

City of Coral Gables City Commission Meeting
Agenda Item F-7
November 9, 2021
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Vince Lago
Vice Mayor Michael Mena
Commissioner Rhonda Anderson
Commissioner Jorge Fors
Commissioner Kirk Menendez

City Staff

City Manager, Peter Iglesias
City Attorney, Miriam Ramos
City Clerk, Billy Urquia
Planning and Zoning Director, Ramon Trias
Development Services Director, Suramy Cabrera

Public Speaker(s)

Shamim Ahmadzadegan
Maria Cruz
Jackson "Rip" Holmes
Tom O'Malley
Gordon Sokoloff
Sue Kawalerski
Mari Gonzalez
Barbara Perez
Anthony De Yurre
Karelia Carbonell

Agenda Item F-7 [1:06 p.m.]

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Agenda Item F-7 - Resolution of the City Commission pursuant to Zoning Code Article 1, "General Provisions," Section 1-104 "Jurisdiction and applicability," granting Site Plan approval of a mobility hub, located at the site of Parking Garage 1, legally described as Lots 29 to 42, Block 2, Crafts Section, Coral Gables, Florida.

A Resolution of the City Commission pursuant to Zoning Code Article 1, "General Provisions," Section 1-104 "Jurisdiction and applicability," granting Site Plan approval of a mobility hub, located at the site of Parking Garage 1, legally described as Lots 29 to 42, Block 2, Crafts Section, Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date.

Mayor Lago: It's time to move on to Item F-7 on the agenda, 12:30 time certain. Mr. Trias.

City Attorney Ramos: (INAUDIBLE) resolution of the City Commission pursuant to Zoning Code Article 1, "General Provisions," Section 1-104 "Jurisdiction and applicability," granting Site Plan approval of a mobility hub, located at the site of Parking Garage 1, legally described as Lots 29 to 42, Block 2, Crafts Section, Coral Gables, Florida. This is a public hearing item. Mr. Clerk, we do need to swear anyone who's going to be testifying in. Also, at this time, I'd like to give the Commission opportunity to disclose any potential ex parte communications that could have occurred with regard to this project.

City Clerk Urquia: Those who will be speaking on this item, please stand and raise your right hand. Do you solemnly swear or affirm that the testimony you will offer today is the truth and nothing but the truth?

Planning and Zoning Director Trias: I do.

(COMMENTS MADE OFF THE RECORD)

City Clerk Urquia: Thank you.

Planning and Zoning Director Trias: Thank you.

Vice Mayor Mena: We received -- I can -- we received various emails from the community about the proposal one way or another.

Mayor Lago: Yes.

Vice Mayor Mena: I don't have an itemization of who all the emails were from, but I'm happy to make them available.

City Attorney Ramos: We'll ask the City Clerk to pull those emails and make them part of the record.

City Clerk Urquia: Yes, ma'am.

City Attorney Ramos: If there were any conversations, if you could just please state the nature of the conversation and who they were had with.

Commissioner Anderson: I received emails as well. The Clerk can pull them. Also, Allen Morris visited me, his counsel visited me, you know, talked in general about the old history, which really isn't relevant here today. So, with that being said, anybody else?

Commissioner Fors: For me, emails as well as counsel for Allen Morris regarding some of the history of the prior plan for this development.

Mayor Lago: Ditto, same as my colleagues have stated on the record.

Commissioner Menendez: As well with me.

Mayor Lago: Okay.

City Attorney Ramos: Thank you.

Mayor Lago: Mr. Trias.

Planning and Zoning Director Trias: Mayor, thank you very much. Mayor, this is a resolution that follows that process that you approved a few years ago that deals with a special process for municipal buildings, municipal facilities. Clearly, a mobility hub that is going to be used by the public is a municipal building, so the process is appropriate for this type of project. What the process allows is for you to review the project and approve certain variations from the Zoning Code that you may determine that are appropriate, and they're listed in the cover memo. There's a few items. We can talk about them in some detail later. But I would prefer that at this point the architect make a presentation, and afterwards, I'll be able to answer any questions. Thank you.

Shamim Ahmadzadegan: Again, we'd like to thank you for the opportunity to present this project. Maybe I'll go on this side, give a little more space here. So, I'd like to see if we can project the screen just so that -- there you go. So, we're going to go over some of the design for the Coral Gables mobile mobility hub. We're going to show you basically the location if we can go to the next slide. Of course, all of you are aware of where it's located. It's directly off of Andalusia Avenue, adjacent to the theater and Cheesecake Factory, surrounded by an alley with two paseos that connect it directly to Miracle Mile. Next. This basically just shows a site plan of the project directly in context. One of the things that we found extremely important for us was really how to activate the project, not only within the bounds of the project itself, but even through the alleyway and the paseo that connects it directly to Miracle Mile so that it can be an activator for the City. Next. This is a view of the project that shows it in its overall context. You can see that it's basically a 10-story structure at about 132 feet. We have retail at the ground base that touches Andalusia Avenue. It's recessed back at about 15 feet to create a covered colonnade. You can see that the façade is comprised of a light perforated screen to maximize the amount of light filtering into the project and to also allow for natural ventilation to occur. You can see that we've also created very specific incisions and openings in the building. In this case, you can see that one of these openings is there to allow for the integration of nature, which is what we call biophilia, in order to kind of promote health and wellness, but also to create a very soft edge to this type of structure, which is

a mobility hub. You can also see the activated rooftop, which brings a great amenity back into the City. We've heard that this is one of the requests from the citizens, that there's not enough public park space downtown, and this will provide a very unique space on the roof. Next. You can begin to see the idea of the façade is that during the day, it works as a backdrop. It is a veil that kind of blocks the vision to the interior of the project. But at night, you can see the idea is that it'll have a soft glow, specifically facing Miracle Mile. Again, what you're seeing here is this idea of these openings that are very selectly there. You can see that there's green on the façade to soften up that façade and serve as a beautiful backdrop for Miracle Mile. You can see on the left-hand side, we've also opened up a certain portion of the façade, which you can see in the yellow. That whole backdrop is also slated to be a location for the display of art. So, the idea of this building is really to work as a backdrop for Miracle Mile, to showcase artwork, but also to incorporate nature. Next. This is another view from the corner of Andalusia and Ponce de Leon. You can see the Cheesecake Factory to the right. Again, this shows kind of the light nature of the building. You know, most structures like this are very heavy and hard edged. This one tries to be very soft and light. You can see that we've created openings here on the top right-hand corner, again, for the display of art, so that this becomes something that's always recognizable. On the left-hand side, you can see that there's a glass staircase that is there not only for passive security, but also for the celebration of movement and mobility, which is what this project is all about. Next. This is really a close-up of the façade that kind of shows the idea behind these soft scalloped shapes on the façade that are perforated, that allow a lot of natural light to flood the interior of the building. It also shows these openings where biophilia is there and incorporated in terms of the edges of green, but also even in the soffit, in the ceiling of the structure, we're softening it up with some type of wood type of material. Next. Just so that everyone is aware in terms of the section and the programmatic requirements for the project, we have an 18 foot, which is a relatively extra high space for the ground, which allows for retail and community flex programs to occur. We have eight levels of parking, and then of course the top, as we talked about, is a park and an event space. One of the very quick things I'll mention here is about the -- what we're calling the future-proofing of the garage. So, this is not your typical scissor ramp structure. It's actually a flat slab. What that allows for is in the future -- and of course, we also have 12-foot height typical parking levels, which is

much higher than typical. This allows again for the future flexibility of these spaces as the City transitions into the electrification and the future of mobility. Next. This again just shows it in the context. We really think that this project needs to activate Andalusia, also the alleyway that's surrounding it. But also, as the paseo connection you can see to the north to Miracle Mile shows, we actually believe that this project should be an extension of Miracle Mile and a connector to Miracle Mile in order to activate the entire area. Next. What you're seeing is a closeup here on the ground floor, is on the right-hand side is the main entrance into the building. Actually, one of the things that we had done from a recommendation from the Board of Architects was actually widened that opening, which is kind of what we've done here to allow for more activation to occur at the ground level, places for the display of art. You can see that there's areas for retail and potential community uses. The other thing that we did that we felt really upgraded the project is we're incorporating a staircase that's actually going to be incorporated into a void that we have all the way through the building, so again, this idea of light and movement being expressed directly at the main entry. Next.

Mayor Lago: Can we take a step back?

Mr. Ahmadzadegan: Yep.

Mayor Lago: Go to the next presentation. Excuse me, the next slide. I apologize.

Mr. Ahmadzadegan: Next.

Mayor Lago: Alright. I think this is a great idea. I think it's beautiful to open up the first floor. I think it brings a lot of kind of welcoming aspects to the project, and I'm super on board. My only concern is when you have property owners like the one all the way in the back, where it says Miracle Mile, property owners who have for years neglected their properties and are not interested in investing in their properties. What can we do to make sure that after we spend all this money on building such a wonderful product that the property owners in their back -- Mr. Steve Bittel, to

put a name to a face -- is actually held accountable and that we can provide a product that when somebody is standing on Andalusia and when someone is standing in the middle of the lobby there, they're not facing an alley that is full of garbage, a building that's deteriorating, that an investment has been made that is along the lines of the investment that we're making as a City with this piece of property? What can we do? Skin the building? Because what I'm seeing here right now is not really reality. It's the only thing that I see here in the entire project that's not really reality.

Vice Mayor Mena: That's the part we don't control.

Mayor Lago: Because we don't control it.

Vice Mayor Mena: Right, right.

Mayor Lago: We don't control it. So, I don't know what to do with, you know, this great concept that we're -- that are being -- that's being exhibited. How can we control that we could potentially not destroy the beautiful view from one side of the project to the other? What do you think, Mr. Manager?

City Manager Iglesias: Mayor, when we -- when these projects get updated, we plan on making sure that the -- one, is that the trash and the transformers are located inside the individual property. And we feel that the activation of this alley is going to -- of this alley will be part of what is going to occur once we have the mobility hub there.

Mayor Lago: How are we going to hold property owners accountable -- especially that one property owner that owns that entire strip of property from one side to the other -- and say, "We need you to buy into this."

Commissioner Anderson: What can Code Enforcement do? Do you need a change -- an ordinance from us, a resolution from us?

Mayor Lago: Yes.

Commissioner Anderson: What do you need?

City Manager Iglesias: Well, I do think that we need some -- we need all these alleys -- when these stores are updated, the trash and the electrical and everything else needs to be on their property. It cannot be on the alley if we're going to activate any of these alleys. So, that's what we are planning on doing. Now can we do something retroactive? It's something that we need to look at, but I think there's going to be enough -- there's going to be an economic initiative here to do something. And I'm hoping that this economic initiative, plus the fact that when these areas become updated, I've been talking to our Planning Director to make sure that we don't have utilities in the back. We are taking those poles out; we're going underground. We're doing our part. And the Miracle Mile side has to do its part also. Now can we force them to do that without renovation of those -- but I do think that as the whole of Miracle Mile becomes renovated, we need to look at the alleys in general.

Mayor Lago: And I'm with you.

City Manager Iglesias: There's also the property behind Seasons 52, which we'll be bringing up concerning that parking lot and the reactivation of that alley. So, I think we need to look at that from a redevelopment perspective.

Commissioner Anderson: Well, and it...

Mayor Lago: And I'm with you.

Commissioner Anderson: Go ahead.

Mayor Lago: With you, 110 percent.

Planning and Zoning Director Trias: Mayor, one of the aspects of the project is that what we recommended was to expand it to include the alleys. If you can go to the site plan, you can show that in terms of the actual project. So, I think there are two things you can do. One is to enhance -- and you can see the pattern that they have proposed. I think...

Vice Mayor Mena: You're planning on taking that through the alley?

Planning and Zoning Director Trias: Yeah, through the alley. Yeah, exactly.

City Manager Iglesias: We are looking at that now because...

Vice Mayor Mena: You can drive over that?

Planning and Zoning Director Trias: No, pedestrian, pedestrian.

Unidentified Speaker: I'm an abutting property owner. I can promise you a beautiful mural that you'd love to be watching through this garage. I can promise you (INAUDIBLE)...

Planning and Zoning Director Trias: So, my -- the recommendation is the project can do some things. It can enhance the alley in terms of the pavement, in terms of the connections through the different paseos. And the second aspect of this is the Code Enforcement activities that Suramy Cabrera is working on already.

Development Services Director Cabrera: Right, so I've been walking the alleys with Code Enforcement, and we're going to have that twice a week in the mornings, Code Enforcement's going to get down and walk the commercial areas, including the alleys to keep them as clean as possible.

Mayor Lago: Thank you.

Development Services Director Cabrera: Okay.

Mayor Lago: Let me stop one second. I know this is about this incredible project, and I don't want to deter from that, but I just want to recognize you for your -- sorry, this is like a huge pet peeve of mine.

Development Services Director Cabrera: I know.

Mayor Lago: This is a big deal, and we've been trying to do this for such a long time, and I can't thank you enough for taking ownership of this and getting it done because we are a reflection of our downtown, 27 percent of our tax base. And I won't say it enough, the reason why we have the second lowest millage rate for a full service city in Miami-Dade County is because we have a downtown that feeds our residential tax base, so thank you for that. I appreciate it.

Development Services Director Cabrera: You're welcome.

Mayor Lago: Last point, I would engage -- don't ask me to do it; ask somebody else to do it -- I would engage Mr. Steve Bittel from Terranova, who owns those properties, and ask him to become a willing participant in the efforts. I mean, we're only going to raise his property values as a result of the project that we're going to be building adjacent to this property, to become a willing participant and become a team player. If you've read some of the recent articles that have come out about Mr. Bittel, he harps himself as being a multi-billion dollar conglomerate, so I think at the end of the day, he should have enough money to pony up and become our partner on this since the investment we're making is so significant. And I think it's in the best interest. I mean, he did build portions of Lincoln Road, sell it off to (INAUDIBLE), and now he's buying up all of Miracle Mile. So, I think that through the Manager, someone should sit down with Steve Bittel and have

a conversation with him to see how we can figure out a partnership in regards to what we're going to see in the alley. I promise you this, I will not support a project that does not have the first floor taken care of because I do not want to look from Andalusia through the first floor and have to see that horrific alley, which to me is subpar now, and it's going to look even worse when you compare it to such a beautiful building.

Planning and Zoning Director Trias: I think what I've said to people is that building a beautiful city is a team effort.

Mayor Lago: Of course.

Planning and Zoning Director Trias: It requires the property owners. It requires the very active and wonderful neighbors that we have. And if everybody works together, I think we can be more successful.

City Manager Iglesias: And beyond that, Mayor, we need to look at all the alleys and make sure that...

Mayor Lago: Yeah, but if...

City Manager Iglesias: Trash bins and everything else are coming back into the properties and we've actually cleared that.

Mayor Lago: Let me give you an example. And Mr. Trias just mentioned something, and I'm going to give you an example of how it takes -- how we need cooperation from the property owners. Dr. Sokoloff, who's here today -- has anybody gone to see --? I visited him multiple times, and I was there one time with Jorge Fors -- Commissioner Fors -- to visit his property about some issue with parking. His property is impeccable. His corner lot is done perfectly. There's orchids hanging from the trees. It looks beautiful, the landscaping. The exterior is painted. The

numbers -- it's maintained to a level that is pristine, that is, in my opinion, the way that the City of Coral Gables should look. I use him as an example because he's right in front of me. Again, what is he selling at his property? He's selling at his property dentistry. You know, you want to come, you want to be with the best doctor. Would you want to visit the best doctor if he has a run-down practice? Same case like my father. My father doesn't have a run-down practice. He has a building that's inviting that people want to come into. So, my point is that we can build this beautiful facility, but if around me, we're trying to invite people to use those paseos to go to Miracle Mile and the paseos are not inviting, we have a problem. So, now's the time as we're planning this and we're working on the design that we buy in with our neighbors, and we make sure that they are as on board as necessary if possible.

Commissioner Menendez: I have a...

Mayor Lago: Yes, sir.

Commissioner Menendez: With regards to the alley, could we look at the -- I guess, the photo where you see the alley in the background? The reason why I ask is, a few days ago, I was driving down Ponce, going south, about to get to Miracle Mile, and there was a delivery truck -- but a huge delivery truck, not a UPS truck -- trying to back into that alley. And I made a stop, and when I got back in the car, that truck was still trying to maneuver and the traffic was backed up past Miracle Mile, about two blocks north. And my only concern -- I mean, one of my concerns is that we have this beautiful structure, we have this beautiful pass-through to Miracle Mile, and we have a delivery truck like coming in that's just -- the two don't -- are not compatible. And I'm just curious or at least to out how far away from Ponce that pass-through would be because we can't have delivery trucks just showing up while we're trying to, you know...

