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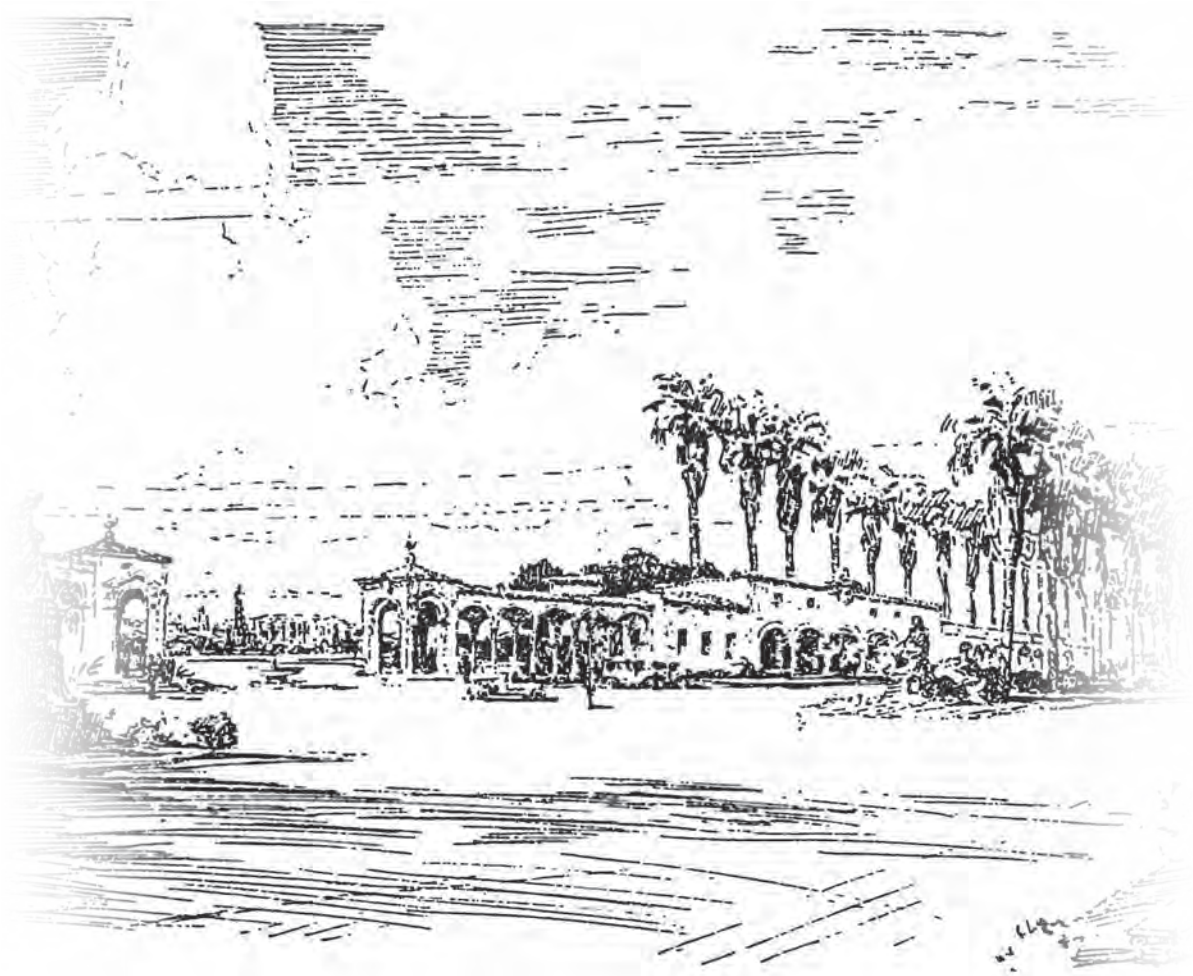
US1 * Red * Sunset

Corridor Visioning Workshop Report



Florida East Coast Railway Station and Concourse

*A follow-up report to the Coral Gables City Commission on the findings and recommendations from the July 17 - 18, 2015 US1 * Red * Sunset Corridor Visioning Workshop*

City of Coral Gables Planning and Zoning Division
DRAFT October 02, 2015

DRAFT 10.02.15

Florida East Coast Railw

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ay Station and Concourse

Objectives

Workshop Objectives

The City of Coral Gables initiated the July 17-18, 2015 public workshop to inform the future planning and development of the US1 Corridor area of the city. The primary focus of the workshop was the US 1 corridor, but also included walking tours and discussions of related areas of Red Road and Sunset. In commissioning the workshop, the City anticipated the need to plan and manage the ongoing changes taking place in the study area and engage citizens and stakeholders in a dialog including:

- The future character of development along the US1 corridor (both sides, including the future of the University of Miami frontage along Ponce de Leon);
- Protection of residential areas from intensive commercial development;
- Management of traffic and parking generated by US1;
- The development of standards for compatible new development, particularly the transitions between intensive development along the commercial corridors, and the smaller multi-family properties and single-family neighborhoods along the interior residential streets;
- Strategies for improving the pedestrian character, quality and connectivity of the area including public space, streets and streetscapes.
- Planning and strategies for making the Underline an integral part of the city;
- Leveraging the unique opportunities for transit-oriented development in this part of the city to help reduce traffic and make car-free mobility a more attractive option for area residents, including the University of Miami students, faculty and staff.
- The disconnect between current zoning, the undesirable development it has produced, and the preferred character of the study area.

The objectives of the workshop were to:

- Engage citizens, stakeholders and city staff in a dialog about the overall character of the area today and in the future, considering planning, design, transportation and policy issues in the US1 corridor area of the city;
- Gather input from the public through a variety of individual and team activities;
- Identify key issues, challenges and opportunities in the study area, and;
- Generate recommendations for the City's consideration.

Facilitator Team

Facilitator Team

Dr. Charles C. Bohl
Associate Professor; Masters of Real Estate Development + Urbanism (MRED+U) Program Director.
Expertise: City and Regional Planning, Placemaking, Participatory Planning, Mixed-Use Development.

Meg Daly
Founder, Friends of the Underline; 30-year public relations, sales and marketing executive and business owner working with the broadcast television industry.

Joanna Lombard
Professor; Joint Appointment: School of Medicine.
Expertise: Architecture, Landscape & Urbanism, Heath Care & Built Environment.

Alex Adams
Principal-Founder of Alpha PDI, a planning/development consulting firm specializing in Urban Design Codes, Site Planning/Analysis, Historic Preservation, TDRs, Master Plans, Infill Development, LEED, Healthy Building, Healthy Environments.

Jason King
Principal at Dover, Kohl & Partners. Jason has extensive experience with smart growth, comprehensive planning and form-based codes. He is a specialist in Geographic Information Systems (GIS), Transfer of Development Rights programs, new town design, and the Smartcode.

Study Area

Study Area

The study area included the Coral Gables portion of the US 1 corridor from Augusto Street on the southeast side and Stanford Drive on the northwest/UM campus side, down to Red Road. A team also led a transit and walking tour from Coral Gables portions of Sunset Road, north along the border of commercial and residential areas of Nervia Street. The primary focus was the commercial frontage along US 1. The southeast side is essentially bisected by a canal. The study area is focused on approximately 200 acres and several hundred thousand square feet of commercial properties located along three primary commercial corridors including about:

- 1.3 miles of frontage along both sides of US1 / Ponce de Leon Boulevard
- 0.5 miles of frontage along the Coral Gables side of Red Road
- 0.4 miles of frontage along the Coral Gables side of Sunset Road

The dozens of buildings and commercial development along the southeast side of US1 consists primarily of older, single-story retail development including restaurants, coffee shops and the strip mall with a large parking lot fronting US1. Adjacent to this retail center is the Gables One Tower, the tallest building in the study area that the University of Miami acquired and rehabbed in recent years for administrative offices. The tower sits on parking level that is higher than adjacent properties and is surrounded by a wall. Adjacent to the Gables One Tower is the Holiday Inn property where the workshop was held, and where the Paseo de Riviera project is proposed. The entire block from Mariposa Court to Caballero Boulevard is 1000-ft or more and has no connectivity with the adjacent multifamily and single-family residential areas.

