhood integrity, including the potential creation of special districts for areas such as the North Ponce Area. These districts would provide an opportunity to implement more neighborhood specific design and development guidelines to protect and enhance unique neighborhood characteristics in the public interest.

The City of Coral Gables has recently embarked on a major planning initiative to address the issues facing its existing neighborhoods



in light of the current wave of development and redevelopment. The intent of this planning initiative, known as the North Ponce Study, is to create a plan consisting of land development regulations to responsibly accommodate growth while maintaining neighborhood integrity. The City is currently conducting the public participation process to amend the zoning code, which will create Neighborhood Conservation Districts to: 1) provide a land use or zoning tool to preserve neighborhood character and promote compatible development; 2) protect neighborhoods or districts that have significant architectural and historic merit and a distinct character, but do not qualify for historic district status; 3) protect structures that contribute to the architectural heritage of the City; 4) allow for neighborhood serving retail uses.

The portion of the City of Coral Gables that lies north of Navarre, east of LeJeune, west of Douglas, and south of SW 8th Street, is commonly referred to as "North Ponce." North Ponce is in fact a series of discrete "neighborhoods." The North Ponce Neighborhoods are located immediately north of the Coral Gables Central Business District and have superior access to a regional transportation network by way of five major arterials that pass through or along the edge of the area. The neighborhoods are also well served by transit, including the Coral Gables Trolley which runs along Ponce de Leon Boulevard up to SW 8th Street.

North Ponce has long been recognized as a unique urban residential neighborhood with great potential for neighborhood serving commercial uses and a pedestrian friendly environment. In the past years, different studies have been done on the North Ponce area. Most recently in 2002, the City held a widely attended and successful 2002 Charrette, where many good ideas and recommendations for the City, and specifically the North Ponce area, were conceived. This report pays homage to the Charrette and its predecessors and looks to build on its ideas and creativity.

The area is home to more than 3,200 persons living in a variety of housing types – from single-family dwellings to ten story condominium buildings. The corridor along Ponce De Leon is the armature of the area. Due to the volume of traffic carried on the street, the Ponce de Leon corridor is a natural boundary between the residential areas on either side of the street.

The future of the North Ponce Neighborhoods has been studied and restudied for years. However, none of the resulting plans have been implemented. In recent years, North Ponce has been the focus of significant redevelopment, primarily with four (4) to ten (10) story buildings. Much of the recent redevelopment is unfriendly to the pedestrian at the street level.

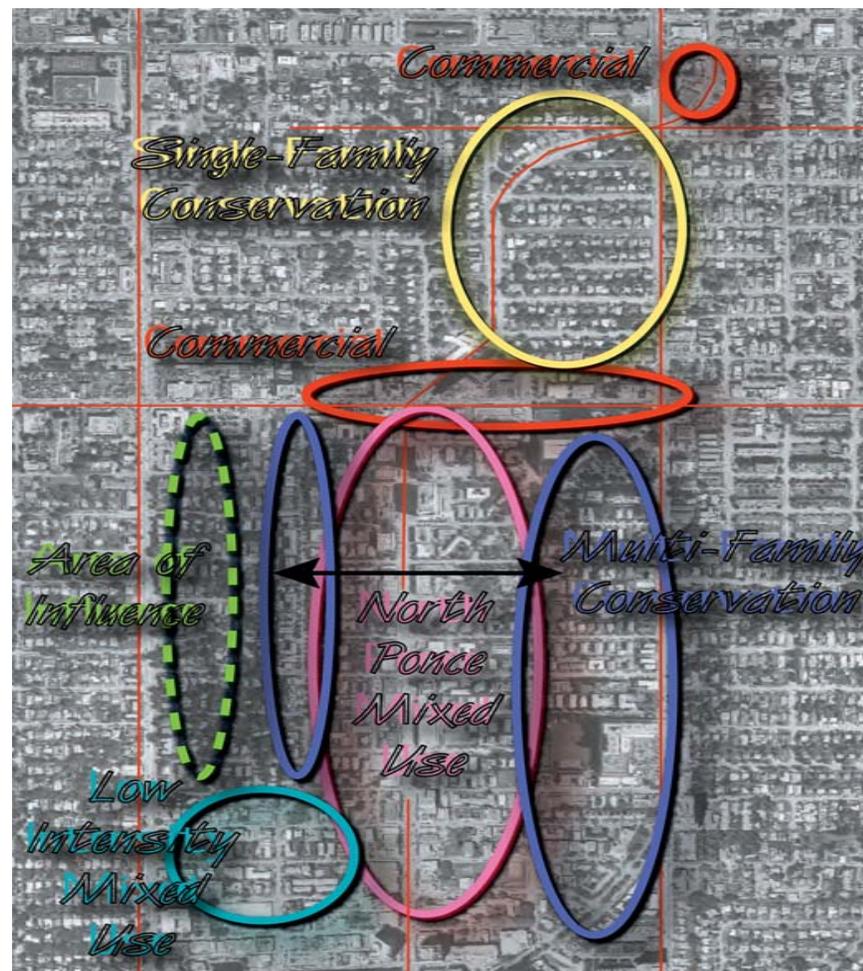
The objective of strategies developed during this study are to promote the North Ponce Neighborhoods as a "great" urban neighborhood with attractive streets as "addresses" and a pedestrian friendly environment. It is clear that existing trends portend significant change, change which is unlikely to be consistent with the City's goal to make North Ponce a great, pedestrian friendly, near-downtown urban neighborhood.

