

**City of Coral Gables City Commission  
Special Meeting  
June 13, 2014  
City Commission Chambers  
405 Biltmore Way, Coral Gables, FL**

**City Commission**

**Mayor Jim Cason (Absent)**

**Vice Mayor William H. Kerdyk, Jr.**

**Commissioner Patricia Keon**

**Commissioner Vince Lago**

**Commissioner Frank Quesada**

**City Staff**

**Interim City Manager, Carmen Olazabal**

**City Attorney, Craig E. Leen**

**City Clerk, Walter J. Foeman**

**Deputy City Clerk, Billy Urquia (Absent)**

**Director of Planning & Zoning, Ramon Trias**

**Public Speaker(s)**

**Susan Trevarthen, Outside Counsel for the City**

**Victor Dover, Consultant for the City**

**Mark Santos, Kimley-Horn and Associates**

**John McWilliams, Kimley-Horn and Associates**

**Dan Reed**

**Stan Orchabal, President of Marketing Developments and Planning Developments, Inc.**

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1. Discussion and PowerPoint Presentation by city consultants on form-based code issues related to development proposal from Agave Ponce, LLC.

Vice Mayor Kerdyk: Okay, we'll go ahead and start the meeting. I, first of all, want to say I apologize for being late. It's not a normal occurrence, but I certainly will take responsibility and start the meeting now. We're going to talk about the development proposal regarding Ponce, LLC (Limited Liability Company).

Vice Mayor Kerdyk, Jr.: Turn your mike on.

Vice Mayor Kerdyk: It's on? Hello? Okay, that's better. Anyway, as I was saying, I apologize for being late. It's not a normal occurrence, but we're going to get the thing started, and I would like to add -- turn this over at this point to the Interim City Manager, Carmen.

Carmen Olazabal (Interim City Manager): Yes. So we have the applicant here today, Eddie Avila, and he'll be available to answer any questions that you may have regarding the project. With that, we'll -- we have -- we're going to provide a summary of what we've been doing with this project for the last three years. And we have Susan Trevarthen, who's going to do a quick presentation, then Ramon Trias is going to talk about the project, and we have Victor Powers -- or Dover. So without further ado, Susan, if you can --

Susan Trevarthen: Good morning, Mr. Vice Mayor, Commission.

Vice Mayor Kerdyk, Jr.: Good morning.

Ms. Trevarthen: Glad to be with you this morning. Susan Trevarthen, Weiss Serota Helfman, for the City. So, as Carmen mentioned, we have several speakers for you this morning. We started this process with a workshop in January, where you first started to hear from me and from your staff about the role of form-based code approach and how that could be beneficial for the site and your community. We took the feedback received and the statements of support and requested changes that came out of that and have been working with the applicant in the intervening months. There's been a significant amount of development of the design, and we have started the development review committee process. And at this point, where we are is we wanted to come back and revisit the Commission with the current status of the project. After this, what remains in the development review process, well, the next step would be moving into the Board of Architects. When they're done reviewing the process, then the Historic Preservation Board will need to take a look at the historic landmark and how that fits into the framework. Finally, the project would go to your Planning & Zoning Board with all of its components, and you know there's a neighborhood meeting associated with that before that happens. And then we move to -- back to the Commission for first and second reading. The components that will be coming to you are amendments to your Comprehensive Plan to change the text of that plan, as well as map amendments. And the text amendments are basically two, conceptually. One is to substitute the form-based approach for the FAR (floor area ratio) approach of limiting the intensity of development of the site, and the second is to deal with targeted height issues in two of your commercial land-use categories so that some of the publicly oriented destinations that you're going to be hearing about later -- and we mentioned them in January -- can happen in the towers. And then the Comp Plan map amendments are adjusting where the transitions of the different

commercial property land-use designations happened on the site. You'll also be asked to amend your Zoning Code to create the Urban Village option as an overlay within your existing planned area development zoning category. And then, once that legislative framework is in place, you'll be asked to apply that to this property along with, as you always have, the PAB, an approval of a development agreement. So that's just a brief run-through of where we are in the process and what's involved in this. At this point I'd like to turn the presentation over to Ramon Trias, who can present to you where the design is, unless you have any questions.

Vice Mayor Kerdyk, Jr.: No. Thank you.

Ms. Trevarthen: Thank you.

Vice Mayor Kerdyk, Jr.: Ramon.

Ramon Trias: Thank you very much, Vice Mayor and Commissioners. My name is Ramon Trias, director of Planning & Zoning. What I wanted to explain, first of all, is that everybody speaking to you today is working for you. We – Susan is your consultant and your staff, and Victor Dover is working for you as your consultant. The purpose of today's meeting is for you to be able to look at some of the policy issues, some of the policy proposals from the applicant, from your point of view as a Commission, and then, if there's consensus, we're ready to go immediately with the rest of the process that Susan just outlined. So the applicant is here. They have their consultants. You can ask them questions, but keep in mind, the people speaking to you are working for you and, thus, working, I think, very effectively. If I could have the PowerPoint, please. The first thing I need to do is I'm going to run through this images in the PowerPoint to give you an update of all the progress we've made since the last time I had a chance to meet with each of you individually. This project is going forward very fast and that it's been designed at a very high level of detail. Then Victor will explain form-based codes, and finally, he will actually make some proposals specifically related to what you, as a Commission, I hope, to decide upon. So I'll run through the slides. And you have seen the big picture, and I think the big picture is very well known. It's a mixed-use project. It includes hotel. It includes office space. It includes residential. It includes retail. It is a true mixed-use project to be brought to the City. And one of the most important things that we've been working on since last time we met is we've been working on the street-level pedestrian improvements, so the street-level design has progressed a lot. As you can see, there's -- everything is being designed from the point of your pedestrian and from the point of your creating high-quality public space. There are automobiles, yes, certainly going through, but the emphasis is in high-quality finishes, high-quality activity around the streets and so on, and an overall design scheme that really is going to be world class and as good as any other city in the United States or Europe, in fact. You can see some of the materials that are being proposed; some of the ideas that go beyond the ground level. For example, they're also

proposing, as you well know, public spaces on the roof, and that has progressed a lot. You can see some of the design ideas and some of the materials in that diagram. And as everybody knows, in the middle of this site, there's a historic building. That historic building is integrated very nicely into the overall scheme of the design. And this image shows you the way that asphalt, the current asphalt is being transformed into high-quality public space with high-quality materials, landscape, et cetera. All of this is for you to get a taste of where the project is going, the kind of progress we're making. If there is consensus from the Commission on the approach, I believe that we're ready to take it to the Board of Architects and start the detailed design review as soon as we're able to do it in the next few weeks. As you can see, the scale of the project ranges in -- when it compares to the prior approval that was done in 2007, in that approval, there were some townhomes and some various building types. In this one, there's also some of that, but it's a little bit different. And we can probably answer questions later on, if you want to, on the details of that. And as you can see, the retail experience, it's a two-story design, but, again, tries to integrate itself into the existing grid, the historic pattern of streets that Merrick laid out in the '20s; doesn't change, and we're trying to build upon it with high-quality design that is based on the Mediterranean examples. They're following the Mediterranean Bonus provisions. In fact, they're exceeding the typical level of quality in terms of materials, in terms of actual detailing, and so on. And that's some of the conditions that we're proposing should be in the overlay, some higher level of quality way beyond what is typical. As you can see, the applicant and their engineers and architects are working very hard, and we've been able to make a lot of progress, and we believe that the project is going to be very beneficial to the City, and it's ready to go to the next step. If you have any questions, I can answer it now; otherwise, we can have Victor follow up with a presentation. What I want to say about Victor is that Victor has 25 years of experience as an internationally known expert on form-based code, probably one of the best people in the field in the nation, but the most important thing about Victor is that his office is in Coral Gables, so we have right here in our City the national or international expert on form-based codes, and he's working for you, and I want to make that clear. He is not making a presentation on behalf of the applicant. The applicant is paying for the cost, which is very nice. But he's actually working for you directly and he's your consultant.

Vice Mayor Kerdyk, Jr.: Before you finish Ramon --

Mr. Trias: Yes, sir.

Vice Mayor Kerdyk, Jr.: -- is there any Commission questions for Ramon at this point, 'cause I would like to ask a question? You have anything, Commissioner Keon? Okay. Could you talk to me about "scale" so we understand "scale" when -- while Victor makes his presentation of where the scale is? And I'm talking more specifically about two things. One is height of the building --

Mr. Trias: Yes.

Vice Mayor Kerdyk: -- and then the second one is density of the structure.

Mr. Trias: Dan, can you bring those two images, because -- Victor has two diagrams in the presentation that address that concern specifically, and these are the two images. One of them deals with the FAR and the other one deals with height.

Vice Mayor Kerdyk, Jr. Okay.

Mr. Trias: And the two policy -- or the -- let me summarize, because this was in the cover memo that we sent. There are three big picture policy decisions that you're being asked to consider. One of them is to think of an alternative way to looking at the massing of the building; instead of using FAR, using the form-based code, and that is explained in that diagram. Victor will explain the one on the left. And how -- the buildings proposed are slightly above the 3.5 FAR, but because of the combination of underground parking and other things and the way that it's laid out, we believe that it's actually totally compatible. Now, in terms of height, as you know, there's a maximum height, generally speaking, in term of the city in the areas where you can develop the most, which is 190 feet, plus 6 inches. There's one building. There's one building that is a little bit taller than that, and the applicant -- or actually, Victor will explain how that works. It's a complicated project. I tried to make it as simple as possible with this diagrams, but I think it's better to first give the overall view --

Vice Mayor Kerdyk, Jr. Okay.

Mr. Trias: -- and understand the general theory, and then we'll be able to answer any questions.

Vice Mayor Kerdyk, Jr.: Okay, I think that's good.

Mr. Trias: So anyway, Victor, again, is the best person and, certainly, he can explain it much better than I can. Thank you.

Victor Dover: Thank you. Good morning, Commissioners.

Vice Mayor Kerdyk, Jr.: Good morning.

Vice Mayor Kerdyk: Good morning.

Mr. Dover: If we could go straight back to the PowerPoint, so I'll just pick up where Ramon left off. As Ramon mentioned, our office is in Coral Gables, 1571 Sunset Drive. And although we get to work all over the place, I'm glad to be back here, along with my partners, Joseph Kohl and Jennifer Garcia from our practice, who are here to assist me with this. This project presents some interesting prospects as a great roll-out opportunity for introducing form-based coding with – into your regulatory regime, and that's because what's proposed is a new bright spot in the heart of the city. It will be a high profile test as to that form-based coding approach but also be a robust one, and I'm very encouraged about it. We start with this picture because it illustrates where this question of height came up. There is a way of building a skyline of the City, and the City beautiful is a city composed. It's not just one administered or regulated; it's actually thought about. Its skyline is a composed artifact, cultural artifact, not just square footages or building bonuses. And the founders of the City understood that, and I think this is a project where you have a chance to show that the contemporary developers and architects and leaders of the City have an understanding of that as well. I wanted to back up before we get into the specifics on this site and this project and just do a quick ABCs of form-based coding for your benefit and for the benefit of those watching on television, because the idea at first sounds odd. "What do you mean, form-based code?" "What is that?" First you have to recognize that what we're really talking about is a departure from conventional zoning which is organized around land uses. We're used to hearing "that's a commercial zone," and this other thing is an industrial zone, and that other place is a residential zone, and those land uses are used as an organizing principle for conventional zoning codes. That's the today's system in the City. The -- form-based codes just changed that organizing principle. It says that the scale and character of buildings and the kind of street experience you have on this street corridor is one urban form, that street corridor is a different urban form, and it deals with that issue primarily. Now, it's not instead of regulating use. So, I'm just going to put that in the kind of official definition here. We say, "form-based code is a method for regulating development," just like you would regulate it through conventional zoning, but now, instead of just hitting certain numbers, you're setting out to achieve a certain urban form. Simplest illustration is a setback. A setback typically means here's a line, a certain distance from the property line, and as long as you put your building behind it, you comply. The form-based code will typically describe a building limit line or a build-to line instead of a setback and say a certain percentage of the front of your building must sit here, align with that line, because that gives us the street feel we want when your building combined with the next neighbor's building and the ones down the street. Get the idea? So it's actually tighter in the sense of design. It's a stricter way of regulating the position of buildings on their lots than conventional zoning with its conventional tools like setback, and that's in order to make it more predictable. That way, when you make your investment on one block, you have a better idea how the next neighbor down on the next lot over will make their investment and how this street will be coordinated one with another, so physical form takes a primary position. Remember, the form-based code still regulates land use, still regulates density and intensity. Let me put that in a diagrammatic way. Conventional

zoning, here labeled the three different themes and these three different boxes that you typically regulate. You have design parameters, like the setbacks and lot coverage and so on, and you have the controls over maximums, sometimes minimums and maximums, or the land uses and densities and intensities of development, and then you have some management concerns, like where parking is allowed to be on the lot, for example, or how -- where a pool is allowed to be located. These kinds of issues. So what happens in the conventional zoning system, here labeled today's system, is that the big emphasis in the regulations is on the use and density. We can all think of a historic building that started off with one purpose but years later found another purpose. Think of, of course, the Colonnade building, one of the earliest ones in the City, built with a sales office; now operated as a space associated with the Grand Hotel; couldn't be more different in terms of its use, and yet, its relationship of buildings to street, its importance on the street scene, its part of that cultural artifact of the City is just the same. So what mattered more with the Colonnade building was where it sat on its lot and how it met the street, its architecture. What mattered less was the use inside that box. You see the point? Okay. So -- well, conventional zoning puts all that emphasis on uses way down in the corner; a little bit of information about form, like those setbacks I mentioned. What we're suggesting in form-based codes -- and we do a lot of these projects around the country -- is to adjust to that balance so that form gets most emphasis. Land use and density and intensity still get emphasis; it's just not the main thrust, and they're not the organizing principle. So if you're not saying, "Okay, we'll look into the commercial section for the commercial rules and the residential section for the residential rules," what are you looking at? Well, you go by street or lot type or area type. Those are physical in their description. That means you have to have a design for the City. You have to actually know what it's going to look like when it grows up. You have to have a physical idea in mind. So usually, form-based codes follow a detailed visioning, like the one that the applicants have been undertaking here with you. Here's an example from Bradenton where they started with their redevelopment agency's master plan, which was a big picture vision for what they wanted it to be, and then they went from that and crafted the regulations to make it legal and probable that would turn out as described in that vision; not a new idea. Ramon will be the first to remind me that form-based codes have been around long before the founding of the Republic. The Laws of the Indies, which were used by the Spanish and settled in the New World, actually had elements of what we would now think of as form-based codes. In modern times, right in our neighborhood, the technique has been used with some success. You probably know the example in South Miami where places like Dorn Avenue went from being back-of-house kind of alleys to being special public spaces. You probably have heard about Columbia Pike in Arlington, Virginia. I'll use that example because it's street related. So to get at some places where -- that you've probably heard of where this technique has been introduced, I'll start with one very close by. Back in the '90s, Downtown Kendall or the Greater Dadeland Day Tran Regional Activity Center, which was its less poetic name, was re-imagined, as you probably know, trying to move it from an era of individual buildings (UNINTELLIGIBLE) out of parking lots to being more like a downtown. Well, they adopted a form-based code. It's a



