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1 record, the existence of the ex parte
 2 communication and the party who originated the
 3 communication.
 4 Also, if a Board Member conducted a site
 5 visit specifically related to the case before
 6 the Board, the Board Member must also disclose
 7 such visit. In either case, the Board Member
 8 must state, on the record, whether the ex parte
 9 communication and/or site visit will affect the
 10 Board Member's ability to impartially consider
 11 the evidence to be presented regarding the
 12 matter. The Board Member should also state
 13 that his or her decision will be based on
 14 substantial, competent evidence and testimony
 15 presented on the record today.
 16 Does any Member of the Board have such
 17 communication and/or site visit to disclose at
 18 this time?
 19 MR. BEHAR: No.
 20 MR. GRABIEL: No.
 21 CHAIRMAN AIZENSTAT: At this time, the
 22 Swearing In. Everyone who speaks this evening
 23 must complete the roster on the podium. We ask
 24 that you print clearly, so the official records
 25 of your name and address will be correct.

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1 Robert.
 2 MR. TORRE: Second.
 3 CHAIRMAN AIZENSTAT: We have a second by
 4 Venny.
 5 Any comment? No?
 6 Call the roll, please.
 7 THE SECRETARY: Julio Grabiél?
 8 MR. GRABIEL: Yes.
 9 THE SECRETARY: Luis Revuelta?
 10 MR. REVUELTA: Yes.
 11 THE SECRETARY: Venny Torre?
 12 MR. TORRE: Yeah.
 13 THE SECRETARY: Chip Withers?
 14 MR. WITHERS: Yes.
 15 THE SECRETARY: Robert Behar?
 16 MR. BEHAR: Yes.
 17 THE SECRETARY: Eibi Aizenstat?
 18 CHAIRMAN AIZENSTAT: Yes.
 19 The procedure we'll use tonight, the
 20 identification of agenda item first will be
 21 done by the Assistant City Attorney, then we'll
 22 have the presentation by the applicant, which
 23 in this case would be the City, the Staff, then
 24 we'll go ahead and open for public comment.
 25 First we'll go ahead and have in Chamber

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1 Now, with the exception of attorneys, all
 2 persons physically in the City Commission
 3 Chambers who will speak on agenda items before
 4 us this evening, please rise to be sworn in.
 5 (Thereupon, the participants were sworn.)
 6 CHAIRMAN AIZENSTAT: Thank you.
 7 Zoom platform participants, I will ask any
 8 person wishing to speak on tonight's agenda
 9 items, please open your chat and send a direct
 10 message to Jill Menendez, stating you would
 11 like to speak before the Board and include your
 12 full name. Jill will call you when it's your
 13 turn. I'd ask you to be concise, for the
 14 interest of time.
 15 Phone platform participants, after Zoom
 16 platform participants are done, I will ask all
 17 phone participants to comment on tonight's
 18 agenda items. I'd also ask you to be concise,
 19 for the interest of time.
 20 First, I would like to go ahead and look
 21 into the approval of the Minutes of the
 22 November 1st, 2022 meeting. Has everybody had
 23 a chance to look at those?
 24 MR. BEHAR: I'll make a motion to approve.
 25 CHAIRMAN AIZENSTAT: We have a motion by

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1 comments, Zoom platform and then phone line
 2 platform. We'll go ahead and close the public
 3 comment, we'll have a Board discussion, and a
 4 motion, discussion and second of the motion, if
 5 necessary. Then we'll have the Board's final
 6 comments and a vote.
 7 If we could start, please. Mr. Ceballos,
 8 if you could please read the first item into
 9 the record.
 10 MR. CEBALLOS: E-1, an Ordinance of the
 11 City Commission of Coral Gables, Florida,
 12 providing for text amendments to the City of
 13 Coral Gables Official Zoning Code, Article 10,
 14 "Parking," Section 10-109, "Payment in Lieu and
 15 Remote Off-Street Parking;" to revise remote
 16 parking and payment-in-lieu processes,
 17 requirements, and fee structure; providing for
 18 severability, repeater, codification, and
 19 providing for an effective date.
 20 MS. GARCIA: Good evening, Jennifer Garcia,
 21 City Planner. And you'll remember this from
 22 our last meeting on November 1st. We discussed
 23 remote parking and payment in lieu. There's
 24 been a couple of changes. The Board -- if you
 25 remember, the Board did defer it to this

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1 meeting for discussion with the City Manager,
 2 who's here for any questions.
 3 There's been a couple of minor changes done
 4 to the Ordinance. The first one is, basically
 5 to put more emphasis on the remote parking
 6 aspect, and so this way, remote parking is now
 7 first in that subsection, it's now A, and then
 8 B is the payment in lieu. And the other change
 9 is also putting more emphasis on remote parking
 10 as being the only option you can have, unless
 11 you have less than ten spaces. Then you can do
 12 payment in lieu. Or if you have an approval
 13 for your remote parking that falls through, the
 14 building is demolished, you can't find any kind
 15 of remote parking options, then you can request
 16 the payment in lieu that way. Those are the
 17 two main changes.
 18 All of the prices that we discussed the
 19 last time, the fees -- the different fees of
 20 \$10,000 for the Industrial Section -- I'm
 21 sorry, the Design and Innovation District,
 22 rebranded, 12,050 -- 12,500, sorry, for the
 23 City-wide along Ponce and the CBD area, and
 24 then 5,500 for the Miracle Mile itself.
 25 And, again, just to remind you, that if you

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1 MS. GARCIA: It could, yes.
 2 And I have a little process diagram on
 3 PowerPoint, if IT can pull that up. This is
 4 also on the second page of your Staff Report,
 5 and hopefully this will clarify the different
 6 brackets that we have set up in the Zoning
 7 Code.
 8 MR. IGLESIAS: Good evening, Mr. Chair,
 9 Board Members. Thank you for allowing me
 10 today. This goes back --
 11 CHAIRMAN AIZENSTAT: Welcome to our Board,
 12 Mr. Manager.
 13 MR. IGLESIAS: Oh, I'm sorry?
 14 CHAIRMAN AIZENSTAT: No, welcome to our
 15 Board.
 16 MR. IGLESIAS: Thank you very much. Thank
 17 you so much.
 18 This goes back to when we had that
 19 Zoning -- the Zoning -- that major Zoning
 20 update. This is, unfortunately, not written
 21 the way that I had anticipated or that we
 22 wanted.
 23 But, two things, it deals with what we are
 24 initially, now, which is technology -- an
 25 infrastructure technology update, as far as the

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1 take advantage of the remote parking, that you
 2 would pay the City for space that you would be
 3 requesting, and, then, obviously, you'll have
 4 the lease or whatever agreement you have to
 5 park the physical cars in the different
 6 location, and if, for any reason, you had to
 7 take advantage of the payment in lieu, only if
 8 your remote parking falls through or if you
 9 have less than ten spaces, then you would pay
 10 another fee for the payment in lieu, to pay out
 11 of the requirement.
 12 MR. WITHERS: Can I ask you a question
 13 about that? So, if the property is sold and a
 14 new tenant comes in, are they -- is the
 15 property owner bound by the same -- the new
 16 property owner bound by the same condition as
 17 the previous property owner?
 18 MS. GARCIA: Yes. So a covenant is
 19 required during the remote parking process,
 20 it's required to be both properties that own
 21 the land. So if you change the property owner,
 22 it's still part of the property.
 23 MR. WITHERS: If the use changes and the
 24 parking requirement changes, does that reduce
 25 the requirement?