Mr. Ahmadzadegan: I think one of the things that we talked about with the City Manager as well is trying to coordinate the service that actually happens on that site so that it can't be serviced 24

hours a day, but it's actually maintained during very specific times so that this kind of chaotic service schedule becomes a little bit more controlled.

City Manager Iglesias: And one of the things about having one waste management contract throughout the entire city is that we can control that.

Vice Mayor Mena: Yeah.

City Manager Iglesias: And we can certainly have Waste Management be there very early and also have deliveries done early or -- so that they don't impact -- or have minimal impact on the project, or anything else that's...

Commissioner Menendez: My guess, this truck was maybe making deliveries to Cheesecake Factory, for example. That's my hunch. So, I don't know if we can control when deliveries are made, but I saw it as a problem. Obviously, the driver was not very good at maneuvering the alley. It took a long time, created a traffic jam, but that's when I started thinking, like you know, we're coming up with this beautiful design and then there are moving parts that we need to address before anything happens, and that's one of them.

Commissioner Anderson: Well, on the -- I was on Planning and Zoning when the hotel was proposed, and I looked at that alley for that exact reason, because of the tightness of it. You have a turning radius to address, and with the alley, can you cover that?

Mr. Ahmadzadegan: Do we have the --? I think we've done some turning radii. I don't have the specific numbers for you yet, but we have done some auto turn studies on there.

City Manager Iglesias: The corners are being notched below, and the upper floors are about 20 feet or 18 feet above, so that the turns are being accommodated.

Commissioner Anderson: Yeah, alright.

Mayor Lago: So, thank you. Go ahead.

Mr. Ahmadzadegan: Can we continue? Okay, sure.

Mayor Lago: Yes, thank you.

Mr. Ahmadzadegan: Alright, so this basically just shows everything we've been talking about, kind of an expanded open area of about 45 feet, double-loaded with some type of potential retail or community-facing function or uses. You can see that the center can actually be a place for the display of art. You can see this kind of sculptural stair that we talked about that marks kind of where the main elevator is, but also a way to kind of bring people through the project itself. And as you noted, there's a direct access and connection and visibility to the paseo to Miracle Mile, which is a way of activating Miracle Mile and actually drawing foot traffic to it. Okay, next. We talked about the activated roof here, so there is a park that is being planned at the moment. You can see that we have an event space that we've designed on the right-hand side. You can see it in pink. There's some service components associated with that: restrooms, catering spaces, electrical and data. There's a large open space that we're actually working with the Parks Department at the moment to figure out how to activate with different types of uses. There's a terrace seating area that you can also see that's activated not only with green, but also right now, we're looking at it as a potential place for a slide for kids to play on as well, so again, it becomes something that's activated. We've also designed for the opportunity -- once drone deliveries become something that's more obvious and apparent -- we've actually designed for that to occur on this particular site. You can see that we have the story spaces underneath it and the areas for the drone drop-off up above, and you'll see that in a second. Next. So, what this shows is basically a rendition of what that could be. You're seeing the terraces kind of in the background here. You can see the covered areas that are surrounding the edges of the building, where there'll be places for people to sit, places for people to jog, play, and you're also seeing the opportunity for where that drain -- the drone

delivery system could occur. Next. This is another image that basically shows it from the other side, really trying to basically capture the best views from Coral Gables. You can see that there's beautiful views to the left-hand side, not only of Coral Gables, but also of downtown Miami. You can see also that the service area that we talked about that feeds the amenity space and event space on the roof, the back of that would also be another opportunity for the display of artwork. You're seeing we've just put that there as a placeholder. And on top of this canopy is basically a photovoltaic panel system, which is there to not only for the sustainability aspects of the project, but also a way to generate electricity off the grid for the project itself. Just very basic numbers here, as we've talked about previously; 626 cars in total. This shows the basic typical level of parking. We talked about a flat slab. The flat slab means that the entire floor is not ramped, which is what typical parking structures are. We have basically a flat slab that allows for a much easier experience for parking, and then a speed ramp that basically takes you up to the next levels. So, this again allows for the future-proofing of the structure, so that in the future if things change, if you want to capture some floors for a different type of use, because it's a flat slab, it's convertible and easy to do that. And because of the fact that we have higher floor to floor heights at 12 feet, it allows for that to happen. So, it's really kind of future-proofing the investment in the project. Okay, next. This is basically an image of the interior that shows really how different this experience is. Typical parking structures are dark; they're almost scary. In this case, you can see because of the light perforated metal panels that we've created and the 12-foot ceiling height, there's a lot of light that actually comes through into the space, filters into the space, natural ventilation. Obviously, the coloring of the interior would also be very light to allow for the reflection of the light deep into the space. This is one of the areas that actually shows the interventions that we talked about. So, you can see the edge is green. You can see that there's a wood trellis. And then next, it also shows very quickly the possibility of how you could convert one of those areas into a different type of function, so that could be a yoga class; it could be a community class. All of these things allow for that future flexibility to happen now in a very simple way. And that's what we have for you. Thank you.

Unidentified Speaker: Thank you.

Mayor Lago: Thank you. By the way, I have -- just have a few questions -- or a few comments that I'd like to address. The first one is that I received an email, which I think was a well-placed email, that talks a little bit about bicycle connectivity and talks a little bit about pedestrian accessibility. And I think it's important that we discuss our mobility discussions over the last few years where appropriate. We've had discussions on Alhambra and other areas in the residential neighborhoods about dedicated bike lanes, where I've left it more towards the residential input and what they want to see in front of their homes. A lot of them had concerns about limiting swales, reducing swales. But this is an issue about our downtown. So, how can we ensure that we take into account that people can traverse our city -- let's say if we use Andalusia. What can we do to activate this street to make it as safe as possible for people to use bicycles, if this is going to be the main corridor for people to ride bikes down that street?

Mr. Ahmadzadegan: Great question. Would you like me to take...?

City Manager Iglesias: Yes.

Mr. Ahmadzadegan: The first stab at it? So, can we maybe go to the ground floor?

Mayor Lago: Yeah, I was going to say, go to the site plan maybe.

Mr. Ahmadzadegan: Yeah. Excellent.

Mayor Lago: Are we going to have parking in front of this building?

Mr. Ahmadzadegan: No. So, what you're -- you mean bicycle parking or you're talking about...?

Mayor Lago: No, no, no. We'll have bicycle parking. I know we're going to have...

Mr. Ahmadzadegan: Yes.

Mayor Lago: Ample bicycle and all that kind of stuff is going to be...

Mr. Ahmadzadegan: Yes.

Mayor Lago: Perfectly housed. I'm saying, are we going to have actual car parking in front of the building?

Mr. Ahmadzadegan: No, not on the ground floor.

Mayor Lago: Perfect.

Mr. Ahmadzadegan: What we do have are drop-off and pick-up lanes...

Mayor Lago: Okay.

Mr. Ahmadzadegan: Which is there for Uber and other types of activities that need to occur, so it'll be a very controlled environment for that, but there's not going to be a place for parking directly in front of the structure.

Mayor Lago: So, what are we going to offer for, let's say, people who want to ride their bikes down Andalusia?

Mr. Ahmadzadegan: So, a couple of things. Number one, we have places on the plan on the left-hand side and on the right-hand side, where we're calling out micro-mobility, so those are things that right now we're in the process of planning kind of where that bike storage would actually occur on the site itself. One of the things that we'd actually looked at is the lease space on the back facing the alley was one of the areas in the kind of early phases of the project that we had looked

at for that bike storage to happen so that it basically takes the circulation of the bikes into the alleyway, so it's kind of a little bit safer as opposed to directly off of the frontage of Andalusia itself.

Mayor Lago: So, my point is -- and I'll -- I see the issue with the bike storage, and that's perfectly fine, and it makes me happy. But I'm more talking about how people can traverse. You weren't here for this, but when we did Miracle Mile, it was discussed about potentially having dedicated bike lanes.

Mr. Ahmadzadegan: Yes.

Mayor Lago: There was concerns about where would the cars park, you know, what would be -- so, at that point, it was kind of shelved and the discussion was that Andalusia would be potentially a better site for bicycle lanes.

Mr. Ahmadzadegan: Understood.

Mayor Lago: I ask you -- with the support of my colleagues -- for you to analyze the street...

Mr. Ahmadzadegan: Okay.

Mayor Lago: For you to analyze and see what's forthcoming. You have a project that's forthcoming at the Publix site that's being discussed. You have the City parking garage, which is -- for now is going to be left alone.

Mr. Ahmadzadegan: Yep.

Mayor Lago: And then now you have the new parking garage that we're discussing. I'd like to see something, an idea brought before the Commission next time you present that takes into

consideration the ability for people to continue using -- as you can see, if you go down Andalusia and you go to Biltmore Way, there's bike lanes there.

Mr. Ahmadzadegan: Yeah.

Mayor Lago: I'd like to see if there's an opportunity for us to have safe access for bicyclists down the community. It can be -- you know, let's try to find something that's outside of the norm. You know, if it's striped dedicated lane, if it's a lane, whatever it may be, let's entertain all options at our disposal because I want to have this Commission make a decision on those lanes.

Vice Mayor Mena: So, quick question, the Mayor asked you if there was parking in front, if you could go back to that. Is there city street parking on the opposite side of the street?

Commissioner Anderson: There is.

Mr. Ahmadzadegan: There is.

Vice Mayor Mena: There is, right?

Commissioner Anderson: There is, street level.

Vice Mayor Mena: At the street level.

City Manager Iglesias: It is one way now. However, if we look...

Vice Mayor Mena: No, but there's parking spaces all along the south side of the street, right?

Commissioner Anderson: Right.

City Manager Iglesias: On the south side, yes.

Vice Mayor Mena: I mean, that could be a possibility for...

Mr. Ahmadzadegan: Of capturing the bike lane on...

City Manager Iglesias: If we do look at...

Mr. Ahmadzadegan: The south side of Andalusia.

Vice Mayor Mena: I mean, I'm just...

Mr. Ahmadzadegan: Yes, absolutely.

Vice Mayor Mena: I'm just going off...

Mr. Ahmadzadegan: Yeah, no, no.

Vice Mayor Mena: What I just saw right there.

Mr. Ahmadzadegan: That's absolutely right.

City Manager Iglesias: Well, let me just...

Vice Mayor Mena: Give it some thought, but...

Mayor Lago: Yeah, give it some thought.

City Manager Iglesias: Yes, but let me say that if we're going to go with a bike lane, this just deals a lot -- quite a bit more than just this particular project. It deals with Andalusia...

Vice Mayor Mena: Sure.

Commissioner Anderson: Right.

City Manager Iglesias: And it's something that we can look at from our -- with our transportation -- internal transportation folks to look at what we can do as far as Andalusia is concerned because taking care of it on just this block really doesn't resolve the issue if we're looking at a bike lane.

Vice Mayor Mena: (INAUDIBLE) have connectivity, right?

Mayor Lago: No, but I understand. But my point is that when you're coming down Biltmore Way, and we're talking about redesigning Biltmore Way, this is a prime opportunity to take into consideration Biltmore Way and that it's a beautiful street. It's going to be redeveloped. It's going to be corrected, and you're going to talk about canopies, and you're talking about potentially different ways to park. And now you talk about now we're working on Andalusia in regards to our parking garage. It's a great opportunity to segue through the City, and it could be a great point of safety for people who ride bicycles in our community. And then you're talking about -- you know, you cross Ponce, and you could have another two or three blocks that we could start working on an opportunity to really offer real bike safety in our downtown.

Commissioner Menendez: And with regards to bike lanes, this summer with my son, I traveled a couple -- I traveled to Boston, the Boston area. And I noticed in their downtown area, very creative ways of installing bike lanes, not the bike lanes that we're used to on some of our streets. They had the parking. Actually, one of them, I think had parking, the bike lane, and the sidewalk, and another one had a bike lane, I think in the middle, the median area. So, if you haven't, or if we haven't, we may want to look at these other different ways of structuring bike lanes because I found

it very creative. And when I looked at it, I actually took photos of it because I know how important it is to our community. So, I'm sure there are creative ways that we can come up -- not the standard way that we see in some of our residential areas.

Commissioner Anderson: A couple additional comments. I mean, I know you mentioned the alleyway. I live very close to this area. I would dissuade you from trying to put bikes through this alleyway where you have the trash dumpsters, and you have the trucks coming through and you have deliveries and drop-offs. It's just too busy and you have blind spots in there. You know, there are creative ways you can do bike lanes. You can even use rumble strips to dissuade the cars from venturing into the bike lane itself because cars will use up whatever space they can to drive faster.

Mr. Ahmadzadegan: That's right.

Commissioner Anderson: So, I'd like to have that especially discussed here. Now you have a bike lane that's on Segovia that can loop around, you know, and you can connect to through Biltmore Way.

City Manager Iglesias: We can look at...

Commissioner Anderson: So, we have a great opportunity here.

City Manager Iglesias: We can look at having -- because this is just one segment of one block.

Commissioner Anderson: Oh, yeah.

City Manager Iglesias: So, I think we need to look at it holistically, and we can work with our department to see how we can incorporate some type of bike structure. There it's a one-way street, and we have 60 feet to work it, and so we'll be -- we can look at that certainly.

Mayor Lago: But let me give you one last point. This is why I'm saying take advantage of this opportunity, okay? You have the portion which we control, which is the parking garage. We're about to redevelop that, okay? And we have Miracle Theater we control. We have the other parking garage that we control. How are we going to finance and fund the possibility of having to redo, let's say, an entire swath of sidewalk on the north side, if we do the north side to match what we're about to do here in regards to bike lanes? Very simply. We ask the new development that's forthcoming that's being considering right now and Publix to say as one of your improvements, we're asking you to please do the bike lanes across the street. And you can then do all the way from Le Jeune all the way to Ponce, and you've done an entire swath of bike lanes, either dedicated or not dedicated, whatever you can come up with, considering Commissioner Anderson's comments about look for something, also what Commissioner Menendez said about Boston. Look at different options, find out. But right now, we have an opportunity to handle from one of the most treacherous areas in the City, which is Le Jeune, all the way to Ponce. You could have some sort of dedicated bike lane, and it could potentially be funded by developers, or it could potentially be funded by the City's own project. So, there's -- we have a window here, and I don't want to waste that window.

City Manager Iglesias: And we will look at that for this project and for the whole extension.

Mayor Lago: And then when you talk about Biltmore Way, maybe it doesn't have to be dedicated, but you could do something right there as we now design all of Biltmore Way is under -- is being considered for a new design. There could be possibilities as an opportunity for some sort of -- maybe not dedicated, but it could be striped.

Commissioner Anderson: Right.

Commissioner Menendez: I would like, if possible, the Administration, when bike lane alternatives or possibilities come back, if part of the presentation you can show visually different

bike lane -- cities that have their bike lanes that are alternative options for us to look at. Because like I said, I just looked up one in Boston. You have the sidewalk, you had the bike lane, and then you have the cars parked. It creates a much safer pathway for bicyclists.

Commissioner Anderson: Yes.

Commissioner Menendez: So, if we could have multiple, let's say, different cities -- Boston does it this way, Chicago does it that way -- that way we can sort of perhaps come up with a solution for Coral Gables.

Mr. Ahmadzadegan: Sure.

Mayor Lago: Okay. Do we have any --? Mr. Clerk, we have comments?

City Clerk Urquia: Yes, sir, we do. The first speaker is Ms. Maria Cruz.