county calls – the Downtown Kendall Urban Center District. It has a map that goes beyond the regular zoning map with its blobs of color; instead, describes each street type – in this case, called “A” streets, “B” streets, “C” streets. Those -- there's a little section of Downtown Kendall with that map overlaid on it, and if you go down there and you see some of the developments that were constructed after that Code was adopted, they're quite different from the ones that preceded them under the old zoning; Downtown Dadeland Development, the Metropolis Towers are examples of those. And what you're seeing is an actual development that came right out of that street pattern, and the rules those buildings followed for how tall they are or how they meet the street came right out of that Urban Center District Code. An example from farther away is – what has been used now for quite a few years is in Columbia Pike in Arlington, Virginia. In 2002 there's a typical kind of scene from the corridor, which has had very little reinvestment in 30 years. They didn't – and they had a lot of holes in the urban fabric that had been waiting for something to happen. They've changed their rules and developers responded and began replacing the old one-story buildings in vacant lots with new multi-story mixed-use development, street-oriented development for the first time. That, like the other examples I showed you, started with a vision, a very specific kind of idea for what it would look like when it grows up, and then that was translated in the rules. So just watch that pair of slides one more time. It started with a specific idea about where buildings are situated and how public spaces are shaped and then translated into regulating plan or official map, and then those maps are the key to it, because you go to the map and you see where you are and then you turn into that part of the Code that gives rules for that place and, unlike conventional zoning, it has a lot of illustrations. This is typical in a form-based code and will be part of the approach we would recommend you apply here. We go back to our South Miami example. I know some of you will remember in 1992 boarded up storefronts on Sunset Drive, the creator, economic creator of the Bakery Centre Mall affecting it then, and there was a lot of uncertainty; and apart from the dead mall and a parking structure, very little had been built in 25 years. They crafted, with a lot of citizen input, a very detailed, very pro-development, long-range vision, which was first jokingly and then, after thinking about it, seriously referred to as the “100-Year Plan,” an idea about how the city should grow up over time. And the form-based code began to affect not just -- once it was adopted in '93 -- not just new buildings but existing buildings. Look at that building on the upper left in this picture. This is that building after amended to comply with those details about the building district relationship in the form-based code. Well, you probably know that spot, which is today the Starbucks. The urban form ideas that were in the historic street pattern, like that courtyard there, were just stitched right into the new land development regulations and new buildings followed them. Like the Columbia Pike example, there's a map, and can't overstate the importance of this regulating plan. This means you apply form-based code where you've done detailed urban design work and you have an idea what it's meant to be. And then the rules in the form-based code are actually done by street type. Here, the boulevard type, main street type, the residential street type, and so on. And this is a little close-up of a diagram in that Code. You see that the approach here is a little different from the



reams of legalese that are only understood by a few people and instead of just really pretty simple labeled drawings most people can figure out quickly. That has aided infill and redevelopment. It's leveled the playing field also, so that not all the development had to be done by supersize investors on supersize parcels. So, how are these standards organized? Typically three types of rules in the new rule book of a form-based code. First one is a plan. It's like that Carmike idea, "Know who you are and do that." In form-based code, you say "Know where you are and build that way," okay. So you look at the plan and it links your property or that frontage, say, on that one street alongside one part of your property. That tells you how the rules apply to that part of that parcel. Next, the building form standards, 'cause they're keyed together. There's a couple different kinds of rules there, the ones that apply to everything -- sort of the general standards -- and the ones that apply only to specific spaces. When you say "category," typically, those are street types; although, they could also be lot types or transect zones. There are several different ways to organize that. And then a third category is more variable. Different cities choose to go into more or less depth on these matters, depending on their local design culture. Here, Coral Gables has a long tradition of it; deep dive into the design and aesthetics of the City, so it's logical to expect we'll get into all these. It includes things like architectural standards, which, as Mr. Trias said, could extend beyond what's in the patterns described in the Mediterranean ordinance. Landscape standards. The street standards. Remember, there are streets to be constructed and reconstructed as part of a project, like the Urban Village. And then last, other issues that come up, like sustainability components. It's that regulating plan where you get the chance to really zoom in tight and understand the details, and typically, as those plans evolve, more information is laid onto them. A mandatory cupolas feature must be here or no taller than "X" in that location. That can be marked right on the map, which makes it much more at a glance. And then the same -- with the architectural regulations, we can be illustrative, not just verbal, about those. We show pictures of what you mean. Obviously, the attorneys will look very closely and make clear what to differentiate between those things that are regulatory and that stuff that is merely advisory. Now, let's talk about this site specifically. We have just gotten started. You probably know that we've been working on this for about a week. So we thought it would be good to start the conversation and then listen to your questions and comments in order to go to the next step. Form-based codes fall into several different types. Some places replaced the old Code altogether, throw it away, and replace it with a new one. Miami 21 was a case where it's a new citywide mandatory form-based code. Most of the time, what happens instead is that a specific area for which there's been that detailed visioning has a line drawn around it and the new Code stitched on in that place in the form of some kind of parallel or overlay. Those can be mandatory or optional. What we think in this case, mandatory makes the most sense. So this is of those variations on how form-based codes are done. This is the one that we're thinking makes the most sense for the Urban Village; a new overlay stitched on; it goes in concert with the existing regulations, where it amends or conflicts the overlay controls, and compliance with the overlay is mandatory, but it doesn't change everything else in the rest of the City as we go. Now, here's a very, very crude first

crack at a map just to illustrate this idea that if we organize by street type in the way I showed you for South Miami or Columbia Pike, we could make a street-regulating plan for this village. And we've gone beyond the boundaries here shown in the little red dashed line just to make it clear how this could connect into a larger system. We could even extend its applicability to a larger area over time, if we chose to do that. And so we created some categories here just to -- starter labels. Streets of citywide signature importance, like Ponce, then the more typical downtown streets, specialty streets, and the streets that are at the scale of apartments and town houses were mapped on here. First crack at it, we have yet to actually lay that on top of our detailed, detailed architectural work today and so forth and look for where they're inconsistent or where are there opportunities for refining that. We've created a first chart. I know this is fuzzy; that's fine, because it's no point getting into the exact numbers today. But what this does is takes each of those street types that I described a minute ago and gives them a column, and then as you go down, there's a row for each of the rules; things like the height, things like the street profiles, and the placement of buildings. Now, a few key issues are interwoven: the massing of the buildings, the floor area ratio controls you have within your current regulations, and parking. So in this last part of the presentation, what I'm going to do is show how those three things are interlocked with this question of height. This is a diagram you probably had a chance to glance at, but the gray transparent boxes here represent the envelope of the existing zonings floor area ratio regulations, and then the blue is the applicant's current draft of their proposal. Now, what you'll see is that in almost every case, the blue box fits inside the gray box, but there are cases, like the height diagram Ramon showed you a minute ago, seen here in the upper left, where an architectural feature goes beyond the current gray box. So this is just a kind of -- putting both of those maps together to compare the floor area ratio regulations permitted envelope and the design proposal contemplated for the Urban Village. Here it is from another angle. In the foreground now is that tower that is the one piece that goes above the height regulations. So I've circled it there so you see where we're talking about. I'm sure you heard this part of the presentation before, but just in case anybody missed it, their proposal is to create publicly accessible uses, like the observation deck and a restaurant up there, not just more private condos with higher views. And that brings us back to this picture, which is a computer model image created by the applicant's architect. And that tower in the center of the frame is the piece that we're talking about, and it sits on axis with University Drive, so this is one of those cases where the City composed, meaning, it's thinking about a long vista, and now it will be terminated with a special architectural feature. That makes me sort of want to bring this one back up. In the same way that Eric Brilliant, New York architects, knew that the scale would go more with the wrong and that the building would look unfinished if it didn't make the tower tall enough relative to the mass of what's at the base. That's on the left. What's happening here is that the designers are working that new piece. It goes beyond the current height limit specifically to correct proportions and appearance in that vista. So that's where they read the policy question about height comes off. Now, floor area ratio; once thought to be the savior of zoning in a way. It wasn't in there back in the old days when the initial

court cases establishing zoning in our country were there. It was introduced decades later as a kind of cure-all for the ills of zoning didn't work. So I will tell you, obviously, we often find ourselves going from city to city saying, "Can we repeal that FAR tool and replace it with something that works better?" I'm going to show you exactly why. The little box on the left is a floor area ratio of 1, and that tall box on the right is also a floor area ratio of 1. Just complying with floor area ratio doesn't tell us anything about the character of the neighborhood we get when we're done. It just gives us an amount of square footage. It's an intensity of development that doesn't actually tell us about the scale, that building-to-street relationship, or anything else. Now, when we do regulate with tools like the build-to line instead of the setback, when we regulate with tools like the form-based code instead of FAR, we do have a predictable idea and don't need the FAR tool anymore. Here's a, just for illustration purposes, a box, a pad of butter, that is given as a random zoning designation, R-something, RC-something, and it could be shaped like that, right? So what happens when you actually want to lay that into a street scene is that immediately questions come up like, "Where's the parking? And does the parking count toward the FAR?" I'm going to come back to that in a second. If all I know is that it complies with FAR, I don't know whether there are doors and windows facing the street, I don't know whether there are storefronts matching the sidewalk, I don't know whether there are balconies overhead, and – do you see what I'm getting at? I have no idea about the architectural trim. I don't have an idea how that building meets the sky. I could have a blank wall like the one on the left if all I know is that it complies with FAR. FAR could also give me a building like the one on the right that has all those features I just described, but if FAR is my only tool, it's a very crude instrument; doesn't give me that information. Now, what some communities do is adopt swishy guidelines to mandate a certain minimum amount of architectural detail; even have to push the edge of the building in and out every so many feet or you have to add a doo-dad to the corneous line every so many linear feet. That doesn't really solve the problem I just described, does it, because we still aren't necessarily getting good building-to-street relationships or the community that I want. And you can all think of plenty of South Florida projects that have done that approach where either because they were cajoled by the local Architectural Review Board or because they were compelled by the guidelines to earn bonuses, or what have you. They did a lot of architectural maneuvers in an attempt to create architectural interests. Here's the problem. If we look at traditional cities, they don't even have, in most cases, much of that wiggling of the building line in an "L." They tend to get their interest through individual building designs. I'm almost at the end here, but I'm going to show how that locks with your questions about parking. On the left is the approach that we have in the zoning now, which is that the bulk of the building mass devoted to parking is not counted toward floor area ratio. And, as you know, we tend to get these podium buildings with above-ground parking and then a tower sitting on the top of that. Since parking doesn't count, then it's quite unpredictable. Depending on the use inside the building is what we're going to get. Now, on the right is an alternative way of doing it on the Urban Village site. It says, instead of the guesswork where parking doesn't count toward the FAR, so you can't really rely on the FAR to give us a

critical outcome. In the form-based code approach, any mass of the building devoted to parking does count and, you know, is included in what's regulated. Well -- and the applicant here has foreseen this and taken an extraordinary step, which is planning to do a couple levels of underground parking. The result of that will be freeing a lot of land up at the grade level and improving the experience on the street, because a lot less of what we see as pedestrians and as people driving by, even approaching the building, is going to be devoted to the parking, a lot more of it devoted to the things that keep the lights on 24 hours; make it pleasant. So how does that work with FAR? If you follow the numbers -- there was a typo in the printed version, but we corrected it here -- the result of that is that if you still -- even though you don't have to, under form-based codes, go calculate up the FAR, the FAR will be higher, but this time that higher FAR includes the parking. Now, this is just another way of looking at that. When we look at the conventional system, the relationship with parking to the rest of the building mass in the FAR calculation is unclear. We do away with that lack of clarity under the form-based code approach. Now parking. There is one common mistake where parking is concerned, and that's to over-provide for parking, because the government asks applicants to add up the imagined peak parking demand for each of its individual uses; and add those numbers together, this many spaces for hotel users, this many spaces for residences, this many spaces for office, this much for retail. Add them all up and that's the parking requirement. Of course, that isn't the way we really live in cities. It doesn't take into account that park one's environment. We create one and have a mixed-use development. So we are planning to come back to you with form-based code tools that include shared parking provisions. I know the City has tiptoed into this in the past, but this is a big opportunity to get in and work on the parking concepts so that it's more logical and there's a lot less waste. Shared parking is not a new idea. In fact, if you even lift the cover of that old, old book from 1980s and see the old station wagon on the cover of it. Long established, the Urban Land Institute did a lot of research, along with traffic engineers, to establish a formula. I find it to be very conservative when we -- and we actually test it from place to place. Here's the point. There's literature on how to do shared parking. And if you're going to go through all this trouble of making an overlay zone and having a form-based code, you should fix this parking feature as well. That leads to one last slide, which is -- just remember, this location is a transient-oriented development site. It's on the trolley line. The -- it's the perfect location to support the trolley and the parking lot's environment with the way this project was built out, and that just adds to the logic of being more efficient about parking. With that, I'll stop, and now Joe and Jennifer or Ramon and Susan and I will look forward to answer any questions you might have.