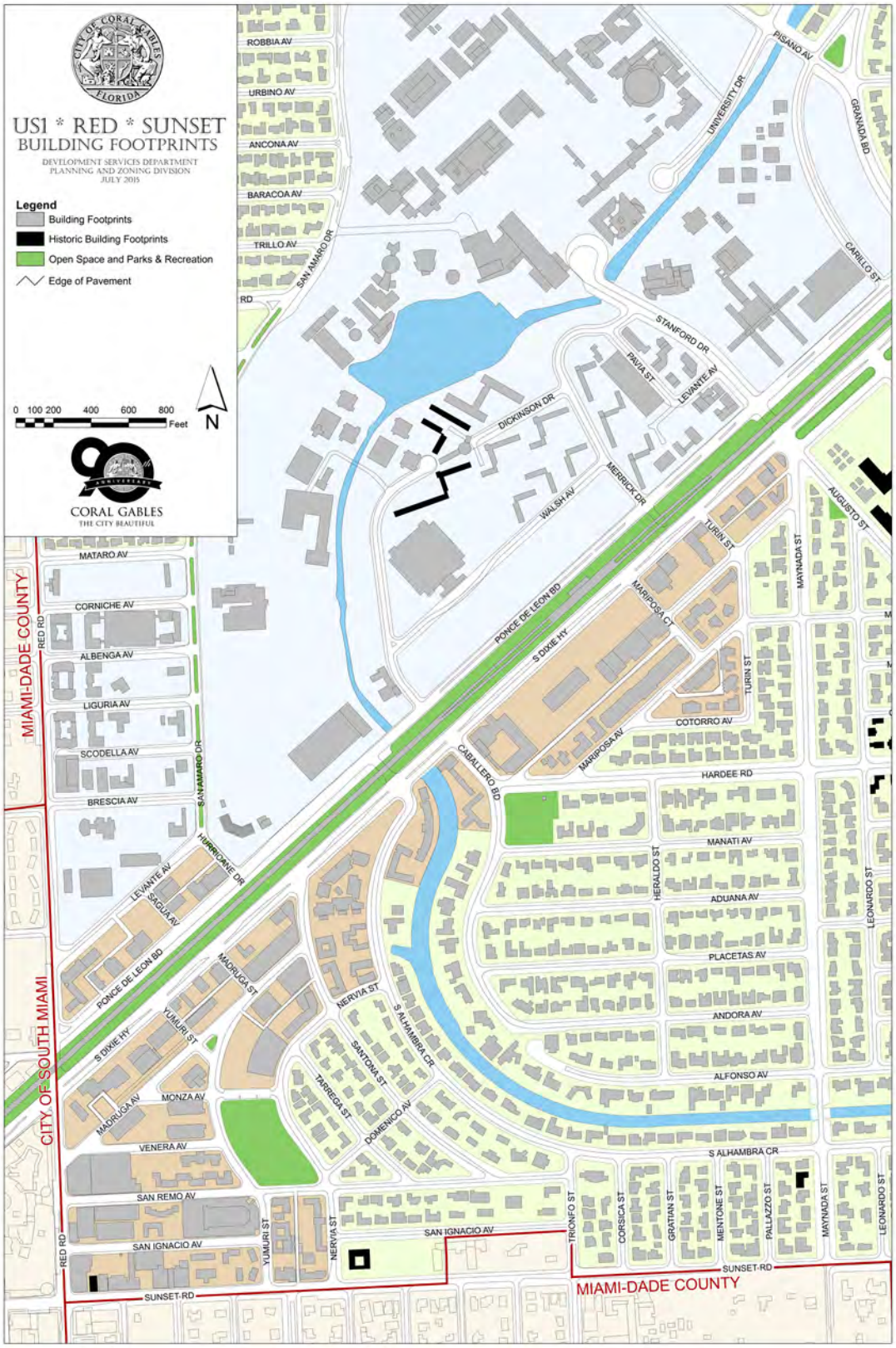
Behind the commercial uses that front US 1, along Madruga Avenue, the area transitions into older 1-3 story apartment and condominium buildings. This multi-family layer extends two more blocks to Mariposa Avenue and then in a triangular section bordered by Turin Street and Cotorro Avenue, as much as 800 feet in from US 1. Madruga Avenue itself has become essentially an alleyway with no sidewalks, exposed parking areas, dumpsters and loading areas for businesses and multi-family properties on either side.
The streetscapes of roads entering the Riviera section from US1 are in very poor condition and designed exclusively as automobile-oriented streets. The major intersection where multiple streets come together at Augusto and US 1, where Ponce de Leon Middle School is located, is particularly problematic with the sidewalks from the school leading pedestrians into an extremely wide asphalt area where they have to cross as many a six lanes to reach the commercial uses where Starbucks and restaurants are located.
Caballero is characterized by a lack of sidewalks and landscaping, lined by the back side of rooms in the Holiday Inn (blanks walls, small raised windows and window air conditioners), a sliding wood fence partially concealing a dumpster and parking lots lined with a low concrete wall on the opposite side. There are no sidewalks leading into the neighborhood along Caballero beyond this entry block, not even along the popular Jaycee Park.

Further south of Cabellero, across the canal, is the Gables Waterway Executive Center with a mix of 3-4 story commercial uses (bank, offices), apartments and surface parking lots. Continuous fencing, shrubs, parking lots and first story garages line the sidewalk along the US 1 frontage of University Inn Condominiums to Santona Street, where uses transition to a mix of 2-3 story office commercial uses down to Red Road. Many of these uses are accessed from the off another section of Madruga Avenue, which is disconnected from the previously described section by the canal. Riviera Plaza, located along this section of US 1, is another retail strip center that was sold in April and is targeted for redevelopment.

On the northwest side of US1, directly across from the Shake Shack block, is the one retail block on the UM campus side running from Sagua Avenue to San Amaro Drive.

A Metrorail station is located on the UM Campus side of US 1 and will be connected by a pedestrian bridge planned to cross over to the southeast side. The area beneath the Metrorail line is City property that is primarily leased for parking by the University of Miami and some other users. This area is considered one of the primary segments of the proposed Underline initiative that would introduce parks, a greenway, cycling lanes and popup retail activities. The UM campus itself is currently dominated by a parking lot screened by shrubs and fencing, with a small entrance across from the Metrorail station. Plans for new academic buildings along Ponce include the new UM health clinic building currently under construction.

