City of Coral Gables
Planning and Zoning Board Meeting
Wednesday, September 11, 2019
Coral Gables City Commission Chambers
405 Biltmore Way, Coral Gables, Florida

MEMBERS	J9 '19	F13 '19	M13 '19	A10 '19	M8 '19	J12 '19	J10 '19	A14 '19	S11 '19	O16 '19	N13 '19	D11 '19	APPOINTMENT
Eibi Aizenstat Chair	P	E	C	C	P	P	P	C	P				Commissioner Michael Mena
Rhonda Anderson	P	P	C	C	P	P	P	C	P				Vice Mayor Vince Lago
Robert Behar Vice Chair	P	P	C	C	E	P	P	C	E				Board-As-A-Whole
Rene Murai	P	P	C	C	P	P	P	C	P				Mayor Raul Valdes-Fauli
Wayne 'Chip' Withers	-	-	C	C	-	P	P	C	P				Commissioner Jorge L. Fors, Jr.
Venny Torre	E	P	C	C	P	P	P	C	P				City Manager
Maria C. Velez	P	P	C	C	P	P	E	C	P				Commissioner Pat Keon

P = Present
E = Excused
C = Meeting Cancelled

City Staff and Consultants:
Ramon Trias, Planning & Zoning Director
Devin Cejas, Deputy DS Director/Zoning Official
Jennifer Garcia, City Planner
Arceli Redila, Principal Planner
Ana Restrepo, Principal Planner
Jill Menendez, Administrative Asst.
Ed Santamaria, Asst. City Manager
Kevin Kinney, Parking Director
Dona Spain, Historical Resources Director
Jessica Keller, Asst. Public Works Director
Melissa Mojarena De Zayas, P.E., Public Works
Charles Hart, Traffic Consultant for Public Works

Miriam Ramos, City Attorney
Craig Collier, Special Counsel

Court Reporter:
Fernandez & Associates

Attachment(s):
-09 11 19 Attendance/Speaker Sign-In Sheet
-09 11 19 PZB Verbatim Meeting Transcript
-Email entered into the record re 220 Miracle Mile by Tessa Kramer
-ADA documents entered into the record re 220 Miracle and ZOM

Attendance/Speaker Sign In Sheet – Sept. 11, 2019

Planning & Zoning Board Meeting

	Name	Mailing Address	Phone	(IF YOU WISH TO SPEAK, PLEASE CHECK THE BOX BELOW)
1.	SUSAN KAWALERSKI	6830 GRATTAN STREET	(305) 978-2233	☒ 220 Miracle Mile (E-1 & E-2) (1) ☐ Cond. Use re ZOM - ALF (E-3) ☐ ZC Text Amend re Public/Private (E-4 & E-5) ☐ ZC Text Amends re various (E-6/E-7/E-8/E-9) ☐ ZC Update Transfer/Removing (E-10 & E-11)
2.	GORDON SOKOLOFF	225 Aksin Ave.	305 7880828	☒ 220 Miracle Mile (E-1 & E-2) (2) ☐ Cond. Use re ZOM - ALF (E-3) ☐ ZC Text Amend re Public/Private (E-4 & E-5) ☐ ZC Text Amends re various (E-6/E-7/E-8/E-9) ☐ ZC Update Transfer/Removing (E-10 & E-11)
3.	Debra Pegister	1240 Placetas Ave Coral Gables FL 33146	305-807-5523	☑ 220 Miracle Mile (E-1 & E-2) (3) ☐ Cond. Use re ZOM - ALF (E-3) ☐ ZC Text Amend re Public/Private (E-4 & E-5) ☐ ZC Text Amends re various (E-6/E-7/E-8/E-9) ☐ ZC Update Transfer/Removing (E-10 & E-11)
4.	MARIO BARROSO	180 Aragon Ave Coral Gables, FL 33136	(305) 569-6590	☒ 220 Miracle Mile (E-1 & E-2) (4) ☐ Cond. Use re ZOM - ALF (E-3) ☐ ZC Text Amend re Public/Private (E-4 & E-5) ☐ ZC Text Amends re various (E-6/E-7/E-8/E-9) ☐ ZC Update Transfer/Removing (E-10 & E-11)
5.				☐ 220 Miracle Mile (E-1 & E-2) ☐ Cond. Use re ZOM - ALF (E-3) ☐ ZC Text Amend re Public/Private (E-4 & E-5) ☐ ZC Text Amends re various (E-6/E-7/E-8/E-9) ☐ ZC Update Transfer/Removing (E-10 & E-11)

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CITY OF CORAL GABLES
LOCAL PLANNING AGENCY (LPA)
PLANNING AND ZONING BOARD MEETING

VERBATIM TRANSCRIPT
CORAL GABLES CITY HALL

405 BILTMORE WAY, COMMISSION CHAMBERS
CORAL GABLES, FLORIDA
WEDNESDAY, SEPTEMBER 11, 2019
COMMENCING AT 6:02 P.M.

Board Members Present:

Eibi Aizenstat, Chairman
Rene Murai
Rhonda A. Anderson
Venny Torre
Chip Withers
Maria Velez

City Staff and Consultants:

Ramon Trias, Planning Director
Craig Coller, Special Attorney
Devin Cejas, Deputy DS Director/Zoning Official
Jennifer Garcia, City Planner
Arceli Redila, Principal Planner
Ana Restrepo, Principal Planner
Jill Menendez, Administrative Assistant
Kevin Kinney, Parking Director
Dona Spain, History Preservation Board
Ed Santamaria, Assistant City Manager
Miriam Ramos, City Attorney
Jessica Keller, Assistant Public Works Director
Melissa Mojarena De Zayas, P.E., Public Works
Charles Hart, Traffic Consultant for Public Works

Also Participating:

Jorge Navarro, Esq. on behalf of Items E-3, E-4 & E-5
Susan Kawalerski
Gordon Sokoloff
Debra Register
Mario Barroso

(The following proceedings were held:)

CHAIRMAN AIZENSTAT: Okay. Let's go ahead and get started.

First I'd like to ask everybody -- I'd like to call this meeting to order. I'd like to ask everybody to please first turn off your cell phones, pagers or electronic devices, put them on silent.

I would like to ask for a moment of silence to remember those individuals who lost their lives 18 years ago today. I would appreciate that. Thank you.

(Brief moment of silence.)

CHAIRMAN AIZENSTAT: Thank you.

This board is comprised of seven members. Four Members of the board shall constitute a quorum, and the affirmative vote of four members shall be necessary for the adoption of any item, any motion.

If only four members of the board are present, an applicant may request and be entitled to a continuance to the next regularly scheduled meeting of the board. If a matter is continued due to a lack of quorum, the chairperson or secretary of the board may set a special meeting to consider such

matters.

In the event that four votes are not obtained, an applicant may request a continuance to allow the application to proceed to the city commission without a recommendation.

Lobbyist registration and disclosure: Any person who acts as a lobbyist pursuant to the City of Coral Gables Ordinance No. 2006-11 must register with the city clerk prior to engaging in lobbying activities or presentations before city staff, boards, committees, members and commission.

A copy of the ordinance is available in the office of the city clerk. Failure to register and provide proof of registration shall prohibit your ability to present to the board.

As chair, I now officially call the City of City Gables Planning & Zoning Board of September 11th, 2019 to order. The time is 6:02.

Jill, will you please call the roll.

THE SECRETARY: Rhonda Anderson?

MS. ANDERSON: Here.

THE SECRETARY: Robert Behar?

Rene Murai?

MR. MURAI: Here.

THE SECRETARY: Venny Torre?

MR. TORRE: Present.
THE SECRETARY: Maria Velez?
MS. VELEZ: Here.
THE SECRETARY: Chip Withers?
MR. WITHERS: I'm here.
THE SECRETARY: Eibi Aizenstat?
CHAIRMAN AIZENSTAT: Here.
Please be advised that this board is a quasi-judicial board, and the items on the agenda are quasi-judicial in nature, which requires board members to disclose all ex-parte communications and site visits.
An ex-parte communication is defined as any contact, communication, conversation, correspondence, memorandum or other written or verbal communication that takes place outside a public hearing between a member of the public and a member of the quasi-judicial board regarding matters to be heard before the board.
If anyone made any contact with a board member regarding an issue before the board, the board member must state on the record the existence of the ex-parte communication and the party who originated the communication.
Also, if a board member conducted site visits

specifically related to the case before the board, the board must also disclose such visit. In either case, the board member must state on the record whether the ex parte communication and/or site visit will affect the member's ability to impartially consider the evidence to be presented regarding the matter.
The board member shall also state that his or her decision will be based on substantial competent evidence and testimony presented on the record.
Does any board member have any such communication or site visit to disclose?
MR. TORRE: I visited both sites that are on the agenda tonight.
CHAIRMAN AIZENSTAT: And will that impair your ability to be impartial?
MR. TORRE: Not at all.
CHAIRMAN AIZENSTAT: All the parties that will be speaking today, if they can please stand up to be sworn in, with the exception of the attorneys.
THE COURT REPORTER: Please raise your right hand.
Do you swear or affirm the testimony you are about to give with the truth, the whole truth and nothing but the truth?

(ALL): Yes.
CHAIRMAN AIZENSTAT: Thank you.
And what I would also like to ask is anybody that's going to be speaking today, there's a sign-up sheet with Jill, if they would please go over there or make sure that they've signed their names. She will be calling you up in reference to each agenda items that's presented.
First I'd like to do the approval of minutes. Has everybody had a chance to go over, to go over and read the minutes? Is there a motion?
MR. MURAI: So moved.
MS. ANDERSON: Second.
CHAIRMAN AIZENSTAT: Motion to second. Any discussion?
MR. WITHERS: I just have a question.
CHAIRMAN AIZENSTAT: Yes, sir.
MR. WITHERS: I was marked as excused in May, and I didn't -- was there a meeting in May?
And I thank you for excusing me.
I don't know if I was yet appointed. I believe it was the June, but I just want the --
CHAIRMAN AIZENSTAT: Okay. Ramon, would you have your office take a look at that?
MR. TRIAS: Yeah, we will verify the

appointment and certainly we can do that.
CHAIRMAN AIZENSTAT: Thank you. Because I know you haven't missed any meetings since your appointment.
MR. WITHERS: No.
MR. TRIAS: Right.
CHAIRMAN AIZENSTAT: Thank you.
Any other discussion?
Having heard none, call the roll, please.
THE SECRETARY: Rene Murai?
MR. MURAI: Yes.
THE SECRETARY: Venny Torre?
MR. TORRE: Yes.
THE SECRETARY: Maria Velez?
MS. VELEZ: Yes.
THE SECRETARY: Chip Withers?
MR. WITHERS: Yes.
THE SECRETARY: Rhonda Anderson?
MS. ANDERSON: Yes.
THE SECRETARY: Eibi Aizenstat?
CHAIRMAN AIZENSTAT: Yes.
I'd like to go ahead and change the order of the agenda. The first items I'd like to hear, for the board to hear, is Item E-4 and E-5.
Mr. Coller, would you please read the item

into the record.

MR. COLLER: Well, that's the city attorney, for the record.

CHAIRMAN AIZENSTAT: Correct.

MR. COLLER: But I will read this item.

CHAIRMAN AIZENSTAT: Excuse me.

MS. RAMOS: Please.

MR. COLLER: Item E-4, an ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables official zoning code, Article 4, Zoning District, Section 4-206, business improvement overlay district, BIOD, to permit a conditional use for outdoor seating for non-restaurant facilities fronting Miracle Mile and Giralda Plaza, providing for a repealer provision, severability clause, codification providing for an effective date. Item E-4, public hearing.

CHAIRMAN AIZENSTAT: Thank you.

MS. RAMOS: Good evening. Miriam Soler Ramos, city attorney for the record. Pleasure to be with all of you tonight.

I'm here because these items were each sponsored. I'll talk about the one that Mr. Coller has read in first. But both items were sponsored

by different commissioners. They've already gone to first reading at the August commission meeting, and they're coming to you between first and second.

So the one that we are currently on is the one fronting Miracle Mile and Giralda. This was sponsored by the vice mayor.

And the idea was that we would allow -- so we currently allow outdoor seating for restaurant facilities. But there is a process in the city by which a non-restaurant facility may obtain a liquor permit essentially. And so the idea is to allow outdoor seating through a conditional use process, which we all know is very stringent, has to go to the commission, they can place whatever conditions they believe are appropriate for businesses that have this -- that already have this non-restaurant facility license or liquor approval to apply for outdoor seating. So that's what this essentially does.

It does provide for an administrative approval, or renewal I should say, if certain conditions are complied with. And this is --

MR. COLLER: Chairman, maybe I should read E-5 in since we're going to be taking both of them up and then we can do a public hearing on --

MS. RAMOS: Sure. Let me just finish this one thing. This only applies to the Miracle Mile and Giralda streets. That's the only place that this particular one applies to.

Go ahead, Craig.

MR. COLLER: E-5, an ordinance of the city commission of Coral Gables, Florida, providing for text amendments to the City of Coral Gables official zoning code, Article 4, zoning district, Section 4-206, business improvement overlay district, BIOD, to permit a conditional use for outdoor seating on private property for non-restaurant facilities providing for a repealer provision, severability clause, codification, and providing for an effective date.

Item E-5, public hearing.

MS. RAMOS: So similarly, as I mentioned, this was also brought forth and sponsored by Commissioner Fors. It's been heard by the commission on first reading and is coming to you between first and second.

This is very similar to the one that I just spoke about except that this is the entire business improvement district, not only Miracle Mile and Giralda, and it only applies to private property.

So you would have to have a space within your business where this would even work, and then you would go through the same process.

You would first have to have your non-restaurant liquor approval, and then you would have to come, and it would be a conditional use process. You would go to the commission. They could apply whatever conditions they thought were necessary, and then you could potentially have outdoor seating.

So that's kind of the totality of the two ordinances and what they do.

MR. MURAI: What kind of businesses are we talking about that have a liquor license and they're not restaurants?

MS. RAMOS: So the ones that we've seen that I can think of off the top of my head, one is a barber shop.

MR. MURAI: A barber shop is going to have liquor -- they're going to kill those people.

MS. RAMOS: So I think it's for the person having the haircut, not the person giving, at least I hope. I doubt that they are going to be the people that are going to apply for outdoor seating, because that's not their business model. But, for

example, Wolf's Wine is a good example.

MR. MURAI: Which one?

MS. RAMOS: Wolf's Wine Shop. They typically only sell as a liquor store, the closed bottle of wine, they now have permission to serve the wine by the glass and sell it to the customer.

And so they would, for example, be able to put a table outside or two whatever, all the regular requirements are going to be in place, of course. You have to have ADA space for -- you know, the sidewalks will still be ADA accessible, it can't exceed the frontage of your particular store.

All those things are still going to be in place, but you might have one or two tables outside where someone might be able to enjoy a glass of wine that they purchased from the store.

MR. MURAI: Do those people have a liquor license?

MS. RAMOS: These people have a non-restaurant facility approval to sell liquor in the city. They have to go through their process with the State, but this is our zoning piece of it.

MS. ANDERSON: Here's a question that I have. Indoor versus outdoor use, is the veranda area considered part of the indoor space?

MS. RAMOS: It depends. That's the answer. It depends on which space. Some of them may be private property. Some of them may be public property. Some of them -- well, I guess those are the only two categories.

But one of the items has been often discussed by the commission, and what we do with them is areas that were intended to be open to the public and often used by establishments as part of a private building, but I think that's a little bit more than what this is trying to capture.

This is truly trying to capture Miracle Mile and Giralda. Just like you see tables outside of a restaurant on Miracle Mile and Giralda, you would see a couple of tables outside that would be allowed to sell.

And I don't know how many of these there really are. I don't know how often we're going to see it on the first one.

The second, with the private property, we may see more often.

MS. ANDERSON: I would have an issue with it if we don't fill up the verandas, block the verandas, allow ADA accessible routes so pedestrians can use the verandas for the purposes

they were really meant for.

MS. RAMOS: And so when public works looks at it as it goes through the process, they would have to check for that, as they do now, by the way, with all outdoor seating. So if you want to have a table that exceeds too far into -- and I know, that doesn't -- it doesn't always happen. That's what your face is telling me.

MS. ANDERSON: You see the look on my face, yeah.

MS. RAMOS: I know. But the idea is that when you have outdoor seating, it's gone through a process and we've told you, you need to leave this much space to make sure that it's ADA accessible.

MS. ANDERSON: So why don't we put it in the ordinance that there has to be a minimum of 36 inches?

MS. RAMOS: So it refers back to a different section that talks about fulfilling those requirements.

MS. ANDERSON: And as for those places where they're given permits to completely fill up their verandas --

MS. RAMOS: That's a separate conversation. I know that code is looking into it comprehensively.

MS. ANDERSON: Do those permits eventually expire?

MS. RAMOS: I don't believe that most of those were permits. Most of those were part of the site plan approval, and so the question is have they exceeded that or not, and it's something that I know staff is looking at.

MS. ANDERSON: Okay.

CHAIRMAN AIZENSTAT: Besides the wine and the barber shop that you gave us an as example, give me a strange example that might be able to do this --

MR. MURAI: A barber shop.

MS. RAMOS: That is a strange example.

Mr. Trias, can you think of anything?

MR. WITHERS: I have one. How about like cigars and hookah and things like that?

MS. RAMOS: So cigar shops, I don't know if we have one in Miracle Mile.

MR. WITHERS: Not now, we don't.

MS. RAMOS: But if we did, yes, that would be an example, because we have two cigar shops in the city that have obtained non-restaurant approvals to sell alcoholic beverages.

CHAIRMAN AIZENSTAT: And is that hard liquor or is that beer and wine?

MS. RAMOS: So they're licensed through the State, is whatever the State gives them. For us, beer and wine is no different than hard liquor.

CHAIRMAN AIZENSTAT: So as long as they get a State license, we're looking at it for within the city and the zoning?

MS. RAMOS: For us, that's something they must do to even apply. They don't have it. They can't, you know...

CHAIRMAN AIZENSTAT: So, for example, a shoe repair.

MS. RAMOS: Right. So a shoe repair would not qualify.

CHAIRMAN AIZENSTAT: Okay.

MR. MURAI: Why wouldn't it qualify?

MS. RAMOS: That would be weird, right? I'm sorry.

MR. MURAI: Why would it not qualify any more than a barber shop?

MS. RAMOS: Well, that's a good point, right? So I guess if they were able to get it, I guess it would just not be the business model.

MR. TRIAS: Mr. Chairman, one of the issues is that this is a conditional use process being proposed, so the standard's very high. It has to

be reviewed by the Planning and Zoning and commission.

MR. COLLER: And I presume that it will be heard by this board.

MR. TRIAS: Planning and Zoning --

MR. COLLER: Right. So every one is going to have to be separately evaluated.

CHAIRMAN AIZENSTAT: Individually.

MR. COLLER: Individually. And there may be issues of compatibility where one place it might be appropriate, another place it might not be appropriate.

MR. TRIAS: And conditions may be placed that deal with the site --

MS. RAMOS: That was the idea of making it a conditional use approval, that it's very stringent, and it's a long process. It's not easy to get, so that we don't have these things popping up left and right.

CHAIRMAN AIZENSTAT: Understood.

MR. WITHERS: Can I ask a question?

MS. RAMOS: Of course.

MR. WITHERS: Just so does the use outside have to match the use on the permit inside?

MS. RAMOS: This is only for the serving of --

so if you serve alcohol, you can apply for to have tables outside. That's all that this is doing.

MR. WITHERS: I understand.

MS. RAMOS: Yeah, I would say that if they're trying to -- if you're a shoe repair and you're trying to have a nail salon on the right-of-way, that that would violate your certificate of use. Right?

MR. WITHERS: So I guess my point is, the use on the outside of the sidewalk has to match the use on the inside of the building?

MR. MURAI: No. No. Because she gave the example of the barber shop.

MS. VELEZ: They're not going to cut the hair outside.

MR. WITHERS: So who makes that decision? Is it an administrative --

MS. RAMOS: The commission. The commission will make it as part of a conditional use process.

MR. TRIAS: Upon recommendation by Planning and Zoning.

MS. RAMOS: Right.

CHAIRMAN AIZENSTAT: So they can put restrictions on the use that would be outside, for example, you can't cut hair out there?

MS. RAMOS: Most certainly. And the request would not be -- well, I guess a request would be for outdoor seating, and then you could say the only thing you can do in this outdoor seating is A, B, C and D.

CHAIRMAN AIZENSTAT: Understood.

Venny, you had --

MR. TORRE: I do have a question. A business improvement district has an option for people outside of the CBD, or the -- I should say the business improvement district would be opting in.

You're talking about a boundary, not members of the bid, per se, correct?

MS. RAMOS: Correct. This is what's called, and to speak appropriately I will read it, it's the area known as the -- where did it go?

MR. TORRE: BOD.

MR. MURAI: Business improvement overlay district.

MS. RAMOS: That's exactly right, business improvement overlay district.

MR. TORRE: For not members on the --

MS. RAMOS: Not members of the BOD, just that district.

CHAIRMAN AIZENSTAT: Understood.

MS. RAMOS: And then for the first one, only Giralda and Miracle Mile.

CHAIRMAN AIZENSTAT: Any other questions, Miriam?

MR. MURAI: Can I make a motion to approve both items at the same time?

CHAIRMAN AIZENSTAT: Yes, you may.

MR. COLLER: We'll have a separate vote on each, but --

MS. RAMOS: Does anybody wish to speak?

MR. COLLER: Oh, yeah, we have not done that. Sorry.

MS. RAMOS: That's okay.

CHAIRMAN AIZENSTAT: Are we done?

Let's go ahead and open it for the public. Anybody here that wants to comment on either one of these items, E-4 or E-5?

No? I'll go ahead and close it to the floor.

MR. MURAI: I move approval of E-4.

MS. VELEZ: I'll second.

CHAIRMAN AIZENSTAT: As is?

MR. MURAI: As is.

CHAIRMAN AIZENSTAT: We have a first and a second.

Any discussion? No.

Call the roll, please.

THE SECRETARY: Venny Torre?

MR. TORRE: Yes.

THE SECRETARY: Maria Velez?

MS. VELEZ: Yes.

THE SECRETARY: Chip Withers?

MR. WITHERS: Yes.

THE SECRETARY: Rhonda Anderson?

MS. ANDERSON: Yes.

THE SECRETARY: Rene Murai?

MR. MURAI: Yes.

THE SECRETARY: Eibi Aizenstat?

CHAIRMAN AIZENSTAT: Yes.

Next we have E-5.

MR. MURAI: Move approval of E-5.

MS. VELEZ: I'll second.

CHAIRMAN AIZENSTAT: As is?

MR. MURAI: As is.

CHAIRMAN AIZENSTAT: Any discussion? No?

Call the roll, please.

THE SECRETARY: Maria Velez?

MS. VELEZ: Yes.

THE SECRETARY: Chip Withers?

MR. WITHERS: Yes.

THE SECRETARY: Rhonda Anderson?

MS. ANDERSON: Yes.

THE SECRETARY: Rene Murai?

MR. MURAI: Yes.

THE SECRETARY: Venny Torre?

MR. TORRE: Yes.

THE SECRETARY: Eibi Aizenstat?

CHAIRMAN AIZENSTAT: Yes.

Thank you. Just one comment, I notice on the sheet that we're provided by the City, they're inverted, meaning first is E-5, then second is E-4. Since this goes into the record, I don't know if you want to put E-4 first.

MS. RAMOS: Fix it. Absolutely.

Thank you, everyone.

CHAIRMAN AIZENSTAT: Thank you very much.

MS. RAMOS: Thank you.

CHAIRMAN AIZENSTAT: Okay. Would you read the next item please, which would be E-1 and E-2.

MR. COLLER: I'll read both items in.

CHAIRMAN AIZENSTAT: Please.

MR. COLLER: E-1, An ordinance of the City Commission of Coral Gables, Florida, requesting receipt of transfer of development rights, TDRs, pursuant to zoning code, Article 3, development review, Division 10, transfer of development right,

Section 3-1006, review and approval of use of TDRs on receiver sites for the receipt and use of TDRs for the proposed project referred to as 220 Miracle Mile on the property legally described as Lots 17-24, Block 2, Crafts Section, Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date.

CHAIRMAN AIZENSTAT: Thank you.

MR. COLLER: Item E --

MR. TRIAS: Second item.

CHAIRMAN AIZENSTAT: Next item.

MR. COLLER: I'm sorry. I'll read Item E-2?

MR. TRIAS: Yes.

CHAIRMAN AIZENSTAT: Yes, please.

MR. COLLER: A resolution of the city commission of Coral Gables, Florida requesting a site plan review pursuant to zoning code Article 4, zoning districts, Division 2, overlay and special purpose districts, Section 4-203, Zaine/Friedman Miracle Mile downtown overlay for the proposed project referred to as 220 Miracle Mile on property legally described as Lot 17-24, Block 2, Craft Section, Coral Gables, Florida, including required conditions, providing for a repealer provision,

severability clause, and providing for an effective date. Items E-1 and E-2, public hearing.

CHAIRMAN AIZENSTAT: Thank you. Before you go on, we had an e-mail presented before us.

That's been entered into the record?

MR. TRIAS: That is entered. The record was received today.

CHAIRMAN AIZENSTAT: Thank you.

MR. TRIAS: May I have the PowerPoint?

Mr. Chairman, we have a request for a hotel on Miracle Mile that has two parts, one as you said, as the attorney explained, is the TDR request. And the second one is a site plan review, because the hotel happens to be on the Zain overlay of Miracle Mile.

Now, this is an overall view of the location which is right on Miracle Mile and Ponce de Leon, that intersection. There's an existing two-story building there now, which will be replaced by the proposed hotel plus retail downstairs, a restaurant and other activities.

As you can see, this is the core of the city, certainly the area of the downtown that we are trying to work very hard on. As you know, we have just rebuilt the sidewalk and so on.

The property is zoned commercial, like all the properties downtown, and the downtown overlay is shown in this red dashed line, and in yellow highlighted is the site on the review.

Now, I'm going to talk about this a little bit, and I'm going to let the applicant explain the request in more depth because it's a little bit complicated, and the process has not been completely followed at this point, all the different steps of the process are to happen soon.