Commissioner Quesada: I got a few questions. First of all, I -- you know, it's funny; I teach some classes to realtors every now and again, and I discussed FAR, and I think I'm going to steal your diagram for my presentations

Mr. Dover: Have at it.

Commissioner Quesada: It makes it very clear, comparing FAR. Shared parking. Shared parking is something that we've actually discussed quite a few times up here. Most recently, we hired Tim Haahs & Associates, I believe, was the consultant. It was. It was Tim Haahs, right?

Vice Mayor Kerdyk: Yeah.

Commissioner Quesada: Yeah, he was the consultant that we hired to analyze. I don't know if you've dealt with Tim Haahs. You've heard of the organization.

Mr. Dover: I'm familiar with his work.

Commissioner Quesada: You are, okay. And we had -- he prepared a report for us related to another project on Miracle Mile, and we were discussing shared parking, and we didn't dive into it too deeply, but we hear the conversation quite a bit. I need to digress for a second. I would be remiss without mentioning that you have the most appropriate tie --

Mr. Dover: You like that?

Commissioner Quesada: -- for today's presentation. As you could see, it's a street map.

Mr. Dover: (UNINTELLIGIBLE) use map ties because the PowerPoint always fails eventually.

Commissioner Quesada: So the concern for us -- and actually, Cindy Birdsill, our Assistant City Manager, can probably point this out better than the rest of us -- we have roughly 47, 48,000 residents in Coral Gables, Monday to Friday, 9 to 5. We spoke to about -- just about 100,000 business residents -- I think just north of that -- and parking is always a concern. We have one of the highest requirements in the county. I think we're 1.75 for each residential unit, and there are additional regulations that are more stringent than most other municipalities in South Florida, which I'm sure you're aware, since your office is in the Gables. Recently, we've dealt with -- and this is an issue that's been bouncing back and forth in our Planning & Zoning Board, which, I believe, Susan Trevarthen and Ramon Trias can talk to you about, is we have one business now that is having issues in their specific location; having sufficient parking under our requirements, and I'm referring to two businesses. The Dade Medical College was an issue that was before us, and we sent it to the Planning & Zoning Board, and they've been analyzing it back and forth. So they're having an issue, whether they need all those spaces or not, you know. I -- it's not for us to say, but they're not meeting with what's required under the Code, so we've been looking at -- and, Susan, I'm looking at you. Maybe I'm wrong here. They're looking to see -- 'cause they -- we haven't seen that proposed either amendment or what the Planning & Zoning Board is really

discussing, whether shared parking within 1,000 feet or within 500 feet of a location.

Ms. Trevarthen: If you would like, I can give you a brief update on that?

Commissioner Quesada: Just very, very brief, 'cause I don't want to digress too much.

Ms. Trevarthen: Which is that it's been through your Planning & Zoning Board; they've let it go. Your staff is drafting to address that final hearing, and it will be coming forward to you at a different meeting, but --

Commissioner Quesada: What is the issue?

Ms. Trevarthen: -- the reason for the request was that the parking ratio applicable to those uses resulted in a parking demand that was beyond what they could provide on their sites or that they've chose to provide on their sites.

Commissioner Quesada: Okay.

Ms. Trevarthen: So they wanted to use distant parking to support that, what your Code calls for.

Commissioner Lago: But when you -- just to chime in on what Commissioner Quesada was saying. When you say "distant parking," currently the requirement is, per the Code, is 500 feet.

Ms. Trevarthen: That's correct.

Commissioner Lago: Correct?

Ms. Trevarthen: Not on the site.

Commissioner Lago: Not on the site. And they're requesting to push to 750 or 1,000?

Ms. Trevarthen: A thousand.

Commissioner Keon: A thousand.

Commissioner Lago: A thousand.

Ms. Trevarthen: That's the current proposal.



Commissioner Lago: And like Commissioner Quesada mentioned, we have the most stringent parking reservations.

Ms. Trevarthen: That's correct.

Commissioner Lago: So, for example, a city like the City of Miami or Pine Crest or the City of South Miami, what are their requirements in regards to off-site parking?

Ms. Trevarthen: What I can tell you is two things. I don't know all the parking ratios off the top of my head, but it is my understanding that we have fairly demanding ratios, and that is a legislative choice that's informed by planning judgment and the advice of your staff, as well as, you know, data and research in the field, so that's one topic. But what we are -- what you've raised the question with is also correct, which is the ability to park offsite or, in Victor's (UNINTELLIGIBLE), which is related, the ability to share parking. Usually, a shared parking solution is based not just on there's an available parking space, but there are different peaking demands. And so you have the classic case of residential and office, where the office workers are there parking there during the day, and at night, the residential unit owners are parking there, and you end up with less waste because that same parking space gets more than one life, more than one use in the project. So there's a couple of -- really three different things going on here. Your parking ratios, whether you can park offsite; and then when you park offsite, how that shared parking works. Here, it's one big site, so it's not really offsite, although it's large; it's a coordination of mixed uses and about seven acres that are sharing a collective parking pool.

Vice Mayor Kerdyk: Ramon, did you want to say something?

Mr. Trias: Thank you.

Vice Mayor Kerdyk: Yeah, go ahead. Yes.

Mr. Trias: (UNINTELLIGIBLE) shared parking.

Vice Mayor Kerdyk: Right.

Mr. Trias: And he's here, Mark Santos. He has prepared a methodology that explains how that's done. He's ready to answer any specific questions. But basically, what Susan is saying is correct. When it's a large project and it has different uses, you can use parking at different times. But the point is that there is an engineer who has a methodology that is adopted and so on, and he's working for the applicant.

Vice Mayor Kerdyk: Did you want to hear that, Commissioner, or do you want to --?

Commissioner Keon: I would.

Commissioner Quesada: No, no, not yet. Well, eventually, yes, but I –

Commissioner Keon: At some point –

Commissioner Quesada: -- still haven't gotten to my question.

Vice Mayor Kerdyk: Okay.

Commissioner Keon: At some point, he is going to talk to us, yes?

Commissioner Quesada: Correct.

Mr. Trias: He's here, and he's ready to answer any questions.

Vice Mayor Kerdyk: He's going to answer questions, so –

Commissioner Keon: Okay. I would like to hear from him –

Vice Mayor Kerdyk: Okay.

Commissioner Keon: -- at some point.

Mr. Trias: And he can explain – he can explain the methodology, the application, the implication.

Commissioner Quesada: I would like to hear from him as well; I just -- I want to get to my question. I was trying to give Victor some background –

Mr. Trias: Yes.

Commissioner Quesada: -- a little bit -- sort of what we've been dealing with to give you an idea -- And Susan, that was brilliant side issue. Thank you. So -- which brings me to my question, and I don't think that we're unique to any other municipality in the fact that we swell in the way that we do. Shared parking -- and maybe this is a -- can be better addressed by the Vice Mayor; he's got more seniority here. He's been dealing with this issue longer, and we've really only discussed shared parking for a little bit. And it really jumps out at me, because, again, we had

been discussing it recently. So do you think that Coral Gables, the way that we're made up in shared parking, is a good idea, a bad idea, considering some of the factors that we've just been discussing with you?

Mr. Dover: For basic urban form reasons, you are ahead of many others in the game and your eligibility for that concept. You have an inter-connective network of streets; most of those streets are highly walkable. The concept of parking a hundred or a thousand or a quarter mile away and walking by a – down beautiful tree-lined streets, under arcades and colonnades or in mid-block villas and paseos by beautiful storefronts and arriving at your destination, this is completely conceivable, and there are plenty of other cities that don't have your advantages that are able to leverage the benefits of shared parking. So the other big idea here is that you're just recognizing that in a mature city, you're not going to want to have the parking demand generated on one little lot or on one little building component satisfied by a parking supply right there, like you would say in a suburban strip shopping center with the parking right in front of its building, because if you did, you would eat your town with parking; instead, you want to deliver parking in the most efficient possible way. In a mature downtown, that's going to be mid-block, that's going to -- structured parking – I mean, on-street parking supply, and it's going to be a few doors down from where the demand is generated. So that's – you're completely eligible for that. And, remember, this is the Gables of the Twenty-First Century. I can remember, in the mid '80s when downtown was much less mature, we didn't have the residential population in here among all those office workers and retailers that we do now. Well, on this end of town and next to Palm Circle, you're actually hitting a kind of critical mass combination of residential, hotel, entertainment, and office workers that are there. And it just makes sense to switch this mode. Now, here's -- the good thing is it doesn't just get you the ability to have less parking; it also leverages other transportation benefits, like parking once and doing several things without getting out on the road network and jamming it at peak hour when everybody else needs to use that road. It also leverages your – you unlock the ability for people to have fewer cars per household and still have a great quality of life. In fact, a better quality of life than to have that extra burden of more cars and more parking spaces to pay for. And then you're going to get -- you're going to activate cycling as a practical mode for moving around. It fits with other transportation goals of the -- clearly part of the original vision for downtown and its 21st vision, Twenty-First Century vision too.

Commissioner Keon: You know what, that's --

Mr. Dover: Yes.

Commissioner Keon: Yeah. I find that such a – the whole issue of a parking and the need to not park, where you're going, or at somebody's front door, because we deal with that all the time.

Mr. Dover: Oh, I'm sure.

Commissioner Keon: We have more valets stops in front of restaurants and more parking spaces taken up by valets, because we have a culture that believes they need to be dropped off at the front door of everything. They do. So, you know, if we're going to begin to really look at creating this very walkable urban city, we need to look at those things too, where they're -- you know, what limited parking you have on the street, then it's taken up by, you know, on some blocks where they cross. You could have -- every corner, there's like 6, 8, 10, 12 spaces taken up by valet stands when -- I mean, I understand like maybe a central valet where you have one in the middle of a whatever, but we have every restaurant in the City almost now wants valet, and so it takes the parking off the street. It -- people don't walk, so they don't see what the street is next door or the shop is next door or what the other restaurant down the block is or anything else, because we have a real need. So at some point in this whole process, if we talk about shared parking, I really would like some discussion with regard to valet and the appropriate use of valet stands in an urban environment.

Commissioner Quesada: Make senses.

Mr. Trias: Mr. Chairman, if I could address specifically the issue. That is one of the major policy decisions that will be incorporated into the overlay --

Commissioner Keon: Yeah.

Mr. Trias: -- a shared parking provision. So, if there's consensus that that makes sense, you will get the details for your review in the form of an ordinance that Victor's office is going to prepare. And if you have any specific questions about the methodology as we know it right now, the consultant for the applicant is here. We also have your consultant from Tim Plummer's office here, so there's review of those ideas in case you want a second opinion, so that's all available to you.

Commissioner Keon: Right. But you know my -- what I'd like to see -- is be able to do is that this new project isn't a standalone project in our city. This, you know, is a project that is incorporated into and is a part of our downtown and, you know, will enliven our streets and -- you know, I don't want to see just what is applicable to this, then that's it. And the other -- the rest of our downtown doesn't sort of flow from that, and you know, especially going north in the Gables. That whole north Gables, you know, all the way down Ponce to 8th Street, is just ripe for redevelopment, and this is a start. This is really a start. And it would be good if we get, you know, this right and we learn from this and whatever so we can also have that vision for how that whole area redevelops, because it's going to. It's going to.

Mr. Dover: You have the best of both worlds in this project, because it is large enough to include enough things, enough issues to sink your teeth into it and treat it in an integrated, holistic way; you wouldn't be able to do it with one little lot at a time.

Commissioner Keon: No.

Mr. Dover: On the other hand, you can also test the prototype things that you think might, might have applicability and more of the city without committing yourself in advance to doing that.

Commissioner Keon: No.

Mr. Dover: Because you would -- you can try it out in a very limited way here with a willing applicant. And then, if you find that that pioneering effort produces some changes in the culture that you want to port to other things with -- We felt that the ordinance should be designed so that you can increase the area to which parts of it apply if -- or all of it applies if you wanted over time but without any kind of commitment going in to ever do that. The best of both worlds.

Commissioner Keon: No. But I think it guides some policy decisions as to how, you know, we live in this City --

Mr. Dover: Right.

Commissioner Keon: -- and how we use our streets and everything else, so I think it's important. And it's interesting because this particular project is kind of right in the middle of downtown or a little off center, but really takes up a big part of downtown. It's not like when they developed Merrick Park. I mean, Merrick Park is so clearly divided by the City by major roadways, by -- you know, Bird Road is a clear divider and Ponce is a clear divider. LeJeune is a clear, you know, divider. So it's really encompassed within an area that is surrounded by, you know, very demarcated areas and streets where this isn't. This sort of flows in the middle of our city with the streets remaining intact, thankfully; they're not being closed off. You know, they will remain city streets, and it -- you know, it will show us how we can live like other really nice cities live with these sorts of things. I mean, if we go to London, it's beautiful to see that sort of development where, you know, you can go through, you know, with the buildings and whatever. I think it's a wonderful -- really, it will be a wonderful project, and I just hope we get it right. And parking is a very big issue so.

Vice Mayor Kerdyk: Did you have something else to say?

Commissioner Quesada: Yeah, I have two more questions. One more question on shared parking, and then I'll have a general question on form-based code. Let's assume the project gets approved, everything goes perfectly. Everyone's happy. It's a Friday afternoon. All of the residential portion has been either sold or leased out. It's fully occupied. The office portion is fully occupied. The retail portion is humming perfectly. It's a Friday afternoon, people at work, people at home; retail is buzzing. And I understand we got to get into the details of -- we're not getting into the exact details right now. It's going to depend on what the shared parking specifics are once they're implemented, if they're implemented. But how common is it for in a shared parking -- a municipality that allows shared parking in a project of this similar type that you can't get a parked space. You have to go off property to get a parking space to go to a restaurant or --

Commissioner Lago: If I can interject with Commissioner Quesada's example. Christmas, a holiday, a real national holiday, what do you do in that situation when everyone is off from work?