Maria Cruz: Some people are not going to be happy. Maria Cruz, 1447 Miller Road. Let's start by saying that the building is beautiful, very beautiful. The idea is wonderful, but it would be wonderful on Brickell. It will be wonderful some places in South Beach, maybe in Tomorrowland in Disney World or Disney Land, but it doesn't fit in Coral Gables, I'm sorry. You're opening the door -- and let me tell you, my skin almost crawled when I heard the name of Bittel and talking to him. Let me tell you the solution is tear down all of Miracle Mile and make all the buildings like this, and then we achieve what we're trying to do. This is not what Miracle Mile is all about. This is not what Coral Gables is all about. We're trying to push something that most of your residents do not -- and you will see it when it comes to second reading if it goes past today. This is not what we consider Coral Gables. This is not what we've been fighting for. This is not what Coral Gables is known for. We're trying to do something that is completely foreign to Coral Gables. I believe we need to lead by example. How dare we tell the developers that come into this City that their projects are not compatible with our City when we -- the people that lead this City -- are going to

bring this monster, beautiful monster to Coral Gables right next to a historic theater, overshadowing the theater. Maybe we should remove -- maybe we could move the theater someplace else. And it's been done -- buildings are moved sometimes -- so that we don't have to have this right -- not adjacent, right on top of it. Okay, I am surprised that some of you have used the word parking because I thought in my mind -- and you know, as a retired teacher, I still think that the reason why we call it a mobility hub is because I looked at our zoning and all kinds of building stuff that I could understand, and I didn't see any rules for mobility hubs. Mobility hubs are not anywhere. So, guess what? There are no rules. Now, we can do anything we want because it's not a parking -- see? It's not a parking garage. It's a mobility hub. It's a different animal. Okay, I was trying to think of a way -- what would we call our homes so we don't have to follow the rules, so we can use whatever we want in our homes, and say, "Oh, but it's not a home. It has a different name, and you don't have any rules for it." I am fascinated by 626 cars, but it's not a parking garage. Those cars are going to be there so we can go in and look at them and enjoy the view, the new cars, the electric cars, the flying cars, et cetera, et cetera. They're not going to be driven cars because I don't know if you remember, but I do remember our wonderful City Manager -- and that's not sarcastic. That's -- our wonderful City Manager talking about flying cars, now we're talking about drones delivered. And I would assume the helicopters will be next, but I don't know if we have electric helicopters yet, so that might be a problem. Guys, I'm going to tell you - - and you know what really got to me, it's wonderful that the slab is flat because then we can repurpose. Now, we're going to pay 40 plus -- because you know construction is never the price that you're quoted. You know, there's always, you know, materials go up, the hourly rate is going to jump. It's going to be more than 40 million. And now, it's going to be a constant money pit. We're going to have to keep adding -- you know, when we repurpose, it's going to be another -- well, by that time, and I guess in 20 years, like some people claim, when we're not driving, we will have to repurpose and put another 15, 20 million there. At the rate we're going, the three billion will be nothing compared to what we're going to spend here. I am really concerned. I think we are really losing the idea, not thinking. And I'm going to tell you, I listen to the Board of Architects, and the Board of Architects did not seem to be very agreeable. Most of them -- I think there were two that were kind of wavering, but most of them kept saying, you know, how is that compatible

to what we have. How is that compatible to what we're telling people that they need to build? Something is wrong with this picture. How are you going to keep the Bittels of the world, all the other people that are hovering around to see how they're going to take advantage of our mistakes, and the things that we do not think about, how we're going to keep them from building the same type of buildings? How are we going to say, "Wait, I have news for you. The City can build it, but you can't." How are you going to do that? How are you going to keep Bittel from razing all those properties he bought and coming up with a building exactly like this? Why not? If we can do it, he can do it. People, ladies -- lady -- ladies and gentlemen, this is about our city, the city that we moved to, the city that we love, and we certainly are not ready for this. Maybe in the next century when the cars are gone and we all are gone, we'll be looking down maybe some of us from heaven, some looking up, and we will say, "Wait, what were we thinking about?" Because this is not going to work. And I'm going to tell you, the pushback is going to be incredible because this is not City of Coral Gables. You know what, go to Miami and sell it to Brickell, and they'll be very happy.

Mayor Lago: Okay.

Ms. Cruz: I lost my title already, so I'm not official.

City Attorney Ramos: I just want to clarify, Mayor. Ms. Cruz said that this was an ordinance on second reading. It's actually a resolution, so today is the only day.

Ms. Cruz: Oh, good.

City Attorney Ramos: So, we have two more chances at the pie.

City Clerk Urquia: No, you don't.

City Attorney Ramos: No, the opposite. Today is it. It's a resolution.

Mayor Lago: Well, I'm going to tell you...

City Clerk Urquia: Next?

Ms. Cruz: (INAUDIBLE).

Mayor Lago: Yeah, who's next?

City Clerk Urquia: Mr. Rip Holmes.

Mayor Lago: How are you, sir?

Jackson "Rip" Holmes: Forgive me, I'm going to start out by complimenting you, Mayor Lago, for having the vision to make a mobility hub possible. And...

Mayor Lago: Thank you for giving me the credit, but it's the Commission, the Manager, it's staff, it's...

Mr. Holmes: Well, yeah, you're -- absolutely.

Mayor Lago: Right.

Mr. Holmes: But the thing is, there was a critical vote, remember three years ago, where you and Pat Keon said, "We can do better than developers trying to bring us a 15-story office building to our retail area." Think of an office building going up in Dadeland or Aventura. Talk about incompatible. This is something that some of these opponents are not even thinking about. What's incompatible is if we don't -- so, let me revert to my basic message here because you all are very important people, so I want to get right to the heart of this. There's two words that I'd like you to

take away from this speech, survival and deadline, or let's say financial survival and deadline. We cannot retain merchants on Miracle Mile if we don't have enough parking. And we have a deadline to break ground of September, only 10 months away. I submit to you that in the financial survival interests of me, of Miracle Mile property owners -- and you were kind enough to mention the City's tax base -- we need to approve this and get moving because the alternative is truly incompatible, which would be it reverts to a developer that wants to put a giant office building in the middle of our retail area. I'm trying to think of the different objections I've heard. It's so funny. Politics makes strange bedfellows, right? Normally, I'm arguing with the people that I'm -- but now you're my allies and my friends. I'm glad you can see the humor -- are the ones who are, you know, like jumping me from behind here, right? So...

Mayor Lago: We can't always be on the same team, right?

Mr. Holmes: So -- but you know, one of the objections today may be that this is too much money. Well, actually, we've done the number-crunching on this, and if we let a developer take over all of our parking revenues for the next 99 years, we lose money. So, the idea that \$40 million is too expensive and a waste of taxpayer money, that's been -- that's the reason you, Mayor Lago, and Commissioner Keon took courageous stands facing an onslaught of criticism from developers and said, "We can do better financially." So, I think that the financial argument that you may hear later on today, right shortly, is -- that argument is a loser. You had the courage, Mayor Lago. Pat Keon had the courage to say, "If you do the math and you look at the finances, we need to go forward with this mobility hub." This is the way the City makes money. If we somehow can't agree on every single detail here, and it relapses to the other, the City loses a ton of money. Parking is a revenue generator for the City. We need to control this. We need to meet this deadline. And let me just add in, perhaps in conclusion, I don't know -- I should be long-winded, but I was preparing only for three minutes -- is that what do I bring to the table here? I'm a Miracle Mile property owner, and I can tell you that if we don't get this done, I anticipate filing for bankruptcy. We have to do -- and it's so funny because they hear the City finally saying what I've been saying, "Let's take care of parking." No parking, no income. Let's get this done, please.

Mayor Lago: Thank you. Thank you for being here. Mr. Clerk.

City Clerk Urquia: Next is Mr. Tom O'Malley.

Mayor Lago: Mr. O'Malley. How many speakers do we have?

City Clerk Urquia: Right now, we have about nine.

Mayor Lago: Okay, Mr. O'Malley. How are you, sir?

Tom O'Malley: (INAUDIBLE), yourself?

Mayor Lago: Good, happy you're here.

Mr. O'Malley: Thank you. I have a presentation, but before I start the presentation, I saw the presentation from Gensler, and the last slide was at the 10th floor, and there was a mother and a young boy with a ball. I don't know if any of you have young sons, but my guess is any 10-year-old and a ball is dangerous, and you got a young boy and a ball on the 10th floor? You're right, Commissioner Anderson. That ball's going over. So, I hope that appropriate obstacles are in place to protect balls or all sorts of things from going over the edge because that's what's going to happen. Okay, this is the first time I've done this. And alright, so I actually did not know Gensler was making a presentation today, so we can -- oops, I shouldn't have gone so fast. Okay, this is a slide that shows the cost on the DRC application, \$30.8 million. There is a horse whisperer out there that says the actual cost is more aligned with \$40 million, but okay, somewhere between 31 and \$40 million. And this is the slide -- I just put this in here because the City Manager signed this document a month ago putting this project in play. This slide -- source of information -- comes from Coral Gables. We have G-1 and G-4. G-1 is the parking lot that we're talking about. G-4 is just down the street on Andalusia. We see that G-1 has 210 parking places, whereas G-4 has 275.

We see that in 2018, the revenues for G-1 were \$823,000, and that for 2021, it's 848. Now, to be fair, I don't know if that's a year-to-date number, if that's an estimated for the year, but let's just say that in 2021, if there was not an increase for rate parking at this garage, we're back to where we were three years ago, so that's pre-pandemic.

Mayor Lago: Okay. Are you educating us on the numbers or you're making a statement on that?

Mr. O'Malley: I'm using that as a foundation for...

Mayor Lago: Okay.

Mr. O'Malley: My presentation.

Mayor Lago: No, I just want to understand where you're going on the point.

Mr. O'Malley: I'm going to the next slide, sir.

Mayor Lago: Okay. Remember, there's other people that are here too.

Mr. O'Malley: Yes, sir. There's going to be a -- I understand there's going to be a revenue bond to pay for this parking garage. So, if we pretend that the bond is for 30 years and we pay a 4 percent rate on it -- construction costs, if we estimate the cost is \$31 million -- that means the financial cost is \$1.8 million a year. The gross revenue from this project -- if we round it up -- is a million dollars. That means the City is going to be in the hole for \$800,000 a year.

Mayor Lago: Let's take a step back. Okay, Mr. Manager, what is the percentage that you're expecting in regards to that bond?

City Manager Iglesias: The revenue that we're expecting is \$1.8 million for parking for that -- for a garage.

Mayor Lago: And what do you think the bond is going to cost us on a yearly basis?

City Manager Iglesias: The bond -- we're looking at \$42 million right now. We are working on those estimates right now with our project manager.

Mayor Lago: What do you think the rate's going to be on that bond?

City Manager Iglesias: The bond will be probably under 2 percent.

Mayor Lago: Okay, so your numbers are nowhere near. And I made that a point because I wanted to be very, very clear that as a triple triple bond rated city in the state of Florida -- we're one of two that I'm aware of currently. I could be wrong; it could have gone up, or it could have gone down. But I'm pretty sure we're still a triple triple bond rated city, so we borrow money at unprecedented numbers, so that 4 percent is not correct. It's actually half that, and it could be potentially even be less than 2 percent.

City Manager Iglesias: We currently borrow below 2 percent, Mayor.

Mayor Lago: Yeah.

City Manager Iglesias: 1.8, 1.9.

Mayor Lago: So, I think we need to redo those numbers, so let's keep going with your presentation.

Mr. O'Malley: I'm sorry, sir. Could you repeat how much revenue this garage will...?

City Manager Iglesias: \$1.8 million.

Mr. O'Malley: Per year?

City Manager Iglesias: Per year.

Mr. O'Malley: Over two years ago, there was a project cost the City over \$300,000, presentation by Duany Plater Zyberk, and they were making the comment that at that time there was sufficient parking at that time and for the future. The current G-1 parking lot has 210 spaces in it. The mobility hub, I have 622. I'm corrected at 626, 412 spaces more than what was available when that study was done when the City contracted consultant said we have more than enough parking. Yesterday, I went out to the parking lot G-1. There's a sign up there, 162 spaces were available at 10:45 in the morning, 75 percent vacancy. So, we have the Plater Zyberk study that says there's more than enough parking, and yesterday there was more than enough parking. Now I realize that one day...

Mayor Lago: Can we address --? May I interrupt you? Can we address your one comment because I'm not very familiar with it? The Plater Zyberk study that says that there's more than enough parking spaces, sufficient parking spaces on Miracle Mile. I'd like...

City Manager Iglesias: Mayor, we looked at this initially, and we've looked at it with Tim Haas, our consultant. We looked at initially 750 spaces. I think we can reduce it effectively by having a better parking structure at 626. Garage number 4, which is the one in front of Publix...

Mayor Lago: Will not be demolished. We'll keep that parking.

City Manager Iglesias: That garage is operational and obsolete also, as is Garage 1, which is operational and obsolete. And so, we are looking to potentially, maybe in the future, as we get into our parking -- Coral Gables Parking Authority, looking at potential P3s in our other parking garages as mobility changes.

Mayor Lago: But my question to you is -- maybe Ramon Trias can help me with this -- is the statement that the presentation was given to the City by Plater Zyberk that there was sufficient parking on Miracle Mile.

Commissioner Anderson: Well, let me just add one thing since I do walk that area at night, you know. In pre-pandemic, the line to get in that garage was horrendous. It depends on what type of nightlife we have going on down there, you know, and then they were spilling into the second garage. It was packed.

Mayor Lago: Well, not only that, Commissioner, the Aragon parking garage is packed.

Commissioner Anderson: Packed.

Mayor Lago: You can't find a parking space in the Aragon parking garage. So, I'd like to understand, this gentleman here says that Liz Plater-Zyberk made a presentation to the City, where they made comments -- there were so many presentations. I think we probably had like 30, 40 presentations -- that there was sufficient parking available in Miracle Mile.

Planning and Zoning Director Trias: Mayor, the City consultant for parking was Tim Haas.

Mayor Lago: So, that's why I -- I know that. That's why I'm asking that question because Liz Plater-Zyberk did not...

Planning and Zoning Director Trias: Right.

Mayor Lago: Consult -- she consulted on zoning matters.

Planning and Zoning Director Trias: She was not a consultant on parking. No, she was not.

Mayor Lago: Okay.

City Manager Iglesias: Our consultant for parking is...

Planning and Zoning Director Trias: It may have been comments...

City Manager Iglesias: Tim Haas. We have -- our parking -- on-street parking has made a major comeback, Mayor, but our parking in the parking garages is still at about 50 percent. So, we -- so, that's still coming back. So, it may be more than that now, but we are in the process of coming back and use of the parking garages is coming more and more.

Mayor Lago: So, do me a favor. Will you please provide this gentleman with the Tim Haas report, the last one that we did, so that he can have the latest up-to-date information in regards to parking requirements in the downtown?

City Manager Iglesias: Yes, Mayor.

Mayor Lago: Go ahead, sir.

Mr. O'Malley: Thank you, Mayor. So, this morning, about noon prior to coming over here, I went past the parking garages. G-4 at 50 percent, G-1 at 50 percent, and the Aragon parking lot had 301 spaces available. Why is Coral Gables spending money to build a new parking lot, demolish a parking lot that already satisfies the needs -- I believe it already satisfies the needs of the commercial community it serves. It creates an unnecessary parking surplus. There's already enough spaces. Build a facility that the City Manager Peter Iglesias has gone on record by saying will have diminished utilization in the future and financially burden the citizens of Coral Gables with a facility creating negative financial payback. Obviously, the last bullet point can be adjusted. So, in view of the high cost of the financial burden of this project, and the fact that there is already

sufficient parking in Coral Gables, I think that the Commissioners should vote against this project. Also, there is a ground parking lot on Aragon that if additional parking is necessary for -- to support Miracle Mile, a parking garage could be built there at a much more cost-effective basis. The second thing I want to bring up is this was attached to the presentation that I saw at the DRC by Gensler, Resolution 2019-96. There was a vote. Commissioner Mena voted yes; Mayor, you voted no on this project. The other Commissioners are no longer on. I didn't understand what this was all about because it talked about G-1 and G-4. So, I don't know if this is the appropriate place to have the discussion, but at some point, I'd like to be educated, maybe the citizens of Coral Gables would like to be educated about what the meaning of this resolution is, the current status. Is it still applicable, and how that relates to the mobility hub?

Vice Mayor Mena: Which reso is this? I apologize. You changed screens quickly and I didn't...

Mayor Lago: Yeah, this is pretty simple to explain to you. We had a P3 agreement after much debate and public calling for a partnership to redevelop our garages on Andalusia. I opposed that process for three years, and I was on the record before anyone was on this Commission saying that we could do this ourselves and we did not need to go into partnership, like we've done with a litany of other deals that we've had here in the City, which some of them have been bad deals for the City personally -- very few of them have been very good deals -- and that I'd rather do this ourselves and have full control over the deal and not get into a 99-year lease agreement with a developer of some sort. We battled for basically two and a half years, and the final resolution was that we would go at this ourselves, but that if we were not able to strike an agreement in regards to a design and move the project forward, that it would revert back to -- which is the resolution you have in front of you -- to the developer, which was Related Group in Allen Morris, who had been the finalists and had won the RFQ -- the request for qualifications -- out of a handful of entities that had chased this RFQ. So, that's what you have in front of you, and that is still active. And if we do not build this parking garage, it would revert back to a rather large, monumental structure that will span from Ponce all the way down to Le Jeune and will actually cantilever over the street that

cuts through Miracle Mile. And that was discussed in the public probably -- Dr. Sokoloff -- 50 times, 60 times?