The TDRs, as you well know, is a process that we have by which a historic property can send some development potential to a different site. So it has two parts. It has the sending site review, which will have to take place in the Historic Preservation Board because the fact is that this building is within 500 feet of other historic properties. So the code requires review by the Historic Preservation Board.

The way I understand this is going to happen September 19th, so it's going to happen after this meeting. Now what that allows is some additional development potential, up to 25 percent more than the project would otherwise have. So it does have a consequence. If this is approved, then the

project is a little bit larger.

This is a diagram that shows all of the different historic landmarks within 500 feet in yellow. And this is the diagram that explains the different requests. The applicant has requested a level 1 Mediterranean that allows the height they're requesting. It also allows the extra 25 percent FAR to the size of the project they are proposing.

The ground level has a paseo in the west, and restaurants and retail, the ground level all throughout fronting Miracle Mile and also Ponce de Leon. And the access to the hotel, the lobby is proposed to be by the alley in yellow, highlighted in yellow. So all of the drop-off that could happen from automobiles would happen at the alley.

MR. MURAI: Would happen where?

MR. TRIAS: At the alley. At the alley is where automobile drop-off would take place, valet would take place, all of that activity.

We have staff from public works, if you have any questions specifically about the function and the operations of that proposal.

But that is the project as proposed. Ground level retail restaurants, access to the hotel from

the alley, and then the rest of the building, the upper stories, hotel rooms, as you can see, to a height of seven stories. The very top floor is a restaurant, the other floors.

As you can see, the project is designed to follow the facade of Miracle Mile as required by the overlay.

The DRC meeting took place in July. Then the Board of Architects has reviewed this twice in August. The neighborhood meeting took place in August, August 27th, and today we are having the Planning and Zoning meeting, and the Historic Preservation Board will review this on the 19th.

Letters were sent to property owners within 1,000 feet, and this is the diagram that shows the area that got letters. And the public notice included two letters to property owners, the posting of the property three times for DRC, Board of Architects and for tonight's meeting. The website posting, of course, and the newspaper advertisement for this meeting tonight.

The staff recommendation is that you forward the comments, the comments from staff and any comments that you may have to the commission as the process needs to be completed prior to a

recommendation of approval or an approval by the commission.

I do anticipate that the project will continue the process and will be reviewed in a timely basis, but at this point because of the fact that some things have not happened, all I can do is recommend that you forward the comments and explain the different things that need to happen prior to commission approval which are listed in the staff report.

I think that the applicant can explain the project a little bit better and request -- and the request. So at this point I will end my presentation, and if you have any questions, I'll be ready.

CHAIRMAN AIZENSTAT: Okay. Let's go ahead. Is the applicant present?

MR. NAVARRO: Hi. Good evening, Mr. Chair, Board Members. For the record, Jorge Navarro with offices at 333 Southeast Second Avenue. With me this evening is Steve Bittel, chairman of Terranova Corporation, Mindy McIlroy, who is the president of Terranova, and your former president of the Business Improvement District, Bernardo Fort Brescia, from Arquitectonica, and Tim Plummer from

David Plummer & Associates, who's our traffic engineer, who's been working diligently with public works to address all of the access and circulation issues.

It's my distinct pleasure to be here this evening for this very exciting project that will continue to beautify and enhance Miracle Mile with everything that's been done recently through the streetscape. This delivers a high quality pedestrian friendly development that complements many of the other uses that you have along Miracle Mile today. This will bring visitors and people to enjoy all of the restaurants, shops, and entertainment venues that you have along Miracle Mile, which is one of the intentions when the commission voted to go ahead and create the Miracle Mile Streetscape project.

We have a very well-respected and reputable and proven group on this project. We have Terranova, who owns several other assets along Miracle Mile, has done multiple redevelopment projects, including Lincoln Road. And as part of that, they're personally invested in Miracle Mile and they have a personal investment in seeing that it succeeds, and this is a project that will

complement the other projects that they've done along Miracle Mile.

The project's also designed by a world-renowned architect who has offices in Miami. The project that was said by your planning director has been designed in accordance with your zoning code. The rest of the components that will be pursued after site plan approval, such as remote parking, are allowed by your code, and we'll be pursuing those administratively via the remote parking section after the city commission approves out site plan, hopefully.

We're here before you this evening for two things. One of them is to present our site plan for your review, and as your planning director said, to obtain your comments and feedback so we can incorporate those before we go before the city commission.

And the second item is that we are asking to transfer TDRs from one of the other sites that we own along Miracle Mile, another historically designated site, and transfer that excess development capacity to this site. And that is before you.

Your historic preservation officer is here

this evening. We've been working with her. We have a positive staff recommendation. That item is scheduled for the September 19th meeting. We've gone ahead and confirmed that there is sufficient TDRs, so we see no issues with obtaining that approval. But this recommendation and the recommendation from your Historic Preservation Board are prerequisites for us to go to city commission.

So after this meeting here this evening, which will obviously be conditioned on us getting the recommendation from your Historic Preservation Board, we will proceed hopefully to city commission to obtain our final approvals.

With that, I'd like to introduce you to Bernardo Fort Brescia, for him to walk you through the site plan. Our entire team is here to answer any questions that you may have, and we look forward to receiving your feedback.

CHAIRMAN AIZENSTAT: Thank you.

MR. WITHERS: So while he's doing that, can I ask a quick? What is the sending site? Which one is it?

MR. NAVARRO: It's the bridal shop on 340 Miracle Mile, 340 and 348 Miracle Mile.

MR. MURAI: And where are you parking off site?

MR. NAVARRO: So actually -- and that's one of the exhibits that we have, and we've been working with your public works director on this. There's plenty of remote parking available. We've selected a site.

The way that the remote parking requirement is is you have to submit your lease for that site. We have a letter of intent from a site that qualifies. Our goal is that as we get closer to actually breaking ground and being in construction so we don't carry a lease with all the lease payments for two years, is that we will select the right site.

I know that the city's in the process of constructing a parking garage or pursuing a parking garage directly behind us. If that happens and that pursues it, we're not relying on it, but if that happens that would be the ideal location. But if not, we have a site just south of us along Miracle Mile. There's also some like to the north, a new parking garage --

MR. MURAI: That site that you're referring to south of you, where is it?

MR. NAVARRO: We have the -- let me get the --

it's in the map. I'd like to show you.

CHAIRMAN AIZENSTAT: It's on Le Jeune, is the site.

MR. NAVARRO: 2655 Miracle Mile. But just to show you -- I want to kind of show you. It's this location here.

CHAIRMAN AIZENSTAT: It's on Le Jeune, the parking site, correct?

MR. NAVARRO: On Le Jeune, yeah. 2655 --

MR. COLLER: You want to pick up the mike, because the reporter can't hear you when you're looking at the exhibit --

MR. NAVARRO: 2655 Le Jeune --

MR. COLLER: There's a mike right there.

CHAIRMAN AIZENSTAT: Could I ask you to set up on that side. It will be better because we have some people here. There's some empty chairs there, if you don't mind. Right there is perfect. Thank you.

And if possible, maybe a little more to the right. It will just allow because the podium. Thank you.

Chip, you're okay? You can see that?

MR. WITHERS: I don't know. Pretty far away there. I can see colors. No, I'm good. I'm good.

I'm sure they're going to throw it up there hopefully.

MR. FORT BRESCIA: Good afternoon. I'm Bernardo Fort Brescia from Arquitectonica, and I'm going to take you through the various aspects of the project.

CHAIRMAN AIZENSTAT: I think the microphone is not on. Could you tap on it for me?

Okay. Thank you.

MR. FORT BRESCIA: I think it's on. Just get closer to it. That's what it is. Yes.

In this aerial view you can see the position of the building in Coral Gables. You see Ponce de Leon Boulevard to this side, facing south. You see the frontage on Miracle Mile with a redone landscape and paving of Miracle Mile. You see behind where there is a garage proposed and there is an existing lower garage and then a series of other office buildings and new projects that are happening on the south side of Miracle Mile.

From here you can see the arrangement of the building very clearly. There's a base of the building that as required by code reaches out to the edge of the sidewalk to engage the public that is walking along Miracle Mile. Set back from it,

there's the main body of the building, the middle. There's a slightly higher floor here where we have some additional commercial functions that I will describe in the plans and the courtyard.

And there are two wings that contain rooms and they're full levels of rooms on both sides.

So we have one, two, three, four, five and six levels. The seventh floor, which is what we are able to do, in fact we have decided to recess it and create like a penthouse that is the rooftop restaurant and bar with a large terrace, so, in fact, the main roof completes at the sixth floor and then that top floor is significantly recessed from the base.

You can see here also the setback from Ponce de Leon for the retail, and there's an additional much larger setback, about 26 feet from that side west property line, which is the right from a calculation of an angle and a formula that one follows.

So this is essentially the position of the building, and you can see here from this roof where the building is placed. You see facing north, you see here Ponce and you see Miracle Mile. This is the new paving that exists in Miracle Mile. You

can see here in this zone where there's an edge planter is the podium of the building. And then you see here where there are the two gardens and then the rooftop outdoor terrace. The location of the building with respect to the side and the frontage on Ponce de Leon.

Some of this may by deceiving because the streets are not in perfect 90 degrees and the building is. I guess in those days they didn't know how to do exact 90 degrees, so they're a little bit askew.

You can see here the alley and the new paseo. As you the know, the existing building has a paseo somewhere here in the middle. The paseo has very little function because it's so close to the corner that the difference of shortcut is really minimal. The idea of a paseo is that it happens as close as possible to the center of the block so people can take a shortcut instead of having to go around such a long block. So we have pushed the paseo to the edge of the building, to the western edge of the building, which serves the appropriate purpose of paseos.

The other aspect of this paseo is that currently this, like others, are enclosed. They're

actually tunnels like quarters, and the word paseo doesn't generally translate into some quarter. It is something that is open air. So we do have an open-air paseo, so it's like a pedestrian street that you can see the sun above you.

So these are some of the main urban design features that occur in the project. What you see here in white is the top floor, which contains a covered terrace, plus the indoor portion of the building, and on the south side we have a pool with some cabanas and some sunning deck, because obviously that has to be facing the south side as opposed to the FMB that happens to the north.

So with this I'm going to take you through what happens on the ground in the various levels of the building. You can see on one side here the ground floor. And I'm going to show you the second floor next to it, because they do relate to each other. You can see here on the ground level, this is the retail. Obviously, you can see here the restaurant with the place for the toilets and the kitchen and so forth. We don't know yet how it's going to be organized. We have a larger retail in the corner, additional smaller shops.

And the hotel lobby is pulled away as much as

possible from Ponce so that we don't diminish the power of retail, which is the history of Miracle Mile, and we wrap it around the corner and take it as far back so the hotel lobby is just a motor lobby that it's minimized on the ground floor.

And the rest that you see here in gray is the transformer vault. And something that we've chosen to do, which is to put the trash entirely indoors and refrigerate it so that it wouldn't be lying over by the -- in the sun by the alley.

The building is 100,000 square feet, so it complies with all the requirements on how loading is disposed of in a building of this size.

And so this shows you also how we can service directly and to all the tenants through an internal porter so that there's not only a fire escape, but ability to deliver to the tenants from the alley.

In the portion near the corner we have recessed the alley to create an arcade, that is a decent arcade so that in lieu of unloading all the guests from the street, like many hotels and other such facilities you see in Coral Gables, restaurants and so forth, we're able to pull in from the alley as well, and then the car move on to that location where it would park.

Of course, today, percentage wise, at least on experience of other hotels that we do in the city, the number of people arriving by car rentals has diminished significantly and most people, especially close to the airport on a urban location, arrive by Uber or equivalent, by share ride or taxi. And that is a trend in the nation, but Miami is no different than the rest of the nation and the world in that respect.

But that vehicle would still unload and be disposed of and leave through the alley out back to the streets.

We have created also a recess where we're allowed, because recesses are not permitted for retail, but are permitted for a hotel entrance. So our hotel entrance also has a covered area facing Ponce in addition to the one along the alley. You can see here a small front office and toilet, luggage, receiving, and a front desk here on the way to the two elevators serving the hotel.

The hotel is over elevated obviously, but you need always two because what if one breaks down. Normally the rule is one per 100 and we have 120 rooms.

So this is the second floor. You're probably

wondering why there's a stair and some elevators there. It's because we have some potential tenants in discussion that are interested in the second floor dining and the second floor terrace overlooking Miracle Mile. Having tables and umbrellas and a seating area here overlooking Miracle Mile on the second floor is quite attractive.

So, for example, one's a bar, a receiving area here, 1500 square feet go to the fine dining floor, on the second floor with some outdoor dining. Outdoor dining is something has become very desirable in America, and even more so with the good weather in Miami.

There's very few meeting rooms here. This is not a ballroom. There's a bunch of meeting rooms, but they open out to the terrace that can be used for pre-function if so wanted or for breakout into the terrace as one board room and two small meeting rooms.

But that's the extent of the public space. The hotel is intended to use the restaurants that are part of the mixed-use complex as complement to the use of what is essentially a limited service hotel. The trend is really towards independent

operators running restaurants that serve the public and the hotel and not exclusively for the hotel, and that hotel guests may or may not wander into those restaurants, but they're part of the animation of the street that comes with an urban limited service hotel.

It is with this, I can show you here, our typical floor. The typical floor is that U-shape that you saw. Actually, you'll be, even though it works perfectly for a site, actually it is very much of a tradition in Coral Gables, if you look catty-corner you see the original Florida National Bank building. It's two wings with a recess in the middle, the arcade almost identical. You go to the building at the Biltmore, same thing; two wings in that recess in the middle. And if you go around you'll find many buildings of that period that use the idea of the two pilasters, so to speak, that are the building and the center creating a void.

The other aspect of some of the traditional composition is that there's never a pair. You notice there's always a window in the center, so there's one, two and three. There's three and three.

Actually, the Biltmore has three, seven, and

three, and many buildings have three, seven and three. It's that non-pair number creating a center of a windows instead of a column. It's very much part of tradition composition.

And so that shows you the typical floor, which has 30 rooms per floor, 30 keys. There are suites in the two corners that are combinable to make a larger suite, and the rest are typical rooms, some of which are double-doubles, queen-queens and some of them are kings following some of the standards that the operators that we're considering would like to have.

And by the time -- and then you go -- I told you that the seventh floor that we are allowed to build in totality, we're only actually building a small portion of it; it's really a food and beverage operation. You can see the kitchen and pantry, bar and really emphasizing the outdoor dining overlooking Miracle Mile. You can see that from the same elevators. You can climb the five feet up to the pool deck, which is happening on the south side, and there's a small exercise room on one side and toilets serving both the restaurant and the pool deck off to one side.

So the symmetry of the composition reappears

on the roof with this wing shape, as you see here, with all the windows and doors that open up to this surrounding space on the roof.

There's a series of voids here. You can see that there's a series of holes that bring light into the space below that create those sort of seating areas on the roof.

And with this I think I've explained all the aspects of the hotel that are -- what I meant to explain to you, the voids are here. And where the other rendering from the back. And -- sorry about that.

You can see from the image that it creates a monumental arch that creates almost an outdoor room where that courtyard occurs. It's quite a deep courtyard, so it's very usable, and as are the surrounding terraces that are created by the podium.

You can see here the base of the building where the podium occurs, and those are the voids that I was making reference and the perimeter planter that occurs on both this terrace and the upper terrace, and this is creating a lighting effect that at night would be creating a glow of light into the space.

The rooms that are into this courtyard do have terraces that are rain protected and are part of a recessed area, and the frontage, we combined two floors into creating that vertical window effect that is instead of a series of horizontals, let's say, as contrasting with this building or contrasting with the squares. We were looking to do something that felt almost like a double height tall vertical window that is very much more in the traditional composition of thinking for windows.

And I think this gives you a summary of the project, unless there's something I missed. But this is -- we have stacking for -- more than adequate stacking, we believe. We have arrival -- four arrivals at once is quite a bit. And compared to other hotels, you know, hotels have -- unless you have a ballroom where people arrive all at once, of course for an event, but we don't have a ballroom. Hotels generally have a flow of arrival of customers, and a good valet company calculates on records how many people they put or how many they don't. Because in the end, the one who's most damaged is that hotel operation. If you don't service your customer properly, if a car doesn't arrive quickly or doesn't move, or there's no

space, the damaged party will be the hotel, will give the wrong impression. So it's a question of staffing and really calculated. With a very short period of time, they already know how many people they have to put in in order to service the customers.

And it is I think that probably the most important aspect of this building that separates it from what has been historically here is that there's a lot of greenery. There's a green roof that feels like there's a garden roof that feels like there's a second floor that is very green and very natural feeling, and we wanted to integrate some of the greenery to convey the sense of the urban tropics in which we live.

I think that covered most of the subjects. Thank you very much.

MR. NAVARRO: That concludes our presentation.

Just one item I wanted to kind of highlight was that this project is being developed under the new open space ordinance. So all of the open space is being provided at the ground level.

Under your prior code you were allowed to put some of the open space at the upper levels, and that's changed, so this project, I'm not sure if

it's the first one, but it definitely is complying with your new open space. So we have plenty of open space at the ground level, which is something that the commission wanted to see on projects going forwatd.

Our entire team's here to answer any questions. So I'm looking forward to receiving your comments.

CHAIRMAN AIZENSTAT: Thank you.

What I'd like to do is open it up to the floor first, and then we'll go ahead and close it and ask any questions we may have with the project.

Jill, do you have a list?

THE SECRETARY: Yes. We have four speakers.

CHAIRMAN AIZENSTAT: Okay. Would you call them, please?

THE SECRETARY: Sure.

Susan Kawalerski.

MS. KAWALERSKI: Good evening. My name is Sue Kawalerski. I'm a resident at 6830 Gratian Street here in Coral Gables.

I also represent --

MR. MURAI: 58? I'm sorry?

MS. KAWALERSKI: 6830 Gratian Street. Is that what you were asking?

MR. MURAI: Yeah.

MS. KAWALERSKI: Yeah, 6830 Gratian Street, Coral Gables. I'm a resident there, have been a resident there for 21 years.

I also represent the largest homeowners group in Coral Gables, and I am a member of the Transportation Advisory Board here in Coral Gables.

I have two main issues with this project, and I've heard from many of our residents in the association and not in the association. They're questioning how a hotel can be built in a very dense section of the city without any parking and without any drop-off and pickup.

Specifically, there are 120 rooms, there's ground floor retail, there's restaurants, so there's going to be a lot of flow of activity. There are going to be not only Ubers, but Lyfts, trollies, however people get to that particular location.

Where in the world are those people going to park if they come in a rental car? And number two, how are they going to be dropped off and picked up without a lot of traffic on a public right-of-way, which is the alleyway?

It's seeming that this project is relying on

public, the public for two reasons, number one, the eventual taxpayer funded parking that will be behind this hotel. Seems like the public parking will just be an extension of private property. That's number one.

Number two, the amount of traffic, just imagine if there were 120 Uber cars waiting outside for the 120 key doors, where would they stack up? Plus that's a two-way alleyway. That's a service alleyway. So if the business along that alleyway has a pickup or a delivery, and you're stacking up people that are schlepping luggage out of Ubers with cars stacked up in a main intersection of downtown Coral Gables, that will be paralysis, absolute paralysis of traffic.

So we object to this on two reasons. We do not want a public right-of-way used for private purposes, and the eventual public parking garage that will be an extension of private property.

Thank you.

CHAIRMAN AIZENSTAT: Can I ask you what homeowners association you're referring to?

MS. KAWALERSKI: Yes. It's the Rivera Neighborhood Association, which is transitioning to the Coral Gables Neighbors Association, which

encompasses all of Coral Gables.

CHAIRMAN AIZENSTAT: Thank you.

THE SECRETARY: Gordon Sokoloff.

MR. SOKOLOFF: Hi. I'm Gordon Sokoloff. My address is 225 Alesio Avenue. I hope no one slashes my tires.

That was a joke.

I happen to be the chairman of the Transportation Advisory Board. We are an advisory board. We are not a judiciary committee. This was an agenda item on our agenda this last month. We did discuss this project. We did not vote on it, but I can assure that the consensus was that, as Sue who preceded me said, the traffic, it would be at gridlock.

This is Miracle Mile and Ponce de Leon, this is main and main street in the city of Coral Gables. And as a transportation advisory board chairman we are talking now about multiple modal transportation. This project doesn't account for any kind of park -- it doesn't have one parking space for bikes, for scooters, for cars, for Uber, for Lyft, for anything, so we think it needs to be reworked.

I also happen to be a tenant -- I was a tenant

in this building for three times longer than the developer owned the building. I worked there as a dentist for 24 years. I have an intimate knowledge of this corner. And the alley behind it stacks up against what's going to be the Cheesecake Factory.

It's a working alley. That alley is always making deliveries for all of the retail businesses and the other restaurants in that area. So it's a very busy congested alley. There's UPS, FedEx, you name it, it's up and down that alleyway.

So I don't see how that alley is going to serve the purpose that the developer wants.

CHAIRMAN AIZENSTAT: One question for you.

MR. SOKOLOFF: Yes.

CHAIRMAN AIZENSTAT: Are you appearing before us individually or are you appearing before us on behalf of the transportation board?

MR. SOKOLOFF: Both.

CHAIRMAN AIZENSTAT: Both?

MR. SOKOLOFF: Yes.

CHAIRMAN AIZENSTAT: Okay.

MR. SOKOLOFF: Thank you.

CHAIRMAN AIZENSTAT: Thank you.

THE SECRETARY: Debra Register.

MS. REGISTER: Good evening, and thank you for

letting me speak. My name is Debra Register. I reside at 1240 Placetas Avenue. I've resided there since 1984. I'm also vice president of the RNA, now converting to the City of Coral Gables Neighbors Association, Inc. We're in transition in our name.

I went to the developer's meeting and listened to their presentation, which is similar to today. I voiced various concerns. One is the drop-off. The drop-off was explained to me as not sufficient for a car to actually pull into the drop-off, but enough for the door to open for people to get out, but the vehicle would still be in the alleyway.

I also had a concern about the deliveries. The developer said, well, they would arrange in the middle of the night for deliveries for the hotel. But that doesn't mean the Syscos aren't going to come, and we now have the Cheesecake Factory, so we know what Sysco is going to be delivering there, and all the other, plus the detail.

I was concerned about, one, is the setback. I'm not sure, and I've seen various different buildings, I've analyzed 100 Miracle Mile, and I've noticed that there's a required setback after so many stories and it has to be set back from Miracle

Mile. I'm not sure if that's code requirement, the developer, but I would like to find out more about that. I'm in the process of learning a little bit more about the zoning. So I don't think that they're sufficient.

But my biggest problem is the parking. As everybody said, it's a building that's relying on, one, having offsite parking and contracting with another building. I don't think -- we didn't see how far the building was from where the post development was to the part where they're trying to get a lease. I didn't see that. It wasn't very clear.

And two, relying on the City building, a parking garage so they can utilize it. That is being built because we need it for the existing. It's very hard to find a spot when the theaters -- when the restaurants are full.

I for one do not use Uber a lot because I am the designated driver. Many times I've come to the Gables, I've looked around, tried to find a parking space, and I've left.

So we have a problem, and to have a building with hotels, retail and three restaurants, not just one, is inconceivable to me, and I hope that you

will look at this project in great detail and send the developer back to the drawing board.

Thank you.

CHAIRMAN AIZENSTAT: Thank you.

THE SECRETARY: Mario Barroso.

MR. BARROSO: I've been asked to come here by Pebblebrook Hotel Trust.

CHAIRMAN AIZENSTAT: Could you state your name and address for the record, please.

MR. BARROSO: Yes. Mario Barroso, 180 Aragon Avenue, representing the Hotel Colonnade. And Pebblebrook Hotel Trust, they're the ownership of the property. From a business standpoint they've asked me that adding a hotel in this area that there is already sufficient supply of hotel rooms and facilities in this area to accommodate the market demand at this time, that any additional hotel, restaurants, things like that, would just add and water down the room counts and the accommodations throughout Coral Gables. That's from their business perspective.

For myself, in my humble opinion, not to beat a dead horse like everyone has already spoken about, but I would definitely take a very serious look. Having worked in hotels for 36 years, valet

and parking is a big, big issue.

Valet and parking is a big, big issue and I know when guests are checking out, they want their cars fast and they want them now.

If they're going to be driving to an offsite parking, I would be very, very cautious with that. I experienced it working at a hotel downtown. Valet drivers have a tendency to turn it into Talladega Nights because they want to get that car here as fast as possible, and everyone knows, Coral Gables here, you know, the streets are tight, traffic lights, there's a lot of timing issues. I'm not familiar with that back alley like the other folks had spoke, but I would take a very serious look at that, as well as for the people that operating that building. That's it.

CHAIRMAN AIZENSTAT: Thank you.

No more speakers?

At this time I'll go ahead and close the floor.

What I'd like -- what I'd like to ask is -- Dona, are you here?

MS. SPAIN: I'm here.

CHAIRMAN AIZENSTAT: Could I ask you to come up from the perspective of the Historic

Preservation Board?

MS. SPAIN: Good evening. For the record, Dona Spain, historic preservation officer.

CHAIRMAN AIZENSTAT: Thank you. Can you tell us a little bit about the project? Because I know that we have the theater, which is within 500 feet and the Colonnade, which is within in 500 feet.

MS. SPAIN: We actually have properties within 500 feet of this project that are designated as historic. That Historic Preservation Board hasn't met on this project yet. It's meeting next Thursday on September the 19th.

They have two responsibilities. The first is to approve a maintenance plan for the historic property, because the transfer of development rights ordinance was put in place to maintain historic properties. So they did a maintenance plan for 348 Miracle Mile, that was done by Rich Heisenbottle, preservation architect. And that's going to be presented to the Historic Preservation Board, and so their responsibility is to review that and recommend approval of the maintenance plan.

My recommendation to that board is that the items on that maintenance plan that are remedial

and can be done in the next six months be done prior to the issuance of a building permit for this project, so that we get the historic property maintained first.

So that's the first responsibility.

And because there are five properties within 500 feet, they --

CHAIRMAN AIZENSTAT: What are the other three?