The North Ponce Action Plan looks to each neighborhood independently, drawing on the need for preservation, conservation and new development, considering the existing conditions of the North Ponce Neighborhoods as discrete communities, and creating districts with unique restrictions and standards to ensure preservation of neighborhood character while meeting the needs of



residents who have invested in the area and workers who are employed in North Ponce and creating an attractive and viable pedestrian-oriented center. The following are the neighborhoods, a map depicting their general locations, and a brief description of each neighborhood:

- Single Family Conservation District (yellow)
- Multi-Family Conservation District (blue)
- Low Intensity Mixed Use District (aqua)
- Mixed Use Core District (pink)





Single Family Conservation District.

The area proposed to be the "Single Family Conservation District" extends generally between SW 8th Street to the south and Campina Court to the north, east of Campina Avenue and Dade County and west of Douglas Avenue and the City of Miami.

The District consists of single-family homes, most of which were built in the 1940s. The purpose of the District is to protect and enhance the existing low-density single-family dwelling units, and promote compatible residential infill and expansion by regulating new construction and alterations to existing buildings, and could serve as a catalyst for the rehabilitation of existing buildings. Without active conservation, this neighborhood might be developed in a manner that would destroy the existing charm. As has already happened in other parts of Coral Gables, the concern is that existing one-story homes would be demolished in favor of two-story homes whose building envelope is pushed to the maximum, casting shadows onto neighboring properties and creating a sense of intrusion where previously single-story homes had effortlessly co-existed.

Multi-Family Conservation District.

The area proposed to be established as the "Multi-Family Conservation District" lies generally between Navarre Avenue on the south and SW 8th Street to the north, Douglas Road on the east and Salzedo and Dade County on the west.

The District is comprised of multi-family buildings with a variety of sizes and character, which range between two (2) and three (3) stories. However, the current zoning code allows for structures up to six (6) stories by right and eight (8) stories with a Mediterranean bonus. The sheer mass of the new buildings has overpowered the existing character of the neighborhood. The purpose of the District is to accommodate the various forms of medium density, multi-family housing to meet the housing needs of a diverse community, and provide incentives to protect the existing character from high-rise development. This District also ensures that there is a transition to single-family neighborhoods that protects the integrity of those neighborhoods, and provides opportunities for creating neighborhoods-serving retail where appropriate.

Low Intensity Mixed Use District

The area proposed to be the "Low Intensity Mixed Use District" lies generally between LeJeune Road and the mid-block line of the block between Salzedo Street and Ponce de Leon Boulevard, half block north of Madeira to Navarre Avenue, and from Salzedo Street east to Galiano Street, from Zamora Avenue south to Navarre Avenue.

The purpose of the District is to accommodate a mix of low-density residential and neighborhood serving commercial uses to meet the



needs of residents and workers. The District will create an attractive and viable pedestrian-oriented development pattern that brings together the activities of daily life, complementing the North Ponce area, providing a smooth transition between multi-family residential neighborhoods, the Mixed Use Core District, and the Central Business District.

Mixed Use Core District

The area proposed to be established as the "Mixed Use Core District" extends generally between SW 8th Street to the north, Salzedo to the west, Galiano to the east, and Navarre to the south.

The District lies in the center of the North Ponce area and the character of the neighborhood differs from block to block. A short stroll along Ponce de Leon will illustrate a mix of tall commercial office buildings and one-story retail buildings.

Similar to the Low Intensity Mixed Use District, this District accommodates a mix of medium-density residential and commercial uses to meet the needs of residents and workers, to create an attractive and viable pedestrian-oriented development pattern that brings together the activities of daily life. The District provides a smooth transition between multi-family residential and downtown Coral Gables, while protecting the character and integrity of those neighborhoods. Through performance standards that place a strong emphasis on aesthetics, mass, and scaling, the District ensures a continuous development pattern that supports a diversity of uses while maintaining appropriate relationships between buildings and structures within the District.

Social, Economic, and Environmental Impacts

Section 163.3191(2) (e), F.S., requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The previous section of this report described specific impacts of issues involved with neighborhood integrity in detail.

In summary, major positive social impacts of protecting neighborhood integrity are numerous, including building a stronger sense of community and increased opportunities for community involvement; improving the quality of life of existing and future residents, businesses, and visitors; providing more aesthetically pleasing design; reducing negative impacts and nuisance issues raised by the intrusion of incompatible uses into neighborhoods; and addressing problems such as traffic congestion and negative impacts of infrastructure through the provision of walkable, mixed-use communities; and strategically locating neighborhood serving retail within neighborhoods.

From an environmental standpoint, the protection of neighborhood integrity will reduce the negative environmental impacts associated with poor transitions between incompatible land uses, and inefficient development patterns. Moreover, the provision of walkable,



mixed-use neighborhoods is an effective tool in reducing automobile dependence, which has numerous benefits for the environment, including reduced sprawl and improved air quality. Better urban design will result in a more aesthetically pleasing urban environment, and can incorporate features that enhance and reflect South Florida's unique natural environment.

From an economic standpoint, strong neighborhoods are key to the provision of quality of life to existing and future residents, which is essential to the success of the City's economic development strategies. Moreover, protecting neighborhoods reduces the public and private costs associated with inefficient development patterns (i.e. infrastructure costs, reduced automobile dependence), and is key to attracting new residents and businesses. Strong neighborhoods are necessary in order to attract and retain these households.