Mr. Dover: Well, you're on to something really important. Actually, the way shared parking analysis works is they make a chart of all the hours of the day and all the days of the week, and then they project based on the formulas; how many spaces are going to be needed for each of the land uses given in quadrants. And, as you might imagine, they stack them one on top of the other, and it's less than if you added them all up individually, but it's more than any one of them because of the fact that there's more than one thing going on. So what it does is it, actually, on the chart, immediately some spot jumps out as red. Actually, it's usually Sunday -- or a Saturday morning at 10 or 11 a.m. Regardless, a bunch of us end up going to work on Saturdays. You ever remember -- you ever had that experience? Of course. And you need a parking space if you do it -- if you drove there, but other folks are home because it's not the Monday-through-Friday, 9-to-5 week; and the stores are selling, so they have customers going in and out and their employees. So, usually, Saturday morning is the spot we look for, and that can be affected by whether there's a movie theater, for example. A movie theater is contemplated here. It can be affected by weather. That's paired with, more or less, office. Office workers leave and movie theater patrons come is a great combination. So let's say a hotel. Hotel guests come downstairs, walk around the block, and go to that café, and never touch their car keys. So when you take all that into account, the chart shows you a time of day on a day of the week when you're going to hit the peak. And generally speaking, what local governments do that apply that kind of shared parking rule is they take it back as the regulated minimum. Now, there are other ways to do it. I would say similar ways, such as, hit certain targets; minimum of this, maximum of that, and if you're in that range, then you're eligible for an across-the-board discount of "X" percent. This is plainer, easier to calculate for people designing buildings, and it's done at the time of application and then, as a few things change here and there over time --you know, a doctor's office comes out, something else goes in that -- where patients aren't coming and going like they were to the doctor, then it changes the way the parking is used, but it all averages out. Some things happen that cause a little



more demand. You know, the Cheese Cake Factory, a restaurant draws more people than a restaurant that's less well known, things like that, and so it balances out. So you can go either way. You can mandate the analysis, saying applicants or people that are seeking occupational licenses present their use in light of the formula and pick the time of day and that's the regulated minimum or acquired percentage across the board. And if you do more things, like have more mix or meet more walkability standards and the like to get that benefit, then you can get a bigger percentage off. So there are a couple ways to do it. Remember, some of your peer cities don't have minimum parking requirements in this kind of situation, at all. They just -- all of the City of Fort Myers downtown has a minimum parking requirements. There's none. They don't do it. What's happening there is local government is saying, "We trust that the banks making loans on these buildings and that the tenants making deals with these leases and that the developers, who want to be able to lease the space, are not going to be so dumb as to provide so little parking that they don't have a solution. Now, you're -- a different tradition here, which is to assume that there's a worse-case scenario where parking demand boom at certain time of day will cause people to fan out in those surrounding neighborhoods and intrude on their own -- on their street spaces to solve the parking problem, and you want to protect against that. So I predict that we're not going to be as dramatic about it and say all of downtown Orlando, which not only has no maximum -- no minimum parking requirements; they also enforce maximum parking allowed. You're not going to do that. You're probably going to end up with something more like the shared parking approach. Now, Christmas. I know you asked that question, so I just wanted to answer.

Commissioner Lago: I just used that as an example.

Mr. Dover: Generally speaking, it's not a good idea to design your parking solution around special event days, like the one day, the Friday after Thanksgiving, or the day of the Arts Festival, because if you did that, then you would just sponge up a lot of the land and building resource of your city for parking that you don't need all the rest of the time. So we try not to design street capacities or parking capacities around special events.

Commissioner Lago: Just to dovetail off what Commissioner Quesada was saying, you mentioned the City of Fort Myers. How does their infrastructure, their public transportation, their trolley system, how does that compare to the City of Coral Gables? For example, our trolley system does not run 24 hours a day, it does not run on weekends, so people use their cars, which is something, again, when you think about sustainability, methodology, you're trying to get away from that. How does that affect us as a city? What do we need to do to make sure that shared parking actually works? And what I mean "we," I mean as a city.

Commissioner Quesada: And keeping in mind --

Mr. Dover: It would –

Commissioner Lago: And policy. In regards to policy.

Commissioner Quesada: And in that response, keeping in mind what Commissioner Keon said, that we have a culture in South Florida, in Coral Gables where people expect to park right in front of their location, and I'm guilty of that a little bit too.

Mr. Dover: We all are. When we get behind the wheel, that's the first thing we think of. That's normal. So in Fort Myers case, their transit system is far less well developed than yours. They have no nearby Metrorail. They have no comparable to the Miami-Dade Transit Agency, operating buses, and they have no --

Commissioner Lago: Trolley system.

Mr. Dover: They have a trolley. It's not nearly as advanced as yours or as frequent in its service. They do have, like you have, say --

Commissioner Quesada: I'm sorry to interrupt you. Is there a cost associated with their trolley system?

Mr. Dover: I don't know. Good question. I'll have to research that. Hadn't occurred to me. But over on Nostalgia, we have public parking garages. In downtown Fort Myers, they have public parking garages as well. They actually overinvested in public parking years ago when they first created their redevelopment agency, and I think it gave them the luxury to say, "We're just going to treat parking as part of public infrastructure here and not mandate it for every little barber shop or restaurant."

Commissioner Keon: I have a question, too, though. I know that one of the areas that we most compete with for corporate headquarters is Blue Lagoon, and one of the reasons often cited is the availability and the cost of parking in Blue Lagoon. So I think that always is a concern that in order to attract the corporate headquarters and the kind of companies that we would like to attract here, we also want to ensure that parking doesn't become such a big issue. The other thing is with most offices -- I mean now, if I, you know, drive into -- on Brickell. If I drive into an office building, there are whole sections that are all reserved, because when a -- you know, when an office or an employer comes in, they want to be able to tell their people that they have a place to park, and so there is reserved parking. And you know, even late at night, it's like it seems like it's still all reserved and people will say, "Oh, no, it's still reserved." So it's almost like when you have reserved parking, it's like 24-hours-a-day parking, you know. So, do you sign that

differently that -- I mean, during the day, do you allow reserve parking, and then that reserve parking is only in existence till 6 o'clock at night, and then after that, it's, you know, open parking, or what do you do? How do you do that?

Mr. Dover: I can speak of what's typically considered best practice. I can't speak for the applicant and what their business plan is for that.

Commissioner Keon: Okay, but tell me what best practice is.

Mr. Dover: But if it's reserved parking for a specific use, it's not part of the shared parking pool. And a certain amount of the demand is considered solved for by the reserved spaces, and that's taken off from the calculations, but the -- a shared space is a shared space. So you, you know -- it gets more complicated. Sometimes users are willing to share between two uses, like that office and a movie theater, but not three. And to the extent they want to make it more complicated than that, it does complicate the calculations.

Commissioner Keon: Right.

Mr. Dover: So you write your regulation so as to anticipate not just the remote parking that we talked about earlier but that -- exactly that same kind of arrangement and make it clear what is and isn't expected from the applicant. In the end, what you really want from the form-based code is for somebody to be able to look at it quickly and make their own calculations about what they're going to be able to do with that property or inside that building. And so you want to keep it as simple and at a glance as possible. Reserved spaces aren't a part of shared spaces.

Mr. Trias: And for the purposes of this discussion, it's a very specific, very large mixed-use project where the overlay controls, so it's up to you to make that distinction. And we're not recommending to apply it citywide or anything like that. It's just simply -- in this case, it is a bona fide mixed-use project that has that opportunity and the overlay controls, whatever you choose as policy.

Commissioner Keon: I understand that it's mixed-use, but it's the fact that there are residential towers in there. I know myself -- you know, now I live in a condo. And when you used to live in a house, you drove into your driveway and you weren't sharing with anybody. But, you know, even living in a condo, I mean, part of that was you bought two spaces. You were assigned two spaces and you have -- you know, so I know when I drive home at night, I'm not driving around looking for a parking space; I have a parking space. Is -- you know, that may happen to be just that particular condo, but is it typical in this community -- in this kind of area? I mean, I know in Manhattan, that's not the case, you know. But in this area, the culture is such that, generally, you

want dedicated parking for a residential property, and our Code does call for that. So I'm asking you how does that --?

Mr. Dover: Some of the peer cities, they require – say, if it's your 1.75 parking spaces per unit, they'll say 1 of the 1.75 must be reserved for dedicating that use, and the other point 75 can be part of a shared pool shared by guests, shared by users of other functions within the building.

Commissioner Keon: Okay.

Mr. Dover: So that's one way to go at it. And they -- we're also seeing now down on Brickell the first project is unbundle the parking from the sale of a unit, so this is interesting as the millennials come into their age of buying their dwellings where they might choose to buy the parking and the unit or they might choose to buy only one space instead of two with the unit. So this unbundling is possible with a project like this.

Commissioner Keon: But I also think that – you know, that's a different buyer than, I would think, what you're talking about buying in high-end residential. What you're looking at here is very different than, you know, the 28, 26, 25 year old, you know, 30 year old that's, you know, putting what they have together to be able to just buy that apartment or that condo, and it may --

Mr. Trias: Commissioner – Vice Mayor, if -- Mark Santos is the expert on that –

Commissioner Keon: Parking.

Mr. Trias: -- particular topic.

Commissioner Keon: Okay.

Mr. Trias: Perhaps, he could address the methodology briefly so you understand. There is an established methodology that deals with those issues.

Vice Mayor Kerdyk: Mark, I think this is important for the project, so -- couple minutes and explain it to us, and then see if the Commissioners have any questions, and we can move on from there.

Mark Santos: Absolutely. Good morning, everyone. Mark Santos, again with Kimley-Horn and Associates. And before jumping into the methodology component, I did want to talk briefly about – because a lot of things that – Victor, I was nodding my head back there, if you can see with eyes back of your head. But, ultimately, Commissioner, the one thing about the residential

component that we're talking about is exactly what you've been talking about or addressing. In our initial studies -- and I'm jumping ahead, and I'll take a step back in a minute -- is looking at having the residential spaces potentially reserved from a numbers standpoint in this methodology and not sharing residential spaces.

Commissioner Keon: Oh, okay.

Mr. Santos: And the idea sounds great, but it's really difficult to operationally manage in having those residential spaces be available during the day. Do you need to be out by 6a.m? Do you need to be out by 7? You can't come back until 6 p.m. It's a real operational challenge. So in our initial studies, we're accounting as if those residents, those are your spots 24 hours a day. One topic. But taking a step back, ultimately, we've done some initial analysis for producing a methodology for the shared parking. And actually taking a step back, it's -- really, shared parking is one component. Really, what we're looking at is right-size parking for this particular development where shared parking is one aspect. Other aspects include mobile split. I've been working with my counterpart, John McWilliams. Doing a traffic study is a big component of transit. So right off the bat, how many folks are not actually driving to the site? The second piece is also internal capture. Conservatively, we're looking at a percentage with regards to folks that are there for one use but actually hit at three or four more uses there at the same time. Again, kind of the cart blanche approach. And then the third aspect, as Victor eloquently described earlier, is the shared parking, which I think tends to have a different term every now and then, but really, it's more of time of day factors, as Victor mentioned. Depending on your use and depending on the time of day, it's a certain percentage that are available or -- excuse me -- occupied at that time; overlaying all those uses and really seeing when the peak parking demand is. So that's kind of the numbers that we've been looking at. But aside from that, there's been a lot of questions about municipalities, and we've done research with other zoning codes which actually either discuss, address, or even bring to the table the idea of parking reduction; again, not necessarily shared parking. We've research about 20 or 25 zoning municipalities. In some of our initial assessments, we've looked at 12 specific ones; 5 here in South Florida, 4 outside in the state of Florida, and then another 3 nationwide. So those 12 are actually items we began to address with regards to, again, shared parking or parking reduction, and they're across the board. The most simplified one I can explain briefly is Miami Beach. They actually have a chart in their Zoning Code that says, "Residents, at this time you're this occupied; retail, at this time you're that occupied." It's a very simple chart right there for you. And in our research, we actually found there's about four or five others here in Florida that do the same thing. But on the other hand, for instance, the City of Fort Lauderdale or Broward County actually do not provide you with that readily provided information. You need to come back to the table and provide a comprehensive analysis of what you believe the right size parking would be. In addition --

Mr. Trias: Yeah. If I could put it in context, the best approach that I would recommend for you is to think of the traffic impact –

Vice Mayor Kerdyk: Right.

Mr. Trias: -- of this project.

Vice Mayor Kerdyk: Right.

Mr. Trias: In any urban situation like this, the traffic impact, the answer is parking, how you handle parking, and the kind of possible enhanced mass transit that you can --

Vice Mayor Kerdyk: You and I talked about that recently, yeah.

Mr. Trias: Those are the issues that I think Mark is addressing. If you look at that holistically as the way to deal with the traffic impact on urban project, but it's mixed use, then you end up with a better quality city.

Vice Mayor Kerdyk: You know, I think that gets to a lot of questions that I may have. Did you have anything else on --? Go ahead.

Commissioner Keon: Well, no. I think what concerns me particularly with this project is because just to the east of it is a residential area and, you know, you don't want to see -- I don't want to see back traffic or the parking spill out onto those residential streets. You know, it's different if, you know, you're creating a project that is totally in an urban -- you know, within, you know, a city where there are not, you know, resident single-family homes or whatever that -- then the parking. And the problem -- you know, then, even if you create a residential parking zone there and you give them the sticker and whatever, you know, then somebody stops by to have a cup of coffee and their car gets towed or something because they don't have that sticker on, but you know, how do you deal with, you know, residents that want to be able to have somebody stop by and, yet, you know -- I think my biggest concern with parking really relates to what happens to that whole, you know, area, that single-family area in back of us. I just --

Mr. Santos: I just --

Commissioner Keon: I think that's why it's so important.

Mr. Santos: Vice Mayor, just one last --



Vice Mayor Kerdyk: Go ahead (UNINTELLIGIBLE). I'd like Susan to talk a little bit.

Mr. Santos: -- point and methodology, and then I'll switch over. The last piece that we're looking at is a comparison of projects; how does that actually happen. So one of the areas that you're actually looking at right now within -- you know, in a similar nature in scale and size is Brickell City Center, obviously in downtown Miami. So what -- you analyze those numbers and see how they're actually -- what was the parking required? What was the parking provided? What was the percent reduction that's actually the right size for that particular use? Again, as a comparison only, not something actually take into account.

