

City of Coral Gables City Commission Meeting
Agenda Item E-6
April 12, 2016
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Jim Cason
Commissioner Pat Keon
Commissioner Vince Lago
Vice Mayor Frank Quesada
Commissioner Jeannett Slesnick

City Staff

City Manager, Cathy Swanson-Rivenbark
City Attorney, Craig E. Leen
City Clerk, Walter J. Foeman
Deputy City Clerk, Billy Urquia
Planning and Zoning Director, Ramon Trias

Public Speaker(s)

Jeffrey Bass
Janet Gavarrete
Maria Cruz
Ronald Weeks
Standford Birnholz
Stephen Pearson

Agenda Item E-6 [0:00:00 a.m.]

An Ordinance of the City Commission of Coral Gables amending the City of Coral Gables and University of Miami Development Agreement, adopted by Ordinance No. 2010-31 on 09.28.10, pursuant to Zoning Code Article 3, Division 19, entitled "Development Agreements", for the University of Miami, City of Coral Gables Campus, amending Paragraph 19 of the Development Agreement ("Internal Road and Access") that governs internal circulation on the Coral

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Gables Campus, modifying the scope and schedule of Phase II of the Internal Road; providing for conditions of approval, providing for enforcement, providing for a repealer provision, severability clause, and providing for an effective date. (legal description on file)

Mayor Cason: Alright, let's move on to E-6. It's an ordinance on first reading. City Manager.

City Manager Swanson-Rivenbark: E-6 -- and I'm going to call on the Development Services Department to help present this item.

City Attorney Leen: Let me read Item E-6 into the record. First, Item E-6 is an Ordinance of the City Commission of Coral Gables amending the City of Coral Gables and University of Miami Development Agreement, adopted by Ordinance No. 2010-31 on September 28, 2010, pursuant to Zoning Code Article 3, Division 19, entitled "Development Agreements", for the University of Miami, City of Coral Gables Campus, amending Paragraph 19 of the Development Agreement ("Internal Road and Access") that governs internal circulation on the Coral Gables Campus, modifying the scope and schedule of Phase II of the Internal Road; providing for conditions of approval, providing for enforcement, providing for a repealer provision, severability clause, and providing for an effective date. The legal description's on file. This is a first reading ordinance. It's also a public hearing item. I would also note that, you know, in your packet there was a community meeting. And the community -- I see Ms. Cruz back there, and she asked us to say this. They did propose certain conditions; those are in your packet. Staff's also proposing certain conditions, and that's all before you today. And I know that the University of Miami is here as well, and we welcome them also.

Mayor Cason: Ramon.

Planning and Zoning Director Trias: Mayor, I have a PowerPoint that I'm going to show, but first I would like the applicant to make the request for you, and then I'll explain.

Mayor Cason: Okay, Mr. Bass.

Jeffrey Bass: Mr. Mayor and members of the Commission, Jeffrey Bass, 46 Southwest 1st Street. It's a pleasure to see you all again. We will be exceptionally brief this morning because your staff has done a fabulous job with their presentation and their PowerPoint. Let me just summarize for the Commission what it is that we seek here. Technically, the application that is before you is very narrow. It is crafted as an amendment to the Development Agreement, more particularly to that provision of the Development Agreement which addressed the timing and construction of what has been referred to as the Internal Road. We are here seeking to amend that, to really make two little adjustments to the scope of the Internal Road, which we'll highlight, and to address and eliminate a condition that required us to replace parking spaces lost through the construction of the Internal Road north of the lake. Everything that we have attempted to do through all of our mobility strategies has been to direct traffic away from the north towards the south, and we would like, as part of our request, to have the ability to replace parking spaces lost through the construction of the road anywhere on campus and not be limited to simply replacing them north of the lake.

Mayor Cason: Are you saying that you would want to put them all south, or you want to leave it open?

Mr. Bass: We would like to leave it open, but certainly have the ability to replace them south, where we're building our parking structures and we're directing all of our traffic.

Mayor Cason: But that's your preference?

Mr. Bass: That's our preference. And I think that's the preference that's consistent with everything else that we've done. So, just to make it really clear, we are building the Internal Road. We have built Phase I of the Internal Road. We are building Phase II of the Internal Road. We seek from you approval to eliminate the little pieces that goes through the arboretum

and the little piece that goes over the canal south where there's already a bridge, which we'll show to you. So, the amendment that we seek, three parts: not go through the arboretum, not go over the canal, and to have the freedom to replace the parking where we deem most appropriate and not necessarily north of the lake. So, that's...

Mayor Cason: And is the parking that the road will go -- the second phase will go over -- in other words, you would eliminate -- it's not any other parking. It's that specific...

Mr. Bass: It's the parking -- absolutely right -- displaced by the actual building of the road.

Mayor Cason: Okay.

Mr. Bass: So, and we can highlight that for you, and I'll be back before you after your Planning director does his presentation. I think that'll make it a lot clearer.

Mayor Cason: Okay, thank you. Ramon.

Planning and Zoning Director Trias: Thank you very much. If I could have the PowerPoint, please. The images that I'm going to show are going to illustrate the description from the applicant and I think it will become more clear. The area that we are discussing is the area that I would describe as the northern half of the campus, basically, the way that traffic is going to circulate in that whole area. The campus is developed -- there have been parking lots in that area for many, many years and so on, so the condition that we're speaking about, try to organize all of that area in a more effective way so that there will be less impact on the neighborhoods, less impacts of traffic. That was the concept.

City Manager Swanson-Rivenbark: And Ramon, if I can. Anyone that's watching from television, they can access it on the computer. It's Exhibit E related to this item. The full PowerPoint is present.

Planning and Zoning Director Trias: Thank you very much. The way that the campus is regulated, as you all know, there's a campus master plan and there's a special set of zoning regulations that basically cap the development in terms of FAR, in terms of parking, et cetera. And then staff gets a chance to review amendments to the master plan as they are proposed. That's the way that that whole area is designed. That was part of an agreement that was made years ago between the City and the University, which has worked very well. This particular request has been extensively reviewed by many people. I think we've had a chance to talk to the Development Review Committee back in July. Then we had multiple, at least three staff meetings in August in which all of the different departments of the City had a chance to comment and review the request. We had a neighborhood meeting in October, which was very well attended. And in fact, some of the recommendations that came out of that may be discussed later on today because they are very, very significant and very important. And I think they have some real opportunity to enhance that whole neighborhood in the future. The Planning and Zoning Board reviewed this twice. There was another neighborhood meeting in November. And in terms of the staff review, as you can see, every department, every department from Public Works, Planning and Zoning, Park and Landscape Services, Police, Building Concurrency, Historical Resources, everybody had a chance to review this request and provide comments. Now in addition -- because this is an issue that apparently is of great importance to many people -- I want to assure everyone that we have followed all of the notification requirements. There have been newspaper ads, the property has been posted, a courtesy letter was mailed, public information meeting was held by the applicant. The notification, the letters were sent three times. The property was posted three times. The website posting was done five times. City Hall was -- the location posting three times, four newspaper advertisements. Now, as you know, when the University of Miami items come up, the people who are notified are within 1,000 feet all around campus, so it's a very large number of people that are notified in this process. Now, to talk about the specifics of the request, the approved Internal Road, as you can see, basically provided a connection all around the perimeter of the campus from San Amaro, all the way around the arboretum, and then it was designed to cross over that canal in the lower end of this

image and connect to the area where Mahoney-Pearson is. That was the original idea. Now why was that proposed? Well, that was proposed because there was a real intent at the time of keeping all traffic within the campus, in the sense that instead of driving through San Amaro to go from parking lot to parking lot, then people could do within -- could drive within the parking lots themselves. This is an idea that, as far as we can tell, since the 1950s that had been discussed in terms of the campus master plan, an idea that frankly makes a lot of sense if the main way to get around will be automobiles in different locations. Now, since that time, since the mid-20th century, I think the University of Miami has done a really great job, which they mentioned earlier today, at dealing with mobility by shifting a lot of the parking towards the Ponce de Leon area of campus and away from the area that we are discussing right now. So, that is the context. Now, as for the conditions, there were some issues -- some minor conditions about parking that dealt with as the road was built, some parking spaces would be lost, simply they become a road. So, the University believes that they've done a very good job at shifting the parking away from that area, so therefore, that's no longer needed. That is related to some of the policies that they've implemented as far as no freshmen driving, et cetera. They can explain that in more detail, if you would like. That was part of the justification report that was provided, and I believe you got a copy of that in your package. It's an extensive planning report that describes in detail what the University has achieved. Now, as Jeff Bass said, most of the Internal Road has been built. Basically, the area that is parallel to San Amaro, as you can see highlighted in this -- in red here is there and it connects a lot of the parking lots that are in that area. But as you can see -- and this is really, really important -- it stops at the area of the arboretum. That's where it stops. And the request, in a nutshell, is about not building that link through the arboretum. That is one of the significant issues here. The other half of the Internal Road is mostly built. Some of it is still being improved and so on, but basically what it does, it connects many of the parking lots, and as you can see, where the arboretum is labeled, that is the little area that they would like to avoid and then simply have this alternative design. The alternative design, as you can see, would go from the building -- the wood building, that historic building that was so wonderfully restored with the help of our Historic Preservation Department, all the way down to the canal, where currently there is a pedestrian bridge. That is what the University would like to do. Now,

as part of the request, there are some enhancements that deal with the entrances to make them better, the entrances of the parking lot, some of the intersection designs within -- all of them internal to the campus that the University is proposing to implement. In the outside of the campus but also within the property, they are proposing some enhancements that I think will enhance the traffic and also the aesthetics along some of the parking lots. Now, as I said, this was reviewed by staff for consistency with the Comprehensive Plan. And we basically agreed with the University that the request was consistent and that it provided -- it complied with the mobility goals and some of the land use and goals that the City's Comprehensive Plan has. And that, in fact, the review process and the way that the master plan was implemented in our Code probably would allow us to continue the excellent development of the campus in the future if we were -- if the Commission were to approve this request. The finding of fact was that the Development Agreement would be consistent and that the request is consistent with the Comp Plan and the requirements of the Zoning Code. And staff has prepared some conditions, and those conditions are the conditions that -- the conditions you received in your package are conditions that the University is ready to accept, as I understand it, unless they say something different. And then what I will do is describe some additional conditions that were discussed in various meetings, just for your information and discussion. But the first condition is the improvements around Pisano, which will be reviewed, and those are the ones that enhance the aesthetics around the perimeter of the campus. Then the University has committed to fund \$1 million in public projects for the neighborhood. Now, those projects need to be discussed with the neighbors, need to be determined and refined. And clearly, I would not recommend anything that the neighbors...

