

**VIA ELECTRONIC MAIL**

October 12, 2016

Mr. Ramon Trias
Planning & Zoning Director
City of Coral Gables
405 Biltmore Way
Coral Gables, FL 33134
rtrias@coralgables.com

Re: Proposed Amendment to Development Agreement

Dear Mr Trias:

The University of Miami (“University”) currently has an application to amend the Development Agreement to reflect a revised scope for the final phase of what is referred to as the Internal Road. To address comments provided during first reading before the City Commission the University has proposed revisions to its application. We are pleased to summarize the revisions this way:

- The University was able to design a service road connection for its maintenance and service vehicles without impacting the Arboretum. The service road will be located on the northern side of the Knight Physics Building and connect to Lot 107 near 1300 Campo Sano Boulevard.
- The University will expand the Arboretum to include a portion of that land previously occupied by the University’s wood art studio.
- The University will vastly improve the streetscape of its Pisano edge.
- The University will voluntarily proffer \$250,000 to the City for public realm improvements.

The proposed revisions are more particularly described in the attached **Exhibit 1** dated October 12, 2016. The University will host a meeting to discuss these proposed revisions with neighborhood representatives prior to second reading before the City

Commission. The neighborhood meeting is tentatively scheduled to take place during the week of October 17, 2016.

We look forward to presenting to the City Commission on October 25, 2016. As always, please do not hesitate to contact me if you have any questions concerning this correspondence.

Sincerely,

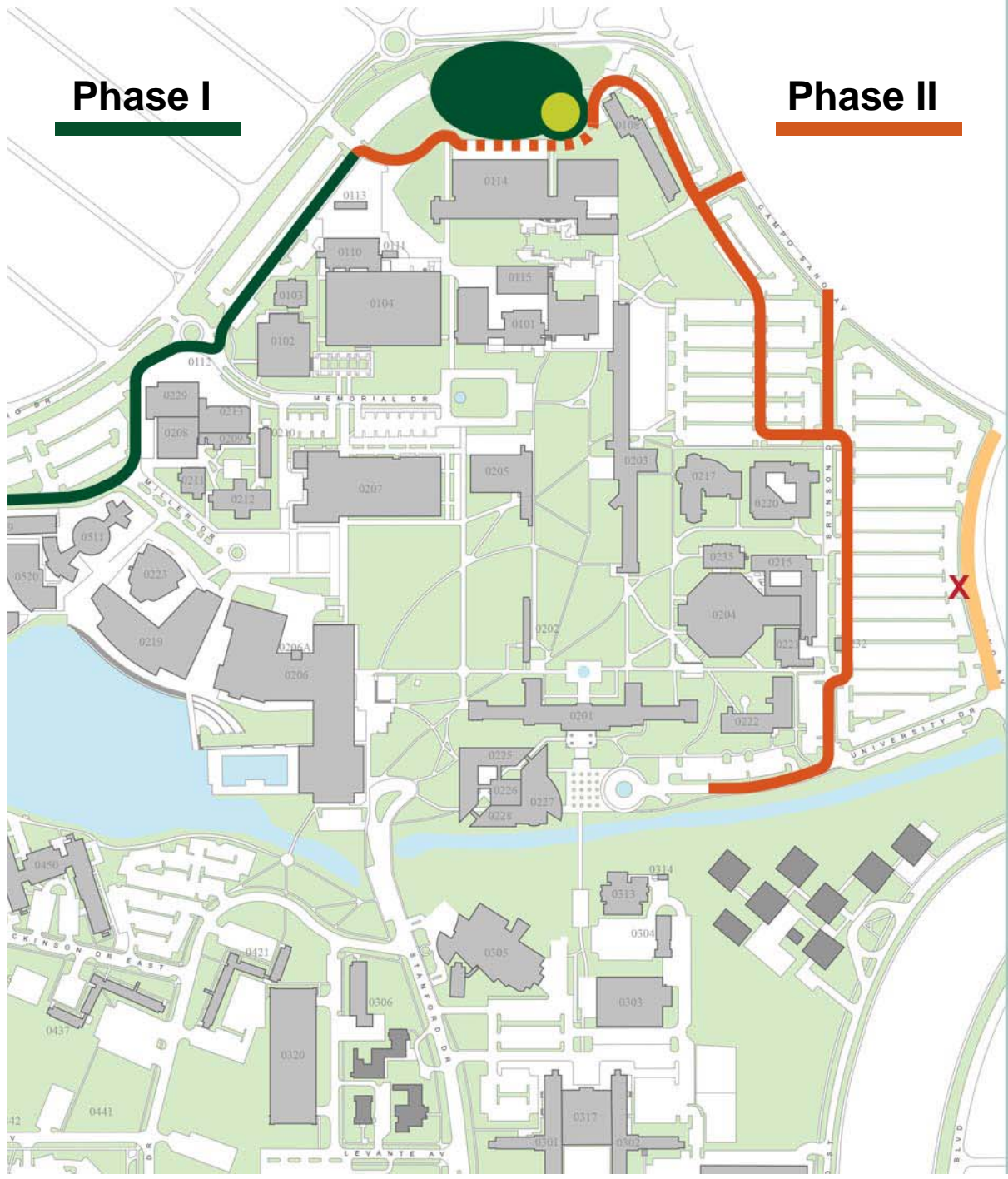


Jeffrey S. Bass
For the Firm

Encl. (1)

Cc: Mr. Craig E. Leen, Esq. (cleen@coralgables.com)
Mr. Marc Weinroth (mweinroth@miami.edu)
Ms. Janet Gavarrete (jgavarrete@miami.edu)
Ms. Alicia Corral (acorral@miami.edu)

Exhibit “1”



Phase I

Phase II

Internal Road Phase II

- Provide a service road connection for its maintenance and service vehicles without impacting the Arboretum
- Expand the Arboretum to include a portion of land previously occupied by a building
- Connect the parking lots and improve vehicle and pedestrian access to campus from Campo Sano
- Improve Pisano streetscape on university edge

Internal Road Components

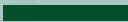





-  Phase I
-  Phase II
-  Phase II Service Road
-  Arboretum expansion
-  Pisano improvements
-  Existing arboretum

Exhibit 1 10-12-2016



October 14, 2016

COURTESY NOTICE

Dear University of Miami Neighbors:

The university is pleased to share that proposed modifications to the Internal Road are scheduled to be heard at the Tuesday, October 25, City Commission meeting. Our proposal for final reading reflects input resulting from the public hearing process including the City commission meeting on April 12, 2016.

Briefly, the university proposes to:

1. Build Phase II of the internal road beginning at Phase I, west of the Gifford Arboretum through the north side of Knight Physics Building and immediately south of the Arboretum connecting all internal parking lots east of the Arboretum through to University Drive. The segment along the north side of Physics will be a service road connection located entirely outside the Arboretum and will not affect the Arboretum. Internal road improvements will also include adding pedestrian access improvements and lighting at campus entrances at Wilder and Brunson.
2. The Gifford Arboretum will be expanded to include a portion of the land that was previously occupied by the wood art studio.
3. Parking loss due to the Internal Road construction will be replaced anywhere on campus and not be limited to replacement north of Lake Osceola near the neighboring residential area.
4. The portion of Phase II of the road crossing south over the canal from University Drive will be eliminated.
5. The university will submit construction documents to construct a new sidewalk, install street trees and lighting on Pisano from Campo Sano to University Drive on the university side of the street.

Please visit the City webpage at www.coralgables.com to view information concerning the application. The complete application is on file and available for examination during business hours at the Planning Division, 427 Biltmore Way, Suite 201, Coral Gables Florida 33134. Questions or written comments regarding the application can be directed to the Planning Division at planning@coralgables.com or 305-460-5211.

Or you may call Caroline Otero at the Campus Planning and Development Department at 305-284-6728 or email at c.otero@miami.edu.

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UNIVERSITY OF MIAMI
CORAL GABLES, FLORIDA

IN RE: NEIGHBORHOOD MEETING

DATE: OCTOBER 18, 2016

TIME: 6:15 P.M. - 6:50 P.M.

PLACE: University of Miami
Newman Alumni Center
6200 San Amaro Drive
Coral Gables, Florida 33146

REPORTED BY: I. IRIS COOPER, CSR
Notary Public, State of Florida

1 APPEARANCES:

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JEFFREY S. BASS, ESQ.
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12 RAMON TRIAS
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16

SARAH N. ARTECONA
17 Assistant Vice-President
University of Miami
18 Office of Government and Community Relations
6200 San Amaro Drive, 3rd Floor
19 Newman Alumni Center (LC 1530)
Coral Gables, Florida 33146
20 Email: sartecona@miami.edu

21

Also Present: Steven Pearson
22 Luis Suarez
23 Ron Weeks

23

24

25

1 P R O C E E D I N G S

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3

4 MR. BASS: Let me say to everybody, welcome.
5 I think I know everybody who's here. I would ask
6 that if you haven't signed in to please sign in.
7 This is our attempt to meet with our neighbors with
8 respect to some revisions to our plan to modify the
9 development agreement by modifying the scope of
10 phase two of the internal road.

11 It's 6:15. We have light appetizers here and
12 water. Please, everybody, help yourselves. I'm
13 not going to go around the room and make everybody
14 introduce themselves. I hope you had a chance to
15 do that before we started.

16 But if you don't know me, my name is Jeff
17 Bass. I think everybody here knows me. We have
18 some handouts that describe our materials. I'm
19 going to just talk about them very, very at a very
20 high level, and then I'll let Ms. Gavarrete answer
21 any particular questions that you all may have that
22 I can't address.

23 I'll apologize to Luis Suarez because I met
24 with him earlier today, and I'm going to say
25 exactly the same things that I said earlier. But

1 I'm glad that you were able to join us. So we have
2 an application before the City to modify our
3 development agreement with the City as it relates
4 to something that we refer to as the internal road.

5 By way of brief background, we were before the
6 City Commission on first reading in April on a plan
7 that had three primary elements. I'll highlight
8 those now and then further explain them if we need
9 to. One aspect of our ask of the City Commission
10 goes to be relieved of an obligation to build a
11 connection of the internal road through those lands
12 that we refer to as the Arboretum.

13 A second element of our ask before the City
14 Commission on first reading was to be relieved of
15 the obligation to build a portion of the internal
16 road over the waterway on the south part of the
17 campus.

18 And the third part of our ask before the City
19 Commission was to be relieved of a technical
20 condition that would require the university if it
21 were to displace or lose parking north of Lake
22 Osceola by virtue of the construction of this road
23 to replace that parking north of Lake Osceola,
24 which is something that the university doesn't want
25 to do.

1 So we asked to be relieved of the obligation
2 to do those three things. With respect to parking
3 north of the lake, that condition is clearly
4 outdated. We have learned that we can control
5 traffic by controlling parking, and we have learn
6 and demonstrated through our justification reports
7 that we have been able to significantly reduce
8 traffic in that area north of the lake by having a
9 very detailed traffic management plan that assigns
10 parking privileges and by shifting the parking to
11 the south to the structured parking resources
12 closer to Ponce.

13 We have been able by that move and others to
14 significantly reduce parking. So those will
15 significantly reduce traffic north of the lake. So
16 those were the three asks. We went to first
17 reading before the Commission. We heard from the
18 community and the commissioners.

19 And what we would like to do today is to just
20 briefly walk you through an adjustment or two that
21 we have made to that ask and explain them to you
22 relative to the concerns that we have heard
23 expressed from the Arboretum supporters and from
24 the neighbors.

25 So as it relates to the piece about relocating

1 parking to the south, I have heard unanimous
2 support for that, so I don't really need to spend
3 any time talking about that, although I'm happy to
4 answer any questions that you may have. As it
5 relates to the --

6 MR. SUAREZ: I'm sorry, Jeff. Which is the
7 parking piece relocation; which is that one?

8 MS. GAVARRETE: It's the parking replacement.

9 MR. BASS: It's the parking replacement.

10 MS. GAVARRETE: It's the parking replacement,
11 the technical requirement to require the parking
12 replacement north of the lake is -- we've all heard
13 from everyone that everyone supports that because
14 if you have parking there and it's affected in some
15 way through the construction of the internal road
16 both phase one and two.