Vice Mayor Mena: Yeah.

Mayor Lago: How many times, Doctor?

(COMMENTS MADE OFF THE RECORD)

Mayor Lago: Ad nauseum. There's been articles written about it in the Herald. It was a very contentious debate on the Commission floor. And I was very clear for three years that I would not vote in favor of the project, and that we could do this ourselves. So, now we find ourselves in a situation where we control both assets. We're not going to sell one of the parking garages, which was G-4, which was contemplated at a point to pay down G-1. I said under no circumstances should we sell any assets. I'm in the business of buying assets and strengthening our portfolio. That's why, for example, if you look at our -- the project that we're talking about now with Doctors Hospital, there's a caveat in the agreement to sell that land that we're going to buy more land with that, and we continue to buy land. So, that's what you have before you here on the process.

Vice Mayor Mena: And that's a very important -- that's right. That's the reso I thought it was. The -- and I was going to make that point to you actually before you can put that slide up, which is, you mentioned a few slides prior to this, "Well, leave the garage as is." That's not an option.

Mayor Lago: Not an option.

Vice Mayor Mena: That's not an option on the menu. If we don't proceed with building a garage, it will go back to the last version of the plan that was approved after a two or three-year process on the P3. And so, the very purpose of this -- people can agree or disagree, and that's fine -- but the very purpose of this was to ensure that parking got addressed. One of the significant criticisms

of the City after the streetscape was that parking should have been addressed before the streetscape was done, and that parking was a major problem on Miracle Mile. Again, people can agree or disagree with any of these points. I'm just trying to give you the history of the discussion and the framework that this was all occurred. And so, the idea behind this was it put a deadline on either the City will address the parking garage itself, or it will proceed with this P3 after three years of negotiating it, the plan that was amended over time and the final version of it that came to the Commission.

Mr. O'Malley: So, if I understand, if we don't build this mobility hub, Allen Morris is going to build a structure from Ponce to Le Jeune?

Vice Mayor Mena: If we don't -- no. Let me clarify that point.

Mr. O'Malley: I think that's what...

Vice Mayor Mena: No, I think -- I understood what he was saying, and it was...

Mr. O'Malley: That's what I thought that's what he said.

Vice Mayor Mena: (INAUDIBLE) the background. Let me explain.

Mayor Lago: You need a photo.

Vice Mayor Mena: Yeah, yeah.

Mayor Lago: You need details, you need renderings to see what was actually involved.

Vice Mayor Mena: If we don't break ground on our own garage...

Mayor Lago: Yes.

Vice Mayor Mena: At this location, then the last version of the plan from that P3 negotiation with Allen Morris and Related was that they would build a garage on this site...

Mr. O'Malley: Okay.

Vice Mayor Mena: A separate building on the Garage...

City Manager Iglesias: Garage 4.

Vice Mayor Mena: 4 site. It's not one building all the way through. I think the Mayor's point is that it's two large structures, one on the Garage 1 site, one on the Garage 4 site.

Mayor Lago: But it's actually cantilevering over the street.

Vice Mayor Mena: Well, but not over...

City Manager Iglesias: Vice Mayor...

Vice Mayor Mena: Not over the street, between the two buildings.

Unidentified Speaker: Alright, alright.

Vice Mayor Mena: It's cantilevering over the...

Mayor Lago: No, no...

Vice Mayor Mena: Alleyway.

Mayor Lago: If you look -- no, no, if you look at the design of the building...

Vice Mayor Mena: They don't connect is the point.

City Manager Iglesias: No.

Mayor Lago: No.

Vice Mayor Mena: I want to make that clear.

City Manager Iglesias: Vice Mayor...

Mayor Lago: It's pretty big.

Vice Mayor Mena: No, it is big. It is big.

City Manager Iglesias: Vice Mayor, if -- also, the FAR of Garage 1 goes all to...

Vice Mayor Mena: To Garage 4.

City Manager Iglesias: The building of Garage 4.

Vice Mayor Mena: The FAR from this project would go to Garage 4, which would be a project that would have a six point...

City Manager Iglesias: 6.3 something.

Vice Mayor Mena: 6.3 FAR on the Garage 4 site.

Mr. O'Malley: Did that agreement require 10 stories, or could it have been...?

Mayor Lago: No, it was going to be taller. It was going to be 165 feet from what I remember.

Vice Mayor Mena: The ori -- and again, you can go back and...

City Manager Iglesias: (INAUDIBLE). It had Med bonus.

Vice Mayor Mena: Read about all this. I can't -- it was a lot that happened during those years. The original plan, not the final one, the prior versions were a parking garage on the Garage 1 site with a building on top of it, and then a separate building on the other site. So, I'm just trying to give you a little bit of history.

Commissioner Anderson: It was massive, okay.

Vice Mayor Mena: Yeah.

Commissioner Anderson: And as far as breaking ground -- and we've had the discussion; I discussed this with the City Manager -- we just need to start demolition. I'll be out there with a sledgehammer with you guys.

City Manager Iglesias: We -- Commissioner, we plan on finishing the -- starting the project by September 30.

Commissioner Fors: But let's be -- let's...

Commissioner Anderson: Right.

Commissioner Fors: That is very real, that circumstance where it could revert back to the right of the developer to build out. However, I don't want that to take away from the fact that irrespective of that, there's still a need to add parking and to...

Commissioner Anderson: Oh, yeah.

Commissioner Fors: Update that parking garage. So, even if that wasn't the case, I think that it's unrealistic to frame this question and analysis as anything other than we need a structure that's going to serve as a parking garage, even if it serves...

Vice Mayor Mena: Correct.

Commissioner Fors: As a parking garage for X amount of years, converts into something else later, or it doesn't, depending how the future goes. But taking that we need that parking facility in that location, in that area, that's where for me the analysis begins, not whether we should have one or not. I think it's -- we're just not being real with ourselves if we think that we can keep that one there for the long term. That's number one. Number two, just on a side note, but related -- and I don't think it was Mr. O'Malley, and I frankly don't remember who it was or how many people it was -- but during our zoning update, all we heard -- and I'm pretty sure it's from some of the same folks -- was that there's not enough parking for Miracle Mile, not enough parking for Miracle Mile. Now, we're hearing there's enough parking for Miracle Mile, there's enough parking for Miracle Mile, so which one is it? And I know our consultant says that we need more, and I know there's a play to consolidate them because I think there's a consensus from everyone that the less parking garages, the better. Parking garages are a creature of necessity. If you don't have to have one, then don't have one. And we have more than we need -- no, we don't have more than we need, but this a move towards -- as the City Manager was explaining earlier in the meeting -- to potential consolidation and better use of those other spaces later on.

Vice Mayor Mena: And this...

City Manager Iglesias: 10 to 20 years out, 10 to 20 years out.

Vice Mayor Mena: And just so you know, the number we're talking about today -- and this goes back to, again, that same P3 discussion when we were talking about the garage that would be built on this site -- it's actually less than what the consultant was advocating for, which was -- and our own Parking Director frankly at the time wanted 700 plus spaces. So, we were asking -- in some level, we were agreeing with you that we needed -- we should probably build less than what was being sought after or recommended, but that's how we got there. To Commissioner Fors' point -- I mentioned this earlier, but I just wanted to make it clear -- that resolution was in recognition of the point you just made, Commissioner Fors, which was we need to get parking done. And we've been talking about it for a long time, and many thought we should have dealt with it even earlier. And the idea behind this was to push it forward and to get parking done one way or another, either ourselves or through the final version of that P3 that was negotiated.

Commissioner Fors: Right. And by the way, side note, footnote for everybody watching, P3 agreement is a private-public partnership.

Mayor Lago: So, why don't we...

Commissioner Fors: If you don't know what that means.

Mayor Lago: Why don't we move forward? Why don't we move forward because we have several people that we need to hear?

Vice Mayor Mena: Sure.

Mayor Lago: And I want to make sure we give everybody time. It's already 2:45. Do you want to say something, Commissioner Menendez?

Commissioner Menendez: Just really quick. I mean, anyone that's been in that garage knows that it was probably obsolete the day it broke ground. Just maneuvering that parking garage is not the easiest thing. And I think there's a big difference between parking availability during the day since folks aren't quite back in the office -- their offices like they were before. But at night, it's hard to find a parking spot anywhere on Miracle Mile or Ponce. I've tried on occasion. And what I do like about the concept of a parking garage there is it does have accessibility straight into Miracle Mile. The other day, we went to the cinema for our free movie night -- you were all invited -- and my wife and I found parking -- street parking about two blocks away, so it depends on the time of day. But there is a need for more parking. And I think the structure that's there right now is probably the worst parking garage we have. So, I think at the end of the day, something needs to be done. And I think -- you know, just got to be careful on how we do it. But there -- I honestly believe there's a need for additional parking, giving access to Miracle Mile. And if we want Miracle Mile to thrive, Miracle Mile won't look like it does today. Hopefully, it'll be even more vibrant going down the road. And if that's the plan, if we want Miracle Mile to survive and grow and prosper, which I think was the original plan of back in the day, we do need to sort of anticipate those needs. But you know, I didn't want to interrupt. I know we have comments.

City Manager Iglesias: And if I may say this, this garage will have smart parking, which means that you can reserve your space. You know exactly where you're going, and you can reserve your space...

Mayor Lago: Yep.

City Manager Iglesias: So that there will be less traffic on the Mile looking for parking. You know exactly where to go through our smart parking plan.

Mayor Lago: Thank you.

Mr. O'Malley: Mr. Mayor, thank you for the enlightenment. I appreciate it.

Mayor Lago: It's always a pleasure to have you. I look forward to meeting with you next week. Thank you. Mr. Clerk.

City Clerk Urquia: Next is Gordon Sokoloff.

Mayor Lago: Dr. Sokoloff.

Gordon Sokoloff: Hi there. Mayor, thanks for those kind words about my building. I appreciate it.

Mayor Lago: No, it's a truth.

Mr. Sokoloff: Thank you. The Coral Gables Zoning Code zone code purpose -- I'm reading from -- this is off the City website -- is to protect the distinctive historic and architectural character of the City, which is unique throughout South Florida and the world. I did park in that lot for myself and my dental staff for 23 years, and you're right, it could certainly be improved. But I'm very familiar with that parking lot and the surrounding area, Andalusia, the whole thing. I would say that -- I want to echo a lot of what Maria Cruz said. Compatibility is the big word here. Before planning for the future, a city must respect its past. That was in the letter that Karelia Carbonell, I think, wrote to you. And it just kind of boggles my mind when I think about how, you know, we just went through this thing with the blue ribbon panel and tried to encourage -- you know, just trying to nail that down because you want to offer developers a bonus for building something that's Mediterranean, so what does that say? That says that the City wants you to come and build here, but we're going to give you something extra, something more to make it Mediterranean. So, why isn't the City doing it themselves? You know, wouldn't it be cool to have an iconic building that has a tinge, a sense of Mediterranean inspiration in it? Public Safety Building is a white block. You know, I know it's functional, and I know it's a great building, state of the art, but there's

nothing Mediterranean about that. This building is iconic. The one adjacent to it, you're rehabbing, and there's nothing Mediterranean that you're -- as far as I know -- you're including in that building. You know, we have so many great structures. If you look at the old firehouse on Aragon and Salzedo where I grew up with and actually was put in there once when I was a bad boy when I was a kid, but that old building is special. And there's nothing that says that you cannot combine, you know, up-to-date fantastic technology -- which I know you want in this new mobility hub -- with an architectural influence. And what I really fear -- and I heard it from Maria -- is that when Bittel tears down his building, he's going to look at that hub and he's going to go modern, and it's just going to perpetuate -- I think the City -- and I wrote it -- if you read my article in the Gables Insider, it said lead by example, and you're not setting that example. I love a lot of things about it, and I think it's a handsome building, but it doesn't belong in Coral Gables, certainly not adjacent to the Actor's Playhouse. I was against the retail on the bottom, but actually, after speaking to Rip Holmes, he didn't seem to be threatened by it, so I said, alright, you can include some retail. And I know Don Slesnick talks about the retail in the bottom of the Mediterranean garage where the theater is, and that's a beautiful Mediterranean influenced style architecture building.

Vice Mayor Mena: Which one? Which one, sir?

Mr. Sokoloff: The one across from Books & Books.

Commissioner Anderson: Books & Books.

Mr. Sokoloff: That building.

Vice Mayor Mena: The parking garage, you mean?

Mayor Lago: But let me...

Mr. Sokoloff: Yeah, the parking garage, but there's retail there. I was against the retail, but I would say this about the retail, I think you need to limit the retail and keep that bottom floor available for the Freebee, for the scooters, for the bikes. You don't want anything like a scooter or bike going up to the second floor. You want that all on the bottom floor. Yes.

Vice Mayor Mena: Just a...

Mr. Sokoloff: Yes.

Vice Mayor Mena: Question for you.

Mr. Sokoloff: Sure.

Vice Mayor Mena: We keep talking about Miracle Mile and the concern about a new modern building, obviously, within the framework of the limitations that were placed on Miracle Mile after the Zoning Code rewrite. But not even the theater is Mediterranean, the one that you're referencing adjacent to this site. Most of the buildings really on Miracle Mile are not Mediterranean. There's obviously exceptions; the Colonnade...

Mayor Lago: Colonnade.

Vice Mayor Mena: You know, et cetera.

Mr. Sokoloff: Yeah.

Vice Mayor Mena: Most of them are just commercial box...

Mr. Sokoloff: Even the parking garage...

Vice Mayor Mena: Structures.

Mr. Sokoloff: That...

Vice Mayor Mena: On Miracle Mile, not the rest...

Mr. Sokoloff: Yeah, not on the Mile.

Vice Mayor Mena: Of the City, on Miracle Mile. So, I'm just saying that because when you say you're concerned that somebody's going to see this lot...

Mr. Sokoloff: Right.

Vice Mayor Mena: And all of a sudden want to do something totally foreign to Miracle Mile, Miracle Mile doesn't have a heavy Mediterranean influence on the storefronts for the most part. Again...

Mr. Sokoloff: Yeah, there are some.

Vice Mayor Mena: A few exceptions, like the Colonnade, no doubt.

Mr. Sokoloff: Yeah.

Vice Mayor Mena: But you have like -- what's the outdoor furniture spot just down from Hillstone there, Kettal or whatever. It's a very modern building.

Mr. Sokoloff: True.

Vice Mayor Mena: You have Doc B's. You have Hillstone. These are not exactly...

Mr. Sokoloff: I think 220 is.

Vice Mayor Mena: Mediterranean inspired...

Mr. Sokoloff: Yeah.

Vice Mayor Mena: Architecture.

Mr. Sokoloff: I think 220 Miracle Mile is though.

Vice Mayor Mena: There's others, for sure.

Mr. Sokoloff: Yeah, and that's a big -- that's, you know, right on the corner, that he was looking to put his hotel. The fact is, is that still, I think that the City needs to lead by example. And the City -- I mean, if you could say to the architect -- I mean, I don't know who was commissioned with hiring the architect, but if you go back to that point and just saying, look, architects, we need a new garage, but put a Mediterranean influence in it, what could be wrong with that? That's what this Commission -- that's what our City leaders should be doing is perpetuating this character, which we're trying to fight to preserve. And by you not doing it -- and you didn't do it at the Public Safety Building, you're not doing it with the adjunctive building right here, and now you're not going to do it with this building. It's too frigging modern. It just doesn't belong in the City. So, I implore you to, you know, keep these guys, but see if they can tweak the plans or do something to influence that design. I think it's important to the character of Coral Gables, which is who we are.

Commissioner Fors: I will say -- if I can respond to one point -- we do have an idea of what a Mediterranean garage looks like. And people won't compare this one to that one because, you know, it was an architect that designed that one, and I think even that architect would tell you

himself that it's designed the way it's designed not really the way he would have designed it, but he was told to design it in a certain way.

Mr. Sokoloff: Sure.