Commissioner Keon: Right. But there's not a very viable and important residential single-family residential neighborhood that -- you know, right next to that project. I mean, I know in, you know, the Gables, like in that Navarre area, whatever, it's really difficult for the residents to park there because people, you know, park -- businesses, people that don't want to pay for parking, they park on their streets; and the people that live there, if they happen to leave home and come home, there's no place to park. I know all along Coral Gables Elementary, there was -- there weren't meters put in there because -- so parents could drop off their kids and whatever, but there's parking spaces; they're all taken up in the morning by the time you're dropping off kids by businesses that are in that area. So it -- you know, that's -- that happens to be a real problem in this City where we have businesses next to, you know, residential areas that we have to give particular consideration to that you wouldn't to, you know, a project in downtown Miami.

Unidentified Speaker: That's a good point.

Ms. Trevarthen: If I may, Mr. Chair.

Vice Mayor Kerdyk: Susan. Sure.

Ms. Trevarthen: We jumped right into some of the details, and it's been a great discussion, the parking theory and the practice, and Victor had some very important insights and opinions to share, but I realize, belatedly, we need to remember the context, which is that the proposed Urban Village, none of this is allowed. This is an option in the proposed Urban Village, and only if the works that's been described by the applicant's expert is done, and we laid all of that out. They have to prove, based on a study of the South Florida market, based on the local conditions, they have to deal with the operations, they have to actually contribute to the transit not just be located near it; the valet plan. We have a number of details laid out. So I didn't want us to lose sight of, as we get into these broader issues, of -- what's before you today is creating an option for a parking reduction only to the extent justified by a study with a cap on it and that cap is 10 percent.

Vice Mayor Kerdyk: Right. I did --

Ms. Trevarthen: Thank you.

Vice Mayor Kerdyk: Did you --?

Commissioner Quesada: No, go ahead.

Vice Mayor Kerdyk: You know, I had some questions that I'd like to ask, and I want to get back to -- I'm trying to put my arms around the size of this project. I think that's very, very important that we understand the size and density, one way or another, density, 'cause it does, as Commissioner Keon mentions, fronts right next to a residential area. This is not in the middle of our Central Business District. This is on the southernmost border of the commercial district. And so, as I look at your FAR -- if we can use FAR -- if I remember the previous development -- that I think you may have been on the Planning Board when it came through -- I think it was two, two and a half times the size of the project, and I think somebody mentioned that this is a seven-acre site. Is that correct, seven-acre site?

Mr. Trias: Almost (UNINTELLIGIBLE)

Vice Mayor Kerdyk: Said seven, more or less.

Mr. Dover: It's a little bit less than seven.

Vice Mayor Kerdyk: So, I mean, just doing the numbers, 7 acres times 4356, it's just 40,000 -- 280,000 square feet times 4.5, looks like about 1.3 million square feet of either retail, office or residential. I think the previous might have been 700,000, 800,000 square feet. And this -- these questions all focus on a very key component. Again, I think Commissioner Keon was getting into it -- as traffic and the surrounding areas, so stay with me as we move through this. So I'd like to talk a little bit about that. I'd also like to go back, and I want you to tell me the heights of the buildings. I do see in that one presentation; the one building that you mentioned is 218 feet of usable square footage. Let's just use useable square footage.

Mr. Trias: As proposed now.

Vice Mayor Kerdyk: As proposed now.

Mr. Trias: (UNINTELLIGIBLE) you could change it.

Vice Mayor Kerdyk: No, as pro -- as -- right, right, right, but I think we need to have this dialogue. This is what this discussion is about, what we vision the project being and what we do not vision the project being. And let me first say that I'm very happy that these are the developers on this project. I think I said that the last time we had this meeting. So I'm very pleased that they have agreed to develop this. I know they've been through the process for a very, very long time with the previous administration. I had these conversations with the previous administration, so I just want to let you know this was nothing that I'm bringing up today, so I had that. I don't know if that was articulated back to the applicant or not. But anyway, getting back to the height --

Mr. Dover: Hear it now.

Vice Mayor Kerdyk: Yeah, I know; did hear it now. The other issue is the height. Can you just tell me the heights? You have the 218 feet in the one. You have the hundred --

Mr. Trias: Yeah. What I would ask is the applicant to explain it, because that is their --

Vice Mayor Kerdyk: Yeah, please.

Mr. Trias: -- proposal, specifically. And again, it's up to you to say "yes" or "no" in the context of the overlay, so you have flexibility to accept it or not.

Dan Reed: We talked previously about the hotel, the fact that we'd like to set that up as a little bit taller. Everything else in that -- this diagram only depicts the hotel, the height that (UNINTELLIGIBLE), what we're allowed to do, which is the 190.5.

Vice Mayor Kerdyk: Right.

Mr. Reed: And then 25 additional feet for decoration or mechanical equipment or other things that are allowed. So that's our boundary. This is the only structure on the site that's goes above that boundary; everything else, residential structures, office, are all at that 190.5.

Commissioner Lago: Can you just -- can I just -- I want to make sure we address that, obviously. Dan, I know you just said that every structure, a proposed seven acres, would be below the 190, correct, except for that one structure?

Mr. Reed: Exactly.

Commissioner Lago: Okay. And that structure will be in regards to -- useable square footage would be under 190 and that would be a design feature?

Mr. Reed: The only thing above the 190.5 in this particular – in this structure, or anywhere on the site, is the uses for that area above that restriction is for a restaurant and a public observation.

Commissioner Lago: Okay.

Mr. Reed: No hotel rooms.

Commissioner Lago: Or that restaurant would be -- is proposed to be open to the public, correct?

Mr. Reed: Correct, correct. It -- yes. For it to succeed, it needs to be.

Vice Mayor Kerdyk: You know, I think -- okay, so it's 190 feet. If I read it correctly, it's another 38 feet for the restaurant. The restaurants are basically 20 foot floor plate instead of 20 foot height-to-ceiling location, instead of the traditional -- when we figured it out, I think our tradition is 13.5 feet, or something like that. So there are -- it's instead of two floors, it's about basically three floors of height additional.

Mr. Reed: We would normally design restaurants to be in an envelope of about 17 feet, typically, --

Vice Mayor Kerdyk: Right.

Mr. Reed: -- and so we're providing for two levels for that restaurant.

Vice Mayor Kerdyk: Okay. Let me ask the City Attorney right now: If we allow this to be put into this area here, a height variance for the City, does that set any type of precedence for other locations in this community?

Craig E. Leen (City Attorney): Yes, it sets a precedent. It's -- but let me add a little bit to that. The -- you're introducing form-based zoning into your Code, and you'll have a building that's taller than what otherwise be permitted. Whenever you do something like that, it's a legislative change, so it would be analyzed -- let's say another applicant wanted to do the same thing. Our Code wouldn't allow it. They would have to ask for an amendment to the Code and probably to the Comp Plan as well. And those sort of amendments are judged under a fairly debatable standard, and you have a significant amount of discretion there. However, you can't act arbitrarily either. So you have introduced this into the Code. Someone could request it and -- whereas before, you could say, "Well, we don't allow this in Coral Gables, except the Biltmore," for example, but that's a unique building. Now you can say that.

Vice Mayor Kerdyk: Okay.

Commissioner Keon: But I think what we should look at -- if you look at that picture again that you had, which I think is -- what the form-based code allows us to do is to address design, you know; otherwise, now we build boxes, you know. And with this, we -- you may go higher for that particular architectural element and -- but you also -- it steps down, so you don't have that box with a (UNINTELLIGIBLE) on top or a flat, whatever. So when you look across our skyline, you know, all you see are flat roofs. I mean, we -- and I remember Charles actually saying one time that, you know, maybe what we want our downtown to look like is we do want spires in the sky. Maybe that's the skyline we want to achieve. That's maybe how we want our city to look, if it -- that it has a beautiful skyline.

Mr. Trias: And if you choose to go this way, the Code will say it's only here at this location, and it's only here because of the vista, (UNINTELLIGIBLE) some urban design --

Commissioner Keon: Right.

Mr. Trias: -- idea that makes sense at the scale of the city.

Commissioner Keon: Right.

Mr. Trias: And it's up to you, if you choose that, that those are the reasons.

Commissioner Keon: Right. And it's only with the scale, and it's only if it steps down, and it's only if you use your square footage in a different way. So it's not having, you know, these big towers and blocks, but it's having a very pretty building that kind of steps down and comes to a focal point at the top, and so when we look across our skyline, you know, it's as pretty as our street level is, you know; that we can look at both of those things, so we have beautiful streets with a wonderful, you know -- that are great experiences for people walking, and then we have a skyline that also provides a beautiful vista, because we don't have all that bulk and --

Commissioner Quesada: Well, you know, the closest thing that we have to that now is really on Alhambra.

Commissioner Keon: Yes.

Commissioner Quesada: Because, really, we're looking -- we're really addressing -- because we have 355 Alhambra, and across the street we have 396 Alhambra, and then at the end of the street,

we have 121 Alhambra; now have those cupolas or spires or –

Commissioner Keon: You know, and that -- I know when you go to Chicago and you look across Chicago (UNINTELLIGIBLE) building and you look across Chicago's skyline, they're just -- you know, the tops of the buildings are beautiful. You go to Manhattan -- just like the Chrysler Building and the Empire State Building. I mean, some of those buildings, you know, are just so breathtaking because it creates this beautiful vista across your skyline. So they have great streets and a great skyline.

Vice Mayor Kerdyk: Yeah. Seven years ago we put in a design feature to put the cupolas in there, but what we're talking about now is livable area, rentable area, whatever, and you can call it a restaurant, you can call it, you know, additional square footage; whatever it is, it is additional square footage. And the City of Coral Gables -- you know, I buy this form-based zoning, to a certain degree, but I also understand and know that when people talk about the City of Coral Gables, they talk about several things, and in that top three of them is strong Zoning Code that the City of Coral Gables has. So this is not Kendall. This is not, you know, other -- Fort Myers or other -- this is the City of Coral Gables, and I think we've done a darn good job legislating that, as far as I am concerned. So what bothers me, again, is getting back to the precedence, because there has always been a very aggressive push to push the height ceiling above the 190 feet, and I think this is just the beginning of allowing that to happen. Now, you can say, yes, we can tweak it better, or we can do stuff like that, but the fact is you can also design that same building and just take off those two floors, too. I mean, it just doesn't, you know -- we're basically -- if we approve this, we are approve -- not approve it. If we approve it subject to the Planning Board and coming back to the City, we are basically allowing a seven-acre site of the City of Coral Gables to transform this -- the basic Central Business District, and that may be a good thing, but we have to understand that the FAR now is going to be 4.5, it's going to be at 1.3 million square feet. It's diversely to put into different locations. There's some office space, there's some hotel, and there's a lot of retail. So we have to understand that. And I think that getting back to the height issue, I'm concerned how it will affect the rest of the City. And having sat up here for a while, I understand that somebody will seize the opportunity, whether it's the parking garages that we're dealing with right now on Andalusia, or some other location, and they will say, "Hey, you just gave 218 feet of height to this other development. I have a really cool concept. And you know what? Let's make it 240 feet for mine, because it can look really good." And that's what concerns me in having seen the whole process work.

Mr. Trias: And Mr. Vice Mayor, that's a very good way to explain it, because one of the issues that we're dealing with the Code is that we're trying to encourage the roof-level architectural embellishment, and by having the 190 feet height and only, let's say, allowing 25 feet or so cupolas, that doesn't quite match the beauty of the Biltmore, for example. So the issue that is, I



think, before you here is that in addition to the architectural embellishment, they're also including a restaurant. That may be one very valid issue that you want to discuss. However, the actual height, I think I would be more open to looking at some of the issues of proportion and aesthetics, because one of the reasons why the Biltmore is very nice is because the top is designed at a very different scale than the bottom. The bottom is designed at the scale of the pedestrian; two stories, very nicely detailed. The top is designed at the scale of the City; much taller, different dimensions. Those are the issues that I would encourage you to consider in the context of the very specific rules that you can implement with the form-based code.

Vice Mayor Kerdyk: I'd like to just mention just one thing. I don't have the examples right at my forefront here, but I do know there are other buildings in the City of Coral Gables that have maintained the livable square footage to 190 feet and then exceeded that to get close to the Biltmore height with what you said, Commissioner Quesada, the cupolas and other movements, but the livable square footage maintains inside that area there. Anyway, that's my thought there. I would –

Ms. Trevarthen: Mr. Vice Mayor.

Vice Mayor Kerdyk: Yes, go ahead.

Ms. Trevarthen: Would I be able to respond to your question?

Vice Mayor Kerdyk: Sure, of course.

Commissioner Lago: Could I just ask you a quick question? Maybe you can, in responding to the Vice Mayor, you can respond to this question also. When you -- how do you define -- exactly define livable?

Vice Mayor Kerdyk: Rentable.

Ms. Trevarthen: Boy, we could talk a while about that.

Commissioner Quesada: Are you getting into FAR, FLR?

Commissioner Lago: Yes.

Ms. Trevarthen: Yes.

Commissioner Quesada: Miami 21.

Commissioner Lago: Yes.

Ms. Trevarthen: Before I go there, if I could revisit –

Commissioner Lago: Because we were talking about 190 feet; now we're talking about jumping up to 218, the restaurant. I just want to really get the ground work now. I mean, what is livable? What are the uses, like what Commissioner Quesada was saying? Excuse me.

Ms. Trevarthen: Understood, Commissioner. Before I get there, though, I would really like to be able to respond to the Vice Mayor's question about precedent, because I think it's a critical one, and I think what you've been having is a dialogue about design precedent, about concepts, but I want to be clear to you that we have always understood that it was the desire of the City not to create a legal mechanism that would be something that would lead to unanticipated results, and that is not what is before you. The language that is proposed for the Comp Plan amendment, the language that is proposed for your Zoning Code is very carefully limited and it's not arbitrary. It's built on a very robust planning foundation that fits only this site, which is the largest available infill redevelopment opportunity in your city with the terminated vistas and all of the concepts we've already talked about. So I do not want to leave the impression that we have opened the door to other people being entitled to do this. Yes, it becomes part of a debate. It becomes part of the air. People start to talk about it. I understand that. I've seen that in other cities. But this is not something that we are asking you to open the door that would be someone else could -- shoving their way through. That's not --

Vice Mayor Kerdyk: Susan, there's always another project. And there was the Rouse project, which was built on 20 acres, and nobody was ever going to get that much property again to ever assemble a piece of property. Then we have this one at seven acres. So it'll be somebody else that assembles some other property. And at some point, this discussion will come up. And I agree with you as far as it -- you -- I'm sure you tied it down as best you could, but that's something that we have to consider, because I do think that, at later time, this will be used as a possible mechanism for higher height limitations. Listen, I've already heard it from the Andalusia. One of the developers on Andalusia wants to go 22 floors now, and he has already talked to me about that, and they'll talk.