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1 City's concerned, and then -- which we're
 2 finishing the technology infrastructure and
 3 best practice, we're finishing -- this was a
 4 three-year plan, and we should be finishing
 5 that the first quarter of this year, that we
 6 implemented everything. All of our Enterprise
 7 Programs are new. We have a new website, the
 8 Tesla website. We have a brand new very
 9 (Unintelligible) dashboard. So we're doing all
 10 of these technologies and infrastructure
 11 updates.
 12 The next thing after that, that we're
 13 looking at, was smart parking. And so what do
 14 we do right now when we're changing our
 15 mobility needs, right? It's very difficult to
 16 do. And what do you do with a pedestal -- a
 17 parking pedestal that's seven feet high, and
 18 you have a building above that? It's really --
 19 you really can't occupy that space with any
 20 kind of office space, because it's too low,
 21 right. And so we're looking at a smart parking
 22 plan and we're looking at our next step to be
 23 the Coral Gables Parking Authority, and so this
 24 was looked at from that perspective.
 25 There's also another perspective. It was

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1 the Mile, in which we want to limit it to fifty
 2 feet and eliminate parking pedestals on the
 3 Mile. So, the Mile, we had a remote parking
 4 component that was mandatory. So we were
 5 concerned about Bert Harris, and so that's why
 6 we did a study by an appraiser and came up with
 7 the \$5,500 cost to remote park in the Mile.
 8 So if you want to remote park in the Mile,
 9 it's \$5,500 per space, but it's mandatory, and
 10 so we were certainly concerned about that
 11 Zoning -- that Zoning issue, whether this was
 12 considered a Bert Harris issue.
 13 So that 5,500 -- and I know that you all
 14 were wondering where those numbers came from.
 15 The \$5,500 was done with a study, to avoid any
 16 Bert Harris issue, in our kind of town Zoning,
 17 from a height perspective.
 18 Then we looked at the Industrial Area,
 19 which is really our old Industrial area, which
 20 is our Innovation District. We're right next
 21 to the Rapid Transit Zone. So we have a lot of
 22 buildings -- we have some smaller lots, some
 23 smaller properties. So we looked at that as a
 24 \$10,000 charge per remote parking space. That
 25 was not -- that was not supposed to be parking

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1 you do a building with a parking pedestal, that
 2 building, under construction right now, will be
 3 a 75-year building. So way in excess of what
 4 the mobility changes are going to be.
 5 Even if we figure the mobility changes are
 6 in twenty years, that building has a 75-year
 7 life, at least right now, with the construction
 8 practices that we're using. So we're trying to
 9 create this balance right now, create a Parking
 10 Authority.
 11 The Parking Authority we're looking at
 12 would be something in the level of a
 13 public-private partnership, a P-3, where we
 14 look at parking, try to incorporate those
 15 parking pedestals, as many as we have now,
 16 which have the seven-foot height, right.
 17 Parking, you generally put three parking
 18 stories within two building levels, which means
 19 that you have a very short height. What do you
 20 do? You store refrigerators? You store cars?
 21 You store something? But you can't put office
 22 space in a seven-foot height, right.
 23 So the idea was to start incorporating in
 24 the future the parking that we have, start
 25 eliminating some of our parking garages, and

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1 in lieu. That was supposed to be \$10,000 to
 2 remote park.
 3 The remote parking requires a covenant.
 4 That covenant runs with both properties. So
 5 that if you sell a property, it still runs with
 6 it, and so it was not just a payment in lieu,
 7 right. \$10,000 and you can remote park. The
 8 idea was, looking at these parking pedestals
 9 and what we're going to do in the future.
 10 Areas that were not in the Innovation
 11 District, we looked at \$12,500 for the remote
 12 parking fee, in addition to the fact that you
 13 had to remote park, right, and you have to
 14 provide a covenant.
 15 So we looked at those numbers as a balance
 16 to try to look at what the future mobility
 17 needs for our City are, and, hence, we're not
 18 trying to overcharge or undercharge. We're
 19 trying to find a balance that we could look at
 20 and what do we do with these parking pedestals.
 21 Some people think autonomous vehicles are
 22 coming in five years, other people think twenty
 23 years, but mobility is going to change, right.
 24 It's going to be changing. So if it's not five
 25 years, it's not twenty, it may be ten. When

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1 I'm talking about in the future -- our parking
 2 garages are paid off in about a ten-year
 3 period -- and start eliminating some of those
 4 parking garages, not now, but looking towards
 5 the future, and incorporating the Smart Parking
 6 Plan, where we actually incorporate private and
 7 public parking together.
 8 Our current parking garage, the one that's
 9 right next to the Police and Fire Station, will
 10 have our smart parking standards, similar to
 11 what Walt Disney uses, and that's going to
 12 initiate our Smart Parking Plan.
 13 So there's going to be a change in
 14 mobility. We're trying to get to that point in
 15 kind of a gradual way, and, hence, the remote
 16 parking initiatives. So the idea is not to --
 17 not payment in lieu for \$10,000, let's say, in
 18 the Innovation District. The idea is \$10,000
 19 that goes into our parking fund, and then you
 20 have the remote parking.
 21 So I'm not sure if that explains what our
 22 thought process was. Any questions you have, I
 23 will be happy to answer.
 24 Let me just say that there is a covenant
 25 required from both properties. There's also a

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1 way of curing, if you do have a problem, or if
 2 in the future we do have a major change in
 3 mobility, and the parking is not required, then
 4 you could petition for the Commission to remove
 5 those parking requirements.
 6 So it's looking at parking -- we're trying
 7 to look at parking in a long-term perspective.
 8 It's very difficult right now, because we're so
 9 used to parking, that it's a very difficult
 10 change, but we're trying to change it slowly,
 11 and in the future, what we look at is having
 12 two parking garages in the City, eventually.
 13 One would be the parking garage next to the
 14 Public Safety Building, because that has public
 15 safety concerns. We all saw what happened in
 16 Fort Myers when you don't protect your assets.
 17 You have to have cars and everything else in a
 18 protected environment. So that particular
 19 parking garage, when there's EOC activation or
 20 Emergency Operations Center, fire doors come up
 21 and we use both buildings together. When
 22 there's no emergency, the fire doors come down
 23 and it becomes a parking garage for North
 24 Gables.
 25 And the mobility hub, which is our future

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1 allowed the parking in lieu for the small
 2 amount. That was not the intention. So what
 3 we're trying to do is correct it now. So I'll
 4 be happy to answer any questions on that. I
 5 hope that -- it's a little messy, but that's
 6 what we're trying to look at right now, is what
 7 do we do. We know mobility is going to change.
 8 How do we change with it and how quickly do we
 9 change with it, when it's something that, you
 10 know, it's still with us and it's a difficult
 11 change?
 12 CHAIRMAN AIZENSTAT: Thank you.
 13 Before we ask questions, I'd like to just
 14 ask, do we have anybody in the audience that
 15 has signed up to speak?
 16 THE SECRETARY: No.
 17 CHAIRMAN AIZENSTAT: Anybody on Zoom?
 18 THE SECRETARY: No.
 19 CHAIRMAN AIZENSTAT: What about the phone
 20 platform?
 21 THE SECRETARY: No.
 22 CHAIRMAN AIZENSTAT: So, at this time, I'd
 23 like to go ahead and close it for public
 24 comment, and open it up.
 25 MR. REVUELTA: Did she not have a quick

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1 mobility center, which is geared for electric
 2 vehicles, micro-mobility, autonomous vehicles,
 3 drones, it has all of those capabilities in it.
 4 And, then, what can we do with the other
 5 parking garages is -- well, since they paid for
 6 themselves and they're sloped and they're
 7 really not -- you don't have an adaptive reuse
 8 on those, those would be looked at for
 9 mixed-use projects that will bring more people
 10 into our Downtown area.
 11 By the way, our mobility hub is designed
 12 for adaptive reuse very easily, but these other
 13 parking garages -- we have flat floors, speed
 14 ramps, very easy to -- actually, you wouldn't
 15 even realize that you changed it, because all
 16 you have to do is take out the barrier cables,
 17 put a curtain wall and it becomes a usable
 18 space. But the other parking garages that we
 19 have, most of them have sloped floors. They
 20 don't really deal with adaptive reuse. I mean,
 21 everybody talks about it, but it really doesn't
 22 work for these other parking garages.
 23 So that was the idea of the changes that we
 24 wanted. However, it was not written in the way
 25 I just said. It was written in a way that

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1 presentation she wanted to make?
 2 MS. GARCIA: I had a diagram. It's on Page
 3 2 of your Staff Report, if you wanted to go
 4 through that.
 5 CHAIRMAN AIZENSTAT: Please.
 6 MS. GARCIA: It shows the different
 7 brackets. So the remote parking request, as
 8 you can see, hopefully, it's on the far left.
 9 If you're above the 25 spaces that you're
 10 requesting -- that you're required to have, you
 11 would go through the Conditional Use process.
 12 As you know, the Condition Use process, it's
 13 DRC, Planning and Zoning, and City Commission
 14 for final approval.
 15 So once you get approved, you're paying per
 16 space, right, and we went through those prices
 17 already. You're paying per space.
 18 If you're less than 25 spaces that you're
 19 required to park, then you're going to be going
 20 through an administrative review. You're not
 21 required to go through the Conditional Use
 22 process. It can be reviewed administratively
 23 by the Director of Development Services. And
 24 if you're actually less than ten, and this
 25 would be very rare occasions, that maybe you're