MS. SPAIN: Wait a minute. There is the Colonnade Hotel at 169 Miracle Mile. There's 280 Miracle Mile, which is the Miracle Theater.

CHAIRMAN AIZENSTAT: Right.

MS. SPAIN: 136 Miracle Mile, which is BurgerFi.

MR. MURAI: What? I'm sorry?

CHAIRMAN AIZENSTAT: BurgerFi.

MS. SPAIN: 130 Miracle Mile, Well Groomed Gentleman, and 2506 Ponce de Leon Boulevard, which is the H. George Fink Building, which the City owns. So all those are within 500 feet.

CHAIRMAN AIZENSTAT: Okay.

MS. SPAIN: And because of that the zoning code requires that the Historic Preservation Board review the proposed development, and to ensure that it does not adversely effect the historic,

architectural or aesthetic character of the historic properties located within 500 feet.

So that's what's going to take place next Thursday.

CHAIRMAN AIZENSTAT: And normally that comes before you before --

MS. SPAIN: Typically that comes before this, and then it all goes to the city commission.

CHAIRMAN AIZENSTAT: Is there anything in our code that says that they cannot come before us before they go to you?

MS. SPAIN: I don't know the answer to that. I don't believe there is.

MR. TRIAS: Chairman, the way the code is written, it has a diagram that shows the sequence. The sequence is clearly first Historic Preservation, and then Planning and Zoning. However, it doesn't specifically say that it cannot be altered.

CHAIRMAN AIZENSTAT: So there's nothing in the code that says that they can be here before?

MS. SPAIN: I don't believe there is, but I'm not zoning.

CHAIRMAN AIZENSTAT: Ramon, what you're referring to is a bubble diagram that just has --

MR. TRIAS: Right. Right. And from a regular point of view, the issue is that the TDRs have an effect on the size of the building, so clearly if that is not approved, then there's an issue with the site planning. So that's why it's scheduled like that in the code.

CHAIRMAN AIZENSTAT: Okay.

MS. SPAIN: So if the Historic Preservation Board doesn't approve the TDRs, this project can't happen the way it's presented basically.

MS. VELEZ: I have a question. So the way we have been shown the project includes the TDRs?

MS. SPAIN: Yes.

MS. VELEZ: This is the maximum that they can build; they cannot build any more than what they've shown us?

MR. TRIAS: The request is for a 3.81 FAR, which includes TDRs.

MS. VELEZ: And that's what we have been presented with and we have seen?

MR. TRIAS: And that is what -- yes, that is -- yes.

MS. SPAIN: Yes.

MS. VELEZ: Thank you.

CHAIRMAN AIZENSTAT: I guess if for some

reason they don't get the TDRs, they have to go back to the drawing board and scale it down.

MS. SPAIN: That's right. And the same with the parking. If they don't get the parking, you know, then they would have to go back to the drawing board.

CHAIRMAN AIZENSTAT: Thank you.

MR. WITHERS: Mr. Chairman, may I ask a historical perspective from a historical person --

MS. SPAIN: Thank you, sir.

MR. WITHERS: I'm going to miss you in December, Dona.

So when the original TDR ordinance was first drafted --

MS. SPAIN: Yes.

MR. WITHERS: -- we really didn't use a lot of overlays and we didn't have a lot of this -- I don't even know if we -- if there was even any consistency with the Mediterranean ordinance tying in with TDRs transfers.

MS. SPAIN: I think there was, because it was contingent on them getting -- well, they're independent. You're right.

MR. WITHERS: Okay. Secondly, on the overlay issue and the TDR, and also, was there any

restrictions of the same person owning this transferring site to the sending site?

MS. SPAIN: No. In fact, if you remember when Starwood came in to develop the property on the end, they actually purchased properties on Miracle Mile, designated them as historic and then transferred the TDR itself. So that's happened before.

MR. WITHERS: So looking back, how would you interplay TDRs with overlays? I mean, do you think the two are compatible as far as additional incentives --

MS. SPAIN: I do.

MR. WITHERS: -- and that direction?

MS. SPAIN: I do. I think that's fine.

MR. WITHERS: From a historical perspective?

MS. SPAIN: I don't think there's an issue.

MR. WITHERS: Okay.

Next, when your board reviews the application, you had mentioned there's only two things that you were looking at, the preservation of the monument and --

MS. SPAIN: Yes. Well, actually, there's also the transfer of the TDRs so, you know, preservation, the transfer of the TDRs, and then

the review of the proposal.

MR. WITHERS: So my question then is in the staff recommendation --

MS. SPAIN: Yes.

MR. WITHERS: -- they actually have one, two, three, four, five, six, seven, eight criteria that you're supposed to look at unless I'm misunderstanding. Like you're supposed look at the physical design and proposed site plan in a matter --

MS. SPAIN: Is that the Planning and Zoning board --

MR. WITHERS: I don't know. It's Section 13-1006 --

MS. SPAIN: That was --

MR. TRIAS: Physical exam deals with the review by the Planning and Zoning board.

MS. SPAIN: Yeah, I believe that's the Planning and Zoning board.

MR. WITHERS: So you don't look at any of that criteria?

MS. SPAIN: No. What they're supposed to look at is if the design, and just the design of the building, affects the historic properties.

MR. WITHERS: Okay. Not the function of the

new building site?

MS. SPAIN: No.

MS. VELEZ: And how would a design affect the historic property?

MS. SPAIN: My recommendation is that it does not adversely affect the historic properties. It's appropriate to have this type of design on Miracle Mile. Miracle Mile was not developed by George Merrick. It was developed by the Zains after World War II, and so I'm very comfortable with this design going forward.

MS. VELEZ: Thank you.

CHAIRMAN AIZENSTAT: Thank you.

Thank you, Dona. Okay.

MR. NAVARRO: I know that there were some questions from the audience regarding parking and valet operations. I just wanted to make a few points, and I also wanted to volunteer our traffic engineer who's been working and collaborating with your pubic works department on working all these items out and providing all the reports that were needed in order to show that we could operate safely and without incident to the area or creating any issues.

One of the things I wanted to clarify was that

the remote parking that we're pursuing is promoted by your code, it's allowed by your code. This is common in many other cities in the United States, especially in downtown areas.

If there's ever an area in the city that you would not want a structured parking garage within active space to be along Miracle Mile at this important intersection. You know, the TDRs don't allow us to get more height. We're just filling in some of that space with active area, which I think is something that is very beneficial to Miracle Mile.

Regarding the parking garage, we're not relying on the city parking garage. We've actually selected another site. There's plenty of other areas. We have a letter of intent for that site, so this project does not rely on that garage at all. I know your parking director's here, we've been working with them, and he feels comfortable also with the site that we've selected for purposes of remote parking.

So with those items I'd like to -- if you have any questions, Mr. Tim Plummer is here to address any of those issues.

CHAIRMAN AIZENSTAT: Thank you.

I'll open it up to the board.

MR. MURAI: My first question is the flow of cars into the hotel and out. How does that happen?

MR. NAVARRO: I'll have Tim address it. We've done parking study, valet study --

MR. MURAI: But I'm just -- mine is even simpler than Mr. Plummer, who's an expert on this. Mine is just the flow. The cars that are coming into the hotel, how do they get in and out?

MR. PLUMMER: Absolutely. Let me help you with that. Good question. The access --

MR. COLLER: Mr. Plummer, would you state your name and address for the record.

MR. PLUMMER: Tim Plummer, 1750 Ponce de Leon Boulevard here in the city beautiful. Thank you for reminding me.

So the access for the site for the hotel will be in the drop-off area located on the south side of the building. And as one of the audience members asked previously, I think when the project started, the valet drop-off and pickup was going to be in the alley.

Well, we worked with the development team. We've now created an area that's recessed from the alley, so there is a dedicated pickup/drop-off area

for valet. We thought that was very, very important.

But to answer your question, the way you get back there is if you're coming east on Miracle Mile, south on Ponce, west on Miracle Mile, you're going to have to come south on Ponce, you're going to come into the pickup/drop-off area. When you valet, the valet will have the option of coming down the alley in on Andalusia to the offsite parking.

MR. MURAI: So there's an alley --

MR. PLUMMER: There's an alley that runs directly behind and connect here, and also connects on the east side of the existing parking garage. Those are two-way alleys. So that's how it's going to work.

MS. VELEZ: And it is a two-way alley?

MR. PLUMMER: I'm sorry?

MS. VELEZ: It is two-way?

MR. PLUMMER: It is two-way.

MS. VELEZ: All of them, the long one and the short one --

MR. PLUMMER: Yes, they're both two-way.

MR. TRIAS: Mr. Chairman?

CHAIRMAN AIZENSTAT: Yes.

MR. TRIAS: Did you say that you're going to have an area onsite where you're going to have automobiles? I mean, that's what I heard.

MR. PLUMMER: Yes. There's a recessed area off of the alley --

MR. TRIAS: That is different from what the architect had explained to me.

MR. PLUMMER: Here's a better drawing that shows it right here.

MR. TRIAS: Have you modified the design?

MS. ANDERSON: It appears that there's boards in that area to prevent the cars from getting in.

MR. TRIAS: The way I understand it, there's columns, and that's the way it was described to me by the architect. Maybe they have modified the design. I don't know.

MR. WITHERS: I think that's kind of important that our Planning and Zoning director knows that there's been a design change.

MR. TRIAS: Well, that is what the expert has testified, so I...

MR. NAVARRO: So just to clarify for the record, that area is meant for the door to open, so you get the car close to that area. But that is really the -- it's a drop-off area, pedestrian.

The valet operators will then take the car from that location.

MR. TRIAS: So the automobiles will never be --

MR. NAVARRO: Exactly. There's columns there, so --

MR. MURAI: The cars need to stop on the alley?

MR. NAVARRO: Correct.

MR. MURAI: And how many cars can stack up all the way to Ponce?

MR. NAVARRO: So the report -- well, there's 80 feet of stacking which allows for a total of four vehicles to --

MR. MURAI: Excuse me?

MR. NAVARRO: 80. 80 feet of stacking, which I believe our report says allows four vehicles to stack there, which is based on our maximum demand, that would be the most amount of cars that we would ever expect to have during a peak period.

The way the hotels operate, you know, parking has become less and less and less. What we've committed to do is right now we have the 80 feet, which allows for the four vehicles, is before we open, and I'm not sure if it's a condition of the

approval, but I know we've been working on some language to this effect: Before we open we're going to update our numbers based on actual demand in the hotel industry which has been changing over the years. And we are also after we open, we are going to continue to study this maybe a year after, six months after we open to update our valet operations plan. And what we're going to do is make sure we have enough operators, you know, valet attendants there to be able to make sure the flow of cars never backs up.

CHAIRMAN AIZENSTAT: And what about the, for example, the restaurant that's up on the roof or the other restaurants inside, those would be done by the valet that's on the street?

MR. NAVARRO: Correct. So right now the City has done a great job. I mean, from what I've heard, everybody loves it. It's a centralized valet system.

Right now our existing retail restaurants, you know, we have Copper 29 there, they don't have any parking today, so we're -- those uses will continue to be serviced by the centralized valet. The valet operations are only going to be for the hotel.

CHAIRMAN AIZENSTAT: So the hotel won't take

any people that's going to the restaurant?

MR. NAVARRO: No.

MR. MURAI: How are you going to prevent that?

MR. NAVARRO: Somebody comes up and says, hey --

MR. MURAI: I'm going to the restaurant, you're going to say no?

MR. NAVARRO: Yeah, like what's your name -- they have a -- you know, what's your name or do you have a reservation here, if you don't then --

MR. PLUMMER: So the operators will have a list of guests.

MR. MURAI: All you have to say is I'm a guest -- I would have to say I'm staying in Room 521. I understand what you're saying.

MR. FORT BRESCIA: Yeah, they would catch it. I mean, in other words, today it's all automated. Everybody knows -- they actually know around what time that person will arrive from the airport. They even know how many people are coming in the car. They know everything very easily. They have an approximation of when people are coming in.

But just to give you mathematically, you can decipher, if there's 120 rooms would be fortunate to have 100 percent occupancy, we would love it.

If we had 100 percent occupancy, which is the peak, and the arrival occurs -- generally arrivals occur within a 16-hour period, so that's -- in that range, you know, depending on when flights arrive for some moments when it's a little bit higher early in the morning when flights arrive from South America, for example. But that's not a traffic period.

It is -- but if you were to extrapolate, you can see the number of cars that may come in a 15-minute period, it's a very low number. It is -- if it was for 120 rooms, that number would be really roughly what we have.

And we have another hotel in another location here in Dade County, and we have a ballroom and unless there's a wedding at a certain time, I mean, normally four cars is a lot. And that includes the parking, the valet people moving the cars very quickly, and that would be an amazing coincidence that there would be so many people checking in at exactly the same time.

In fact, it's not 15 minutes that the valet takes to move the car. It's really, you know, three minutes, you know, or so. So it is -- we feel confident. I don't think investors would dare

to invest in a hotel where there would be a problem that they wouldn't be able to service their customer.

CHAIRMAN AIZENSTAT: Have you -- Mr. Plummer, have you gone ahead and taken a look when you did your study, there's a Cheesecake that's coming next door, did you take that into account or you didn't?

MR. PLUMMER: There's no traffic impact study for this project. It doesn't meet the City's criteria for having to do a traffic impact study.

CHAIRMAN AIZENSTAT: Not the traffic. I'm just talking parking.

MR. PLUMMER: So, you know, we obviously know the alley very well. We spent some time walking through there and observing what's going on. There are deliveries for different retail uses throughout the alley. Brick Tops was there. Cheesecake's got folks there now doing their contracting work and everything else. So again, based on the demand for hotels, which has really changed over the last few years with ride share, the demand for the valet area and the drop-off is relatively low.

We did some studies for a hotel in the city a little closer to the airport off of Le Jeune Road, and they provided a full service, a free shuttle

service from MIA, and what we found through our surveys was approximately half come either taxi, ride share or through the shuttle system.

So we've also spoken to the development team that if they want to get a reduction in parking to get to those kinds of numbers, they need to provide those services as well.

And those transaction times, we've done some observations at a hotel in Miami Beach, they're 60 seconds. So pretty quickly. It moves pretty quickly. And like Bernardo says, the demand really is a lot lower, and again, no retail will be able to use this pickup/drop-off area.

MS. ANDERSON: I have some questions --

MR. KINNEY: Mr. Chairman, just because of the question you asked, Kevin Kinney, I'm the parking director.

CHAIRMAN AIZENSTAT: Yes.

MR. KINNEY: Cheesecake Factory has been in to speak with me. Their valet will actually be on Andalusia next to the garage, so they will -- they should not have much of an impact on the east/west alley. Their loading will occur on the short north/south alley, their deliveries.

CHAIRMAN AIZENSTAT: Their deliveries will be

where?

MR. KINNEY: There's an alley that intersects with the east/west alley coming from the south, that's where their deliveries will occur.

CHAIRMAN AIZENSTAT: Can you show us on that map right there just so we're all clear. That alley right there --

MR. KINNEY: Yeah.

CHAIRMAN AIZENSTAT: But from that point when they pull in, how will they pull out? Will their trucks be able to do --

MR. KINNEY: Well, it has been mentioned that the City is rebuilding that garage. I want to make one comment about that. But when we redo the garage we are looking at a better traffic circulation so a truck can make that corner, because right now there's a lot of three, four-point turns with trucks. So we will, you know, cut that corner so that a truck can make the corner.

We will also provide, you know, off alley locations to store all the dumpsters for that block, because right now one of the things we do realize is the dumpsters are what cause most of the congestion in the alley.

CHAIRMAN AIZENSTAT: Garbage trucks coming in and --

MR. KINNEY: Yes. So we're going to deal with that in our garage. But one thing I want to make clear because there has been some confusion, we have no agreement to produce the city parking for this private development. I have actually met with and confirmed with the other party whose garage entrances is on Valencia and Salzedo that he has adequate parking. Not only does he have adequate parking for the hotel, but he can actually build two more floors on his parking garage if he wanted to.

But all the City is concerned with, and all that we have -- I don't want to say tentatively agreed to, is that we believe remote parking is appropriately used in this situation, because we do not want a parking pedestal at the corner of Miracle Mile.

CHAIRMAN AIZENSTAT: So just to be clear, if I understand you correctly, you're saying that the hotel or the developer could do two more stories of parking if they wanted to?

MR. KINNEY: No. No. No. No. The remote parking owner --

CHAIRMAN AIZENSTAT: On Le Jeune. Got it.

MR. KINNEY: The letter of interest -- well, the entrance to the garage is actually at Valencia and Salzedo.

MR. MURAI: Is that the Ocean Bank building?

MR. KINNEY: Yes.

MR. MURAI: The parking in the back east of the Ocean Bank building?

MR. KINNEY: Yes.

MS. ANDERSON: That's actually the exit section of it. The entrance is down further.

MR. KINNEY: I thought you could enter on both.

MS. VELEZ: No.

MS. ANDERSON: No.

MR. KINNEY: Okay. But that's the garage. And the owner says they have plenty of excess parking and that they could actually build two more floors if they wanted to.

MS. ANDERSON: I have some questions for you about the garage.

MR. KINNEY: Sure.

MS. ANDERSON: Have you looked at whether it can handle high top vans, trucks, other types of vehicles other than the vehicles, regular --

MR. KINNEY: They would have to make special arrangements. I'm not sure --

CHAIRMAN AIZENSTAT: Are you talking about a new project that the City of Coral Gables is building?

MS. ANDERSON: No. The remote parking site at --

MR. KINNEY: On the ground floor, yes, they have higher level. They couldn't go up into the garage. There's a height limit if you go up into the garage.

MS. ANDERSON: The last time I looked, it says it will not take vans, trucks, anything of that size. So if you get an individual with a high top van that has a handicap and is forced to use the valet, there's no place to park this vehicle in that facility, nor is there a designated high top parking anywhere.

MR. KINNEY: Well, one of the things we've made clear to the applicant is that we will require a valet and parking plan. We've done that in a few other situations that will have to clearly -- I just have another item to add to that list. And I would agree, ADA vans that are higher, that would need to be addressed.

But my understanding in speaking with the owner of the garage is that on the first level there is more clearance, but I haven't gone over there and checked myself.

MS. ANDERSON: Okay.

MS. VELEZ: I have a question.

CHAIRMAN AIZENSTAT: Yes.

MS. VELEZ: In addition to that site on Le Jeune, that private site, I know that we have plenty of garages throughout the city, what is the capacity of those garages? What is the availability of spaces in those garages? I know we have a lot of spaces. I just don't know how many are available.

MR. KINNEY: Well, there's actually a multitude of situations we could talk about. I will tell you that there's a privately run garage that -- there's -- in the core, there's two privately run garages that each have more than 300 public spaces that the City has some say in how they're used. One is currently being used for auto sales storage. That was allowed by me only because the spaces were being underutilized. If there's ever a better use for those spaces, the use by the auto dealer will be canceled.

MS. VELEZ: Would that be accessible to this site?

MR. KINNEY: It would be within the 1,000 feet, yes.

MS. VELEZ: How about the lots, city lots?

MR. KINNEY: The city lots are generally not going to be allowed to be used for this type of storage because there's such high demand. I mean, I'll give you the highest demand lot we have, which is the one right behind Seasons 52, it's 79 spaces. If we walked over there right now, there will not be a space available. So I can't really afford, because that's for high turnover, short-term traffic. I can't afford that to be hotel space.

It has to be an off-street facility to move forward with it. Can I tell you that, you know, ten years from now or four years from now, the commission might not agree to use the city garage that we're going to build. They can do that if they want, but the project has to go forward with remote parking from another location.

MS. VELEZ: And so it would be available either on the private level that they're talking about or somewhere else in another city parking garage.

MR. KINNEY: Well, not necessarily in a city garage.

MS. VELEZ: A private.

MR. KINNEY: Maybe a private garage that the City has some control over a certain number of spaces.

MR. MURAI: Is there a requirement for the issuance of a building permit that there be an agreement, an actual agreement in place for offsite parking?

MR. KINNEY: I would defer to the planning director.

MR. TRIAS: I will address that question. All of this has to be agreed upon prior to approval by the commission.

MR. MURAI: When you say "all of this," what do you mean?

MR. TRIAS: The TDRs, the parking, the --

MR. MURAI: The TDR I understand, but do you have to have --

MR. TRIAS: But let me explain, because what happens is that the request is as follows: They're requesting with no parking, that's one thing, but they're also requesting a lesser amount of parking than is required by code.

So all of these requests, maybe they are reasonable and may have a lot of backup material, but they have to be approved specifically for the site.

What I will advise is for you to look at the site planning aspects of this, which is no parking and less parking that would be required by code, and then let the process take its place prior to commission of going through the requirements of the lease agreement and the different steps that need to be taken for the actual remote parking deal to take place.

At this point we're dealing with site planning. Site planning means no parking on site and less parking that would be required by --

CHAIRMAN AIZENSTAT: So the required is 271 spaces that would be required.

MR. TRIAS: For the hotel and restaurant --

CHAIRMAN AIZENSTAT: For the project.

MR. TRIAS: Yes.

CHAIRMAN AIZENSTAT: Now, for the project they're saying 86 parking spaces via remote.

MR. TRIAS: Yeah.

CHAIRMAN AIZENSTAT: What do they have to do to make up the difference, or do they have to make

up the difference?

MR. TRIAS: I think that the commission has the authority to approve it as requested. And my preference would be clearly to amend the requirements for hotels, which is something that we're working on as part of this overall code update that we're working on. That hasn't happened yet. So that is one of the issues that is up in the air, for lack of a better description.

CHAIRMAN AIZENSTAT: Because also on the letter of intent for the parking, said that they could have that many spaces, but there are more available if needed, if I'm not mistaken.

Please.

MR. FORT BRESCIA: The code says that you look at a radius around the site. We identified 6,170 parking spaces in that radius. Depending on how you interpret the parking, based on a study or the code that what we're seeking is about somewhere between 1.25 percent of the available parking spaces and 1.8 percent of the available parking spaces. I mean, it is -- the impact is so -- it's almost I'd say -- nothing is impossible. It's almost impossible. It wouldn't be one-and-a-half percent of the parking spaces available for

operating this hotel considering the advantages that it all represents. I don't think anybody would want a garage facing Miracle Mile and the aesthetics that that would represent, and the ramping and the viewing into the ramping and we would be building largely a garage.

So therefore we feel that a wise aspect of the code that allows you to be within a certain radius is logical in order to preserve certain streets that shouldn't have parking garages fronting that street.

I hope I clarified the availability is 6,170 spaces in that radius.

MS. ANDERSON: Okay. Some concerns. The existing, at least from what I can tell from the drawings, that the alley as this is drawn is 20 feet wide. Is that correct? Or has it been made any wider by recessing the building in certain areas to allow pickup and drop-off to occur in a more seamless fashion so it doesn't block the traffic for the deliveries, for other folks going up and down that alley?

MR. FORT BRESCIA: Well, let me first on the side of deliveries, generally today deliveries should be scheduled like we would schedule.

MS. ANDERSON: I'm talking about that. I'm talking about this space. I need an answer. Is it 20 feet or is it more?

MR. FORT BRESCIA: Well, the other day I went to a community meeting in the building and there was an abandoned trailer with no truck to pull it on the side of the alley, and I was able to bypass it perfectly fine. And the fact that we have a valet service essentially supervising the alley because 20 feet is adequate --

MS. ANDERSON: Then let me just pause you for a moment. The answer is it's 20 feet and you have no plans on making it more than 20 feet?

MR. FORT BRESCIA: Correct. And we think that 20 feet is adequate. It is what many codes around the world have as a width, unless the cars are backing out at 90 degrees.

MS. ANDERSON: Let me bring your attention to the technical specifications for the ADA. Under 503.3, access aisles for vehicles have to be at least 60 inches. You have to have vertical clearance as well. You have to have room for these doors to open. You're going to have doors opening on both sides of these cars with people unloading, unloading luggage and so forth. And you have not

increased this alleyway at all in order to accommodate this.

In fact, you've claimed as public space an area that you're essentially using for opening up the door space, but that's not public space. That's actually the entrance to the hotel. So you're going to have the carts and trollies going out to the cars and servicing that. That's not for the public. That's for the hotel.

So I've got a lot of concerns regarding the way this building is going to function with only a minimal 20-foot alleyway, no increase in space for functionality for these cars pulling into the alley disembarking individuals, no space for if you want to have an airport shuttle to sit there disembarking and re-embarking individuals. You haven't provided that.

So the 674 square feet that you have identified as being open space for the public, in my view is not open space for the public. That's part of the hotel. So it hasn't complied there, and it certainly hasn't complied with the requirements of the ADA or any other practical consideration for disembarking, loading, unloading of vehicles. And I'd like to add this to the

record.

MR. COLLER: I just wanted to clarify with the chair because I see this document is floating as a dais, but I want to make sure that we share this with the applicant and the applicant has an opportunity to --

CHAIRMAN AIZENSTAT: This did not come from the City or --

MS. ANDERSON: No. This is from me. I made copies for everybody.

MR. COLLER: I just want to make sure --

CHAIRMAN AIZENSTAT: One second, please --

MR. COLLER: -- the applicant and the applicant has an opportunity to respond.

CHAIRMAN AIZENSTAT: Okay.

MR. COLLER: Please take a look at this, and if you need some additional time while we go through this hearing to review this and to see if there's anything that the applicant would like to --

CHAIRMAN AIZENSTAT: While the applicant is reviewing that, Ramon, let me ask you a question. If this project is coming before us not as a hotel, so let's take away that component of 120 rooms, so you've got a building that's coming before us that

wants to have a rooftop restaurant, wants to have the retail downstairs, what are they required by code?

I see the numbers that are here. For example, I see the retail ground floor 63 spaces, 31 spaces and 42 spaces. But with the centralized parking, does that take care of any of that? Are you allowed to pay into a fund, or does that not exist with this?

MR. TRIAS: That exists partially, and the parking director could explain that in some retail -- there's a combination of things we can do, but at the end in terms of numbers, the required parking, it will be very similar. It would depend obviously on the actual mix of uses, but conceptually it will be very similar to the 270 spaces.