17 And if we are supposed to as part of this
18 current condition supposed to replace it, then it
19 goes against the whole thought of trying to move
20 parking away from the residential area. So that
21 one seems to be a very well --

22 MR. BASS: Nobody is asking us to rebuild more
23 parking.

24 MS. GAVARRETE: Right, north of the lake.

25 MR. BASS: We have not heard that.

1 MR. SUAREZ: And to the extent that you're
2 going to have parking that you would rebuild it
3 south of the lake and add it to one of the existing
4 structures or new structure, or are you eliminating
5 the requirement altogether?

6 MR. BASS: No. No. No. We're not
7 eliminating any parking requirement. We're simply
8 saying for that population of spaces that have been
9 dislocated by virtue of the building of the road,
10 to the extent that that road that we're building
11 has caused us to lose a parking space, the
12 condition, as written, would require us to replace
13 that space north of the lake.

14 We're still under an obligation to replace
15 that space. We're simply asking for the freedom of
16 flexibility to benefit the neighborhood to relocate
17 that space south of the campus. We're not
18 eliminating the obligation to build the space.
19 We're asking for the freedom to rebuild the space
20 south of the lake.

21 MR. TRIAS: Do you know how many spaces more
22 or less would be affected?

23 MS. GAVARRETE: The current condition applies
24 to all parking loss as a result of whatever road we
25 build, so it would be phase one and two. So in

1 phase one, I do not have that exact figure. I can
2 have that for the next meeting or the Commission
3 meeting. But it was somewhere around 260 to 360,
4 somewhere around there.

5 MR. BASS: For the whole road.

6 MS. GAVARRETE: For the phase one of the
7 internal road.

8 MR. TRIAS: That's depicted in green, right,
9 is that what you're saying?

10 MS. GAVARRETE: Right. Just so everyone is
11 clear as to why that number is so high in that
12 area, Jeff, we had a parking lot that was basically
13 a sea of asphalt with parking spaces and paving
14 areas that are lanes in there that did not meet
15 code. It belonged to a very, very old code
16 requirement.

17 MR. BASS: This is affectionately referred to
18 as the law school parking lot.

19 MS. GAVARRETE: Correct. And so that parking
20 lot was really a sea of --

21 MR. BASS: Not always affectionately referred
22 to, but generally referred to.

23 MS. GAVARRETE: And there were no trees.
24 There was no curb. It was just striping there.
25 There was a wall, and there was no landscaping at

1 all to the edge of the buildings. And when we
2 replaced -- when we improved that parking lot and
3 made it to code because we're meeting the code
4 requirements, then we couldn't replace that many
5 parking spaces.

6 So that's where a lot of the loss of parking
7 happened in there because of that. But now we have
8 a road -- a parking lot that does meet code and
9 that has landscaping. It looks much better than
10 what the conditions that were there before.

11 MR. SUAREZ: I understand that at least based
12 on your answer you have lost between 200 and 300
13 parking spaces as a result of that project that's
14 already completed.

15 MS. GAVARRETE: Yes.

16 MR. SUAREZ: And which I'm the first to say
17 it is indeed a much prettier-looking parking space,
18 parking lot. I'll say that publically and proudly,
19 it looks gorgeous right now. I know it took us a
20 little bit to get there, but it does.

21 Have those spaces already been replaced or
22 will they be replaced as part of this process? And
23 if they are, they're going to be south of the lake?

24 MS. GAVARRETE: Once we did that over there,
25 we also built another two floors on Pavia. And so

1 the idea was to also make up that parking south of
2 the lake. And we added the two floors around the
3 same time as this project moved forward.

4 So what actually happened is we moved those
5 spaces south of the lake. Exact figures, I can go
6 collect about what was taken down and put back on,
7 but I do know that we put in the two floors at
8 Pavia were like 260 spaces more or less.

9 MR. SUAREZ: Okay. Thank you.

10 MR. BASS: So that was that condition. And
11 then there are really only two other things that I
12 would like to highlight this evening. We heard
13 clearly within the Commission chambers on first
14 reading a desire for the university to spare the
15 Arboretum, to see if there was a way to expand the
16 Arboretum.

17 And then the same comments we heard quite
18 clearly a request to see if there would be a way
19 where we could build an internal connection service
20 road so that as it relates to not student trips but
21 as it relates to university maintenance vehicles,
22 support vehicles and the like, university, not
23 student, but university trips that are traveling on
24 the external adjacent roadway network, could we
25 figure out a way to build a connection so that our

1 landscaping, maintenance, and service vehicles
2 didn't need to exit the campus just to drive from
3 point A to point B around the Arboretum.

4 And we're quite pleased to say that we took a
5 long, hard look at that since the time of first
6 reading. And based on some real estate made
7 available through the demolition of the wood art
8 building that was not previous available, we have
9 been able to develop what we'll call an internal
10 service road path.

11 I'll call it an internal service path or an
12 internal service drive. I don't want to use the
13 word road because the road might be triggering to
14 some of our neighbors. It is not intended to be a
15 permanently accessible circulator. Rather it is
16 intended, just as I said, so that our landscaping,
17 maintenance, and service vehicles, as well as those
18 servicing the Arboretum can get from the side of
19 the campus that is punctuated by Lot No. 102 to the
20 other side of the campus without having to drive on
21 the street.

22 And so you see that feature depicted on the
23 dotted line. And the way that road, that drive is
24 conceived, it would hug the Knight Physics Building
25 through that area approximate to the existing

1 service area for that building and provide a
2 protected way, a regulated way, for us to get our
3 service and maintenance vehicles from one side of
4 the campus to the other in that precinct of the
5 campus.

6 Since meeting with Luis earlier today, I posed
7 the question to Janet, and I would like Janet to
8 elaborate a little bit to make sure that there is
9 comfort that it's not going to be a have-at-it
10 freeway that allows students to race through there.

11 That wouldn't be good for the neighbors, and
12 it certainly wouldn't be good for the friends of
13 the Arboretum. But, Janet, maybe you can take a
14 minute or two to explain sort of what our thinking
15 is both to the people here who are lovers and users
16 and supporters of the Arboretum and to people who
17 are lovers and supporters of their neighborhood
18 that happens to be adjacent to it.

19 MS. GAVARRETE: Just a recap, I'm showing a
20 diagram that will also be discussed at the
21 Commission. This is the phase one. There is
22 currently a drive that connects to the rear yard of
23 the physics building. That's a walled-in area, so
24 it's only to serve the physics building.

25 A long time ago or for many years since the

1 1940s, we have had three buildings in this area.
2 One of them was located in this area right here.
3 That is the building that stood in the way of
4 getting across and made an option only to the
5 Arboretum.

6 With that building gone, we went back there
7 and looked about we could get a service drive, not
8 a through street with traffic because of the way
9 it's configured. But certainly we can get a
10 service drive that then connects this side to this
11 side of the campus basically connecting all of the
12 north of the lake together so that our service and
13 delivery and maintenance vehicles don't have to
14 come back in and do this bit. They can do it
15 inside.

16 And so since it's a recent development, we
17 haven't designed it from an engineering
18 perspective, but we don't anticipate it being other
19 than a path for those internal vehicles. It would
20 be managed in such a way that there wouldn't be any
21 way for a non-service vehicle to go from one side
22 to the other.

23 There's various ways of doing that with either
24 gates or with those gates that we have around
25 campus that secure the reserve parking spaces. And

1 if you have a clicker, it goes up, you can go
2 through and come back out, so that it's operable
3 during the day for business, that kind of business.
4 And I would say probably in the evening it may not
5 go up because there is none of that activity.

6 And then it also helps also with the access of
7 servicing the Arboretum because then trucks don't
8 have to go through the Arboretum for it's access.
9 It can probably help with service right from that
10 internal pathway.

11 MR. BASS: And just to pick up on one other
12 piece of that, the university is quite pleased to
13 say that the 13,000 square foot footprint
14 previously occupied, we're prepared to commit that
15 to the Arboretum in the form of an expansion which
16 yields about 11 percent expansion of the area of
17 the Arboretum when the Arboretum is expanded to
18 capture that footprint shown by that lighter green
19 round circle on the right-hand corner of the
20 Arboretum shown in green.

21 MS. GAVARRETE: Right.

22 MR. BASS: So we're quite happy about that.
23 As it relates to the pathway, there were some very
24 specific questions that Luis had about the nature
25 of the road and its width and whether there would

1 be lighting.

2 Maybe, Janet, if you can take a moment just to
3 address that within the context of where we are,
4 and we can talk about what assurances we can give
5 to Luis and the neighborhood that this would not
6 turn into an MDX toll road.

7 MR. SUAREZ: Right. And to expand on that a
8 little bit, let me just make sure I understand how
9 we got here. Jeff was very, very kind with his
10 time this afternoon to explain this to me. And I
11 take what Jeff said at face value that he envisions
12 it as a path, and I do believe that he envisions it
13 as a path. I'm not questioning that.

14 But I think that in April where we left off at
15 that time, the university was seeking to not have
16 any access road at that time because it would
17 affect the Arboretum, and I get that. And I don't
18 think any of the neighbors are calling for any type
19 of internal road.

20 What's come back is, well, let's perhaps
21 consider a service path which on face value I think
22 appears okay. But at least to me as a resident,
23 the devil is in the details. And I think what has
24 caused acrimony in the past is we envisioned one
25 thing, and you guys may envision another.

1 So if it's a gated path that is only limited
2 in access to a guy that is coming through a golf
3 cart or a pickup truck to deliver trees or
4 something, I don't think a resident would have a
5 problem. If it's something sufficiently wide
6 enough to fit an 18-wheeler or some sort of big
7 truck or something like that, I think what we've
8 done is created more congestion in that area and
9 it's probably not worth it.

10 Similarly, I've learned from past experience
11 that once you make a hole in the ground, then you
12 have to build everything around it up to code, and
13 then it no longer becomes a choice. I would rather
14 iron those detail out now before we express consent
15 or a lack of opposition than after because at that
16 moment once you have moved on the project, then our
17 hands are tied.

18 You're going to be looking at me saying, hey,
19 guys, thank you, but I had to put the orange bowl
20 lighting and I had to put the edge treatment and I
21 had to put the 10-foot sidewalk and I had to do all
22 these things which I understand you would be able
23 to do so, need to do so via code. But it would put
24 the residents in a bad position.

25 So if we could get some closure as to the

1 issue of what path actually means from a resident
2 perspective and understand the broader implications
3 of that, that would be great. And while we're in
4 this section, I'll just also note that I think
5 between April and today, I don't believe there's
6 been any other, to my knowledge at least, there's
7 been an exception -- with the exception of the
8 meeting that Jeff and I had today, I don't know
9 whether there's been any neighbor involvement.

10 I think most of the meetings happened before
11 April. And I think what we left off in April and
12 what I think will be a bone of contention down the
13 road is, so everybody is out in the open as to
14 where we are and I understand that we can agree to
15 disagree is that I think what the neighbors are
16 saying was, okay, you guys don't want to relieve
17 your obligation in the cost associated with
18 finishing this thing, that's fine, but expand Lot
19 No. 102.

20 I understand the university doesn't want to do
21 that and has its reasons for doing that, which we
22 can disagree on. I think obviously from where I
23 sit and from where the neighbors sit, Lot No. 102
24 is obviously much more protects a neighborhood
25 barrier because it's closer to where the neighbors

1 live than what the proposed expansion is now.

2 I haven't measured the area. I haven't
3 compared the area. I also understand that in Lot
4 No. 102, there is approximately -- and I haven't
5 gone out there to count them, so I'm not wishing to
6 misrepresent any record. But I understand there is
7 about 40 parking spaces.

8 So assuming you gave up those 40 parking
9 spaces and that is your property, I understand that
10 the City has access to some metered parking down
11 south and that one of the possible trades for Lot
12 No. 102 could be the metered parking south of
13 campus for Lot No. 102.

14 And that may be a concession, an agreement
15 point that would benefit the neighbors, benefit the
16 City, and benefit UM at the same time. So I think
17 to sum up what I said, I think the path is not
18 something I will vigorously oppose, provided that
19 we understand the details.

20 I think Lot No. 102 and the Gifford expansion
21 is something that we don't see eye to eye on, and
22 we believe that there are accommodations that can
23 be made to address that issue. I believe what's
24 currently -- I haven't seen it. I believe it's
25 currently in the Gifford expansion is green now

1 anyway.

2 So I don't know what Arboretum would be
3 gaining, but I don't know. So those are the issues
4 there. I think we've clearly established where
5 we're going, and I just want to make sure that that
6 feedback was given. Thank you for the opportunity
7 to express myself.