1 changing the use of your building, maybe you're
 2 doing a small enclosure on the back of your
 3 building, a small addition, and you're only
 4 required to have, you know, a handful of
 5 spaces, you could do the payment in lieu option
 6 at that point.
 7 So let's go back up to remote parking.
 8 You're approved by the Commission. Something
 9 happens, the building has to be demolished.
 10 Something is happening with the existing
 11 building where you're remote parking and you
 12 can't find anywhere else. At that point,
 13 you're allowed to request payment in lieu.
 14 Payment in lieu, again, reviewed
 15 administratively, and at that point, you will
 16 pay again the same amount -- well, the amount
 17 that you cannot remotely park.
 18 MR. IGLESIAS: Commissioner Withers, you
 19 made the point about use, a change of use. The
 20 under ten is really that change of use issue.
 21 So if you have a change of use and you really
 22 cannot -- your building doesn't have that
 23 parking or it's almost impossible to provide
 24 additional parking, then you would have that
 25 payment in lieu, but that would be double. So

1 MR. BEHAR: That would take care of my
 2 parking requirements?
 3 MR. IGLESIAS: That would take care of your
 4 parking requirement, correct, for under 10.
 5 If you're up to 25, then you would be under
 6 the same -- you would have the covenant
 7 requirement. So you would pay 12,500 and find
 8 remote parking, but it would be
 9 administratively approved.
 10 And in the small projects --
 11 MR. BEHAR: A small project, it makes
 12 sense.
 13 MR. IGLESIAS: It makes sense. Again, a
 14 small project, so you don't have to go through
 15 the entire Conditional Review --
 16 MR. BEHAR: Right.
 17 MR. IGLESIAS: -- Conditional approval --
 18 CHAIRMAN AIZENSTAT: On the larger
 19 project -- and I'm in favor of trying to reduce
 20 the pedestals of the buildings, you know.
 21 MR. IGLESIAS: Why is the Biltmore so nice?
 22 It has no pedestal.
 23 MR. BEHAR: You know, I use the
 24 Gables-Ponce project. It has 950 spaces and
 25 half of those never get used, okay. But, you

1 that would be, you would pay \$20,000 in the
 2 Industrial District or you would pay \$25,000
 3 out of the Industrial District.
 4 So we have it tiered, basically, 10, 25 and
 5 over 25. Over 25 is Conditional Use, with a
 6 covenant. Zero to 25 or between 10 and 25, it
 7 would be administratively approved, with
 8 covenant. Under 10 it would be payment in
 9 lieu, which would be double the amounts that
 10 we're talking about.
 11 CHAIRMAN AIZENSTAT: Robert, I saw you have
 12 a question.
 13 MR. BEHAR: Yeah, just to clarify
 14 something. You say that -- for example, if I
 15 want more than 25 spaces and I want to do the
 16 remote parking and I'm in the CBD or City-wide,
 17 I have to pay 12,500, and if I want to have --
 18 where are the other 12,500? How does that come
 19 into play, because you said you will pay
 20 double?
 21 MR. IGLESIAS: If you're in the CBD and you
 22 have a small project and needs five parking
 23 spaces because you have a change of use, then
 24 you would pay 12,500 twice. You would pay
 25 25,000.

1 know, I'm a little bit at a loss and I need a
 2 little bit of clarification.
 3 Let's say, hypothetical, we've got a
 4 project that requires 200 spaces, and I want to
 5 say I want get 100 spaces to be remote parking.
 6 Can I pay the -- City-wide, not specific --
 7 12,500, and if I don't want to build, I've got
 8 to pay another 12,500? So for those 100
 9 spaces, I would be paying 25,000 per space; is
 10 that right?
 11 MR. IGLESIAS: Well, if you have 200 cars
 12 and you want to remote park 100, you would pay
 13 12,500 per space. You would find parking and
 14 get a parking --
 15 MR. BEHAR: And have the covenant and all
 16 of that?
 17 MR. IGLESIAS: Correct.
 18 MR. BEHAR: But if I don't find those
 19 additional spaces, if I'm not able to secure
 20 those additional spaces, can I just pay --
 21 MR. IGLESIAS: It's a Conditional Use, so
 22 you would have to come to the Commission and
 23 petition to pay 25,000.
 24 CHAIRMAN AIZENSTAT: To pay another 12,500.
 25 MR. IGLESIAS: Another 12,000 -- another

1 12,500, which would be 25,000, but it would
 2 still be a Conditional Use, because you're over
 3 25.
 4 MS. GARCIA: I think what you're asking is,
 5 before you go to Conditional Use, you want to
 6 be able to remote park, but you can't find
 7 remote parking spaces, anyway, you haven't got
 8 any kind of approval?
 9 MR. BEHAR: Right.
 10 MS. GARCIA: I think, at that point, you're
 11 stuck, you have to build it.
 12 MR. CEBALLOS: The way it is currently
 13 drafted, you do not have the option to pay
 14 \$25,000 and continue your process. You have to
 15 pay 12,500, go to Commission, approve your
 16 covenant, and have remote parking. The second
 17 option, to pay the remaining 12,500, only comes
 18 up if something happens to your existing
 19 agreement with your remote parking. If there's
 20 no -- as currently drafted -- once again, as
 21 currently drafted, that is the requirement.
 22 MR. IGLESIAS: You do have the ability to
 23 cure it.
 24 MR. WITHERS: So what if you're the owner
 25 of the parking that you're leasing from --

1 lieu, as currently drafted.
 2 MR. BEHAR: But if there's a covenant, you
 3 can't cancel it. I mean, if there's a covenant
 4 with both, it's very difficult to cancel any
 5 leases that it would have.
 6 MR. IGLESIAS: But you still have the cure
 7 method. You still have a method --
 8 MR. BEHAR: To come back to Commission --
 9 MR. IGLESIAS: You have to cure the --
 10 CHAIRMAN AIZENSTAT: You don't have to come
 11 back to the Commission to cure. It's done now
 12 administratively is what I understood.
 13 MR. IGLESIAS: Yes, but it's not mandatory
 14 to do it.
 15 MR. CEBALLOS: Let's be clear, because I
 16 want to make sure that we're accurate here.
 17 The covenant is on your property, that you need
 18 to have "X" amount of parking spaces. If I am
 19 leasing a hundred spaces from your property a
 20 block away, there's no covenant on your
 21 property, you understand? You and I just have
 22 a lease. We have an agreement. That could be
 23 easily severed.
 24 MR. BEHAR: So the property leasing those
 25 spaces does not have a covenant?

1 let's say you have two buildings, and you own
 2 the other building, and you cancel -- I guess,
 3 you could cancel the lease on yourself, I
 4 guess. I'm just thinking of someone putting
 5 properties together and saying they're going to
 6 designate one area as their remote parking,
 7 and, then, all of a sudden, they pull --
 8 MR. IGLESIAS: Well, you have a covenant,
 9 so you'd have to come back and cure it, as the
 10 Assistant City Attorney said, and your cure
 11 would be paying it again, right. So you're
 12 essentially paying -- it would be -- in the
 13 CBD, it would 25,000.
 14 CHAIRMAN AIZENSTAT: Would you have to come
 15 back to the Commission as a Conditional Use at
 16 that point again? Don't you have to come back?
 17 MS. GARCIA: As currently drafted, no.
 18 That would be an administrative review. If
 19 you've gotten your approval from the Commission
 20 for your remote parking --
 21 CHAIRMAN AIZENSTAT: Okay.
 22 MS. GARCIA: -- but you want to cancel on
 23 yourself or someone else has canceled on you,
 24 you're now required to go back to the
 25 Conditional Use process for the payment in

1 MR. CEBALLOS: It does not.
 2 MR. BEHAR: If they terminate the lease,
 3 then how do we force --
 4 MR. IGLESIAS: Because when you come in for
 5 your Certificate of Use, you must show that you
 6 have those parking spaces. If not, you don't
 7 get a Certificate of Use.
 8 CHAIRMAN AIZENSTAT: And then, if you
 9 terminate that two months down the road or a
 10 year down the road, what happens?
 11 MR. IGLESIAS: You could, but your
 12 Certificate of Use is required every year. So
 13 you could --
 14 MR. BEHAR: So there's a mechanism to
 15 assure that there's always spaces?
 16 MR. IGLESIAS: It would be the CU.
 17 MR. BEHAR: And if we're trying to -- I
 18 take this as an incentive to try to reduce
 19 parking, you know, and I think it could be very
 20 good. Could there be -- and I don't think it's
 21 in the language today, but could there be a
 22 possibility that if we want to have -- pay,
 23 whether it's, you know -- an amount that we
 24 could pay into the parking authority, into the
 25 fund, so the City could use that money to then