Comprehensive Land Use Plan Impacts and Recommendations

Section 163.3191 (2)(g), F.S., requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues. Issue 2, "Maintenance of Single Family Residential Neighborhoods and Mitigating Adjoining Commercial and High Intensity Residential Uses", impacts the following Elements, Goals, Objectives, and Policies of the City of Coral Gables' Comprehensive Land Use Plan.

- Future Land Use Policy 1-1.3.1 - Avoid Encroachment into Neighborhoods by Incompatible Uses. This policy garnered considerable attention during the re-write of the land development regulations, which will utilize mechanisms such as special districts and specific performance standards for nighttime and older uses adjacent to single family neighborhoods, to preserve neighborhood character and promote compatible development. It is recommended that this Policy be amended to more clearly state what mechanisms will be used to prevent the encroachment of incompatible uses and that the Policy be written in the positive tense.
- Future Land Use Policy 1-1.3.2 - Application of Buffering Techniques. Buffers are one way to mitigate the intrusion of incompatible uses upon its neighbors. It is recommended that this Policy be amended to reflect the changes in the LDR's.
- Future Land Use Policy 1-1.3.3 - Limitations on Potentially Disruptive Uses. Limiting disruptive uses by proper design solutions is one way to mitigate the intrusion of incompatible uses upon its neighbors. It is recommended that this Policy be amended to reflect the changes in the LDR's.
- Future Land Use Policy 1-1.3.4 - Examine Existing Zoning Code for Consistency with Land Use Plan. In the process of re-writing the LDR's the consistency of the zoning code and the zoning map was evaluated and all of the inconsistencies were eliminated or in the process.
- Future Land Use Objective 1-1.7 - Discourage Urban Sprawl. This policy encourages infill development within existing developed areas. It is recommended that the Policy be amended to include language that asserts that infill development needs to be compatible in character and scale to its neighboring uses. It is also recommended that the Policy be strengthened with language from the North Ponce Districts Plan, which gives recommendations for the City with regard to encouraging infill and redevelopment.



- Future Land Use Policy 1-1.7.2 - Development of Undeveloped Land. This policy encourages development on undeveloped land within the City. It is recommended that the Policy be amended to include language that asserts that development on undeveloped land needs to be compatible in character and scale to its neighboring uses, pursuant to regulations established in the re-write of the LDR's.
- Future Land Use Policy 1-1.7.4 - Incentives for Infill and Redevelopment. This policy encourages infill and redevelopment within existing developed areas. It is recommended that the Policy be amended to include language that asserts that infill development needs to be compatible in character and scale to its neighboring uses, pursuant to regulations established in the re-write of the LDR's. It is also recommended that the Policy be strengthened with language from the North Ponce Districts Plan, which gives recommendations for the City with regard to encouraging infill and redevelopment.
- Future Land Use Objective 1-1.14 - Neighborhood Character. This Objective calls for the adoption of LDR's that preserve and improve the character of neighborhoods. This Objective should be amended to include language from the new LDR's that is aimed at preserving and improving the character of neighborhoods.
- Transportation Policy 2-1.2.6 - Infill and Redevelopment in Appropriate Parts of the City. This Policy should be amended to include language that states infill and redevelopment needs to be compatible in scale and character to the neighborhood.
- Housing Policy 3-1.2.3 - Enforce Standards for Aesthetics and Visual Harmony. This Policy should be amended to include specific language from the LDR's that lists standards for the enforcement of aesthetics and visual harmony.
- Housing Policy 3-1.2.6 - Compatibility of New Development. This Policy only speaks generally that new development shall be compatible with adjacent established residential areas. The Policy should be amended to include specific items of compatibility such as scale of the building, height and the effect of shadows cast by new development to name a few.

Issue 3. Mitigation of Traffic Impacts. Mitigation of traffic impacts to include promotion of alternative modes of transportation and strengthening of intergovernmental coordination.

Issue Description and Analysis

In accordance with the Letter of Understanding with the Department of Community Affairs, the City of Coral Gables has identified the Mitigation of Traffic Impacts as a major issue. To further clarify this issue, the following sub-set of issues has been included:

- City of Coral Gables Trolley.
- Citywide Traffic Assessment.
- Transportation Concurrency Exception Area (TCEA).
- Encourage intergovernmental coordination with the surrounding cities as the city experiences a high volume of "cut through" traffic.



City of Coral Gables Trolley

The City has been instrumental in the promotion of alternative modes of transportation. The City initiated a “free fare” citywide trolley route from the current Miami-Dade County Douglas Metro Rail Station located on Douglas Road through a major retail commercial area (Village of Merrick Park), along a major north-south arterial (Ponce de Leon Boulevard), through the “heart” of the Central Business District, continuing northward through the North Ponce de Leon neighborhood with the end point being the northern limit of the City (S.W. Eight Street). An additional route is also provided from east-west connecting various western major nodal points including the historic Biltmore Hotel and Venetian pool through to the CBD (see Appendix A, Figure 2).

Headways of 5 minutes are provided during peak hours for the north-south route via the use of five trolleys with four additional trolleys being purchased to meet the demand. The City attained its 1 millionth rider some months ago and given the large demand in ridership, Miami-Dade County ridership on the regular bus route has declined. The City is currently studying potential expansions of the popular trolley into additional areas within and outside of the City.

The trolley has promoted ridership from both a regional and local standpoint, thereby promoting a reduction in traffic and parking demands within the City.