8 MR. BASS: Oh, no. It was wonderful. Thank
9 you for sharing that. Just a couple other things I
10 would like to mention that Luis and I discussed --
11 I know he's sensitive to the issues in the
12 neighborhood, so I'm not personalizing them as to
13 him, but I'm just using this as an example to touch
14 on a few of the other things.

15 We talked about this earlier, but part of our
16 commitment here is to improve Pisano. That's in
17 our plan. It's part of the amendment. This is the
18 area that fronts the emergency room at Doctors
19 Hospital. At present, it reads just like an
20 undifferentiated swale or alley.

21 It's less than lovely. It should be lovely as
22 an edge to the campus. And so part of our project
23 here is defining an edge here that's in keeping
24 with the other edge treatments. There was a
25 question earlier whether we intended to expand the

1 sidewalk here. Janet, can you speak to that.

2 MR. TRIAS: Where are you pointing exactly?

3 MS. GAVARRETE: There are two entrances off
4 Campo Sano into the campus. One of them is at
5 Wilder.

6 MR. BASS: Let's talk about the sidewalk first
7 and then the improvements.

8 MS. GAVARRETE: One of them is at Wilder. So
9 if you're walking around here, there is just a
10 vehicular path into the campus parking lot, but
11 there is no pedestrian path in. At Bronson, the
12 same thing happens. You're walking on the asphalt
13 pavement.

14 So one of the things that the internal road
15 seeks to do is to also improve those legs that
16 connect the parking lot to Campo Sano, and those
17 will have a modified entrance, to the extent that
18 it needs to reflect less pavement and a sidewalk
19 into the campus with appropriate lighting into the
20 campus.

21 When you're in here with that sidewalk, it
22 also connects to a walkable, a very nice walkable
23 path that is along the edge of Allen Hall and the
24 communication building and also onto the nursing
25 school. So it provides for a very nice connection

1 from a pedestrian and by perspective into the
2 campus through there in a safe manner.

3 It does the same thing at Wilder. You connect
4 directly into new 12-foot path that was installed
5 there not too long ago. So you're already
6 connected into the pedestrian bikeway system shared
7 pathway system that we have.

8 To Luis' description of how he envisions a
9 path, we have on campus various fire lanes, if you
10 will. They're typically 20 feet wide. We would
11 probably expect that pathway to be described at
12 about 18 to 20 feet and could serve as a path also
13 for fire access if needed through there, but that
14 would be the typical way.

15 If there is a lesser dimension that the City's
16 code allows, we can certainly explore that. But I
17 would say if it's 18 feet, then it's about 9 feet
18 in either direction, which seems okay.

19 MR. SUAREZ: What's a regular road?

20 MS. GAVARRETE: Roadway length go from 9 to
21 11.

22 MR. SUAREZ: So it's basically a two-lane
23 path?

24 MS. GAVARRETE: Well, if you're going to have
25 service -- so I'm saying at the most, it would be

1 18 to 20. It could being less if we could arrange
2 for that with the City. What I'm trying to do is
3 define an outside envelope. It can go lower if we
4 can gain agreement with the City as to the size of
5 that path, and we would be open to that.

6 MR. SUAREZ: So just from a residential
7 perspective, very candidly, I think that's what
8 would make people service. If you told me you had
9 to build something big enough for a fire truck, I'm
10 not sure that me or anybody would be on board
11 because what am I going to get, a fire truck
12 driving through my house at 5 o'clock in the
13 morning is not acceptable, which currently they
14 can't do because of the size.

15 So I would be nervous. If it were allowable
16 to go lower because you truly do want pickup
17 trucks, golf carts, that kind of stuff, then that
18 would be acceptable. But if you want a fire truck
19 probably --

20 MS. GAVARRETE: We're happy to define it at
21 the appropriate level. I was just trying to
22 define --

23 MR. SUAREZ: I appreciate the candor, though.
24 I really do appreciate the candor.

25 MR. BASS: While we're on that just to get to

1 the question, the sidewalk -- we're not proposing
2 to make this sidewalk bigger, are we?

3 MS. GAVARRETE: No. We have not offered to do
4 any work external to the campus in relation to the
5 internal road, with the exception of the area that
6 is immediate to our property line on Pisano from
7 Campo Sano to University, which we are proposing to
8 add a sidewalk curb.

9 MR. BASS: Lighting.

10 MS. GAVARRETE: Swale that has a tree and
11 parking and lighting. This makes it so that if
12 you're jogging or walking your dog or doing
13 something that you can now do this in a way that's
14 consistent with other typical city streets, which
15 is not the case now. You have something that looks
16 like a very large --

17 MR. SUAREZ: So let me just interject here
18 just so that we are all on the same page. I'm only
19 speaking for me. I'm not speaking for any other
20 resident. I've talked to some them. This Pisano
21 edge treatment I think everybody is on board with
22 because I think it's called for.

23 I think what makes people nervous is from
24 Campo Sano to Pisano, right, I think I
25 understand -- and Janet is shaking her head. But

1 just to be clear, there is no change in the
2 sidewalk path. In other words, nobody wants
3 LeJeune. Nobody wants the size and the width of
4 LeJeune or the size and the width was encroached
5 upon near the law school of 10 feet. Nobody wants
6 that.

7 So these will be the same, at least I think,
8 not we. The Bronson and the entrances to Bronson
9 and Wilder I think are called for and make sense,
10 provided to the extent you're going to mess with
11 the hedges or the treatments inside that they come
12 back appropriately, not with aluminum fencing or
13 something like that and they come back in the same
14 spirit and the same fashion that you have other
15 entrances to the building like the ones in the law
16 school which are now appropriate. So that's it.

17 And we understand that as part of this
18 drawing, there is no further changes to San Amaro,
19 which Jeff has made abundantly clear that there is
20 not. So I just wanted to note that for the record
21 that I think that's fine, provided that those
22 issues are appropriately addressed.

23 I think it would cause a lot of uncomfort if
24 Campo Sano would look like the edge of the law
25 school. So that's the issue.

1 MR. WEEKS: Would it be possible for that
2 service connector or that path beneath the
3 Arboretum to be a single-lane road since its intent
4 is really minimal vehicle traffic and smaller
5 access to the maintenance vehicles? If it's gated
6 on either end and it's relatively a short section,
7 it might be a solution that might address this
8 concern.

9 MS. GAVARRETE: We'll go to the City with the
10 desired effect of minimizing to one lane if it's
11 possible.

12 MR. SUAREZ: Thank you.

13 MR. BASS: Let me just highlight briefly the
14 third piece of our proposal, which we didn't talk
15 about yet is there was in a prior version of the
16 internal road a connection over here. For a host
17 of reasons, we're seeking to relieve of that
18 obligation.

19 We believe that it will not translate to any
20 appreciable impact as it relates to a diversion of
21 traffic. That's not just our finding. That the
22 finding in a justification report by the experts
23 based on its location. It would be a very costly
24 engineered crossing to build over that water.

25 And I think most importantly, it's dangerous.

1 It would dump vehicles right into the center of our
2 residential precinct in that part of the campus
3 where all the dorms are. It would bring people
4 into the residential precinct of the campus who
5 were not passing through a security guard like they
6 do at present to get to those portions of the
7 campus.

8 And I think it's important to note, Luis,
9 unlike the issue of getting a fire truck or a
10 police car through here, there is already a
11 crossing. There's that bridge by the school of
12 communications -- I'm sorry -- by the school
13 business. And the police department has said it's
14 more than adequate for them to get a policeman over
15 there were actually an emergency to justify it.

16 So those are the elements of the request. We
17 have a very detailed justification report. The
18 charge for the internal road was to reduce trips on
19 the adjacent roadway network. We think that we
20 have abundantly satisfied that charge as
21 demonstrated by our historical traffic counts,
22 which are astounding and even more so when you look
23 at the fact that we've been able to reduce traffic
24 while building over a million square feet of new
25 classroom space during the same interval of time.

1 That's a fact that we're quite proud of.

2 Lastly, I mentioned this to Luis. He just
3 highlighted it, but I'll say it again so the record
4 is clear. We will not be participating in any
5 improvements to the edge by where you live on that
6 side. We understand that loud and clear.

7 We have proffered moneys to the City for the
8 City to use in its discretion to vision, fund, and
9 construct certain public realm improvements, other
10 improvements not on our campus that are or would be
11 a benefit to the City residents and to the campus.
12 We had a request that they not be spent on
13 completely the other side of the town but they be
14 spent in this area.

15 However, and I showed Luis this earlier, we
16 have made an affirmative express condition that
17 none of those moneys can be spent to build anything
18 that would be offensive to our neighbors as it
19 related to expanding those sidewalks or adding
20 lighting there to transform those sidewalks or
21 edges into the type of sidewalks and edges that
22 Luis just cited as being distasteful to them. So
23 that's in the draft ordinance as it is. I gave my
24 word about that every step of the way. I give my
25 word about that again now.

1 MR. SUAREZ: That is all true. He did say
2 that, and he did comply with that request. I
3 appreciate that.

4 MS. GAVARRETE: The only thing I would do just
5 so that we can cover at least all of what we feel
6 are important and salient points is just maybe talk
7 a little bit very briefly about the reduction of
8 traffic, the internal road --

9 MR. BASS: I don't think we need to. I think
10 everybody here has heard that. We don't need to.
11 I gave them the handout.

12 MS. GAVARRETE: There are significant
13 decreases in traffic everywhere. And I think to
14 the extent that we have a lot of discussions about
15 all these other peripheral and important things,
16 these are --

17 MR. BASS: This is how we got there, but this
18 is a prequel at this point. We don't need to go
19 through that again. If anybody wants to talk at
20 length about it, Janet will be more than happy to
21 stay after class.

22 MS. GAVARRETE: It's just that there's not one
23 single institution, I would say, in -- I would
24 challenge any other institution in this county to
25 demonstrate that they've done what we've been able

1 to accomplish here. And so it's important that
2 that not go unnoticed.

3 MR. TRIAS: It is well noticed.

4 MR. WEEKS: It's amazing. It really is.

5 MR. SUAREZ: Just one point of clarification.
6 Jeff, you said in your prior proposal to the City
7 before April right behind - I don't know all the
8 names of the buildings.

9 MR. BASS: Are you asking questions about the
10 parking spaces?

11 MR. SUAREZ: You had two parking lot -- you
12 were going to remove green space here. I think
13 this is Wilder.

14 MS. GAVARRETE: That's Wilder.

15 MR. SUAREZ: You were going to remove green
16 here near the Wilder and open up parking lots
17 there. I assume that's off the table right now?

18 MS. GAVARRETE: It's no longer there.

19 MR. SUAREZ: All right. Thank you.

20 MR. BASS: Unless anybody has anything else,
21 have a wonderful -- Ron.

22 MR. WEEKS: I'm very pleased to see the
23 expansion of the Arboretum, and I hope this
24 proposal is satisfactory to the neighbors. I would
25 just like to see -- I'm asking you what can you put

1 in there that commits to the Arboretum and site
2 plan or whatever for the future because we may not
3 be here in five years? The people on the counsel
4 may not be there. And whatever we've said or think
5 is not in writing, as you've said.

6 MR. TRIAS: I think we can also include the
7 idea of having a one-lane street or road or
8 whatever you want to call it and make that as a
9 condition of approval. That's what the Commission
10 votes on. And I think that would be sufficient.

11 MR. WEEKS: Would it hold them to that site
12 plan?

13 MR. TRIAS: Yes.

14 MR. SUAREZ: Maybe you can throw in Lot No.
15 102 as well.

16 MR. TRIAS: That's my preference. I would say
17 that I heard that in this case.

18 MR. SUAREZ: I don't know if perhaps the City
19 knows how many City parking spaces are available.
20 I have no idea.

21 MS. GAVARRETE: I do.

22 MR. SUAREZ: How many are there?

23 MS. GAVARRETE: 57.

24 MR. SUAREZ: So there you go. We trade 42 for
25 57, and we've got a deal. You actually end up

1 winning.

2 MR. TRIAS: Okay. Let's do it.

3 MS. GAVARRETE: What we would like to do is --

4 MR. SUAREZ: I have an offer from the City,
5 and I have a university official here trying to
6 make a deal, and you're represented by counsel.