CHAIRMAN AIZENSTAT: So Cheesecake Factory, for example, is opening a brand-new restaurant --

MR. TRIAS: Let me give you the exception. The exception is when the building is less than 1.45 FAR.

CHAIRMAN AIZENSTAT: Okay.

MR. TRIAS: Then no parking is required.

CHAIRMAN AIZENSTAT: Okay. That answers that

question for me.

MR. NAVARRO: Just to go on that, so one of the thing that -- I mean, currently today ground floor retail has no parking. The amount of retail that we'd be providing would be exempt. It's really the hotel use, which is the expansion that's there today that we're trying to accommodate the additional parking for, and that's kind of where our numbers are based.

MR. TRIAS: If I could expand on what the attorney's saying, the attorney's explaining this conceptually, which makes sense and certainly it could be a good practice for the future. However, the code as written today does not exempt the ground level parking for a multistory building, only for a building that is 1.45 or less in FAR.

MR. NAVARRO: Just practically speaking, and I think that's what Ramon was saying, practically speaking, that's what we have today. You know, if we were to keep this building the way it is, there'd be no parking for that same amount of use, and we actually have a restaurant, which is highly popular there, two restaurants, sorry, thank you, that are highly popular there, and there's been no issues.

Actually, Starbucks was there for years, and if there's anything in the United States that attracts more people than a Starbucks and that has a quicker in and out of movement of flow of people throughout the day it's a Starbucks, and that operated there for years, and you never heard any issues of having --

CHAIRMAN AIZENSTAT: Now you're going to a 3.81, I think that's --

MR. NAVARRO: Yeah, and that's the primary -- the primary component of that is the hotel building, you know. So that's where we're at.

Also, the code was amended to allow for shared parking and we're trying to take advantage of that, and that's what I think your planning director was saying, we are presenting that to the city commission for them to adopt that. And if we get that adopted and the site plans approved with the remote parking and the reduced parking then, you know, that's how the project moves forward.

CHAIRMAN AIZENSTAT: So the parking needs to be within 1,000-foot radius --

MR. NAVARRO: Correct.

CHAIRMAN AIZENSTAT: -- is the way the code reads?

MR. NAVARRO: Yeah. So there's a remote parking section of the code that allows for remote parking within the downtown core within 1,000 feet.

CHAIRMAN AIZENSTAT: Understood.

MR. NAVARRO: And we are taking advantage of that section of the code, but before we can move forward getting the lease and submitting for it, which can be done administratively, we have to get the plan approved, right, because this requires site plan approval, you're in the downtown overlay and we need to get our parking study also approved by the city commission as part of the site plan.

CHAIRMAN AIZENSTAT: Have you gotten a chance to take a look at what was given to Ms. Anderson?

MR. NAVARRO: I think our architect has them.

CHAIRMAN AIZENSTAT: Can you comment on that, please?

MR. FORT BRESCIA: Let me go step by step first. With respect to the vertical clearance, there's nothing above. It's -- a vehicle has no clearance issues. It goes all the way up, because a vehicle doesn't enter the place where the passenger unloads. The passenger unloading -- I'm very familiar with this because I have a very close family member my age that is disabled and I live

with that very well. And I want to explain that what is required by code is 96 inches and we have 120 for the vehicle. With a discharge location, what is required is 60 inches and it's five feet, we have eight. So we have more.

MS. ANDERSON: Can you show me where you have eight feet.

MR. FORT BRESCIA: Sure. Right here. This is eight feet and we require five feet.

MS. ANDERSON: That is not an area that a car can pull into, nor is there sufficient space for a door to open at the same time --

MR. FORT BRESCIA: The discharge space is not the place where the car is. It's where the person disembarks. It's clearly stated here, is where you -- it's actually in the drawing. You actually disembark in that zone, and that's where we are disembarking. And that disembarking space, you can see, is usually in a parking lot is crosshatched and that is on the passenger side of a car. There's not on two sides. It's usually on one side, and it disembarks on the passenger side and is crosshatched, and that is where a vehicle is not allowed to stop. That's where a wheelchair or other necessity is unloading into.

And that space is in any garage five feet. We have eight feet. Why did we do eight feet? Because just in case, what if there was a piece of luggage, what if there was something else in the five feet, so we have a full eight feet for that discharge space, which cannot be violated by a vehicle.

MS. ANDERSON: That's not the problem I have. You have no place in here for a car to pull in without blocking this alley.

MR. FORT BRESCIA: Okay. That's different than not complying with the disabled code. This actually will be reviewed by building department for building permit, but I'm saying that is a different issue. Yes, we are using the alley to disembark, no different than a truck that is coming with deliveries for a restaurant, no different than any other vehicle that drops off anybody, which I've seen in other buildings all the way down, including in the current building which is an office building. And there's an actual door from the back, actually more prominent than for Miracle Mile, because Miracle Mile is reserved for retail.

So this is the purpose of an alley. It happens on Lincoln Lane where they're trying to

beautify it and make it a more pleasant place because people do arrive from Lincoln Lane because Lincoln Road having been no longer made vehicular.

I don't think we would want this to happen on Miracle Mile or on Ponce. It's better that it happens on the alley. I think that stopping and dropping off on Miracle Mile and Ponce, which we could, I guess, rent a space on Ponce and drop off from that site, but we thought it was a better utilization of that alley to have the drop-off from that side.

And there's a second aspect, is when you have people that are manning the place like it is in a hotel 24 hours, you have that 24-hour valet because you don't if somebody -- a flight delayed and arrives at 2:00 in the morning. Normally that person would notify -- right now there's no way the city could have enough people to monitor these allies. What I saw there a trailer that was essentially left behind on the alley, if a hotel was existing, they would have told them, you cannot leave that piece of vehicle on the alley, stop there to pick it up another day.

Actually, we went back the next day and it was still there because it is impossible --

CHAIRMAN AIZENSTAT: -- city construction --

MR. FORT BRESCIA: You know, and actually there's an advantage that if there is -- there's a person monitoring all the time of the hotel that they could actually call or ask what is happening, can I help you, is there something, is there a problem, et cetera. So I do think there's an advantage of having it in the alley instead of Ponce, instead of Miracle Mile.

MS. ANDERSON: So in conclusion, you're not willing to increase the space in the alley in order for the stopping of the vehicles for disembarking of hotel patrons to not be blocking the pathway for other businesses along that block to be able to function; is that what you're --

MR. FORT BRESCIA: I actually think that what we're doing is better for those businesses, because recessing they would have to maneuver between columns to slide under the building, and I think in the end people will end up stopping where we have. I don't think that there's an advantage to sinking into the space, reducing, pushing into what would have been active space on Miracle Mile for the sake of something that we don't think is necessary --

MS. ANDERSON: I respectfully disagree with

you. Every hotel that has a drop-ff area in the front of it has an area where you can pull off the street. You're not blocking the street. You're not blocking the alley. You have an area where you can pull off and allow the functionality of that alley to continue on without disruption.

Right now the way those buildings are set up the only service that's really going on back there is the emptying of garbage.

So I just respectfully disagree.

MR. FORT BRESCIA: I just want to point out, the buildings you're referring are not on Miracle Mile, they're not right at the corner with Ponce. If you do a drop-off from Miracle Mile it would be detrimental and illegal, and to do it from Ponce likewise. Most of those buildings are secondary streets. That's where those drop-offs are.

But, in fact, The Palace where mother-in-law lived until recently has the pickup in the back. They have actual vans that go in that alley to pick up and take people. And actually they haven't disrupted anything because it's a very short moment when these kind of activities happens and I think it is -- well, I mean, we respectfully disagree --

MS. ANDERSON: I respectfully disagree. I've

been back there as well --

MR. FORT BRESCIA: -- to the fact that I think that we can make this work, and I think that's what alleys are for, to take those cars out of the main pedestrian track along the primary retail streets and remove them circulation.

In fact, those drop-offs are in major streets. They actually interrupt the traffic flow of people trying to visit the restaurants and the shops, because they create a curb cut in and curb cutout. And those have happened on Alcazar -- I mean, there several streets in the backside where that happens, but never on Miracle Mile and Ponce, and that's what we were trying to address.

CHAIRMAN AIZENSTAT: Mr. Plummer?

MR. PLUMMER: Yeah, if I could just add something that may help. When we worked on the centralized valet operations for the city, one of things we worked with Kevin on was -- and I agree with Bernardo -- having a valet drop-off and pickup on Ponce is not the thing to do. Those are short blocks. That's where you have queueing that backs up into the main intersections.

But maybe to get around this issue one thing to consider is to take that one part of the alley

from Ponce to the north/south on the east and make it one-way. It's 20 feet wide. The valet can pick and use the north side, and anyone that comes in during that time, which there'll be very few conflicts, but there could be conflicts, will be able to use the south side of that alley and make that section one way westbound and the rest eastbound.

CHAIRMAN AIZENSTAT: Can you show us on the map what you're talking about?

MR. PLUMMER: Absolutely. So what I'm talking about is if we have our -- right now the alley is two-way all directions.

CHAIRMAN AIZENSTAT: Okay.

MR. PLUMMER: If we take this piece and make it one way, the valet occurs on the south side of the building, there's still another ten to 12 feet for is there's someone coming in at the same time for delivery, they can still get around the valet. And then the rest of this is two-way. You can exit this way, or you can continue on and exit this way.

CHAIRMAN AIZENSTAT: So entering from Ponce is one way?

MR. PLUMMER: Entering from Ponce, just this section of it --

CHAIRMAN AIZENSTAT: Is one way.

MR. PLUMMER: -- could be one way. And then we've got enough width to have the pickup/drop-off on the south side of the building, and then someone that can pass on the south side of that.

CHAIRMAN AIZENSTAT: Yeah, Venny.

MR. TORRE: Can I ask a question, please? You did a survey of a local hotel.

MR. PLUMMER: Yes.

MR. TORRE: And I'm trying to get my bearings on it. It seems to be that it's a hotel with a 165 rooms; is that correct?

MR. PLUMMER: Yes.

MR. TORRE: In that survey over a week produced 333 check-ins; does that ring a bell? Is that about right?

MR. PLUMMER: Yes. There was 333 surveys taken.

MR. TORRE: So is that all the check-ins that came in or is that the ones you surveyed only?

MR. PLUMMER: That's the -- the hotel operator did the survey. They didn't want us there to intrude because they didn't think it was good customer service, so they had them fill in and fill out the survey. We prepared the questionnaire for

them, so I can't tell you if it was 100 percent or not --

MR. TORRE: So I'm taking --

MR. PLUMMER: -- but we got over 333 surveyed.

MR. TORRE: I'm taking that number. So that number's 333 over a week.

MR. PLUMMER: Yes.

MR. TORRE: Divided by seven days, I get an average of 47 check-ins a day. I'm just using this as an example. All right?

So 47 check-ins a day divided over a 12-hour period, four check-ins an hour. Does that seem to be rational to what you're putting here?

MR. PLUMMER: Sure.

MR. TORRE: Four check-ins an hour. Peak, what would peak be if an average hour's four, what would you consider peak check-ins an hour?

MR. PLUMMER: So what we find from trip generation, people coming into the site, in the worst hour in the afternoon for a 120-room hotel, we're upwards at 60 or 70 cars potentially.

MR. TORRE: A day?

MR. PLUMMER: During the worst hour.

MR. TORRE: An hour.

MR. PLUMMER: So that's about one a minute.

MR. TORRE: Here's what I don't understand. You've got 120 rooms.

MR. PLUMMER: Yeah.

MR. TORRE: You're saying 50 percent of the rooms are checking in a day. 60 rooms are being checked in. Those 60 rooms have to be divided over 12 hours, right?

MR. WITHERS: No, because you --

MR. PLUMMER: That's ins and outs.

MR. TORRE: I understand that.

MR. PLUMMER: So if someone's at the hotel it's not just dropping off and checking in. It's when someone gets an Uber to go to downtown Coral Gables, or I'm sorry, downtown Coconut Grove and come back. So there's trip generation that's coming in and out --

MR. TORRE: That doesn't have to do with check-in.

MR. PLUMMER: -- there's service vehicles, that includes everything. That's not just check-in.

MR. TORRE: Understood.

MR. PLUMMER: So the worst hour, it's about 60 or 70, which is one a minute.

MR. TORRE: That answers the question.

The second question from me under the Lochner reporter, which was a report I guess to traffic, to Jessica. It says here, "the City must decide if they're willing to set a precedent of allowing a reduction in parking requirements precedent."

Now, the way I read the code the only way to redevelop Miracle Mile is to have offsite parking. Is that not somewhat accurate? I mean, how do you --

MR. TRIAS: Yes, sir.

MR. TORRE: -- without parking offsite.

MR. TRIAS: What that comment means is that this is a policy choice. The only way to have development on Miracle Mile is to have parking somewhere else.

MR. TORRE: Is that not an accurate statement.

MR. TRIAS: That is a -- I believe that statement, and I think it's a very appropriate policy. But that is why this project is before you, so you can provide comments.

Now, it's not really ready to be approved. That is the point that I was trying to make. However, however, your opinion in terms of the policy that is being proposed, which is remote parking and less parking, is very valuable because

the reality is that unless something like that happens, development is very unlikely to take place on Miracle Mile.

CHAIRMAN AIZENSTAT: When you say it's not ready to be approved, are you saying that they're going to come back to us?

MR. TRIAS: No. No. I'm not saying that. I'm just saying that today they cannot get a building permit because certain things need to happen related to TDR, et cetera.

Fine. That's a process. The important thing and the reason that we're here today to evaluate the proposal and to provide comments for the commission to take action. And what I want to stress this is very significant policy. This is a yes or no. This is the way of the future or something else, and that is the request.

MR. MURAI: Are we here to evaluate whether this project is entitled to a Mediterranean bonus? That's not our goal?

MR. TRIAS: No, sir. That's done at the Board of Architects.

MR. MURAI: I figured that.

MR. NAVARRO: I just want to clarify, because obviously there are many things that have to happen

before we can build here, but this is one of the first steps. The first steps was to go to the Board of Architects. The project was approved in terms of getting the Mediterranean bonuses that we needed, which was level one, and it was approved as to aesthetics and overall design.

We are before you today to get a recommendation on the site plan. And as Mr. Torre said, I believe this is a very important time because we're setting a policy as to whether we want to see empty parking garages on Miracle Mile in the downtown. And our plan does not have that.

We are proffering to take advantage of the remote parking in order to provide this offsite where we've already established that there's plenty of parking to take advantage of. The question is which garage will we choose? We've already chosen one, but there's others.

So before you get our recommendation on our plan, and also get the recommendation on the use of TDRs which does not have an increase in height or massing. It's just basically transferring from one of our properties that's historic, which will go through the process for the Historic Preservation Board, and then getting your approval to be able to

transfer those TDRs, so instead of having a parking garage we could have a beautiful active space overlooking Miracle Mile, the terrace, the hotel rooms creating activity in the downtown court. And that's why we're here before you here today.

After this, we will go to the Historic Preservation Board to get their recommendation, and after that we will finally be before the city commission to get their final approval. Once that happens, we will take advantage of the remote parking ordinance and come in and apply with our lease and we'll submit for building permit.

So this is just one of the steps that we have in the process. And why we're here is to get your input on our site plan and to get your recommendations so we can continue to move forward on this process.

CHAIRMAN AIZENSTAT: Rene, you have a comment?

MR. MURAI: How tall is the Colonnade? Much taller, isn't it?

MR. TRIAS: Yes.

MS. VELEZ: I noticed in the applicant's letter on page 5 it says that within six months prior to the issuance of the CO you will have a lease and you will have updated parking which I

think is fantastic. That will put pressure on the developer to do what's right, otherwise they can't operate.

MR. NAVARRO: Correct. So what we did is we have data that, you know, we've collected. We want to make sure we have the most up to date data, so one of the things that we've committed to is six months before we open, we will rerun all of our numbers again, confirm the exact amount of parking that we need, and then at that point we will secure a lease, because if we secure it now, obviously our tenant -- our landlord's going to want us to be paying rent throughout the process, but we will select a lease, submit the lease to the City and then finalize the remote parking.

MS. VELEZ: I would ask that when that study is done, that updated study, that in addition to look at places like the Courtyard Marriott on Le Jeune, that you look at the hotels that are within the core of the city, the Colonnade, the A Loft, the Hyatt to get their numbers, because I think those are more similar to what we're putting up in this in this situation in the Florida state.

MR. NAVARRO: And that's our goal. Our goal is to get access to those hotels and be able to do

the surveys that Tim had done in the other ones on those premises.

MS. VELEZ: And I have one more comment on the offsite parking and not having any parking requirements in a place like Miracle Mile, I know a couple -- I remember a couple months ago we had situations on Giralda where we were talking about the redevelopment of the Giralda Plaza.

CHAIRMAN AIZENSTAT: Right.

MS. VELEZ: And we were discussing in addition to what's existing there, what property owners could possibly do if we decided to allow them to go park elsewhere and remove the parking requirement. I believe we did remove parking requirements for development on Giralda. I think we need to do the same thing on Miracle Mile so that Miracle Mile can prosper and develop into what it can be.

MR. MURAI: I have a question for Bernardo.

Mr. Fort Brescia, how difficult would it be provide a space in the -- in your building for a drop-off as opposed to drop-off on the alley?

MR. FORT BRESCIA: It would be -- structurally it would be quite difficult because there are columns, there's a deep encroachment. At that point we have to provide the entire width in height

of a van plus the unloading. It would push the entire core forward, there would be no courtyard facing Miracle Mile, it only would become almost like a wall, because you have to disembark internally and under the building, and the maneuvering space, because of the length of the property, would be extremely difficult.

The way we understood the code is that an alley is for loading and unloading, whether people or objects, and it is. That is the purpose. We're not parking in those spaces. We're stopping, unloading and proceeding. We're not asking for a parking space in that alley. It's a moving situation. It's a fluid situation.

MR. MURAI: The courtyard is -- the courtyard on the first floor, I couldn't --

MR. FORT BRESCIA: In the second floor we have a terrace, that whole --

MR. MURAI: Yeah, yeah, on the second floor --

MR. FORT BRESCIA: -- room block would have to move forward because it's coming down on that side. We wanted to create that effect for Miracle Mile which is the primary street. And it was quite logical, the encroachment would push the transformer vault, which according to Florida Power

& Light, has to be right at the edge of the alley, where they no longer permit transformer vaults that are recessed from the edge of the building.

This is in addition to the trash that we would have to actually have -- the trash vehicle would have to maneuver with multiple points in order to back in to trash behind which would have to cross that drop-off. Because once you have a drop-off it's not a stopover. You have to create a radius to go, the radius to go out. So that would take essentially the length of the property, plus the sidewalk that you need to unload, plus then what do we do with transformer vault, the trash.

And we trying to move the transformer vault and the trash as far as possible from the paseo to make the paseo not be having this mechanical equipment right next to it. What we're trying to do is create a building that enlightens Miracle Mile.

I think hotels are great activators for retails and restaurants, because there's no 100 percent dependence on residents. They bring people that are reoccurring and new people into the street, and this is a real -- I think it will be contributing to the success of Miracle Mile and

taking advantage of all the great work that has been done in the streetscape.

But I'm saying that the idea of recessing is not as simple because it has an additive of many, many dimensions. And considering that it's not that we're parking those vehicles, those vehicles are moving, they're stopping, unloading and continuing. No different than would also be a truck, they stop, unload and continue. These are not loading spaces. These are loading areas, so to speak.

And I think what we've done is the best solution short of ending up with retail that is unleasable because it's so shallow, because all that retail ends up unloading through a drop-off because of that magnitude of the drop-off.

We cannot widen the curb cut from the alley into Ponce by creating -- if we want to remove one of the curvatures that you need for traffic maneuvering, you would end up having to enlarge the curb cut in Miracle Mile, lose a car and bring it too close to the intersection where the current curb cut is into the alley is the appropriate distance from a corner to a curb cut in order to access that position for vehicles, whether it's

trucking, cars or whatever it is.

And our only other choices for unloading would have been from Ponce or Miracle Mile, which is not permitted short of saying that the property's undevelopable and should remain what you know as it is today.

MR. MURAI: You could lease the spaces, the parking spaces on Ponce, right, on the east side of the building.

MR. FORT BRESCIA: Well, we -- well, believe we could have, but I don't think the City --

MR. KINNEY: I should probably answer that. We have a prohibition on Ponce two blocks north and two blocks south of the mile because of traffic issues. And that's a previous study that we worked a couple years with Mr. Plummer on because we had many people wanting valet parking on Ponce. But because of the short distances from the intersections to the allies and the amount of traffic we have going up and down Ponce and how much impact there is at Ponce and Miracle Mile, it just does not make sense to have valet on Ponce for those four blocks. So the City generally would not agree to valet on Ponce.

CHAIRMAN AIZENSTAT: How many valets do you

have to have on at one time to have a smooth transition of cars flowing so it's rapid?

MR. FORT BRESCIA: We believe actually that three would have been adequate, but we have four. This is a different -- because the hotel doesn't have an event space, a ballroom, it's very different than a hotel that has a ballroom where there's a specific time of arrival and departure from an event. This is a rooms-only hotel, and generally those such hotels have a very smooth flowing traffic.

As you know we have a hotel in Coconut Grove. Unless there's a wedding, I mean, something really big deal, we don't have more than two cars, maybe, and there's 100 rooms and there's a ballroom, there's a restaurant bar. I mean, there's a lot, much more, because that's a full-service hotel and this is not. This is a limited service hotel.

We don't believe that we will have a need for more than those four vehicles in front of the loading area that we've created in front of it. Doesn't mean that occasionally could have a fifth car in front of the transformer vault. And Florida Power & Light is not coming to check that transformer vault every five minutes.

CHAIRMAN AIZENSTAT: So are you saying that you would have four valets on at a time?

MR. FORT BRESCIA: No, four vehicles. The number of valets --

CHAIRMAN AIZENSTAT: How many valets --

MR. FORT BRESCIA: -- the number you have based on the statistics of how many people are generally arriving at a certain time. A hotel will know that very quickly. Within three months they'll know exactly approximately what is the general flow of their population. And so there are times in our other hotel that we have one, sometimes we have two. When we have an event, we have three, and --

MR. MURAI: What hotel are you talking about?

MR. FORT BRESCIA: The Mr. C Hotel, for example. We order the third one when we know there's an event, just to give you an idea. And it has -- and it has it all very well calculated and they know exactly -- and actually, the front desk knows when because it's all computerized, they know approximately the arrival of every quest, and they actually time for how many people you staff based on the events and the number of people coming to the restaurant and the number of people that have

made reservations, for what time. They have it very computerized, and they know very well. And they know the person will get very upset if the car doesn't come back very quickly. So they have it like a machine calculated.

I mean, there's the advantage of computers nowadays. They know these statistics of arrival and departure to the extent that actually your check-in is hardly ever at the desk anymore. You can check in when you land and your key will be ready or your access point, your access key is in your iPhone.

CHAIRMAN AIZENSTAT: Thank you.

MR. FORT BRESCIA: So it is -- I mean, we're talking about the modern day hotel and that's how it operates.

CHAIRMAN AIZENSTAT: You have one question.

MR. WITHERS: Yeah, I have a bunch of questions.

MR. TORRE: The idea of the one-way alley is a good as far as I can see that.

MR. FORT BRESCIA: We don't mind. I mean, we follow whatever they recommend --

MR. TORRE: The two staff members that relate to that, do we have a decision we can make for

conditional approval, or do you want to think that further if you were make that conditional approval?

MR. FORT BRESCIA: This is between the departments --

MR. KINNEY: So I can tell you internally public works and parking have been having conversations, and it's a much bigger conversation than most of what's been discussed today, because we are looking at redeveloping the city garage, which is 300 feet of the alley. We're talking about getting all the dumpsters out of the alley. We're talking about turning radiuses for trucks.

So at this point we are actually evaluating making the whole alley system on this block one way. But that determination has not been made. We're looking at what the best traffic solution is and that --

MR. TORRE: As it relates to this project, do you have a problem with that stretch of the alley being one way?

MR. KINNEY: No. But we think the evaluation should be bigger than just that short section.

MS. KELLER: Hi. Jessica Keller, public works director.

I echo Kevin's statement. It's something that

we need to evaluate. We're not ready to say one way or the other this evening.

CHAIRMAN AIZENSTAT: Thank you.

MS. VELEZ: Is the alley on the 100 block of Andalusia, that's a one-way alley?

MR. KINNEY: On the south -- yeah, south of Miracle Mile, part of it is one way. But the conversation will probably include conversation about whether that should entirely be one way.

Right now if you come off of Galiano it's one way, but when you get to the southbound leg just beside, it's not Kinkos anymore or FedEx, whatever it is, that then from there to Ponce it's two-way. But that may change in the future also. It's a conversation about what the best traffic solution is for downtown.

CHAIRMAN AIZENSTAT: Chip, you had some questions.

MR. WITHERS: I do. Kevin, stay there one second, if you don't mind. What is the City's -- I know the City has a target of how many parking spots they think they need downtown. I know this gentleman said 6100 within a, you know --

MR. KINNEY: Within 1,000 feet.

MR. WITHERS: I don't know that there's 6,000

spots within 1,000 feet of Miracle Mile and Ponce, but if there are, I never can find them it seems when I go to park downtown.

But what is the City's plan for increasing the number of parking spots in the downtown area? How many are we short now and how many would you like to have over the next five years?

MR. KINNEY: Well, if you ask me for demand today, we're covering demand today.

The new garage we're looking at that's across the alley from this project, our initial proposal is 750 spaces.

MR. WITHERS: And why are you --

MR. KINNEY: We're going to call it a mobility hub. It's more than just a parking garage. But that's one of the questions that I forget who raised it, was about the overlay that we did on Giralda. We recognize that we don't want parking built on Miracle Mile, so the question is how can we facilitate some level of overlay? We're not going to say, you know, you can build a high rise on the Mile and we'll cover the parking. But at some point the City -- right now we allow development 145, and we agree to cover the parking. That may increase a little bit.

MR. WITHERS: So why are you -- why did you project to build 800 parking spots?

MR. KINNEY: Well, there's several reasons. One is we know there will eventually be some kind of overlay on the Mile because we never want a parking garage fronting the Mile.

MR. WITHERS: Okay.