Citywide Traffic Assessment

Although the City is not required to mitigate traffic due to the creation of the City’s traffic concurrency exception area known as the “Gables Redevelopment Infill District (GRID)” in 1995, the City, during its review of all development projects, reviews traffic impacts and requires traffic mitigation of all development projects. This includes requirements such as traffic calming, intersection improvements, traffic resignalization, etc.

In addition, the City established a Traffic Advisory Board which meets regularly to review and provide direction to the City with reference to citywide traffic issues and overall transportation issues (i.e. trolley, traffic calming, etc.). The City has installed numerous traffic calming devices and has an aggressive traffic calming master plan that includes future locations for roundabouts, traffic circles, speed tables, diverters, etc.

The City is also in the process of completing a citywide traffic study to provide the necessary information and data to continue to address and mitigate traffic within the City. This study will provide recommendations to further strengthen the current traffic mitigation programs already in place.



Transportation Concurrency Exception Area

The City of Coral Gables is located within the Miami-Dade Infill Area, which is designated as a Transportation Concurrency Exception Area (TCEA). However, the City has designated their own Infill Area known as the Gables Redevelopment Infill District (GRID) (see Appendix A, Figure 2). This area is the City's designated Transportation Concurrency Exception Area. The City therefore has not had to delay or prohibit development due to transportation concurrency issues since the last EAR for this area.

The City also has a Special Transportation Area (STA) designation which recognizes that special planning and urban management needs related to severe limitations of right of way conditions, high land values, urban infill development, highly regarded historic, aesthetic, environmental and unique residential nature of the area, combined with central business district requirements for LOS standards which support more intense road and mass transit utilization for productive essential human and business interaction. All transportation facilities within the STA shall be considered both as individual facilities and as an integrated functional system for balanced transportation services.

The current minimum acceptable peak period LOS standards for the City of Coral Gables are established as follows:

- Where no public mass transit service exists, roadways shall operate at or above LOS E;
- In STA's twenty (20%) of non-State roads may operate below LOS E.
- Where mass transit service having headways of twenty (20) minutes or less is provided within two (2) mile distance, roadways shall operate at no greater than one-hundred twenty (120%) of their capacity;
- Where extraordinary transit service such as commuter rail or express bus service exists, generally parallel roads within 2 miles shall operate at no greater than one-hundred fifty (150%) of their capacity.
- Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.

The Level of Service standards for roadways are based on the following definitions:

- LOS A - free flow traffic operations at average travel speeds;
- LOS B - stable flow with other users in traffic stream;
- LOS C - uncongested with other users causing significant interactions;
- LOS D - congested stable flow with major delays;
- LOS E - very congested with traffic at or near capacity, and;
- LOS F - extremely congested with breakdown flows.

In order to determine the current levels of service on roadways in Coral Gables, LOS information was taken from the Miami Dade County MPO 2030 Long Rang Transportation Plan, which is the official transportation planning document for Miami-Dade County. It specifies all transportation projects to be planned, designed, or constructed within this time horizon. The plan utilizes a complex modeling structure which integrates the most recent Census data and traffic information. The plan then distributes and projects trips,



volumes and levels of service in the future. A new LRTP is developed every five years. This becomes the basis for determining and prioritizing transportation needs. To be eligible for federal dollars, projects must first be part of this plan

The City's existing transportation system is comprised of more than roadways, Mass transit service in the City is provided by the Miami-Dade Transit Agency through Metro Rail (Douglas Road Station and University of Miami Station) and express and regular bus service, and by the City of Coral Gables through its internal trolley service (see Appendix A, Figure 2). In 2003, the City of Coral Gables in partnership with the United States Department of Transportation, Florida Department of Transportation and Miami-Dade County implemented the Coral Gables Trolley System.

The Coral Gables Trolley operates from 7:00 AM to 7:00 PM Monday through Friday and offers express service during morning and afternoon peak periods. The City has experienced tremendous growth in ridership and recently purchased three additional trolleys and have expanded the routes. Most riders travel the Ponce corridor which connects the Douglas Road Metro Rail Station with the CBD. The City will also look at coordinating land use with transportation and look at ways to promote the Metro Rail, bus, and the Coral Gables Trolley

Bicycles and pedestrian paths/sidewalks are another important component of the City's transportation system. The City provides sidewalks along most major roadways, and major bicycle and pedestrian paths along U.S. 1 and Alhambra Drive. In addition, there are many waterways in the City that provide opportunities for recreational boating.

Transportation Challenges and Opportunities

A number of issues combine in Coral Gables making transportation planning a major challenge. These include the City's geographic location, in the west-central quadrant of the County (central and western transportation planning area), bordered by the City of Miami on the north and east, Biscayne Bay to the south and West Miami, South Miami, Pinecrest and unincorporated Miami Dade County hugging the western and southern boundaries. This location specifically, and the region as a whole, is one of the most desirable locations in the nation. Intensification of land uses and limited capacity present issues to the transportation network. It is clear that the City's existing and future residents need better and more diverse mobility options.

As noted earlier, the City of Coral Gables has a Transportation Concurrency Exception Area, (TCEA) known as the GRID. In May 2005, the State of Florida amended Section 163.3180, F.S. to require that local governments include provisions in their Comprehensive Land Use Plan to support and fund mobility within Transportation Concurrency Exception Areas, and demonstrate how mobility will be provided in these areas. The new legislation further requires that by July 2006, local governments evaluate the impact of the Transportation Concurrency Exception Area on the Strategic Intermodal Transportation System and adopted level of service standards of roadways funded in accordance with Section 339.2819, F.S. Proof that cities participating in this type of system are enhancing alternative modes of transportation, fostering mobility and ensuring connectivity will be required. It is anticipated that this



legislation will significantly change the impact of the TCEAs, as proposed development in these areas will be subject to a more stringent review of its impacts on the transportation system and levels of service.