Commissioner Fors: And I do believe that if you put the -- a rendering of this mobility hub side by side -- because people have done that to me -- with what a Mediterranean garage looks like, which we don't have to speculate, we know what somebody very talented trying their best to make a parking garage Mediterranean put out, I think the immediate reaction from most people is that they would prefer something like this over what a Mediterranean garage is going to look like for the simple reason that Mediterranean garages -- or that garages -- or the Mediterranean Revival design simply doesn't lend itself very well...

Vice Mayor Mena: To a garage.

Mayor Lago: To a garage.

Commissioner Fors: To a garage.

Mayor Lago: And if you look at -- if I may add something to Commissioner Fors' comments -- and he's right on point -- because if you look at the Aragon parking garage -- again, I have respect for the architect who did that work. They were following -- I worked with that architect for four years, so I know they were following the guidelines of then that Commission or that City Manager. And to cross the finish line, they designed that building in that aesthetic. Again, if you apply what would make that -- what makes that building Mediterranean to this mobility hub, you would have a shoebox. And to me, I think that that would -- in my opinion, I don't think it would give you the same aesthetic or feel with the light as the architects were explaining inside the actual structure. It would be that much dingier kind of feel to it. And I just -- that's why I'm drawn to this design. I think it has -- the architect used the word soft. I think it has a soft approach to it. It's not so

aggressive. But I think that if we did design it in a Mediterranean feel -- and I'd be more than willing to go down that route to just to show how it would look -- but I don't think...

Vice Mayor Mena: We have it.

Mayor Lago: It would change my mind.

Commissioner Fors: Yeah, we know. We know what it looks like.

Mayor Lago: We have it; it's there. It's Aragon. It's a block away. If you want the Aragon parking garage, we'll just build the Aragon parking garage. You know, it'll look more like a shoebox and...

Commissioner Fors: And it'll be more imposing too. And I don't even think hard and soft -- those aren't even the adjectives that really come to my mind when I look at -- when I compare Aragon to this. It's more like light and heavy. And I feel like -- you know, if you get the same rendering right here, and you replace that with the Aragon parking garage...

Mayor Lago: It's a tough -- Commissioner, it's a tough -- the way I see it, it's a tough product to deliver...

Mr. Sokoloff: I understand.

Mayor Lago: In a Mediterranean style. How do you deliver a product that --? You know, when you look at, for example, the Fink building, you know, the Fink building has a lot of movement and it has a lot of, you know, different design elements to it. Is that what we're going to do in this building? Is that the plan? It would just -- to me, I think it would look very odd. You know, it doesn't have a tower to it. It doesn't have certain things like you see in the Biltmore. To me, I just think it would look kind of -- it would stick out like a sore thumb. I don't think it would be something that would be visibly attractive to our downtown.

Mr. Sokoloff: I don't know if it's too late, you know, because of the time crunch. I know that's an important thing. Knowing and understanding the history is important, you know, as to where we are. But if there were possible to get renderings, I think, A, it would be great to see what it might look like. I think -- with all due respect -- it looks like a shoebox now, but a futuristic one, you know, because that's the footprint of the space. I mean, that's the footprint. It's going to be a box no matter what. But somehow round out the corners, just do something a little softer and not so - - not just so modern. Yes.

Commissioner Anderson: I'm going to offer you a slightly different twist to it but hang around. You'll see.

City Manager Iglesias: If I may say something. If we look at the Biltmore, I believe that the Biltmore -- one of the beautiful things about the Biltmore is it doesn't have a Mediterranean parking garage.

Vice Mayor Mena: Right.

City Manager Iglesias: And that's what makes it so nice. It doesn't have that box. It doesn't have that dark box, and that's what makes it such a beautiful building.

Mayor Lago: But then...

City Manager Iglesias: Because it does not have a parking garage.

Mayor Lago: But then it has a horrific surface parking lot right next to it, right?

City Manager Iglesias: If we could make that better, Mayor...

Mayor Lago: I mean, and you see it and you're like, okay, well, let's say we don't need parking. Let's get rid of the parking altogether and we can build a beautiful...

City Manager Iglesias: Right.

Mayor Lago: Park there or some sort. But...

City Manager Iglesias: But...

Mayor Lago: You got to pay for it one way or another, either it's on the parking deck or on a surface parking lot. There's no way to hide from it unless you're a metropolis like New York or Chicago, which has limited parking as a result of incredible transportation.

City Manager Iglesias: But -- and we can look at it directly south. South is the Mediterranean parking garage, which is very hard, as you said. And it's very difficult to create an internal ambience in a Mediterranean parking garage because of the harshness of the exterior...

Mayor Lago: Thank you.

City Manager Iglesias: And the fact that you're dealing with small windows. And so, this is really creating a certain feel inside and outside.

Mayor Lago: Thank you.

Commissioner Fors: You also won't be able to rent out the space, the active space, I would think, in...

Vice Mayor Mena: A rooftop, right.

Commissioner Fors: In a rooftop and even the retail space in your traditional Mediterranean parking garage as you would in something, you know, more...

Mayor Lago: Because you would need...

Commissioner Fors: Attractive.

Mayor Lago: Obviously, you would need the barrel tile roof. The barrel tile roof would basically limit the activity on the rooftop. That's a great point by Commissioner Fors.

Vice Mayor Mena: And you have -- like I said, you have...

Mayor Lago: You're limited.

Vice Mayor Mena: As much as I would like to engage you on a rendering and all that -- hey, I really do agree, we have it. You don't even need a rendering. You could go park -- when you leave here, you could go park there if you want.

Mr. Sokoloff: Thank you.

Vice Mayor Mena: It's right there on Aragon. You know what I mean?

Mr. Sokoloff: Yeah, yeah, I understand.

Vice Mayor Mena: And that's an example of a very good architect doing a Mediterranean style parking garage.

Mr. Sokoloff: Right, which I think I prefer -- I mean, my second point is also to try to get -- or if it's not too late -- what the City Attorney -- what she said, if this is the final call, but it would be

nice to have included more residents' input. I don't think there's been enough. I will say that I saw it in front of the Transportation Board and the Parking Advisory Board at a joint meeting. The Gensler company presented, and I would say it had mixed reviews. I'm not speaking as a board member, but it did...

Vice Mayor Mena: Sure.

Mr. Sokoloff: Have mixed reviews. I can say that very firmly. Very quickly, just a couple of bullet points. As far as the bike lanes -- and I say this as a previous chair. I know that there are many proponents of bike lanes in the City. I'm not one of them when it comes to just the line in the road; that doesn't cut it. If they're not protected bike lanes, they are unsafe, that's it. And our roads throughout Coral Gables are very narrow. I think Coral Gables is a great place to bike, but I've seen too many accidents, too many people killed. And white lines down the middle of the street aren't worth the paint that's used to paint them, so that's my feeling about bike lanes. I also think -- and I discussed this at our PAB meeting -- is Andalusia at this point will have to remain one way. At one point, they were talking about making it a two-lane street. But to get 625 people in and out of that garage, you're going to need to keep it, I think, two lanes, to keep the flow of traffic. If the Actor's Playhouse has a big presentation, you might have to do something like have a police officer like there are for Marlins games to help get people out and get the flow of traffic going. I think that's all I had to -- yes, I'm sorry.

Commissioner Menendez: No, no, sorry.

Mayor Lago: Thank you.

Commissioner Menendez: No, no, no. I appreciate, Dr. Sokoloff. I think you made great points, but I have to agree my colleagues made great points too. It's a difficult call. You men -- you said something that made me think, and maybe it's already part of this -- or I think you mentioned it -- regarding the Freebees, for example. We have been talking about maybe expanding -- some of us,

you know, talking about expanding the Freebee, maybe make this be the main drop-off/pick-up point...

Commissioner Anderson: Right.

Commissioner Menendez: For the Freebee using this instead of, you know, finding maybe areas that are more dangerous. So, I think there are a lot of uses for this location that we haven't really thought about, but when we realize the needs of our community, it may serve our community well. And if you would like perhaps more information detail -- and I know, like you said, we're up against the clock -- I'd be more than happy to have the architectural team sit down with you, ask any questions you have, express your concerns, have them take it into consideration, at the very least, for you to perhaps understand more of where they're coming from, and I think it's always good to sit down and have that conversation, so...

Mr. Sokoloff: Yeah. I have had the opportunity, and they're very nice guys, they truly are, and they did a great job.

Mayor Lago: So, let's do this. Let's -- Thank you, Doctor. I appreciate you coming.

Mr. Sokoloff: Yeah, one -- just one thing real quickly. I don't like the rooftop thing. I'm against that for several reasons, and therefore you could put the Italian barrel tile. And -- but I don't like it because I think -- I said this in my article. I don't like competing against Miracle Mile. Rip doesn't think it's going to be a problem, but retail to me, you're going to be taking away from the Mile. This garage should serve the Mile, in my opinion. And the rooftop thing, again, if people are going to be up there drinking coffee, hanging out, they should be on the Mile. The Mile is on the verge of extinction. I hope it's coming back, but there's a lot of empty storefronts. I mean, there are, and I hope it turns around. But I just don't want to see...

Mayor Lago: I...

Mr. Sokoloff: I don't want to compete with it.

Mayor Lago: Let me say something. How many people here are on the Mile every day? How many people here are on the Mile every single day? Okay, is the Mile on the verge of extinction?

Vice Mayor Mena: No.

Mayor Lago: I'm on the Mile every day. Crema, lunches, I mean, it's -- people are moving. Saturdays and Sundays, people are walking around. I mean, people are having a good time. I don't see it as extinction.

Vice Mayor Mena: I think it's definitely in a phase of some transition for sure.

Mayor Lago: Yes.

Vice Mayor Mena: But I think -- you know, and I'm not sure if you were here yet because I know you weren't here first thing in the morning.

Mr. Sokoloff: Right.

Vice Mayor Mena: So, I'm not sure if you were here when this topic came up earlier.

Mr. Sokoloff: No.

Vice Mayor Mena: But the statistics are it's 90-plus percent either occupied or in the pipeline to be occupied, under construction or...

Mayor Lago: That's a healthy number.

Mr. Sokoloff: Good to hear.

Vice Mayor Mena: It's a pretty healthy number...

Mayor Lago: Yeah.

Vice Mayor Mena: Overall.

Mr. Sokoloff: Point taken.

Vice Mayor Mena: But there's definitely tenants that are struggling.

Mayor Lago: Of course.

Vice Mayor Mena: You know, the...

Mr. Sokoloff: Yeah.

Mayor Lago: So...

Vice Mayor Mena: But the whole economy, frankly, post-pandemic...

Mr. Sokoloff: Yeah.

Vice Mayor Mena: Everything else is going through a transition, post streetscape. And one of the things we've always been told, again, is we need parking.

Mr. Sokoloff: Right.

Vice Mayor Mena: And so, I -- regardless of your thought on the retail or the rooftop, I do think this garage will serve Miracle Mile in that respect either way.

Mr. Sokoloff: Good.

Mayor Lago: It'll drop you off...

Vice Mayor Mena: Yeah.

Mayor Lago: In front of Miracle Mile.

Vice Mayor Mena: Right.

Mayor Lago: Cut you right through Miracle Mile and get you there in a heartbeat.

Commissioner Anderson: Right.

Mayor Lago: Yes, yes, Commissioner.

Commissioner Menendez: And I think it's just some people are -- you know, having lived here my whole life, what we are used to seeing at Miracle Mile is the department stores or stuff, you know, the Woolworth's and J -- you know, the places you go to buy clothes or whatever, not the tailored -- you know, the tailored clothes, but you know. And not seeing that, that definitely gives the impression that the Miracle Mile at least that we've become accustomed to perhaps isn't dying; it's changing. But I think it comes down to also the mix of what's there. If you go there just for eating and drinking and coffee, you got plenty of choices. If you go there to buy yourself a pair of jeans or whatever, definitely, the times have changed.

Unidentified Speaker: Right.

Mayor Lago: Can we --? Okay, thank you, Doctor. I appreciate it.

Mr. Sokoloff: Thank you all very much.

Mayor Lago: Thank you very much for being here.

Mr. Sokoloff: Thank you.

Unidentified Speaker: Thank you.

Mr. Sokoloff: I can't stay but...

Mayor Lago: How many more people do we have?

Mr. Sokoloff: I'll be watching.

City Clerk Urquia: Five.

Mayor Lago: Okay, we have five people. Let's try to hear everybody out, and then we'll have conversation after.

Vice Mayor Mena: Good point.

Mayor Lago: Because if not, we'll never get through this.

City Clerk Urquia: So, the first speaker is Ms. Sue Kawalerski.

Sue Kawalerski: Hello, once again. Good afternoon, Mayor and Commissioners. I've got two points to make. First of all, I'm very concerned that this project is not really a mobility hub. To me, it was designed to be for parking and a hang-out spot, because I can tell you there has been no consideration, real consideration for bicycles, for scooters. And when I'm talking about consideration, I mean for safe consideration and same consideration. The second floor currently in the design has a place for electric scooters. Now, I can tell you, if you've ever been on a scooter, you don't want to go up a ramp or down a ramp. It's tough enough to maintain an upright position on a flat surface. So, that is a very, very bad idea to put micro mobility anywhere but the first floor. This idea about we have some spaces for bicycles outside. Well, you know, \$50 bike racks in a \$40 million facility just doesn't cut it. So, I think there hasn't been any consideration for the micro mobility options. You know, if I paid an architect \$2 million for a mobility hub design, I would expect a whole lot more of that consideration for bicycles and scooters in particular. My suggestion would be that ground floor has to be the micro mobility part of the hub and get rid of that notion that the second floor is for scooters. It's not going to work, and it's going to be a liability for the City. With that said, the CGNA, the Coral Gables Neighbors Association put out a newsletter -- I know you've all read it -- last night. And I received tremendous amount of responses. I'm not going to read them all here, but I can tell you we have dozens of responses from residents; only two complimented the project, the rest of them were actually totally against the design. So, let me address one of the -- that one element of design regarding lack of Mediterranean features. This is from Frederico Carpio. He's a resident of Coral Gables. And in the context of his email, he said, "What is this obsession with Merrick's vision from 100 years ago...? Adapt." This was my response to him, and I think this goes not only to the garage we're talking about, but to the City's lack of emphasis on Mediterranean design at this point. I said, "Good morning, Mr. Carpio. Thank you for your reply. Your suggestion about George Merrick's obsession or vision for a Mediterranean suburb, which Coral Gables was meant to be, is like saying that the Declaration of Independence and the Bill of Rights are old and outdated documents, and that we can now move away from them. However, both Merrick's vision and this country's founding fathers inspired blueprints created to design unique places in this country and in this world. They do not have an expiration date. Rather, they remain or should remain the foundations of these special places. The

City of Miami does not have such a blueprint, and therefore, has allowed concrete canyons like the Brickell District to be built and reviled by residents and visitors. We are lucky here in Coral Gables to have inherited a vision, and we must preserve and promote it in order to maintain the unique place it is." While we need more parking in downtown Coral Gables, the proposed structure goes beyond -- both in purpose and cost -- that parking need. Adaptation is necessary when something is forced upon human beings, not desired by human beings. Let's not be forced into bad decisions. In wrapping, let me suggest this. If we try a Mediterranean skin on this project, let's keep it Coral Gables. Let's try to put a Mediterranean skin and keep the interior the same, and let's see what it looks like before we make a final decision.

Mayor Lago: Thank you very...

Ms. Kawalerski: Thank you for your time.

Mayor Lago: Thank you, Sue. Mr. Clerk, next.

City Clerk Urquia: Next speaker is Ms. Mari Gonzalez.

Mayor Lago: Ms. Gonzalez.

Mari Gonzalez: Hi. How's everyone doing?

Mayor Lago: Good. How are you? The floor is yours.