7 MR. BASS: And the court reporter.

8 MS. GAVARRETE: What we would like to do is
9 continue with the proposal as we've described it
10 with everyone. I think the description of the
11 expansion of the Arboretum we can handle so that it
12 is described in such a way that doesn't go away
13 like tomorrow.

14 MR. TRIAS: Given the fact that some of us are
15 going to support that view, I think it would be
16 very useful to explain why those spaces are so
17 important in that particular location, and that
18 would be very helpful.

19 MS. GAVARRETE: And we're happy to explain
20 that.

21 MR. WEEKS: Was that not at one time part of
22 the Arboretum?

23 MS. GAVARRETE: No.

24 MR. WEEKS: No. Never was. Okay.

25 MR. SUAREZ: And I understand it's a selfish

1 request. I'm not disingenuous. Clearly that
2 parking lot is closer to the residents than it is
3 to anything else.

4 MS. GAVARRETE: Its replacement is extremely
5 costly.

6 MR. TRIAS: But there is no need to replace
7 it. You're doing so well with different uses.

8 MS. GAVARRETE: What we would like to do is
9 expand the Arboretum.

10 MR. PEARSON: The plan right now is to
11 increase the buffering along there. When I get
12 finished with what I'm going to plan to do, you
13 won't even be able to see this.

14 MR. SUAREZ: I actually think what's there
15 right now is beautiful. I probably walk by there
16 every single day of my life, so I think what's
17 there is beautiful.

18 MR. PEARSON: I'm glad you enjoy it.

19 MR. SUAREZ: But like what Mr. Weeks said, I
20 think that there is an opportunity there for
21 everybody -- to make everybody happy. I'm willing
22 to take both, but I don't think that's going to
23 happen, right.

24 MR. PEARSON: This part of the Arboretum is
25 the Eric Casey, the palm exhibit. Everything else

1 that goes around on both sides of this parking lot
2 is our Florida natives exhibit. And from the
3 director's standpoint of like, well, what can I do
4 if I had some new space, I would rather have a
5 clean slate over here where I can introduce
6 something really different that we don't have right
7 now.

8 Because if we did have this spot, what am I
9 going to do, put a cactus collection in the middle
10 of the natives. It's already constrained. It
11 would have to be more native and more palms, which
12 I love both of those. But from an educational and
13 an esthetic value, I think we can do much more.

14 MR. SUAREZ: I agree with you wholeheartedly,
15 except for some conditions. What is now currently
16 the Gifford Arboretum extension that's being
17 proposed, I'm pretty confident is right now in
18 green space; right?

19 MS. ARTECONA: Well, it's grass.

20 MR. PEARSON: It's grass.

21 MR. BASS: We could rebuild.

22 MR. SUAREZ: If you had that and you had Lot
23 No. 102, now we're talking.

24 MR. BASS: Do you want us to build on Lot No.
25 102?

1 MR. SUAREZ: No, I don't. You probably
2 couldn't build on Lot No. 102 if you wanted to;
3 right?

4 MR. TRIAS: I think the that university has
5 made it very clear that they're not going to say
6 yes. We know that. We're hear. And that
7 discussion may take place at the Commission. We'll
8 see what happens.

9 MS. ARTECONA: And I do that think we have
10 responded to a request from the manager's office
11 for the size space between the two spaces. And so
12 I think we've done an estimate that Lot No. 102 is
13 15,000, and what we're proposing is 13,000.

14 MR. SUAREZ: Yes, I just think from my vantage
15 point, 15,000 benefits admittedly that's only from
16 my point, the 15,000 benefits -- admittedly, that's
17 only my point. The 15,000 benefits the residents
18 more than the 13,000, but that's okay.

19 MR. BASS: That's why Baskin Robbins makes so
20 many different flavors.

21 MS. GAVARRETE: We appreciate everyone's
22 interest and continue to follow the item and your
23 participation in coming here. We were excepting to
24 have others join us this evening. So since they
25 were not able to come, what would be prudent for us

1 to do is to ask for another meeting that they can
2 come to, and we'll invite you all again just so
3 that there is another opportunity once more to have
4 other people that have expressed an interest.

5 MR. TRIAS: Are you planning to meet prior to
6 the Commission?

7 MS. GAVARRETE: We're going to try and send
8 a -- tomorrow we'll send a brief summary to the
9 City that the neighbor meeting took place, who were
10 the participants, brief discussion, brief
11 description of what was discussed and a note to the
12 effect that not all of the people that were invited
13 were able to come.

14 And so we're extending another opportunity to
15 meet maybe next Wednesday, the 26th at the same
16 place if possible. So that therefore we would ask
17 for a deferral so that there is plenty of
18 opportunity.

19 MR. TRIAS: Are you planning to ask for a
20 deferral?

21 MS. GAVARRETE: With the transmittal of this
22 summary, yes, so that everyone has walked the line
23 of the most extensive outreach and collaboration
24 and willingness to hear everyone, our side your
25 side, and come to some conclusion that I think

1 benefits most of us.

2 MS. ARTECONA: One more thing, during this
3 whole context of public meetings that we're having
4 this meeting tonight that was requested. We have
5 Monday evening, the regularly-scheduled community
6 relations committee meeting which is called by the
7 City and hosted by the City with neighbor and
8 university representatives, and then we will be
9 having a third meeting next Wednesday, October
10 26th. So I hope within the context of those three
11 opportunities, we'll be able to hear from everyone.

12 MR. TRIAS: So what I heard is that tomorrow
13 you're going to request that it be postponed?

14 MS. ARTECONA: Yes, deferred to November 15th.

15 MS. GAVARRETE: And we thank everybody. I
16 think we're in a good spot. We would like to see
17 if we can --

18 MR. SUAREZ: Thank you very much.

19 MS. GAVARRETE: Thank you.

20 (Hearing adjourned at 6:50 p.m.)

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CERTIFICATE OF REPORTER

STATE OF FLORIDA)
)
COUNTY OF MIAMI-DADE)

and

I, I. IRIS COOPER, certify that I was authorized to
did stenographically report the foregoing proceedings and
that the transcript is a true and complete record of my
stenographic notes.

I FURTHER CERTIFY that I am not a relative, employee,
attorney, or counsel of any of the parties; nor am I a
relative or employee of any of the parties' attorney or
counsel connected with the action, nor am I financially
interested in the action.

Dated this 19th day of October, 2016.

<%signature%>

I. Iris Cooper, Court Reporter
Notary Public, State of Florida
My Commission No.: #FF010009
Commission Expires: April 21, 2017



NEIGHBOR REPRESENTATIVE MEETING
SIGN-IN SHEET

Subject Matter(s):	<u>Internal Road Proposed Amendment:</u> Phase II	Meeting Date:	Wednesday, October 26, 2016
Coordinators:	Janet Gavarrete/Caroline Otero	Place/Room:	Newman Alumni Center Executive Conference Room 6200 San Amaro Drive

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7 Sarah Antecora			
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UNIVERSITY OF MIAMI NEIGHBORHOOD MEETING

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University of Miami
Newman Alumni Center
6200 San Amaro Drive
Coral Gables, Florida 33146
Wednesday, October 26, 2016
6:30 p.m. - 7:53 p.m.

Page 2

1 APPEARANCE:
 2
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 6 E-mail: jrbass@shubinbass.com
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1 For purposes of completeness of the
 2 record, we do have a court reporter here who
 3 will be transcribing today's -- this evening's
 4 meeting, and we will make those notes a part of
 5 the record, as we will do with the notes of the
 6 last meeting.
 7 So in very broad strokes, just by way of
 8 brief historical background, we have a
 9 development agreement with the City of Coral
 10 Gables that we are quite proud of. It was
 11 negotiated strenuously over an extended period
 12 of time. There are those that say that for the
 13 better part of 20 years the two institutions
 14 were trying to negotiate a development
 15 agreement without success. We did negotiate a
 16 development agreement with success. It is a
 17 living, breathing document, and I believe soon
 18 we will be sitting down with the City as part
 19 of our obligation and pleasure to hold an
 20 annual meeting where we update each other about
 21 what we are doing in terms of initiatives.
 22 Within the development agreement there is
 23 a condition that relates to what we refer to as
 24 the internal road and we have an application
 25 before the City to amend the development

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1 MR. BASS: Thank you all for coming. I
 2 would like to get started. Perfect timing
 3 here. If you -- welcome. If you haven't yet
 4 helped yourself to refreshments, please do or
 5 feel free to do so during our short
 6 presentation this evening. I'd like to thank
 7 everybody from the City For coming, city
 8 manager, city attorney.
 9 MS. SWANSON: And the assistant city
 10 manager.
 11 MR. BASS: And the assistant city manager.
 12 Welcome. We are happy to be able to host you
 13 in our house, since you so frequently host us
 14 in yours. This is an informal opportunity for
 15 us to discuss with you all and with our
 16 neighbors our application to amend the
 17 development agreement that is going before the
 18 city commission, I believe in November. I
 19 would like to summarize the essential
 20 ingredients of our application for you. Talk
 21 through them just a little bit and see if there
 22 are any questions that we could answer today,
 23 and if we can't answer it today, we will take a
 24 note of them and see if we can furnish you with
 25 an answer immediately thereafter.

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1 agreement as it relates to the internal road.
 2 Now, the internal road has a folklore of
 3 its own. People have talked about it in one
 4 way, shape or form for a number of years, as it
 5 relates to the current conversation within the
 6 development agreement. I would like to be
 7 quite clear that the internal road as imposed
 8 by conditions, had two phases. We have fully
 9 constructed phase one of the development --
 10 phase one of the internal road that is complete
 11 that's operational, and I believe by all
 12 measures would be labeled a success.
 13 Our application seeks to build phase two
 14 of the internal road, albeit in a modified
 15 form. So our application is to amend the
 16 development agreement to modify the scope of
 17 what we have referred to as phase two of the
 18 internal road. It is a technical and narrow
 19 amendment that is before the City.
 20 The application itself has three
 21 constituent parts, broadly speaking and I would
 22 like to just highlight those. I think we all
 23 know what they are, but there have been some
 24 changes to them, which is why we are delighted
 25 to have the opportunity to be before you this

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1 evening. Those changes were born from the
 2 comments that we heard within the commission
 3 chambers on first reading of our application
 4 before the city commission, while doing the
 5 background we were before the city commission
 6 in April on first reading. We took stock of
 7 the comments that we heard, and we are pleased
 8 to share with you this evening what we believe
 9 to be a significant change to the road, not
 10 significant in terms of changing radically the
 11 concept, but a significant gesture towards the
 12 concerns that were shared at first reading.
 13 So our application has three parts. I'll
 14 use this board here. We have smaller printouts
 15 of the two boards that I have, if any of you
 16 are struggling to see them you are more than
 17 happy to take them with you. We have them in
 18 the middle of the table here if anybody would
 19 like to take one now, if you change your mind
 20 we are happy to send you one.
 21 So the internal road configured within the
 22 plan that's part of the development agreement
 23 had a segment that went from phase one of the
 24 internal road through the arboretum connecting
 25 to what has been referred to as phase two of

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1 the internal road.
 2 As we traveled to first reading, our
 3 amendment was to be relieved of the obligation
 4 to build a connect through the arboretum. We
 5 believe that the connection through the
 6 arboretum was not justified as a method of
 7 reducing traffic, and we believed that on a
 8 cost risk utility analysis the cost to the
 9 arboretum, the cost of the construction, was
 10 not justified by the utility of that segment as
 11 a traffic reducing measure. So we filed an
 12 application before the City to eliminate the
 13 connection through the arboretum.
 14 We heard quite clearly from a number of
 15 different directions, during first reading,
 16 that there was a desire for the university to
 17 take a hard look at this space and see if there
 18 would be a way that we could accommodate a
 19 service drive-through which we could
 20 internalize maintenance and service vehicle
 21 trips for those landscapes, maintenance,
 22 service vehicles that were working in this
 23 precinct of the campus. And we heard that
 24 direction loudly and clearly from the dais and
 25 we actually heard that historically as part and

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1 parcel of the development agreement
 2 conversations that we had with the City over
 3 time.
 4 So I'm quite pleased to say that we went
 5 back to the proverbial drawing board after
 6 first reading and the application that we will
 7 present to the commission on second reading
 8 will include what we are going to call a
 9 service drive that connects from the terminus
 10 of phase one of the internal road to the
 11 beginning of phase two of the internal road.
 12 We do not look at this as a road. We do not
 13 look at this as a street designed, or intended,
 14 or allowed to handle student trips or
 15 non-service and maintenance trips. We see it
 16 as a controlled access service road. The exact
 17 specifications we are working on now. But we
 18 envision it being access controlled through
 19 bumpers with a remote control or transponder so
 20 that it is only university employees who could
 21 use it during its usable hours, and to ensure
 22 that it doesn't become a massive opportunity
 23 for cut-through traffic.
 24 So in sum, we are bringing before the
 25 commission on second reading a modification

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1 that will include this segment of a service
 2 road here. Approximately 1,000 feet, 900ish.
 3 We are in the process again of getting
 4 specifications for that. We heard in our last
 5 neighborhood meeting in this very room a short
 6 while ago concern over what the width of the
 7 road would be and ensuring that our
 8 specifications limited it so that it didn't
 9 become a highway or major access point. We
 10 heard that quite clearly and when you get down
 11 to the design portion of this, a driver for our
 12 design will be limit it to safe service access
 13 and maintenance for our vehicles. So about
 14 1,000 feet there.
 15 We also heard a desire expressed that we
 16 expand the arboretum. And this is one of those
 17 opportunities where a singular set of
 18 occurrences provides multiple opportunities.
 19 As those of you who are familiar with the
 20 campus will recall, we had a cluster of what we
 21 called the wood art buildings in this precinct
 22 of the campus; there were three. We have
 23 preserved one, and restored one, and personally
 24 I am very proud of the restoration efforts that
 25 have gone into the building that we preserved

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1 there; it was both architecturally and
 2 historically the most significant of the
 3 buildings, and I think we've done a beautiful
 4 job as an institution in restoring that
 5 building.