Mayor Cason: When you talk about the neighbors, you're talking about the neighbors to the north or all the way around? Which neighbors are we talking about?

Planning and Zoning Director Trias: I think the neighbors to the north mostly.

Mayor Cason: Okay.

Planning and Zoning Director Trias: However, that's at the discretion of the Commission.

Mayor Cason: Okay.

Planning and Zoning Director Trias: And there are some specific recommendations about the sidewalk on San Amaro in terms of lighting and width. And I want to make it clear that all of these conditions refer only to this request, the request of removing the requirement of the Internal Road for the University of Miami. That's the scope of this discussion.

Mayor Cason: Can I ask you about that? Is that -- is the proffer of the \$1 million because that is what it would have cost to build the road and therefore we say give back some? Or -- because we're only talking about the road and because of traffic and the things that have been done as it became a -- moved from a commuter school to a more residence oriented and all the parking. But is this compensation for not having to spend the money on the road?

Planning and Zoning Director Trias: The number one million came up with their rough estimate that was broken down into two parts; half a million dollars for the arboretum link and some minor other linkages, and another half a million dollars for the bridge. That's something we proposed that staff, in terms of the review and the University accepted that number.

Commissioner Lago: Mayor, if I may. Ramon, a quick question. In reference to if we do give the approval to remove -- to not require the second portion of the Internal Road to be constructed, does that -- does our vote today remove the Internal Road from discussion in perpetuity?

Planning and Zoning Director Trias: I think that in the context of the review of the master plan amendments, it probably doesn't. It's possible to -- as far as master planning, if there were to be some buildings that were deemed to require some additional connections or better traffic, that

probably would take place. But this is a very specific requirement that dates back many years. In fact, it predates the current master plan, as I understand it. And basic -- were you going to...

City Attorney Leen: Oh, I'll wait. I just...

Planning and Zoning Director Trias: Yeah.

City Attorney Leen: Wanted to add one thing.

Planning and Zoning Director Trias: But that's the way that I would explain it to you, Commissioner.

Mayor Cason: I would assume that in 2007, when the original Internal Road was conceived, it wasn't that the University wanted to go to the arboretum, but there was no other option. I mean, it's not like they were going to give it up and it wasn't important then. Is that -- I mean, is it -- now it's important, but was it not important before or was it no other way to do it...

Planning and Zoning Director Trias: I think...

Mayor Cason: Before they did their parking plan.

Planning and Zoning Director Trias: I think that there are multiple design solutions that are reasonable and what they were proposing originally in those original meetings in 2007 did not destroy the arboretum either. It's in the area behind -- I would describe it as behind the arboretum and so on. So, there are ways to design it in a way that is compatible with a reasonable arboretum.

Commissioner Lago: I just -- Mayor...

Commissioner Keon: I -- can I speak? When we finish this and when we're done with this discussion, I'd like to give some historical perspective too because I sat on the Planning and Zoning Board in 2007 when the condition of the Internal Road was placed in the master plan, and I'd like -- at some point we can talk about that too.

Mayor Cason: Okay.

City Attorney Leen: Can I add one thing here? Just I wanted to talk briefly about the one million dollar amount. The -- that's part of it. It's being proffered in conjunction with this, but what it is -- even if it's an estimate of what it would cost, it's intention is to be used for public realm improvements in the surrounding area with input from the University and from the residents. So, it meets -- you know, there's a nexus and it's roughly proportional. And the idea behind this is -- and when -- and it's proffered, so I just wanted to make that clear. Do you want to say anything about that, Jeff, in addition?

Mr. Bass: When the time is (INAUDIBLE) I'll...

City Attorney Leen: Okay, okay. But it's just -- it's not just -- it's not intended and it is not just a payment to the City. It's actually going to be used for public realm improvements in the area to benefit the community.

Planning and Zoning Director Trias: And they could be linked very directly to mitigating traffic, for example, if that's the decision of the Commission in the future, so that's on one of the conditions that has been proffered. Then also that there will be an internal bicycle pedestrian pathway to provide connectivity from Memorial to University Drive, that the University will install signage, wayfinding, maps, and labels of the Gifford Arboretum, and that the Commission approval will be required for any encroachments into the right-of-way. There were some recommendation to incorporate Silva cell planters or structural soil for all trees planted within the public right-of-way, and that the existing bridge cross from University Drive south over the

canal shall continue to accommodate pedestrian and emergency police vehicle connectivity. So, that bridge is there now. It was intended to be replaced by a road bridge. Right now it's a pedestrian bridge mostly; certainly an emergency vehicle can use it. And then that's the second request, to eliminate that requirement to replace that bridge. So, those are the two issues, the arboretum link and the bridge in the -- over the canal. With this, I conclude the presentation, and if you have any questions, I'll be happy to -- and before I forget, in the neighborhood discussion, there were some other conditions that were discussed and were very meaningful to the neighbors. One of them was to expand the arboretum. The arboretum, as you know, is not necessarily designed to be experienced from San Amaro, and there's a parking lot that encroaches into some of the areas that could have more trees. So, the neighbors believe that there are opportunities to enhance the arboretum, to expand it. And the last thing, there were some concerns about the hours of operation of trucks and some deliveries around the Miller Drive.

Commissioner Lago: But haven't we -- didn't we address that already in reference to how vehicles entered that area of the city, and if they were able to use Miller Drive, that there had to be a main thoroughfare or they couldn't be accessing unless it was some service vehicles in a timeframe when those service vehicles could access?

Planning and Zoning Director Trias: And that's an issue that apparently still raises some concern from some neighbors and may be something you may want to discuss.

Commissioner Lago: I think we maybe need to kind of sit down with the University of Miami -- have staff sit down with them and kind of iron that out and memorialize really what is -- what are the timeframes. There's some sort of ambiguity right now in reference to those things.

Mayor Cason: Vice Mayor.

Vice Mayor Quesada: Unless I missed it when I was reading through the residents' emails and letters that were sent in, one from Luis Suarez, he did a redline to the agreement. Width of the sidewalk -- it was a complaint about the width of the sidewalk in certain locations...

Planning and Zoning Director Trias: Right.

Vice Mayor Quesada: Near the law school. I guess around that bend as you approach the arboretum, there's no gap of -- I guess, grass gap between the sidewalk and the street.

Planning and Zoning Director Trias: Yeah.

Vice Mayor Quesada: Is that addressed? Is that resolved?

Planning and Zoning Director Trias: It is specifically addressed in the conditions. It says that around San Amaro, the sidewalk will not be enlarged. And the concern was that the design of the ten-foot sidewalk that is further towards the, I guess, east...

Commissioner Lago: Ramon, and when you mentioned before the expansion of the arboretum, can you give me a little bit more background exactly what is the nexus between that?

Vice Mayor Quesada: Well, can you let him finish answering the sidewalk...

Commissioner Lago: I thought he did. I'm sorry.

Vice Mayor Quesada: Question then?

Commissioner Lago: I thought he did.

Vice Mayor Quesada: I don't think he was. Were you? Were you done or no?

Planning and Zoning Director Trias: Well, I was just going to say that it's exactly the issue you're describing, Mr. Vice Mayor. The ten-foot sidewalk eliminates the grass buffer and that was something that some neighbors did not like. It was incorporated into the conditions as something that we would not recommend.

Mayor Cason: Okay.

Vice Mayor Quesada: Got it. Thank you.

Commissioner Keon: So, you're recommending that there be a grass buffer?

Planning and Zoning Director Trias: Yes.

Commissioner Keon: Okay.

Commissioner Lago: Can you...

Planning and Zoning Director Trias: In other words, the existing condition to remain, nothing to be expanded like in the other area of the road.

Mayor Cason: You want to -- Mr. Bass.

Mr. Bass: If I may, Mr. Mayor, just recognize. Mr. Suarez made a very clear request. We've met with him repeatedly. We have an open door policy with him. His request was that we not alter the edge treatment -- the existing edge treatment near him, and that's a pledge that we've made. And we have made that pledge two-fold. Number one, we said we won't do it. And we've conditioned that our million dollar off-site public realm improvement not be used to do an improvement that was antagonistic to the will of the neighbors there, so that...

Mayor Cason: Let me ask you about...

Commissioner Lago: Can I just say one thing, Mayor? When you mention antagonistic, I'm a neighbor. I live right in front of the University of Miami. The University of Miami's our partner. It has been our partner for many, many years, and it's going to be continued to be our partner. We stand on -- we stand hand in hand with the University, so we appreciate the University. We understand it's position. And by no means -- I think the relationship the University has today with not only the City, but the residents in that area is the best it's ever been, in my opinion. Now, do we have our little bit of disagreements once in a while in regards to, you know, whether -- should we expand the arboretum, should we not expand it, whether a certain sidewalk could be a little bigger, yeah. But I think we're -- the word contentious or, you know...

Mr. Bass: No, I thank you for that. I just meant to say we were not going to be paying for an improvement that the neighbors did not want.

Commissioner Lago: Of course, and you're always...

Mr. Bass: So, that we wanted to make it really clear.

Mayor Cason: Let me get to the issue that I think -- and then I'll have -- Maria Cruz, as soon as we finish this, I'll have her -- she's one speaker card. But the idea of expanding the arboretum, before we get to that, there are parking areas there -- I was reading through your presentation and you have plans to, I think, build 1,100 more residential units at some point to further reduce the number -- the cars coming into the campus. I don't know when that's going to take place, but is there a possibility that as you do that those parking spaces could then be converted to green?

Mr. Bass: Let me just address that straight on, if I may. So, there's a conversation that's taking place about two things that have become connected, the elimination of parking spaces in an existing surface lot near the arboretum and the expansion of the arboretum into the space created by the elimination of those parking spaces. If we eliminate those parking spaces at present, we must rebuild them elsewhere. And the cost of rebuilding those parking spaces in structured parking on campus south is significant, well in excess of a million dollars, based on our last calculation. So, the cost to us of conforming with our parking needs by replacing those parking spaces with structured parking spaces is a significant cost.

Mayor Cason: Today.

Mr. Bass: Now, as I understand your question...

Mayor Cason: I'm thinking...

Mr. Bass: And as we further evolve towards a campus based non-automobile dependent school is your question would we then consider perhaps relocating those spaces into a garage as part and parcel of building more housing. I'll address that with Ms. Gavarrete during the public hearing comment...

Mayor Cason: Okay.

Mr. Bass: And get back to you on that.

Mayor Cason: Alright.

Commissioner Lago: Back to my question. How many spaces are we talking about?

Mr. Bass: In that lot, it's 46 spaces.