Building Footprints



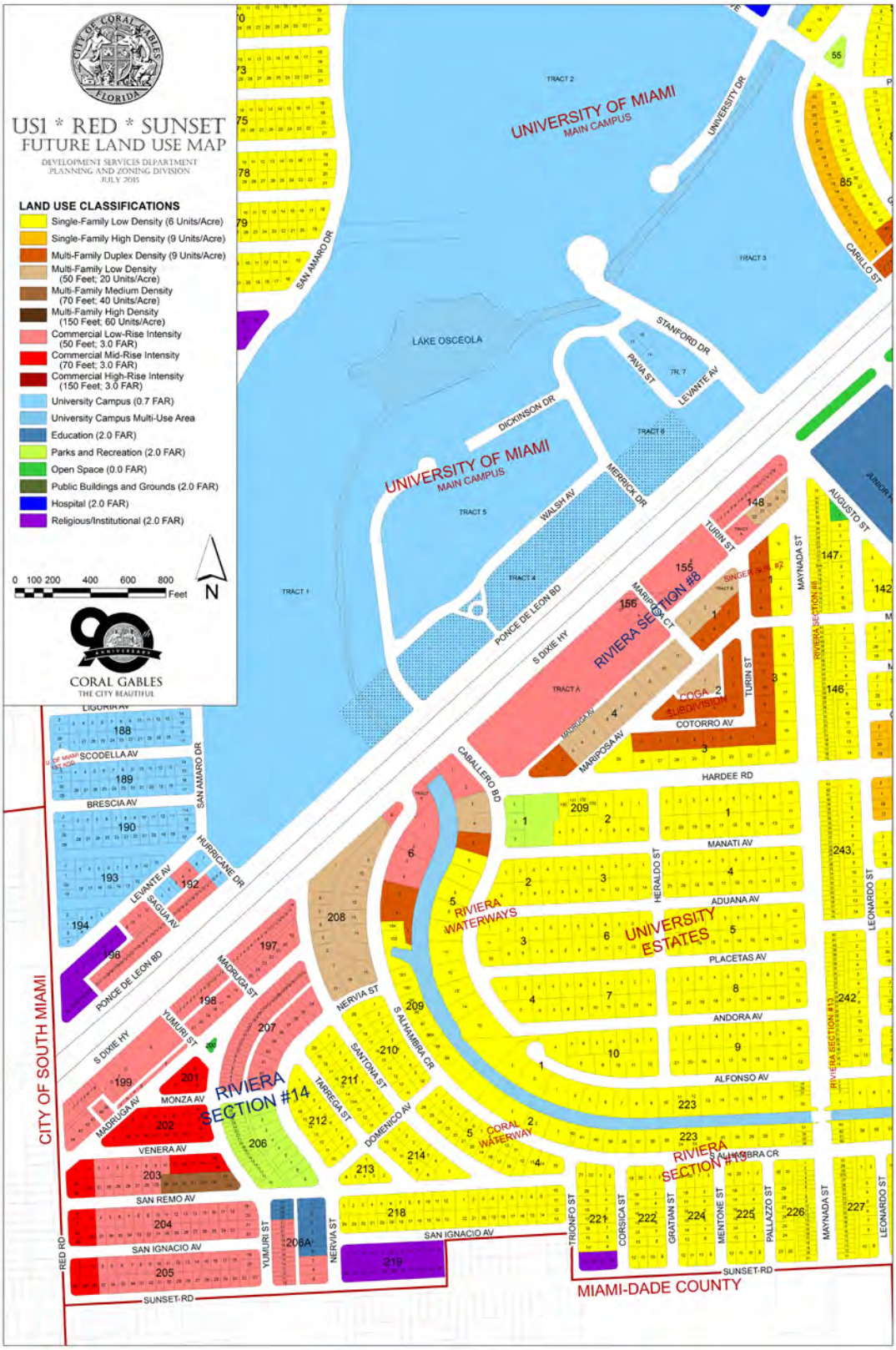
Aerial

US1 * RED * SUNSET
AERIAL
DEVELOPMENT SERVICES DEPARTMENT
PLANNING AND ZONING DIVISION
JUNE 2015
0 100 200 400 600 800
Feet
N
CORAL GABLES
THE CITY BEAUTIFUL
LAKE OSCEOLA
MIAMI-DADE COUNTY
CITY OF SOUTH MIAMI
SUNSET RD
ROBBIA AV
URBINO AV
ANCONA AV
BARACOA AV
TRILLO AV
ZORETA AV
DELGADO AV
MATARO AV
CORNICHE AV
ALBENDA AV
LIGURIA AV
SCODELLA AV
BRESCIA AV
COTORRO AV
HARDEE RD
MANATI AV
ADURNA AV
PLACETAS AV
ANDORA AV
ALFONSO AV
SALAMBRA CR
MONZA AV
VENERA AV
SAN IGNACIO AV

Zoning Map

US1 * RED * SUNSET
ZONING MAP
DEVELOPMENT SERVICES DEPARTMENT
PLANNING AND ZONING DIVISION
JULY 2015
ZONING DISTRICTS
(SFR) Single-Family Residential
(MF1) Multi-Family 1 Duplex
(MF2) Multi-Family 2
(MFSA) Multi-Family Special Area
(CL) Commercial Limited
(C) Commercial
(I) Industrial
(S) Special Use
(UCD) University Campus District
(P) Preservation
0 100 200 400 600 800 Feet
N
CORAL GABLES
THE CITY BEAUTIFUL
UNIVERSITY OF MIAMI
MAIN CAMPUS
LAKE OSCEOLA
RIVIERA SECTION #6
RIVIERA SECTION #8
RIVIERA SECTION #14
RIVIERA SECTION #13
RIVIERA WATERWAYS
UNIVERSITY ESTATES
CORAL WATERWAY
CITY OF SOUTH MIAMI
MIAMI-DADE COUNTY
SAN AMARO DR
UNIVERSITY DR
CARILLO ST
STANFORD DR
PAVIA ST
LEVANTE AV
DICKINSON DR
MERRICK DR
WALSH AV
PONCE DE LEON BD
METRORAIL
S DIXIE HY
CABALLERO BD
TURIN ST
MAYNADA ST
AUGUSTO ST
COTORRO AV
MARIPOSA AV
HARDEE RD
MANATI AV
ADUANA AV
PLACETAS AV
ANDORA AV
ALFONSO AV
HERALDO ST
LEONARDO ST
CORNICHE AV
ALBENGA AV
LIGURIA AV
SCODELLA AV
BRESCIA AV
HURRICANE DR
SAGUA AV
MADRUGA ST
YUMURI ST
MONZA AV
VENERA AV
SAN REMO AV
SAN IGNACIO AV
NERVIA ST
S ALHAMBRA CR
SANTONA ST
TARRECA ST
DOMENICO AV
TRIONFO ST
CORSICA ST
GRATIAN ST
MENTONE ST
PALLAZO ST
RED RD
SUNSET RD

Future Land Use Map

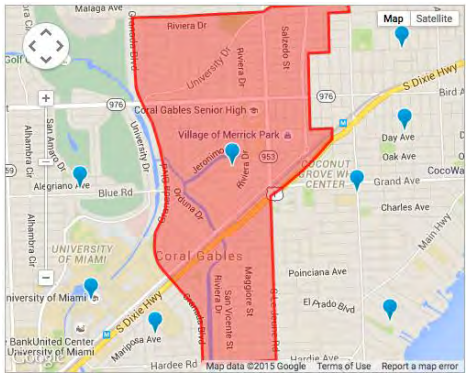


Demographics

Standard census tracts provide an imperfect demographic snapshot of the population in the study area. The two census tracts analyzed in the table below cover a larger geographic area than the study area and both are located on the eastern side of US1, opposite the University of Miami and Metrorail stations.

The census tract for the UM campus (census tract 9803) is uniquely limited to the student population plus a few residents living nearby the campus, and is considered independently from other census tracts. The UM census tract population is slightly larger than the combined populations of the two census tracts on the opposite side of US1 and represents another 9.7% of the city's population. The median age of the campus resident population is 20, and is much more racially diverse than the city with larger percentages of Asian and African American populations. This population, combined with the daytime faculty and staff population, play a large role in the local social, cultural and economic activity in the study area as well as the transportation patterns.

A fourth census tract (74.00), straddles US1 between Granada Boulevard to Lejeune Rd, but was not included in the comparative analysis in the table below due to its size. The census tract extends from Hardee Rd all the way north to Andulusia Avenue and over to the north-south section of Ponce de Leon Blvd, a tract encompassing a large portion of the city extending far from the study area containing 14.5% of the city's population. A more sophisticated demographic analysis can be performed with user-defined boundaries for the study area with appropriate software and datasets.



Census Tract 74.00

By excluding the eastern and southern most portions of tract 79.01, which are beyond the corridor study area, and including the portions of tract 74.00 that on either side of US1 it is likely that the total population would be equal or greater than the 4,483 residents included in the table below. Add the 4,451 resident population of the UM census tract and the total population connected with the US1, Red Road and Sunset Road corridors is close to 8,000 residents of Coral Gables.

The table on the next page highlights some of the major differences in population and housing characteristics between the eastern portion of the study area and the City of Coral Gables as a whole.

The combined populations of census tracts 75.03 and 79.01 represent 9.6% of the city's population and 9.7% of the city's housing units. The demographics of the population in these two census tracts share many similarities with the population of the city as a whole. Some of the differences include:

- The population in the census tracts is slightly older than the city's population, with a smaller percentage of people between the ages of 18-34 and larger percentages of people between the ages of 0-17 and 35-61.
- They are more likely to be married and more likely to reside in owner-occupied housing.
- They are somewhat less diverse, including a slightly lower percentage of residents of Hispanic or Latino origin and less racially diverse than the city.
- They are more likely to be engaged in the labor force than the city population as a whole.
- They earn significantly more in terms of median household income and have a slightly higher concentration of residents holding a bachelor's degree or higher.

The kickoff event and morning workshop benefitted from the participation of many people living and working in the study area.

Demographic Comparison of the US1-Red-Sunset Study Area and the City of Coral Gables

Census Tract 75.03

Census Tract 79.01

City of Coral Gables

	Census Tract 75.03	Census Tract 79.01	City of Coral Gables		Census Data Years
Total Population	919	3,564	46,780	9.6% of city's population	2010
Hispanic or Latino origin	49.6%	51.1%	53.6%	-2.8% less than city*	2010
Races, non-White (Black, Asian, American Indian, Other)	8.2%	4.6%	9.0%	-5.4% less than city*	2010
Employment: % Pop in Labor Force	68.2%	66.6%	59.9%	8.3% and 6.7% more than city	2013
Median HH Income	$96,711	$109,146	$90,649	107% and 120% of city median	2013
Age					
Median Age	40.3	40.2	38.8	1.5 and 1.4 years older	2010
% of Population Ages 0-17 years old	18.9%	24.0%	17.9%	5.1% more than city*	2010
% of Population Ages 18-34 years old	23.2%	19.1%	27.2%	-7.3% less than city*	2010
% of Population Ages 35-61 years old	36.1%	38.4%	35.7%	2.2% more than city*	2010
Educational-High School Grad or Higher	95.2%	95.5%	95.9%	approx same as city	2013
Bachelor's degree or Higher	70.5%	72.1%	68.6%	1.9 and 3.5% more than city	2013
Marital status (age 15+)					
Married now	56.7%	66.1%	47.6%	9.1 and 18.5% more than city	2010
Divorced or separated	8.4%	9.6%	10.7%	2.3 and 1.1% more than city	2010
Never married	26.4%	22.2%	37.4%	11 and 15.2% less than city	2010
Total Housing Units	429	1,542	20,266	9.7% of city's units*	2010
Owner occupied	70.1%	75.0%	63.8%	10.1% more than city*	
Renter occupied	29.9%	25.0%	36.2%	-10.1% less than city*	2010
Households					
Total Households	394	1,425	17,946	10.1% of city's HHs*	2010
Husband-wife family	45.2%	54.5%	37.6%	3.4% more than city*	2010
Hispanic or Latino householder	45.7%	42.1%	59.9%	-13.0% less than city*	2010

Transit Usage in the Study Area

The two tables below provide a snapshot of commuting modes in the census tracks as compared with the City and Miami-Dade County, and Metrorail ridership at the stations in and around the study area.