6 However, the other two buildings we are
 7 not going to replace. And in the status
 8 created by the demolition of the two other art
 9 buildings, we have picked up open space here in
 10 the footprint of one of them that is
 11 approximately 13,000 square feet of footprint.
 12 And to the comments that we heard about
 13 expanding the arboretum, we are quite pleased
 14 to say that we propose to expand the arboretum
 15 to capture this new 13,000 square foot area
 16 previously occupied by a building, and to keep
 17 that open and to keep that green space and
 18 contribute that to the arboretum. And we are
 19 quite pleased to share that, because not only
 20 are we able to build the service connection
 21 there, we are now also able to expand the
 22 arboretum.

23 The expansion noodles out to approximately
 24 an 11 percent expansion of the area of the
 25 existing arboretum if our math is correct. If

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1 it is not, I will stand corrected. Math was
 2 never one of my strong suits.

3 We have an additional request, as part of
 4 our application, to modify a condition
 5 previously imposed, that when the university
 6 loses parking space in that area we call north
 7 of Lake Osceola, a condition impels us to
 8 replace those displaced parking spaces north of
 9 Lake Osceola.

10 We have a surgical modification that we
 11 would like to propose to that condition which
 12 is this. We are not seeking to avoid the
 13 recapture of the parking spaces. We are simply
 14 asking for the ability to recapture those
 15 displaced parking spaces and provide them south
 16 of the lake. We believe that to be in
 17 everybody's best interest, particularly in the
 18 best interest of the neighbors who live to the
 19 north of here, because we have learned quite
 20 effectively that by controlling and locating
 21 parking we can control and direct traffic and
 22 trips.

23 So part of our request as an amendment to
 24 the development agreement is to be able to
 25 replace parking lost or displaced through the

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1 construction of the internal road south of the
 2 lake. So that's -- that's a part of our
 3 application.

4 A third part of our application includes
 5 the elimination of a segment of the internal
 6 road that previously contemplated and
 7 engineered crossing over the waterway here next
 8 to the school of business. For those familiar
 9 with the area there's an existing engineered
 10 crossing over the waterway proximate to the
 11 school of business. The City's police
 12 department has observed that the existing
 13 engineered crossing is more than sufficient for
 14 them to be able to get rescue vehicles in there
 15 if they needed to, emergency service vehicles.

16 Our study has shown that this segment
 17 would not contribute in any meaningful way to a
 18 reduction in traffic, otherwise we believe the
 19 greater weight of the evidence suggests that
 20 this would be more dangerous than useful
 21 because it would be having a road going right
 22 through the heart of our very dense residential
 23 dormitory student population area there.

24 So in summary, our three accesses are to
 25 build now this connection service road around

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1 the arboretum, to be able to relocate parking
 2 south of the lake that was displaced north of
 3 the lake, and to eliminate the segment of the
 4 internal road shown here as an engineered
 5 crossing.

6 Part of our application also includes some
 7 sizeable public realm improvements to the
 8 Pisano edge, our edge of Pisano. Those of you
 9 who are familiar with the area, this is the
 10 area in front of the emergency room entry at
 11 Doctors' Hospital. That's an area that reads
 12 like an undifferentiated alleyway. This street
 13 is very wide and there's no real hard or
 14 defined edge there. It can be and deserves to
 15 be much better and we are proposing as part of
 16 this a significant improvement to the edge
 17 treatment of Pisano on our side of Pisano, and
 18 we hope our neighbor across the street will do
 19 the same.

20 We are also making some significant
 21 improvements to two of the entry points on the
 22 campus right now that don't serve well in
 23 managing both vehicles at the same time. They
 24 are very wide entrances into the campus there
 25 on that sidewalk and as part and parcel of this

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1 we are proposing to narrow them and improve
2 their functionality for pedestrians by creating
3 a segregated sidewalk for them over here and
4 this is Wilder and Brunson would be the two
5 intersections that I am speaking about there.
6 I think it is quite important to say, just
7 as I start to wrap up, that the justification
8 for the internal road folklorically was, and
9 then actually as it evolved into a condition,
10 it was a method of reducing traffic on the
11 adjacent roadway network.
12 We have reduced traffic on the existing
13 roadway network as demonstrated by a
14 justification report prepared by our
15 professional engineering according to our
16 methodology that was agreed upon with your
17 professional engineers.
18 What we've been able to show is that we
19 have had a substantial reduction in traffic in
20 the adjacent roadway over the lake over the
21 same period of time that was actually built a
22 million square feet, which is astonishing. The
23 traffic today is really no different than it
24 was over 25 years ago when you measure the
25 university trips in that area. While that is

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1 alone an astonishing figure, it is even more
2 astonishing when you consider it within the
3 context of the improvements that we've made to
4 the campus and the buildings that we have built
5 on it during that time.
6 So as it related to our challenge -- our
7 challenge was to demonstrate with hard evidence
8 that we have reduced traffic, and that evidence
9 is before your professional team who have
10 reviewed it and who concur with it. And that
11 evidence is indisputable as it relates to two
12 vitally important things. Number one, the
13 overall reduction, but particularly the
14 redirection of traffic away from the more
15 residential side of the campus and its
16 redeployment along the major arterial stops in
17 transit on the south by Ponce and by Metro.
18 So I'm sure there are a few things that I
19 missed; maybe not because I just did this last
20 week. But at this point I will be happy to
21 address any questions or comments that anybody
22 has and if I can't, I would direct somebody
23 from our team to ask them.
24 MS. CRUZ: I have several comments. First
25 of all, thank you for inviting us today, but

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1 this does not take away the hard feelings that
2 happened by the previous invitation. I just
3 want to make sure since we have a court
4 reporter here that we once again tell you and
5 the university that the neighbors care about
6 what happens in their area, and that we would
7 like to be involved from the get-go; not after
8 the fact. And that it was very disrespectful
9 to invite us to come to a meeting on a Friday
10 afternoon at 4:00 -- 4:32:00 p.m. for a meeting
11 that was going to happen the following Tuesday.
12 I realize that the university is the only
13 business in town and you are the only people
14 that are busy; we do have lives. And to call
15 us a Friday afternoon and expect us to drop
16 anything and everything we could have planned
17 to be here the following Tuesday shows a great
18 amount of disrespecting, number one. That's
19 comment No. 1.
20 Number two. We went to a commission
21 meeting -- actually, we went to a board --
22 what's the name of the board? The board where
23 they present --
24 MS. ROYN: Planning and zoning.
25 MS. CRUZ: Okay. And at that board one of

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1 the things that they requested was that the
2 engineer -- what did you call it? The engineer
3 road or whatever it's called would be left for
4 the future discussion. That's what -- I was
5 there. That's what they requested. I don't
6 understand why the new plan goes back to that;
7 number one.
8 The next issue, we went to a first
9 reading. We all spoke. The commission very
10 clearly told -- I thought it was -- involved
11 all of us, that we should get together and come
12 back with a plan that was agreeable; that was
13 this April. May, June, July, August, September
14 I kept asking. I kept calling the city
15 manager. I kept calling Mr. Trias; what's
16 going on? Are we ever going to get together?
17 What's going to happen with this plan? We
18 haven't heard. We haven't heard. We haven't
19 heard. And of course we didn't hear until
20 everything was set up, until the plan was
21 proposed, until everything was written. Until
22 you were asking to be put on the agenda. I
23 think that shows a great amount of disrespect
24 again because you were told specifically by the
25 commission to meet with us and come back with a

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1 plan. So all of this that you are proposing
2 today, no input whatsoever from the neighbors.
3 You came back. You thought what we wanted. In
4 your mind you decided what was best for us and
5 you put together a plan. Nothing from the
6 neighbors whatsoever. This plan is nothing
7 like we said.
8 The next item. When this road was
9 proposed many years ago, because I have only
10 lived in my house for 40 years. It was not
11 meant to be a service road. It was meant to be
12 a way for people that went into the university
13 not having to go outside to go back to another
14 area of the university, so I appreciate that.
15 That was the original idea. It was called a
16 perimeter road at that point. I go back that
17 far. Now we are going to make it a service
18 road only for those people. I understand and I
19 know that you want, and when I mean "you" I
20 mean the university. You want us to believe
21 that traffic has been reduced. Somebody needs
22 to come to my house in the morning and in the
23 afternoon and tell me how come I cannot cross
24 the street in front of my house? How come I
25 cannot leave my house anymore at the time of

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1 traffic. Traffic has not been reduced. That's
2 a figment of somebody's imagination. Go to
3 Miller. I have asked somebody to come and sit
4 in front of my house and look at the traffic.
5 It was bad when those wonderful apartments were
6 built, University Village and we said this was
7 going to create a problem. Oh no, we have this
8 traffic problem. Everything is great. Kids do
9 not park in the neighborhood anymore. Come to
10 my neighborhood. Come to Miller and tell me
11 whose cars are those that are parked across the
12 street from my house from 6:00 o'clock in the
13 morning until the end of the day. Well, they
14 get off with backpacks or instruments and they
15 walk towards the university. Maybe somebody's
16 going downtown. They park there, the
17 university people. But, no, we don't have that
18 problem anymore. Okay.
19 I frankly, and I don't think any of us
20 care whether you move the parking spaces from
21 the north or the south. I think that's not an
22 issue for us. Actually, you don't need to move
23 them. You built a humongous parking building
24 when we talked about the health -- I didn't
25 want to say hospital, you know, that health

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1 building that you are building. We were told
2 that there were 700 extra parking spaces. And
3 at that point I questioned how come you need
4 700 parking spaces extra if you are not going
5 to have more traffic? Now I realize you know
6 what, all those parking spaces that you are
7 losing send them there. You don't need to
8 build any more parking spaces. You have the
9 space for them. They are extra in that
10 building.
11 Now, this may -- the Pisano sign doesn't
12 bother us. That's between the university and
13 the hospital if you want to enhance it. If you
14 want to have sidewalks, more power to you.
15 That's fine.
16 Now, what happens on a residential side --
17 we will not agree to any sidewalks or any non
18 residential sidewalks. I'm sorry. That's the
19 only thing we want. That's the only thing that
20 we will accept. On the San Amaro side anything
21 where there is residences where people other
22 than university and hospital live we only want
23 residential sized sidewalks. Not the humongous
24 ones that were built because we didn't realize
25 that there was some way to sneak something