Commissioner Lago: Forty-six spaces. But we're not talking about when they're -- again, when the residents or the individuals who are interested in expanding the arboretum talk about an actual expansion, are they talking about gobbling up all 46 spaces, or has there been a certain line that's been drawn where they'll say, okay, we're going to only want 8, 9, 10, 15 spaces? Has that been drawn? Has there been a potential figure given?

Janet Gavarrete: We've had discussion.

Commissioner Lago: So, the expansion is just...

Planning and Zoning Director Trias: Well, this issue was discussed in a neighborhood meeting.

Commissioner Lago: Okay.

Planning and Zoning Director Trias: And staff attempted to discuss the issue with the University, and the University made it very clear that that was not something that they would support.

Mayor Cason: There's two separate parts. I mean, one is the expansion, which is your right to expand or not. The other is that parking space to be used as green.

Ms. Gavarrete: That's absolutely correct.

Mayor Cason: What I understand is they want more green in there or somewhere around the area.

Commissioner Lago: Yeah, I just -- Mayor, if I may.

Ms. Gavarrete: I mean, if -- let me see if I could be some. You're absolutely right. There's two things. One is the expansion of the arboretum or not. The arboretum is an outdoor classroom that teaches biology, botany, all of those things. And it's also a community resource for its contemplative value. We do not believe that as a outdoor classroom it is deserving of an expansion. It's not supported by the academic program. There's a specific reason that it is the way that it is. If the residents have a thought pattern about green space on campus, we have, in your Zoning Code, a 75-foot buffer along the residential area that is legislatively -- it mandates that that be a buffer area and that we don't have activities in there. But it also allows and provides for parking to happen in those spaces. So we are compliant with our very own rules in terms of a use in that buffer area, and parking is allowed. Parking, in this particular spot, the 46 spaces that are west of the arboretum, are -- is part of our inventory, as is all of the other parking to the east of the arboretum. So, there -- the issue here is is parking in the buffer area that we have had for many, many years, that is really the issue that you're talking about because -- so I mean, it would be -- we feel that it's inappropriate to take it out of the context of the regulatory environment in which we have that.

Mayor Cason: Let me ask a follow up on that. Do you -- those 46 spaces, is that -- do you have a surplus anywhere else on campus, or are you full in terms of parking today?

Ms. Gavarrete: We have a number of parking spaces that we have to supply to meet our demand, and that 46 spaces is part of that supply. Every time we eat up any of it, then we have to replace it elsewhere.

Mayor Cason: And the follow up question is if the residents decided they wanted to spend the million dollars to relocate those parking somewhere else...

Ms. Gavarrete: We're happy to have that conversation.

Mayor Cason: So that's an option for them...

Ms. Gavarrete: Of course.

Mayor Cason: Okay.

Ms. Gavarrete: Of course. That's a very -- that's an interesting conversation.

Commissioner Lago: And just to put it on the record -- I know that you're aware as a planner. The University's landlocked. It's in a position where -- I wish they were in a position as my alma mater is, FIU, which has an expansive amount of property where they could just move into and, you know, build, build, build, build and potentially annex further property like they're attempting to do with the Dade County Youth Fair. So, I understand that and I'm cognizant of that fact. And you know, I think the University's in a tough position in regards to the fact that they're landlocked. But that being said, the City of Coral Gables has shown -- this Commission has shown a dedication to this year and the incoming years, and that's something that we'll discuss at the end of this Commission meeting when I proffer an ordinance which talks about continuing to purchase private lands and make them public, that this City is going to do everything in its power to buy property that makes sense and open it up to residents through passive parks, allowing for continued buffers. So, I think that, you know -- I understand that we have an issue with the expansion of the arboretum and that's kind of right now in the middle of an ambiguous state, but I think that it's a topic -- because I live in front of the arboretum. I'm affected more than anybody in this room. There isn't one person in this room that can say I live at 5200 San Amaro Drive. So if anybody wants to talk about being affected, it's this person right in front of you. The University of Miami has done an incredible job lowering the amount of cars in front of my residence. The City has done an incredible job. This is before my time. A lot of those traffic improvements were done before I got there. The sidewalks are beautiful in front of the University of Miami. I see them every morning when I get into my car. I see people walking, running, living a healthy lifestyle. I look with envy in regards to the LED lighting that the University of Miami has installed while we fight to get our project -- which we're fighting; we're going to get there -- on line. So I do commend the University for a lot of their efforts.

They're a cutting edge university. They're top 50 in the country. But I think that we can do better. And I tell you that because I think that we as a city need to work hand in hand with the University in expanding the arboretum without hurting the University, okay. Because like I mentioned before, that's our partner. When you mention the City of Coral Gables, you mention the University of Miami hand in hand, lockstep. It's a world-class institution that brings a lot of credibility to the City of Coral Gables, vice versa. The City of Coral Gables brings a lot of credibility to the University of Miami. So, I think that, you know -- I think in between first and second reading -- I know we're going to hear from some individuals in the public, but I don't want to get convoluted here. I don't want to get lost in the conversation. And the conversation is in reference to the second portion of the Internal Road. The University of Miami is making a request. We need to make a decision on whether we approve their request. But we also need to take into account what the residents in this community want which are affected by the decision of not bringing in a second portion of the Internal Road.

Commissioner Slesnick: Ms. Gavarrete, speaking of the residents in the neighborhood, how long has it been since the University banned freshmen driving on campus?

Ms. Gavarrete: I believe it's like four or five years.

Commissioner Slesnick: And how many cars do you think that has cut down that you have to have less parking?

Ms. Gavarrete: Well, in terms of traffic, it's one question, and the other one is in terms of parking, it's another. In terms of parking, those freshmen probably were somewhere like just under 300 cars. But if you really look at it from a traffic perspective, just taking the 300, you know, they're not coming in and out two or one time a day, so that's a significant amount of trips. And that's part of the balance of the campus master plan, which is that as we grow -- and not necessarily in square footage, but in our head count and in our activities, we also do a number of other initiatives that help balance that traffic impact. And we have converted more

residents and we will -- we have a plan now to add more. So what that does is it lets us balance and continue to have an even keel for the (INAUDIBLE)...

Commissioner Slesnick: You mean residents on campus.

Ms. Gavarrete: Yes, that's correct. Residents on campus.

Commissioner Slesnick: I have found that showing property in that area, the neighbors seem to be friendlier and happier with what's going on with the University in the last three or four years, not just for the amount of -- decrease in traffic, maybe from the freshmen, but with all the landscaping that's going on around the campus and the circles and the "no left turns" and the "no right turns" and the more limited access along San Amaro. And I think Commissioner Lago should be very happy that his property seems to be going up in value because of the landscaping there and more limited traffic.

Ms. Gavarrete: Well, thank you.

Commissioner Slesnick: So, the interior road has made a difference since 2007 and whenever it's been hooked together.

Ms. Gavarrete: Right.

Commissioner Slesnick: But I'm still concerned about the residents across from the arboretum because if you don't keep a road going there, there is going to be traffic going out from one parking lot to another unless there's access inside between the parking lots.

Ms. Gavarrete: The issue of -- thank you very much. We've worked -- the City has challenged us at the conclusion of the Development Agreement. They said -- because we wanted to eliminate this condition back in 2010 when we were here before you with the Development

Agreement. And the City said unh-unh. You are going to -- I want to challenge you to do better with your parking and your traffic, and we have. We've shown that we've reduced traffic in the northern part of the campus by 31 percent, with all of these elements that you've described, and...

Commissioner Slesnick: The neighbors just seem to be happier, and part...

Ms. Gavarrete: And they've worked.

Commissioner Slesnick: Of it could be the UM agreement with the tickets and so forth, the different things, but you've really made an impact on how you relate to the neighborhood.

Ms. Gavarrete: And it's been the mobility plan that has allowed us to show you that we actually -- your challenge has been met and it has been exceeded. In terms of how we -- one of the elements has been the parking management plan. So, when people get issued a parking permit, they get issued the parking permit to a colored lot. So -- and all of the colored lots of one particular color all have the ability to navigate within it because they're all connected. So, if you get a purple pass, then you go to the purple lot and you can navigate in there. And the way that we managed the parking is in such a way that we issue the number of permits calibrated to the number of spots and the peak hours of operation, so there's always a maximum of ten percent efficiency, so you don't ever have the last parking spot, and that's throughout the campus. And that then allows us to not have people go in one lot and then come out to the residential street trying to search and hunt. And that's why the quieting down -- that's been, in my opinion, in our opinion, that's been -- when we track our traffic and we measure the traffic -- the university traffic at each of our portals twice a year. We can see that. Every time we've taken one of those initiatives, we've seen the down tick, and that's what it's been.

Mayor Cason: Before I ask Maria Cruz, I wondered did you want to make your observations about the, you know, Planning Board, or do you want to do it afterwards?

Commissioner Keon: I don't care.

Mayor Cason: Let's ask Maria Cruz to come up. Do we have any other speaker cards..

Ms. Gavarrete: Thank you.

Mayor Cason: By the way?

City Clerk Foeman: No, Mr. Mayor.

Mayor Cason: Okay.

City Attorney Leen: Mr. Mayor, I'm sorry. I received a request in the audience from Mr. Stan Birnholz. He sent a letter which has not appeared to have made the record, and I'm sorry about that. I'm going to be putting it in the record for second reading, but he wanted to make a few remarks, as well.

Mayor Cason: Okay, alright.

City Attorney Leen: Thank you.

Commissioner Slesnick: Does she need to be sworn in?

Maria Cruz: I guess it's still good morning. Good morning.

Mayor Cason: Good morning.