The census provides data on the "means of transportation to work" in great detail, and the table shows very low usage of public transportation in the two non-UM census tracts, lower than the usage for both the County and the City. The UM census track shows much higher usage of both public transportation and carpooling, but this is primarily a full-time student population that does not commute to jobs somewhere else in the metro region, so the work commute figures only tell a small part of the public transportation story. Likewise residents travel for many other purposes than commuting to and from work, and could use transit for some trips if it was considered a safe, accessible option to get to and from their destinations.

The Metrorail ridership figures provide additional insights on the important role that transit plays within the study area and the metro region. The University Metrorail station is located in the heart of the study area and averages anywhere from 1800 to 2500 riders per day and between 45,500 and 62,000 riders per month. Metrorail stations to the south – South Miami, North Dadeland and South Dadeland – experience much higher average daily and monthly ridership, ranging from 4,000 to 8,000 and 85,000 to 206,000 respectively. Despite low rates of local Coral Gables resident use, the Metrorail is clearly an important alternative to the car removes as many as 8,000 car trips per day and 200,000 car trips per month from the US1 corridor. US1 currently carries approximately 80,000 average daily trips through the study area and has been rated a Level of Service "F" for some time, meaning that the roadway has reached its maximum service volume.

While there is great potential for increased transit usage in the study area, there were a number of factors highlighted by participants during the workshop, particularly the walking tours, that currently discourage transit use including:

- The physical disconnect between the northbound side of US1 and the Metrorail stations located on the southbound side
- The very poor quality of the pedestrian environment: poor quality and discontinuous sidewalks, lack of street trees, poor street lighting, lack of landscaping, and the juxtaposition of moving traffic and sidewalks that makes pedestrians feel unsafe.
- Very long blocks without pedestrian passageways that discourage walking
- The absence of bike lanes and facilities to support biking to and from transit stations.

MEANS OF TRANSPORTATION TO WORK

	Census Tract 75.03	Census Tract 79.01	Census Tract 98.03	City of Coral Gables	Miami-Dade County
Car, truck, or van -- drove alone	78.7%	76.7%	75.9%	74.6%	76.7%
Car, truck, or van -- carpooled	0.5%	3.4%	12.0%	6.4%	9.4%
Public transportation (excluding taxicab)	1.4%	2.6%	6.6%	3.1%	5.4%

Source: 2009-2013 American Community Survey 5-Year Estimates

METRORAIL RIDERSHIP STATISTICS (Selected Months)

	October 2014		March 2015		July 2015	
Metrorail Station	Avg Daily Weekday Ridership	Monthly	Avg Daily Weekday Ridership	Monthly	Avg Daily Weekday Ridership	Monthly
Douglas Road	4,455	115,190	4,284	109,001	3,827	97,625
University	2,474	61,990	2,434	62,147	1,866	45,509
South Miami	3,529	91,384	3,850	99,159	3,357	85,844
Dadeland North	7,425	188,632	7,356	185,290	6,548	163,737
Dadeland South	8,000	206,604	7,958	202,561	7,280	185,636

Source: Miami-Dade County Transit Ridership Technical Reports

Community Input

Workshop Summary

The US1 Corridor Workshop for the City of Coral Gables was held on July 17-18, 2015, at the Holiday Inn, 1305 South Dixie Highway, Coral Gables, Florida, 33146.

Turnout for the events were strong, with 96 participants signing in on the July 17th sign-in sheets for the Friday evening kickoff session and 52 signing in on the July 18th sheets for the Saturday morning walking tours and workshop. The total number of participants was somewhat higher for each day based on the number of seats occupied as some people arrived late or did not sign in, and planning staff estimated there were closer to 120 people in attendance for the Friday evening kickoff.

The Kickoff Event included the following presentations:

- Building Healthy Neighborhoods by Professor Joanna Lombard, University of Miami School of Architecture
- The Underline by Meg Daly, founder of Friends of the Underline
- Quality Urbanism and Transit-Ready Communities by Jason King, Dover Kohl and Partners
- Study Area Context and Workshop Overview, Dr. Charles Bohl

The presentations were organized to inform the audience and provide a catalyst for their ideas, discussion and participation in the workshop. Public participation activities began immediately following the opening presentation with a discussion of questions submitted by the audience via text messaging and microphones. A total of 40 questions were posed and discussed by the presenters. Technical questions regarding existing zoning, transportation plans and public works were addressed by planning and public works staff, and Commissioners Lago and Keon also spoke on the purpose and scope of the workshop and the importance of the public participation and input on the future of the corridors in the study area.

The Saturday morning workshop commenced with two separate walking tours with groups of participants and facilitators. One tour walked both sides of the US 1 Corridor observing existing conditions along the corridor, behind the commercial frontage to observe the current transition to the multi-family properties and single-family residential homes in the Riviera neighborhood, and the conditions on the University of Miami side of the corridor as well as the area below the Metrorail where the Underline is being planned. A second group took the Metrorail south and walked portions of Sunset Road, Red Road, and walking back to the Holiday Inn through the Riviera Section of Coral Gables.

In addition to the planned walking tours and activities, the facilitators responded to the interest of a group of participants for a discussion focused on the current proposal (Paseo de Riviera) for redevelopment of the Holiday Inn site. Facilitators convened the Paseo de Riviera group discussion with multiple representatives of the Riviera Neighborhood Association, the owner/developer of the Holiday Inn and members of his team, and city planning staff during the morning walking tours.

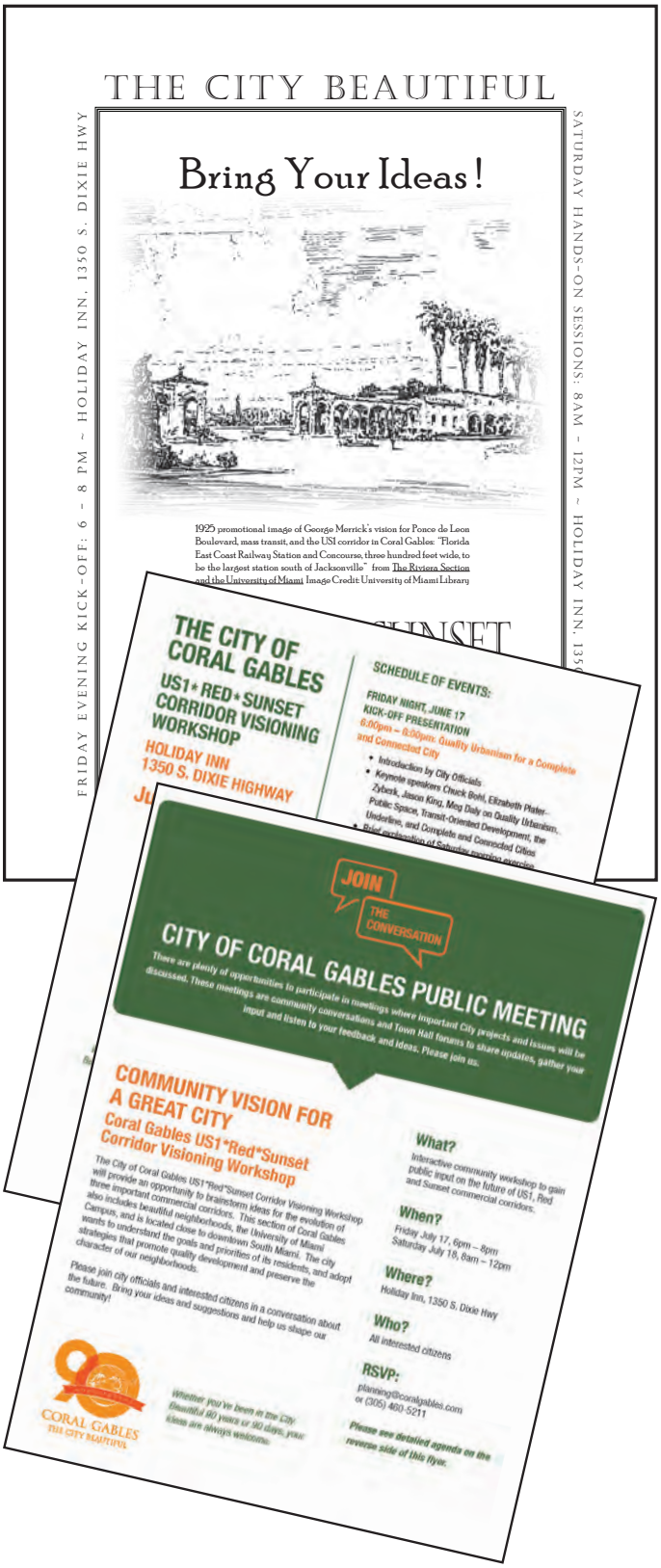
The variety of participatory methods used for gathering public input included:

- The audience question and answer session at the kickoff presentation;
- Response cards that asked participants to characterize both the existing conditions and their vision for the future in one-word or short phrases.
- Survey forms with a series of short and open-ended questions
- A visual preference survey
- Facilitated group discussions
- Written and verbal summaries of group table discussions

Community Input

PUBLIC OUTREACH

- Special E-News
- Regularly Scheduled E-News
- City Website - Upcoming Events
- City Website - Master Calendar
- Emails to Riviera Neighborhood Association, University of Miami Office of Communications, Friends of the Underline, Red Sunset Merchant's Association, City of South Miami, Coral Gables Chamber of Commerce, Florida Department of Transportation, Miami-Dade Transit, and more
- Flyers distributed to local businesses and public buildings
- Coral Gables TV promotion
- Newspaper Advertisement



AGENDA

<u>Friday, July 17, 2015, 6:00 – 8:30 PM</u>

Kickoff Presentations and Public Discussion:

- Five Points of a Healthy Neighborhood, Joanna Lombard
- The Underline, Meg Daly
- Quality Urbanism and Transit-Ready Communities, Jason King
- Workshop Context and Format, Charles C. Bohl
- Audience Q & A

<u>Saturday, July 18, 2015, 8:30 am – 12:30 pm</u>

8:30 am - 9:00 am
Workshop Registration and Refreshments

9:00 am - 10:15 am
Study Area Transit and Walking Tours
On-site group discussion: Paseo de la Riviera

10:15 am - 11:30 am
Individual and Group Workshop Activities

11:30 am- 12:15 pm
Report back from team discussion sessions

12:15 pm – 12:30 pm
Wrap up and next steps

Study Tours

Participants took walking tours and rode the Metrorail to be able to discuss urban design and planning ideas with direct knowlege of neighborhood needs.

Table Working Groups

Following the trolley and walking tour, participants worked together in table groups to discuss ideas and establish their vision for US1.

One Word Cards

Words describing US1 today:

- Crowded
- Speed
- Traffic
- Highway
- Congested
- Stressful
- Boring
- Traffic
- Ugly
- Highway
- Hostile
- Ugly
- Stuck
- Ugly
- Confused
- Dangerous
- Dangerous
- Mess
- Ugly
- Dangerous
- Lethal
- Mess
- Ugly
- Modern
- Nondescript
- Scary
- Strip-mall
- Ugly
- Impersonal
- Ugly
- Ugly
- Underwhelming
- Dysfunctional
- Convoluted
- Sprawl
- Dangerous
- Cars
- Noise
- Hot
- uninviting
- Toxic
- Traffic
- Transportation corridor
- Ugly
- Car
- Car-centric
- Gridlock
- Dangerous
- Unpleasant
- Old
- Stale
- Disaster
- Disaster
- Busy
- Nightmare

Words expressing vision for US1:

- Mixed-use
- Families
- Picnicing
- Urban
- Tropical
- Fun
- Miami-Vice
- Lower Density
- More Inviting
- Lively neighborhood
- Low-rise
- Gables like
- Walkable
- Boulevard
- Mixed-use
- Boulevard
- Place
- Connectivity
- Better architecture
- Progress
- Better architecture
- Connectivity
- progressive
- transit-oriented
- Gateway
- Venue
- Safe
- Housing
- Shops
- Connectivity
- Mixed-use
- Overpass
- Wider
- Sidewalks
- Uniformity
- Mixed-use
- Pedestrian
- Pleasant
- Corridor
- Tamed
- Character
- Neighborhoods
- Parks
- Green
- Mixed-use
- Modern
- Low-rise
- Multi-modal
- Mixed-use
- Mixed-use
- Pedestrian
- Sustainable
- Clean
- inviting
- Quieter
- Friendly
- Boulevard
- Mixed-use
- Corridor
- Ocean-drive
- Interaction
- Livable
- Ramblas
- Intermodal
- Stunning
- Boulevard
- Corridor
- Trees
- Pedestrian
- Pedestrian
- Cafe
- Pedestrian
- Boulevard
- Functional
- Development
- Underline

Survey Results

Do you live, work, live and work in the study area or come from another part of Coral Gables or Miami?

Live:	19 participants ranging from 4 months to 50 years living in the neighborhood (Avg of 19.4 years and a median of 20 years)
Work:	12 participants ranging from 2 months to 40 years working in the neighborhood (Avg of 7 years and a median of 2.5 years)
Live/Work:	9 participants lived and worked in the study area ranging from 6 years to 40 years (avg of 9.5 years, median of 20 years)
Other:	14 participants including residents from other neighborhoods in Coral Gables, South Miami residents, University of Miami employees, members of the Paseo de Riviera team, and a hotel developer from Miami.

Question 1:
What do you love most about the US1, Red Road, and Sunset areas?

- Tremendous volume of people move through
- US1's connectivity to multiple areas
- The metro rail
- Not much to love, Not very walkable
- Access to public transportation
- Dont love it!
- The Shops as Sunset Place
- Safe, relatively affordable
- Grid system allows for mild walkability
- The businesses
- The link to UM
- Sunset drive with restaurant row
- Bike path
- Shops
- Green trees
- Green areas and large trees
- It's my town center
- Potential for great, connected mixed use
- Access to transit
- The opportunity
- Accessibility
- Opportunity
- The park
- Metrorail
- Bagel emporium
- Bank of America
- Convenience
- Not much
- Red Road and Sunset Drives
- Sidewalks and shady tree lined streets
- The possibility of new intelligent development
- I can walk everywhere I need to go
- Things to do
- The potential
- Good concentration of mixed retail
- Provides good access to other parts of the city
- Gets me from point A to point B (slowly and dangerously)
- The mix of residential, commercial and educational
- UM
- Its connectivity to various areas and hubs
- Not much
- They sit at cross-roads of southern county.
- The UM metro rail
- Restaurants
- Location
- Nothing really
- Variety of things to do (shopping, doctors, dining)
- Urban center, connectivity
- Beautiful neighborhood
- Good access
- Good support areas
- Good schools
- Central location
- Proximity to everything
- Sunset village
- The pedestrian friendly aspect of sunset/South Miami
- Non national retail aspect of shopping area

Survey Results

Question 2. In your opinion, what aspects of the US1, Red Road, and Sunset areas need the most improvement?

- Eliminate visual blight caused by shopping centers
- Streetscapes(trees and wider sidewalks
- built environment(mixed used higher density along US1
- Turned into a Blvd.
- More of a walkable area with residential, retail and hospitality to create life
- US1 needs improvement - streetscape is dated with strip malls - could be sweet water
- Improve access to public transportation and open spaces
- The whole of US1 needs to be overhauled
- Strip malls along US1
- Older condo complexes degrading in aesthetic quality
- Everything
- Getting across US1
- The area is not inviting - you don't feel compelled to visit or stay unless you have to
- Lighting and safety
- concrete scape
- Lighting
- Needs more tree coverage
- Improve bike ability
- Consistent up-scaling that will allow best use of public transportation
- Better developments
- US1 walkability, bikeability, livability
- Needs trees, safety and beautification
- US1
- The diversity of the area should be increased
- Pedestrian focus
- Urban on US1
- Mixed use
- Pedestrian sidewalk leading to metro rail
- US1 is ugly and unsafe for pedestrians
- US1: improve walkability, connectivity, streetscape
- Sidewalks need trees
- Buildings with better architectural design
- Sidewalks
- Walkabiltiy
- European colonnades,
- Sustainable housing
- Connectivity through blocks
- Protection form the sun (more trees)
- Better architecture
- Aesthetics
- Modern, up to date facilities
- Buffering of cars
- All of it!
- US1 corridor
- Need new hotels
- Quality projects with pedestrian pathways
- Traffic
- More upscale restaurants and shopping
- Better walking and biking routes
- Walkability
- Places to go
- Places to live other than million dollar houses
- Landscaping (emphasis on green spaces)
- Pedestrian friendly
- More European
- It is very inconsistent from an architectural point of view
- Alhambra/Granada area
- Pedestrian bridge crossing to UM & rail stations - At Alhambra circle and sunset drive
- The development in this corridor needs to be unleashed. We can't be afraid of Density.
- Pedestrian oriented
- Traffic calming
- Cross points
- Connect mass transit
- Enhance mixed uses
- Noise
- Pedestrian friendly
- US1 needs most improvement: doesn't connect to other neighborhoods
- Pedestrian/bike safety
- Enforce traffic laws
- US1 crossover & Red Rd. Crossover
- Pedestrian and cyclist safety.
- Improve traffic management

Survey Results

Question 3:
What uses do you feel should be added to US1, Red Road, and Sunset areas in the future?