Page 21

1 through. Okay.
2 Now, this is extremely important. We said
3 it then and we are going to say it again today.
4 We would like the arboretum to be extended
5 towards Robbia. We want that. We expressed it
6 before. We want to when we get up in the
7 morning we want to be able to see it and
8 there's an extra area of arboretum in front of
9 our homes, and we said that before and we are
10 going to say it again.
11 Now, I am not surprised that you found a
12 way not to hurt the arboretum, because I was
13 having a good laugh reading here that doing the
14 road was going to damage the arboretum because
15 we said from the beginning that was the policy.
16 We walked the place. There was ways to do it
17 without damaging the arboretum. So we knew it
18 could be done. I am not impressed that you
19 found a way because we had found a way already.
20 We want the arboretum to be extended,
21 expanded on to Robbia. I know that there is
22 about 40 -- I think I counted 39 parking
23 spaces. I believe the last meeting -- I think
24 it was Luis Suarez, the possibility of swapping
25 parking spaces that the City presently has

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1 control over, which I believe are 50 in
 2 exchange for the 40, so the arboretum can be
 3 expanded to Robbia.
 4 Now, if you would like to expand the
 5 arboretum the other way, wonderful. We would
 6 be all in favor for it, but that expansion that
 7 way does not take the place of the expansion to
 8 Robbia, because we want the arboretum towards
 9 us. Expanding the arboretum towards the
 10 hospital does not make us feel any better.
 11 Okay.
 12 That's what we requested. I didn't think
 13 it was an unreasonable request. I think most
 14 people felt that it was a reasonable request,
 15 and all of a sudden we have a problem that
 16 nobody has seen before until last week that
 17 changes that whole dynamic. That is not
 18 acceptable.
 19 MR. BIRNHOLZ: How could you expand the
 20 arboretum to Robbia? I don't understand.
 21 MS. CRUZ: Removing 40 spaces of parking,
 22 of asphalt and cars and moving the trees that
 23 way.
 24 MR. BIRNHOLZ: Closing that road?
 25 MS. CRUZ: No, no. It doesn't affect the

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1 road. It doesn't effect the road at all.
 2 Instead of having parking spaces and cars in
 3 front of the homes, we would have trees and
 4 beautiful things.
 5 MR. BIRNHOLZ: You live on Miller; right?
 6 MS. CRUZ: That's correct, but believe it
 7 or not, as everybody knows here, I don't speak
 8 for Maria Cruz. Maria Cruz's issue is the
 9 traffic that doesn't exist; that I see in my
 10 dreams. The arboretum is the request of people
 11 that Live on San Amaro. They feel very strong
 12 that that would be an asset.
 13 MR. BIRNHOLZ: How come they are not here?
 14 So out of four one came last week, and I am
 15 here today, and you are here so out of the four
 16 three of us have shown up. There were two
 17 people and George, you are here, but you are
 18 not a neighbor --
 19 MR. WEEKS: I understand and the --
 20 MS. CRUZ: And the director of the
 21 arboretum was part of the six.
 22 MR. BIRNHOLZ: I agree. I was in Fort
 23 Lauderdale.
 24 MS. CRUZ: So this has been discussed
 25 before. There's nothing -- no bad effect for

Page 24

1 the university because there is plenty of
 2 parking. You heard it. They don't need as
 3 much parking anymore, so what's the issue with
 4 40 spots at this point? There should be no
 5 issue.
 6 MR. BASS: Let me see if I can do two
 7 things. Number one, and address the comment
 8 and appreciate Ms. Cruz giving me the
 9 opportunity to clarify.
 10 We have had a number of meetings with the
 11 neighbors who live in the area. I met with
 12 him personally, Mr. Suarez, a number of times
 13 and Mr. Suarez was kind enough to join us last
 14 week. From my very first engagement with
 15 Mr. Suarez in the early spring Mr. Suarez
 16 expressed a heart felt sentiment to somebody
 17 who lives in this area that the edge treatment
 18 in the area remain untouched. That the
 19 sidewalks not be expanded, and that lighting
 20 not be added. I have given my word to
 21 Mr. Suarez on that repeatedly, and I am
 22 thankful for the opportunity to reaffirm that
 23 now. I said it at second reading. I said it
 24 at planning board. We built it into our
 25 request that we would not, the university would

Page 25

1 not take any action that would result in a
 2 different treatment of the sidewalk edge in
 3 front of Mr. Suarez's house. They like it just
 4 the way it is and we have given our pledge that
 5 we won't do that and we won't give any money to
 6 the City if that money to the City were to be
 7 used for that purpose contrary to the
 8 neighbors' expressed interest there. So I
 9 didn't touch on that in my initial remarks, but
 10 I'm glad to have the opportunity --
 11 MS. CRUZ: No, I know that.
 12 MR. BASS: Let it be clear that we are not
 13 proposing in any way to touch that edge and I
 14 know Mr. Pearson would like to speak to the
 15 issue of the arboretum and its appearance and
 16 the parking lot and --
 17 MR. PEARSON: Ms. Cruz, I have been told
 18 to take that area between the road and the
 19 parking lot and do significant landscaping
 20 there, and I can promise you I stick my
 21 reputation that once we do this landscaping,
 22 within a year you will never even see a parking
 23 lot there.
 24 So, you know, now I as an example did a
 25 project that I did down at Coral Pine Park at

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1 Pinecrest on 69th Court and Southwest 104th
2 street. You can see an area that we did, a
3 volunteer group I am involved with, where there
4 is no water in that area. You cannot see
5 through it. It is dense native planning with
6 very appropriate stuff. It looks beautiful.
7 MS. CRUZ: I appreciate that, but we
8 cannot talk about the both sides of our mouth.
9 We have improved traffic so well --
10 MR. PEARSON: I am just talking about the
11 arboretum.
12 MS. CRUZ: We -- once again, this is one
13 thing that the neighbors were very specific
14 about. The meeting that we had at City Hall at
15 The Youth Center that came out of that meeting.
16 We requested the arboretum to be extended up to
17 Robbia.
18 MR. BASS: Let me just say --
19 MS. CRUZ: That was something that we
20 really wanted. In fact, your proposal has not
21 addressed the main -- the bigger request from
22 the neighbors was extending the arboretum to
23 Robbia so frankly --
24 MR. BASS: Ms. Cruz, let me just say that
25 we have heard that very clearly, and we are not

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1 in a position to agree with that.
2 MS. CRUZ: Okay.
3 MR. BASS: That's a point of disagreement.
4 We understand your position, and I believe we
5 clearly stated ours. But I think Mr. Pearson
6 should have an opportunity to complete his
7 statement about the landscaping, because I do
8 believe that that's relevant to those in the
9 neighborhood that experience that edge of the
10 campus.
11 MS. CRUZ: When we proposed to have the
12 city commission, Mr. Pearson like the idea at
13 that point and we can get the minutes from the
14 meeting. He supported that idea. So now of
15 course, you know, we work for the university.
16 The university wants to do this. You know
17 frankly, I am wasting my time here because what
18 you want to do is what you want to do and the
19 neighbors do not -- don't gain. The only thing
20 that the neighbors insisted on, that was the
21 only thing. That was our big request to extend
22 that. I mean, look, we don't care what you do
23 on Pisano. I mean, all they we are asking is
24 that little piece of land that has 40 parking
25 spaces to become part of the arboretum and you

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1 cannot -- I mean, everything you want is like
2 you want it. It's either your game it's what
3 you want or no game.
4 Frankly, don't -- please, do not go to the
5 commission and say that this is something that
6 the neighbors have agreed to because we have
7 been, and we will have a group there to express
8 it again. We requested -- that was a big
9 request. Look, we are not asking for anything
10 else. We are saying you don't want to move --
11 you want to move the parking spaces from here
12 to there. We don't care. You want to do
13 Pisano? Go ahead. Most of what you are asking
14 we are saying go ahead. The only thing that we
15 said from the beginning we wanted was that.
16 MR. BASS: Okay.
17 MS. CRUZ: So what's the big deal?
18 MR. BASS: I would like Mr. Pearson to
19 speak and then Stan, of course.
20 MR. BIRNHOLZ: I am not speaking. I am
21 just saying the object of this meeting is the
22 internal road; not expand the arboretum or
23 somebody's parking spaces or something like
24 that.
25 MR. BASS: I appreciate that

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1 clarification. Mr. Pearson?
2 MR. PEARSON: I would like to clarify is
3 what the commission asked me is, Mr. Pearson
4 would you like to see the arboretum expanded
5 and I said of course, but it was not tied to a
6 specific area when I said that. And, frankly,
7 as the arboretum director, I think it would be
8 much more viable as far as the arboretum to
9 expand it where it's being proposed than that
10 little parking lot.
11 MR. BASS: Would you like to elaborate
12 why?
13 MR. PEARSON: Well, the parking lot is
14 already framed with the Florida native
15 plantings. We have a great example of
16 practically every tree that is native to South
17 Florida there. What am I going to put there,
18 some more natives? I don't have anything that
19 is native, but in the new area we can put a
20 whole different exhibit of things that aren't
21 in the arboretum right now. I don't have that
22 choice. And I can assure Ms. Cruz that when we
23 finish this landscaping and give it probably a
24 year to grow in you won't be able to see that
25 parking lot.

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1 MR. BASS: Thank you for that. Did
 2 anybody else have any questions or comments?
 3 MR. BIRNHOLZ: Yes.
 4 MR. BASS: There is no Scotch here.
 5 MR. BIRNHOLZ: No what?
 6 MR. BASS: There is no Scotch here.
 7 MR. BIRNHOLZ: That's okay. I am not
 8 drinking. I did a lot of research since 1957.
 9 I have been living here since 1957, 60 years
 10 across the university and I'm at the university
 11 almost every day. I have a few degrees at the
 12 university. And I interact with the kids all
 13 the time.
 14 And the main issue here that we are
 15 talking about is this internal road that's been
 16 proposed with Dr. Pearson back in the '50s.
 17 And the purpose of the internal road was to
 18 keep traffic off the perimeter streets of the
 19 city, and try to minimize the traffic coming
 20 from the university.
 21 Now, what has happened ever since I think
 22 1968 the university blocked Miller Drive to
 23 make more of a campus. Miller Drive went from
 24 the law school right through to Ponce. I used
 25 to go there real quick all the time and now

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1 people have to go around the university to get
 2 anywhere. And as the buildings have been built
 3 with traffic getting more dense, and the
 4 students with the cars and everything, it is
 5 very difficult -- I have a similar argument
 6 that Ms. Cruz has with traffic and that is my
 7 main argument is traffic. And I brought it up
 8 at many, many meetings over the years.
 9 Now this is an aside, but it is still
 10 related. When you cross San Amaro Drive it is
 11 murder. I am going to be 80 years old soon and
 12 I remember when I had very black hair in 1957
 13 and we had this one --
 14 MS. ROY: You were not born with this
 15 hair?
 16 MR. BIRNHOLZ: No. She's my
 17 across-the-street neighbor.
 18 The traffic keeps getting worse. Now I
 19 have a couple of pet peeves. I think the
 20 university could do something about it if they
 21 wanted to.
 22 When you cross the street there is no
 23 traffic lights anywhere around San Amaro or
 24 Pisano and I was really praying for a traffic
 25 light at the law school in, I think, 2000.

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1 When it was promised, the city, the county
 2 everybody was on board. And then the
 3 university decided to make an internal
 4 perimeter road and bring up the old road
 5 instead of the traffic light at the law school.
 6 And at that time the Miller Road into the
 7 university was privatized to the university, so
 8 that was no longer a city street. And the
 9 quick pro-quo was the traffic light.
 10 Then they decided well, we will do the
 11 perimeter road around and be able to
 12 interconnect the parking lots so we don't have
 13 this constant going into the university on San
 14 Amaro in a parking lot, and to get out you
 15 can't go through to the back end of the
 16 university. You have to go back on San Amaro
 17 or Campo Sano or something like that.
 18 What we have at the university is the
 19 makings of the perimeter road. Everybody is
 20 talking about expanding the arboretum and not
 21 having cars. Well, you have -- you really have
 22 that road already built from the physics
 23 building right to a little stretch of land that
 24 would -- that was cut -- that is 20 feet maybe
 25 would end up in the back parking lot and

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1 this -- this parking lot, this road goes from
 2 memorial passed the physics building, right to
 3 the arboretum and that's on the street side of
 4 the arboretum. So my vision was that is the
 5 makings of that road. You are talking about
 6 the road from the baseball field, but you start
 7 putting things in the way so you can't do that
 8 because you could have done it right from
 9 the -- that big playfield by the dorms so
 10 that's -- so the only one is from Memorial
 11 south or however, but going down to Campo Sano
 12 and University.
 13 Now, if you cut the road the way it's -- I
 14 think it should be you wouldn't have the double
 15 traffic from going in and out. If somebody
 16 wants to park with a restricted parking ticket
 17 at the university, they go into one of these
 18 parking lots; purple, green, blue, gray, and
 19 they have to go out the same way. That's two
 20 rides where there might be a lot of traffic
 21 being led off in the back end of the university
 22 where you have the university, you got the
 23 Doctor's Hospital, and you could get into more
 24 streets rather than just the back end of the
 25 university.