Transportation and mobility in Coral Gables may be best served initially by the recommended amendments to the City's land development regulations. It is recommended that at the same time, Transportation Concurrency Exception Areas should be maintained under the 2005 legislation until such time that the City determines that the TCEA is inadequate. Should this occur, the City should explore implementing an aggressive transportation management system. In addition, it is recommended that the City mitigate impacts to the transportation system by developing an impact fee charged to developers, which would fund alternative modes of transportation, such as the Coral Gables Trolley and a city-wide transportation study.

It has been noted that there are few if any opportunities to expand the physical capacity of the roadway network within Coral Gables. Capacity and mobility improvements will therefore occur through alternative means. In order to more closely assure that mobility is maintained in the City as development occurs, the City should examine the implementation of innovative transportation strategies, such as impact fees to fund the operations and maintenance of the Coral Gables Trolley.

Transportation Funding

Funding for transportation projects comes from federal, state and local sources. Most major projects are funded from federal funds distributed by the MPO. The MPO also issues several municipal grants each year. The primary source of transportation funding for cities in Miami Dade County is from the People's Transportation Plan, the half penny sales tax passed in 2002. Twenty percent of total tax dollars are distributed to the municipalities, of which Coral Gables receives approximately \$1.3 million per year. The following is a description of the transportation funding process:

Federal

The federal government collects 24.4 cents per gallon on diesel and 18.4 cents per gallon on gasoline to fund federal transportation projects. Of the amount collected, 2.86 cents goes to transit, one cent goes to cleaning up leaking tanks, and the remainder goes to roads and bridges.

Federal transportation funds are currently authorized under the TEA-21 legislation. The program actually expired in 2003, but is operating under a continuing resolution due to the inability of Congress to pass a new transportation authorization bill. Many of the Federal programs are available only to State transportation departments, which are in turn passed on to County's and local governments. TEA-21 funds are distributed between transit, highway, and safety projects.



State

The State of Florida collects 10.1 cents per gallon on fuel (diesel and gasoline), that the Florida Department of Transportation (FDOT) retains. Fifteen percent (15%) of that money goes to transit and the remainder goes to any legitimate State transportation need. The State also collects 4.6 cents on gasoline and 5.6 cents on diesel under the SCETS (State Comprehensive Enhanced Transportation System) tax, which must be spent in the district that it is collected.

Local

The State also collects fuel tax money that is distributed directly back to counties and local governments. Two (2) cents are collected as the Constitutional Fuel Tax, which can go only to the acquisition, construction, and maintenance of roads. The County fuel tax collects an additional one (1) cent that can be spent for any legitimate County transportation purpose, and municipalities collect another one (1) cent that can be spent on any legitimate municipal transportation purpose. Counties can elect to collect one more cent through what is referred to as the ninth-cent fuel tax, and between five (5) cents and 11 cents under the Local Option Gas Tax. The ninth cent and the local option gas tax go back to the local jurisdiction to meet local transportation needs.

An additional source of local transportation funds comes from the Charter County Transportation System Surtax which allows transit counties to collect between .5% and 1% sales tax on gasoline to be spent on transit programs. These funds must provide for the distribution of some funds back to the municipalities. Miami-Dade County collects .5-cent sales tax on gasoline.

The only local transportation money that is not collected from gasoline taxes resulted from Miami-Dade County's November 2002 passage of a half penny sales tax on merchandise to develop the People's Transportation Plan. The legislation requires that 20% of the sales tax money be distributed to the municipalities for their use for transportation related expenditures. This money is redistributed to the municipalities based upon an annual population estimate. Twenty percent of the surtax proceeds are distributed to those cities existing as of November 5, 2002. Surtax proceeds are distributed among existing cities on a pro rata basis based on the ratio of a city's population to the total of all City populations, as adjusted annually. Newly incorporated cities have the right to negotiate with the County for a pro rata share of the surtax. Cities must apply 20% of their funds to transit uses such as circulators, bus shelters, and bus pullouts. In 2003, the County collected \$175 million dollars, of which \$35 million was distributed to the cities for transportation. The ordinance that enacted the ½-cent sales tax identified a number of transportation and transit projects to be funded through the tax, including a proposed light or heavy rail commuter rail line that would extend from the Douglas Road Station to the Miami International Airport Intermodal Center.

It should be noted that current revenues that the City receives for transportation fund only capital improvements, and do not fund operation and maintenance. It is therefore recommended that the City enact impact fees and other mechanisms in order to provide for such funding, improve transportation levels of service, and expand the mobility options of existing and future residents.



Social, Economic, and Environmental Impacts

Section 163.3191(2) (e), F.S., requires that the potential social, economic and environmental impacts of the identified major issues be addressed in the EAR. The social, economic, and environmental impacts of Issue 3 are addressed as follows.

The City of Coral Gables is part of the metropolitan Miami-Dade multimodal transportation system; however, the use of the automobile is the primary method of transportation within the City. Although the City has one of the highest property values and median incomes in not only Miami-Dade County but in the State of Florida, accessibility to employment, recreation and other services do not pose a problem in the city for its residents. With Coral Gables now the Latin American headquarters for a host of corporations, and with the numerous mixed-use developments occurring in the city's CBD, North Ponce District, and Industrial District, the need to promote alternative modes of transportation within the City is becoming even more apparent.