Ms. Cruz: I think this is a very interesting event that we're having here today because I'm glad that Commissioner Keon asked for historical facts. It is historical that for many, many years, the neighbors, even before I moved there in '76, they were fighting for the Internal Road. We felt that we needed the Internal Road to alleviate the traffic in our area. We fought it and fought it. We finally got the City to get into an agreement that it would be built. And somehow, the University found ways to postpone, extend, whatever means it took to not have to complete it, and this is where we are today. It should have been completed years ago. The City allowed it not to be completed. We met. We had neighborhood meetings. We discussed it. And guess what? The University was able to convince some of us that, you know, based on their parking initiatives and their traffic initiative, really the Internal Road was not as necessary as it was then. Now, there are some people that still think that it's necessary, don't get me wrong. But the majority of us thought, you know, even though we still have parking in front of our homes on Miller and Zuleta and Zoreta and all that area, okay, it's a little better. Okay, so we were convinced. The reason we were convinced was because we were all so convinced the arboretum was such an asset to our neighborhood, to our community, that it was so fantastic that it will be such a shame to harm it in any way, shape or form, even though the road could have been built without harming it, but we bought into it. So, we sat down with your staff and we said, you know, the arboretum is such a neat thing and the neighbors love to walk there, and we really think it's such an asset. Why don't we make it even better since, you know, it will be a plus for our community? And we came back with something that we thought it was an easy deal. As a matter of fact, people called me last week and said, Maria, do we need to go see the Commission? I said, no. The staff is recommending it. You don't need to worry. It's going to happen. And lo and behold, the 49 parking spaces came up; 46 today, 49 last week. Numbers change. You know, it's very fluid. I count numbers. My numbers don't match, but that's okay. and Mr. Mayor, when you asked about are there any available spaces, I sat through a meeting when we were talking the health center -- is it health center or is it hospital? -- whatever it's called. And you know what we were told? After they build that area, there will be 700 extra spaces. How do I remember? Because I said if you're building 700 parking -- extra parking spaces, that means 700 more cars. No, no, no, no, no. We have 700 extra, but no impact on

traffic. So here I am in my home and I'm saying, okay, if they have 700 extra spaces, if we take 46, 49, 43, whatever amount it is to expand the arboretum, they still have over 600 extra spaces, so what's the issue? Why would this not be a done deal? Why can't we, the neighbors, get something good from this? And I'd like to defer with you a million dollars does not fairly represent what is not being spent, let me tell you. That's -- I'm sure that you have agreed. I'm sure that it's a good number. But you know what, listen, if you try to do anything in your home, you know that a million dollars doesn't go very far, okay. So, expanding -- moving those parking spaces to one of the buildings, or moving them like they're moving the others that were hurt, it wouldn't take that much to do and it would certainly make a difference in the neighbors' eyes that we're really working together, you know. It's very hard to walk on San Amaro and look at cars parked there when, in fact, that area should be all green. And this business of, you know, they agree to label and identify the species, I thought every botanical garden had the species identified, so why would that be something that we're getting now? That should have been a given already. Go up to Fairchild. You don't know what it is, you look. There's a little something that tells you what it is. So, I have serious issues with that. I believe that expanding the arboretum is a major point. As a matter of fact, I have discussed it with several of my neighbors, a good chunk of them that couldn't be here because it was last minute. And I was told that would be a deal breaker. We agreed to not challenge not completing the road, okay. the neighbors said, you know what, we don't want to hurt the arboretum. We'll go along with that. You were cool. But you know, in a change, we want the arboretum to be all the way to Robbia. And yes, we did come up with a limit, and yes, we did -- and I don't know if -- and Ramon won't remember, but we did say Robbia, did we not? Yeah, we had a plan because that's the area that makes sense. There's an area where there's construction debris and there's a trailer or whatever that doesn't need to be there. Okay, right next -- and those parking spaces could very well be moved, okay. There's no big argument on that. And if, in fact, we're talking about sustainability and making the city greener and all that, this is a perfect chance to do it and make everybody happy, okay. Now, the second part about the delivery hours -- well, I'm sorry. None of you live on Miller Road; I do. And you know what, my alarm clock goes off at 5 am because I have to pick up my granddaughters by 6:15. It's rare the day that there's not a delivery truck going by

my house when my husband wakes up and says what was that? I said, well, I guess the delivery truck went by. Every day. This business that the City has rules, no. Delivery trucks, the post office comes by, Fresh Farm -- Farm Fresh, I mean, all kinds of -- Cisco. I mean, I'm telling you, I could name you most of the people that deliver there. We're requesting, like most places that you go by -- if you go to any restaurant, you go to any store, and in the back where they accept deliveries, there is a sign that says delivery only accepted from this time to that time. Why can't that be the same at the university? If they cannot deliver, they will not come through. If they cannot limit them, then they will continue -- this will continue for them, okay. So, there are two things that we're asking. And yes, the Internal Road is historic. We did want it from way back in the '50s. We thought it was necessary. Some people still think it is. The majority of the group agreed that we would accept the explanation that it's not needed. We also agreed that we would accept that the arboretum would be a major enhancement to our area, and we're here to ask you to please do not fall in the trap of the parking spaces because those park -- if we had moved -- did she just say 300, 400 freshmen? -- 49, 46, 43 will not make a big difference. There are empty spaces somewhere on the campus where those people can park. Thank you.

Mayor Cason: Thank you. The last card we have is Ron Weeks.

Ronald Weeks: Good morning. Thank you so much. First, I want to say I'm simply a Gifford Arboretum supporter. I'm not a resident. And I support this resolution entirely. We've heard a lot about expanding the arboretum, but maybe there's a process or conditions in your packet that I'm unfamiliar with. But I'm concerned that -- about the ability of the University to change -- to take away the arboretum. I understand that twice in the past they've made proposals to put parking where the arboretum exists, and that at one time the arboretum was five acres. Now it's only three. I would love to see it expanded, but I certainly would want to have provisions in this resolution that would require that the arboretum be maintained and in existing form forever. And that would be my request.

Mayor Cason: Okay, thank you.

City Attorney Leen: Excuse me, sir. Could you state your name and address for the record?

Mr. Weeks: My name is Ron Weeks. The address is 11840 Southwest 47th Street.

City Attorney Leen: Thank you.

Mr. Weeks: Miami, Florida.

Mayor Cason: Thank you. Alright, Mr. Bass, you want to...

City Attorney Leen: Well, Mr. Mayor, Mr. Birnholz -- I know he didn't fill out a card, but he -- Did you want to speak, Mr. Birnholz? This would be the opportunity.

Standford Birnholz: Yes.

Mayor Cason: Alright.

City Attorney Leen: You need to state your name and address for the record, though.

Mr. Birnholz: Standford Birnholz, 1450 Baracoa Avenue. I submitted -- well, I've been living in the same house since 1957. I go to the university just about every day. I'm familiar with the traffic patterns in the area. And I've been to at least 50 meetings with regarding to the internal perimeter road and the various sidewalks and enhancements around the University of Miami since the late '50s. The main issue that the University has brought up here is the fact that the -- they made a contract with the City, quid pro quos, and the major issue was this Internal Road. The Internal Road, if it was put together the way it, in my view, should have been, it should have connected the parking lots -- a lot of them within the University of Miami and connected the big parking lot at the back where this arboretum is -- I'm a member of it too. And it's 425 feet that

haven't been connected. And it's the big parking lot in the back and all the parking lots on San Amaro Drive. Now, what the University has done in, I believe, 2000, when we did the 25 enhancements around the university, including the sidewalks -- I used to petition for traffic signals and things like that. And the University did a lot, but the big thing was this Internal Road connecting the internal parking lots. Back when I came here to go to college in '57, there was a road that went right through the university, go right to US 1 in a few minutes from the back in San Amaro. That was closed. Then the issue was putting a traffic signal at the law school because traffic is horrendous and it still is on -- I was at your February 18 meeting at the Biltmore and traffic was a big issue, and I learned a lot there. And I was talking to Ms. Slesnick. What the University has done over the years since they went from an architect to Ms. Gavarrete, the planner, I guess, about 2000, they put all the traffic that is internal within the university to the outside on San Amaro, Campo Sano. And what I envisioned back then when they agreed on the Internal Road and the City did a lot of negotiating on that and when the other things came with it -- the buses that transport people around the University are now on the outside streets, the City streets. All the equipment that's on the City streets, all the delivery stuff is on the city streets, and they've closed off all the internal parking lots. So, when you go into a parking lot, say, on San Amaro, you have to come out the same way. If somebody wants to go to the back end where all these other classes and buildings are, you have to come back on San Amaro. You have to come back on Campo Sano. They're building the hospital in the front. Go to US 1 sometime and see the traffic. This morning there was a -- it took me a long time to come over here, to get out of my street because there was bumper to bumper traffic. There was a big accident on Red Road. And there was a police car with a flasher on my street this morning. People get behind buses on San Amaro and they're impatient, and I've seen cars -- I cross there every day -- instead of going on the one-way street on San Amaro, go into the opposing traffic street, slamming on the gas, and then swinging into Memorial or something like that. I did a letter -- I sent a letter to the City Attorney's office with like a history of letters I wrote to the University, to the Commission. I appeared before the Commission a lot on these particular issues, mainly this Internal Road. This last 425 feet -- and that should be -- Mr. Leen said this letter and my history and exhibits will be...

City Attorney Leen: Yes.

Mr. Birnholz: Available for the next meeting.

City Attorney Leen: They'll be placed in the record and...

Mr. Birnholz: Okay.

City Attorney Leen: They'll be provided to the University, and they'll be in the record for second reading as well.

Mr. Birnholz: Okay. Now...

City Attorney Leen: And what you're saying today is in the record for first reading.

Mr. Birnholz: Okay. I wouldn't have said anything if I had that before you. But the most important thing is this Internal Road. It was agreed to. It's a contract. And now the University's just trying to get out of it. And they're saying, well, we'll give a million dollars here, we'll do something about parking lots. In 1992, there wasn't an arboretum. Since about the late '40s, one of the professors -- a biology professor used to grow plants at the university. And then they used to import some trees and things. But they could be moved, if necessary. There's only 425 feet. The Internal Road is there. It's all parking lots and used for -- to get things external to the university. But they keep on building. Now we have a hospital in front of the university, which is probably a good thing, but traffic is going to be horrendous. I'm more concerned with the traffic on the back end. So, I don't want to -- I think I've taken up my three minutes.

City Attorney Leen: Thank you, Mr. Birnholz.

Mr. Birnholz: I missed the foot of the basketball game. I was able to turn on the last two minutes.

Vice Mayor Quesada: So you saw the whole thing?

(LAUGHTER)

Mr. Birnholz: I'll never forget it.

Vice Mayor Quesada: There you go.

Mayor Cason: Thank you, thank you. Alright, this was...

Commissioner Slesnick: Excuse me. Can I just ask the gentleman a question? Do you see less parking on your street now? I mean, there used to be so many -- we used to have a lot of complaints about students and so forth parking on Mantua -- I mean, some of those other streets over there, and you're on Baracoa. Do you see less parking on your street?

Mr. Birnholz: There's a couple of employees of the University of Miami I just let park on my circular driveway. Parking is not good at the university. I don't think the fact that they're keeping freshmen from parking is going to make a big difference.

Commissioner Slesnick: And you're in favor of continuing the road as planned?

Mr. Birnholz: To connect the main parking lot with all these things that have to keep coming out on San Amaro. Memorial has a road -- the road's already built, but they're not using it. It doesn't go anywhere. Memorial to where the arboretum begins is a major road with parking all over it, which if it's connected -- if they do the last 425 feet, move some of the trees. There's plenty of places to put other trees at the U. You connect to this big parking lot in the back,

where you have the theater, where you have people coming from outside, instead of -- and it's an option. And it's also an option for the trucks and buses, even if they make it a one-way street or something like that. What happened was way back the intention was to put it all around the U, and then when they redid the baseball field, they kind of pushed it into the road and there's not enough room to do a road there. There was one there before; they went into it. I'm not -- architecture is not my field.