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1 I sent Mr. Lee a letter in March. If I'm
 2 correct the first reading of this thing was in
 3 March.
 4 MR. BASS: April.
 5 MR. BIRNHOLZ: Or thereabouts. I sent
 6 Mr. Lee a letter, three pages, single-spaced,
 7 with about seven or eight exhibits, and I
 8 detailed all the things, you know, some of the
 9 things that I am talking about now. But
 10 whatever happened since 1957, when I first
 11 crossed San Amaro drive with this light painted
 12 thing in the middle of the street that was a
 13 traffic safety stop. And if you want I have it
 14 here. We could put it in the record or if you
 15 want to get bored I could read it, but I gave
 16 it to Mr. Lee and asked him to distribute it.
 17 I don't know if, Cathy, you ever read it; did
 18 you?
 19 MS. SWANSON: I don't recall.
 20 MR. BIRNHOLZ: Okay. So the city manager,
 21 did you read it?
 22 MS. ROYN: I remember.
 23 MR. BIRNHOLZ: I am sure Ms. Gavarrete got
 24 it.
 25 MS. GAVARRETE: I didn't read it, Stan.

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1 MR. BASS: I am happy to include it both
 2 here and now and at the time of the second
 3 reading. While I love you, I don't think it
 4 would be the best use of our time if it is
 5 seven pages, single-spaced.
 6 MR. BIRNHOLZ: Then let me just go into
 7 the --
 8 MR. BASS: You said you had a few
 9 particular pet peeves.
 10 MR. BIRNHOLZ: Yes.
 11 MR. BASS: So if we could hear -- I heard
 12 one was the absence of a light or illuminated
 13 crosswalk at your house. Just in the nature of
 14 everybody, you know, getting home in time for
 15 dinner, if you could highlight what those other
 16 pet peeves are we would take a hard look at
 17 them between now and the time that this gets --
 18 MR. BIRNHOLZ: The other thing would be
 19 crossing the streets. Now there's no traffic
 20 lights where the flow of traffic sometimes it
 21 is constant. Ms. Cruz is right. In front of
 22 her house --
 23 MR. BASS: But that's Miller.
 24 MR. BIRNHOLZ: Yeah, that's a different
 25 area.

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1 MR. BASS: You are not speaking about
 2 Miller.
 3 MR. BIRNHOLZ: Baracoa, Ancona, Miller.
 4 MR. BASS: Okay. I just want to make sure
 5 that it's apples and apples.
 6 MR. BIRNHOLZ: Again, I am not a traffic
 7 planner, but I have gone to all these meetings.
 8 I've gone to all the meetings where they have
 9 the people walking across the street and
 10 everything, and I know the reason why they
 11 didn't put in certain traffic controls. It is
 12 federal law. Okay.
 13 But I noticed that every time I pass the
 14 youth center and the university even today any
 15 time of the day or night there these flickering
 16 lights in the street. There's a sign there.
 17 State law -- if anybody is in the crosswalk you
 18 have to stop. Maybe they can't put a stop sign
 19 there or a stop street, but it is clearly
 20 written. I asked for this for decades since
 21 they invented it, but there were -- go to the
 22 youth center.
 23 MR. BASS: I drive on that road almost
 24 every day.
 25 MR. BIRNHOLZ: You stop there. I stop

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1 there every time because, you know, it may be
 2 related to a school. It's a youth center, but
 3 we have -- and I argued before we have all
 4 these summer camps that I read at the
 5 University of Miami. Kids are, you know, they
 6 are driven in, bussed in. But I have seen so
 7 many people over the years in wheelchairs, with
 8 dogs in wheelchairs that have trouble crossing.
 9 I have seen kids in skateboards that, you know,
 10 they are a little risky and they have problems.
 11 I have been in 1958 I had -- it wasn't
 12 '58. It was after that. In the early '90s I
 13 had two big dogs; a doberman and a lab, and I
 14 always walked them at the university across the
 15 street. And one day somebody came whipping out
 16 from where the university out where I wanted
 17 that light. They didn't stop. A lot of them
 18 didn't stop. The dogs got scared and one --
 19 they went in two different directions and
 20 wrapped their leashes around my leg and I was
 21 under a car literally. The bumper was up here.
 22 Scared to death. So that's why I have been
 23 arguing for traffic signals.
 24 Now in my letter I think the hurricane --
 25 there is an article in 2015 about all the

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1 things the City, the administration promised
2 the kids to make it safer on San Amaro Drive.
3 And in my analysis, not anecdotal, factual.
4 You like the word anecdotal. That bothered me
5 last time, but you're entitled to it. You
6 understand? There may be some people that just
7 go from story to story, but I am a tax lawyer
8 so I work with facts. Okay. So ...
9 MS. SWANSON: So the article in 2015 --
10 MR. BIRNHOLZ: I am getting old.
11 Alzheimer has not set in yet, but I'm getting
12 old. So everybody seemed to be in agreement in
13 the article that we are going to do something
14 about the traffic safety and crossing the
15 street on San Amaro Hurricane Drive, especially
16 where the kids are and across Red Road and all
17 that stuff. And I said no facts presented.
18 Nobody went any further. Maybe just somebody's
19 writing, but it's in my letter.
20 So my point is my letter gives you the
21 factual history of this since I have been here
22 '57 and pet peeve, I'm not trying to change
23 anything with the university. I'm just trying
24 to make it a little better with my input.
25 That's all.

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1 MR. BASS: And we thank you so much for
2 your input. You are always a valuable
3 contributor at these meetings and it's always a
4 pleasure to have you.
5 MR. BIRNHOLZ: Thank you. I appreciate
6 you, Mr. Bass.
7 MR. BASS: I thank you for coming. I am
8 going to get a copy of your letter.
9 MS. ROY: I am a neighbor. I was not
10 invited to this meeting.
11 MR. BASS: You are now.
12 MS. ROY: And I hope I am not crossing.
13 MR. BASS: And you are too. Welcome.
14 Welcome. Let me say welcome and make sure you
15 signed in and we know how to reach you.
16 MS. ROY: I have no idea who you all are,
17 but I am a neighbor here so I am sitting here,
18 and let me know when I am crossing the line. I
19 have a few questions. My eyesight is not the
20 best, but this is way too small, so I could not
21 read what this orange and green means. But I
22 believe that this means that the traffic has
23 gone down, these orange and green bars that you
24 have there.
25 MR. BASS: Yes.

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1 MS. ROY: So you are basically trying to
2 show that traffic has gone down; that's what
3 you are trying to show here with this --
4 MR. BASS: University traffic. And we
5 have a copy --
6 MS. ROY: The traffic you are referencing,
7 is it all these points on this map?
8 MR. BASS: So the points on this map and
9 this map is one sheet in a thorough engineering
10 document, a copy of which is here for you to
11 read and take with you if you would like at
12 your leisure. But these are the measuring
13 points that justify --
14 MS. ROY: This is the total traffic at all
15 of those points that are shown on the map? Am
16 I right?
17 MR. BASS: The total traffic is shown
18 tabulated in this graft.
19 MS. ROY: Yes, so the total traffic in
20 1990 and then the total traffic in 2015; am I
21 right? You see, even you can't read it. Who
22 made this draft? Somebody needs a
23 visualization class in UM.
24 MS. GAVARRETE: My name is Janet
25 Gavarrete. I work for the university. The

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1 areas that are identified in the map correlate
2 to the 1990 and the 2015 when we did this
3 report traffic counts that measure morning
4 traffic and evening traffic.
5 MS. ROY: Yes, that's what I was asking.
6 MS. GAVARRETE: For example, I am going to
7 pick one. I am going to start on this side.
8 So this is Miller and right in front from Saint
9 Augustine in 1990 in the a.m. we had 953 trips.
10 In the evening we had 967. In 2015 there were
11 measured in the same time period that 563 and
12 in the morning and 528.
13 So the percentage of change of trips from
14 1990 to 2015 was 41 percent in the morning
15 reduction from 1990 to 2015 and in the p.m.
16 45 percent.
17 So the traffic here as measured by
18 historic traffic comes --
19 MS. ROY: Was it a total year traffic or a
20 sample of days?
21 MS. GAVARRETE: It is a.m. and p.m.
22 MS. ROY: I understand a.m. and p.m., but
23 did you measure every day of the year?
24 MS. GAVARRETE: We measured in the highest
25 peak when the university is in session.

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1 MS. ROY: Exactly.

2 MS. GAVARRETE: That is typically in

3 October. So all of our parking and traffic

4 reports are conducted and measured in October,

5 which is the highest peak usage of the

6 university.

7 MS. ROY: So during October of 1990 you

8 measured once and October of 2015?

9 MS. GAVARRETE: Yeah.

10 MS. ROY: And no other time?

11 MS. GAVARRETE: We measured five years in

12 between.

13 MS. ROY: Every day of October is

14 measured?

15 MS. GAVARRETE: No, there's only three-day

16 counts.

17 MS. ROY: So this is based on a three-day

18 sample?

19 MS. GAVARRETE: Three-day sample every

20 year.

21 MS. ROY: I am just a statistician and

22 data person. Did you measure it on Tuesday

23 Thursday traffic or Monday, Wednesday,

24 Thursday, Friday traffic; mainly because

25 Tuesday and Thursdays there's more classes.

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1 MS. CRUZ: Tuesday, Wednesday and

2 Thursday. We measure in the middle of the

3 week, because Monday is typically lower and

4 Friday is too. So it is the peak part of the

5 week, at the peak hour of the day, and at the

6 peak month for the university. So this traffic

7 here is general traffic. If you also measure

8 inside the university, okay. We say that we

9 also measure inside the university so you are

10 able to decipher what the traffic is outside

11 the university, and then how much of it comes

12 into the university. So you are able to

13 distinguish how much the general traffic is and

14 how much of it comes into the university, and

15 that's where we are able when we are able to

16 demonstrate that from 1990 to now there's a

17 30-something percent reduction of traffic north

18 of the lake specifically and that's what the

19 bars show.

20 MS. ROY: Okay. And what about -- I'm not

21 familiar with the traffic has gone down, as far

22 as our experience goes. But what about speed

23 limit enforcements in the neighborhood? Is

24 there anything that the university can do about

25 it or even what Stan was talking about

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1 crosswalks? Even today I was crossing the

2 street and I'm standing on a crosswalk. I know

3 that if I am not standing there I have no right

4 on the street, and cars don't stop. Is there

5 anything that the university can do or some

6 kind of traffic education or something that can

7 be done to -- speed enforcement and crosswalk

8 enforcement? It is really -- it is a dangerous

9 street. It is becoming more dangerous than

10 I-95.

11 MR. BASS: I'll repeat one of the several

12 neighborhood meetings that we've had. We can

13 note that at the City of Coral Gables police

14 department and we had representatives from the

15 police force there. And it's intuitive and

16 obvious, but at times we don't realize it, when

17 you reduce traffic you create an opportunity

18 for people to go faster, because there are

19 fewer cars and the police department said they

20 can go out and, you know, put one of those

21 radar indicators there about how fast you are

22 going. And in fact I think I saw one recently

23 go up there --

24 MS. SWANSON: There is one that's been

25 permanently put there.

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1 MR. BASS: -- that tells me when I am

2 running or biking in the area how fast I am

3 going. One just went up there. That's a

4 police enforcement issue. We don't have the

5 ability to go out there and control the

6 motorists that are going by, and I think it is

7 important to say that not everybody driving

8 there is a university generated trip. We try

9 to promote as best we can good behavior among

10 the people who visit us, but not everybody

11 driving on a street is coming to visit us.

12 MS. ROY: I have a question about a bike

13 program here. What is that bike program? I

14 haven't heard of that.

15 MR. BASS: By way of introduction,

16 Ms. Gavarrete, who answered your last question,

17 she is a planner with the university with the

18 university.