Ms. Trevarthen: People will talk, yes.

Vice Mayor Kerdyk: So, okay, I'd like to just -- Is there anything else about the height? I think you know how I feel about the height. Yes, go ahead.

Commissioner Quesada: Two things, and I'm stepping back, but it ties into what the Vice Mayor said, and I want to have Victor sit down because we're going into other areas, so I want to come back to you. So as Ramon set you up, you are the expert in form-based zoning codes. You're in Coral Gables; you know it's better, and you've mentioned downtown Coral Gables in the '80s, so you -- I have a feeling you know us well, and I know you've only been working on this, it sounds like, for only about a week. But since you're the expert, what should we be looking at as a Commission? What are the potential pitfalls? What are the negative aspects of form-based Zoning Code that you didn't mention? We've heard the praises. What is -- what are we looking for? What do we want to try to avoid? You mentioned FARs, an archaic way of thinking about it. As you can tell, that's what we've been dealing with as our lives here as elected officials in Coral Gables and, you know, the Mayor points it out, and other presentations are made to us comparing to FAR. That's how we have learned to govern with -- related to FAR. So I guess it's a two-part question. Number one is, what are the pitfalls of form-based Zoning Code, and what are the pitfalls of moving away from FAR, if any?

Mr. Dover: Okay. (UNINTELLIGIBLE) an expert with TV cameras on him, so no pressure or anything. Thank you, Commissioner. The -- okay, so, first, it is not a cure-all, and it doesn't replace the importance of good, professional judgment at every level, and from your staff to the Board of Architects. Clearly, that's still required. And so, I don't want you to think that this is a panacea; you switch -- you do away with FAR and you institute form-based code and all problems and all debates and controversies and so forth just magically go away; they don't. That's not the case. So there are -- I think there are two teeth that falls -- that happen with form-based codes in our experience. It may be closely related to that fact that they usually follow detailed urban design visioning for that place, as I emphasized several times in my presentation. The first one -- and they are the yin and the yang problem. The first one is you realize, as you make decision by decision, you are not necessarily tying the hands of future Commissioners, and they can undo what you start, and they may as well get an applicant and not give it the same scrutiny that you're giving it and not use the tool with the kind of care and discretion you're using it and allow for what otherwise should have been a good development to metastasize in some way and, obviously, a close at-hand example. When I showed South Miami and talked about all the good things on Dorn Avenue and Sunset Drive, one of you had to think what went wrong at Sunset Place. Certainly approved after, you know, urban design and architecture disaster on many levels, and it was built -- it was approved and built after the form-based code was adopted for downtown South Miami. The answer there is at 3 o'clock in the morning, a City Commission voted to using their authority to opt that area out of being governed by the form-based code. That was much simpler, by the way, than the 300 or 400 variances and special exceptions that they --

Commissioner Quesada: So the biggest problem with the form-based code --

Mr. Dover: -- would have given instead.

Commissioner Quesada: So the biggest problem with the form-based code is us?

Mr. Dover: There is the risk that -- political pendulum swings are set forth and the camel's nose is under the tent and some future Commissioners are not as careful with any of the tools, the existing ones or the new form-based code ones and that is a risk. And so I think one of the things that Susan said that's very important is that you build this on a foundation of planning information so that there is some -- there's planning in the record about why you made the findings that you're making, and that helps you avoid getting caught in the precedent traps that you didn't want to get in, and it also -- for anybody who wants to really get in there and understand it -- if they wanted to understand it, they can, understand why you did what you did and how your case is different from the next one. There is a reverse problem. This is the other side of that coin, and I think it comes from the fact that detailed urban design visioning takes place, detailed illustrations are created. You can find yourselves afraid to change it. This is -- this also happens. People adopt any kind of a zoning ordinance and maybe a specially new tools, like form-based codes that are so much more design-oriented, and then they become very nervous about finding out bugs in the software over time as they emerge with practice. And I think it's a given here that as you use these tools and you check the real -- you know, in that situation, in the specific culture, phase by phase, you can find yourselves -- or a future Commission can find themselves hesitant to make any little changes. You'll have to remember -- at least Dover said it on the first day we talked about this -- these are creatures of human kind; they don't come from the Almighty, and you don't have to be afraid to go and fix a little bug in the software, if there is one. But there are definitely cases where form-based codes were adopted in the '90s and early 2000s where almost no changes, if any changes, had been made at all. Miami 21 is another one of those. They made more than 30 changes to Miami 21 since it was adopted.

Commissioner Keon: I understand with Miami 21. I think there is -- is there's some issues in the develop -- in the redevelopment of the Wynwood area and they have to go back? I was, you know --

Mr. Dover: I can't address that specifically, but I do know they've been making changes.

Commissioner Keon: I know that they need to go back and redo or do an overlay for that district, apparently, or that area, if there's -- there's some issues there.

Mr. Dover: The clear-headed balanced thinking that you're doing trying to keep all of the factors in mind, because you're the master developer, you're the City; that an individual applicant's not going to think about, an individual architect or engineer aren't going to think about. That has -- that's

always been a part of the culture here. That's why you have the Board of Architects making their reviews, why you have an advanced staff; that all still needs to remain the case, just as you shift to organizing the Code by form and predictable results instead of by land use.

Commissioner Quesada: What's being proposed here, is it a floating zone form-based code?

Mr. Dover: No. We're actually suggesting here an overlay with – not float around and be pulled down to make applicable allowance.

Ms. Trevarthen: It's -- if I don't -- if you don't mind, Mr. Chair?

Vice Mayor Kerdyk: Yes, please.

Ms. Trevarthen: It's an option within your PAD, and it's only available within the geographic limits of this site. It's defined by the streets and it's an option. Nothing's requiring the owner of this property to do it this way. They can just build a PAD or anything else. But if it comes an option for them, which they have embraced and they're moving forward with, to have the ability to develop in this form base.

Vice Mayor Kerdyk: Is that another reason why this is really not a precedent-setting project?

Ms. Trevarthen: Yes. All of it has been constructed with that in mind. The applicant was interested and willing to pursue this option.

Vice Mayor Kerdyk: Your facial expression is telling me something else.

Mr. Leen: The precedent – there's two types of precedent. This is not binding on anything for you in the future. The fact that you adopt this here, if you do, for this area, and it's been – and it -- we've talked about it a lot. One of the goals was to make sure this did not set a requirement in the future that someone else could use it. And I've looked at it, and I've talked to them about it, and I believe that. But a pre -- there's two types of precedent. There's a persuasive type precedent, too, whereby this is introducing -- and some of the language we're using here today is broad, a form-based code. This is a form-based section of the Code in one district. The concern is that someone in the future may come and argue, "Well, I want you to apply that to me as well." And whereas before, we would have said, "Well, this is a Euclidean code. This is based on FAR. This is not form-based." Now, you do have a form-based component in your Code, and they may ask you to extend it, and you'll have to evaluate that, but this is a very -- I do want to say, though, for purposes of the record, this is a unique situation. And the more unique you make it, the harder it is to say it's a precedent that has to be followed. You're going to be looked at -- the future applicant,

essentially you're going to have to determine in the end, is this -- their situation the same as this one? And if it is, you may end up applying it. If not, you don't have to. You don't have to, at all. You could say, "We're not going to apply it." They might try to challenge you. That's reviewed under the fairly debatable standard. It's very differential to the government. But the precedent I'm talking about more is that it'll be raised; they will talk about it, and that's just a fact, 'cause this is a substantial change, but it's in one area. And by no means will you be bound in another area. You're going to have to evaluate it.

Commissioner Quesada: Thank you.

Vice Mayor Kerdyk: Ramon, did you have some questions?

Mr. Trias: Yeah. I just wanted to also add that the philosophy of the form-based code is that each area is different; meaning, what applies here is not meant to apply somewhere else. I mean, that's what a form-based code is about. So it's not only legally the case that Susan explained; it's also the general philosophy behind this.

Commissioner Quesada: Yeah, but what Craig explained and what the Vice Mayor is getting at is different. It's the fact that this Commission has allowed to do something. So, technically, I understand, legally, there's no precedent.

Vice Mayor Kerdyk: Yeah, that's the problem.

Commissioner Quesada: But --

Vice Mayor Kerdyk: The discussion.

Commissioner Quesada: -- politically, there is. You know, there is.

Ms. Olazabal: But if I could add something. It's not only an overlay where they get height, where they get, you know, some -- not variances, but some --

Ms. Trevarthen: Increased benefit.

Olazabal: -- benefits. It's also -- it requires them to do public parking. It requires them to have public areas. It's not a free-for-all where you just get height. You have to give something. So if you see it as it creating a benefit -- a precedent, it's not only where you are giving something; we're getting something as well with higher requirements.

Vice Mayor Kerdyk: Yes.

Mr. Trias: And you set the standard. I mean, there's a draft, a very general draft that was prepared by Susan that you have reviewed, but Victor is going to do the second draft which gives you that higher standard that you can set, whatever it is.

Vice Mayor Kerdyk: Right, and that's what we're discussing, because -- and we're trying to give direction to the applicant whether the height, is it right or the height is not right. And if there's not anything else on the height, I'd like to change the discussion maybe to traffic.

Ms. Trevarthen: Mr. Vice Chair, if I may? I had -- there was a question from the Commissioner I never got to --

Vice Mayor Kerdyk: Okay.

Ms. Trevarthen: -- which did relate to the height. Would you like for me to answer that?

Vice Mayor Kerdyk: Yes, please. Go ahead.

Ms. Trevarthen: Okay. So the question was what is it that we're actually allowing over that height? And the way the changes to the land-use -- the Comprehensive Plan, as well as the zoning, are drafted is that additional height that we've been debating is not just a general allowance. It is only for very specific purposes, and it's for these public types of uses which are seen as an extraordinary benefit to the City. It was identified that we don't have anything else like this in our city and -- whether it be the Rooftop Garden or the Rooftop Restaurant, and it will be ultimately within the scope of the staff and all of your boards and you to decide whether that trade-off is worth it. But it is appropriate to note, as you asked, what's actually happening in that space. And what's happening is what has been pre-identified as publicly valuable uses.

Vice Mayor Kerdyk: Thank you.

Mr. Dover: And not just the uses, but also specific pre-scrutinized design criteria. It isn't just saying, "Here's what the height used to be and now, in this case, on that site you can have this other height." It's -- that difference will be subject to certain design expectations, including proportions which Ramon mentioned, architectural requirements.

Mr. Trias: The issue is you (UNINTELLIGIBLE). I mean, that's --

Vice Mayor Kerdyk: That's really the issue, because the -- yeah, the issue is not -- you can --



right.

Mr. Trias: (UNINTELLIGIBLE).

Vice Mayor Kerdyk: It's two floors. Yeah, yeah, exactly.

Mr. Trias: (UNINTELLIGIBLE).

Vice Mayor Kerdyk: Okay.

Commissioner Keon: Okay, but I – you know what –

Vice Mayor Kerdyk: Go ahead.

Commissioner Keon: -- I would hope, that we would have the political courage to not be afraid to talk about design and good design that will really only enhance our city, rather than continuing to build boxes.

Commissioner Lago: And if I could just interject on this point. And I agree with you a hundred percent, and it goes back to what the Vice Mayor was saying. You know, we support the fact that we have a great developer who's coming into the City, who's going to do an incredible project. And I think that – and I can say this with confidence. I think there isn't many people on this planet that can go through this process and come out the other side, not only because of resources; because their pain threshold over the past two and a half years is to be commended. So you know, to me, the most important slide is the slide that is right there to the left.

Commissioner Keon: Yes, the box.

Commissioner Lago: The box. That is the most important slide to me, because it truly shows what's permissible as per our existing Code and what is being requested. Now, going back to what the Vice Mayor -- what the Vice Mayor stated and also what the City Manager was discussing a few moments ago. There's going to be prescribed, as per this project, from my understanding -- again, this goes before I was even elected. That's why I'm a little bit -- trying to catch up in regards to the two floors of additional for the restaurant. That was before our time, Commissioner Keon.

Commissioner Keon: Right.

Commissioner Lago: You're talking about finished levels, rooftop terraces, LEED provisions,

quality design, underground parking, upgrades to existing facilities in reference to neighborhood streets, landscaping, curbs, sidewalks. I'm probably leaving out a multitude of other highlights. That's why I'm excited about this project. I mean, I know that we're here to discuss, you know, the -- give the applicant a little bit of, you know, guidance in regards to where we're headed, but I'm feeling more and more comfortable in regards to what we're laying out here today, especially with Mr. Santos, who spoke a few moments ago, with Mr. Dover, Susan's background. But I am, again -- going off what the Vice Mayor said before, I am also a little bit concerned in regards to the height, but it's not going to be something in my -- at least in my opinion, that's going to over-consume me on that issue, because I just want to get clarification, like you had mentioned in regards to 190 feet actual allowable usage height and then, obviously, what we're going to allow on those two floors, and how are we going to really dictate what goes on in those two additional floors, if they are allowed.

Ms. Trevarthen: And the "how" is very clear. And the wording of the Comp Plan amendment, it describes exactly what's allowed in that space.

Commissioner Keon: Right.

Ms. Trevarthen: I pulled up this board because it covered some of the things that Commissioner Lago was starting to address.

Vice Mayor Kerdyk: Okay.

Ms. Trevarthen: At your discretion, Mr. Vice Mayor.

Vice Mayor Kerdyk: Sure, please do.

Ms. Trevarthen: I think that the applicant's representative, at some point, you know, may --

Vice Mayor Kerdyk: Sure, please.