Policy changes will be recommended to create incentives to encourage the use of alternative modes of transportation, such as the trolley. Additionally, as part of the city's concurrency update, Level of Service (LOS) numbers will be evaluated and updated accordingly. However, as the city's policies are to guide development in the CBD, North Ponce District and the Industrial District, it provides an opportunity for future development to incorporate public transportation stops within the development and possible funding for additional trolleys to serve these areas. Because the trolley has a direct link to the Metro Rail, potential employees from economically disadvantaged areas of the region could now have greater options in accessing future employment opportunities.

It is apparent that automobiles have a number of negative environmental impacts that include congestion, air and noise pollution and energy consumption. By increasing and promoting the use of alternative modes of transportation, such as the eco-friendly Coral Gables Trolley, the negative impacts caused by the reliance on the automobile is lessened. Other policies that will assist in lessening the environmental impact is the concentration of infill development to the City's CBD, North Ponce District and Industrial/Mixed Use District.

Comprehensive Land Use Plan Impacts and Recommendations

Section 163.3191 (2)(g) F.S. requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or anticipated changes in circumstances which have resulted in problems or opportunities with respect to the identified major issues. In evaluating the current CLUP Elements, Issue 3, Mitigation of Traffic Impacts, the following elements need some revisions:

- Future Land Use Element Objective 1-1.7 - entitled "Discourage Urban Sprawl" and policies hereunder, as they address strategies to ensure the availability of services and infrastructure to accommodate infill development and redevelopment and procedures to amend the Comprehensive Land Use Plan;



- Traffic Circulation Element - Impacts the entire element. The City seeks to rewrite this Element, to be renamed the Transportation Element, consistent with FAC 9J-5.019.
- Intergovernmental Coordination Element Objective 8-1.2 - entitled "Coordinate Proposed Development Impacting Adjacent Jurisdictions", and supporting polices thereunder, as it calls for the coordination of development and growth management issues and the coordination of transportation improvements.
- Capital Improvements Element Policy 9-1.2.1-A - entitled "Traffic Circulation LOS", as is establishes the minimum or lowest quality acceptable peak period operating LOS roadways within the City.
- Capital Improvements Element Policy 9-1.3.3 - entitled "Criteria for Determining Timely Availability of Public Facilities," which establishes assurance of the provision of necessary public facilities on a timely basis concurrent with the need for such facilities to serve existing and proposed development.
- Capital Improvements Element Goal 9-3 - entitled, "Street Improvement Plan" which outlines how the funds received from the local option gasoline tax will be expended on capital projects as it relates to street improvements.

Issue 4. Placement of Parks per the City's Master Plan. Placement of parks according to the Parks Master Plan, to include the acquisition of new parks.

The final major issue, Placement of Parks Per the Master Plan to Include the Acquisition of Land of New Parks, addresses the needs of the citizens of Coral Gables, whose parks and recreational needs are changing due to changes in demographics and lifestyles. The City proposes revisions to the Recreation and Open Space Element of the Comprehensive Land Use Plan by using a "service radius" level of service analysis in order to better serve the citizenry. In other words, Coral Gables wants to move away from the traditional notion of providing a certain amount of recreational facilities, regardless of their physical location, and move towards the notion of providing parks and open space within a certain distance of each part of the City, so that everyone in Coral Gables can be close to many different types of parks and recreational facilities.

Neighborhood Challenges and Initiatives

The major challenge to revising the Recreation and Open Space Element was to come up with new standards for the service radius level of service. How close should everybody be to a neighborhood park?...to a basketball court?...to a swimming pool? And does each facility meet the traditional (performance) level of service analysis considering the new service radius framework? In other words, the traditional level of service analysis would consider the total number of basketball courts in the City, divided by the total number of residents. If the result was above the accepted standard, the City was deemed to be satisfactory in its provision of basketball courts. But what if all of the basketball courts were confined to one park in a corner of the City? Shouldn't the basketball courts be spread out to ensure that any resident could walk or take a short car ride to a basketball court? The new level of service analysis has to consider where the facilities are in relation to the residents.



The City of Coral Gables met with Miami-Dade County to discuss the new approach to Parks & Recreation level of service analysis. From these meetings and through research on the existing level of use for parks and recreation facilities, a set of service radius level of service standards were created. Another challenge was to figure out what the service radius criteria should be. How close should everyone be to the different types of parks and recreation facilities? Research on the average walking speed for people and looking at other communities who have used a similar approach helped the City of Coral Gables formulate standards for service radius (see Appendix A, Figures 3(a)-(d)).

The City has started a comprehensive recreational facilities needs assessment to specifically ascertain recreational needs based upon service area needs.

Social, Economic and Environmental Impacts

Approximately thirty (30) percent of the City's land mass is dedicated to open space or parks and recreational facilities. This is well above common standards and exceeds what most other local communities provide. The Parks & Recreation Department has done an outstanding job of providing facilities and programming, and with the service radius standards, the department is looking to hold itself to an even higher standard to ensure that everyone is within a reasonable distance of the parks and recreation facilities. From a social perspective, ensuring that residents are close to a variety of parks and recreation facilities will enhance the quality of life for everyone in the City of Coral Gables. In addition to the amount and quality of the parks and recreation facilities, it is the convenience of the facilities to your residence that determines the overall satisfaction of the parks and recreation system.