Ms. Gonzalez: Okay, very good. So, yeah, I'm in line with, you know, the fact that this building just does not meet what I guess the residents want. You know, I just keep coming to these meetings on and on, and I'm not sure why I have to receive notifications from outside sources as opposed to the City of Coral Gables about these meetings. But I just really don't believe that this is the style that lends to what the residents want. And like Sue just mentioned, I think, you know, where --

you know, if we have the needs of X number of additional parking spaces, then let's just use a shell that is more in line. In Miami Beach, they have a parking garage that has a lot of nature. You look at it, and it's, I don't know, these vines that grow out of it, and it's beautiful. It's art. It's art in the making. And so, you know, what is this need of having this modern looking structures throughout Coral Gables? I mean, if people want to live in that kind of structure, then they should move to Brickell, they should move to Midtown, they should move elsewhere. But we're trying to replicate what other cities are doing out there, and that makes the uniqueness of Coral Gables go away. And I don't know if anyone has stepped out of Miami, but if you go to other cities and towns, the lure - - the tourist lure -- and that's what this City is all about is tourism -- the lure is the uniqueness, not the continuation of just being the same as any other city. And so, we're missing the whole, you know, beauty of what Coral Gables is all about. And you know, if we've come to this point and now this is the final stage, why are we even here? I mean, doesn't our Commissioners and Mayor listen to what the people want? And if this is a City funded, partially funded whatever project, why are we looking at a building like this? I mean, two months ago, something was presented that was exactly what the residents wanted, and it was a residential structure. That's what we want, and I'm not sure the difficulty of listening to the residents. I mean, I've had one out of -- so far, I don't know, we're seven speaking -- one person because of the need for parking apparently for his business that he's for it. So, you know, I don't know how else we can let you guys know that this is not what we want.

Mayor Lago: Thank you, Ms. Gonzalez.

Ms. Gonzalez: That's all I have to say. Thank you.

Mayor Lago: Thank you as always.

City Clerk Urquia: Next speaker is Barbara Perez.

Barbara Perez: Good afternoon. I don't want -- I live at 210 Romano Avenue, by the way. I don't want to spend time repeating what anybody else has said, but I was here earlier before the lunch break and listening to what everyone has said, including the Commission. I'm a little confused as to some of the comments that have been made. In an earlier presentation with regard to Gables Village, Mayor Lago said, "This is what we're looking for. This is what we're fighting for." And then now it seems like the Commission seems to not be concerned with the fact that this structure, which when you look at one of the early slides that were presented, does stick out like a sore thumb. I mean, I agree with Ms. Cruz that it is a very pretty structure, and I agree that it allows a lot of natural light, but when you look at it in the neighborhood that it's in, it just does not fit in as well at all. And I don't pretend to be an architect. I'm an attorney, so I'm not going to say that Mediterranean elements can be easily incorporated. But I do believe that at least an effort should be made.

Mayor Lago: Thank you, Ms. Perez.

City Clerk Urquia: Next is Mr. Anthony De Yurre.

Mayor Lago: Mr. De Yurre.

Anthony De Yurre: Good afternoon. How are you?

Mayor Lago: The floor is yours.

Mr. De Yurre: Thank you very much. I just wanted -- for what it's worth, I was just monitoring, and you know, ultimately, it's the committee's decision on it. You know, I think that everybody understands that I represented the group that had the RFP, and so I just wanted to make sure that - - we haven't touched on it in a long time. And you know, we're available for any discussions the City would like to have to refresh the recollection on it. We wish the City the best and ultimately what's the best for the residents. And you know, there are three new Commissioners, and so I just

wanted to give them the benefit of it. There were comments made. There is no office in the ultimate resolution that -- for the RFP that we proposed to the City. The height of our garage was 97 feet, which would have been G-1. And then of our residential building on G-4 was 48 feet at the podium, and then it stepped back to the residential units to 129 feet, and then stepped back again to the final height of 141. And the current garage as proposed is 134. We did not cantilever into Aragon. I know this has been a while since we talked about the project. We originally cantilevered into -- excuse me, Andalusia. And we were requested and told under no circumstances should we cantilever into Andalusia. And I think it was a request of, you know, both Commissioners that are still on the dais today, and obviously, the Mayor, and so we removed that. And you know, we're available for any discussion on the topic, if you'd like. And the only other two points I'd like to make is that we offered twice as much retail as the current project, and the current project now actually encroaches five feet into Andalusia with the current garage design, and we were told to make sure we didn't do that. Again, I wasn't going to speak. I'm not even in town right now; I'm at a conference. I just wanted to make sure that for what it's worth, that I made the comments because it's been a very long time since we've touched it. And again, I wish you the very best in making this decision, and that we're available for any discussions the City would like. Thank you very much.

Mayor Lago: Thank you, sir.

City Clerk Urquia: The next speaker is Ms. Karelia Carbonell.

Mayor Lago: Ms. Carbonell, the floor is yours.

Karelia Carbonell: Hello, everyone. This is my third time today, so I appreciate the opportunity. But I think -- correct me if I'm wrong, but when I heard about remote parking and how residents wanted more parking, I think that was the opposite. I think the whole change to the zoning was not to have remote parking, and of course, now we have this \$40 million mobility hub. So, you know, again, I feel that that needed to be maybe discussed as far as, you know, the remote parking

option. I have some points, but you know, when I first saw the concept, it really looked like Godzilla over Gables. I mean, it's really so overbearing on our skyline. And you know, garages should just be functional. They shouldn't be fashionable. They should blend. And that's exactly what I wrote about and what, you know, we're upholding. And again, I'd like to say that the Parking Garage Number 1, as it is in its present state, was designed to blend in with the surrounding. The concept for this retooling of the garage not only clashes with the area's traditional surroundings, but you know, also really, really just again, it's not a harmonious project within that area. And the position that many residents and preservationists as myself is for the City to share in an open setting various design concepts. Our constituents as -- you know, we are the primary stakeholders -- and I've heard that from several speakers -- of this historic city must be given the opportunity to consider the possibility of retooling the garage and the implication of that retooling. So, the proposed concept will cost upwards of \$40 million, and stakeholders should have a seat at the drawing table. Again, there's many other -- the concept has several other issues. But I think I don't want to restate what everybody has been saying, but as you hear, we, the residents, are really pushing back on this concept and on this design. So, please listen to us. Please give us a chance to look at other options and other design concepts. And it seems that the City starts designing these things, putting money into these designs, and then here are the residents pushing back. So, you know, I think listen to us, and hopefully, there will be some discussion for different designs. Thank you.

Mayor Lago: Thank you. Mr. Clerk.

City Clerk Urquia: I had a one additional speaker, but he doesn't seem to be here now. I did have -- Mr. Javier Banos had to leave. He asked that a comment be read into the record. It says, "This building belongs in downtown Miami, Brickell, or the Grove, or in any other part of the county that encourages this type of structure. All its potential economic value contribution to the City misses the mark at taxpayer expense with borrowed money from the bond issues. It does not belong in Coral Gables. We have lots of Soviet inspired boxes to look at. We do not need another one with our own money."

Mayor Lago: Thank you, Mr. Clerk. So, we can close the public comment if there's nobody else.

City Clerk Urquia: Yes, sir.

Mayor Lago: Alright, okay. Do my colleagues have anything they'd like to add...

Vice Mayor Mena: I do.

Mayor Lago: To the conversation?

Vice Mayor Mena: I do.

Mayor Lago: Please, the floor is yours.

Vice Mayor Mena: A few points -- Billy, I don't know if you're still...

City Clerk Urquia: The person was ready. Give me a second.

Vice Mayor Mena: But first one -- sorry. I want to make just a couple of general points, and then we can get into the specifics of this project. First of all, I just want to say, this is a reasonable discussion to have. I understand why there's people that prefer the Mediterranean aesthetic, more traditional aesthetic for a garage. They may say they like the Aragon design that we have there as a perfect example of a Mediterranean-looking garage in our City. And I can understand why somebody -- that's their preference. You know, this is a judgment call. But there's a couple of things that I somewhat reject, and I wanted to walk through them. So, Billy, one is, I think there's room in a world-class city to have other types of architecture incorporated harmoniously into an otherwise general characteristic aesthetic of the City. I sent the Clerk some photos to put up and...

Mayor Lago: That happens all over the world.

Vice Mayor Mena: So, you have the Gherkin, in London, right? Very few cities with as much history in the world as London. That's a world-class building. You have the Louvre, in Paris. They put a glass pyramid in front of it; how could they? But they did, and it's okay, and it works because it was done with intention, and it was done carefully. This is the -- I believe, the Brooklyn Museum, where they added this \$60 million glass structure in the front. Again, people can like or dislike any one of these things, and I think that's fair. People have different subjective aesthetics. You can carry on. This is at Oxford University, the oldest university in the world, by Zaha Hadid, very modern building incorporated into one of the world's most historic places, or the -- at least the developed world, I should say. You can move on. I don't know if that was the last one, or if there was any others. This is the Jewish Museum in Berlin; Berlin, a city with as much history as any with architecture like the Brandenburg Gate and things of that nature that are just iconic classic pieces of architecture, but still are able to incorporate very progressive modern structures. This is, again, the Gherkin, in London, so I think that's -- this is another picture of the Gherkin in London. So, that's -- oh, sorry, how could I forget, you know. The Guggenheim in Bilbao, Spain, Frank Gehry, world-renowned architect; extremely modern structure. No doubt all of these buildings had naysayers, and yet they were built in world-class cities, incorporated into the otherwise very historic fabric of very historic places, not cities that were almost 100 years old, but cities that are hundreds and hundreds and hundreds of years old. So, I think there's room for that in the discussion. I'm not trying to suggest that a parking garage is the Gherkin in London. I appreciate that, but the point I'm trying to make is that there's room for something of a little bit more progressive design within the fabric of our city. There's a second set of photos; you don't have them yet? Alright, well, anyways, we can put them up after the fact. But you know, I also sort of reject the notion that George Merrick, the founder of this city, only believed in one anesthetic. And you can drive around our city, and you can drive to the Chinese Village, you can drive to the French Village, you can drive to the Dutch African Village, you can drive to the German Village; completely different aesthetic, completely different architecture, and that's okay. And these are in residential neighborhoods, by the way. This is not like -- this is in the middle of our commercial

district, which I think is more appropriate for a sort of unique aesthetic on a given building. These are woven into our single-family home residential areas, in between the oak trees, and the sidewalks, and the parks, and you come upon these beautiful villages that are unique. Some may love them, some may hate them, but there they are, and people have grown to love them, I think. So, I kind of reject that idea that George Merrick had one aesthetic. And then I get to just the practicalities of this, which is, we need parking. We need parking that serves Miracle Mile. I'd be surprised to hear a tenant on Miracle Mile or a property owner on Miracle Mile come up here and complain about aesthetics and history. They want parking. They want customers. They want ease of access. They want mobility. No, the mobility hub is not a euphemism for being able to break the Zoning Code rules that apply to us. It's a mobility hub because we live in a world now where people Uber and scooter and bicycle and drive cars. And yes, the vast majority drive cars. We get that, we all do. I drive my car every day. I also ride a scooter to lunch every now and then down Miracle Mile. So, we need to get this done. I was here when we voted on this a few years ago. The purpose of this resolution -- and again, agree or disagree with it, that's okay. But the goal was, let's get parking done. Let's get it done. And here we are, we can get it done. I think it's a beautiful design. I think Gensler's a world-class firm. After your last presentation, I coincidentally a few days later, I think on Twitter, I saw a presentation your firm put out for the new -- I think it's the new LA Rams or Chargers practice facility, very impressive as well. Here's the Chinese Village. George Merrick, Coral Gables. Is there anything Mediterranean about that? Does that dovetail with the Mediterranean bonus at all? No, but it's okay, it's there. It's historic, it's iconic. People love it. They're actually pretty cool if you've never been inside of them.

Mayor Lago: Imagine that -- can you imagine that blue roof and the wall -- by the way, this is an actual walled off compound, as some of the other residents had mentioned in the past saying that this kind of seems walled off; it's not really involved. You know, it's not engaging. Who was this made for? This is a walled off compound, and it's an entire block that if you drive through the City of Coral Gables and you stumble upon this, you'd say, "Wait a minute. Where am I?"

Vice Mayor Mena: Yeah, where am I?

Mayor Lago: Where am I?

Vice Mayor Mena: If you go to the next one, Billy, you have the French Village, I think was the next one. Again, this is a beautiful building, beautiful. You can go on to the next one. I forget which -- I think I sent you -- this is another Chinese Village. Again, yellow barrel tile roof with bright red doors and aqua accents. Try pitching that to the Board of Architects.

Commissioner Fors: Good point.

Commissioner Anderson: Not today, sir.

Vice Mayor Mena: Yeah, but it's there, and it's okay. And I'm not suggesting that this is what we should be building today. I'm just saying there's room in the landscape of our city to have different styles. And I think -- and I've talked to a lot of businessowners over the years, people in the BID, people in the Coral Gables Chamber of Commerce, businessowners. I think they're looking for not only parking, but something that creates some excitement, something that's placemaking, something that draws people to it, something that's easy to find when you're driving down the street. And so, you know, I keep hearing, put it on Miami Beach, put it on Brickell. It's so -- you know, I get it. Nobody's trying to start South Beach in Coral Gables. But you know, I'll be honest with you, you know, as somebody said earlier, this is a beautiful building, but maybe put it in Disney or something like that. You know, and I would say, frankly, take some of the Mediterranean architecture in this city and put it in Epcot because that's what it is. It's not all high quality; some of it is, some of it's spectacular. Look at the Plaza, look at Armando Codina's building. There's beautiful examples, but there's some that aren't great, if we're being honest. And so not all results are the same. This is a world-class design. It's a world-class building. Are there things that we can tweak? Yes, we'll continue working on it. I do think it's been thoughtful to mobility and will continue to be. Obviously, you guys mentioned earlier that you were looking at different spaces for the scooters and the bicycle storage and all that, and we'll figure that out as we

proceed. That's not a complex problem to solve. We'll sort that out, but there's the intent to do it, and that's why it's called the mobility hub. I think the Mayor had some great comments earlier about trying to create some connectability with bicycle paths and whatnot that we've discussed. So, you know, that's my two, three, four, five cents. I don't know how many at this point. But I've talked to people over the years, and since the moment I was elected -- because I came in right when the streetscape was finished, pretty much simultaneously. We had the groundbreaking I think a couple of weeks after I was elected. And you know, one of the big criticisms -- right? -- was you should have done parking first. You're taking away parking from Miracle Mile. You took away some parallel parking, you know. We probably took away, I don't know, ten spaces or something.

Mayor Lago: No, we took away about probably what about 90? It was 90 spaces, Peter?

Vice Mayor Mena: But -- so...

Mayor Lago: Mr. Manager, we took about what, about 90 spaces?

City Manager Iglesias: I'm sorry, Mayor?

Mayor Lago: We took about 90 spaces away?

City Manager Iglesias: Yes, on Miracle Mile. It was -- remember, it was angled parking and now it's...

Vice Mayor Mena: Right.

Mayor Lago: Do you remember --? And if I can interrupt you, Vice Mayor, because I want to take this personal point of privilege. Before Miracle Mile was done -- and I laugh because I remember the constant phone calls from distressed tenants saying that the water's coming into my -- and there was nothing we could do. We couldn't resolve the issues because the drainage was --

just pumped the water out, and it was like a -- you know, we were chasing our tail, an effort to chase our tail, and we couldn't resolve it for these people. So, we had to look at these tenants and say, "Listen, the only way to resolve this issue is to address the drainage issues that we have underneath the ground." Remember the conversations about, "Do you want this type of tile? Do we not want this type of tile?" Well, we all agreed on one thing, that something had to be done in regards to Miracle Mile, and that's the nexus of my statement with what the Vice Mayor's saying because we need parking. Whether you agree with the skin or you don't agree with the skin, we got to move forward on parking. And I think that this is the best option for us, because if not, we have to head in the private realm with the agreement that's in place. So, I think the Vice Mayor brought up some very good point, very good examples that I was going to use in reference to contemporary design mixed in with, you know, post-war, mid-century modern, classical design all over the world. And I think that it mixes well as long as it's done in a very tasteful manner.

Vice Mayor Mena: Which I think this does. And again, I think a parking garage is a perfect type of structure that you can do that with. It's not, you know, a hotel or a condo, or you know, whatever. It's a parking garage. And there's inherent limitations on what you can do with it architecturally because of what it is. It's basically a box with a bunch of ramps and park spaces. And this does a lot more than that, but there's limitations. You're not going to have a lot of articulation. You're not going to have a lot of the things that you would otherwise have. You're not going to have step backs and all these things that you might do on another building to make it more interesting architecturally. You're just not going to have that. So, I'm in favor. Again, I don't mean to downplay the viewpoint. It's a fair viewpoint that, "Hey, we'd like this to be more in the traditional vein and aesthetic of the City." I get that. I just happen to disagree. I think this is a great opportunity to do something a little more unique, something that does -- makes a bigger impact on our downtown business community. In speaking to businessowners, they're looking for that, and I think this hits the nail on the head on that point, so that's my comment.