MR. KINNEY: Right now we're at 145. It makes sense that it might be more than that, whether it's --

MR. WITHERS: 2.0, 2.5. Okay.

MR. KINNEY: Yeah. But we need capacity to be able to support that.

Part of the other equation, it's not quite as big a jump as it might sound, because the current garage is 282, but also the potential redevelopment or something else happening at the Publix garage is involved in this.

MR. WITHERS: What does it --

MR. KINNEY: So --

MR. WITHERS: What does it cost to build a parking spot? 25, 30,000 bucks?

MR. KINNEY: Yes. We're looking at the 750 space garage probably being about $30 million.

MR. WITHERS: So if a developer came and said

I wanted 100 spots, could you co-venture if this nice developer said I'll buy a floor of parking when you develop that garage for a building; would you be willing to do something like that?

MR. KINNEY: It would be a decision that the commission would have to make, but what we're supportive of is remote parking. Our preference would be if they can go out to market and get it.

MR. WITHERS: Okay. So in remote parking they've got this 2655 Le Jeune Road all set up as remote parking, and then that remote parking's canceled, what happens?

MR. KINNEY: Well, they have to have a contract that we're comfortable with, and it may not have to run forever. In fact, we've done ones in the past that have like five or ten years. But I am aware, because we have some control over other spaces, that this is not the only potential location for remote parking.

And at the end of the day, I can tell you twice the commission has agreed for the City to be a remote parking location. I'm not at this point recommending it in the new garage, but like I said, four or five years from now the commission may say, you know, we have capacity, let's put it right

here, it makes sense.

MR. WITHERS: What happens if the contract for remote parking, the owners says I just can't find it, what happens then?

MS. VELEZ: They don't get a CO.

MR. WITHERS: What?

MR. MURAI: Wouldn't the continuing occupancy depend on that?

MS. VELEZ: Yeah, they don't get a CO.

MR. WITHERS: No. No. I'm saying once they're up and running. I'm saying two years from now they lose their remote parking, the building is sold, they're saying we need all the parking, you can't remote, what does the City do in that situation?

MR. KINNEY: We have to see -- we have to have a comfort level. Like I said, the shortest one I've ever seen, I think it's ten years where the private other -- the person owning the parking did a ten-year contract and we accepted that.

MR. WITHERS: So this should probably be a ten-year contract, something like that?

MR. KINNEY: Yeah. Essentially we haven't got --

MR. WITHERS: I'm just trying -- look, we're

asked to make comments to the commission, you know, and that's what our whole goal is here.

MR. KINNEY: I would say we need to have a comfort level that the parking is going to be available.

MS. VELEZ: May I interject something?

MR. WITHERS: Sure. Please. Please.

MS. VELEZ: Would it be logical that in a situation where we have remote parking something in this situation or another situation, say, on Giralda that we agree to remote parking, wouldn't it be prudent then for the City to require that particular site to have a restudy or a renewal or review of the situation some years later? Doesn't the City do things like that?

MR. KINNEY: Yes. And, in fact, I do think there's room for those kind of adjustments. When you talked about remote parking, what we did on Giralda is, we are the remote parking source for Giralda because we have the garage right at the end of the street. So the City undertook that responsibility for the amount of development we allowed, but it's a number that we can manage.

So when we look at an overlay for the Mile and what we might be willing to guarantee or manage, we

have to figure out what that number is, and we're not there yet.

MS. VELEZ: Not there yet.

MR. KINNEY: It has been in conversation, but as we stand today, you know, if it's a project that the commission and this board likes, then we support remote parking. I mean, I don't speak to the development itself, but on the issue of parking we're supportive of remote parking as long as we're comfortable that the parking is going to be available.

MR. TRIAS: Mr. Chairman?

CHAIRMAN AIZENSTAT: Yes.

MR. TRIAS: There are about four pages in the zoning code that anticipate all of these issues with remote parking, and they talk renewals and they talk about reviews, et cetera. So there's a process in place. It could be improved, but certainly there's a process in place already.

MR. MURAI: Let me, continuing --

MR. TRIAS: For remote parking --

MR. MURAI: -- I would assume that the code says that continuing occupancy depends on continuing parking.

MR. TRIAS: Right. And it talks about

noncompliance and yearly renewals and review by staff.

MR. MURAI: If there's noncompliance I assume that you could pull the CO.

CHAIRMAN AIZENSTAT: What do you do? You shut down the hotel?

MR. TRIAS: There's a process that requires --

MR. WITHERS: That doesn't happen.

MR. TRIAS: -- a conversation with the applicant.

MR. KINNEY: That would be a code violation, so the initial step would be a citation.

MR. WITHERS: $200 a day.

CHAIRMAN AIZENSTAT: But by the same token, if somebody's going to do a ten-year agreement, there's going to be clauses that --

MR. WITHERS: You got to --

CHAIRMAN AIZENSTAT: -- if something's sold, if something this or something that.

MR. KINNEY: Well, even when the City does a longer term lease, we say things like, if there's exigent circumstances, you know, tough luck.

MR. TRIAS: Right. Understood. And the agreement can be modified according to the code. There are provisions for all of that.

MR. WITHERS: Just two more quick questions, and that was for --

CHAIRMAN AIZENSTAT: Then let's move on.

MR. WITHERS: -- public works, and then one for the architect.

In the packet we got it said that public works hasn't come up with their financial decision. You don't have comments on this or, what does it say here exactly? I'm sorry. It says public works has not weighed in on it or something.

MS. KELLER: I'm sorry, you have to --

MR. WITHERS: Public works is currently reviewing the operations in the alley and does not have a -- so where are you on that?

MS. KELLER: Yes, actually --

MR. HART: Good evening. My name is Charles Hart.

CHAIRMAN AIZENSTAT: Can you move the microphone? Thank you.

MR. HART: Yes. We did review the analysis that was done --

CHAIRMAN AIZENSTAT: Could you state your name, Mr. Hart?

MR. HART: Charles Hart.

CHAIRMAN AIZENSTAT: Public works?

MR. HART: Yes.

CHAIRMAN AIZENSTAT: Thank you.

MR. HART: I did review the analysis that was done, the QE analysis done by David Plummer's office, and everything looks perfectly fine with the analysis. It does make sense. It does show that it will work with the number of valet attendants that they suggest.

CHAIRMAN AIZENSTAT: And that was the question which I had, Bernardo, before, the number of valet attendants, is that set at a level certain during periods or times, or how do you look at that?

MR. HART: That would be dependent on what they see once they start running it.

CHAIRMAN AIZENSTAT: Is there a way, for example, a recommendation could be at the beginning you got to have an over amount of attendants till you can figure this out. So, for example, instead of having one attendant or two, you got to have three attendants during certain peak hours and so forth?

MR. HART: Yes, I would imagine so. I mean, they're going to run it as a business. If they can save money having fewer, but still accommodating all the guests --

CHAIRMAN AIZENSTAT: Right. In other words, what I'm saying is instead of trying to catch up to the problem --

MR. HART: Right. I would assume they would have more initially, yes.

CHAIRMAN AIZENSTAT: -- scale it down.

MR. WITHERS: So was that four-car stacking, which has me concerned, because if not, it's going to come out on Ponce.

Did that include that 10,000-square-foot restaurant, I'd say something the size of Houston's?

MR. HART: Well, we're not taking the restaurant into account, they're not guests.

MS. VELEZ: They're not guests.

MR. HART: So it's only guests at the hotel that are allowed to use the valet.

MR. WITHERS: So you're only working -- that stacking was only based on a hotel operation. It wasn't --

MR. HART: Yes.

MR. WITHERS: What if there's a Houston's or a Hillstone's in there?

MR. HART: That's not taken into account with us.

MR. WITHERS: I know, but what if there was one, I'm saying.

MS. KELLER: Specifically this study specifically states that only the hotel guests can use the valet operation.

MR. TRIAS: The way that the applicant explained that question to me is that the centralized valet will take care of the restaurants, that's what they are proposing.

MR. KINNEY: The existing centralized valet intended to use cover all of the Ponce street uses.

CHAIRMAN AIZENSTAT: So that means on Miracle Mile there would be on street valet, centralized valet for people going to the restaurant, but is there an entrance through the front or would they have to walk around to go into that?

MR. WITHERS: I mean, more importantly, if I'm going to that restaurant and I pull up there and they're going to say, hey, you can't park here to go to my restaurant, you're going to drive your car around and park in a valet; is that really going to happen?

MR. KINNEY: They could send you to the garage.

MR. WITHERS: But is it really going to

happen? Come on. We're all adults here.

MR. KINNEY: Well, I can tell you what will happen if the queuing goes out on to Ponce, it will be a citable offense, and those cites start at 250 and go to $1000.

CHAIRMAN AIZENSTAT: And is the city strict with that?

MR. KINNEY: I can tell you my guys love to write those citations. But I do get valet complaints on a fairly regular basis, yes.

MR. TORRE: One last question for Mr. Plummer on this issue. I want to clarify something. Mr. Plummer?

I was asking you about the in and out and we talked about check-ins, and I understand there's a lot more going on than just check-ins. But as a general rule, don't we that use Uber or Lyft kind of walk to another destination to grab it, or meander to a corner or meander to -- I mean, we're not necessarily pick up and get Lyft and dropped off exactly there. We usually move around to get ourselves into a car, do we not? I mean, is that being taken into account?

MR. PLUMMER: That's a possibility. But we do these analyses --

MR. TORRE: As exactly that's the pickup point for everything considered --

MR. PLUMMER: -- these conservatively. So when we do the valet attendant, for example, and what we've estimated if the remote parking is 500 to 1,000 feet, is during the peak times they're going to need four or five valet attendants. That's taken into account, percentages of people that will come in ride share, taxi, or on the hotel shuttle, right. So they're not valeting, but they're in and they're out. But that still takes up space. But we know the valet attendants are four or five.

Certainly someone can go to the corner of Ponce and Miracle Mile and pick up an Uber or Lyft if they want to, or they could do it on Ponce. They don't necessarily have to do it at the valet pickup/drop-off area.

MR. MURAI: But, Tim, you're pretty comfortable that at any one point there will be four cars stacked, not more?

MR. PLUMMER: So what we do is we figure out how many valet attendants are needed during the peak hour so that there's not spillback onto Ponce, knowing that we can stack four cars. But the worst

time it's going to be four or five valet attendants that they need. And as Bernardo stated, which is correct, within 90 days, 120 days, they're going to figure out how many they need during certain times. They're not always going to need four or five, but sometimes it will be two or three.

MR. MURAI: But your opinion is that with adequate valet parking you're not going to spill onto Ponce?

MR. PLUMMER: Correct. That's correct. It's an operational issue, yeah.

CHAIRMAN AIZENSTAT: Just a question for the director of parking. On Ponce how many parking spaces, metered parking spaces are there right now?

MR. KINNEY: This block of Ponce there's six.

CHAIRMAN AIZENSTAT: There's six.

MR. KINNEY: And that's where Cheesecake Factory wanted their valet and they were told no so --

CHAIRMAN AIZENSTAT: Now, can those six spaces if somebody wanted to pay the City them, can they be used for a Uber drop-off, not valet, but if it's a ride share area, or is that not possible?

MR. KINNEY: That is a topic that we are internally discussing now, because we do have

certain locations where Uber and Lyft stopping in the traffic lane is an issue on Friday and Saturday nights now. So we are trying to figure how we address the ride sharing. And it's not just Uber or Lyft, it's also the service that the City operates, which is Freebie.

CHAIRMAN AIZENSTAT: Correct. Understood.

MR. KINNEY: So ride sharing, we're trying to develop a plan. It is possible that spaces along Ponce might be signed or dedicated to pickup, drop-off or ride sharing. But we want to develop a holistic plan.

CHAIRMAN AIZENSTAT: -- you're looking at that. I was stating the way certain airports and certain cities have --

MR. KINNEY: Yes.

CHAIRMAN AIZENSTAT: -- areas to pick up a Lyft or a ride share that you have to walk to a certain area to get it. You can't get it right there, or it won't come there. If you put it on your phone, in certain cities if you want to go an area -- I'm sorry?

MR. TORRE: It tells you where you --

CHAIRMAN AIZENSTAT: It tells you where you have to go to pick it up. It just will not come to

that location.

MR. KINNEY: Yeah. There's kind of a, I guess we would call it in the industry now, micro transportation issues that we're trying to address now. Usually the industry is ahead of cities, but the one that's probably pressing right now is all the scooters that are doing different deliveries, and we're trying to figure out how to manage that, but it's the same --

MR. MURAI: I think I've seen parking garages that reserve a portion or all of the first, ground floor for Uber and Lyft, that kind of stuff.

MR. KINNEY: That's actually -- I mentioned the new garage one, we're developing it as a mobility hub, and so we are trying to address freebie, we're trying to address ride sharing, bicycles, scooters. That's all in the planning process, but we recognize that that's the direction the world is going.

CHAIRMAN AIZENSTAT: Rhonda, you had a question?

MS. ANDERSON: Yes. Mr. Plummer I think would be best to address this one.

CHAIRMAN AIZENSTAT: This could be your last question, Mr. Plummer.

MS. ANDERSON: It could be. And I'm going to ask you to dig back in your memory, because you and I have had a conversation a few times about the intersection of Valencia and Le Jeune and the way that intersection stacks up, there's a box there, and particular hours, especially anywhere between 3:30 to 5:30 there is not enough flow there to keep things moving.

But there are some solutions that can help that area out, and just to refresh your memory just a little bit, that building where the parking is going in, the exit is on this end, the entrance is on this end, it does not accommodate anything other than a car. So trucks and other vehicles would have to be handled elsewhere. This is the box. It gets blocked continually by cars coming this way on Le Jeune and you can't get the flow going.

We've talked about having some solutions there. There's not even a pedestrian signal on Valencia to tell pedestrians when it's safe to walk.

As part of this project, have you looked into enhancing that intersection, put a do not block the box, put a no right turn on red when the light is indicating to the pedestrian it's safe for them to

cross? Have you looked at that?

MR. PLUMMER: For this project, no. But I think as you know, via Valencia that's one of the requirements, and if the new Publix comes online it will be one of their requirements as well.

MS. ANDERSON: But it's an existing problem already, so if we now impact it even more with the valet service from this place, there can be some improvements done that will enhance the ability of the Coral Gables police to be able to enforce the law.

MR. PLUMMER: If that garage ends up being the final garage where they do the remote parking, sure, that's something they can look at.

MS. ANDERSON: Thank you. And would it be your recommendation that that do not block the box and the pedestrian signalization be implemented --

MR. PLUMMER: Absolutely, the pedestrian signalization being the most important for safety, yes, and do not block the box as well. Absolutely.

MS. ANDERSON: Okay. All right.

MR. FORT BRESCIA: We've talked a lot about cars, but I'd like to talk about other modes of transportation. If you look at the design of our paseo, which is required to be ten feet, it's

actually 15. We have an overhang so that the drip line is allowing you to bypass. We have two points of locations for bicycle parking and location for scooter positions that we hope the City could enforce. We have actually -- we're thinking of the pedestrian, the bicycle, the scooter, and other means of transportation, not just the vehicle.

And I wanted to -- because somebody, maybe you or somebody, pointed out where the bikes and where the -- I failed in my presentation to explain because they're shown in the drawings, but I didn't point to them. But they do exist and the City asked us to put them, not only where we had them at the entrance to the paseo in case you're transferring there, but also at the entrance on the Miracle Mile side.

And in looking at the site and intensity, in fact, if we did an office building, which we looked at, that's definitely peak hours, 9:00, or I mean 8:00 to 10:00 or 5:00 to 7:00, and hotels were involved. And same thing with residential, but hotels are probably the least impacted by peak hours and that -- which is why it is a good use for this property.

Thank you.

CHAIRMAN AIZENSTAT: Mr. Navarro?

MR. NAVARRO: To follow up on two I think very good ideas that I heard from some of the board members, I know that Commissioner Withers had asked about the length of the lease. I think the code, for whatever reason, requires only a year to be provided. I know policy wise, as Mr. Kinney, said they've had longer, but we would be open to working between now and the time to go to commission to work on a longer period of time if that's a recommendation of the board to go above what the code require, which is only a year.

And then there was another great comment about I think trying to make the alley one way. Actually, we had a meeting, and I know we had the City's independent traffic consultant come up and say they reviewed everything and everything worked out, but we had a meeting actually last Friday with the public works department and one of the suggestions was to make that a one-way alley. Even operationally it would just be a lot easier, especially considering that the Miracle Mile Theater has some garbage equipment outside.

And one of the first comments was, listen, go speak to Waste Management and see what they would

say, right, to see if they were okay. And while we've been, you know, working on this we actually got confirmation from Waste Management that they currently operate that alley as one way. They come in off of Ponce and they come out onto Andalusia. They make a left when they get to the theater and they come out onto Andalusia.

So that's something that we will continue to collaborate with your public works department and continue to work and study on to try to make that alley a one-way with signage and also coordinating with Waste Management on that issue.

So those are two items that I think we heard from the board that we'd happy to continue to study going forward.

CHAIRMAN AIZENSTAT: Thank you.

Is there -- anybody want to make a motion?

MR. MURAI: I'll move approval. One condition that I would like to see is that --

MR. TRIAS: Chairman, we've two items so you will need --

CHAIRMAN AIZENSTAT: First let's take up the -- should we take up the TDRs first, the TDR acceptance?

MR. COLLER: Yes. That's --

MR. MURAI: The TDR is part of our policy, so I move approval of the TDRs.

CHAIRMAN AIZENSTAT: Based on all the requirements that are needed by the Historic Preservation Board by the code.

MR. MURAI: Yeah.

MR. TORRE: I'll second it.

CHAIRMAN AIZENSTAT: We have a motion. We have a second.

Any discussion?

MR. WITHERS: I just -- I'd like to ask the attorney, if we don't have a recommendation or even a position from the governing body that grants the TDR, how can we approve it?

MR. COLLER: Well, I think there is an issue with the sequence of events. I would defer to the department. It is somewhat problematic, that you don't have it. I mean, your approval I guess could be conditioned upon approval of the Historic Preservation Board.

MS. SPAIN: Yes.

MR. COLLER: So that would be the way you would handle it. And obviously if the Historic Preservation denies it, then --

CHAIRMAN AIZENSTAT: They don't --

MR. COLLER: -- it's denied. So I think --

MS. SPAIN: It can be conditioned on the Historic Preservation Board approval of the maintenance plan and the transfer of TDRs.

MR. TRIAS: In any event, this is only a recommendation that you're making. You're not approving or denying. You're recommending.

MR. COLLER: Right.

CHAIRMAN AIZENSTAT: Understood. So we have first, second. Any other discussion?

Call the roll, please.

THE SECRETARY: Chip Withers?

MR. WITHERS: No.

THE SECRETARY: Rhonda Anderson?

MS. ANDERSON: No.

THE SECRETARY: Rene Murai?

MR. MURAI: Yes.

THE SECRETARY: Venny Torre?

MR. TORRE: Yes.

THE SECRETARY: Maria Velez?

MS. VELEZ: Yes.

THE SECRETARY: Eibi Aizenstat?

CHAIRMAN AIZENSTAT: Yes.

MR. COLLER: That's -- what's the vote on that?

MR. TRIAS: That's 4-2 and it passes.

MR. COLLER: Okay. So it does pass.

CHAIRMAN AIZENSTAT: On the TDRs.

MR. COLLER: Correct.

So now we would need a motion on Item E-2.

MR. TRIAS: On the site plan, the site plan which --

MS. VELEZ: I'll move approval of that.

MR. TRIAS: -- I would encourage you to look at the recommendations of the things that are missing and include that in your motion if you choose to do so.

MS. VELEZ: I'll move into taking into account all of the items we're discussing, the parking lot, the parking, the remote parking lease, looking at the alley.

CHAIRMAN AIZENSTAT: The alley, that segment being one way.

MS. VELEZ: Either that segment or my preference is to do the whole thing, but --

MR. MURAI: Your preference is what?

MS. VELEZ: The whole alley one way, but at least that one segment from Ponce west to accommodate only one way.

MR. MURAI: You're saying that we're

recommending it to the City --

MS. VELEZ: With those recommendations that the City...

MR. TRIAS: The staff has seven items that are missing, and then do you may add perhaps the operations of the alley, be designed such a way that is acceptable to the public works director and the parking director.

MR. MURAI: What are the seven items?

MS. VELEZ: What are the seven --

MR. TRIAS: Here in page 13 there's A through G, and it's some corrections, some updates are missing, some -- we tried to list just the factual deficiencies of the application.

MR. COLLER: You could recommend that -- your recommendation could be that you want a certain segment of the alley to be one way. That's an appropriate condition.

MR. TRIAS: Yes. That could be the recommendation. It may be better just to suggest some review by the staff because there's some bigger issues that take place.

MR. COLLER: I mean, it may say one way subject to review by the public works department, of course.

MS. VELEZ: That's the recommendation that we're making.

MR. COLLER: Right. Exactly.

CHAIRMAN AIZENSTAT: You're saying your recommendation should be the entire alley? Because how do you control that?

MS. VELEZ: I'm saying that would be probably a better flow if you make it all one way, but if for this purpose of this project we'll limit it to the minimum, which is to the site of the project.

CHAIRMAN AIZENSTAT: The first section. So we had that. What was the other recommendation?

MS. VELEZ: Was the off street parking -- not the off street parking. The remote parking. That was the other item.

MR. MURAI: Saying what? What are you saying?

MS. VELEZ: That they have to have in place a certain --

CHAIRMAN AIZENSTAT: The code requires -- are you saying for a longer period of time?

MS. VELEZ: Yes, more than the one year.

CHAIRMAN AIZENSTAT: Well, there was discussion about ten years. Is that what you would like to see or recommendation or --

MS. VELEZ: That's too much. I would say five

to ten years.

CHAIRMAN AIZENSTAT: So your recommendation would be a five to ten year?

MS. VELEZ: Certainly not one year.

MR. TORRE: For example, as what Rhonda was saying, this is a property that you sign up for and it doesn't really work well and you want to change, does that cause a problem? Because you may not like that, and you may want to go to another one. It doesn't mean you're not going to go into another --

MR. TRIAS: The code anticipates modifications. There's a procedure in which you can modify the remote parking agreement.

MR. MURAI: I would like to see a recommendation that the owner, the developer certify at the end of 90 days and every 90 days thereafter for at least the first year, if not more, that they are -- they have the number of valet personnel --

CHAIRMAN AIZENSTAT: Adequately.

MR. MURAI: Well, not adequately. I refer to in Tim Plummer's study, which is four to five during peak hours, and that that would have to be certified to the City as opposed to the City having

to go over there and find out how many they have.

And if the City thereafter decides that they need three or two or 45, you know, that's fine. There should be some kind of --

MR. KINNEY: What I can tell you is since they are using the right-of-way and the alley is right-of-way, that they have to get permits and licenses from the City, because they have to have insurances that covers us. And they -- and we in that document can specifically review staffing levels. So that would be --

MR. MURAI: You're saying that before you give them permission to use the alley, they have to have a certain staffing level that you have to approve?

MR. KINNEY: We can make that part of the permit agreement.

MR. MURAI: And that's what I'm recommending.

CHAIRMAN AIZENSTAT: That's the recommendation that he's saying.

MR. KINNEY: Okay.

MR. MURAI: And that the number of valet attendants has to be consistent with the study that we've been provided, which is four to five at peak hours and then 90 days they can come to the City and say, hey, we only need two or we need, you

know --

MR. KINNEY: That could be written into the permit for valet.

MR. MURAI: That's what I would recommend, because I think it's essential to prevent the queueing onto Ponce de Leon --

MR. KINNEY: Absolutely.

MR. MURAI: -- according to Plummer.

MR. KINNEY: This will be, like I said, one of my enforcement officer's favorite places to go. They love writing those tickets.

MR. MURAI: Yeah, but I mean, I don't want to rely on having to have enforcement officers. I want the developer to make that commitment and then to have to certify it to you guys, you know.

MR. KINNEY: I think we can do in the permit agreement.

CHAIRMAN AIZENSTAT: Is there a way to ensure by the City that the other venues within that hotel, such as the restaurant upstairs, the valet's not used for that?

MR. KINNEY: Well --

CHAIRMAN AIZENSTAT: How do you monitor that?

MR. KINNEY: We are currently doing a sting operation with my folks and police, so we have been

known to be undercover. So I think that would be the way we would have to do it.

MR. MURAI: I think that your permit should be based also on the developer's commitment not to prohibit the restaurant users from using the valet.

MR. KINNEY: Well, and the truth of the matter is we've guaranteed the company that does centralized valet that they get all of the valet for the Mile. They're the only provider for valet on the Mile.

The hotel we can except we've because we've excepted hotels out of --

MR. MURAI: But I'm saying that part of your permitting process can be that.

MR. KINNEY: Yes.

CHAIRMAN AIZENSTAT: Can that be also part of a covenant or running with a line or something that is put in there that those venues cannot use the valet?

MR. COLLER: Well, frequently when they do -- when they condition it, and I think you can put it in as an express condition, although I don't know is one of your conditions in your recommendation, Ramon?

MR. TRIAS: No.

MR. COLLER: But you can condition that the valet -- that valet shall not service the restaurant and those conditions of approval get rolled up into a covenant that the applicant records.

MR. TRIAS: Those are reasonable conditions. As part of the site plan approval we can have very specific conditions of approval. Absolutely.

CHAIRMAN AIZENSTAT: That it's rolled into a covenant?

MR. TRIAS: Yes, sir.

CHAIRMAN AIZENSTAT: Okay.

There was something else that we had talked about as one of the concerns.

Chip, was there something else?

MR. WITHERS: No. I, mean, we have a code. We have a code and we're not protecting it, so that's my biggest issue.

MR. MURAI: You're having what, I'm sorry?

MR. WITHERS: We have a code, we have a requirement, and with this we're saying you don't have to follow the code on your parking, and that bothers me. It bothers me, you know, so...

I'm concerned that there's -- you know, from being in the trucking business and working in more

allies than I want to, I just know that that 15-minute drop-off turns into an hour sometimes because there's no loading zones, there's no area to -- now that truck is going to be right there in that right-of-way. He's going to back in, whether it's delivering fish to the restaurant, whether it's delivering linens, whether it's delivering groceries, whether it's picking up furniture, that alley's going to be blocked. There's going to be people using that valet to use that restaurant, and they're going to back more than four cars.