1 build spaces throughout the City, like
 2 garages --
 3 MR. IGLESIAS: What you're saying is to
 4 have a parking in lieu of a cure or in addition
 5 to a cure. Is that --
 6 MR. BEHAR: Basically. Because in the City
 7 of Miami, you have something similar to that.
 8 MR. IGLESIAS: City of Miami, well, we did
 9 a 50-story building without parking next to
 10 it --
 11 MR. BEHAR: Well --
 12 MR. IGLESIAS: -- next to the RTZ, right.
 13 You have the RTZ Zoning that allows you to do
 14 that, but that's very difficult to do here.
 15 MR. BEHAR: Because I think that it could
 16 be a great option to say, okay, let's build
 17 spaces -- the City will build, you know,
 18 garages, in the properties that -- you know,
 19 the mobility hub, for example, and if there's a
 20 fund that we pay into --
 21 MR. IGLESIAS: Which is -- that money is
 22 going into our parking fund, yes, to
 23 initiate -- the smart parking fund is not
 24 cheap, right, when we're looking at a smart
 25 parking plan for on-street and off-street

1 that -- from a structural perspective, changing
 2 that to a higher level.
 3 So what we do now, really, is going to
 4 affect us for a long time to come, and so we're
 5 just trying to really look at this -- kind of
 6 forward think on this.
 7 CHAIRMAN AIZENSTAT: Venny?
 8 MR. TORRE: Yeah, I have a question.
 9 So, hypothetically, I develop a building.
 10 I do remote parking, pay that, do parking in
 11 lieu, lease, say, next door in a lot.
 12 Eventually I make a deal with that person, buy
 13 the lot, and say I want to re-develop the lot,
 14 therefore, I lost my parking spaces. I
 15 purchased the lot.
 16 How hard do I have to go finding other
 17 solutions, versus just saying, "I'm buying the
 18 lot, here's your 12,500, I'm done," and I've
 19 accomplished the \$25,000? I mean, do I need to
 20 keep looking around and trying to fulfill the
 21 agreement or can I just go ahead at that point
 22 and just give you --
 23 MR. IGLESIAS: For us, there are different
 24 options. Do we have any spaces we can lease in
 25 our system? And that would be something that

1 parking. Developing that is something that
 2 we're trying to do.
 3 The idea is to create an app. You know
 4 exactly where parking is. You're not running
 5 around wasting gasoline and creating pollution.
 6 You know where you're going. You can reserve
 7 your actual parking. And the idea is to have
 8 that private-public partnership, so that that
 9 space that -- as parking needs dwindle, that
 10 that space is seven feet high, that what you
 11 can do with it, that it becomes usable space
 12 and it's also a profit center for that
 13 property.
 14 So what we're trying to do is move slowly
 15 into what's going to be happening, which really
 16 is going to be a change in mobility,
 17 eventually, the next twenty years -- let's say,
 18 five to twenty, it will be like ten or
 19 something like that.
 20 Let's remember that buildings that we do
 21 now will be there for 75 years. So any
 22 pedestal that you do now at a seven-foot height
 23 is not usable for office space or anything
 24 else, and will be there for that period of
 25 time. It's very, very difficult changing

1 we would work with our Parking Department, but,
 2 yes, if you wish to pay the additional, let's
 3 say, 12,500, that would be \$25,000 a space,
 4 then you would have that cure, but we would
 5 look at it administratively. It's not
 6 something that we plan on doing without any
 7 review.
 8 MR. TORRE: I think Mr. Ceballos said it,
 9 the way this is written, you're supposed to go
 10 find that parking option. Is there any
 11 benefit, under certain cases, to allow good
 12 development, not to go seeking and say, "Look,
 13 I just want to pay the \$25,000?" Is there -- I
 14 mean, at this point, it doesn't exist in that.
 15 Is there a way to consider that maybe in
 16 some cases you can come to the Commission --
 17 MR. BEHAR: And that's exactly the point I
 18 was trying to make.
 19 MR. TORRE: -- and say, "I just want to
 20 give you the money, can we talk about it?"
 21 MR. IGLESIAS: I think we can look at that,
 22 because since over 25 is Conditional Use, then
 23 maybe it's something that we can put as part of
 24 the Conditional Use requirement, whether you
 25 can easily provide the parking or provide the

1 payment in lieu. So we can actually take a
 2 look at that.
 3 MR. TORRE: In some cases, it just makes
 4 more sense -- it could be -- not all of the
 5 time, but it could make more sense.
 6 MR. IGLESIAS: When we look at parking, you
 7 know, we're trying to move forward, but it's
 8 been very difficult, because I think people are
 9 enamored with parking and there's a strong
 10 desire to keep parking, and so what we're
 11 trying to do is work our way to something maybe
 12 a little bit different.
 13 What we did on the Mile, there's no parking
 14 pedestals on the Mile, which really makes
 15 sense, and it's \$5,500 for the Bert Harris
 16 issue. However, we can certainly look at that.
 17 We can look at it from a Conditional Use
 18 perspective, since you are going to the City
 19 Commission. We can take a look at that, at
 20 making that an option, if the Board --
 21 MR. TORRE: The reason I say that is, it
 22 maybe makes more market sense. I don't need to
 23 get 100 parking spaces and maybe I just need
 24 twenty for my business to make sense.
 25 MR. IGLESIAS: It's Conditional Use, so we

1 gets built, not so much the formulas.
 2 MR. IGLESIAS: I don't think the FAR --
 3 parking doesn't count for FAR. The parking
 4 pedestal does not count for FAR.
 5 MR. WITHERS: Okay.
 6 MR. IGLESIAS: So what that's going to do
 7 is probably make lower buildings, because I
 8 don't know of anybody that doesn't really
 9 pretty much max out on FAR right now, even
 10 including parking.
 11 So, let's remember that the parking
 12 pedestal does not --
 13 MR. WITHERS: Would the next agenda item,
 14 rooftop restaurants, affect FAR, parking?
 15 MS. GARCIA: Currently, it counts for FAR,
 16 yes.
 17 MR. WITHERS: I mean, these things just
 18 kind of creep in.
 19 MR. IGLESIAS: Well, we can discuss the --
 20 the next one is a bill because of a Building
 21 Code change, that doesn't require the fire
 22 setbacks at the roof level, but in this case,
 23 we could use it effectively if you -- you know,
 24 the under ten component is very effective for
 25 smaller areas. For instance, restaurants,

1 can look at our parking requirements and see.
 2 We know what our parking requirements are. We
 3 know what our parking needs are. So that's
 4 something that can be worked out with our
 5 Parking Department, to see whether it can
 6 happen or whether we're going to decide, no, it
 7 should be remote parking.
 8 MR. WITHERS: But Venny, if you're -- I
 9 agree with the concept, but if you're doing
 10 that to add more FAR that you can lease out for
 11 office space --
 12 MR. BEHAR: But it may not be for
 13 additional FAR.
 14 MR. WITHERS: I know, but if it is, I'm
 15 saying that I think you're kind of going down a
 16 slippery slope here, because \$25,000 for a
 17 parking space versus a fourth, you know, leased
 18 in five years from now or ten years from now,
 19 it's significantly more revenue coming in
 20 leasing that space and paying \$25,000 for a
 21 parking space today.
 22 MR. TORRE: The way I'm looking at it is, I
 23 think, a little bit more of what the Manager
 24 was saying. Market trends, market needs,
 25 market desires will lead a little bit to what

1 under ten component, we'll give you 3,000
 2 square feet.
 3 So I do think that the bracket of 10, 25
 4 and over 25, I think, provides a good --
 5 MR. WITHERS: Is that going to increase in
 6 value? Is there going to be -- is that going
 7 to be five years from now, ten, fifteen, thirty
 8 or is that going to stay set? What's the
 9 pricing on that?
 10 MR. IGLESIAS: On what?
 11 MS. GARCIA: The fee.
 12 MR. WITHERS: The fee in lieu of, is that
 13 set for how long, are you going to review it --
 14 MR. IGLESIAS: It's set for now, but it
 15 doesn't mean -- I think that's subject to
 16 review, and right now, when that was done,
 17 parking was cheaper. We have parking now
 18 certainly -- I mean, we all know about the
 19 escalation cost. That's why we're not building
 20 our mobility hub. We're looking at the
 21 mobility hub probably for the middle of next
 22 year. We already see pricing getting better.
 23 We all see deliveries getting better. For
 24 instance, the panels on the mobility hub went
 25 from a 52-week delivery period to a 28-week

1 delivery period already.
 2 So we are seeing, I think, some of these
 3 things kind of take care of themselves. It
 4 makes sense. Our economy stopped and now we're
 5 restarting very, very quickly, but I'm looking
 6 at some delivery times coming down. Service --
 7 our electrical service went from two years down
 8 to one year. We ordered ours early, to make
 9 sure our project started, but I'm looking at
 10 delivery times coming down. We're looking at
 11 things getting a little bit more competitive;
 12 hence we are not looking at going out with our
 13 mobility hub until the second quarter next
 14 year.
 15 CHAIRMAN AIZENSTAT: Let me ask you
 16 something: on that mobility hub, your parking,
 17 how much is that space costing you on that?
 18 MR. IGLESIAS: That is a very expensive
 19 space, because we're looking at many issues.
 20 We have a park at the roof. We've got fully
 21 activated below, have drone space. We have --
 22 CHAIRMAN AIZENSTAT: But if we break it
 23 down into a parking space?
 24 MR. IGLESIAS: Well, it's 623 cars and
 25 we're at 62 million dollars.