Commissioner Anderson: I'm ready to go as well. Billy, you have my pictures?

City Clerk Urquia: I haven't received...

Commissioner Anderson: Someone from IT does.

City Clerk Urquia: There you go.

Commissioner Anderson: Okay. Let's start. Well, I brought in the flowers -- it goes well with your tie, City Manager too -- to demonstrate one of the issues that people bring up about biophilia and maintaining it. That's a vine growing on my swale. It gets no water, it gets no care, maybe it gets cut, and it's gorgeous, okay. This is a modern design. I don't dislike modern architecture at all, but my proposal to you is to change the skin. You can still have the air flowing through there. You can still have good light going through it. But once upon a time there was a vision for this lot to be something green, and I'm very familiar with aluminum. My father was an aircraft engineer, did sheet metal work. And the heat that aluminum holds and retracts is tremendous. We have a problem in our Central Business District and heat is part of it and lack of shade. This is soft. There's more pictures and examples, so if you can just slide through them. They're on modern buildings. I'm not saying this is the particular design, but you can see the creativity that you can work with in parking garages themselves is something that reduces the heat, invites people, intrigues them when they're looking out the windows of their apartments or their condominiums in the Central Business District, because indeed, we want to attract people and not have the light reflecting because you're going to have that south sun for a good portion of the year hitting that metal and reflecting back into their windows. So, in addition to that, we have our own Zoning Code. And I'm going to pass to you Section 10-105. And why am I passing this to you? Screening. Screening that blocks the visual impact of lights, headlights in particular, peering out of buildings is at the core of our Zoning Code. 10-105 was thoughtfully laid out by our Planning and Zoning Board. It was adopted by this Commission, and it shouldn't be ignored because there's a reason behind each one of these changes that were in. People didn't like the headlights. We just dealt with that on the Doctors Hospital parking lot, where there's a wall being built to block the light. I'm suggesting using plants. One of the pictures had the inside of a garage pictured. It was in

Japan showing the light that was coming through despite the fact that there was plants on the exterior of the building. You still can get light, and it can be something beautiful. I know we have a world-class landscape architect in our midst that can pick the right plants to be in the right places. So, there's other issues here with this garage that should not be ignored, and that is visual cliffs. Fear of heights is real. And if you do any research on it at all, our bodies rely upon our postural control and multi-sensory processing. And our visual cues -- going up this ramp with nothing but just a wire -- is something that a percentage of our population just will not be able to do. But if we fill it with plant material as opposed to being able to watch the insides of the clock, moving of the cars going up and down these ramps, we'll be taking care of a percentage of our population that never will and never can be able to go up into this garage that we want them to use to revitalize our downtown. It's a real fear and we should not ignore it. So, in preparation for this, I did ask our City Attorney as to whether we could ignore 10-105 and not have the screening of the headlights for the surrounding residential and office community. And Ms. Ramos wrote, "As discussed this morning, the provision allows the City Commission to disregard any section of the Zoning Code that it finds in its discretion serves the public interest." That certainly does not mean that the City Commission must disregard a particular provision, only that it is allowed to do so should the equities weigh in favor of doing so. So, if we go back to the original ordinance that itself provided this Commission a way to expedite plans through for our own City buildings, this Commission must consider the impact of the facility on the surrounding properties and the public health, safety, and welfare of the citizens and residents of the City of Coral Gables. And I submit to you that with the visual impact for individuals that are afraid of heights, that are afraid of visual cliffs, which is a whole other category -- and you can picture that. There's a commercial on as one, where the guys are going up the mountain higher, higher, and they're in their SUV, and they get to the top and they go, "Down, down, down, down. We got to go down now" -- because of the fear. It's innate, it's natural. Infants have it; animals have it. We all have it that you're not going to go near that visual cliff. So, I'm suggesting that the bones of the building are fine; the skin on the outside, we can alter. We can eliminate the heat island effect. We can make something that's beautiful. We can have a variety of plants on it that will grow, rain or -- you know, whether it's raining, whether it's not raining and not require a tremendous amount of care. I implore you to

consider that or try walking downtown in that area during the summertime. It's -- you know, there's a 10-degree difference between areas of our county and our city in the green areas. But if you go downtown in our CBD, it is hot, and it's just as hot as going into Hialeah, Opa Locka, or in any of those other places that we want to differentiate ourselves from being. Otherwise, I think that we're moving in the right direction, and we just please don't put aluminum siding with perforated holes on there. Put something beautiful.

Mayor Lago: Anyone else?

Commissioner Fors: So, I made a lot of the points that I was going to make throughout the course of the public comment, and I won't repeat those, especially since some Commissioners have already mentioned them. And with regard to the additional green covering, it's the first time I'm hearing about it. It sounds interesting. I'm not sure that I'm prepared to opine on it. I haven't really thought about it. I do think as a general proposition that the inclusion of some of the green elements as currently designed is very nice, and I would certainly be open to even more of that. I don't know if I would go as far as to covering the entire building in plant matter, but it's an interesting conversation for sure.

City Manager Iglesias: If I may say something, Commissioner.

Commissioner Fors: Sure.

City Manager Iglesias: We looked at the green, and we tried to come with a mix, where it was -- that was biophilia, but it was also maintainable, so that's where we came with that mix.

Commissioner Fors: Alright. And so, I guess that's, you know, the shell or the skin is something that can be discussed, or that will be discussed, I'm sure. But really just hitting my main points, bringing it home, the ones I haven't touched upon or haven't been touched upon by someone else. Again, this -- my analysis begins not at whether we should have a parking garage or not. I think

it's if we live in the real world, or if we operate within reality, a parking garage has to go there. The analysis really begins, like I said earlier, with how we're going to execute and address the parking need and what that's going to look like, which really then boils down to what I think we've seen emerge today, which is a discussion regarding design, which is always a difficult discussion to have, because design is subjective and you have, on one end, people that feel very strongly about one type of design, people that feel strongly about another type of design, and then there's a whole group in the middle who really don't care about the design. I do agree with Commissioner Mena and the Mayor that if we were to resurrect George Merrick and advise him that we need to address the parking concerns in that area behind Miracle Mile, and asked him if he thought that we should plop another forced Mediterranean-designed parking garage, dark and boxy, et cetera, in that space, or do something perhaps more progressive avant-garde, something more in line with something that we've seen other world-class cities like the one -- world-class cities like the ones likes highlighted by Commissioner Mena do, I sincerely believe that Merrick would say that we should go down that route, not put another boxed Mediterranean parking garage in there -- boxy Mediterranean parking garage in there. Because again -- and this is to address some of the public comments that we stopped addressing in real time -- a lot of the -- a lot of folks have the initial reaction of saying, "Well, why don't we do this parking garage Mediterranean?" And in their mind, they're picturing the Biltmore or the Colonnade. But when you want to go one step further and starts analyzing and hears from the experts and the architects and designers, you realize that you just can't make a parking garage look that way. Therefore, if you decide to go in that direction, you're going to end up like -- with something like you saw on -- like you see on Aragon. Finally, one point that I don't think has been -- it's been emphasized, but I think really merits more emphasis is that this approach -- stepping away from the design for a second -- well, still on the design, but perhaps not the aesthetic aspect of it -- is smart in the sense that we could build a parking garage, which may or may not be obsolete in 10 years, or may or may not be obsolete in 15 years, at which point we're left with an obsolete asset that we'd have to knock down -- or Lord knows what financial position the City's in at that time -- sell or enter into a disadvantageous P3 agreement, public-private partnership. Whereas here, this approach offers us the optionality of adjusting and responding to whatever the future may bring in terms of transportation and mobility. And in the

event that we don't need it -- because it's not that we're calling it a mobility hub to then try to get away from the fact that it may be used primarily as a parking garage forever. The fact is that it will be -- it will address the parking need like a parking garage does for the immediate future. But the smart thing about it is that it may not be a parking garage and has the ability to not be one 10 to 15 years down the road, when it no longer has to be one. And if we don't need it for transportation needs at all or not as much of it, we can convert it into office space or residential space, which brings us to a -- to two different positions in time based on which direction we took in the fork in the road, where we're at the same place in time, and on one end, we're sitting with an obsolete parking garage that we have to knock down or sell, and on the other end, we're sitting with an asset that we can immediately convert relatively easily into an even more valuable asset for the City, even more increased revenue for the City. And I think that's something that can't be lost here is that there is a price to pay for building a traditional parking garage, and that is that it is entirely possible that in 10 to 15 years, you would have completely wasted that money. Whereas though this approach, you can now give yourself the option of flipping a switch and actually increasing the value of your asset from one moment to the next. So, that's an important point that I think we didn't emphasize because we got caught up in the...

Mayor Lago: Aesthetics.

Commissioner Fors: In the aesthetics.

Mayor Lago: Thank you, Commissioner. I appreciate it. Good points. Commissioner Menendez.

Commissioner Menendez: Thank you, Mayor. Unfortunately, I didn't -- I don't have any slides or photos. I started to draw, and it just didn't work very well for me. This is the Colonnade, go figure. The good news is, as I think everyone knows, the Commission is in the process of strengthening our Mediterranean bonus. We had the first reading last meeting. I think it's coming back for second reading December. It's going to the P and Z, so Mediterranean is not going away from Coral Gables; it never will be. That'll never disappear. And you also have to look at perspective

historically. As we all know in our beautiful residential areas, we have some incredible Mediterranean design homes, mansions going back to the era of George Merrick. But you also realize that during George Merrick's lifetime, especially after the Great Depression, where they were trying to kick-start the economy through real estate, they built other style homes. It wasn't all exactly the same, so there's an evolution over time, even during George Merrick's period -- during his lifetime. One of the most iconic -- perhaps my favorite photo ever, historical photo of Coral Gables, is this photo at the TD Ameritrade Bank, or TD Bank, on the corner of Miracle Mile and Ponce. There's this wall mural. It's a photograph; they colorized it, and it's at the intersection of Ponce and Miracle Mile, just a few feet away from the projected mobility hub. And there are hundreds and hundreds and hundreds of people, cars are all parked there on Ponce, with George Merrick, and I'm sure Doc Dammers, having an auction. They're selling Coral Gables. They're trying to draw folks from all around the country to come to Coral Gables. And George Merrick and everyone who helped build this incredible city knew that a vibrant downtown is key. It's the balance between our beautiful, amazing residential areas and a vibrant downtown. That's what makes Coral Gables special in comparison to a lot of other cities. We have that amazing synergy. So, in my opinion, the mobility hub is less about architecture, and it's more about our downtown, our Miracle Mile. That's why I'm supportive of getting something done because it's not something -- as was mentioned -- that not only will help greatly today, but it's something that sort of injects life or an iconic image figure that draws people to the downtown area because a lot of folks will want to come just to be part of -- see what is being proposed. And I agree with Commissioner Fors. The founders of our city were looking for ways to draw people to Coral Gables, not push them away. And by creating interesting, exciting features, different features, the combination of features, it draws -- it creates an energy that injects life into our City. So, you know, I do have some concerns that through the emails -- and I'd like to -- you know, not now, but follow up, that there were some emails that concerned about parking and creating -- making sure that cars don't drive off, you know, the parking platforms. So, there's some concerns there. But you know, at the end of the day, we need to do what's right for our merchants, to do right for our community, and we need Miracle Mile. We need the downtown. And I think this is a big step towards strengthening our city.

Mayor Lago: Thank...

Commissioner Anderson: You know, I would really much like to move forward on it. But with this particular skin on it, it's gotten tremendous opposition, and we did very little minimal advertising on this. It wasn't in the City eNews. You can only imagine with the number of emails we've gotten now how exponentially greater they would be. And my husband gave me a directive this morning, and that is, I don't like it. You go and you do your presentation. If we change simply the skin on this building, a very detachable removable skin that can bring in a modern, yet beautiful cooling effect that people will want to come here and see -- Miami Beach has one; it's called the Chia Pet. They have them in Peru. They have them around. These pictures that were -- if you look up biophilia and architecture, the pictures that I showed you are what you're going to see. You will not see the aluminum-sided, perforated building that you've presented. So, simply change the skin instead of a flat aluminum plate that'll collect heat and refract light into the windows of individuals' offices and bedrooms. Put on a gridwork that can support a green building that cools the area rather than heats the area. So, that's my -- you know, you have the same parking structure that can be built in, but you can build something that's beautiful as opposed to something that collects heat and refracts heat. It makes people feel safe. This building does not make people feel safe going up that ramp, it just doesn't.

Mayor Lago: Okay, thank you, Commissioner. So, I just want to talk about a few different points, and I've listened to everybody, and I want to be very brief because it's already 3:30. We have a pretty long agenda ahead of us. In reference to people feeling unsafe in this building -- or potentially feeling unsafe in this building, because the building hasn't been built yet, so nobody can feel safe -- this is not new technology, correct? I just want to make sure that I've been in the right parking garages. I've been in parking garages that are very similar to this. Midtown has a parking garage very similar to this. And we're talking about the structure, the interior bones.

City Manager Iglesias: The parking -- the cable barrier -- there will be cable...

Mayor Lago: Yeah.

City Manager Iglesias: Barriers that will (INAUDIBLE).

Mayor Lago: It's everywhere, in Miami Beach. They use it in Miami Beach at that beautiful, exposed building on Lincoln Road. They use it in Midtown. They use it in the Design District. So, I'm just giving you a few examples. This is not new technology in that aspect, so it is not an issue about safety. This is an issue about aesthetics. But from when I reviewed F-7 -- and correct me if I'm wrong -- we're talking about here granting site plan approval of a mobility hub located at the site of Parking Garage 1, legally described, correct? We're granting the site plan today.

Planning and Zoning Director Trias: Mayor...

Mayor Lago: Am I wrong, or no? I just want to be very clear.

Planning and Zoning Director Trias: You're correct. And the memorandum lists, I think, nine items that you as a Commission have the authority -- you don't have to say yes, but certainly, you can say yes. And I think that it's important to be aware -- for you to be aware of the things that you're granting that are unusual.

Mayor Lago: Yes.

Planning and Zoning Director Trias: Probably the most important thing is that the building does encroach into Andalusia and that the setbacks are to zero.

Mayor Lago: Yes.

Planning and Zoning Director Trias: And those are significant issues that deal with the fact that it's a mobility hub. There's only so many -- as you said -- so many...

Mayor Lago: I understand.

Planning and Zoning Director Trias: Setbacks and so on. That is the purpose of the meeting today.

Mayor Lago: So, let's talk about -- besides the purpose of the meeting, is there a --? Today, we're making a decision on the skin of the building.

City Manager Iglesias: Yes. Mayor, I think that we need to look at the aesthetics. We have until September 30th, as you know.

Mayor Lago: I am.

City Manager Iglesias: We have a tight -- we have a drop-dead date on this project.

Mayor Lago: I am.

City Manager Iglesias: And I feel it's an iconic building.

Mayor Lago: And I agree with you. I'm not agreeing...

Planning and Zoning Director Trias: The question -- if I can help you. You're making a decision on the fact that there's a little bit less open space than required by the Code at the ground level. However, as you know, the upper level is a park. You're making a decision on the fact that the arcade is a little bit narrower than required by the Code. The access is from the street and not from the alley. Okay, those are the issues. The driveway is wider than allowed by the Code. It's a mobility hub, so that's why it's wider. There's also a requirement not to have vehicles right in the

front of the buildings. Right now, there's a requirement for a liner, which was part of the update, so that's being waived, clearly, because it's what it is. There's an encroachment of five feet into Andalusia, and all the setbacks and step backs are waived. But that's the request. The actual details of the construction and so on, those are still being worked on. So, you're not making the final decision on that at this point. That's the way that I...

Mayor Lago: So...

Planning and Zoning Director Trias: I would see it.

City Manager Iglesias: Those are -- Mayor, if I may say, those are zoning issues. I'm sorry, but we need to move with the design also as a conceptual design because of the timeframe involved. And so, I think that we're dealing with a very iconic building, a very interesting building. I -- and so, not only are we dealing with the issues that Mr. Trias came up -- discussed, but also the actual design of the building because it's going to influence our timeframe.

Commissioner Anderson: I understand we also can take a sledgehammer and our timeframe is resolved once...

Mayor Lago: But why don't we...

Commissioner Anderson: We start demolition.