- Residential
- Non strip center commercial
- Hotel
- Tall, elegant buildings
- Mixed use buildings that are not set back from street (not strip mall)
- Retail, residential and hotels to create activity and public spaces
- Housing, and shops
- Civic uses
- Open spaces
- Affordable housing to professionals
- Open spaces - the Underline
- Hotels
- Townhouses
- Higher quality restaurants
- Urban hotspot
- Open space
- Famers market
- Art exhibits
- Shops
- Decorative and functional lighting
- Open spaces and gathering areas
- Farmers market
- More commercial that is pedestrian friendly up to the roadway
- Residential
- Shops and offices
- Pedestrian friendly
- Restaurants
- Open spaces
- Structured parking
- 4 pt. crosswalks with longer time to cross
- boutiques, and restaurants
- Open public spaces
- Cafes
- Housing
- Office space
- Shops
- Condos
- No strip malls
- Places to eat and shop within walking distance of residential (mixed use)
- Better residential options for young professionals
- Community areas
- No more fast food chains
- Mixed use - restaurants, residential, shops
- Housing
- High end restaurants
- Not strip malls
- Open spaces
- Fountains and shade
- Quality mixed use
- Large sidewalks and Paseos
- More apartments for studentsTrolleys
- Parks and cafes
- Maximize water access
- Small parks with water features
- Hospitality - modern hotel
- Library and Post office
- Shops and restaurants
- Student Housing
- Middle income housing
- Architecture
- Higher quality business
- Hotels
- Student housing
- Hotels
- Mixed use projects with restaurants and shops
- Restaurants and shops
- Better housing and apartments
- Green space
- Restaurants and bars
- Parks
- Middle income housing
- Open space
- Architecture
- Shade
- Businesses
- Shops and housing
- Mixed use commercial first floor with residential
- Open spaces

Survey Results

Question 4:
What character should the US1, Red Road, and Sunset areas have in the long-term future?

- Great, livable urban space
- Beautiful mixed use buildings
- Large commercial boulevard like Merrick's plan from 1926
- Boulevard that attracts people to stop vs. pass through
- Street activities connecting both side of US1
- Pedestrian friendly
- Mixed use neighborhood
- "Well planned mixed use projects will allow for the next generation of residents to plant roots"
- Connectivity to neighborhoods with keeping each neighborhood's identity
- Multi modal - able to bike, transit and walk to local destinations
- Greater density & height along US1 and remove most use restriction
- Transition from Height on US1 to medium density (4 story developments & 3 story townhomes) in lots behind US1 transition to existing single family homes
- Because of UM, the area should cater to adults between ages of 18 to 35
- Tropical, fun, Miami vibe with green space
- Eclectic, vibrant and evolving
- More vegetation like Coconut Grove with the Main street feel of Miracle Mile
- More sustainable infrastructure
- Connected, sustainable, mixed-use that acts as a buffer for residential neighborhoods
- US1 is where mixed use commercial is ideal allowing the city to grow in a sustainable way
- A complete street (cars, transit, pedestrians, cyclists)
- A green boulevard
- US1 as a boulevard
- Pedestrian, transit oriented mixed use development
- Orient the area to connect US1 to the region via transit oriented Verdant corridor (the underline)
- Low rise buildings along US1 (45' with parking underground and heavy landscaping) no visible parking
- No massive towers
- New projects should be required to connect with safe pedestrian paths
- No objection to reasonable reduction of setbacks
- Protect our parks
- More of a sense of place
- Mixed use development
- Connectivity
- Mixed use, inviting, transit orient development for next generation
- "Something needs to change. Change is vital to moving this city forward. We need to move past the 1950's mentality"
- Mixed use
- It now looks like a freeway we need a more neighborhood feel.
- European style boulevard
- Wide sidewalks, parking hidden
- Flow through with connection to mass transit
- "Height is not the issue, it is design, flow through, connectivity, sustainability and public spaces"
- Boulevard with safe and covered walk ways for pedestrians
- Pedestrians and bikes should dominate over cars
- US1 is not a good way to get to work, people should park and take the metro
- Shaded
- Use the University more a social anchor. South Miami could be a hub which would be great for students and young locals
- More of an urban feeling with walkable areas and trees
- Lower density with spatial continuity
- Young and vibrant
- City place, with outdoor eating area similar to Lincoln Rd.
- Elegant, safe and attractive
- The UM
- Mixed use with restaurants and shops
- Service oriented retail and restaurants

Survey Results

- Metropolitan, urban, modern
- Friendly and connected
- Walkable feeling of a neighborhood
- Mediterranean style development
- Mixed use
- Things show during Jason King's presentation
- Places like Merrick Park and Gables Ponce, but combined in single buildings
- More good sensitive urban life
- Residential scale street lighting
- Pedestrian friendly with use of locals
- More connection between residential and commercial area
- Rejuvenation
- Boulevard feel
- Retail neighborhood friendly environment
- Active, walkable avenue
- Live-work
- "This neighborhood needs to allow development that is much needed. Density cannot be the argument to oppose unless you qualify what kind of density" (15 year resident)
- Balanced design for car vs. pedestrian
- Pedestrian friendly
- Should look like Champs Des Elysses slide we saw last night
- Shade
- Safe and attractive (eyes on the street)
- NEVER allow another monstrosity like the UM building next to the Holiday Inn
- Connector streets need to be safe for walkers and bikers: eyes on the street, well marked (separate if possible) bike lanes, do not grant variances for walls, etc., that block driver visibility, parallel rather than angle parking
- Center for congregation
- Development must maintain height restrictions to prevent overwhelming presence in adjacent neighborhoods- parking must be contained in garages versus on the street
- Safer mobility : auto, bike, transit, pedestrian
- Beautiful, green, shaded
- "When people pass through, they should think, "Wow! this is a beautiful city, I'd like to get out and explore" (31 year resident)
- No high rise buildings (greater than 5 stories)
- Increasing the commerce and density around the area will only diminish our way of life.
- "It should cohesively connect the Merrick attributes that identify The Gables (entrance features, lighting, sidewalks, trees and fountains)" (30 year resident)
- If not a destination, than at leas a pleasant drive
- US1 safer: No right on red (red light camera), signage, well marked/attention getting crosswalks, enforcement
- Zoning for different segments requiring specific height and setback relative to the location
- More uniformity- Look more like Coral Gables
- "Limit building height- be careful not to create a Brickell like canyon" (37 year resident)
- A mini city with walkable areas and lots of greenery
- A welcoming, green, walkable feel with aesthetically pleasing architecture

Key Topics and Issues

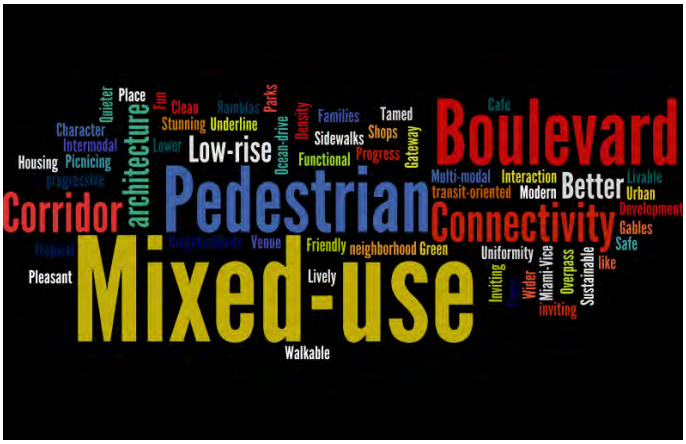
Key Topics and Issues

Topics of discussion included the existing conditions and ideas for future change in the study area including:

- The pedestrian quality, safety and experience along the corridors
- The pedestrian connectivity from the neighborhoods to the businesses along the corridors and across the corridors to and from the University of Miami and Metrorail stations.
- The character of development and comparisons to other places and corridors in South Florida and other cities
- The Paseo de Riviera proposal specifically and as an example used to explore the character, mix of uses, height, parking and massing of future redevelopment of the US 1 corridor
- The amount and speed of traffic along the commercial corridors, concerns with cut-through traffic in the neighborhoods, and the potential impact of ingress and egress for commercial uses on residential streets
- Parking for future development and concern with parking for commercial uses spilling over into residential areas
- The height of buildings along the corridor and transitions from the commercial corridors to the neighborhoods
- The types of shops, restaurants and other uses along the corridors
- The quality of the streetscapes along the corridors, on streets connecting to the commercial corridors (many of which lack sidewalks), and on streets running parallel to the corridors at the rear of commercial buildings that are currently used as alleyways
- The potential for the area proposed for the Underline to be transformed into a high quality public realm for pedestrians and cyclists and the types of active and passive uses that could be accommodated
- The potential for the University of Miami frontage along Ponce de Leon to create a "main street" environment that would include a mix of academic and commercial uses that would serve both the University community and Coral Gables residents and visitors
- The potential to create a more pedestrian- and transit-oriented development pattern along the commercial corridors with a reduced dependence on automobiles

There was consensus on the need for change and improvements to the corridors throughout the study area, most of which were viewed as outdated, disconnected and out of character with Coral Gables. Some of the strongest topics of agreement concerned the dissatisfaction with the existing conditions and development along the corridors, particularly along US1, which was described by many as "ugly" and "dangerous." The word cloud below captures the public input. Larger words represent the most commonly used terms.