1 MR. IGLESIAS: You know, we're looking at
 2 that as our future mobility center.
 3 CHAIRMAN AIZENSTAT: We have three
 4 architects with us. How much does it cost to
 5 do parking on a project? You're doing an
 6 apartment building, how much does it cost you
 7 to do a parking space?
 8 MR. REVUELTA: Above ground could be 40,
 9 45. What do you think?
 10 MR. TORRE: About 40.
 11 CHAIRMAN AIZENSTAT: 40, 45,000 for one
 12 space?
 13 MR. REVUELTA: For a space. What do you
 14 think?
 15 MR. BEHAR: It may not be 40, but it's
 16 pretty close. I think it's -- probably 35,
 17 38,000 per space.
 18 MR. IGLESIAS: To answer your question,
 19 when we started this, it was 26, 28. It's now
 20 probably 36 or 38. That is not an inflationary
 21 number. That's a speculation number.
 22 CHAIRMAN AIZENSTAT: I understand.
 23 MR. IGLESIAS: I mean, our mobility hub
 24 went from 42 million to 63 million. A 50
 25 percent increase is not inflation. It has

1 CHAIRMAN AIZENSTAT: And how much is the
 2 space?
 3 MR. IGLESIAS: I haven't looked at that.
 4 62 million 600 --
 5 MR. BEHAR: But you can't go 62. You've
 6 got to lower that, because we've got to take
 7 money for the roof, money for the downstairs --
 8 MR. IGLESIAS: We have money with the
 9 downstairs. We went with adaptive reuse. We
 10 went with flat floors. The building is
 11 designed for adaptive reuse. For instance, if
 12 you want to turn it into office space, the
 13 panels stay, and then you just take -- you've
 14 seen the (Unintelligible) cables, they put a
 15 storefront, and now you have office space.
 16 So that building is really -- that's why
 17 we're not calling it a parking garage. We're
 18 calling it a mobility hub. That's really not a
 19 good look right now, as far as that. We also
 20 have stadium seating at the top. We have a
 21 park. We have activity space. We have drone.
 22 We're a hundred percent electric vehicle ready.
 23 We have an activated first floor. So it's
 24 probably not --
 25 CHAIRMAN AIZENSTAT: A comparison.

1 nothing to do with inflation.
 2 MR. REVUELTA: That would be for a
 3 municipal parking garage, without a tower on
 4 top, because what happens is, when you have a
 5 tower on top --
 6 MR. BEHAR: You increase --
 7 MR. REVUELTA: -- you have elevator core,
 8 et cetera, et cetera, et cetera. All of a
 9 sudden -- the parking spaces on buildings with
 10 pedestals are more expensive than a municipal
 11 city parking garage or an airport parking
 12 garage, but I think the number, with a very
 13 efficient parking garage for a city or for an
 14 airport, I would agree it would be 35 to 40.
 15 And the bottom line is that, it's going to
 16 happen and it's the incentive, in reality, for
 17 a developer that says, "If I can buy a parking
 18 space for \$25,000, knowing that I have a tower
 19 with a pedestal and it's going to cost me 45,"
 20 it's a no brainer, right?
 21 CHAIRMAN AIZENSTAT: Right.
 22 MR. REVUELTA: I think the only question
 23 that I think we had the last time is, you
 24 mentioned something very interesting, that the
 25 prices were achieved in trying to figure out a

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1 balance between the City getting sued versus
 2 the incentive that was to be created. And are
 3 these prices averages --
 4 MR. IGLESIAS: No. That was only for
 5 Miracle Mile.
 6 CHAIRMAN AIZENSTAT: It's only for Miracle
 7 Mile, the Bert Harris, correct.
 8 MR. IGLESIAS: That's where we capped it at
 9 50 feet, so we were concerned about the Bert
 10 Harris issue. So that's why that's 5,500,
 11 because we kind of danced -- we lowered the
 12 maximum height requirement there, and we
 13 avoided a parking pedestal on the Mile, which
 14 we don't want parking pedestals on the Mile.
 15 So that's why that one is so low. That's a
 16 whole different issue.
 17 Parking, to answer your question -- so
 18 that's not the building to look at, but I think
 19 that we're going from 26 to 28 and now the
 20 price is 36 to 38, but those are not
 21 inflationary prices. Inflation is eight to
 22 nine percent, and we're looking -- let's say a
 23 percent, and we're looking at the mobility hub
 24 going from 32 million to 63 million. That's a
 25 50 percent increase. That has nothing to do

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1 As Mr. Torre knows, in construction, a
 2 switch gear was two years. Right now, it's
 3 less than a year. And so we actually ordered,
 4 on our part, a switch gear at the beginning of
 5 the project, to make sure it wouldn't delay the
 6 actual project, but as these times shrink, it
 7 means that production is increasing. Interest
 8 rates are higher, demand may be decreasing. So
 9 we are looking at the mobility and our other
 10 constructions projects, which is Fire House 4,
 11 we are looking at the middle of next year, to
 12 look at the pricing again.
 13 It's hard to talk about a fifty percent
 14 increase in one year. That's a hard -- that's
 15 a hard pill to swallow.
 16 MR. TORRE: To clarify, your ten spaces,
 17 that confused me, so ten spaces or less, you
 18 will only ask for payment in lieu, which can be
 19 gotten by off-site parking? You're not making
 20 them pay the remote parking requirement?
 21 MR. IGLESIAS: Well, it would be double.
 22 MR. TORRE: It would be both.
 23 MR. IGLESIAS: It would be double, and for
 24 ten spaces, that, as Commissioner Withers
 25 talked about, the usage, right, when you have a

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1 with inflation. That's speculation and bidding
 2 for materials and all kinds of issues like
 3 that. Same thing happened in 1980. And so
 4 that's why we're looking at postponing this
 5 project. As I mentioned, the aluminum panels
 6 on the outside, they were at a 52-week delivery
 7 and now they're at 28 weeks, and I could even
 8 lower that right now.
 9 So we see an improvement in that, because
 10 50 -- we don't have an inflation rate of 50
 11 percent, and that's exactly what happened. So
 12 as things in construction begin to stabilize --
 13 I think we've had a big reduction in real
 14 estate construction, and that affects everyone,
 15 because if you're doing concrete, I can give
 16 you 3,000 pound concrete or 6,000 pound
 17 concrete, it's a matter of batching, and if I
 18 don't have to batch 3,000, I can certainly --
 19 the contractor will be have competitive prices
 20 in getting 6,000 pound concrete. So, if
 21 California doesn't use wood, it affects the
 22 entire country.
 23 So these cumulative effects are helping
 24 construction right now, but it's going to take
 25 a little bit. It's going to take a little bit.

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1 use and you need five more spaces and you
 2 really can't provide those in your building,
 3 you go ahead, and after pay for it, you have a
 4 small project --
 5 MR. TORRE: You pay both at the same time
 6 and you get --
 7 MR. IGLESIAS: You pay both at the same
 8 time.
 9 MR. TORRE: Okay.
 10 MR. WITHERS: The management of this -- and
 11 if I'm wrong, then I totally misunderstood, but
 12 say I'm building a building and it's ten floors
 13 and I need -- I want to opt out of 50 parking
 14 spaces. So basically I have ten tenants on
 15 those ten floors. I'm assuming, as the
 16 landlord, I'm just going to make those tenants
 17 pay for that remote parking; is that correct?
 18 MR. IGLESIAS: Whatever you do, it's --
 19 MR. WITHERS: Whatever I do. So if those
 20 are not leased and there's no one in those
 21 floors, someone's going to have to still pay
 22 for those five spaces?
 23 MR. IGLESIAS: Yes.
 24 MR. WITHERS: And that's the landlord?
 25 MR. IGLESIAS: Because those are the spaces

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1 that you need per the Zoning requirement.
 2 You're responsible for the spaces. If you
 3 build them and you don't have a lease, you
 4 still pay for the parking.
 5 MR. WITHERS: And I still have the same
 6 remote parking requirement, I just have
 7 vacancies there?
 8 MR. IGLESIAS: Correct. Just like if you
 9 built the parking garage -- I'm sorry, the
 10 parking for the building. Those spaces are
 11 unoccupied, you still have the available
 12 parking, right.
 13 MR. WITHERS: And, then, if I do change the
 14 use of that and I don't require as much
 15 parking --
 16 MR. IGLESIAS: Then, through Zoning, then
 17 you can lower your parking requirements, yes.
 18 I mean, if you change the --
 19 MR. WITHERS: Okay. I got it. I got it.
 20 Okay.
 21 MR. TORRE: To close this, I think we're in
 22 good --
 23 MR. IGLESIAS: And by the way, as I
 24 mentioned, Mr. Torre, we do have -- remember,
 25 the CU is something that we control every year.