And we have a requirement saying it's not an egregious requirement, 1.45 FAR, 87 spots, or whatever it is, and we're giving 200-and-some parking spots, just we don't care, and that bothers me. And I'm not condemning anybody, that's your choice, but that's just personally how I feel.

MR. MURAI: Bernardo, where's the drop-off for the hotel, for the merchandise, for the food, the linens, for everything?

MR. FORT BRESCIA: We have an access service quarter that goes to our receiving area. There are two separate areas for refrigerated trash, one for the retail separate from the hotel, and we have that transformer vault.

MR. MURAI: Where is that?

MR. FORT BRESCIA: It is in the alley like everybody else. And there's a requirement -- we are exactly under the code. The code clearly states that you're not required to create an interior loading dock if you're under 1,000 square feet, and the building's 97,000 square feet, so we're now not violating any code. This is what the code is written.

MS. ANDERSON: I see it in the back. You have the retail trash here with overhead doors on it.

MR. MURAI: Where's the receiving?

MS. ANDERSON: They have to turn in and turn out.

MR. FORT BRESCIA: And it's positioned so that the truck can go it, pull it out, take it out, back up and continue in the alley like most other people do.

MS. ANDERSON: Okay. He had another question.

MR. FORT BRESCIA: Yes.

MR. MURAI: My question: Receiving merchandise, food, what do the trucks --

MR. FORT BRESCIA: That goes in from the alley as well through the receiving area in the hotel.

MS. ANDERSON: Is that the transformer vault

area, the retail trash --

MR. FORT BRESCIA: No. Next to it there's a service hallway that takes you in and then it splits at a certain point for the retail and for the hotel.

MR. MURAI: Between the transformer and the trash.

MR. FORT BRESCIA: And the trash. And there's a loading area that separates and goes to receiving for the hotel and to the service elevator of the hotel, and there's a separate area that continues to the service quarter for the restaurants.

CHAIRMAN AIZENSTAT: What you're asking is where is does the truck park?

MR. MURAI: Yeah.

MR. FORT BRESCIA: Oh, like anywhere else on the alley.

MR. MURAI: I know, but where in the alley? Where you have --

MR. FORT BRESCIA: Forward of those four vehicles, the other half of the alley --

MR. MURAI: I got it. I got it.

MR. FORT BRESCIA: Yeah.

MR. MURAI: I got it.

MR. FORT BRESCIA: So deliveries are also

usually timed like in other hotels that we do. They're generally -- even the hotels time them because they don't want everything to happen at once. They have each -- they can't handle it in their storage areas, so they have a proper scheduling of deliveries all the way through Brickell City Center. There's delivery arrival by what is called a dockmaster.

MR. MURAI: We got it.

CHAIRMAN AIZENSTAT: Venny, you had --

MR. TORRE: I want to say something.

As a person involved with the downtown, I do pay attention and I know what's going on and, you know, we just spent $22 million to redo Miracle Mile. We're still not getting the foot traffic that we need.

We need to figure out a way for redevelopment to happen, smart development. And we've been playing with this, and we've been really trying to make it work, and I think at the end we're going to make it work.

However, these small spaces from the '50s and '60s don't seem to be the right size, they don't seem to work. People have paid a lot of money and they're not going to redevelop these. And some

people might say that's what we want. But there's some people that have some rights to do certain things, there's a couple of big land owners, they're going to do something.

I think that hotels is the best things we can get on Miracle Mile. The amount of in-and-out traffic that we were going to have there is probably the best type that we could use in a downtown that's revitalizing the way that we're doing it.

Can we do something else there? Probably you can do an office building and you'll have to park it through the alley because there's going to need, you know, 150 parking spaces and you're going to have podium.

I don't know that there's a better solution without saying to people, hey, rates over, take your 145 and that's what you got. I don't think that's the right answer for downtown.

So to me this is really the best way possible considering what the options are, and I understand the backing and the stacking, the queuing's a difficult situation. I don't know how else to fix this considering you have a hotel.

So my preference to take the hotel and take

the redevelopment. That's it.

MR. WITHERS: Let me respond. The way to fix it is by looking at the code and fixing the code. It's --

CHAIRMAN AIZENSTAT: We're in the process of rewriting the code --

MR. WITHERS: No, it's not by overlay this and overlay that and spot zone this and spot zone that. That's not the way you fix it. I mean, that's what you end up --

MR. TORRE: The overlay has been trying to be going for about five years. I know it's not fixed, right? We need to get down to it and we need to fix what this is going to look like for our downtown. We need to have a master plan. We all agreed we need to have a master plan. You have to be thoughtful. But we have to take that initiative and get going. And if this is not the right product, we need to figure it out.

MR. WITHERS: You just heard a parking director say he's planning to build almost 1,000 parking spots downtown. And you're on the other hand saying --

MR. TORRE: If you come back to the discussions that have been over the last couple

years whether the other development was going to happen or not, 750 is a projection for the needs we're going to have, and that's just the right thing to do. I think we need to do the 750.

But that has nothing to do with this particular project. That's just the needs we're going to have downtown over the next few years. And the trend is to go the other direction, and I'm not saying that's what we have to do today, but the trend is to go -- a lot of downtowns are not incentivizing car developments. They're going the opposite way.

And again, I'm not saying promote that, but I think this is not as bad as we can get. They have the right to build 70 feet, that's a right, and the code says they have a right to do remote parking. Those are the two options that are given by code. That's the right -- the code says that. It's not over the code.

MS. ANDERSON: I understand, but although the code says they can do that, there's a better way to do it. There's a better way to do it where you have a better flow of the traffic and you're not going to be impacting the backup on Ponce, you know, and worrying enforcement of all that.

You have a 20-foot alleyway. Adding five more feet for pulling off vehicles is not a big ask, but that is not what this developer is willing to do.

You would solve a lot of problems if you moved five more feet, plus you have -- you can't call over space the doors where they load and unload. If they want to create an open space, a usable open space on that corner of Ponce and Miracle Mile, you could have an open seating area there, you know, they're 521 square feet short.

Pedestrians need a place to hang out when it's raining, hang out when waiting to cross the streets. A little space there would solve the problem. They don't meet the open space requirements at all.

Traffic impact hasn't been looked at yet on where this remote parking space is going to be. I did speak with Mr. Plummer about it. It's an acknowledged problem that we've had for a long, long time on Valencia and Le Jeune. We're only going to impact that more if that's not required to be attended to here.

There's too many things that are left undone in this project in my opinion for it to move forward at this time, the open space, a five-foot

give to make that alley work seamlessly for the loading, the unloading of goods and services. I don't think this is ready to move forward at this time.

CHAIRMAN AIZENSTAT: How many -- per each floor, how many hotel rooms do you have on one floor? 30?

MR. NAVARRO: 30.

CHAIRMAN AIZENSTAT: I guess I was looking how to reduce your FAR.

MR. NAVARRO: So we actually, we got an FAR reduction via the Board of Architects. We had on the rear facade we had treated it in order to create a visual perspective that there was a break in the facade, and the BOA required an additional kind of indentation in the building, so we have reduced the FAR since the last time that -- since our original submittal.

CHAIRMAN AIZENSTAT: I was just echoing Chip's concern, which was based on the 1 point -- what was it? 1.45.

MR. WITHERS: Yeah.

MR. NAVARRO: We're still providing the parking --

MR. WITHERS: -- Mediterranean it's another

.25.

MR. NAVARRO: In my opinion, and I do a lot of hotels in many different cities, I mean, I'm one of the few land use practitioners that practice in multiple municipalities, I have seen the parking code in the Gables for hotels and it's much higher than even Miami-Dade County, Pinecrest, other areas.

So it's interesting to see that, you know, how much parking is required for hotels. We're not asking to not park. We're just asking to park off site, which the code promotes. I mean, it's the remote parking. If we can find a location within 1,000 feet, the whole issue is how much parking are we leasing at that spot, and we've gone through a process, which has been reviewed by public works to figure out what the exact amount is, and we've even committed to say six months before we even go in we'll do an updated study in case anything has changed.

I mean, we think it's -- you know, the study that was based was 160-unit hotel that has banquet halls and other facilities, we don't have those here. So we want to do a report as we get closer to building out as ride sharing becomes more

popular, and I think there was a great conflict about designating an area for ride share. I know the City did a great job of that when the Miracle Mile streetscape was going on. I mean, they designated locations and it operated seamlessly.

So, you know, we're not asking not to provide any parking, we're just asking to let's take advantage of providing that offsite when there's plenty of supply right now.

CHAIRMAN AIZENSTAT: What I was listening to Chip, though, saying is that you're going in -- you're going to set a precedent, if I understand you correctly, and then what happens to next door the guy on the corner says I want to come in with a 3 -- you know, same size FAR?

MR. NAVARRO: So we are only taking advantage of Level 1, mid bonus. We could have gone to Level 2, which would have allowed an additional story and up to 4.375 FAR. We're allowed 4.0 and we're actually at 3.81, so we're not maximizing the FAR.

I think Bernardo referenced that at the beginning, that at the upper level we're really creating almost like a penthouse type upper level amenity deck that has a restaurant in it and some

amenity space, rather than enclosing the whole thing and filling it up with FAR. We have left FAR on the table and haven't maximized it to the extent that we could have.

CHAIRMAN AIZENSTAT: The restaurant equates to how much FAR?

MR. NAVARRO: 3,000 square feet.

CHAIRMAN AIZENSTAT: Which relates to what on an FAR?

MR. NAVARRO: I think it's only a third of the roof deck.

MR. FORT BRESCIA: 3520 for the food and beverage.

MR. NAVARRO: We're only at -- the upper level, we're only taking a third, approximately a third of the upper level as opposed to providing an entire additional floor, transferring more FAR over.

MR. FORT BRESCIA: I should point out that I don't know of any city left in the United States or the world that has that requirement for parking for a hotel. That assumes that some rooms come with two cars. It is -- it's -- the highest numbers out there in the industry are .5. The actual consumption, depending on the location, of course,

you know, but generally Miami's 6 percent of people come in their own car.

MS. ANDERSON: I don't have an issue with so much the parking because the trend is to use the Ubers and Lyfts and hotel trolley because people don't want to rent the cars anymore.

MR. FORT BRESCIA: That's right.

MS. ANDERSON: The problem is the functionality. You don't have the functionality.

I mean, you can look at the Aloft, people pull in off the street underneath the hotel, disembark and pull back out. This hotel doesn't have that feature.

MR. FORT BRESCIA: Yeah. I mean, that is a typical suburban feature, but I think if most of you go to London or Paris, that doesn't exist and it functions perfectly fine and we all love London and New York and --

MS. ANDERSON: If they had to plan it over again, they might have done it differently.

MR. FORT BRESCIA: Well, it's a very charming place because it favors pedestrians.

MR. NAVARRO: Okay. I just had some quick numbers on the --

CHAIRMAN AIZENSTAT: Please.

MR. NAVARRO: -- parking. So of the required parking, which would be 270 spaces, 135 would be exempt if we were to build this project by itself because of the 1.45 of the ground floor retail. So we are providing 86 parking spaces for the 120 keys, and in the city of Miami we'd only have to provide 60 of those spaces. So just to give you an idea as to the parking that's really required, you're talking --

CHAIRMAN AIZENSTAT: Well, but we're in the Gables.

MR. NAVARRO: No, I mean --

MR. COLLER: Mr. Chairman, because we're ten to 9:00 I think we ought to consider a motion to extend the time of the meeting.

CHAIRMAN AIZENSTAT: Let's give it a little bit longer. I mean, let's see what comes out of this. If we're getting really close, I'll call for it.

MR. TRIAS: Mr. Chairman, one of the suggestions that I made to the applicant is to propose an amendment to the code for the hotel parking spaces. They chose not to do that for whatever reason.

Now, I'm not disagreeing with the concept --

MR. NAVARRO: Timing.

MR. TRIAS: -- perhaps timing. But that was certainly, as Mr. Withers has said, we do need to fix that in the code. So what happens is at this point I believe that the commission has the authority to approve this if you recommend positively and so. However, the code needs to be amended. The code needs to be, I guess, updated to the current standards.

MR. NAVARRO: And I think that you're working with the City's planning consultant, you know, one of the most renowned --

MR. TRIAS: Yeah, we are -- as you well know, we are going through that process right now.

MS. VELEZ: Is that one of the items that --

MR. TRIAS: Yes. Yes.

CHAIRMAN AIZENSTAT: Venny, you were up.

MR. TORRE: I'm ready to second the motion.

CHAIRMAN AIZENSTAT: Who was -- you were --

MS. VELEZ: I moved it.

CHAIRMAN AIZENSTAT: With all those --

MS. VELEZ: Everything.

MR. COLLER: Okay. Can I just go over some of the items so we know what we're voting on?

So we have the recommendation for a one-way

segment for that alley, presuming that the public works department reviews it and approves it; remote parking request for a period of five to ten years with the ability to modify.

Now, I will say the code does say one year. Your recommendation to the commission that they should have longer than a one-year period. There's certification for the number of valet to be in compliance with the traffic studies. And fourth is that the valet for the hotel not be used for valet for any other of the uses that are proposed for the property, such as the restaurant.

Have I --

MR. MURAI: You got it.

MR. COLLER: Have I got all the conditions?

MR. TORRE: I agree with that.

MR. COLLER: Okay.

CHAIRMAN AIZENSTAT: And the required parking spaces would have to be met before they're able to forward; is that correct?

MR. COLLER: Right. They have to secure the remote parking before they can go forward.

CHAIRMAN AIZENSTAT: Right. Because right now they're saying they have secured 80 some odd spaces.

MR. MURAI: But what do you mean before the project goes forward?

MS. VELEZ: The CO.

MR. TORRE: Commission approval. Commission approval.

MR. TRIAS: What you mean is prior to commission approval.

MR. MURAI: No. No. No. No. Because we have said they're not secure parking before commission approval. That's going to be a condition to the CO.

MR. TRIAS: Let me rephrase that. You can make whatever recommendation you want --

MR. MURAI: I understand that.

MR. TRIAS: My recommendation is prior to commission approval.

MR. MURAI: So you're saying that they should have a lease in place?

MR. TRIAS: Yes. Yes. That would be probably --

MR. MURAI: That's not my recommend. I mean --

MR. TRIAS: You may disagree. I'm not --

MR. MURAI: I'm just saying, as long as they have to have it in place before they get a CO,

that's all we should be concerned about. There's not going to -- this project is going to take two years to build, I would assume. You're not going to get a lease now beginning two years from now.

MR. NAVARRO: Yeah, we'd have to pay the --

MR. MURAI: Either you pay for it now or if I'm the owner --

MR. NAVARRO: I can tell you --

MR. MURAI: -- if I have the spaces available you can have it, but not now.

MR. NAVARRO: And I can tell you that we're not going to pull a building permit unless we know those spaces are available and we have the commitment.

MR. MURAI: You're not talking about building permit, you're talking about CO.

MR. NAVARRO: Yeah. Yeah. But I'm saying you'd have a firm commitment. But we would not sign a lease until probably six months before CO.

MS. VELEZ: That make sense.

MR. TORRE: I think it's a reasonable recommendation.

MR. MURAI: Which one? Yours?

MS. VELEZ: Yes.

MR. MURAI: Mine is before CO.

MR. COLLER: As a board you make a recommendation to the commission. You can choose what --

MR. MURAI: I chose it already. Six months before CO they have to have the parking in place.

CHAIRMAN AIZENSTAT: Do you accept it?

MS. VELEZ: We accept it with the amendment.

MR. TORRE: I accept.

MR. COLLER: So that's one of the conditions. So we have a motion and a second as amended.

CHAIRMAN AIZENSTAT: Any other discussion? No?

Call the roll, please.

THE SECRETARY: Rhonda Anderson?

MS. ANDERSON: No, for the reasons previously stated.

THE SECRETARY: Rene Murai?

MR. MURAI: Yes.

THE SECRETARY: Venny Torre?

MR. TORRE: Yes.

THE SECRETARY: Maria Velez?

MS. VELEZ: Yes.

THE SECRETARY: Chip Withers?

MR. WITHERS: No.

THE SECRETARY: Eibi Aizenstat?

CHAIRMAN AIZENSTAT: No. I just think the three point is a lot, so --

MR. MURAI: What?

CHAIRMAN AIZENSTAT: The 3.81 on the FAR.

So we've got a 3-3, which is a --

MR. TRIAS: The motion has failed.

MR. COLLER: No, it was the -- okay. So you have a tie vote. Another motion may be in order --

CHAIRMAN AIZENSTAT: Correct.

MR. COLLER: -- to try to break the tie. If you're not able to break the tie, then the matter goes before the city commission without a recommendation. So --

CHAIRMAN AIZENSTAT: Without a recommendation.

MR. COLLER: -- you're given an opportunity at this stage if somebody wants to make another motion that they think that can be passed. Otherwise if there's no further motions, then the matter goes before the commission without a recommendation.

MR. MURAI: I think based on the reasons why some had voted no, I don't think there's any reason to make another motion.

CHAIRMAN AIZENSTAT: Well, it goes without a recommendation.

MR. COLLER: It goes without a recommendation.

CHAIRMAN AIZENSTAT: It's up to the commission to decide.

MR. COLLER: Well, of course, it's always up to the commission to decide, but it goes with -- it will be noted as a 3-3 tie, and it will go to the commission without a recommendation.

MR. MURAI: And when it goes to the commission, can it -- can those of us who supported the motion, could the motion be -- commission be aware of our motion --

MR. COLLER: I believe that if I'm correct that the transcript of this hearing is --

CHAIRMAN AIZENSTAT: Is part of the --

MR. COLLER: -- part of the record; is that correct?

MR. TRIAS: Plus the vote, plus the discussion. All of that is included in the staff report.

MR. MURAI: I realize, but I mean, the commission may not read a two-hour transcript.

MR. TRIAS: No. No. No. What I mean is the transcript is one thing. In addition, in addition we say the vote was 3-3, and in addition, we may have some discussion based on your recommendations.

MR. MURAI: I mean, what I would like to see

is the commission know that the motion that failed had these recommendations.

MR. TRIAS: Yeah. No. We discussed all that.

MR. MURAI: Also having them, you know, okay, let's read the transcript the next three days.

MR. TRIAS: In my experience the commission pays close attention to your recommendation and the staff report.

MS. ANDERSON: Right. As well as the reason why no votes were --

MR. TRIAS: Yes.

MR. NAVARRO: If I may, I just wanted to hear the Chairman's concerns regarding TDRs to see if there was something that possibly we could address to --

CHAIRMAN AIZENSTAT: I'm sorry, it wasn't because of the TDRs. It was --

MR. NAVARRO: I thought it --

CHAIRMAN AIZENSTAT: -- it was the FAR.

MR. NAVARRO: Yes, the FAR.

MR. TRIAS: The FARs passed.

CHAIRMAN AIZENSTAT: I love the project, it's good. I'm concerned with the precedent that it's going to set with other properties that are coming asking for those -- for a 3.81 FAR. And that's why

I asked if you reduce something or you went somewhere --

MR. NAVARRO: Yeah, we were closer to about 3.9 something before, but --

MR. MURAI: But aren't they in compliance based on the bonus and the TDRs?

MR. NAVARRO: Yes.

MR. TRIAS: Yes.

MR. MURAI: Isn't that -- isn't that -- it represented a 3.81 FAR, which I take into consideration the transfer rights and the Mediterranean bonus. So we are in compliance. They're not out of compliance.

CHAIRMAN AIZENSTAT: They're not. They don't have the parking. They don't have the parking secured. They have 86 spaces. If they can secure --

MR. MURAI: That's a different issue. You're talking about FAR, but not parking.

MS. VELEZ: They could also increase the amount of leased spaces.

CHAIRMAN AIZENSTAT: But they can increase the amount of leased spaces. I would be fine with that.

The way it's presented to me is with 86

spaces.

MR. NAVARRO: Correct.

CHAIRMAN AIZENSTAT: That's where I have an issue.

MR. NAVARRO: Okay. I got it.

MR. FORT BRESCIA: Let me understand, because I understood that one can get bonuses up to 4 point --

MR. NAVARRO: -- 375.

MR. FORT BRESCIA: -- 375. And we are at --

MR. TRIAS: With mid Level 2. If you get into Level 2 you can go up to 4.375.

CHAIRMAN AIZENSTAT: Correct.

MR. TRIAS: With Level 1 you're able to get the 3. --

MR. FORT BRESCIA: We are. Okay. I understand. But your concern is the number of parking spaces?

CHAIRMAN AIZENSTAT: Yes. Just the commitment that you have. You presented it as 86 spaces.

MR. FORT BRESCIA: Because that's what our traffic -- our analysis from our traffic consultant says about other hotels --

CHAIRMAN AIZENSTAT: If I may, we need to just --

MR. COLLER: I'm a little -- I want to just make sure the board understands where we are.

CHAIRMAN AIZENSTAT: Let's extend the --

MR. COLLER: You can extend it and then we've had a vote and there's an opportunity for another motion.

CHAIRMAN AIZENSTAT: That's what I was looking for.

MR. COLLER: Okay. So you need to extend the time.

CHAIRMAN AIZENSTAT: Is there a motion to extend the time?

MS. VELEZ: Moved.

MR. MURAI: Second.

MR. COLLER: To what time?

MR. MURAI: Five minutes.

CHAIRMAN AIZENSTAT: 9:15?

MR. WITHERS: 11:00.

MR. COLLER: 9:15? 11:00?

CHAIRMAN AIZENSTAT: 9:15.

Call the roll, please.

Jill.

MR. COLLER: You can do this as a voice vote, if you like, for this.

MR. FORT BRESCIA: If there's a subsequent

study that says that instead of --

CHAIRMAN AIZENSTAT: Let us extend so we don't have to quit the meeting.

Jill, call the roll, please.

THE SECRETARY: Rene Murai?

MR. MURAI: Yes.

THE SECRETARY: Venny Torre?

MR. TORRE: Yes.

THE SECRETARY: Maria Velez?

MS. VELEZ: Yes.

THE SECRETARY: Chip Withers?

MR. WITHERS: Yes.

THE SECRETARY: Rhonda Anderson?

Eibi Aizenstat?

MS. ANDERSON: To extend, yes, we'll extend.

CHAIRMAN AIZENSTAT: Yes.

MR. WITHERS: Can I make a comment?

CHAIRMAN AIZENSTAT: Yes.

MR. WITHERS: So I want to be perfectly clear on this, I think it is a phenomenal project. I think it could be a signature building on Miracle Mile. I think it's something that Coral Gables needs. I think it's going to create the traffic. I think it's going to create the buzz. I think it's going to be really cool.

I'm just a little concerned as the way this whole presentation has been brought forward with the opening remarks saying the process really wasn't followed and we took some shortcuts. And for something as groundbreaking as you want this to be, I would want it to be -- I would want it to be put forth in a way that people aren't going to try to tear it apart in different ways. Because you've got concerns at intersections 1,000 feet away in front of the remote parking spot. And I certainly now, I visualize that, Valencia, Le Jeune, I get stuck in that sometimes.

CHAIRMAN AIZENSTAT: But the code allows 1,000 feet.

MR. WITHERS: No. I understand that.

CHAIRMAN AIZENSTAT: That's something that --

MR. WITHERS: I think it should have been 500 feet. That's what I originally thought.

CHAIRMAN AIZENSTAT: Can you, in other words, for me if you can say that with the caveat that you're going to have the amount of required parking spaces that's going to be there.

MR. MURAI: You're talking about 271 spaces.

CHAIRMAN AIZENSTAT: Yes.

MR. NAVARRO: Yeah, I mean, we discussed

potentially the hotel, but the retail, I mean, you know --

CHAIRMAN AIZENSTAT: Well, the retail goes -- take off the amount of parking space that has to go to the centralized. For the first 1.4 and change, 1.45 is exempt.

MR. FORT BRESCIA: We remove the centralized parking.

CHAIRMAN AIZENSTAT: Exactly. Cover the difference. Whatever that number is.

MR. FORT BRESCIA: One second, I'll give you the calculation.

CHAIRMAN AIZENSTAT: In other words, whatever the code allows now --

MR. COLLER: Guys, we got one court reporter. She can't take the record down in stereo, so one at a time, if you would.

MR. TRIAS: Mr. Chairman, we have a table with the parking broken down in page 8. The hotel requires 135 spaces. Retail, the ground floor, 63.

CHAIRMAN AIZENSTAT: Right.

MR. TRIAS: Retail on the second floor, 31, and restaurant, 42. So one could say that 135 could be a reasonable number for a hotel.

CHAIRMAN AIZENSTAT: What would 1.45 FAR minus

a 3.81, that FAR would require how much parking?

MR. TRIAS: I think it's easier to look at the --

CHAIRMAN AIZENSTAT: Just the hotel?

MR. TRIAS: -- ground level and the second level, and take it out. That's 63 and 31.

CHAIRMAN AIZENSTAT: Okay.

MR. TRIAS: We can take that out, and then 135 is the hotel and 42 is the --

CHAIRMAN AIZENSTAT: That's fine.

MR. NAVARRO: What I was going to -- I mean, this is obviously, you know, we would modify our request before you, would be to provide one per room, which if we were at 100 percent occupancy, we would be the happiest people here.

MR. TRIAS: That would be 120.

MR. NAVARRO: That would be the best operating hotel in --

MR. FORT BRESCIA: With 100 percent of the guests coming by their car or they rented.

CHAIRMAN AIZENSTAT: Which they don't.

MR. NAVARRO: Yes. So I mean, and then to have the flexibility as the code evolves, because we know it's coming. I mean, they're working on the report now, or after we start operating, right,

where there's actual physical data as to what's happening at the hotel in terms of demand for us to be able to submit a report with real data to be able to reduce that.

We don't want to tie up all these spaces that could be used for other people, whether it's residents or other businesses. I mean, I know that I have friends that have businesses on Miracle Mile and they actually rent passes to park there for their work. So we want to make sure we're not occupying spaces just for the sake of occupying spaces.

But we would, I guess to alleviate the concerns of when we first opened, we could commit to providing one per room and then, you know, within six months provide an updated study, and we could even update that study a year later.