Participant descriptions of US1 today.



Participant visions of US1in the future

Key Topics and Issues

There was very strong support for the Underline – a show of hands revealed no opposition at all, and the walking tour and verbal and written input was all enthusiastic.

Participants, including members of the Riviera Neighborhood Association, expressed support for development that will help bring about positive changes to the corridors and help realize the qualities expressed in their vision statements, and support mixed-use development that will bring new restaurants, shops and services to the area. Participants had mixed opinions on the appropriate height and intensity of development for different corridors, particularly for the US1 corridor and the transition between commercial development on US1 and the multi-family and single-family areas of the Riviera neighborhood bordering the corridor. Riviera Neighborhood Association participants, in particular, have concerns about the height of new development along the US1 corridor and the potential impact it could have on traffic and parking.

The low-density, "suburban sprawl" development that has occurred along the corridor was strongly rejected by the participants throughout the discussions and survey instruments. In the visual preference survey (VPS), images of single-use, "strip mall," commercial buildings fronted by parking lots (images 11,12,18,19, 20,25,34,49,62,63,65 and others focused on sidewalks and streets in these areas) were heavily disliked. One participant summarized the sentiment writing:

> "Something needs to change. Change is vital to moving this city forward. We need to move past the 1950's mentality."

Existing regulations that have promoted and locked in the low-density, single use pattern of one story retail buildings surrounded by surface parking lots will clearly need to be replaced by zoning and regulations consistent with participants vision for a more walkable, mixed-use, transit-oriented area that is in character with Coral Gables.

At the other end of the scale, the lone tall building (in the range of 140-feet tall) along the US1 corridor, UM's "Gables One" tower, is unfortunately a poorly designed building – both at the street level and in it's facades and massing – and was highlighted as an example of what participants do not want in terms of design, character and intensity. Each image in which the building appeared in the VPS (images 9,14,26,41, 44 and 59 in the VPS summary in the appendix), even from a basic street frontage perspective from US 1, were rated among the lowest of all images in the survey.

In between were a variety of mid-rise images that showed stronger support in the VPS ranging from 4-8 stories, including images 3,17,32,53,57), but participants opinions of low, medium and taller buildings often showed mixed results, including split or negative sentiments towards some low-rise (images 13,21,28,42,43,46,68) mid-rise examples (29,31,67,70), and high-rise buildings (58). The higher ratings correlated with Mediterranean architecture, and architectural quality was a distinguishing factor that participants brought up when judging the merits of buildings, regardless of height. The contrast of strong negative ratings of the Gables One Tower and strong positive ratings of tall buildings with Mediterranean architecture (images 1,2,4) highlight the overriding importance of architectural quality.

Beyond the VPS input, the group discussions and survey results revealed much more nuanced and sophisticated perspectives on planning and development from the people who live and work in the area than typically encountered in community planning workshops.

For some participants building height was the issue above all else, and they prefer a low-rise commercial profile along US 1:

- "No massive towers"
- "Low rise buildings along US1"
- "NEVER allow another monstrosity like the UM building next to the Holiday Inn"
- "Limit building height- be careful not to create a Brickell like canyon (37 year resident)"

Key Topics and Issues

Other participants, however, viewed building height and density differently, as the means to deliver their vision for a well-designed, interconnected mix of uses with higher quality architecture:

- "Height is not the issue, it is design, flow through, connectivity, sustainability and public spaces"
- "This neighborhood needs to allow development that is much needed. Density cannot be the argument to oppose unless you qualify what kind of density (15 year resident)"

Group table discussions and survey comments identified the transition in height and massing from the commercial development along the corridors, through multi-family zones and then single-family residential areas as a key consideration to be carefully planned:

- "Transition from Height on US1 to medium density (4 story developments & 3 story townhomes) in lots behind US1 transition to existing single family homes"
- "Zoning for different segments requiring specific height and setback relative to the location"

The comments put the overwhelming support for mixed use in the context of the study area. Respondents vision for the future included:

- "Connected, sustainable, mixed-use that acts as a buffer for residential neighborhoods"
- "Well planned mixed use projects will allow for the next generation of residents to plant roots"
- "Boulevard feel;" "US 1 as a boulevard"
- "More connection between residential and commercial areas"
- "It should cohesively connect the Merrick attributes that identify The Gables (entrance features, lighting, sidewalks, trees and fountains)" (30 year resident)
- "When people pass through, they should think, "Wow! this is a beautiful city, I'd like to get out and explore" (31 year resident)

There were a large number of comments on how to make the area more walkable, better landscaped and connected, and more transit-oriented and to better integrate the University of Miami as a "social anchor" for people living and working in the area and the city.

Applicability of Existing Zones within the City Code

The existing zoning categories for the study area is inconsistent with Merrick's original vision of framing the city's widest, busiest thoroughfares with taller, more architecturally significant buildings, and diametrically opposite participants' future vision for the study area. The existing low-density, suburban strip zoning locks in the characteristics that were strongly critiqued by the workshop participants, and renders redevelopment into participants' vision of a walkable, mixed-use, transit-oriented boulevard in the future economically unviable.

In referencing zoning used in other parts of the City of Coral Gables, the city's high-rise zoning that allows up to 18 stories and 190 feet was clearly viewed as too high. Many participants from the Riviera Neighborhood were also not comfortable with the 140-foot height of the Paseo de Riviera redevelopment proposal and raised additional concerns with parking and traffic. The City anticipated citizen concerns with redevelopment along this US1 Red and Sunset corridors the workshop clearly supports the need for a detailed study and citizen engagement process to craft a new regulatory framework to manage the redevelopment of commercial properties along the US 1, Red Road and Sunset corridors, and for more focused public input on individual proposals along these corridors.

Recommendations

Recommendations

SUMMARY OF RECOMMENDATIONS

The variety of workshop discussions and public input send a clear message that there is either a need for new zoning categories or an overlay district to regulate infill and redevelopment along the US 1 corridor. Existing zones do not reflect the special conditions along US 1, Red Road and Sunset, and were not written with the city's primary transit corridor in mind. The study area requires land use regulations that are consistent with the workshop participants' vision of a mixed-use, pedestrian- and transit-oriented boulevard that is consistent with Coral Gables character and quality.

The city has previously adopted an overlay district approach to regulate development of the city's industrial section, and the unique conditions of the workshop study area involving the city's busiest corridor, strongest transit facilities, connection with the University of Miami campus, and the need for sensitive transitions from commercial to residential areas recommends a similar approach.

1. The primary recommendation for the US1 Red Sunset study area is for the City to carry out a planning and urban design study and public process to create a transit-oriented development (TOD) overlay for the study area.

    - The study should include an illustrated analysis and alternatives for public review and input including building types and frontages along the commercial corridors and the transitions of the height and intensity of buildings as one moves from the corridors towards the multi-family and single-family areas of adjacent neighborhoods. These can be modeled and illustrated with visual impact and shadow studies in relation to streets and blocks in the adjacent neighborhoods. Given the very strong support for a mix of uses and the desire for higher quality architecture, the study should focus primarily on the form of buildings, including the height, intensity, transitions, frontages, building placement, massing and architectural elements, and the management of parking and ingress/egress for commercial uses in relation to adjacent residential areas. Incorporate arcades, colonnades, awnings and other building encroachments in regulations to provide pedestrians shelter from sun, heat and rain, as well as protection from traffic. This is the process that has been used previously by the City for the regulation of the Industrial district.

2. The City must organize a workshop and public process specifically focusing on the Paseo de Riviera proposal for the redevelopment of the Holiday Inn site. The US1 Red Sunset Corridor Visioning Workshop clearly identified strong citizen interest in the redevelopment proposal for the Holiday Inn site that will require a focused public process organized by city staff.