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1 I hope that answers -- I know it's a little
 2 bit messy, but we're trying to move forward,
 3 right, and it's difficult when parking is --
 4 parking, I think, we're all enamored to it and
 5 it's hard to let go, a little bit, sometimes,
 6 but we are looking at construction that really
 7 is going to far exceed the time that we have a
 8 mobility change. When we have a 75-year
 9 building and you're looking at major mobility
 10 changes in the next decade or so, then we have
 11 to try to adapt to both.
 12 CHAIRMAN AIZENSTAT: Julio?
 13 MR. GRABIEL: No, I'm good.
 14 CHAIRMAN AIZENSTAT: Luis.
 15 MR. REVUELTA: I think so. I think the
 16 only problem we had before and probably we're
 17 still struggling with is that -- can the City
 18 be a little bit more aggressive in those
 19 numbers, because I feel that the developers
 20 will pay a little bit more? I don't know the
 21 logistics, the liabilities -- but the only
 22 recommendation that I would make as a Planning
 23 and Zoning Board member to the City Commission
 24 is that if the City finds a way to be a little
 25 bit more, aggressive may be the word to use, in

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1 MR. TORRE: Just to be clear, this was the
 2 confusion that I think we carried on from
 3 before, and I think that's where the whole
 4 thing started, I was -- going back here, the
 5 understanding was, you could pay up to 25
 6 percent and that was where the problem was.
 7 That was not correct. That's what the whole
 8 thing -- the correction is about that. You're
 9 going to have to pay 25, and you could lease
 10 the rest, and now it's you're paying the entire
 11 remote parking?
 12 MR. IGLESIAS: That was never the intent.
 13 MR. TORRE: Okay.
 14 MR. IGLESIAS: What I had was 25 cars. I
 15 don't know how that got in there, because
 16 that's not -- what we wanted was what we have
 17 now, and that's why we've come back to actually
 18 correct it.
 19 Now, if the Board wishes for us to look at
 20 the Conditional Use aspect of double paying
 21 initially, we can actually look at that,
 22 because that would be subject to Commission
 23 review through the Conditional Use process and
 24 subject to Staff recommendations to the City
 25 Commission.

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1 these numbers, I think that still there will be
 2 willingness on the part of developers to pay
 3 that number.
 4 MR. IGLESIAS: And we've tried to balance
 5 that. Looking at 26 to 28, the 25-dollar mark
 6 doesn't really work; however, if we're looking
 7 at 36 to 38 and if we look at those inflated
 8 numbers, if those numbers come down to the
 9 middle 30s or the lower 30s, then that
 10 25-dollar number starts working out. So if you
 11 put it too high, I'm not sure if -- it's how
 12 can we work with this, right, and how can we
 13 make it an effective policy.
 14 MR. REVUELTA: It's a balance.
 15 MR. IGLESIAS: And so before, I thought,
 16 you know, more likely 26 to 28 dollars was
 17 going to be much more difficult. It's a little
 18 easier now that we're looking at 36 to 38, if
 19 that 36 to 38 remains, because, remember, we've
 20 looked at a 50 percent construction increase in
 21 the past year and a half. That's hard to
 22 substantiate, because it's not inflation, it's
 23 escalation. It's the fact that I need drywall,
 24 you need drywall, so we're bidding against each
 25 other for drywall. As production goes up, as

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1 demand gets more reasonable, those issues are
 2 going to go away and those prices that are
 3 inflated -- that's not inflation, they're
 4 inflated.
 5 So if we look at an inflation rate of 10
 6 percent, we're looking at 28 dollars, that puts
 7 us at the 32, 34 dollar range, where it's still
 8 fairly effective. But believe me, we have to
 9 look at those numbers based on inflation.
 10 Those numbers should not be there 10 years from
 11 now.
 12 CHAIRMAN AIZENSTAT: You're saying that
 13 38,000 at 50 percent would be \$19,000. Am I
 14 misunderstanding?
 15 MR. IGLESIAS: I'm sorry?
 16 CHAIRMAN AIZENSTAT: You're saying that
 17 inflation, what's going on now, is 50 percent.
 18 MR. IGLESIAS: No. No. It's escalation.
 19 The inflation --
 20 CHAIRMAN AIZENSTAT: The escalation is 50
 21 percent.
 22 MR. IGLESIAS: Right.
 23 CHAIRMAN AIZENSTAT: But the escalation of
 24 50 percent is 50 percent of what?
 25 MR. IGLESIAS: For instance, the mobility

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1 MR. IGLESIAS: But then the prices of wood
 2 has come down. So, you know, it's going to be
 3 interesting. It's going to be interesting. I
 4 don't know if we can sustain a project going
 5 100 million dollars to 150 million dollars and
 6 where that can be built, because I've talked to
 7 a lot of developers and some of my friends in
 8 Miami, some of these projects are being shelved
 9 right now until they see what's going on.
 10 MR. BEHAR: I'm knocking on wood, because I
 11 have not had a project be put on the shelf yet,
 12 and today, I mean, I haven't seen the news, but
 13 interest rates was to go up another half a
 14 point today, but you know what, it doesn't --
 15 the work will continue, especially in South
 16 Florida. We live in a different country. We
 17 live in a isolated, you know, country, and as
 18 bad as it is -- like yesterday, I had a big
 19 developer from Chile to come in, and, you know,
 20 things are bad in Chile. Where are they
 21 coming? To Miami.
 22 So I think so. I mean, I sort of agree. I
 23 think that, you know, with Luis, where the
 24 number is, and from this side of the table, I
 25 would like to see those numbers to be as low as

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1 hub, the first estimate -- or what we had for
 2 kind of the end of the design of that project
 3 was 42 million, but in the last year or 15
 4 months, we've had an escalation from 42 million
 5 to 63 million. That's 50 percent. So that's
 6 really not sustainable. It's really not
 7 inflation, because our inflation is less than
 8 ten percent. So I could deal with inflation.
 9 So where is construction going --
 10 MR. BEHAR: But, Peter --
 11 MR. IGLESIAS: We have now a bidding for
 12 materials. This is a bidding for actual
 13 materials, instead of --
 14 MR. BEHAR: I don't think your project is a
 15 good comparison, because you're always going to
 16 have a hard cost when somebody is doing
 17 government work. We know that.
 18 The projects that Luis and I are taking
 19 about is when we see the actual work, where the
 20 market is, where the market is going. I wish I
 21 could agree with what you're saying, that the
 22 price has been up -- I just got notification on
 23 concrete for the beginning of the year. It's
 24 going up again. And you think that the project
 25 is slowing down, but it's not.

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1 possible, because it's beneficial for the
 2 development that we do participate.
 3 I don't know the number where it should be.
 4 MR. IGLESIAS: I think the numbers are --
 5 and I was not talking about -- when I mentioned
 6 26 and 28, I was not talking about our mobility
 7 hub. That's a separate project. I don't
 8 consider that a parking garage. That's why we
 9 didn't name it a parking garage.
 10 26, 28 it was when -- and now they're 36 to
 11 38. So if those numbers come down, let's say,
 12 10 percent -- and I lived through the 1980s and
 13 that was rough. The same thing happened. And
 14 it did not end up good.
 15 So if those costs come down just 10
 16 percent -- lumber has come down 20, 30 percent.
 17 So if those escalation numbers, which are
 18 really bidding for materials, instead of
 19 pricing materials, if those escalation
 20 numbers -- and in the construction business, as
 21 work comes down, prices start firming up, and
 22 so 25 right now I think is not a bad number to
 23 look. That number, it's a number that we have
 24 to look at, and it's a number that we need to
 25 adjust for inflationary concerns, and we can

1 certainly look at this number a year from now
 2 or two years from now, and say we can come back
 3 and actually raise it, depending on how it
 4 works.
 5 I think raising it to, let's say, 30, right
 6 now, I think that would be a mistake. I think,
 7 right now, let's see how it works at this
 8 level, and then we can go ahead --
 9 MR. BEHAR: But we're not talking 30
 10 because -- we're not talking 25. 25 is
 11 City-wide, but you're talking -- and by the
 12 way, the Mile I think is a vague --
 13 MR. IGLESIAS: The Mile is a separate
 14 issue.
 15 MR. BEHAR: It's separate.
 16 MR. IGLESIAS: The Mile is a Bert Harris
 17 issue. That's the whole issue.
 18 MR. REVUELTA: That's a different
 19 discussion.
 20 MR. BEHAR: Yeah. The number in the --
 21 what do you call it -- Innovative District, you
 22 know, the old --
 23 MR. IGLESIAS: There's not a lot of big
 24 properties left there. It's really mostly
 25 infill.