Commissioner Slesnick: Okay.

Mr. Birnholz: I'm a lawyer by trade.

Mayor Cason: Okay.

Mr. Birnholz: So...

Mayor Cason: Thank you.

Mr. Birnholz: And I -- and when I -- what I did in the letter, I sent a copy of a 2010 Commission meeting where this whole thing came up and they did the zoning change, and I kept asking -- and it's in the letter that Mr. Leen has. I asked Mr. Slesnick when is the road going to be put in? When is the road -- and a lot of people testified. Six months after that, it was supposed to go in, and it's been put off and off and off. So, I think it's a good idea. You know, it's nothing personal.

Commissioner Slesnick: So, you'd rather see the road go in -- even with the arboretum not expanded, you'd like to...

Mr. Birnholz: That's like an afterthought. Expanding -- I mean, the arboretum was nothing but a professor and he had some plants.

Commissioner Slesnick: But I've gotten a lot of letters concerning residents who really love the arboretum.

Mr. Birnholz: Me too. I go to the meetings.

Commissioner Slesnick: So -- okay.

Mr. Birnholz: And they had a great lecture on cannabis last time. I learned a lot about it.

Commissioner Slesnick: Okay, thank you.

Mayor Cason: Thank you very much. Let me ask -- the last speaker, before we close the public hearing, is Steve Pearson. If you'd give your address; it's not on the card. And you need to sign that afterwards, as well.

Stephen Pearson: I'm Stephen Pearson. I live at 9050 Southwest 69th Court, Miami, Florida, but I am an employee of the University of Miami. More specifically, I'm the director of the Gifford Arboretum. And I can't tell you how good it feels to see how much the Commission and the neighbors appreciate the arboretum. Last Thursday night, we had a scientist we brought from Panama, spoke about tropical forests and global changes, including climate changes. Tomorrow evening at 6 o'clock, we're having a musical event at the arboretum. It's going to be a combination of music and Arbor Day/Earth Week celebration. And we have programs throughout the school year, and every single one of these programs are free and open to the public. We try very hard to reciprocate to the community and to educate the community as part of that about the importance of trees to the environment. So, I just want to say how much I appreciate the support for the arboretum. And lastly, that although I sympathize with the neighbors' problems with traffic, the University's move to zoned parking really eliminates any benefits to an internal road anyway. People that park in the purple lot, which is the one to the

south side of the university, they go just to that parking lot. There will be no advantage of them to go to the red lot because they can't park there anyway. I mean, people just go to their specific lots. In the old days, you know, people used to drive around the university looking for any spot they could find, but that doesn't occur. Thank you very much.

Mayor Cason: Could you address the question -- I think I read in the Planning and Zoning that you specifically did not feel or you did not want to expand the arboretum. Could you...

Mr. Pearson: Oh, no. I'd love to see the arboretum expanded.

Commissioner Slesnick: Including the 49 parking spaces.

Mr. Pearson: I personally think there'd be a better way to expand the arboretum than taking those 49 spaces.

Commissioner Slesnick: Maybe 24?

Mr. Pearson: No, I think -- well, I'm employed so I don't want to...

Commissioner Slesnick: I'm just sort of throwing out...

Mayor Cason: We'll let the University...

Commissioner Slesnick: (INAUDIBLE)...

Mayor Cason: No, I just thought I read somewhere that you did not want to expand it for some reason and...

Mr. Pearson: No, no. That's never been my position.

Mayor Cason: Okay.

Mr. Pearson: I think Mr. Weeks is -- (INAUDIBLE) both times I got involved with the arboretum -- I'm a retired lawyer that just happened to have a passion for plants all my life. But both times I got involved with the arboretum it's because more parking was threatened to end the arboretum. I think we need to preserve the arboretum in its current intact, maintained situation. But if part of the deal with the neighbors and the University work out is to expand the arboretum, I would welcome that. And you know, I'm working very hard to enhance -- I personally, the last four years, planted over 150 new trees and plants in the arboretum. I'm currently finished eight and working on the ninth exhibit. We have fourteen exhibit areas; eleven by botanical groupings, three thematic groupings. We got South Florida natives. We have "What is a Tree?," where we try to teach people, you know, what it means when you say tree. It doesn't say you say a banana tree, but a banana's not a tree. I won't go into all that in detail right now. And the last is the Mayan cacao garden. And each of these exhibits are now getting new signage to have what they call a QR code. So somebody -- anybody can get this free app if you have a smartphone and walk through the arboretum and you don't even need a guide. You can just go up to the tree and click it and it'll tell you where it comes from, what it's used for, medicinal benefits. I mean, we have truly cutting edge interpretation in the botanical world right there at the arboretum. And it's such a treasure that, you know, it's underappreciated in this community. So, part of my job is trying to raise its profile, and I think we're making success. And I think, you know, I'm so happy that the neighbors appreciate the arboretum because that's what my job is all about is to make it more used and more beneficial.

Mayor Cason: Thank you very much.

Mr. Pearson: Thank you very much.

Mayor Cason: Alright, with that, we close the public hearing. Pat, do you want to make some observations?

Commissioner Keon: Yeah. Can I...

Mayor Cason: You want to respond to...

Mr. Bass: No, I'll yield to you. I just need to correct a few things on the record.

Commissioner Keon: No, go ahead. No, no, no, go ahead. I'll talk after you're done.

Mr. Bass: I really don't want to interrupt.

Commissioner Lago: Go ahead.

Mayor Cason: Go ahead and make your point.

Commissioner Keon: No, no, no, no. I haven't started. You can finish.

Mr. Bass: Okay. We're here on first reading. You heard some very good comments about the types of things that we should look at between first and second reading. I would like to emphasize, however, that regardless of how one perceives the history of how we got to where we are, where we were is a place where evidence was required to be collected to show that we were entitled to the relief that we seek here. We submitted a justification report -- and I would just like to highlight some vitally important evidence that we believe should control the decision that you make because the facts were a little bit blurred by some of the anecdotal recitation. It's an astounding fact from 1990 to 2015 -- as set forth on page 7, Table 1 of the justification report -- traffic has increased by less than one-half of one percent, 0.4 percent going into the university, over which period of time we built 1.5 million square feet of new buildings. So, from 1990 to

2015, with 1.5 million square feet of building, the trip generation on the campus was less than one-half of one percent. I think it's significant to note within the data that we achieved a 40 percent reduction of traffic on Miller Road, 40 percent reduction on Miller Road from Alhambra Circle to San Amaro. That's what the evidence shows. And the evidence also shows that we reduced the trips north of the lake 30 percent, you know that. But as it relates to this request -- and we could debate and talk about the different ways to characterize where this condition came from and how we got to where we are, but the important thing is this. There was an expected 5 percent traffic diversion from the Internal Road, if it were built. That -- let me repeat that. In the 2007 RTS -- and it's in the justification report -- they were expecting that if the Internal Road -- it were built, it would divert 5 percent of the perimeter traffic. We have beat that by three times. We have beat that by three times through the mobility strategies that we have implemented that I don't need to restate here. Those findings are set forth in the professionals engineering report on page 23. So, that said, we were asked to build the case, build the case that the original justification for the Internal Road is no longer needed based on the evidence, based on the changes that have taken place since the time the condition was imposed, and we think we've certainly proved that case. We would ask for you to approve us on first reading. And between now and then, we will come back to you and address any comments or questions that you may have. Thank you.

Commissioner Keon: I'd like to ask Mr. Bass, when the Internal Road was imposed, you're telling me -- is there a document in here that's telling you why the Internal Road was imposed solely related to student mobility?

Mr. Bass: I didn't say that. What I said was...

Commissioner Keon: Well, so...

Mr. Bass: From the traffic engineering perspective, in the 2007 RTS, there was an expectation that if the Internal Road were constructed, it would operate to divert approximately 5 percent of

the volumes in those portions of the roadway. And what we have achieved is far greater than that without building the road.

Commissioner Keon: But -- okay, so, you know -- and nobody will deny that the student mobility plan that you've put into place has decreased the student traffic or traffic related to students looking for a parking place on the University of Miami. Okay, that's a given; everyone accepts that. It's a great thing that you did and it's a good thing for the neighborhood. It's a good thing for the University. I sat on the Planning and Zoning Board when we -- when the UM Development Agreement came before us. And one of the primary reasons that the Internal Road was included in the development plan was so that it was in anticipation of the construction and the continued work that was going to be done on that campus over time. You have a very limited amount of space. You cannot expand the footprint of the university unless you create satellite community or satellite universities elsewhere. You cannot increase that footprint. So, it was known that you were -- there was much anticipated development on that campus, both new buildings and the replacement of existing buildings. You're going into a phase where you are looking now to replace some of the dorms that already exist in the building. You'll take them down, move them, rebuild them and everything else. The Internal Road and the discussion around the Internal Road at that time was so that you could deal with and handle and stage all of your construction within the University of Miami and not have construction trucks and, you know, cement trucks and all of the things that are carried into a particular place when there is a great deal of construction. Now, every single other -- anybody that has come before us that is going to enlarge -- that's going to build a significant sized development, one of the issues is always the staging of the construction so that it limits the amount of traffic and the burden on the neighboring streets. The Internal Road was imposed primarily for that reason. It was so that you weren't coming in -- you could designate an entrance for construction equipment and whatever else that would come into the university, not through the neighborhood streets, but through, you know, the collectors or the arterials and whatever so that as you moved around campus or left, you weren't exiting onto the residential streets either. And you know, so that was why it was imposed. I mean, I -- you know, I know the arboretum has grown up and I have all the respect in

the world for the arboretum. I mean, personally, I really believe that the University should be the one that decides, you know, what is on their campus and, you know, under the Development Agreement that we have, where it is on our campus. I know the arboretum is beloved, so if it's in the University's best interest to maintain and keep the arboretum where it is, how it is, you know, bless you, do it. I don't really care. I mean, what I care about is -- I mean, you care that it's here. It's a nice aesthetic, you know. The University as a whole is beautiful. I mean, it is a lovely, pastoral, serene place to be because of the design and the architecture and the lake and the plantings and everything that you've done. It is a beautiful amenity. What I believe is our responsibility as a legislative body is to ensure that not just in this moment in time, but in time now and going forward, we make decisions that continue to protect and add to the value of the residential neighborhoods around us and allow the business centers and the universities to flourish and grow. I believe you need that Internal Road because you need to be able to go from one side of your campus to the other without coming out onto the neighborhood streets. In speaking with Mr. Trias, he has said that you can -- Ramon, can you come up?

Planning and Zoning Director Trias: Sure.