19 MS. ROY: The University of Miami?

20 MR. BASS: Yes. For the introductions, I

21 am a lawyer for the university, but that's a

22 planning question, so I'm going to let

23 Ms. Gavarrete answer that.

24 MS. GAVARRETE: So one of the things that

25 we do -- we've done now for the past six years

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1 is do something that's called the mobility
 2 report, and we took a very hard look at all the
 3 different ways in which we have tried to
 4 minimize traffic and we put them all into one
 5 program under one umbrella, and we call it a
 6 mobility plan. And what that's allowed us to
 7 do is to look at things in sort of a dashboard
 8 kind of way with data and allow us to do --
 9 make better decisions and institute better
 10 policies that have resulted in an even more
 11 significant reduction of traffic because of
 12 that mobility plan.

13 In 2011 we changed the way we issue
 14 parking permits to our parkers at the
 15 university. Before that you would have a
 16 parking pass and you would get up in the
 17 morning and drive to the university to any one
 18 of these parking lots. And in particular in
 19 the north way back they were not all connected
 20 so you did have some what of Stan was talking
 21 about. You would have to come in and out and
 22 in and out.

23 Since that time on that part of the campus
 24 from Miller all the way up to the top we've
 25 connected all of those parking lots and that's

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1 how -- because once you come in you stay in
 2 there. But more importantly what we did is we
 3 said, you know what, we are going to color-code
 4 the different parking lots by groups that
 5 connect, and we are going to issue a parking
 6 permit, and you are going to go only to that
 7 parking lot that has that same color that you
 8 can navigate within that. And you don't go
 9 there and then get up in the middle of the day
 10 and go to class somewhere else and take your
 11 car to another location. That's not how it
 12 goes. When you come to the university now it
 13 is almost like having -- it is having an
 14 assigned parking lot; not a space, but a
 15 parking lot.

16 What that did is it quieted down the
 17 parking -- I mean the traffic in that area and
 18 we've measured it and it is like 20-something
 19 percent less only due to that single policy
 20 change.

21 The other thing that we did was we said,
 22 well, how else can we under this mobility, like
 23 when you actually go through and spend time to
 24 see how you can make things better. And we
 25 said, well, freshmen -- we have freshmen that

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1 live on campus. Can we entertain a policy that
 2 says no freshmen cars and we took that off the
 3 table. So freshmen, if you live here, and all
 4 freshmen must live here unless you are local,
 5 you don't get to bring your car. So that
 6 immediately took off a lot of the, you know, a
 7 little bit of the parking demand, and it took
 8 out a little bit of the traffic.

9 And then there's a whole host of other
 10 things. We've instituted a more aggressive
 11 bike program on campus, where we give the
 12 students free locks, and free registration, and
 13 help with maintenance on their bikes. And we
 14 sell bikes now on campus as part of
 15 registration and/orientation and encourage them
 16 to bike around campus. And we have I think
 17 1500 or 1600 bikes that get registered every
 18 year. So we know that there's a continuous
 19 uptake on that.

20 So the mobility plan, that's why you see
 21 all of the different components that when you
 22 add them all together we are able to document
 23 by way of traffic reports. And in traffic
 24 counts that we actually have -- maintain the
 25 same traffic volumes overall for the university

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1 since 1992 to now. The only increase in total
 2 traffic is .4 percent. That's significant.
 3 And the major decrease north of the lake is
 4 over 30 percent and that's been because we've
 5 had a target number of mobility strategies.

6 Another one was that we reduced 400
 7 parking spaces. We took them from the north
 8 and put them back to the south of the campus.
 9 So that logically drives traffic down.

10 So there's a systematic and very clear
 11 path that we are trying to follow that helps
 12 traffic in the area for the neighbors.

13 MS. ROY: What happens once Lennar opens
 14 on December 5th?

15 MS. GAVARRETE: Hopefully, we will have a
 16 very successful group of patience and care --

17 MS. ROY: And the traffic?

18 MS. GAVARRETE: The traffic for that has
 19 been accounted in all our of parking and
 20 traffic reports, and has been projected for
 21 many years.

22 Part of the southern part of the campus
 23 allows us to have those usage, and all of our
 24 parking and traffic reports have always
 25 reported that additional traffic as future

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1 traffic. And we believe that it is -- it has
 2 not required any modification to the streets or
 3 any other impacts because of that additional
 4 traffic has not been projected. There's an
 5 increase in traffic but there's no mitigation
 6 as a result of that.

7 MR. BASS: What I would like to do just in
 8 light of the hour, is if there are additional
 9 questions I would like to get your card and
 10 give you the cards of our team. You don't have
 11 to call me. You can call Ms. Gavarrete or her
 12 team directly and we would be more than happy
 13 to have you come over and get a copy of the
 14 reports.

15 MS. ROY: I would like to see this data
 16 that you collected, the data you have for
 17 traffic, the data.

18 MR. BASS: We would be more than happy to
 19 share them with you. The City has an outside
 20 independent traffic engineering firm that it
 21 has trained to peer review our data. And our
 22 methodologies for this report were approved
 23 with the City before we collected, so there is
 24 no funny business in the data collection
 25 reporting.

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1 MS. ROY: I wanted to know whether you
 2 share the data or not. The City doesn't share
 3 the data.

4 MR. BASS: We would be more than happy to
 5 share the data.

6 MS. ROY: I would love to see the website
 7 where all that resides because the City is very
 8 closed.

9 MS. SWANSON: If we are not providing it
 10 we would be happy --

11 MR. BIRNHOLZ: I just want to mention
 12 (unintelligible) mothers and fathers that are
 13 here. Is it true, Cathy, that Coral Gables is
 14 going to reduce the speed limit from 30 miles
 15 an hour to 25 miles an hour?

16 MS. SWANSON: We are presenting to the
 17 city commission an implementation plan. We are
 18 going with specific neighborhoods first.

19 MR. BIRNHOLZ: Ours?

20 MS. SWANSON: The commission will evaluate
 21 which ones based on recommendations from public
 22 works.

23 MR. BIRNHOLZ: This is like the police
 24 still refer to San Amaro as an Autobahn. There
 25 is no control so keep that in mind.

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1 MS. SWANSON: Well, the other thing which
 2 was interesting was when Mr. Bass commented
 3 that when he was running by he saw a new sign,
 4 and the new sign showed electronically how fast
 5 cars were running. I don't know if we clocked
 6 you or not, but we have new technology that in
 7 some of our signs that are mileage signs they
 8 will also text a zone officer if more than five
 9 people have gone over the stated speed limit
 10 and then it would direct them to come and
 11 ticket.

12 MR. BIRNHOLZ: By 2030 we are going to
 13 have automatic cars so the driver won't be
 14 involved.

15 MS. SWANSON: Well, you have to talk to
 16 George Jetson over here who is dressing as
 17 George Jetson for Halloween.

18 MR. BASS: I was clocked by Commissioner
 19 Lago, who said there's no way you're running,
 20 Mr. Bass at 730 minute mile at this point. I
 21 ran passed his house at that time that I saw
 22 that going on.

23 MR. BIRNHOLZ: Another quickie.

24 MR. BASS: Yes.

25 MR. BIRNHOLZ: While I have the university

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1 mothers and fathers here. Janet, I am at the
 2 libraries all the time. There is a parking lot
 3 that used to be at Richter, the first one, that
 4 people could use. Now it is restricted with
 5 the bars and everything and most of the time
 6 it's empty.

7 Now I can understand that there's an event
 8 or something like that you have special people,
 9 but who are the privileged people allowed to
 10 park in that thing now? Just visiting
 11 dignitary or something? How can I park there
 12 if it is full?

13 mr. ro: Stan, you are to pay.

14 MR. BASS: If you get knighted, Stan and
 15 become a --

16 MR. BIRNHOLZ: That's the only way. It is
 17 for visiting dignitaries.

18 MS. GAVARRETE: It is a managed lot,
 19 obviously because we put the gates down on it.
 20 So when we have visitors to the campus or a
 21 need for parking so that people can be directed
 22 there, and they are not coming in and out. So
 23 it's when there's a special event in the
 24 academic area or visitors to the president's
 25 office or other meetings that take place.

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1 MR. BIRNHOLZ: Visiting important people.
2 MS. GAVARRETE: It is really mainly for
3 the people that we don't want -- that used to
4 be an in and out area. I don't know if you've
5 seen it. We took the shuttle out of that area,
6 so there is no noise of shuttles up and down.
7 Now the shuttle comes in at the circle at
8 Miller and goes the way through so there is
9 no -- no conflict there at all. And we are
10 trying to take more traffic out of that area,
11 because it is an academic area, and we are not
12 encouraging people, so we took out general
13 parking and we've seen a bit of a reduction in
14 the traffic because of that. Because a lot of
15 people would come in and try to park and feed
16 the meter remotely. We caught onto that so we
17 don't allow that anymore.
18 MR. BASS: You have been so patient
19 waiting at the end.
20 MR. MARTIN: One thing Stan was saying
21 about -- because we all live on Baracoa, so
22 just crossing the street it seems like
23 sometimes it could be very easy, like you said,
24 the pedestrian lights. Because even sometimes
25 when you are driving at night it is hard to see

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1 a pedestrian. So I mean it's not easy for the
2 pedestrians; it's not easy for the cars. And I
3 don't know it seems like flashing lights in a
4 couple of places would make it easier. We know
5 Coral Gables is so dark in general.
6 MR. BIRNHOLZ: Sometimes the streetlights
7 are out too.
8 MS. ROY: UM PD can position their cop
9 car. I know they are in the Campo Sano
10 building, the building, the corner. So if you
11 can just -- if a cop car can be there a few
12 times, just to make sure that the pedestrian
13 walkways are respected. I cross it every day
14 and I always say that one of Miami tourists is
15 going to run me over. Every day is a risk. If
16 something can be done.
17 MR. BASS: We very much appreciate that
18 comment. And on behalf of the university I
19 would like to thank you all for coming. Feel
20 free to take some food home with you all. Mr.
21 Weeks?
22 MR. WEEKS: I thought you were going to
23 adjourn. I would like to address the expansion
24 area for the arboretum and suggest that the
25 circle blob there is very uninformative. It is

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1 honestly meaningless and that should be in a
2 different graphic. Let's outline what is
3 supposed to be in the expansion area. I know
4 you haven't detailed what the road requirement
5 will be and I understand that. But if it is
6 all area not occupied by the road or whatever,
7 let's get that down very specific.
8 MR. BASS: Excellent comment. Thank you.
9 Thank you for coming.
10 MR. WEEKS: In the previous meeting I
11 mentioned the access road being single lane.
12 Is that something --
13 MR. BASS: We are still looking at that.
14 We need to have vehicles going in different
15 directions being able to safely pass one
16 another.
17 MS. GAVARRETE: When you have a vehicle on
18 a paved road and it is doing performing a
19 function we want to make sure that the
20 functionality of the pavement is acceptable and
21 meets whatever regulation. So that will be
22 something that when we sit with the City and we
23 show them the plans, we will work out whatever
24 appropriate dimension is appropriate for that
25 kind of activity.

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1 MR. BASS: Again, thank you all so much
2 for coming and please do not hesitate to --
3 MS. ROYN: He says he wants to put
4 something else on the record.
5 MR. BASS: Okay, Stan, please.
6 MR. BIRNHOLZ: You brought it down to a
7 service road. I think it should be a regular
8 road, where the university traffic could go;
9 not somebody's service road where they put
10 these pylons on and it is closed. That's no
11 good. That's not the purpose of the internal
12 road that perimeter road. It never was.
13 That's all I have to say.
14 MR. BASS: Thank you, Stan. Thank you.
15 Thank you all. And we will have the meeting as
16 a public record for those to see who cannot
17 attend.
18 (Thereupon, the proceedings concluded at
19 7:53 p.m.)
20
21
22
23
24
25

1 CERTIFICATE

2

3 STATE OF FLORIDA:

SS:

4 COUNTY OF MIAMI-DADE:

5

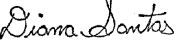
6 I DIANA SANTOS, Shorthand Reporter, do hereby
7 certify that the University of Miami Neighborhood Meeting,
8 was had, on October 26, 2016; and that the foregoing pages,
9 numbered from 1 - 57, inclusive, constitute a true and
10 correct transcription of my shorthand report of the
11 proceedings.

12

13 WITNESS my hand and official seal in the City of
14 Miami, County of MIAMI-DADE, State of Florida, this 27th day
15 of October 2016.

16

17

18 

Diana Santos
19 Notary Public - State of Florida
My Commission No. FF 030013

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21

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