1 MR. REVUELTA: We're talking about 10 or 25
 2 spaces. The difference of \$2,000 --
 3 MR. TORRE: The magic number in this City
 4 is 200 feet -- 20,000. If anything is less
 5 than 20,000, the numbers just become
 6 problematic, right. Everything's a problem,
 7 because you can't get the height, because you
 8 can't get this -- you've got a 15,000 square
 9 foot lot, you've got problems. You can't make
 10 the developments work. So you have to start
 11 looking at these things as options.
 12 A 12,000 square foot lot -- these numbers,
 13 anywhere, they become problematic. So I think
 14 these are good things to offer as incentives,
 15 and the first thing you said is, this takes
 16 time. This is a process that's going to roll
 17 over many years. It's not going to be tomorrow
 18 that everybody is going to take this and start
 19 running with it. So this is a process that we
 20 can evaluate how it's working, it's not
 21 happening.
 22 Look, Giralda Plaza was done three, four
 23 years ago. I don't think anybody's torn down a
 24 building in Giralda Plaza to take parking as an
 25 option. It didn't happen.

1 MR. BEHAR: And that's 10,000 per space?
 2 MR. IGLESIAS: 10,000, you're in the RTZ,
 3 which would be if you wanted to go -- payment
 4 in lieu would be 20,000.
 5 MR. REVUELTA: One last time, if the number
 6 of 10,000 was 12 and the 12,500 was 14, you
 7 think that it would be too risky? I mean, I'm
 8 just quoting numbers.
 9 MR. TORRE: I have a different perspective.
 10 So you guys are suggesting up. I'm suggesting
 11 not. And the reason for that, this is an
 12 incentive for people to re-develop smaller
 13 buildings. This is an incentive not to do
 14 pedestal garages. This is really the other
 15 option. And I think we need to give the
 16 incentive so that it does happen. If not, then
 17 the numbers won't work or people will say, "Why
 18 would I do that?"
 19 You know, so this is really -- let's try to
 20 get people to do something else --
 21 MR. BEHAR: Venny, but in a small project,
 22 that 36, 38,000 goes up significantly, okay,
 23 because unfortunately the efficiency --
 24 MR. TORRE: Yes, but you have to do parking
 25 otherwise.

1 Miracle Mile, let's see when that happens,
 2 maybe take a year. So this is a really slow
 3 process.
 4 CHAIRMAN AIZENSTAT: What about people that
 5 are going to start putting together those
 6 12,000 square foot lots to go ahead and get
 7 past that 20,000? That's what I'm looking at
 8 more so.
 9 MR. TORRE: I go back to, the market
 10 dictates what happens. I can remove all of the
 11 parking in the world, but if I can't park my
 12 employees and I can't park my tenants, my
 13 building is useless. So there's always a
 14 balance that the developer has to make these
 15 things work. That's the market and we're
 16 trying to find a way for the market and the
 17 public and the private to work.
 18 MR. IGLESIAS: I don't think we're at the
 19 level of putting in a 56-story building without
 20 parking, which was done in the City of Miami,
 21 and it's completely rented, leased -- I believe
 22 it was residential -- because it was in the
 23 RTZ. I don't think we're ready for that, but
 24 this is just a move to look at our future
 25 mobility needs and start working towards that

1 smart parking plan that we want to work toward
 2 and get some funding for a smart parking plan
 3 and for our parking initiatives.
 4 CHAIRMAN AIZENSTAT: I've got a couple of
 5 questions for you. Is there a cap on how many
 6 spaces a project you can do in lieu? In other
 7 words, if I'm doing a project somewhere in the
 8 City, can I tell you I want to do a hundred
 9 percent of my parking in lieu?
 10 MR. IGLESIAS: Yes.
 11 MS. GARCIA: When you say, "Parking in
 12 lieu," do you mean remote parking?
 13 MR. IGLESIAS: Remote parking.
 14 CHAIRMAN AIZENSTAT: Remote parking.
 15 MS. GARCIA: You can remote park a hundred
 16 percent.
 17 CHAIRMAN AIZENSTAT: I'd rather go ahead
 18 and pay you \$25,000 right way, the 12,500 --
 19 MS. GARCIA: But, remember, you can't do
 20 that. You can only do remote parking, right.
 21 CHAIRMAN AIZENSTAT: Okay.
 22 MS. GARCIA: That's the change from the
 23 last time.
 24 MR. WITHERS: And prove that you can't get
 25 the other one.

1 looking at providing smart parking not only in
 2 our garages, but also in on-street parking.
 3 So the idea is that you would have a
 4 public-private partnership, so you could, with
 5 an app, you know where parking is available and
 6 you could actually reserve your parking and you
 7 park. You don't go around town 50 times trying
 8 to find a parking spot. You know exactly where
 9 you're going. You can -- with all of the
 10 parking that we have as mobility requirements
 11 come down, what are we going to do with it? We
 12 have architects here. What are you going to do
 13 with some seven-foot height's? What are you
 14 going to do with a parking pedestal with a
 15 seven-foot height?
 16 CHAIRMAN AIZENSTAT: So that money that's
 17 being collected then is not used specifically
 18 for building more parking within the City; it's
 19 used for innovation, it's used for different
 20 things?
 21 MR. IGLESIAS: Well, remember that right
 22 now we're building a 420-car parking garage in
 23 North Gables, and the mobility hub will be 626
 24 cars. So we're building 1,046 car spaces.
 25 CHAIRMAN AIZENSTAT: Okay. And what about

1 MR. TORRE: That was the discussion that
 2 maybe there's some contenders that could come
 3 and say, well, I'm going to buy this center,
 4 and then that's the loophole that we're trying
 5 to find.
 6 CHAIRMAN AIZENSTAT: Right, but, then, if
 7 you undo your lease -- you get a lease for the
 8 balance, and then you undo your lease, you go
 9 back and you pay another --
 10 MR. IGLESIAS: But it doesn't mean that we
 11 have to accept it. It's an administrative
 12 approval whether yes or no, and your
 13 Certificate of Use is based on that. You must
 14 provide a letter that you -- so, remember, the
 15 Certificate of Use is a yearly requirement, and
 16 if you don't have a Certificate of Use, you
 17 really can't occupy your building.
 18 CHAIRMAN AIZENSTAT: The next question I
 19 had is, the money that's being paid into the
 20 parking fund, is that money specifically
 21 earmarked for building new spaces?
 22 MR. IGLESIAS: We're looking at that in
 23 helping fund our mobility hub and also looking
 24 at smart parking. Smart parking requires a lot
 25 of technology. It's not cheap. And so we're

1 distances from a project to where you can go
 2 ahead and get your remote parking?
 3 MS. GARCIA: 1,000 feet.
 4 MR. IGLESIAS: 1,000 feet.
 5 CHAIRMAN AIZENSTAT: 1,000 feet.
 6 MS. GARCIA: That stays the same.
 7 MR. BEHAR: Which is two blocks, and that's
 8 very, very, very reasonable.
 9 CHAIRMAN AIZENSTAT: Which is two blocks.
 10 No, I --
 11 MR. WITHERS: It never rains in South
 12 Florida, so that's perfect --
 13 MS. GARCIA: Just to go back to the
 14 question, Attachment B in your Staff Report, if
 15 you go to the very bottom of the page, it says
 16 the Parking Improvement Trust Fund, and there's
 17 five items that the money can be used for, if
 18 you want to research that.
 19 CHAIRMAN AIZENSTAT: I saw that.
 20 MS. GARCIA: Oh, okay.
 21 MR. IGLESIAS: So we're really looking at
 22 spending this on the mobility hub and also
 23 smart parking requirements. We are creating
 24 the current -- smart parking is going to start
 25 in our current building, in our current parking

1 garage next to the Police and Fire Station --
 2 our current Police and Fire Station. We are
 3 looking at a parking system similar to Walt
 4 Disney. So we're going with a very -- that
 5 really starts initiating our smart parking
 6 plan, and then we're looking at that Coral
 7 Gables Parking Authority, where we can try to
 8 get the public and private parking to start
 9 working together, so we can take care of areas
 10 that are not going to be very useful, as our
 11 parking requirements, as our mobility -- if we
 12 do get to autonomous vehicles, parking will be
 13 a whole different environment.