Ms. Trevarthen: -- want to be able to present this aspect.

Vice Mayor Kerdyk: Okay, we'd like to hear it. Do you want to talk about --?

Commissioner Quesada: I have one more point on the --

Vice Mayor Kerdyk: Okay.

Mr. Reed: -- on the height.

Vice Mayor Kerdyk: Go ahead, sure.

Commissioner Quesada: Just let me finish for a second. So I'm looking at the slide that they have on the right --- hold it. Yeah, that one there. So the top of the -- so the maximum allowed is, pursuant to Mediterranean bonuses, is 190 and a half, and they're going up to 218. You know, Mr. Vice Mayor, I -- you know, I agree with you; I have concerns going over that. I have concerns creating that precedent. I do. You know, in my mind -- I mean, and this is for the rest of the Commission and I guess everyone else who's listening. You know, I'm going between those two slides, the one that Commissioner Lago pointed out and this one here, and I'm really trying to balance the less of the evil; the greater good of it. And you know, this really could put it -- if you look at the massing, they could put that restaurant on, I mean, countless other locations. So it's really a question over, you know, the design, whether we want to allow it to really accentuate at such a high cupolas there.

Mr. Trias: Mr. Quesada, that's exactly the question. The question is purely artistic and purely in terms of the --

Commissioner Lago: Aesthetics.

Mr. Trias: -- aesthetics.

Commissioner Quesada: Yeah, but -- so then -- hold it. Well, you're at every Board of Architects meeting. You're on the front lines of every project that's proposed.

Mr. Trias: I do. And what I --

Commissioner Quesada: So -- and I understand the Vice Mayor's concern and, historically, he's got more historic knowledge in the City than anyone else, and we have to be, you know, differential to that. You know, it's -- and I am, and I certainly am, because of his experience and his success in carrying this city forward for over so many years. What he's envisioning to happen, which I'm envisioning as well, is (UNINTELLIGIBLE) approve this -- and I know we're not voting on anything today. I know this is just a workshop; we're discussing through everything. But if we approve this project as it's designed going forward, every other project that comes before you, they're going to set -- they're going to -- I'm sure they're going to create a massing study just like this, and they're going to say, "Well, we could put additional FAR on this little corner here, but look how ugly it's going to be. It's going to be a box. However, if we can go up, or we can do this cantilevering aspect, you know, it's going to be so much more beautiful." And I think, really,

the question for us to decide, if we want to go that route and -- it's somewhat of a cause for concern for me. It is. I mean, this project is -- again, it's spectacular. I mean, we've all said it. The question is do we want to open up that door? Because you're -- again, you're going to be in the front lines of it for the rest of your career and --

Mr. Trias: And I'm afraid so.

Commissioner Quesada: (UNINTELLIGIBLE) questions --

Mr. Trias: I'm afraid so.

Commissioner Quesada: And then, when they don't like your response, they're going to go to the Board of Architects. If they don't like that response, they're going to come to us.

Mr. Trias: The best answer that I can give to that is that my intent is that if there's consensus on the general idea here, the next step is to go before the Board of Architects and ask for some advice on design issues. I anticipate a full workshop with them, and this is the only issue, and then two or three (UNINTELLIGIBLE).

Commissioner Quesada: Yeah, but that's a narrow issue, though, the narrow issue related to this project. The broader issue is, moving forward, how we deal with other projects.

Mr. Trias: And moving forward, I think that one of the good things about the Code, as it exists right now, is that it makes a decision fairly easy for you, 190 feet --

Commissioner Quesada: Yeah, of course.

Mr. Trias: One of the downsides of that is that, yeah, you end up with a nice box.

Commissioner Quesada: We get an as-of-right project that we can't do anything about that we hate --

Mr. Trias: Right, exactly.

Commissioner Quesada: -- as opposed to what Victor's been --

Mr. Trias: Exactly.

Commissioner Quesada: -- explaining to us all morning on form-based code.

Vice Mayor Kerdyk: This requires a little more vision.

Mr. Trias: Right.

Vice Mayor Kerdyk: A little more vision.

Mr. Trias: And the question is do we -- are we ready as a city and as a Commission to create that vision and give some more direction and try to create that city beautiful that we are speaking of all the time? And I think we are. And I think one of the best tools to start with is to look at this very carefully. And you have the best consultants around that can give you advice on how to control those decisions that make you very uncomfortable. I mean, right now the Code allows you to do -- allows you to make very simply decisions, very straightforward decisions, but I believe that the quality that the City aspires to may benefit from this. So that's the issue before you. Now, you don't have to make any decisions today. I mean, that's the good news. And you're going to have several months to be able to think about this. And what I'm saying here is that the most useful thing is for you to provide all your input so that Victor listens very carefully and the applicant, who is here listening also very carefully, and they will come back to you. The first step will be to talk to the Board of Architects to get some input from them, and then we can come back as many times as you want.

Commissioner Quesada: Susan and Victor, question for both of you. In your experience, how common is it in form-based codes to have height requirements? My experience -- I've seen it -- is that -- Miami 21 is what I've referring to, what I've seen, what I've worked with. But in other locations, it's -- that's the case. Yes.

Mr. Dover: You all have my regards.

Commissioner Quesada: Okay.

Mr. Dover: There are different approaches to the tower and the spirals at the top of the skyline of the City.

Commissioner Quesada: Of course, that's --

Mr. Dover: And there are provisions in various form-based codes for letting out a little liberty to go taller and some cities regulate that very closely, as we know (UNINTELLIGIBLE); others are much more liberal about it. You have a setup here, though, where you would only contemplate it in the context of a big package of -- perhaps overwhelming package of public benefits, and you didn't get that package from the next person that walked up and said, "Can I make it more

beautiful, because I put a spiral on mine too and go above the height?" If you don't see that same or comparable package of roaming public benefits, I don't think you have to give them very much of your time.

Commissioner Quesada: Okay, thank you. I have no more questions related to height.

Vice Mayor Kerdyk: Anything else, Commissioner, as far as that goes?

Commissioner Keon: No.

Commissioner Lago: I just -- could I just ask --?

Commissioner Quesada: Sure.

Commissioner Lago: Because you had mentioned in regards to the Board of Architecture, is there a set date already for the Board of Architecture?

Mr. Trias: No, and it depends on your direction. If you think we're ready to schedule it, we will, as soon as we can.

Vice Mayor Kerdyk: Okay. I have a few other questions, if that's okay, Commissioner? I'd like to, you know, turn my thought processes to traffic and to FAR. And if -- but before I get to traffic, maybe you could go ahead and break down exactly where -- since we're still using FAR here -- where the FAR is distributed so I understand where the traffic may be coming from. And most specifically, of course, you're going to look at retail and the office component. So, if you could just break that down.

Mr. Trias: We'll let the applicant explain it, because that's related to the project.

Mr. Reed: In very gross terms, the 4.5 FAR is driven by a largest use, which is residential, over 500,000 square feet of saleable area to about 235 units.

Vice Mayor Kerdyk: Okay.

Mr. Reed: In no particular order, we have gross leasable area on the retail of about 350,000 square feet and the -- plus a office is 210,000 square feet.

Vice Mayor Kerdyk: Okay.

Mr. Reed: And the hotel is 184 keys, which is approximately 175,000 square feet.

Vice Mayor Kerdyk: Okay, okay. All right. Traffic. Who's the -- handling the traffic? Maybe I could ask some questions as far as that goes.

John McWilliams: Good morning, Vice Mayor, Commissioners. John McWilliams, Kimley-Horn & Associates.

Vice Mayor Kerdyk: Yes. Good morning.

Mr. McWilliams: Good morning.

Vice Mayor Kerdyk: Traffic. Could you talk a little bit about how you see the traffic, when you see the traffic being, you know, mostly an issue, and how are you mitigating the traffic, if there is such issues?

Mr. McWilliams: Sure. Let me give just you an update since the last workshop where I spoke. We worked with your staff to come up with a methodology on how to do the study. We've also gone ahead and collected an extensive amount of existing data and we were sure to make sure we captured that during the school year, 'cause, obviously, traffic patterns change when school gets out. We have actually completed a draft analysis, which we'll probably submit to the City and the staff soon, preliminary results. Essentially, you know, with any urban project, your focus on the traffic study is really immediate impacts to the site. You know, the corners to the site and as well is adequate ingress and egress to the site. So preliminarily, we see some, you know, challenges with the access points to the site to make sure people can get in and out efficiently, as well as -- there's a few intersections that we need to look at on Douglas for potential improvements.

Vice Mayor Kerdyk: Right.

Mr. McWilliams: But in general, you know, this is not -- being an urban environment is not a project where it's so -- you know, widen these four blocks from four lanes to six lanes. It's not that kind of situation in the urban environment.

Mr. Trias: Mr. Vice Mayor, Juan Espinosa is here, and he's your consultant for traffic from Kimley-Horn's office --

Vice Mayor Kerdyk: Okay.

Mr. Trias: -- in case you want to --



Vice Mayor Kerdyk: Okay. Thank you very much. Thank you.

Mr. McWilliams: So, you know, in terms of, you know, the main access into the site -- you know, you have Palermo, which, you know, has access to the parking ratio. The challenge there is what do we do at the intersection of northbound Ponce, you know, where that ties in. Does that need to be signalized? The nice thing about possibly signalizing something like that would help you get to the park, 'cause we could also signalize the crosswalk and it'll provide better pedestrian connectivity to the park. So we're looking at things like that. I hesitate to tell you exactly what we're going to do. We're going to go back and look at it. Transit is another issue we need to focus on to try to improve the model split, possibly transit infrastructure on the site --

Vice Mayor Kerdyk: Right.

Mr. McWilliams: -- if we need to maybe a change, alter the transit route so we're -- we could provide more convenient access to the site via the trolley, things like that.

Vice Mayor Kerdyk: The biggest traffic generator, really, probably is 350,000 square feet of retail space; I would think would be -- certainly be the biggest traffic generator, and that would probably be more on Saturdays and Sundays, but there will be traffic generated up and down Ponce, you know, during the weekdays, too, and weeknights.

Mr. McWilliams: Absolutely.

Vice Mayor Kerdyk: Yeah. With regards to getting in and out of the projects, couple things. The -- I guess the point of ingress would be mostly up and down Ponce.

Commissioner Quesada: Mr. Vice Mayor?

Vice Mayor Kerdyk: Yes.

Commissioner Quesada: I hate to interrupt you, but can we bring the easel a little closer --

Vice Mayor Kerdyk: Yeah. Yeah, that would be a good idea.

Commissioner Quesada: -- so he could point it out, so we can walk through.

Vice Mayor Kerdyk: Yeah, that's good.

Commissioner Quesada: If you don't mind, if you could use the hand-held mike and sort of refer us to – 'cause we have that chart in front of us, as well.

Vice Mayor Kerdyk: Actually, that's a very good question. Why don't you explain to us how the in and out of the projects will work, you know, as far as the retail perspective?

Mr. McWilliams: Okay, the retail.

Vice Mayor Kerdyk: According to retail.

Mr. McWilliams: Essentially, there's two main accesses to the parking garage that's linked to site as it stands now, and there's a main access on Sevilla in this area, as well as a main access off Palermo in this area. And what happens is, as you come in at this point, you can either go up or down to the different parking levels. It's this subterranean parking up above. There is also --

Commissioner Quesada: You're saying that's access to the parking garage.

Mr. McWilliams: Correct.

Commissioner Quesada: Okay.

Mr. McWilliams: Right here.

Commissioner Lago: Let me ask you a question, since you're talking about retail in regards to parking, for deliveries --

Mr. McWilliams: Oh, service. This additional driveway here on Seville would access the underground surface core.

Commissioner Lago: And would that also be for garbage and recycling and other type of city activities?

Mr. McWilliams: I'd have to ask --

Commissioner Lago: Dan, can you clarify exactly where --? And when, when would you -- just like the Vice Mayor stated, you know, obviously, you have a lot of residential residents -- you have a residential neighborhood that abuts this property. My concern would be, obviously, having large delivery trucks, garbage vehicles basically impacting those neighborhoods. So would you be dedicating that to a certain time? Would that be --?

Mr. Reed: You know, the beauty of what we're suggesting, which we presented in January as well, is that all services require for all uses -- office, residential, retail, hotel -- are all being handled below grade through one entry and access point that occurs here in our diagram on the ground floor.

Commissioner Lago: Now, I know you covered that --

Mr. Reed: And then once -- and when once that happens, once they're into that diagram, they are only able to circulate in the darker gray area, which is completely independent of the lighter gray area which is residential parking.

Commissioner Lago: No, I understand that. I mean, you said you went over that in January. But my question to you is, when will these vehicles be allowed to enter the building?

Mr. Reed: Because of its location, which we feel is an important, you know, position in the project, we haven't talked about limiting trucks to only be, you know, certain delivery times. We feel they could be -- the length that we're going to with the implementation of a single point of access --

Commissioner Lago: Protecting the residential neighborhood.

Mr. Reed: -- protecting the three sides of the project, the beauty of Ponce and its important as a public street, but also the neighborhood streets as well. We feel like we've kind of done everything we can to really eliminate the issue of (UNINTELLIGIBLE).

Commissioner Lago: No. It's the only option where you have limited access to Sevilla. I mean, you have access through either Ponce. You have access through 37th Avenue. So you've got to be, you know -- I'm trying to figure out -- I got -- my expertise is not traffic, but --

Commissioner Quesada: Neither is mine, but it seems to make the most sense.

Commissioner Lago: Yeah. It makes the most sense, but like we talked about, you know, you want to make sure that you don't have 18 wheelers going through the middle of the street through a residential neighborhood 24 hours a day.

Mr. Reed: And just to clarify what John spoke about. We have -- we really have four positions where you can enter, whether you're parking is a resident, whether you're parking as a shopper. It's -- this along Sevilla, here on Palermo, here on Ponce, and here on Malaga, and so there the options are quite diverse. So we're taking advantage of the urban fabric and allowing people to

come and go and disperse quickly for --

Commissioner Quesada: And you're also protecting the neighborhood on the east side.

Mr. Reed: Correct. There's no access on Galiano.