Commissioner Keon: Can they build an internal road -- I mean, can they connect an internal road on the University of Miami campus and not do harm to the arboretum?

Planning and Zoning Director Trias: Yeah, I believe so.

Commissioner Keon: You can.

Planning and Zoning Director Trias: There are multiple ways it could be done.

Commissioner Keon: Okay. Well, I mean, I think that it is a design issue. I really -- rather than see you give a million dollars for lighting or whatever to the City or to -- for amenities outside of your campus, I'd rather you spend your million dollars and build an internal road that keeps your

traffic inside the university forever going forward, and that we never have this discussion about it again. And you know what, the City will take care of the city, you know. If we believe that our residents need -- if there are sidewalks that are needed in the area, that is a public good that we should look into providing. If we need additional lighting, the City should look into additional lighting. I'd rather use your dollars to construct an internal road and deal with the issue of the circulation of deliveries, construction, construction staging, and all of these other issues on your campus. Thank you.

Mayor Cason: You have -- you were eager to say something.

Vice Mayor Quesada: Yeah, I am. I was just making sure you were done.

Commissioner Keon: I'm done. I may not be done.

Vice Mayor Quesada: I agree and I disagree with you.

Commissioner Keon: That's okay.

Vice Mayor Quesada: What else is new?

Commissioner Keon: Talk to me about it.

Vice Mayor Quesada: Man, if we can get a million dollars to put into our surrounding community from the University of Miami, I mean...

Commissioner Keon: But what is our...

Vice Mayor Quesada: I think it's great.

Commissioner Keon: What's our responsibility to our community, both today and going forward?

Vice Mayor Quesada: I understand that. I'm not disagreeing with you. When I look at this -- and it wasn't too long ago that the University of Miami was here -- and I think Ms. Gavarrete was also the same one saying it, I don't know, six months ago, a year ago, talking about the improvements of the traffic that they've had on campus and the impact to the surrounding areas and how it's improved. I guess I have a different opinion than you have on this. Obviously, I don't want to affect the arboretum and, obviously, if we can expand it as much as possible, I think no one's in disagreement with that in any kind of way. I think it was an impressive stat that Mr. Bass said earlier on the amount of traffic -- you know, the impact of traffic over the last, what is it, 20, 30 years or...

(COMMENTS MADE OFF THE RECORD)

Vice Mayor Quesada: Since 1990. I find that to be pretty compelling and very compelling. How can you not find that compelling considering the way we've seen traffic explode all throughout South Florida? I think they have to be applauded for that. As far as the construction and deliveries and the large trucks, you know, I agree with Ms. Cruz and I agree with Commissioner Lago. And again, I think this is something that everyone can agree on. We just have to be better about, you know, regulating that to make sure it's not impacting the residents.

Mayor Cason: Are there...

Vice Mayor Quesada: When I hear statements -- and I apologize, Mr. Mayor. But when I hear statements from Commissioner Lago saying -- you know, who lives there, and we all know where he lives. He lives directly in front of this location. I mean, there's probably no one more affected than him. To hear him say that the traffic has improved and they've done a great job -- the University has -- I mean, that's the horse's mouth right there.

Commissioner Lago: Yeah, but let me be clear.

Vice Mayor Quesada: Yeah.

Commissioner Lago: I want to make sure, you know, when I say that...

Vice Mayor Quesada: You're not going to let me put words in your mouth?

Commissioner Lago: I just want to be clear. Again, we bought on San Amaro four years ago knowing what we were getting into. And again, we want to mitigate as much traffic as possible. And yes, has there been a reduction in traffic? Yes, there is. But we live in an area which has constant traffic at all times of the day due to the fact that we live in front of this institution. So, we knew what we were getting into. The issue here is on -- my biggest concern is whether -- are we going to expand the arboretum and continue to have a great buffer which protects the neighborhood, which, by the way, that's why we've been in discussions with the neighboring properties about why the arboretum is so important. It's not just a beautiful area of the city where I take my two daughters on a weekly basis and we enjoy -- and I've been going to that arboretum for the past 30 years when my parents moved into Coral Gables and the first home they purchased was on San Amaro, which is two blocks away from my current residence. So, that's a completely different issue. The issue is and one Ms. Cruz mentioned before is, the expansion of the arboretum. And Ms. Gavarrete stated, you know, obviously, you're talking about 46 parking spaces. It could be 24, like the Mayor mentioned. We're not sure exactly how many spaces are in question if you expand the arboretum. I think the issue here is expansion of the arboretum is something which will add an additional buffer to the residents. The Internal Road can be put on the backburner if you expand the arboretum and you truly provide an additional buffer to the residents that live in that area, and we can transfer those parking spaces to another area of the city -- excuse me, another area of the campus, either as part of our Development Agreement, as the Commissioner stated -- Commissioner Keon mentioned. They

are in the planning stages, in the very preliminary planning stages of new housing projects that are going to be coming online. So, yes, does the Internal Road make sense? I think it does. But has the University done -- has made significant strides to reduce parking, to reduce congestion? I don't have the issues. You posed a question, and I'm not sure exactly who on the Commission posed the question about -- I think it was Commissioner Slesnick -- parking by students on the street. I haven't -- I don't have an issue at all in regards to students parking on Urbino. What I do have an issue is the DNC was parked on my -- in my side yard the other day, two cars. I have individuals who come pick up employees that live in the surrounding neighborhood that park on my swales, but they're not students. Because I go out and I speak with them and I ask them where are they from. No, I'm just waiting for my wife to get off work or, you know, I'm canvassing -- last week it was several DNC members canvassing my neighborhood in regards to the presidential campaign. But I have not had an issue in regards to students parking on Urbino or San Amaro. They can't park at San Amaro in my home because there's no parking. On Urbino, you can on the swale and that has never been an issue.

Mayor Cason: Are there "no parking" signs there?

Commissioner Lago: No, not on my property.

Mayor Cason: I mean, it seems to me that in terms of the...

Commissioner Lago: Excuse me, let me correct. There is one. There's one. Yes, sir.

Mayor Cason: I mean, I think we can separate this overflow parking where they're not supposed to park on the swale as a separate issue. It's an enforcement issue. There also would be signs. That can be taken care of regardless of what we're talking about here today. I think that's -- the same thing about delivery. We've discussed this over and over again. I think there -- the University needs to look at a way to make sure that either the trucks come in from a different area from off of Ponce or Le Jeune, if they can get through that way...

Commissioner Lago: I just...

Mayor Cason: Or change the hours.

Commissioner Keon: The problem is that they can't -- once they're inside, they can deliver to one half of the campus or they can deliver materials and whatever else. The problem is because the Internal Road doesn't connect to allow them to make -- to continue inside the campus, they have to come back out, go around and come back in on another side.

Mayor Cason: That's why I'd like the University to discuss that. You're opposed apparently to the restrictions on hours of delivery, which if they can't come in the other direction, what can you do to alleviate the second part of the citizens' concerns about -- I don't think you can do anything about postal service.

Commissioner Keon: No.

Mayor Cason: But certainly, Cisco or whatever other trucks come in, why can't they come --? What are the hours, Madam Manager, that we have right now for delivery sort of around the city? What are the...

City Manager Swanson-Rivenbark: I'll get that information. I don't have it right now.

Mayor Cason: Okay.

Commissioner Keon: But our Planning Department has -- Mr. Trias has said there is a way to design the Internal Road that they can have an internal road, they can complete an internal road, and it doesn't affect the arboretum. So, you know what, the neighbor -- you maintain your arboretum, whatever, you know. You can regulate delivery. You can regulate -- you know, my

biggest concern is construction because once you start -- and that was the issue of the Development Agreement. It was to allow them to develop on that campus. It's build -- and to build you know that -- you look around the City. You see where they're building on Sunset, where Bacardi is building their building there. I mean, it's been a year and a half that you can't hardly get around on Sunset because of that. So, all we're asking is that they do have the ability to design it to be able to connect both halves of those campuses through a road. Our Planning Department has told us that, yes, they can. Take your million dollars and build your road.

Mayor Cason: Can you discuss the construction...

Commissioner Keon: And you know, connect your campus, both sides of your campus and you can enter it and circulate within it and then leave.

Mayor Cason: Can you discuss the essence of her concern, which is that moving forward construction, how vehicles get in, is there any other option?

Ms. Gavarrete: Building a road that connects from the east side of the arboretum to the west side, that would -- that's one link and we can address what future projects in the city -- in our campus north of the lake would get built in the next 25 years. That area is approximately 100 acres of the campus, and we have about five or six projects that are on the docket to be done. We, as any other person that develops in the city, provides an MOT, a Maintenance of Traffic plan, with all of our construction, and that's what we adhere to. So, depending on which side of the arboretum it is -- let's just say if the construction is best from the area between Doctor's Hospital and that side of the campus, most likely the traffic is to be expected to access from the US 1 and Ponce area of Granada and right into Pisano and the University Drive up there. It would be unlikely that we would have any of the 18 wheelers be able to navigate if we were to have an internal road that crosses the bridge and it goes through the arboretum to connect. To go from, for example, 57th Avenue, we wouldn't tell them, go to 57th, go down Miller, go in Miller Circle, go through the parking, go through the arboretum, go through the lots, and then come

down to -- it just -- the approach is the issue in terms of the distribution. In other words, if you have construction north of the lake, which is the one that is segmented from going up and down and from one side to the other, the approach in the MOT instructions that you would give, which is what we do for our contractors now is we tell them, please, all traffic, all deliveries, all traffic come through a certain area, and we would do that also from the west. Usually, we tell them go up through US 1, Ponce, and then up San Amaro and through the Miller Circle. We encourage them to do that. We give them information on that. I have personally and everyone has experienced this if you live there, Commissioner Lago, that some trucks will attempt to maneuver at times through an area that's not possible and they can't do it and they get stuck. And so, you know, these things do happen. We're not the only ones who generate truck traffic. Everybody and their families are now ordering on Amazon Prime and you've got UPS, you've got FedEx, you've got everything else.

Commissioner Lago: No, that's only the Vice Mayor that orders on Amazon Prime.

Ms. Gavarrete: And you've got everything else going to the Doctor's Hospital.

Vice Mayor Quesada: It's about 15 deliveries a day, yeah.