3. Create a street typology for the study area with street sections that elevate pedestrian-orientation and continuity throughout the street network.

4. Redesign Madruga north and south of the canal as a pedestrian-friendly street

5. Break up long blocks along US 1 with street connections, plazas or paseos to provide connectivity from the neighborhoods to shops, services, transit, the future pedestrian bridge, the Underline and the UM Campus and create public gathering spaces in the commercial zones.

6. Create a landscape and streetscape master plan for the study area and integrate with the Underline plan on the UM Campus side of US 1.

    - Extend the current street tree planting initiative to this study area including not only replacement of missing street trees, but the addition of street trees along each street entering the Riviera Section from US 1 including each intersection, along Madruga and other streets currently lacking a regular, consistent tree planting.

    - Create a distinctive streetscape plan for US 1 consistent with Coral Gables that creates a safer, more pleasant pedestrian route including shade trees and more separation between sidewalks and traffic.

    - Repair and widen sidewalks, infill missing sections of sidewalks, and add pedestrian-scale street lighting for safe, well lit walkways connecting commercial areas with residential areas and parking areas.

7. Intersection Improvements.

    - Improve the intersection at Augusto and US 1, reducing the amount of undefined asphalt area and creating safer, shorter, continuous routes for pedestrians to approach and cross the intersection from Ponce Middle School to Madruga and other crossings.

    - Plan and implement similar improvements for each street entering the Riviera Section from US 1.

8. Create a shared parking ordinance, including remote locations for residential parking in the evening, to help implement the very strong public support for mixed-use development along the commercial corridors.

9. Partner with the University of Miami to develop a master plan for a campus "main street" along Ponce de Leon that will include a mix of uses with academic buildings serving both the university community and Coral Gables residents and visitors. Include opportunities for pop-up retail and markets under the Metrorail line and around the station area to help activate the Underline.

Short-Term Action Steps

1. Public Space, Streets and Pedestrian-Friendly Design

   (A) Redesign Madruga Avenue, with developer contributions.

   (B) Redesign Caballero Boulevard, with developer contributions.

   (C) Study use of Jaycee Park as a neighborhood amenity

2. Large Scale Development - Paseo de la Riviera

   (D) Implement pedestrian-oriented spaces, such as portico, arcades, and paseo.

   (E) Design compatibility with the neighborhood.

   (F) Collect and discuss public comments for Planning and Zoning Board and City Commission meetings.

   (G) Limit height of buildings to 120' and 10 floors maximum.

3. Public Outreach

   (H) Continue to engage residents and property owners on US1 planning efforts.

   - Host public Commission Workshop (for example, at the Coral Gables Museum) to continue the discussion of the future of the US1 Corridor with the community.
   - Establish quarterly meetings with the community.
   - Send meeting invitations and questionnaires to all residents and property owners within the study area boundary and adjacent neighborhoods.
   - Create a US1 Corridor study webpage with an online survey for community members to provide feedback.
   - Create an email listserve of community members interested in US1 Corridor and send area-specific email updates.

Please note that the above recommendations are preliminary and require further review by City staff, the Commission, and neighborhood stakeholders. If you have thoughts or suggestions on action steps for the US1, Red Road, and Sunset Road study area, please email your ideas to the Planning and Zoning Division staff at planning@coralgables.com.

Illustrative Master Plan - Short-Term Action Steps

Long-Range Action Steps

1. Public Space, Streets and Pedestrian-Friendly Design

   (A) Develop neighborhood park and landscape master plan, focusing on streetscape of commercial and mixed-use areas.

   (B) Redesign Sunset Road with enhanced pedestrian and bicycle facilities.

   (C) Study operation of Red Road.

   (D) Support design and implementation of Underline Park. Coordinate Art in Public Places locations on park.

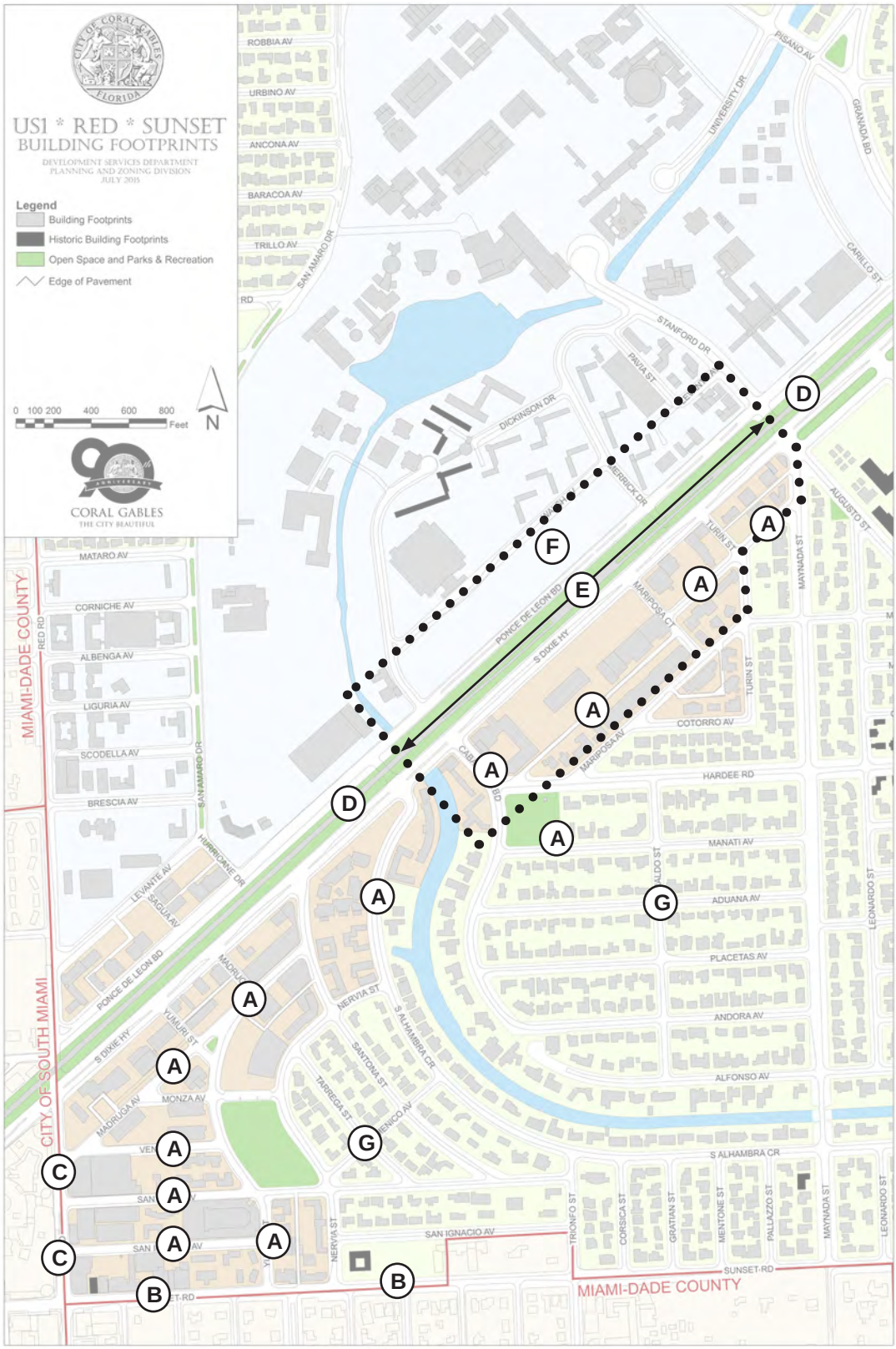
2. US1 Transit-Oriented Development (TOD) Regulations

   (E) Prepare Transit-Oriented Zoning Overlay, which should include:
   - Requirements for building massing and stepbacks
   - Guidelines for paseos and public space
   - Parking requirements, including shared parking strategies
   - Enhanced sidewalk requirements on US1

   (F) Coordinate Transit-Oriented Development goals with University of Miami Master Plan.

3. Public Participation

   (G) Continue to engage residents and property owners on US1 planning efforts.
   - Continue quarterly meetings with the community.
   - Monthly updates of a US1 Corridor study webpage with an online survey for community members to provide feedback.
   - Email listserve of community members interested in the US1 Corridor with area-specific email updates.

Please note that the above recommendations are preliminary and require further review by City staff, the Commission, and neighborhood stakeholders. If you have thoughts or suggestions on action steps for the US1, Red Road, and Sunset Road study area, please email your ideas to the Planning and Zoning Division staff at planning@coralgables.com.

Illustrative Master Plan - Long-Range Action Steps