From the environmental perspective, ensuring that residents are close to a variety of parks and recreation facilities will translate into less vehicle miles traveled and therefore less traffic and pollution from the use of automobiles.

From an economic perspective, with the new service radius analysis the City will potentially be faced with having to provide new parks and open space to meet the new standards. Land may have to be acquired or leveraged from developers and facilities may have to be procured and budgeted for.

Comprehensive Land Use Plan Impacts and Recommendations.

Section 163.3191 (2)(g), F.S., requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues. Major issue 4, "Implementation of Parks Master Plan", impacts the following Elements, Goals, Objectives and Policies of the City of Coral Gables' Comprehensive Land Use Plan.



The City Beautiful

- Recreation and Open Space Policy 7-1.1.1. The policy lists the previous level of service standards for recreation facilities. New service radius standards will need to be derived and articulated.
- Capital Improvements Policy 9-1.2.1(G). The policy lists the level of service standards for recreation facilities, which will have to be updated pursuant to the new standards.



Chapter 5

Conclusions

The City of Coral Gables initiated the EAR process in 2004. The input that formed the basis for the process included the following: implementation of numerous recommendations from the City-initiated Charrette in 2002; rewrite of the City's zoning code; public input from citizens, property owners, stakeholders, etc.; input from the City Commission, Planning and Zoning Board, and other City Boards and Committees; and input from City staff. Additionally, several publicly advertised meetings were held to gather input from the public.

As identified by the City of Coral Gables, and agreed upon by the Department of Community Affairs, the four major issues as discussed in great detail in this EAR are:

- Including provisions for workforce housing and senior housing pursuant to a complete re-write of the Housing element
- The maintenance of the quality and character of single-family residential neighborhoods by mitigating adjoining commercial and high intensity residential uses.
- The mitigation of negative traffic impacts by promoting alternative modes of transportation and strengthening intergovernmental coordination.
- The placement of parks in accordance with the new master parks plan to include the acquisition of land for new parks.

In summary, the recommended future EAR based amendments are as follows:

Future Land Use Element:

- Provide alternatives and incentives to promote lesser intensities and densities below the established thresholds of the Comprehensive Land Use Plan Map (i.e. floor area, ratio, height, etc)
- Address encroachment of non residential development into single family neighborhoods via mitigating performance standards
- Address inconsistencies between zoning and land use maps, including those involving private property
- Preserve the character of single-family neighborhoods, and strengthen historic preservation efforts where applicable
- Address the issue of incompatible oversized homes, particularly in the older sections of the City
- Continue to maintain and enhance downtown as a leading employment center, corporate capital, and mature and sophisticated 24/7 "live, work and play" activity node
- Provide further incentives to encourage vertical/horizontal mixed-uses in the downtown
- Establish community design standards and associated incentives
- Ensure adequate infrastructure for future development by maintaining an efficient and effective concurrency management



- system, and exploring additional funding opportunities through impact fees, grants, bonds, and other sources
- Consider the recommendations of the South Miami-Dade Watershed Plan and other land-use studies as they relate to development and future land use issues
 - Using the North Ponce Neighborhood Plan as a guide, continue to work towards the revitalization of the North Ponce area through infill development, preservation, rehabilitation, and incentives to reduce intensity/density
 - Explore the use of “Transfer of Development Rights (TDRs)” as a tool for achieving various planning objectives
 - Encourage and strengthen the City’s coordination, communication, and cooperation with adjacent municipalities, Miami-Dade County, the Miami-Dade County School Board, and regional and state agencies in all of the City’s land use decisions
 - Continue to strengthen the participation of community stakeholders in all of the City’s land use decisions

Traffic Circulation Element:

- Maintain and enhance an interconnected multi-modal system consisting of vehicular, transit, bicycle, and pedestrian transportation options
- Expand upon the successful trolley system by exploring additional routes, stops, and other services and amenities
- Promote a pedestrian-oriented environment through quality design, improved connectivity/access, and heightened safety considerations.
- Rejustify the City’s “GRID” as a traffic concurrency exception area
- Address developmental impacts in the GRID utilizing transit, traffic calming, mixed-use, and other innovative strategies and develop a program for measuring the progress of these strategies in mitigating developmental impacts
- Explore innovative solutions to parking deficiencies, encroachment of parking into residential neighborhoods, and other parking-related issues
- Secure the City’s fair-share of impact fees from the County and coordinate allocation of funding
- Continue to mitigate pass-through traffic with the use of traffic calming devices and other innovative strategies
- Encourage and strengthen the City’s coordination, communication, and cooperation with adjacent municipalities, Miami-Dade County, and regional and state agencies on traffic issues
- Address new growth management requirements as identified in Chapter II of this report

Housing Element:

The Housing Element will be rewritten in its entirety in order to reflect updated information provided for in the City’s recently completed Workforce/Affordable Housing Study (see Appendix A), as well as strategies and land development regulations that are currently being developed, as reflected in Resolution No. 2006-44 recently adopted by the City Commission.