Mayor Lago: Why don't we do this? Why don't you let me talk for a second? Because the last time I checked, I still run this meeting, and I haven't tried to pull that card in six months, so I'm going to have to pull it today because if not, we're going to start implementing the Robert's Rules. And I've been pretty liberal on how we handle these meetings, and I let everybody talk, but I'd like to talk a little bit on this issue. Okay, no one's going to vote on anything until everybody's voiced their opinion. There's no need to rush to put your two cents into the discussion. I've been here for

six months. No one's going to be cut off. Everyone's been allowed to talk. Just give me one second. Okay, I'm ready to vote on this issue, okay. We need to move forward. I'm not going to procrastinate on this issue. I think the building is beautiful, and I like the skin. Do I think that we can add potentially a little bit more of a green feel to it? I don't have a problem with it. We could see if we could potentially bring that up in the next month and bring it back to the Commission. I don't have an issue with it. Do I want it to be an entire green façade taking away from the beautiful design? No, I do not. That's not what I want. But would I like to see maybe biophilia added to the building? I think it could be an interesting feature that could aesthetically change and break certain areas of the building, which I think would be a welcome opportunity. That's all I have to say. I'm ready to vote.

Vice Mayor Mena: I agree with you, but...

Commissioner Anderson: I'm ready to vote on the setback, the arcade being narrowed, the access to the street, the wider driveway, even the absence of the liner, if we do something with the skin to deal with the headlights of the vehicles.

Mayor Lago: Commissioner, would you like to vote on those issues today and put back on the Commission agenda for December, a final vote on the aesthetic...

Commissioner Anderson: Yes.

Mayor Lago: That's already been presented with potentially just a simple consideration of the design, a little biophilia added to the building, if it's something that I think will -- so we could see how it will look, to see what these very capable and competent architects can conjure up? Is that something that there's interest in that, or no? If not, we...

Commissioner Menendez: I think it's a great idea. I just want to make sure that in terms of timeline, does it --? How does it impact? I mean, you get the support today, but it comes back December. How does that play out in terms of the project itself? Just asking.

Commissioner Anderson: Well...

City Manager Iglesias: We lose a month.

Commissioner Anderson: Well, I -- the way I see it is this: You got to build the bones first. What kind of panels are attached on the outside is the last part of the construction; is it not? You're not putting those up as you're building the bones of the building.

Vice Mayor Mena: No. That's not -- right, but you need a budget. You need to plan. It needs to be incorporated...

Commissioner Anderson: Well, I understand.

Vice Mayor Mena: Into the broader architecture of the structure. You can't just, you know...

Commissioner Anderson: I understand, and we could have looked...

Vice Mayor Mena: Right.

Commissioner Anderson: At this two, you know, months ago too.

Vice Mayor Mena: Right.

Commissioner Anderson: But you know -- and we could have advertised it more. These are not rain shelters on the golf course that are \$100,000, and those were flatly rejected by the residents, you know.

Planning and Zoning Director Trias: I forgot to mention that we did mail notice within a thousand feet.

Commissioner Anderson: Within a thousand feet, you mailed notice.

Planning and Zoning Director Trias: Which is what the Code requires for this action.

Commissioner Anderson: I understand. This isn't -- this is a legacy issue, you know. And the last thing we want is something to come back to us to say, "Oh my god. How did you guys approve that? It is so hot down here." We have trees right now that are on Andalusia that died from the amount of the heat. The last thing we want to do is create more heat. This will create more heat, undoubtedly. Do you ever touch your car in the sun? You ever...

Vice Mayor Mena: Well, any building will, no?

Commissioner Anderson: Look at an airliner...

Vice Mayor Mena: Right.

Commissioner Anderson: That's aluminum.

Vice Mayor Mena: Sure.

Commissioner Anderson: You know, they're all made out of aluminum riveted together. They're hot.

Vice Mayor Mena: So -- well, right. So, will -- I mean, again, so will a Mediterranean building. It is a parking lot. I -- and by the way, I think I heard at the last meeting -- but I don't have a photographic memory -- that the skin, the aluminum panels, are designed in a way...

Mayor Lago: To breathe.

Vice Mayor Mena: That they do, A, refract and block off some of the headlight sort of light pollution -- for lack of a better term. And you know, you are at elevation, so there will be a little more flow of air. In fact, the more you -- I'm not an engineer, but we're all kind of playing one on TV here, if you will. If you line it with something, even if it's plants, you know, there's less air going through.

Commissioner Anderson: It depends on how you design it.

Vice Mayor Mena: And you know, you obviously have cars driving and emissions from those cars, and so that creates heat. So, again, I leave that to the sort of design professionals to guide us on as far as, you know -- and surely you can get back to us on some of the concerns that Commissioner Anderson's expressing. But I also don't want to just accept them as fact that there would be any meaningful distinction because I -- from an aesthetic perspective, I agree with the Mayor, and I think Commissioner Fors. I don't want the whole façade to be green. I think that's a totally different building at that point. And I think one of the nice things about this building is the sort of veiled effect that you describe in that translucence, especially in the evening, I think is fundamental to the design of the building. And making it in a complete wall of green would completely alter that. Am I open to adding some more biophilia here and there and incorporating it more? Yeah, sure, absolutely.

Commissioner Fors: And is there somebody in the building that -- I don't know if this is outside of your scope. But if -- am I going to feel hotter walking down Andalusia if it has white panels versus whether...

Commissioner Anderson: Well, when was the last time you walked down there during the summer?

Unidentified Speaker: One of the things that we could offer is that we can back up with data and research that that's going to be avoided with the current design that we have.

Commissioner Fors: I'm sorry. Say it one more time.

Unidentified Speaker: What we could offer is that we could back up the issue that has been brought up not to be an issue with research and data showing that the current design won't create that issue.

Commissioner Anderson: Alright, well, keep in mind, aluminum is used routinely as one of the most highly reflective materials, second is silver, okay, and that's why it's used for...

(COMMENTS MADE OFF THE RECORD)

Unidentified Speaker: Yeah, we'll do a model, and we'll create something that will create confidence that will anticipate the behavior around the building and how it's going to feel, so we can inform it with specific research and data that this issue will be avoided that (INAUDIBLE)...

Commissioner Fors: So, your answer is that the science is going to show that it's not going to make anything hotter.

Unidentified Speaker: And we're going to treat it in a way -- the panels themselves -- that the heat island effect that was referred is not going to be an issue.

Vice Mayor Mena: The panels will be coated?

Mr. Ahmadzadegan: Yeah, of course. The panels aren't going to be just plain aluminum.

Vice Mayor Mena: Bare aluminum, right.

Mr. Ahmadzadegan: Let's say, if it's -- if that's the material. And by the way, we're still looking at whether it's aluminum or steel. There's a lot of issues that we have to consider before actually the selection of the final material. But you can control Commissioner Anderson's point by the type of finish you put...

Vice Mayor Mena: Right.

Mr. Ahmadzadegan: And actually, it's a very legitimate point. What you're saying actually is true, and that's something that we're definitely going to be paying attention to to make sure that we minimize any of the effects that she's referred to, but that's certainly a good point.

Vice Mayor Mena: Right.

Commissioner Anderson: So, if you look...

Planning and Zoning Director Trias: Mayor...

Commissioner Anderson: At a parking garage and you have horizontal slabs, and you put green in this area, so you don't see the headlights coming through -- and I know that you want this veiled look, but we have a Code, and the Code requires the headlights to be blocked. And we should not make an exception...

Mr. Ahmadzadegan: Yes, so one thing...

Commissioner Anderson: For this building.

Mr. Ahmadzadegan: To that which -- and I apologize, we didn't get to the detailing of it actually, is that the perforation as it actually comes down to about the three foot, six-inch line gets a little bit less dense to allow for a little bit more of the veiling that you're referring to of those headlights. Now, that's a detail -- again, just to remember the stage that this project is at. This is just the first...

Vice Mayor Mena: Design.

Mr. Ahmadzadegan: Approval...

Vice Mayor Mena: Right.

Mr. Ahmadzadegan: Of basically a schematic/early DD design.

Vice Mayor Mena: Right.

Mr. Ahmadzadegan: So, these are all things that we're going to take into consideration, but again, a very good point.

Planning and Zoning Director Trias: You know, Mayor, what I would suggest is that you provide direction in terms of the goals that you would like to see in the design. We have a very competent architect working on this, extremely well-known and so on. And I think it's best to let them design it according to your wishes. I think that for transparency's sake, I do want to say that you are making the decision.

Vice Mayor Mena: Sure.

Planning and Zoning Director Trias: But Mayor, many times you've said, let us do the job, and that's what you're doing right now. You are not delegating this decision to the Board of Architects, or to the Planning and Zoning Board. You're making the decision. So, the best thing to do is to recognize the type of building that is being shown to you, and if you have some suggestions, let the architect work on it.

Commissioner Menendez: Can we --? In order to move forward, is there a way that between this meeting and next meeting, Commissioner Anderson can meet with the board?

Mayor Lago: It's not -- but if I may, excuse me. I mean, let me -- let's put some brakes on here really quick. This not Commissioner Anderson's project here. This is the City of Coral Gables project, okay? If we're going to meet, we're going to meet as a Commission. We're going to have a sit-down conversation. We're going to sit down with the architects, and we're going to have a conversation in a public setting to discuss this issue. So, we can move forward on this project...

Vice Mayor Mena: Yes.

Mayor Lago: Without a problem today, and we can finalize the skin in the next four weeks before we have our Commission meeting. It's very simple. I do this for a living every day. We build with plans that you have a second and third iteration that are going through a revision, that are waiting for approvals, through a city, but you're building as you move forward. We're not going to break ground for another four or five, six months.

Planning and Zoning Director Trias: They haven't done design development yet.

Mayor Lago: No, so I'm just saying -- but they can start working on design development already, because guess what? The foundation is not going to change, correct?

Unidentified Speaker: Right.

Mayor Lago: Foundation's not going to change. We're going to start working on the foundation. MEPs are not going to change, depending on maybe you apply this biophilia, and you may have to add some more irrigation, but we'll deal with that later. But we can start working on this project already...

Vice Mayor Mena: Yeah.

Mayor Lago: In reference to the technical aspects of it. Parking, analyzing the drones, analyzing the flow of traffic, analyzing the alley, addressing concerns with neighboring property owners and see how they buy into this process. So, the skin can be addressed, but we need to move forward, and I want to move forward as a Commission. I don't want to move forward as just one Commissioner having a concern because I don't have a problem with her comments. I think her comments are -- they're good.

Vice Mayor Mena: I would just...

Mayor Lago: They add value to the conversation, and I look forward to those conversations. And I want to see what -- by the way, I want to be clear and transparent. I've said this already three times, and I'm going to say it four. I've done two incredible projects with Gensler, and I hope I can do more. And many of you visited -- have visited the projects that I have built, you just don't know that I built them, and Gensler designed them. One of them is a world-class brewhouse that just opened up here in South Florida that I had the pleasure of building and finishing six months ago. It's one of the most beautiful buildings you've probably seen. So -- and it incorporates a lot of biophilia. It incorporates mature trees and incorporates a lot of green life into the project. It's called Cervceria La Tropical by Heineken. So, I ask that we move forward on this project, that we have a sunshine meeting with the architects, and that we come to a resolution in regards to the skin, and we showcase what we can do as a team.

Vice Mayor Mena: Can we--? I agree with basically everything you just said. My point is, if we approve this, it's approving the items that Ramon laid out.

Mayor Lago: Okay.

Vice Mayor Mena: I -- why don't we just give the professionals direction, which I think we're doing.

Mayor Lago: That's what I wanted to do outside of this back and...

Vice Mayor Mena: Yeah.

Mayor Lago: You know, we've been here for almost...

Vice Mayor Mena: Yeah, yeah.

Mayor Lago: It's almost 4 o'clock.

Vice Mayor Mena: And have them...

Mayor Lago: I wanted to respect you and staff's time.

Vice Mayor Mena: No, no. And when they're ready, whether it's in the next meeting or not, but when you're ready, come back and show us how you've addressed the concerns about heat with whatever coating or material it is you finally selected, how you're going to minimize the visible interior lights and car headlights -- minimize, not eliminate, minimize. You know, you just mentioned one example where the grading could be smaller in that -- you know, so whatever it is...

Mayor Lago: Biophilia options.

Vice Mayor Mena: But let's let them -- I'm not an engineer or an architect, and so I'm not going to sit here and tell you how to do that. I can only tell you what concerns I need you to address, and have you come back with what you think is the best proposal. I think you've shown with the design of the building that you're more than capable of doing that. So, I would move forward with approving this, and when they're ready to come back, please address these concerns because they are things that can be addressed forward. We're only at the design phase. But I think you're hearing from us that we want you to address the concerns about heat and the visibility of the lights.

Commissioner Menendez: And I guess any other concerns...

Vice Mayor Mena: And maybe...

Commissioner Menendez: That come up.

Vice Mayor Mena: Incorporate more bio...

Commissioner Fors: Or show us they're not concerns...

Vice Mayor Mena: Yeah.

Commissioner Fors: With scientific data.

Vice Mayor Mena: Yeah, exactly.

Commissioner Menendez: Just questions or issues.

Vice Mayor Mena: Exactly. Or if they're not con -- if you say, look, there's not a concern about the -- heat is a concern, but we've eliminated it because of the material we're using, great. That's all we want to -- that's all I want to hear. I can only speak for myself.

Commissioner Anderson: Yeah. There's only one 3M product out there that's not on the market yet that I know actually when the sun hits it, it is cool, okay. And when the sun's not hitting it, it adopts the ambient temperature of the room. So, I'll invite you guys to come have a conversation with me so I can get this education from you all offline, and then let's have our sunshine meeting.

Commissioner Menendez: Okay.

Vice Mayor Mena: I would just bring it back to -- I mean, we can have a sunshine meeting, but I would just come back to the Commission meeting when you're ready with that.

Mayor Lago: Okay.

Vice Mayor Mena: I mean...

Mayor Lago: Listen, I would prefer to have the sunshine meeting.

Vice Mayor Mena: That's fine.

Mayor Lago: That way when we come back to the Commission meeting, we're ready to vote -- we're ready...

Vice Mayor Mena: Sure.

Mayor Lago: To take a vote on the skin.

Commissioner Anderson: Right.

Mayor Lago: I'm ready to vote on the bones of the project today, and vote on the skin...

Planning and Zoning Director Trias: And that is the request...

Mayor Lago: At the next Commission meeting.

Planning and Zoning Director Trias: Today is the site plan approval that deals with the zoning issues, and that is the request before you. It's a resolution, only one hearing.

Vice Mayor Mena: I'll move it.

Commissioner Anderson: I will second on the bones of the building, skin later on.

Commissioner Fors: Based on the items up for vote, does it require that bifurcation? In other words...

Vice Mayor Mena: No.

Mayor Lago: It doesn't.

Planning and Zoning Director Trias: No.

Commissioner Fors: It doesn't, right?

Planning and Zoning Director Trias: It doesn't require any additional decisions by the Commission, but certainly, you can provide as much input...

Vice Mayor Mena: Why don't we...?

Planning and Zoning Director Trias: As you'd like.

Vice Mayor Mena: Why don't we move to approve the resolution on the agenda, and then if you want to have a separate motion to have a sunshine meeting to discuss the skin...

Planning and Zoning Director Trias: That would be appropriate.

Vice Mayor Mena: We can do that.

Planning and Zoning Director Trias: That would be appropriate.

Vice Mayor Mena: Because there's nothing about the skin in the resolution.

Commissioner Menendez: Ask the City Attorney what we can do.

City Attorney Ramos: That's the cleanest way to do it.

Vice Mayor Mena: Right.

Planning and Zoning Director Trias: Yes.

Commissioner Anderson: As long as that's clear, okay.

Planning and Zoning Director Trias: That -- you can do it as a Commission, certainly.

Vice Mayor Mena: I'm making a motion to approve the resolution as drafted on the agenda.

Commissioner Fors: And I'll second it.

Commissioner Menendez: We have a second.

Commissioner Fors: Yes.

Vice Mayor Mena: Yes.

Commissioner Menendez: Yes.

Commissioner Anderson: Yes, with the comments noted.

Mayor Lago: Yes.

(Vote: 5-0)

Commissioner Anderson: Now, Commission, do you want to make a separate motion for the sunshine meeting?

Commissioner Anderson: Yeah, I'll make a second -- a separate motion for the sunshine meeting.

Commissioner Menendez: I'll second.

Vice Mayor Mena: Yes.

Commissioner Menendez: Yes.

Commissioner Anderson: Yes.

Commissioner Fors: Yes.

Mayor Lago: Yes.

(Vote: 5-0)