Ms. Gavarrete: I mean, this is constant. We do not stage out in the public right-of-way. Our traffic comes in and we manage it internally. I do not have an example of any construction except for the one right now on Ponce where we have affected traffic in the public right-of-way. All of our construction activity and MOT happens inside the University. So -- and even the Lennar Center, it's been very minor when we've had some issues of loading up in the front, you know, after they did the big canopy. But every one of our projects is handled internally, very much unlike other construction in the city that relies on the public right-of-way to stage for months. We do our very best, you know. And I -- it just doesn't -- and I understand that it would be ideal to have a connectivity for that. But for the daily use, which is what was the original intention of the road back in the '50s, we have met and exceeded that, as per Jeff's

comments. The construction issue became an issue because at the time in 2007, we were going from a 6.0 master plan to a 6.8 master plan. We were increasing the campus development by 800,000 square feet. And the City, as well as the University, both had to agree at that time, well, how best do you do that. That was one of the thoughts. But the fact is that from 2007 to now, we've built probably another million square feet with garages and other things. And we've not had repeated complaints. I mean, look at your code enforcement record. I mean, look at the number of times where we've had to stage outside. It hasn't happened.

Commissioner Keon: Has it been north of the lake?

Ms. Gavarrete: It's not been north of the lake. We have not used any of the public rights-of-way north of the lake to stage. It's all on (INAUDIBLE) campus...

Commissioner Keon: Is your development that you're anticipated, isn't it north of the lake?

Ms. Gavarrete: Some of it is north of the lake in our master plan, but the majority of it will be south of the lake, and that is all accessed, you know. And we'll also have an MOT, just like everyone else has.

Commissioner Slesnick: Ms. Gavarrete, you mentioned...

Ms. Gavarrete: Yes.

Commissioner Slesnick: Twice recently going through the arboretum.

Ms. Gavarrete: Well, I just say because Commissioner Keon was saying that you would construct the internal road. Constructing the internal road as it was originally mandated goes from the Miller all the way through the arboretum, down the Brunson lots, and then south to Stanford so...

Commissioner Keon: But that was originally what...

Commissioner Slesnick: That was original, but...

Commissioner Keon: Mr. Trias has told us that you can build a road that connects both sides of your campus. It doesn't have to go through the arboretum.

Commissioner Slesnick: Like through the parking lots.

Commissioner Keon: I don't know where. I'm not an engineer.

Commissioner Slesnick: I'm just asking.

Commissioner Keon: I don't know.

Commissioner Slesnick: But he did mention there were several alternative routes.

Ms. Gavarrete: I would like to see what they are.

Commissioner Slesnick: I'm just concerned about your saying through the arboretum.

Ms. Gavarrete: We are proposing to build an internal road now and it does connect all of the parking lots in the red zone which are now not connected. That is a significant benefit.

Commissioner Slesnick: You are?

Ms. Gavarrete: Yes, we -- right now the red lots all do not connect.

Commissioner Keon: Right.

Ms. Gavarrete: And so the Internal Road Phase II would seek to make that connectivity. The people that are directed to go there, which is we've got about over 1,000 parking spaces there, those people would not have to go outside and come back in to -- and we're closing an entrance, one of the entrances also.

Commissioner Lago: Which one is that?

Ms. Gavarrete: The one off Pisano. We're eliminating one entrance from there to not have so much...

Commissioner Keon: Access.

Ms. Gavarrete: Conflicts on Pisano right across from the emergency entrance to Baptist.

Commissioner Slesnick: And you mentioned the purple lot. Will the purple lots connect?

Ms. Gavarrete: The purple lots are all connected. They're all connected right now.

Commissioner Slesnick: Will they connect with the red?

Ms. Gavarrete: Pardon me?

Commissioner Slesnick: Or no?

Ms. Gavarrete: They would not be connected, but you don't need to because when you get a parking pass, you either are -- you know, it's whatever color you want to be. So, if you're purple, you stay in the purple area; pink in pink. So you don't have to do that.

City Manager Swanson-Rivenbark: Mr. Mayor, I just wanted to give you the information you had asked for on was there delivery hours that the City regulates. We do not have a Code that regulates delivery hours. We have a noise ordinance. And the noise...

Mayor Cason: So, we could -- so, to address that second part of the residents' concerns, we could come up with an ordinance that would prohibit truck deliveries between -- through the northern part at certain times.

City Manager Swanson-Rivenbark: If you'd like us to work on that between first and second reading...

Mayor Cason: Is that something you would have a problem with?

City Manager Swanson-Rivenbark: The noise ordinance -- excuse me one second. The noise ordinance is we can enforce between 7:30 and 6 o'clock. Seven-thirty in the morning, 6 o'clock at night. But today, we do not have delivery service hour codes.

City Attorney Leen: One thing -- and it may not have been enforced this way in the past. But the truck ordinance actually -- and I remember this from the work with it, and I just double checked - 4-411 and 4-412 does have a limitation between 7pm and 7am for commercial deliveries. So, I would recommend taking a look at that. We may not have used it that way because we may have only limited it to trucks. But arguably, we could apply it to all commercial vehicles. I would recommend taking a look at that between first and second reading.

Commissioner Lago: And I just -- like I mentioned before, I want to be very clear. You know, I know we're discussing...

Mayor Cason: Four different things.

Commissioner Lago: We're discussing...

Mayor Cason: Four parts of this.

Commissioner Lago: Four different parts, but I am not talking about Miller. I know that Miller has suffered with it before because I've talked to Ms. Cruz where she's given me an earful on her doorstep before and after Mass. On San Amaro, we don't have that issue. We don't have that delivery issue, and I just want to be clear about that. The only time we have that once in a while -- and I want to be clear -- is when somebody deviates and gets lost, like a delivery person gets lost and they end up on San Amaro. There's no other way to get around because you have the diverters and you have the medians there, so it's very difficult to turn into one of those streets and to get out of that kind of maze that we have. But on Miller, I know we've had that issue before, where people get lost and they end up going down San Amaro, which ends up being an issue. So, I'm a little cautious in regards to -- I think it's a great idea to put together some sort of plan, but I think that -- I just don't want to put -- I don't want to legislate too much because I think the University has already done a good job on that portion. But I think that we can always memorialize it and put it in writing, but I guess in my area, it's not something which is, you know, so pervase (sic). Maria -- and just like we talked about before, tell me the truth. Tell me the truth, like you always do. How much better is it or how much worse?

Ms. Cruz: The truth is, you don't see it because you don't...

City Manager Swanson-Rivenbark: I'm sorry, Ms. Cruz. You're...

Ms. Cruz: (INAUDIBLE)...

City Manager Swanson-Rivenbark: Ms. Cruz, you're going to have to come to the microphone.

Ms. Cruz: The reason you don't see it...

Commissioner Lago: But I just -- that's what I said.

Ms. Cruz: Is because the big trucks come off the Palmetto, down Miller, go in the circle and go in the university, so you don't see them. But we see them...

Commissioner Lago: I know.

Ms. Cruz: Hear them and feel them.

Commissioner Lago: That's what I said.

Mayor Cason: Well, how about signs that say "no through traffic," "no truck traffic"?

Commissioner Lago: The problem is...

Ms. Cruz: I was told that that could not be enforced.

Commissioner Lago: No, the problem is this -- first off, that was occurring -- and correct me if I'm wrong -- when the Frost school was being built because they used to park in front of St. Augustine waiting to do a delivery. I stopped and I spoke to several of them at 5:30, 6 in the morning. I said, listen, you're not allowed to be here, and they basically were doing that. The problem is once you get into the city limits on Miller and 57th Avenue, there's nowhere to go. You can't make a right on Alhambra because then you're in a truly residential neighborhood. You can't make a right, so they basically just go straight down Miller and they hit the circle and, you know, that's the way they enter the University of Miami. There's no other way of getting in there. So, it's very difficult to enforce. And I just want to be upfront. I don't want to, you

know, basically state something that, again, we can't -- I don't want to put something where we can't enforce.

Ms. Cruz: But if you had an internal perimeter road, like we've been talking about, they could come in from Ponce and go around and not bother anyone. And the gentleman is right.

Commissioner Lago: But what about...

Ms. Cruz: You know, now we have the buses picking up the players that go up and down and park on the street. We have the Hurrycane, you know, the shuttle that goes on -- you know, you have to -- if you're behind them, you have to wait, okay. If you had an internal road, they could do it all inside. That's a wonderful idea.

Commissioner Lago: But I've never seen the Hurrycane shuttle or the players on -- in San Amaro. I see it more down...

Ms. Cruz: Of course.

Commissioner Lago: No, no. I see it more down towards the Hecht Center, more towards the tennis area.

Ms. Cruz: There is an entrance right by your house. They go there and the shuttle turns in, picks up, and then comes out again. You need to be there during the day.

Commissioner Lago: I work. I work, sorry.

Mayor Cason: Do you want to -- I want to ask about the, again, deliveries because there's two parts. One, you've already addressed, that if the million dollars stays on the table, you would be willing to throw that in as a -- in lieu of some of those parking. In other words, you might as

well take the parking out and not spend the million dollars and it would expand the green area, whether it's an arboretum or not. It would still be green area they presumably could put some trees on. So the idea of having more green close to the neighbors could be achieved with the million dollars being used for that if the neighbors and you all agree.

Ms. Gavarrete: We certainly have between first and second reading to explore any of the concerns and suggestions...

Mayor Cason: Okay.

Ms. Gavarrete: That you have before us.

Mayor Cason: And then the second part was what can be done in terms of, if anything, about the truck traffic early in the morning at 5 o'clock.

Ms. Gavarrete: Well, I'm going to be quite honest. You have a noise ordinance, and that is what the City uses to determine when there's a nuisance and there's impacts and the public welfare is affected. I sort of have multiple hats. One of them is I'm really a code enforcement officer for ourselves, and I do not have any history of repeated complaints where the truck traffic has in fact been demonstrated to have that negative impact on the health and welfare as your law prescribes. So, I'm happy to have that conversation because the University feeds and supplies and has to function, as all the other buildings in this city and other cities. And we all use the public rights-of-way which all belong to everybody for those reasons, as long as we behave. So, as long as we behave and the rules are uniformly applied, we're happy to engage in any discussion. There's no reason why not. We've never ever skirted a challenge to come and talk about something and to do things better. So, if something applies to everybody, I'm happy to have that discussion.

Mayor Cason: Presumably, between first and second reading, we could have somebody do a survey of just exactly how much there is between 4 and 7 in the morning.

City Manager Swanson-Rivenbark: And Mr. Mayor...

Mayor Cason: And bring those facts back.

City Manager Swanson-Rivenbark: I understand. And we can also make sure that we're also noting which ones are Doctor's Hospital...

Mayor Cason: Right.

City Manager Swanson-Rivenbark: As opposed to the University because it's possible that some of the traffic and the inconvenience is from the hospital as well, and we'll work with both groups.

Mayor Cason: Okay, and then I think in terms of the parking issue, that's a separate thing. Again, there could be code enforcement, signs if we need them for parking outside where they're not supposed to park.