MR. FORT BRESCIA: Actually, we can have statistics.

MR. NAVARRO: Yeah, real actual --

MR. FORT BRESCIA: Real statistics, because even at 82, 82 percent occupancy we would be thrilled --

MR. MURAI: I'm going to make a motion that -- it's the same motion as before, with one additional

requirement, that instead of providing --
MR. NAVARRO: 86.
MR. MURAI: How many?
MR. NAVARRO: Instead of 86.
MR. MURAI: Instead of 86, and they provide 120 parking spaces and, of course, the commission later on can always decide to provide less based on statistics. That's not --
MR. NAVARRO: Yeah, if the code changes or we provide an actual report with --
MR. MURAI: Oh, that's for the commission --
MR. COLLER: What you want is different than what he's asked for. Okay? So your --
MR. NAVARRO: Okay.
MR. MURAI: My --
MR. COLLER: -- is 120 spaces.
CHAIRMAN AIZENSTAT: That what's he wants.
MR. COLLER: So, Mr. Chair, we need a second to the motion --
CHAIRMAN AIZENSTAT: Is there a second to that?
MR. COLLER: -- with the added condition.
MS. VELEZ: I'll second.
CHAIRMAN AIZENSTAT: Maria seconds.
MR. COLLER: Okay. So let me just explain

where we are. We had a motion, it was tied, and motion failed.
CHAIRMAN AIZENSTAT: Correct.
MR. COLLER: We had the community before the next item was called, which has not has been called, to have a different motion.
CHAIRMAN AIZENSTAT: Correct.
MR. COLLER: So the motion is the same with the additional condition that instead of providing 86, they provide 120 parking spaces. Am I accurate?
MR. MURAI: You're correct. That's the motion.
MR. COLLER: That's the motion.
MR. MURAI: And there's a second.
CHAIRMAN AIZENSTAT: Any discussion? Call the roll, please.
THE SECRETARY: Venny Torre?
MR. TORRE: Yes.
THE SECRETARY: Maria Velez?
MS. VELEZ: Yes.
THE SECRETARY: Chip Withers?
MR. WITHERS: No.
THE SECRETARY: Rhonda Anderson?
MS. ANDERSON: No.

THE SECRETARY: Eibi Aizenstat?
CHAIRMAN AIZENSTAT: Yes.
MR. MURAI: What about me?
MR. COLLER: Yeah, we missed one.
THE SECRETARY: Andy Murai?
MR. MURAI: Yes.
THE SECRETARY: Sorry. Rene Murai.
MR. WITHERS: No respect at all. No respect.
CHAIRMAN AIZENSTAT: Okay.
MR. COLLER: All right. So now we -- that's been passed.
I'd like to discuss with the board and with Mr. Trias what we're doing with rest of this agenda that we have tonight.
CHAIRMAN AIZENSTAT: Well, let's go ahead -- let's take a five-minute recess so --
MR. COLLER: Well, we're going to take a five-minute recess and we have five minutes --
CHAIRMAN AIZENSTAT: Let's just go on. I just wanted them to be clear.
MR. MURAI: No. Let's decide what we're going to do for the rest of the --
MR. NAVARRO: If I may, the next item is mine as well. I'm kind of running out of -- I think I maximized my words per meeting already. But we

have a closing deadline on this property, so it's key that we move forward tonight. It's a modification of a prior project. I had a very lengthy presentation. I'd be happy to shorten that and --
MR. MURAI: When is your closing?
MR. NAVARRO: November.
MR. MURAI: We can consider it next month.
MR. NAVARRO: Yeah, but I have go to commission, and I have an appeal period.
MS. VELEZ: Are there any speakers? Are there any speakers on this other item?
MR. NAVARRO: I haven't eaten, so --
MR. TORRE: Is this a zone project?
MR. NAVARRO: Zone project, yeah.
MS. VELEZ: Are there any speakers on this project, do we know?
CHAIRMAN AIZENSTAT: Is there anybody here for the --
MS. VELEZ: Do we have any speakers?
MR. COLLER: We need to call the item. I would suggest to the board if we're going to take this up that we go till more than 9:15. I don't think we can do --
MR. WITHERS: I think it might go quicker than

you think. I think we should take it up. I'm in favor of taking it up.

CHAIRMAN AIZENSTAT: You want to take it up?

MR. WITHERS: Yeah.

CHAIRMAN AIZENSTAT: All right. Let's take a motion to extend this then further than 9:15, and then we'll --

MR. COLLER: You want to extend it to 9:30 and take a five-minute break?

CHAIRMAN AIZENSTAT: Yeah, please.

MR. COLLER: Wait.

CHAIRMAN AIZENSTAT: Hold on. We're going to extend --

MR. COLLER: We can do this as an oral vote. So there's a motion to extend the time to 9:30.

CHAIRMAN AIZENSTAT: Correct.

MS. VELEZ: Right.

MR. COLLER: Did --

CHAIRMAN AIZENSTAT: Venny made that.

MR. COLLER: Who's making the motion?

MR. WITHERS: I'll move that, sir.

CHAIRMAN AIZENSTAT: And we have a second.

MR. MURAI: Second.

MR. COLLER: We can do this by an oral vote.

We don't have to have a roll call.

MS. VELEZ: Yes.

CHAIRMAN AIZENSTAT: Yes.

MR. COLLER: So all those in favor of the motion, signify by saying aye.

(ALL): Aye.

MR. COLLER: Are there any opposed?

None opposed.

And we're taking a five-minute break and we're coming back.

CHAIRMAN AIZENSTAT: Yes, just to clarify.

MR. COLLER: Okay.

(Recess taken from 9:03 p.m. to 9:10 p.m.)

CHAIRMAN AIZENSTAT: All right. Let's go ahead and move on to the next agenda item.

MR. TRIAS: I have a brief presentation. I'll try to go as fast as I can.

If I can have the PowerPoint, please.

Okay. There's the PowerPoint.

All right. The request is a conditional use for an assisted living facility. Now, this project was approved sometime ago in 2016 in basically the same size, same location, same design overall as a mixed-use project, so you may have seen it before.

This is a different request, but it's

basically the same design. So from my point of view, the changes are relatively minor.

And that's the site. You can see the site is very close to Le Jeune, and there's a building right across from Grenella, which is very similar in terms of scale, and it's a mixed-use building. And that is the way that they proposed and the existing conditions, the proposed building and the existing conditions would look overall.

The zoning is industrial and, as you know, that area generally has developed as mixed use, however, in the industrial zoning an ALF is a conditional use, so that is the request.

The site plan, as you can see, has a drop-off area internally through one-third of the block into the project. There is also designs of a pedestrian paseo. So from an urban design point of view, it does break down the block and it integrates fairly well with the existing network of streets.

The design, as I said, would be very reminiscent of the original approval back in 2016. It's a little bit less tall, it's one less story, and it has been modified slightly, but generally it's the same appearance.

And the data complies with the code. And the

parking is provided according to ALF. The review time line, went to DRC in May, Board of Architects, September, another meeting in July and today for Planning and Zoning.

The letters were sent to owners within 1,000 feet. That's the diagram that shows the area. Public notification two times letters, three times proper posting, three times website posting and the newspaper advertisement required for tonight's meeting.

The request is conditional use and site plan approval. And the staff recommends approval with conditions which are detailed in the staff report.

MR. MURAI: What page are your recommendations?

MS. VELEZ: 11. 11.

MR. TRIAS: It's page 11, 12, 13. It's several pages.

MR. MURAI: Thank you.

MR. TRIAS: The conditions for approval are fairly standard, many of them, but there are a few that are unique. There's a contribution for the underlying -- the applicant can explain it.

MR. NAVARRO: And we're in agreement with all conditions of approval.

But just to quickly -- I had a very long presentation, but I'm going to tailor it very shortly.

So for the record, Jorge Navarro, offices at 333 Southeast Second Avenue.

This project was approved in 2016 for a nine-story 204-unit multifamily mixed-use project at approximately 21,000 square feet of ground floor retail and tentative work units.

We're here before you this evening to request a conditional use in order to modify and change the prior residential uses that tailor them more to the city's elderly or senior growing population.

The statistics are out. There's a large number of older adults in Florida. That number is nearly half a million over age 60 in South Florida and is expected to double in the next two years. And while the South Industrial District and North Industrial District have done a lot in terms of residential redevelopment for young families and young professionals, families with children, they really haven't focused on the senior population, and that is what we're focusing here on.

This project basically targets two types of clientele, those residents that want to move into

Coral Gables in order to take advantage of all the great services, the great quality of life, the great safe neighborhoods that we have.

And those that currently live here want to downsize, not deal with the day-to-day maintenance of their homes, or kids have gone to college, but they want to live close by to where they're familiar.

And we have tailored this project in order to serve those two types of residents. And what we've done is we've incorporated a diverse program that has three types of units, so it allows you to age in place.

We have 104 independent living units. These are your typical multifamily except that they're limited to age 55 over. We have 63 ALF units which are basically, they're not specialized nursing care, these are just assistance with daily activities and personal service and then we have --

MR. MURAI: Those apartments?

MR. NAVARRO: Yeah, they're all apartments.

So basically what we've done is we've taken the prior apartments that were done, we've reconfigured them and tailored them more towards these three types of units. What they do is allow

you to age in place. It provides for a continuum of care. So you could move in and kind of go through your aging process without having to move out.

And we've also highly amenitized this area so you can enjoy, you know, a variety of amenities without -- not just at the ground level, but also at the upper level. We've gone ahead in some of the units, you know, it's obviously a less dense project, we've converted those areas to additional amenity space.

We've also provided 30 memory care units, so some people that are dealing with diminished cognitive ability or have early onset of Alzheimer's, you can still be within this program. And everybody's fully integrated, which is great. This is not everybody's in their own separate area. Everybody's living together, sharing the same amenities, and kind of you're in this very nice community.

And you're also integrated within an area which is important where you can, you know, live, walk and play within close proximity to Coral Gables premier shopping, dining, entertainment venues, you know, you have Merrick Park just right

across the street from us.

I'd like to just quickly walk you through, I was going to have our architect come and show you the entire plan, but walk you through the changes that we've made.

So one of the changes, we've reduced the height of the building from nine to eight stories which is a plus. We integrated a use that provides 40 percent less a.m. peak trips. So in the morning when people are trying to go to work, we've reduced the impact on the roadways. We've also -- the change in use has reduced the peak p.m. hour by 25 percent. We've reduced the unit count from 214 units down to 197.

And what we've done, and this is kind of just in the public realm, working with your public works department, there used to be a little dog park here in this corner, kind of very unaccessible through the alley. We've gone ahead and moved that passive park, we've created a passive park. We heard that was much better than a dog park. You can take your dog still --

MS. ANDERSON: Wait. Wait. Wait. Wait.

MR. NAVARRO: I'm a dog person, but you can still take your dog or your dog can take you to the

park there. So we've moved the passive park over to the corner, made it more of a focal point.

We've also created this very grandiose paseo. It's a vehicular and pedestrian paseo right in the middle here, so we could have a dedicated drop-off, and we could also have a cross-block pedestrian connectivity, so if you're on this side and you want to get to the other side where we have this public plaza, you can just walk right through the center of the building.

And then the last item that we worked on with your public works department is we used to have vehicular entrance right here, so it was really breaking up the pedestrian connectivity, kind of impacting the pedestrian realm. We've gone ahead and moved that into the alley. So now all of your traffic circulation is being fed through to alley.

So we believe there's a lot of enhancements that we've made and that this project actually satisfies a very big need in the community. There really isn't another facility like this in the area, and we're very excited for it. We've worked very hard with your staff.

They're recommending approval. The project meets all the criteria for the approval of a senior

living facility in terms of its location. And we hope that we can get your approval here this evening as well, subject to all the conditions of approval that your planning director had mentioned.

MS. ANDERSON: I have a --

MR. NAVARRO: I'm here to answer any questions.

MS. ANDERSON: I have --

CHAIRMAN AIZENSTAT: Is there anybody here from the public for this item? No?

MS. VELEZ: I have a question.

CHAIRMAN AIZENSTAT: I'm going to go ahead and close the floor to the public.

MS. VELEZ: I have a question.

Emergency vehicles?

MR. NAVARRO: So we've worked -- we're working with the fire department currently, so that if they wanted to access the paseo -- normally an emergency vehicle will use the public right-of-way. But in the event that there is some sort of, you know, whether it's an ambulance or something like that that wants to come in through here, we're working with fire in order to confirm the width that they need, and we definitely have the vertical clearance. So it's just an issue of the width and

we're working with them on that. I mean, we don't see any issues.

We're right now at 15 feet, but we can accommodate 20 if we need, and we're going to continue to work with them throughout the permitting process to confirm the exact width. And I think that's one of the conditions --

MR. TRIAS: That's done internally in the site.

MS. VELEZ: And one more question.

Possibly most of the residents would not be having a vehicle or would not need parking. Is adequate staff parking available on site?

MR. NAVARRO: And that's a great question. So we have three shifts. We expect 20 employees per shift. We have 146 required spaces, I believe, it may be little less now, and we're at 180. So we're over parking the site just to able to have plenty of parking. We want to be able to attract the best staff possible, and we know that one of the key issues is to have parking. So we have it in case like we need it. We've actually over parked the building, which is a rarity, but we've --

MR. WITHERS: I know a hotel that needs some parking spots.

MS. ANDERSON: He'd be beyond 1,000 feet though.

CHAIRMAN AIZENSTAT: How do you handle the art in public places? How are you doing that now?

MR. NAVARRO: So we have -- and the developers here with us. What we wanted to do is we want to go through the process of the art in public places. We think that this passive park would be a great location to have an art piece, especially at this corner. We think to create like a public gathering spot and center piece for that area, so we are going to subject ourselves to the painful process of likely going through the art in public places process to get the artwork approved and put there. I know the commission's big on that.

MS. ANDERSON: I have some technical questions for you.

MR. NAVARRO: Okay. I will try to answer.

MS. ANDERSON: You have 180 spaces, right?

MR. NAVARRO: Correct.

MS. ANDERSON: And you know, of course, I have the ADA with me.

MR. NAVARRO: Okay.

MS. ANDERSON: All right. So according to that, and of course -- and I'm going to start with

the premise that, number one, according to the ADA you need to have six parking spaces. Okay?

MR. NAVARRO: Uh-huh.

MS. ANDERSON: So you're one short.

MR. NAVARRO: There's only five on the plan?

MS. ANDERSON: When I read it.

MR. NAVARRO: Okay.

MS. ANDERSON: And that's the other -- that's just a pet peeve.

MR. NAVARRO: Okay.

MS. ANDERSON: My pink glasses had to come out to try to be able to see these drawings.

Can you all try to please get the electronic ones in for us, because I mean, I did my best to examine these.

The other thing that you're missing, and I'll put this in the record for everybody to --

CHAIRMAN AIZENSTAT: Rhonda, if I may before we go on, we extended it till 9:30, we need to --

MS. ANDERSON: I can --

MR. MURAI: Make a motion.

MS. ANDERSON: Yeah, go ahead. Make a motion.

MR. MURAI: I make a motion that we extend it to 10:00.

MR. COLLER: Okay.

CHAIRMAN AIZENSTAT: That way we don't have to stop again.

MR. WITHERS: I second that.

MS. ANDERSON: Aye.

MS. VELEZ: Aye.

CHAIRMAN AIZENSTAT: Everybody in favor?

(ALL): Aye.

MR. WITHERS: We're going to get to 11, I told you.

CHAIRMAN AIZENSTAT: No, we're not.

MS. VELEZ: Where's the pizza?

MS. ANDERSON: I want to make this part of the record.

MR. NAVARRO: Thank you.

MS. ANDERSON: Some pointers. Here, you need another copy so you can have one for your...

There's more copies. I'm sorry I didn't them stapled. I have more copies.

MR. NAVARRO: Ramon --

MS. ANDERSON: Okay. Ramon --

MR. NAVARRO: For the record.

MS. ANDERSON: I have copies for you.

MR. TRIAS: I heard you want to make it part of the record.

MS. ANDERSON: I do want to make it part of

the record, because --

MR. NAVARRO: Sorry, I kept these. I think --

MS. ANDERSON: -- I think this will be helpful.

MR. TRIAS: Review them then.

MS. ANDERSON: Okay. You see the red lines on there?

MR. NAVARRO: Yeah.

MS. ANDERSON: The concept behind this is when you have a handicapped space, you have to have an accessible route to an accessible door that does not compel the individual that's in the wheelchair to go behind a vehicle where someone can't see you and run over you. So the -- on some of the other floors, I can see that you have the parking space near the door or near the elevator.

You need to relocate these spaces so that the accessible route either goes in front of the parking space so you're not rolling back in, or put it right next to the where they can disembark. And you're one space short.

Keep in mind, hospitals, places that have high rates of needs for accessible parking may have to modify their parking based upon demand. So if you have a lot more people in wheelchairs that are

coming in because they have elderly visiting elderly, whatever the circumstance, you may need to adjust that.

And I can't really give you a lot of input on your flare there where with the pickup and drop-off is for the fire because I couldn't see the drawings sufficiently good enough. But I can tell you when I dealt with the Jackson Memorial Hospital up north, what we did is we increased that flare so that you're coming in with stretchers, you have a nice smooth transition in where you have the emergency vehicles coming in.

So, yeah, just that, you know, they're rolling out and loading people. Okay?

Those are my points for you on this one.

MR. NAVARRO: Thank you. And they're very good points.

MS. ANDERSON: Okay.

CHAIRMAN AIZENSTAT: Rhonda, just out curiosity, wouldn't when they go through the plan process it would pick up the requirements for the ADA and the handicapped number of spaces and so forth?

MS. ANDERSON: It was missed.

MR. TRIAS: Mr. Chairman --

MS. ANDERSON: It was missed.

MR. TRIAS: -- that review is done at building permit. You're correct.

CHAIRMAN AIZENSTAT: In other words --

MR. COLLER: I want to clarify that, because this issue's come up.

Can we do as a condition of this approval that it meet with the ADA requirements, which I think they're required to do anyway, but that would get -- that's part of the building permit process, is it not?

MR. TRIAS: It is, and I think -- I appreciate the passion for the topic, but --

MR. COLLER: I'm concerned about as our role as the Planning and Zoning Board because we're not a technical review board.

MR. TRIAS: Exactly. And it may be confusing given the fact that we have a process of review at the building permit that reviews for compliance with ADA which is required. It's not an option. It's a requirement.

MS. VELEZ: It's a requirement.

MS. ANDERSON: It says it complies.

MS. VELEZ: Because the summary says ADA required five and proposed five.

MS. ANDERSON: It's incorrect. That's my point.

MR. TRIAS: Well, it may be incorrect. But what I'm saying is that that's a call for the building official to make at the review of the permit level, not here. If we do it here we may lead to some confusion, and I'm just making a recommendation on that topic.

MS. ANDERSON: Yeah, I know. Unfortunately our approval of it with the flaws in it --

MR. TRIAS: You are not approving for ADA. You're not -- that is not --

MS. ANDERSON: It doesn't cover them, okay, so --

CHAIRMAN AIZENSTAT: But we can make a recommendation to ensure that --

MR. TRIAS: Yes. Yes.

MS. ANDERSON: Right. Because there's a lot of technical stuff in these drawings I couldn't look at.

MR. NAVARRO: And we appreciate that because can look at it now while -- before we go into building permit, we have a heads-up.

CHAIRMAN AIZENSTAT: It saves you time and money also, so it's great.

MS. ANDERSON: And a lawsuit.

CHAIRMAN AIZENSTAT: Yes, Venny?

MR. TORRE: Thank you very much.

I'm in favor, so my comments are not going to be tackle you or anything like that.

One of the things that you're going to see from me is that I'm going to be very subjective to the urban experience of the projects.

I think that the City has to do a better job with the ground floor of the these mixed-use buildings. Most of them for different reasons don't work real well. The storefronts just don't see to get it. There's a demand in some cases now for transparency, as we see here.

So I just want to make sure that we start talking about that urban experience, about that streetscape, about the storefronts, and about just making it much better.

MR. NAVARRO: Yeah, I think that's a great idea, and it's something we've got to talk about because the buildings right to the south of us don't have that streetscape environment, and we're trying to create it but we're dealing with an existing situation where it's not there.

MR. TORRE: So that's a general note. I'm

really going to be picking at this stuff going forward.

But in the recommendations from the staff, the first one, it says all storefronts shall be flush with sidewalk grade. I think the building's elevated, which means that they're talking about as low as you can go. I don't think you can go to grade. It looks like the building's elevated, very small picture, but it looks like -- so I don't know that that really applies here.

The second item -- and by the way, the heading of this is "Design District Implementation." I'm very happy to see that we're starting to call the Merrick area a design district because that's something that we should be doing, maybe not this building in particular, but as you get closer to Merrick and to Ponce that should be continuing to be called design district.

The second one, storefronts shall remain transparent and allow visibility; I think that's a motion that we're trying to do with retail buildings. I don't know that this will ever be called a retail building, and when you start staying you can't put blinds and ou can't put things to this building, I don't know that is this

the correct approach for this building? Is that --
MR. TRIAS: Yes.
MR. TORRE: It is? Okay.
MR. TRIAS: Yes. And, Mr. Torre, I want to give you credit for the idea of the design district, and these are the conditions that we believe we can place throughout the buildings to make sure that if the market, and of course, just retail, in the future the building is designed with the right dimensions and the right transparency and so on. So that is the intent. You may disagree, but that --
MR. TORRE: No. I just wondered does this building, which is specifically going to be senior citizen, these spaces down here, there's a gym, there's a hair salon, there's all these things that are not --
MR. TRIAS: It may be something more retail oriented in the future because the building is designed for that. So that's the idea.
MR. NAVARRO: One of the things we've worked hard with your planning director on is we've increased the height of the ground floor a little bit. We've tried to provide the spaces to be along the pedestrian sidewalk.

And the idea is, as you said, if this becomes a design district, obviously retail's very valuable, then there is spaces that we can convert. Right now they are amenity, and there a lot of amenity spaces at the ground level that are fully dedicated for that, but --
MR. TORRE: But retail has to touch the ground.
MR. NAVARRO: Yes.
MR. TORRE: I mean, you're elevated, you can't get into it. So again, if this is elevated, and most of it looks like it's elevated, it's not really an in-and-out situation.
Again, I'm in favor of this and I'm not trying to -- I'm going to be very much paying attention to these things. That's all.
MR. NAVARRO: It's a good thing.
CHAIRMAN AIZENSTAT: Maria?
MS. VELEZ: I'm done.
CHAIRMAN AIZENSTAT: Chip?
MR. WITHERS: No.
MR. MURAI: Where is the parking? I don't see the facade of the parking garage here that I can -- what it looks. I mean, does it look like a parking garage? Did the architect do anything about it?

MR. NAVARRO: No, it doesn't. It's tucked in.
MR. MURAI: What do you mean it's tucked in?
MR. NAVARRO: I'll have Beazy walk you through the parking deck because it's --
MR. MURAI: Yeah, I want to see what it looks like. I couldn't see it in these pictures.
MS. HERNANDEZ: You want me to state my name?
CHAIRMAN AIZENSTAT: Yes, please, and the address.
MS. HERNANDEZ: Good evening. Beatrice Hernandez, MSA Architects, 8950 -- what the heck is the address? 8950 Southwest 74th Court, Suite 1513.
MR. TORRE: Are you sure?
MS. HERNANDEZ: Right now, I don't know right now. I don't know.
MR. COLLER: Can you take that microphone so we can make sure it's part of the record. Hopefully it will be on.
MS. HERNANDEZ: Hello. Testing.
The only portion of the garage that's going to be shown in the evasion, it should be in your packet, we didn't put it on the boards because we really felt it's not as an obtrusive element in terms of the design, is really this portion of the

garage in here.
When we -- this is the facade. That's the only part that's going to be exposed to the exterior which is facing the alley and set back from Le Jeune.
The evaluations in your packet --
MR. MURAI: In here --
MS. HERNANDEZ: Excuse me?
MR. MURAI: One of these here?
MS. HERNANDEZ: Yes. So that's why it's so hard to see. If I can step up to the dais, I can't point for you.
MR. COLLER: Can I make a suggestion? Why don't you take that up to the easel. Maybe they can focus on it with the camera, because it's hard for the whole group to see what you're doing.
MS. HERNANDEZ: Sure. Here?
MR. COLLER: Yeah. Maybe they can just put it on the easel and maybe you can get it -- maybe the camera can focus on that page possibly.
CHAIRMAN AIZENSTAT: That's fine.
MS. ANDERSON: It's tucked in.
MS. HERNANDEZ: So the garage in this evaluation, which is our side evaluation, would be considered our west elevation. This is the only

portion that's parking that's exposed.

One of the conditions that the Board of Architects gave us was to further provide further fenestration and less blank walls. So that is one of the --

MR. MURAI: Further what, I'm sorry?

MS. HERNANDEZ: More fenestration for the parking garage, so more openings to make it look more residential versus having the blank walls. That was one of the conditions that the Board of Architects provided to us just a few days ago last week.

On this elevation, which would the north elevation, this area right here, this would be the other corner.

I'm really bad with technology, can you do it for me?

Right there. Perfect. That's the garage. Again, that's another condition that the board asked us to do as well is provide further openings and fenestration to make it look more residential.

So that's the -- those are the only two corners that are shown from parking garage. And then we have landscaping at the ground floor.

MS. ANDERSON: Nice job.

MS. HERNANDEZ: Sorry, I may look young, but I'm not technically savvy.

I was a gymnast, so I know how to jump.

MR. WITHERS: The judge just gave you a seven on that.

MS. HERNANDEZ: That's it. At this time I should get a ten.

CHAIRMAN AIZENSTAT: Any other questions?

MR. WITHERS: I do have a comment, sir.

Just a thought. Have you thought about any signalization? Because like, you know, I'll probably be living here in a few years out on Le Jeune trying to figure out to get across Le Jeune without a light there off of Grenella. Is there any thought about signalization?

I don't know how to get out of this building if I want to go south on Le Jeune except that intersection.

MR. NAVARRO: I know that we -- so there was a traffic impact study that was done when the original project was approved, and I don't think it required a signalization there on that.