14 CHAIRMAN AIZENSTAT: The idea, in general,
 15 to me, I love. I see that you're going to the
 16 future. You're doing everything with the smart
 17 hub, with the mobility. You're trying to get
 18 away from the pedestals. Personally, I don't
 19 like the pedestals in the buildings.
 20 Everything there is great.

21 Just, to me, the issue I'm having is the
 22 dollar amount exchange from a developer to what
 23 the residents or the City is getting. That's
 24 where I'm stumbling. That's just myself. I
 25 can't speak for anybody else on the Board.

1 financing. So going for a project with zero
 2 parking is very difficult right now. As I
 3 mentioned, that was done with foreign money,
 4 and that's why it was able to be built, because
 5 they could not get financing, because of the
 6 fact that it has zero parking.

7 So, even the lending institutions right now
 8 are frowning on that. So zero parking right
 9 now is going to be very, very difficult, from
 10 the lenders' perspective.

11 CHAIRMAN AIZENSTAT: Any other comments?

12 MR. WITHERS: I just hope whoever writes
 13 that algorithm figure out when use changes,
 14 and, you know, you get a building permitted, a
 15 mixed-use building and you change the use. I
 16 guess you're tracking it, so if they require
 17 more parking, you go back to them for more
 18 parking in lieu?

19 MR. IGLESIAS: That is checked by our
 20 Zoning Department for the Change of Use, yes.

21 CHAIRMAN AIZENSTAT: Any other comment?

22 MR. TORRE: I will make a motion for
 23 approval.

24 CHAIRMAN AIZENSTAT: As dictated?

25 MR. TORRE: As dictated.

1 That's where I'm having an issue.

2 MR. IGLESIAS: The problem is, if we make
 3 it too expensive, why should they do it? They
 4 may as well build it.

5 CHAIRMAN AIZENSTAT: I'm not saying way too
 6 expensive.

7 MR. IGLESIAS: It has to be that we have
 8 that balance.

9 CHAIRMAN AIZENSTAT: Yeah. I just see a
 10 12,500 and then figuring out, with the remote
 11 parking, and, then, if that gets broken, then
 12 you have to go ahead and pay another 12,500; if
 13 I'm a developer, I'd rather do that all day.

14 MR. TORRE: But the point there, there's a
 15 lot of parking garages that are right now not
 16 filled. Case in point, Merrick Park Village.
 17 There's spaces that we can park and we don't
 18 need to be building more garages.

19 MR. IGLESIAS: But it's also not that easy,
 20 because getting financing with no parking is
 21 not easy. The 56-story building that was built
 22 in Miami, that was done with outside money,
 23 because --

24 CHAIRMAN AIZENSTAT: That's interesting.

25 MR. IGLESIAS: -- you could not get

1 CHAIRMAN AIZENSTAT: Is there a second?

2 MR. GRABIEL: I'll second it.

3 CHAIRMAN AIZENSTAT: We have a second to
 4 the motion.

5 Any discussion? No?

6 Call the roll, please.

7 THE SECRETARY: Julio Gabriel?

8 MR. GRABIEL: Aye.

9 THE SECRETARY: Luis Revuelta?

10 MR. REVUELTA: Yes.

11 THE SECRETARY: Venny Torre?

12 MR. TORRE: Yes.

13 THE SECRETARY: Chip Withers?

14 MR. WITHERS: Yes.

15 THE SECRETARY: Robert Behar?

16 MR. BEHAR: Yes.

17 THE SECRETARY: Eibi Aizenstat?

18 CHAIRMAN AIZENSTAT: Yes, with asking that
 19 you look at the numbers. And I know you will,
 20 because you're going to do what's best for the
 21 City and its residents.

22 MR. IGLESIAS: We will and we will make
 23 sure that those numbers are looked at on, let's
 24 say, a bi-yearly basis, to make sure that
 25 they've kept up with the inflation. Thank you.

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1 Thank you very much.

2 CHAIRMAN AIZENSTAT: Next item.

3 MR. CEBALLOS: Item E-2, an Ordinance of

4 the City Commission of Coral Gables, Florida,

5 providing for text amendments to the City of

6 Coral Gables Official Zoning Code, Article 3,

7 "Uses," Section 3-315, "Restaurant, open air

8 dining at ground level and other locations;" by

9 removing Floor Area Ratio requirements from the

10 rooftop dining; providing for severability,

11 repeater, codification, and providing for an

12 effective date.

13 MS. GARCIA: All right. Good evening,

14 Jennifer Garcia, City Planner.

15 A Text Amendment that's very small. During

16 the Zoning Code update, there was less emphasis

17 on rooftop dining. So, right now, if you want

18 to do rooftop dining, it counts against your

19 FAR, even if it's open to the sky. This, I

20 guess, was meant to discourage some rooftop

21 dining in some projects. Looking at this now,

22 it doesn't make much sense and you're actually

23 discouraging rooftop dining, that kind of

24 active use, if you want to have it on the

25 rooftop for Downtown, as well as when you're

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1 the audience for this item?

2 THE SECRETARY: No.

3 CHAIRMAN AIZENSTAT: Anybody on Zoom?

4 THE SECRETARY: No.

5 CHAIRMAN AIZENSTAT: Phone participant?

6 THE SECRETARY: No.

7 CHAIRMAN AIZENSTAT: Okay. At this time,

8 I'd like to go ahead and close it for public

9 comment.

10 MR. WITHERS: I like it, but I just have a

11 question. So if I have a 5,000 square foot

12 restaurant on the ground floor, that counts

13 against my FAR?

14 MS. GARCIA: Yes.

15 MR. WITHERS: If I have a 5,000 restaurant

16 with a trellis over it on the roof, that

17 doesn't count as my FAR?

18 MS. GARCIA: The trellis, actually, is

19 limited to 50 percent of the rooftop, because

20 we don't want to have the whole thing covered

21 in a giant canopy. We do want to have some

22 open area.

23 MR. WITHERS: That doesn't count as my FAR?

24 MS. GARCIA: Right, because you're not

25 adding to the bulk of the building.

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1 changing the use or a restaurant is expanding

2 and wants to use the rooftop. They're stuck,

3 as far as they don't have enough FAR to be able

4 to do that or parking.

5 So that's basically striking through. The

6 Text Amendment is attached to your Staff

7 Report. It's striking through that sentence

8 about it's going to count against your FAR and

9 also clarifies an FAR of trellis and canopy are

10 not counted against your FAR. So a rooftop --

11 and that's common practice right now, as far as

12 FAR. If you have a trellis or some kind of

13 canopy on your roof, that's not counted against

14 your FAR, because the FAR, as we all know, is

15 the mass or bulk of the building.

16 So that's basically just clarifying that,

17 so that if a rooftop -- a restaurant wants to

18 expand on the rooftop, they could have some of

19 that portion covered by trellis or by a canopy.

20 That's the extent of the text amendment.

21 CHAIRMAN AIZENSTAT: Robert?

22 MR. BEHAR: Motion to approve.

23 MR. WITHERS: I have a question.

24 CHAIRMAN AIZENSTAT: Hold on a second.

25 Before we do that, Jill, do we have anybody in

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1 MR. WITHERS: So the same use, the same

2 seat, the same service, if it's on the first

3 floor, it counts as my FAR?

4 MS. GARCIA: Correct.

5 MR. WITHERS: On the roof, it doesn't

6 count?

7 MS. GARCIA: Right. Exactly.

8 MR. WITHERS: And the reason for that is?

9 MS. GARCIA: We want to encourage that

10 active rooftop use and because it's not adding

11 to the bulk and the mass of the building,

12 because FAR is floor area ratio. So it's the

13 bulk and mass of the building.

14 MR. WITHERS: No, I understand. So is it a

15 restaurant, is it a bar?

16 MS. GARCIA: No bars in Coral Gables, only

17 restaurants.

18 MR. WITHERS: Well, okay, a lounge. A bar

19 area within a restaurant.

20 MS. GARCIA: Sure.

21 CHAIRMAN AIZENSTAT: We have a motion. Is

22 there --

23 MR. BEHAR: He seconded it.

24 CHAIRMAN AIZENSTAT: So we can enter into a

25 discussion, is there a second?