Commissioner Lago: Shouldn't we also, in between first and second reading, have maybe some -- I don't want to say a public meeting. I mean, we've had so many of them. I think we should have maybe some representatives from the neighbors sit down with staff and sit down with the University of Miami and basically see if we can come to some sort of agreement in regards to the arboretum and in regards to the Internal Road and see what really the benefits are, see what the priorities are, see how we can -- again, like I mentioned in the beginning of this hour and forty-five minute discussion, we are partners with the University of Miami. I'm not moving. I know that Ms. Maria Cruz is not moving. I know that the gentleman from Baracoa who's sitting in the front row next to Ms. (INAUDIBLE) is not moving. So, what I want to make sure is, again, this is not about coming out of it and saying, oh, we won or we lost, or we didn't get what we wanted. This is about, again, trying to do what this city does best. Let's get to second reading,

let's move the ball forward, but let's make sure that we have the residents, University of Miami sit down before we have the second reading and then basically just come to an agreement which will serve its purpose.

Mayor Cason: Yeah.

Commissioner Lago: Okay.

Mayor Cason: And also I think, again, part of the traffic, trucks, the whole question of the buses coming onto campus and, you know, are they coming in the right way, are they parking where they are not supposed to park, you know, that sort of...

Vice Mayor Quesada: I want to ask staff just to make sure at second reading that they've analyzed this and given us some sort of recommendation what we can do moving forward for any kind of...

Commissioner Lago: But I don't want to...

Vice Mayor Quesada: Vehicular traffic.

Commissioner Lago: Vice Mayor, I don't want to have a second reading until I have gotten confirmation from Mr. Trias and the City Manager telling me that UM and the neighbors not only were in separate meetings, but were in joint meetings to discuss it.

Mayor Cason: Right. And there's a lot of elements now that can be discussed because we've got the proffer of a million dollars that can be used for outside the campus or part of it. It could be used for the question of the 46 parking spaces, if they want to make that all green and not have a million dollars. There's a lot of things that could be discussed.

Commissioner Lago: Maybe we don't -- maybe -- remember, this conversation started...

Commissioner Keon: But they can use the million dollars and build the road.

Mayor Cason: That's -- all of that can be discussed between first and second reading.

Commissioner Lago: Or they could expand the arboretum and make it even a bigger buffer. Again, let's just -- let's get to the point where we're having a discussion. Let's get to that point.

Mayor Cason: And the second reading doesn't have to be in two weeks. If they have -- hold the meeting and come to some kind of conclusion, then we can move forward to second reading (INAUDIBLE)...

Commissioner Lago: By the way, I ask all of you -- and the reason why I'm pushing this -- please do me a favor. I know that everybody's super busy. Take some time and go to the arboretum. Take some time and go to the arboretum and go to the neighboring parcel of property, which is a privately held piece of property that I've had some conversations with the owner, which is on San Amaro also. Go to the arboretum.

Vice Mayor Quesada: That triangle park?

Commissioner Lago: Just literally walk -- it's a slice of the Everglades -- when I say the Everglades, like rock -- Pine rockland.

Commissioner Keon: It's a rock pine forest.

Commissioner Lago: It's a slice of wilderness that doesn't exist anymore in Coral Gables, and it's such a beautiful space. You walk in there, it's 90 degrees -- before you walk in, it's 90 degrees. If you walk in there, it's 75 degrees underneath the canopy. It is beautiful. I take my

two girls there all the time. It's just an incredible experience. You get them outside, away from the TV, away from the air conditioning, get them sweating a little bit. It's an incredible experience. And I ask you to go and, you know, take a look at the arboretum. It's a very special place.

Mayor Cason: Well, throw that into the hopper for discussion as well, that particular...

Commissioner Keon: Can I ask, Mr. Trias, I asked you before, can you meet with -- you'll meet and have a discussion as to how a road can be built that's...

Planning and Zoning Director Trias: Yes. And I think that we can explore the options and present them to you so you can have the information. And both issues could be addressed, the road and the arboretum expansion and wants also.

Commissioner Keon: Okay.

Planning and Zoning Director Trias: That's all something that I think should be open.

Commissioner Keon: Or just, you know, I mean, it seems that Miller has become a significant entrance into the University. I guess, it's -- you know, I mean, it's -- I don't know, we regard that as a -- how is that designated? Is that a collector, an arterial? What is it? What's Miller?

Mayor Cason: Well, we're going to collect data between now and the next session on that.

Ms. Gavarrete: I'm sorry. That's a collector, an arterial.

Commissioner Keon: It is a collector.

Ms. Gavarrete: And the traffic...

Commissioner Keon: Alright, then...

Ms. Gavarrete: As Jeff was saying, was reduced by 40 percent from 1990 to 2015.

Mayor Cason: Okay.

Commissioner Keon: And you know, and I think the University should be applauded for what it has done with, you know, student parking and, you know, moving students around. I think, eliminating, you know, freshmen from that -- you know, the use of cars, you know, took a very big piece out of who's having cars and everything else and I think it's great. But it's more from an operating standpoint for whatever -- and you know, I don't -- it's good to have deliveries in the morning and that's one less truck or car on the road at commuting hours because they're in and they're gone. They're not disrupting traffic or whatever else. I mean, that group tends to work early. And you know, it gives you a chance to, you know -- you're getting food deliveries before you're trying to serve breakfast, which is -- I mean, it's a good thing. Most people get deliveries early in the morning. It's really a matter of, you know, where they access the campus that is probably, you know, less disruptive, you know, to a neighborhood. I don't -- I'm not near, but I would have to take the words of the people that are in the area that it is disruptive. I'm not there. But I hope that you'll meet with Mr. Trias and you'll come back. Thank you.

Commissioner Lago: I'm going to make a motion.

Mayor Cason: Okay.

Commissioner Lago: Based on the discussion that we've had, I think, over the last ten minutes, the poignant discussion in reference to having, in between first and second reading, the University of Miami, the neighbor representatives and our staff, Ramon Trias, the Assistant City Manager, the City Manager, our City Attorney, whoever needs to be in that meeting, to have a

thorough discussion in regards to what exactly this area of our city is going to require; to also discuss the issue of traffic, of the entranceway for trucks, which, like I mentioned before, it's not really that much of an issue on San Amaro. It's more of an issue on Miller. I don't see it. As Ms. Cruz mentioned, I'm not there; I'm working. So, I want to make sure that that's a discussion. And I also want to put into the record what Ms. Gavarrete said in reference to the issue of that's more -- that they view it as more of an issue of compliance, code compliance, which, to a certain extent, I agree with them because, you know, some people make decisions to go down Miller and it's very difficult to stop them even though you have an extensive educational campaign, like I do in my own business. I tell them MOT, how do you enter a site, but they still break the law because I catch them doing it all the time. So, I want to make sure we have a thorough discussion in regards to all the issues, the Internal Road, the expansion of the arboretum, what will be the end results if any of those two are adopted or both are adopted, if only one is adopted. Also, the improvements that were put into question which encompass about a million dollars, as Mr. Trias mentioned, are just a ballpark figure. There's no defined scope. I want to have those discussions before we come for second reading. So I make the motion.

Mayor Cason: Do we have a second?

Commissioner Keon: I'll second it.

Mayor Cason: Commissioner Keon seconds. City Clerk.

City Clerk Foeman: Commissioner Slesnick.

Commissioner Slesnick: Just for clarification, we're not voting on whether UM would get the road or not the road, we're just postponing this down the road so this is really what we've...

Commissioner Keon: It's on first reading.

Commissioner Lago: What we're doing is we're...

Commissioner Slesnick: Okay, but we're not voting on anything specific.

Commissioner Lago: We're not voting. What we're doing is we're opening up the opportunity for this to be really ironed out. And basically, it may not be the internal road. It may be the issue of the arboretum may be expanded or it may not be expanded. Again, this is -- we're going to move it to second reading...

Vice Mayor Quesada: So, your motion is to approve it at this point to allow a second reading to occur.

Commissioner Keon: To give you opportunity for second reading to occur.

Mayor Cason: If we don't approve it now, there's no second.

Vice Mayor Quesada: In other words, it's an approval to have a second reading.

Commissioner Lago: Yes.

Mayor Cason: Yes.

Vice Mayor Quesada: And that's it.

Mayor Cason: That's it.

Commissioner Keon: Right.

Vice Mayor Quesada: So, you're not voting on allowing it or disallowing it, not for or against. It's to go to the second...

Commissioner Slesnick: Or for expanding the arboretum or not.

Vice Mayor Quesada: Right.

Commissioner Slesnick: Or for allowing the road or not.

Mayor Cason: We're moving it forward...

Commissioner Slesnick: Okay.

Mayor Cason: To allow for more discussion of all of the options that are now been on the table and hope that something will come that we can all agree on second reading.

Commissioner Keon: Mr. Bass knows what we think.

Mr. Bass: Yeah. Just procedurally, though, you are making a motion to approve on first reading.

Mayor Cason: Yes.

Mr. Bass: And this will conclude first reading...

Mayor Cason: Right.

Mr. Bass: If the motion passes, so we bring it up for second reading.

Mayor Cason: That's right. That's correct. So, City Clerk.

Commissioner Lago: Because the last thing I want to do is put you in a position or the neighbors in a position where this, you know, comes -- has to wait another six months, you know.

Vice Mayor Quesada: And just to be very clear for everyone, at the next meeting, we could all vote 5-0 for something or 5-0 against something.

Mayor Cason: That's right.

Vice Mayor Quesada: Or a mixed match, so...

Mayor Cason: Vote however you want the next time.

Commissioner Slesnick: And this probably will not be for the next Commission meeting, but maybe the May 2?

Mayor Cason: Depending...

Vice Mayor Quesada: It all depends.

Mayor Cason: Depending on what king -- how the discussions go.

Commissioner Keon: It depends on staff and whether...

Commissioner Slesnick: But...

Mayor Cason: When you're ready, come back to us and tell us you're ready for second reading.

City Attorney Leen: There'll be a whole new hearing. There's be a whole additional hearing on second reading.

Commissioner Slesnick: But I'm saying, not in the next meeting, which is only two weeks ago, but the following.

Vice Mayor Quesada: Whenever they're ready.

Mayor Cason: Whenever they're ready.

Vice Mayor Quesada: It could be two weeks.

Mayor Cason: Could be, could be longer.

Vice Mayor Quesada: Or ot could be two months, which I don't think anyone wants.

Mayor Cason: So, we need a vote.

Commissioner Slesnick: Yes.

Commissioner Keon: Yes.

Commissioner Lago: Yes.

Vice Mayor Quesada: Yes.

Mayor Cason: Yes.

(Vote: 5-0)

Mayor Cason: Thank you very much. We're going to take a 30-minute lunch break and then be back.

City Manager Swanson-Rivenbark: Thank you, thank you.