MR. MURAI: I agree with you, Chip. Le Jeune is so hard to turn into.

MR. WITHERS: You get off Le Jeune --

MS. VELEZ: To go south.

MS. ANDERSON: Is there a light in the area?

MR. TRIAS: You could recommend that public works department study the issue.

MS. ANDERSON: Yes.

MR. TRIAS: I mean, approving a signal is a complex process with the county and so on --

MR. NAVARRO: Yes.

MR. TRIAS: -- but they could take a look at it and see.

MR. WITHERS: We haven't asked you to pay for it, I'm just saying, you know...

MR. NAVARRO: Yeah. One of the things that we've done too is there is a condition that I think has been coming in on all the applications, which is a certain period of time after we open we do a new traffic study to see if there's any kind of improvements that are needed. So maybe it might be recaptured in that.

MS. ANDERSON: I would also say with the signalization issue, bring that up with the fire department because there's times that they want that there in order to get a -- stop the traffic.

MR. TRIAS: Mr Chairman, we have a traffic monitoring condition --

CHAIRMAN AIZENSTAT: Correct.

MR. TRIAS: -- that is already in the conditions of approval.

MR. MURAI: May I ask you, what's this here?

MS. ANDERSON: Empty.

MR. NAVARRO: That is there's a parking lot to the north that's owned by the City of Coral Gables, a service parking lot. To the south there is -- that's a vacant undeveloped tract of land that's owned by another third party. So eventually that will be some project, I presume.

MS. ANDERSON: Not a dog park.

MR. NAVARRO: Not a dog park. Maybe a dog park. I don't know.

MR. WITHERS: Now, you can't probably get Havana Harry's to pay for that light because people are going to be eating there --

MR. NAVARRO: Yeah, I went to pick up food there on Sunday, wow. I didn't get a dessert. I didn't get dessert.

CHAIRMAN AIZENSTAT: All right. Any other comment?

MR. MURAI: No. I think the other important thing about the lighting, the traffic light is that if you wanted to walk over to Havana Harry --

MR. COLLER: Chairman, I'm sorry, I apologize, did we read this item in?

MS. VELEZ: No.

MR. COLLER: I don't think we did. So I'm going to do it now.

MS. ANDERSON: That's a good idea.

MR. COLLER: We were in such a rush; my apologies.

MS. ANDERSON: Sorry. Good excuse.

MR. COLLER: And we're on Item E-3.

A resolution of city commission Coral Gables, Florida granting conditional use approval pursuant to zoning code, Article 3, development review, Division 4, conditional uses for an assisted living facility referred to as ZOM Coral Gables on property zoned Industrial District, Section 4-303 C.2, legally described as Tract A through C, Block 16, Industrial Section, Coral Gables, Florida, including required conditions, vacating resolution 2016-09 and providing an effective date. Item E-3 public hearing.

Mr. Chairman, would you ask again at this time if there's anyone else in the audience that is speaking on Item E-3?

CHAIRMAN AIZENSTAT: Yes. Is there anybody

here that is in attendance for this item on the public?

No, there's not.

MR. COLLER: Let the record reflect no one stepped forward, and I presume that the applicant is adopting all comments made previous to my reading this into the record.

Okay. I think we can continue at this point, and I apologize to the board.

MR. MURAI: I was trying to say before I was rudely interrupted by counsel, that if you want to get to Havana Harry, you know, a traffic light there, you know. You would think the people --

MS. ANDERSON: Pedestrian --

MR. NAVARRO: I believe that is a FDOT road, if I'm not mistaken which adds additional complications.

MS. ANDERSON: Yeah, we're familiar with that.

MR. TRIAS: I think that takes care of the -- talks about traffic monitoring at the applicant's expense, that the City shall perform annual reviews of traffic, et cetera. That is a standard condition.

MS. KELLER: If I may, Jessica Keller, assistant public works director. I just wanted to

add that FDOT has recently approved a crosswalk at that intersection, but it's not signalized at this moment.

CHAIRMAN AIZENSTAT: With the signals flashing?

MS. KELLER: Correct.

MR. MURAI: With signals --

MS. KELLER: No. No. No. No, not signalized.

CHAIRMAN AIZENSTAT: Not a stoplight, but not even some flashers because that's a busy road?

MS. KELLER: That's correct. It's an unsignalized crosswalk they've approved.

CHAIRMAN AIZENSTAT: Is there a way to ask them if they can do that or that's --

MS. KELLER: Yes, we can pursue that.

MR. MURAI: I mean, I would think as part of our recommendation to the commission, that that be studied, considered, promoted, whatever the word is.

MR. TRIAS: And I think that's covered in the last condition on page 14, but if you want to add more language to it, certainly you can.

MR. MURAI: I just did.

CHAIRMAN AIZENSTAT: Any other comments? No?

Anybody want to make a motion?

MR. TORRE: I'll make a motion for approval.

MR. WITHERS: I'll second.

MS. ANDERSON: And I'd like to read in certain conditions.

MR. TORRE: Let's hear it.

MS. ANDERSON: One is the condition that public works address the signalization issue and the fire department address that as well.

In addition to the loading and unloading zone issue, the fire department needs to look at that for the flares.

Number two, the ADA compliance, they need to add an additional parking space, and the access aisle for all the parking spaces cannot go behind the vehicles and be -- locate some of the -- relocate some of the handicap spaces next to entrances and exits so we can avoid that hazard.

MR. TORRE: Does the applicant see any problems with these?

MR. NAVARRO: No, not at all.

CHAIRMAN AIZENSTAT: Okay. You're okay accepting?

MR. TORRE: I'm accepting those.

CHAIRMAN AIZENSTAT: Chip.

MR. WITHERS: Fine with me.
CHAIRMAN AIZENSTAT: All right. Any other comments? No?
Call the roll, please.
THE SECRETARY: Rene Murai?
MS. ANDERSON: You going to vote?
MR. MURAI: Thinking about it. Yes.
THE SECRETARY: Venny Torre?
MR. TORRE: Yes.
THE SECRETARY: Maria Velez?
MS. VELEZ: Yes.
THE SECRETARY: Chip Withers?
MR. WITHERS: Yes.
THE SECRETARY: Rhonda Anderson?
MS. ANDERSON: Yes.
THE SECRETARY: Eibi Aizenstat?
CHAIRMAN AIZENSTAT: Yes.
MR. NAVARRO: Thank you, everybody. I want to thank you for extending the meeting. I know it's a long evening and this is a volunteer board, and you guys do a great job, so we really appreciate it. Thank you so much.
CHAIRMAN AIZENSTAT: Thank you very much.
MR. COLLER: Mr. Chairman, I want to talk about the other items that we --

CHAIRMAN AIZENSTAT: That we're going to move?
MR. COLLER: If the interest in the board is deferring the items, I think we should have a motion on those items to a date certain. I don't know what notice we have, but if we defer them to a date certain, then there is no notice necessary. The department may choose to notice it, but at least we'll have a specific date.
MR. TRIAS: Mr. Chairman, the rest of the agenda is city initiated items, so I concur with the attorney.
MR. COLLER: So that would be items E-6 -- E-6, E-7, E-8, E-9 and E-10.
CHAIRMAN AIZENSTAT: Correct.
So when you say date certain, my understanding was that the next meeting was going to be moved.
MR. TRIAS: Yes. My recommendation is to -- go ahead. Go ahead.
MR. COLLER: No, no, you go ahead.
MR. TRIAS: There's a holiday that it coincides with the next scheduled meeting, so my recommendation is to move it to the following week, which would be October 16th.
CHAIRMAN AIZENSTAT: Is this room available?
MR. TRIAS: We will verify that. If there's

any issues with that, we will let you know.
CHAIRMAN AIZENSTAT: Okay.
MR. COLLER: What day is that?
MS. VELEZ: The 16th.
CHAIRMAN AIZENSTAT: The 16th.
MR. COLLER: So the motion is to defer these items to --
CHAIRMAN AIZENSTAT: October 16th.
MR. COLLER: -- October 16th at 6:00 p.m. for the proposed meeting and hopefully we'll have the room.
CHAIRMAN AIZENSTAT: Do you want a roll call on that?
MR. COLLER: I think we can do it -- if there's a motion and a second, I think we can do it as a voice vote.
MS. VELEZ: So moved.
CHAIRMAN AIZENSTAT: We have a motion.
MS. ANDERSON: Motion.
MR. TORRE: Section.
CHAIRMAN AIZENSTAT: Too many seconds.
MS. ANDERSON: Sorry.
MR. COLLER: All those in favor, signify by saying aye.
(ALL): Aye.

MR. COLLER: Any opposed?
Motion carries unanimously.
CHAIRMAN AIZENSTAT: Thank you everybody.
MS. VELEZ: Thank you. Thank you.
(The meeting concluded at 9:44 p.m.)

REPORTER'S CERTIFICATE

STATE OF FLORIDA
COUNTY OF PALM BEACH

I, Jessica A. Donnelly, Florida Professional Reporter and Notary Public in and for the State of Florida at large, do hereby certify that I was authorized to and did report said Planning and Zoning Meeting in stenotype; and that the foregoing pages, numbered from 1 to 216, inclusive, are a true and correct transcription of my shorthand notes of said Planning and Zoning Meeting.

I further certify that said Planning and Zoning Meeting was taken at the time and place hereinabove set forth and that the taking of said Planning and Zoning Meeting was commenced and completed as hereinabove set out.

I further certify that I am not an attorney or counsel of any of the parties, nor am I a relative or employee of any attorney or counsel of party connected with the action, nor am I financially interested in the action.

The foregoing certification of this transcript does not apply to any reproduction of the same by any means unless under the direct control and/or direction of the certifying reporter.

IN WITNESS WHEREOF, I have hereunto set my hand this 23rd day of September, 2019.

Jessica A. Donnelly

ENTERED AS EXHIBIT 12. 220 MM AT NUMBER
THE PLANNING AND ZONING BOARD
ON 09.11.19 DATE [signature] INITIALS

From: Silio, Antonio
Sent: Wednesday, September 11, 2019 8:39 AM
To: Tessa Kramer
Cc: Planning
Subject: RE: Hearing on development hotel 220 Miracle Mile

Ms. Kramer; good morning, thank you for your email. Your point is understood, by copy of this email I will forward your thoughts and expressions to our planning department in order to have them review.

As always very cordially sent,

Antonio Silió
Ombudsman
For Residents and Small Business Owners
City of Coral Gables
City Manager's Office
(305) 460-5206

-----Original Message-----
From: Tessa Kramer <asset831@gmail.com>
Sent: Wednesday, September 11, 2019 7:42 AM
To: Silio, Antonio <asilio@coralgables.com>
Subject: Hearing on development hotel 220 Miracle Mile

[This email comes from an external source]

Dear Mr. Silio,
I am presently out of town or I would have attended today's hearing on the 220 Miracle Mile project to build a hotel.
I have been a resident of Coral Gables for over 20 years moving from a house to a condo in Coral Gables. My concern is traffic all around Coral Gables, but especially where this project would be built. There is so much development happening all around Coral Gables that this project would put traffic over the edge. I cannot imagine how any cars would be able to move around this particular area with another hotel.
I believe this new construction would totally violate the original concept of Coral Gables.
Thank you,
Tessa Kramer
100 Andalusia Avenue Apt 505
Coral Gables, FL 33134
3058989181

Sent from my iPad

Re:
ENTERED AS EXHIBIT 220 MM AT
NUMBER
THE PLANNING AND ZONING BOARD
ON 09.11.19 jm
DATE INITIALS

503 Passenger Loading Zones

503.1 General. Passenger loading zones shall comply with 503.

503.2 Vehicle Pull-Up Space. Passenger loading zones shall provide a vehicular pull-up *space* 96 inches (2440 mm) wide minimum and 20 feet (6100 mm) long minimum.

503.3 Access Aisle. Passenger loading zones shall provide access aisles complying with 503 adjacent to the vehicle pull-up space. Access aisles shall adjoin an *accessible* route and shall not overlap the *vehicular way*.

503.3.1 Width. Access aisles serving vehicle pull-up *spaces* shall be 60 inches (1525 mm) wide minimum.

503.3.2 Length. Access aisles shall extend the full length of the vehicle pull-up *spaces* they serve.

503.3.3 Marking. Access aisles shall be marked so as to discourage parking in them.

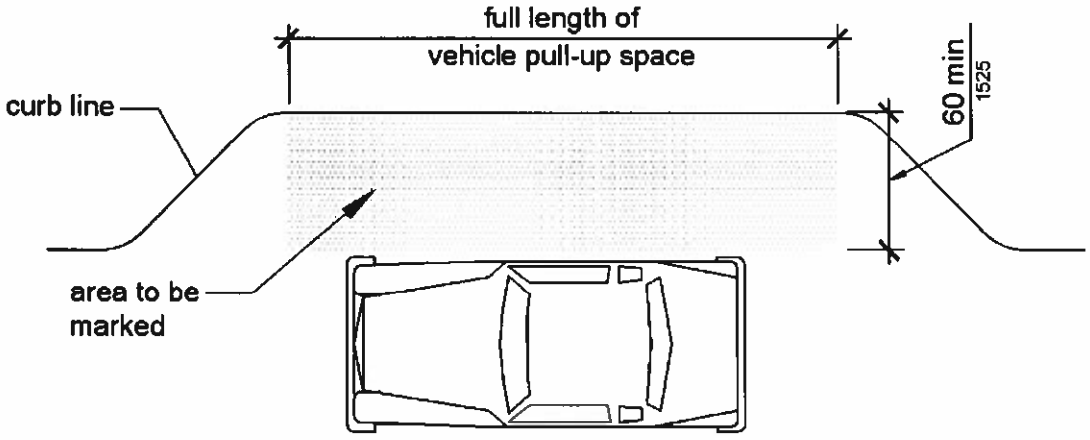

Figure 503.3
Passenger Loading Zone Access Aisle

503.4 Floor and Ground Surfaces. Vehicle pull-up *spaces* and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the vehicle pull-up *space* they serve. Changes in level are not permitted.

EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

503.5 Vertical Clearance. Vehicle pull-up *spaces*, access aisles serving them, and a vehicular route from an *entrance* to the passenger loading zone, and from the passenger loading zone to a vehicular exit shall provide a vertical clearance of 114 inches (2895 mm) minimum.

502.3.4 Location. Access aisles shall not overlap the *vehicular way*. Access aisles shall be permitted to be placed on either side of the parking *space* except for angled van parking *spaces* which shall have access aisles located on the passenger side of the parking *spaces*.

Advisory 502.3.4 Location. Wheelchair lifts typically are installed on the passenger side of vans. Many drivers, especially those who operate vans, find it more difficult to back into parking spaces than to back out into comparatively unrestricted vehicular lanes. For this reason, where a van and car share an access aisle, consider locating the van space so that the access aisle is on the passenger side of the van space.

502.4 Floor or Ground Surfaces. Parking *spaces* and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking *spaces* they serve. Changes in level are not permitted.

EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

Advisory 502.4 Floor or Ground Surfaces. Access aisles are required to be nearly level in all directions to provide a surface for wheelchair transfer to and from vehicles. The exception allows sufficient slope for drainage. Built-up curb ramps are not permitted to project into access aisles and parking spaces because they would create slopes greater than 1:48.

502.5 Vertical Clearance. Parking *spaces* for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches (2490 mm) minimum.

Advisory 502.5 Vertical Clearance. Signs provided at entrances to parking facilities informing drivers of clearances and the location of van accessible parking spaces can provide useful customer assistance.

502.6 Identification. Parking *space* identification signs shall include the International Symbol of *Accessibility* complying with 703.7.2.1. Signs identifying van parking *spaces* shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the finish floor or ground surface measured to the bottom of the sign.

Advisory 502.6 Identification. The required "van accessible" designation is intended to be informative, not restrictive, in identifying those spaces that are better suited for van use. Enforcement of motor vehicle laws, including parking privileges, is a local matter.

502.7 Relationship to Accessible Routes. Parking *spaces* and access aisles shall be designed so that cars and vans, when parked, cannot obstruct the required clear width of adjacent *accessible* routes.

Advisory 502.7 Relationship to Accessible Routes. Wheel stops are an effective way to prevent vehicle overhangs from reducing the clear width of accessible routes.

CHAPTER 4: ACCESSIBLE ROUTES

401 General

401.1 Scope. The provisions of Chapter 4 shall apply where required by Chapter 2 or where referenced by a requirement in this document.

402 Accessible Routes

402.1 General. *Accessible* routes shall comply with 402.

402.2 Components. *Accessible* routes shall consist of one or more of the following components: walking surfaces with a *running slope* not steeper than 1:20, doorways, *ramps*, *curb ramps* excluding the flared sides, elevators, and platform lifts. All components of an *accessible* route shall comply with the applicable requirements of Chapter 4.

> **Advisory 402.2 Components.** Walking surfaces must have running slopes not steeper than 1:20, see 403.3. Other components of accessible routes, such as ramps (405) and curb ramps (406), are permitted to be more steeply sloped.

403 Walking Surfaces

403.1 General. Walking surfaces that are a part of an *accessible* route shall comply with 403.

403.2 Floor or Ground Surface. Floor or ground surfaces shall comply with 302.

403.3 Slope. The *running slope* of walking surfaces shall not be steeper than 1:20. The *cross slope* of walking surfaces shall not be steeper than 1:48.

403.4 Changes in Level. Changes in level shall comply with 303.

403.5 Clearances. Walking surfaces shall provide clearances complying with 403.5.

EXCEPTION: Within *employee work areas*, clearances on *common use circulation paths* shall be permitted to be decreased by *work area equipment* provided that the decrease is essential to the function of the work being performed.

403.5.1 Clear Width. Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36 inches (915 mm) minimum.

EXCEPTION: The clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided that reduced width segments are separated by segments that are 48 inches (1220 mm) long minimum and 36 inches (915 mm) wide minimum.

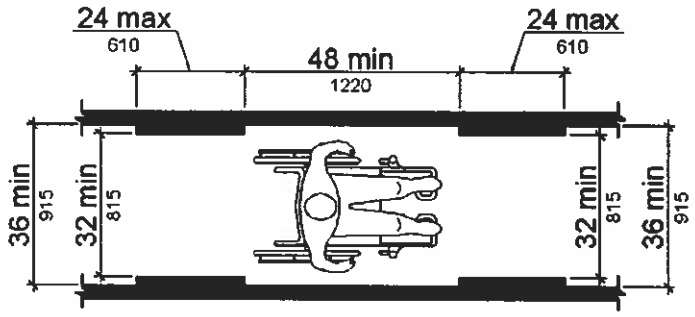

Figure 403.5.1
Clear Width of an Accessible Route

403.5.2 Clear Width at Turn. Where the *accessible* route makes a 180 degree turn around an *element* which is less than 48 inches (1220 mm) wide, clear width shall be 42 inches (1065 mm) minimum approaching the turn, 48 inches (1220 mm) minimum at the turn and 42 inches (1065 mm) minimum leaving the turn.

EXCEPTION: Where the clear width at the turn is 60 inches (1525 mm) minimum compliance with 403.5.2 shall not be required.

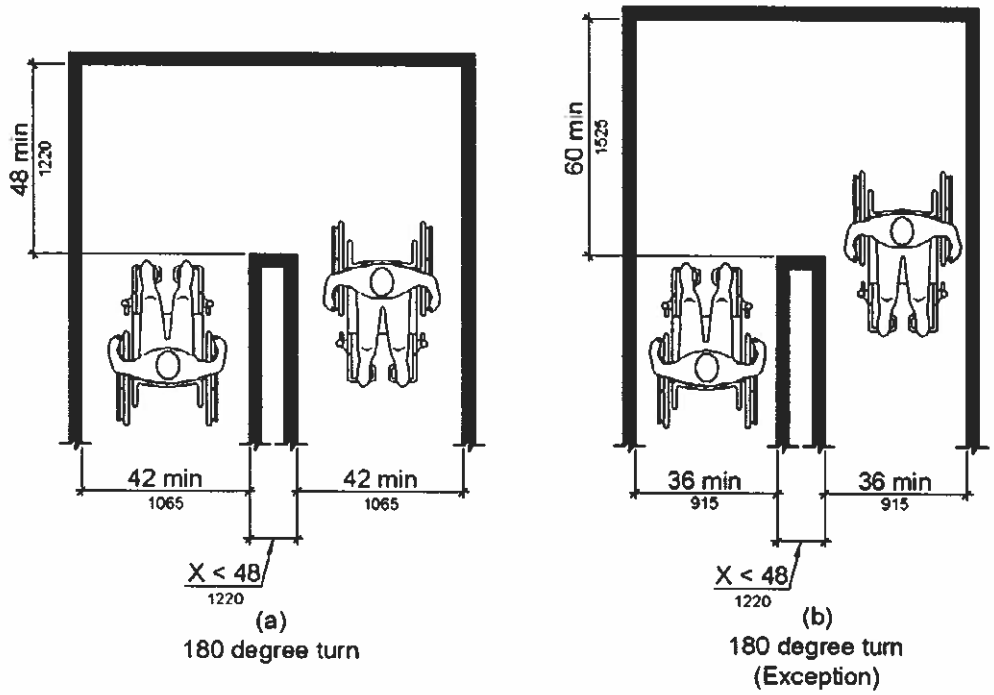

Figure 403.5.2
Clear Width at Turn

TRAVELED WAY ELEMENTS

Maximizing the utility of the traveled way calls for use of a toolbox of design elements and facilities. These range from safety elements incorporated to slow speeding vehicles and promote livable streets to dedicated facilities for bikes and transit to increase the efficiency, throughput, and safety for all modes of travel.

Vehicle Lane Widths

Lane widths traditionally have been wide (12') to provide a more forgiving buffer for drivers, allowing for less precise driving at the expense of space within the traveled way for other modes. Reducing lane widths, can be an effective way to repurpose space on streets. Narrower lanes have been shown to result in slower vehicle speeds, a key component of the Miami-Dade County approach to safer streets. Reducing lane width can also help create additional room for curb extensions which shorten the length of pedestrian crossings.

The **AASHTO Green Book** offers substantial flexibility on lane widths depending on the desired speed, capacity, and context of the road. Per **FHWA** guidance, 10' lanes are appropriate for urban environments where "narrower lane widths may be chosen to manage or reduce speed and shorten crossing distances for pedestrians."[2] An 11' outside lane may be provided on designated truck or transit routes to allow for increased safety of all users and to improve the efficiency of bus operations. **Table 4-1** provides **FHWA** recommendations for travel lane widths within the traditional street classification system. **Table 4-2** provides a breakdown of recommended widths by lane type for Miami-Dade County. 11' lanes may be provided to reduce the potential for head-on collisions in adjacent lanes in opposing directions.

Both the **FDOT PPM** and **Draft FDOT 2016 Greenbook** provide for 10' lanes on streets with posted speed limits below 35 mph.

Parking lanes should be minimized to reduce space dedicated to non-traveling vehicles within the traveled way, where present. The parking lane should be indicated via markings to separate it from the adjacent travel or bike lane. Wide parking lanes (up to 15') can be used in areas where loading is frequent.

TABLE 4-1 FHWA LANE WIDTH GUIDANCE

Lane Type	FHWA Recommended Width Rural	FHWA Recommended Width Urban
Arterial	11-12'	10-12'
Collector	10-12'	10-12'
Local	9-12'	9-12'

Source: A Policy on Geometric Design of Highways and Streets, AASHTO

TABLE 4-2 RECOMMENDED LANE WIDTHS BY LANE TYPE

Lane Type	Recommended Width
Through Lane	10'
Bus/Truck Lane	11'
Turn Lane	10'
Parking Lane	8'

Research by the **Florida Department of Transportation has shown that saturation flow rates do not change for lanes between 10'-12'.**[3] Lane diets should be considered to increase the space available to other modes and should not be rejected on claims of reduced lane capacity.

2 http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm

3 Florida Department of Transportation *Conserve by Bicycle Report* http://www.fdot.gov/safety/4-reports/Bike-Ped/CBBphase1%20Apps%20A-P.pdf

Re:
ENTERED AS EXHIBIT ZOM AT
NUMBER
THE PLANNING AND ZONING BOARD
ON 09.11.19 JM
DATE INITIALS

208 Parking Spaces

208.1 General. Where parking *spaces* are provided, parking *spaces* shall be provided in accordance with 208.

EXCEPTION: Parking *spaces* used exclusively for buses, trucks, other delivery vehicles, law enforcement vehicles, or vehicular impound shall not be required to comply with 208 provided that lots accessed by the public are provided with a passenger loading zone complying with 503.

208.2 Minimum Number. Parking *spaces* complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3. Where more than one parking *facility* is provided on a *site*, the number of *accessible spaces* provided on the *site* shall be calculated according to the number of *spaces* required for each parking *facility*.

Table 208.2 Parking Spaces

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

Advisory 208.2 Minimum Number. The term "parking facility" is used Section 208.2 instead of the term "parking lot" so that it is clear that both parking lots and parking structures are required to comply with this section. The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site.

PROPERTY LINE
10' SETBACK LINE (OVER 45')
PROPERTY LINE
PARKING GARAGE
41 SP.
ELEC. ROOM
ELEV. LOBBY 246 SF
8'-0" CORRIDOR
LIVING ROOM
DINING
PATIO
PLANTERS
AL-A1.4 (REV.)
AL-A1.3
AL-A1.4.3
AL-ST
AL-A1.3
AL-A1
AL-A1 (REV.)
MC-ST1
MC-ST2
MC-ST3
MC-SP1
MC-SP2
MC-OP
STAIR #1
STAIR #2
STAIR #3
LOBBY 421 SF
8'-0" CORRIDOR SMOKE COMPARTMENT #1 (1,557 S.F.)
8'-0" CORRIDOR SMOKE COMPARTMENT #2 (7,457 S.F.)
8'-0" CORRIDOR SMOKE COMPARTMENT #3 (3,943 S.F.)
8'-0" CORRIDOR SMOKE COMPARTMENT #4 (12,450 S.F.)
8'-0" CORRIDOR SMOKE COMPARTMENT #4 (12,505 S.F.)
3 TANDEM LEVEL 2
LINE OF FREEZE ABOVE
LINE OF WORKS ABOVE
OVER 45')