- Continue participation in regional intergovernmental efforts to address “regional” affordable housing needs
- Address the City’s fair-share of affordable housing needs as identified in the recently completed Housing Study, to include programs that address future cost-burdened need, rehabilitation need, preservation need, and backlog cost-burdened need
- Implement multi-pronged strategies for addressing the City’s needs, to include an inclusionary zoning program that incorporates



development incentives, a linkage fee, trust fund, and other government programs and funding opportunities, such as the State Housing Initiative Partnership (SHIP)

- Promote a mix of housing types and incomes, including market-rate and affordable housing for seniors
- Preserve the character of single-family neighborhoods, and strengthen historic preservation efforts, by utilizing various strategies including quality design standards, code enforcement, community policing, and other innovative solutions

Public Facilities Element:

- Continue to maintain and upgrade public facilities as necessary to meet the impacts of existing and future development
- Work with the County in addressing issues surrounding the supply and demand for water and sewer facilities
- Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to the City's public facilities
- Explore maintenance and planting standards that minimize the potential impacts to private and public facilities
- Pursue alternatives with utilities to further enhance storm protection, with primary objective being the placement of utilities underground
- Address new growth management requirements as identified in Chapter II of this report

Coastal Management Element:

- Maintain and enhance the City's coastal environmental quality
- Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to coastal management
- Maintain and enhance the City's emergency/disaster plans and processes, in close coordination and cooperation with Miami-Dade County's Office of Emergency Management and other applicable regional, state, and federal agencies
- Explore maintenance and planting standards that minimize the potential impacts to private and public facilities
- Pursue alternatives with utilities to further enhance storm protection, with primary objective being the placement of utilities underground

Conservation Element:

- Consider the recommendations of the South Miami-Dade Watershed Plan and other environmental studies as they relate to conservation
- Work with the County in addressing issues surrounding the supply and demand for water and sewer facilities
- Promote landscaping that adheres to xeriscape principles (e.g., native landscaping), and minimizes the potential impacts to private and public facilities
- Address new growth management requirements as identified in Chapter 2 of the report



Recreation and Open Space Element:

The Recreation and Open Space Element will be rewritten in its entirety. Some of the existing Objectives and Policies will remain intact, while others will be deleted or modified. The LOS standards will be rewritten in accordance with the Parks Master Plan. Specifically, the LOS standards will not use a “facilities per population” measure anymore but rather will use a “service radius” measure. Proposed amendments include:

- Provide further enhancements to parks, open space, city entrances, and landmarks
- Maintain and enhance cultural activities to provide opportunities and access to all segments of the population
- Explore the creation of a developmental impact fee for parks and open space
- Continue to advance the “Parknership” program in partnership with the private sector
- Continue to pursue the Parks and Recreation Master Plan, and work to implement its recommendations
- Pursue a “Level-of-Service (LOS)” standard for parks that is based on service area rather than per capita levels of service
- Continue to pursue joint-use facilities agreements with Miami-Dade County Public Schools, the University of Miami, and the private sector
- Improve nodal connectivity through the promotion of greenway corridors
- Promote recreational/cultural facilities and programming for seniors

Intergovernmental Coordination:

- Encourage and strengthen the City’s coordination, communication, and cooperation with adjacent municipalities, Miami-Dade County, the Miami-Dade County School Board, and regional and state agencies in all of the City’s relevant programs and processes
- Continue to participate in regional studies and plans, including the South Miami-Dade Watershed Plan, and consider their recommendations
- Continue to participate in the Miami-Dade County School Board’s Staff Working Group to address issues involving the Interlocal Agreement, new CLUP Educational Facilities Element, revised impact fee study, and joint-use agreements
- Continue to participate in other numerous intergovernmental groups, including the Miami-Dade County Planners Technical Committee
- Encourage and strengthen the participation of community stakeholders in all of the City’s programs and processes
- Address new growth management requirements as identified in Chapter II of this report



Capital Improvements Element:

- Amend the element annually to reflect financially feasible updates to the Capital Improvements Program
- Continue to secure funding for infrastructure (i.e., historic preservation, parks/open space, transit, roadways), including through the use of existing impact fees, enterprise/utility funds, and new impact fees under consideration
- Secure the City's fair-share of impact fees from the County and coordinate the allocation of funding
- Address new growth management requirements as identified in Chapter II of this report

Historic Preservation Element:

The Historic Preservation land development regulations have been re-written in their entirety to further strengthen the regulations and continue to preserve the City's most valuable assets. As a result, some of the existing Goals, Objectives, and Policies will remain intact, while others will be deleted or modified to reflect the revised land development regulations. The element will be revised to include the following:

- Enhance historical, cultural, and heritage related programs, projects, and activities
- Increase funding opportunities for historical, cultural, and heritage related programs, projects, and activities
- Advance education and public outreach for historical, cultural, and heritage related programs, projects, and activities
- Provide further economic incentives in support of historic preservation
- Utilize Transfer of Development Rights (TDRs) strategies in support of historic preservation

Next Steps

The EAR is scheduled to be presented to the City's Planning and Zoning Board for recommendation of approval at its 04.12.06 meeting, and to the City Commission for adoption and transmittal at its 04.18.06 meeting. After the City Commission's approval, the EAR will then be transmitted to the South Florida Regional Planning Council (SFRPC), the Florida Department of Community Affairs (DCA), and other applicable agencies and local governments for a review of the report's sufficiency. It is the City's intention to request from DCA that the responsibility for determining sufficiency be delegated to the SFRPC, as allowed under law.

If the EAR is found "insufficient" by the SFRPC, staff will work with the agency to respond to its concerns, and may have to bring the EAR back to the PZB and City Commission for reconsideration. Once the EAR is found "sufficient," the EAR process is essentially complete and the City can start drafting the "EAR-based amendments" that implement the EAR's findings. By law, EAR-based amendments need to be adopted within 18 months of the EAR being found sufficient.



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