Commissioner Lago: And you're trying to -- you're also trying to avoid, obviously, a bottleneck, which is what happens in a lot of those projects where people just queued up one after another trying to get in or out of a building.

Mr. Reed: Correct.

Commissioner Lago: Out of a structure.

Mr. Reed: Yes.

Commissioner Lago: So you have four means of egress and ingresses. It's a good idea.

Vice Mayor Kerdyk: How do you deal with the issue on the afternoon on northbound on Ponce? We have those closely spaced intersections that are already jammed up with traffic. How do you deal with that?

Mr. McWilliams: Well, I mean, I think the first thing we need to look at is, again, working through our -- making sure we have adequate access and we have adequate control for our folks coming in and out. I mean, one of the things you can focus on and you can gain capacity from is working with Dade County on the timing signals and progression. They hold -- they maintain all the timing and all signals. They're very protective of it. So we have to work in concert with them. One of the things -- the practice is that they don't typically do is they rarely commit to changing timing until the traffic's on the ground, so that's something that after the project is realized, we would work with them to improve progression up and down Ponce and demonstrate that, hey, if you shave a few seconds off here or if you time it for a specific speed limit, people will start to realize, "Hey, if I go this speed, I'm going to hit more green lights than red," instead of trying to zoom between lights and then you get stuck. So there are things you can do to improve -- you know, to maximize and make the corridor as efficient as possible, given the language that you have.

Vice Mayor Kerdyk: The -- do you see people -- of course, Ponce -- we talked about Ponce being, what, the main corridors to get into the project. If a person or -- a person who's coming from Bird Road, they take LeJeune Road, do you see them traversing a lot through the residential

neighborhoods there, you know, trying to get to the Ponce corridor?

Mr. McWilliams: I mean, clearly, you know, because the City has such an excellent grid network, people are going to use, you know, whatever direct route they feel is most comfortable using.

Vice Mayor Kerdyk: Right.

Mr. McWilliams: You know, the thing -- the balance with cutting traffic means off to neighborhoods, you know, to try to reduce that type of cut-through traffic I think you're getting at

–

Vice Mayor Kerdyk: Right.

Mr. McWilliams: -- is that you have to worry about unintended consequences.

Vice Mayor Kerdyk: Right.

Mr. McWilliams: Once you start restricting traffic on certain roads to try to protect residential streets, you also restrict the residents from getting, you know, the access points that they use every day. So it's a careful balance of trying to discourage cut-through traffic.

Vice Mayor Kerdyk: Right.

Mr. McWilliams: I think the focus should be more on traffic-calming –

Vice Mayor Kerdyk: Okay.

Mr. McWilliams: -- rather than really, really harsh traffic restrictions, trying to make it less convenient to, you know, go through a neighborhood if you're just coming through it. You know, chokers. I don't know if you -- you know, when you narrow –

Vice Mayor Kerdyk: Yeah.

Mr. McWilliams: -- the neck of the road down, you put in speed humps, speed tables, things like that. But what we all – what we find in a lot of big projects when we do like a significant traffic-calming or traffic-restriction plan is a lot of the neighborhoods come back and say, “Take it out. Take it out because I can't get home --

Vice Mayor Kerdyk: Right.

Mr. McWilliams: -- the way I want to get home.”

Vice Mayor Kerdyk: Right.

Mr. McWilliams: So it's a delicate balance.

Vice Mayor Kerdyk: You know, I hate to keep on referring to the previous applicant, the Old Spanish Village, but I did see the traffic modeling there. Have you looked at what that traffic model was and what the results was from that – those studies and compared it to where -- what this study is and how much of a difference in variances?

Mr. McWilliams: I haven't. I'll be happy to do that.

Mr. Trias: We will do that, and that's something that you have requested, and we will specifically compare those two.

Vice Mayor Kerdyk: Okay.

Mr. Trias: Now, what I would advise in terms of traffic is what I said before. Think of it – think of the impact being at transit and the possibility of some contribution in terms of money or in terms of equipment to the trolley system –

Vice Mayor Kerdyk: Right.

Mr. Trias: -- in terms of -- The reality is in a dense urban area, you're not going to build any new roads or anything like that. So the only solution is the better parking and better management of access and parking.

Vice Mayor Kerdyk: Yeah. I think the 350,000 square feet of retail is very ambitious. I mean, Miracle Mile is 350,000 square feet or more. I mean, it's a -- there's a lot of traffic coming in there, and that's a concern for me. I do think, you know, if this gets built and when this gets built, that we have to talk to the applicant about providing more public transit, and the way we're going to do that, I think, is probably making sure that maybe we set up what's called a “Trolley Trust” where the applicant is asked to establish it and pay into it so that, in perpetuity, that we can take money out of that and pay for the operations of the trolleys. Because what is going to ultimately end up happening is we're going to have more and more people going up and down Ponce. And I think that one way to mitigate this is to try to run the trolleys in a more frequent basis and try to keep that traffic off and make this, as Commissioner Keon was saying -- I think

(UNINTELLIGIBLE) us all agree -- a more livable and walkable city. So I'm going to ask you to talk to the applicant and see if they will engage a consultant, or our consultants at our discretion, to try to come up with something like a trolley trust and have them be the first ones that pay into this, and then go to every other applicant that comes up with a bigger building. And you may -- they -- the consultant may look at it from this perspective. They may charge a certain amount on Ponce frontage because, of course, that's probably the -- getting you the best benefit, and then when it layers off or tiers off, it may be reduced, but that's something that the consultant needs to come up with.

Commissioner Quesada: So let me understand what you're saying. So you're saying you want to create a trust where the larger projects in the City pay in to maintaining the trolley service in perpetuity?

Vice Mayor Kerdyk: Maintaining and purchasing additional vehicles, yes. Actually, you know, a long time ago, before we -- when we started this in 2003, we came up with the idea of possibly, you know, assessing each commercial property, depending on where their location was in the grid; the grid, of course, being LeJeune Road to Douglas Road and, you know, the Central Business District, more or less. So -- but we didn't have to because the half-penny sales tax came in, and I -- knowing that traffic -- and we've talked about it here -- it's going to get more and more of an issue, I think it's something that we need to be proactive and do that. And I think that the -- actually, I would think the consultant would be -- I mean, not the consultant. I think the applicant would be very much interested in doing that, because I think it provides more accessibility to his project and certainly helps the City out as far as making the roads a little bit less --

Commissioner Quesada: Before -- and I don't disagree with you. I think we should look into it, but before we vote on or approve any kind of additional tax to create a trust or to offset some of those costs, I'd want to obviously discuss it further --

Vice Mayor Kerdyk: Oh, yeah.

Commissioner Quesada: -- have a more detailed plan. As well as, I would like -- Ramon, if you can put him in touch with our trolley consultant, who actually recently did a trolley study maybe two or three months ago; we got the results back. If you remember, they created a downtown loop, and I would like for you to take a look at it because --

Vice Mayor Kerdyk: That'd be great.

Commissioner Quesada: -- now, off the top of my head, I'm not sure if it came by this project, but obviously, it really should come through this project. So if you can pull that -- if you could



work with the City Manager to get that report and so that you can speak directly to them.

Mr. Trias: Yeah. And my recommendation is that the only practical way to mitigate for a traffic impact this with transit -- and what the Vice Mayor is proposing is probably the easiest way to do it. So as a general strategy, we were going to recommend that anyway. So I'm thinking that, probably, that could be incorporated into the overlay for this larger project, some kind of method. Now, I don't know what the method will be. We will need professionals to prepare that, but following (UNINTELLIGIBLE) -- yeah.

Commissioner Quesada: Of course. But I think a combination of our trolley consultants --

Mr. Trias: Yeah, absolutely.

Commissioner Quesada: -- and you will -- It works out.

Mr. McWilliams: I mean, a robust transit system is a win-win for everybody.

Commissioner Quesada: Yeah.

Mr. Trias: I think so.

Commissioner Quesada: Bill, I'm not -- were you done with questions?

Vice Mayor Kerdyk: Yeah, go ahead, please.

Commissioner Quesada: We had discussed in this project there was going to be a location -- I call it a "Bike Collected." That's what they call it in Chicago. That's what they call in New York, and Portland is where you see it. And we had some discussions, that it -- something would be worked into this project related to bicycles. Do you -- have you looked into that at all? Do you know anything about that?

Mr. McWilliams: I'm going to defer to Dan on exactly, because that deals more with where we put it in the building.

Mr. Reed: As a -- for the LEED NA -- MD that we're pursuing, we -- all of those are kind of established and required. So we will be providing the requirements that they've require, and we'll be doing it basically underground where possible and above grade where it (UNINTELLIGIBLE) make sense.

Commissioner Quesada: That's a little different from what I understood. I had had a conversation with the applicant related to creating a location where there could be bicycle storage and showers and lockers.

Mr. Reed: Yes.

Mr. McWilliams: But that's all – actually, that's all part of the requirement as well.

Commissioner Quesada: Okay. It is?

Mr. Trias: Commissioner, the answer is yes. I mean, just so you know, Commissioner, we're doing it.

Commissioner Quesada: Okay, 'cause what were -- we just adopted a bicycle master plan, and we're talking about transit, and it really all works in together. He's nodding his head. He knows exactly what I'm saying.

Mr. Trias: I want to say also that the main consultant for LEED ND when it was prepared was also Victor Dover, so he was there from the very beginning.

Commissioner Quesada: Okay.

Commissioner Lago: So Mr. Dover can tell you – I mean, just so you know, Commissioner Quesada, on LEED ND in regards to the bike -- the bike requirements, which is additional points, are the ease -- some of the easiest points you can get, so these are like low-hanging fruit. Let's get those done so they can be incorporated.

Mr. Trias: That's the minimum. That's already in the Code. It (UNINTELLIGIBLE) before, yeah.

Commissioner Lago: They're going to be incorporated for LEED ND because there's a lot more difficult points to achieve, so let's get the bike ones accomplished first and then they'll move from there.

Commissioner Quesada: Okay. If we can go back to – and I apologize; I forgot your name.

Mr. McWilliams: John.

Commissioner Quesada: John. Currently, I -- we drive -- I drive on Ponce all the time. I'm sure

all of the Commissioners do all the time, 'cause I know where they work and they live, and we all use Ponce all the time. In the mornings -- I drive in the mornings. I drive -- I live south of the project, and I drive -- and I work north of the project, and I get some stacking when I'm approaching your office. What's the cross street on Ponce?

Vice Mayor Kerdyk: Almeria.

Commissioner Quesada: Almeria. So Ponce and Almeria, which is one block north of Sevilla?

Vice Mayor Kerdyk: Yes.

Commissioner Quesada: There is some stacking there in the mornings.

Mr. McWilliams: Okay.

Commissioner Quesada: And there's some stacking when you're going south in the evenings. And I understand the Vice Mayor; he brought this up, that -- you know, the stacking concerns. And I know the last time that he presented to us, we had a conversation. You said the stacking internally for the hotel and for the retail, all the stacking would be internal. It would be interior on Palermo for anyone who's going in for parking or picking someone up or dropping someone off, or on Sevilla or on -- I forget the name -- or on Galiano.

Mr. McWilliams: Malaga.

Commissioner Quesada: Sir?

Mr. McWilliams: Malaga.

Commissioner Quesada: Malaga.

Mr. McWilliams: I mean, what -- I guess -- I think what you're getting at is -- If you look at all the driver locations, none of them are very -- they're --

Commissioner Quesada: Here's my question.

Mr. McWilliams: -- try to stay away from Ponce.

Commissioner Quesada: Yeah. Here's my question. What do you -- since you've studied this, what do you perceive the stacking to be? And I apologize; I don't remember your report off the

top of my head. The stacking, what do you perceive the stacking to be along Ponce de Leon, particularly in the afternoon hours, daily rush-hours time?

Mr. McWilliams: Just to be clear, we're in the process of –

Commissioner Quesada: Of analyzing that?

Mr. McWilliams: -- finalizing the report, so --

Commissioner Quesada: Okay.

Mr. McWilliams: -- those issues will be addressed in the report.

Commissioner Quesada: Okay. Well, if you can give some specificity on that when -- in the reported, because I know that's something --

Mr. McWilliams: Absolutely. You know, we'll look at the -- when we analyze these intersections, we look at the timing to determine whether there should be adjustments in timing as well.

Commissioner Quesada: Okay.

Mr. McWilliams: The State approved that.

Commissioner Quesada: Thank you.

Vice Mayor Kerdyk: Ramon, I have another question -- not with regard to traffic. Anything else, Commissioner Keon, about traffic or anything?

Commissioner Keon: I'm just -- you know, I think Coconut Grove Drive is going to become a –

Vice Mayor Kerdyk: Thoroughfare?

Commissioner Keon: Yeah, a major thoroughfare. A major entrance point indeed.

Mr. McWilliams: Well, actually, the one thing about Coconut Drive that we're proposing is that this would be one way out of the site.

Commissioner Keon: Okay.

Mr. McWilliams: So that will help alleviate at least parts -- that one direction of traffic from the site and entering that portion of the neighborhood. So you wouldn't really come straight in, you know, from Coconut Drive -- you could, I guess, Coconut Grove. You could make a right and you'd go around.

Commissioner Keon: Yeah, you would make a right.

Mr. McWilliams: Yeah.

Commissioner Keon: Or you'd make a left and go, you know, around it, but you would -- it would still -- I think you would still -- the traffic, you know, would -- I think you'd still get a lot of traffic on that street that you don't have now as an access point off of Douglas, because every street south of it is --

Mr. McWilliams: Yeah, it's the first street that's not --

Commissioner Keon: -- closed off.

Mr. McWilliams: -- cut and not closed.

Commissioner Keon: It's the first street that's closed. And then you get to the hospital, and so then you're really -- I don't know -- maybe eventually Malaga or what -- I mean, not Malaga, but Palermo or Sevilla, you know, may be the street people may start using. I don't -- they don't seem to be heavily used for that purpose now. I mean, I think more people will --

Mr. McWilliams: Correct.

Commissioner Keon: -- come into the Gables through Coconut Grove Drive, and it's a residential street and Sevilla is not. Sevilla is, you know -- well, I guess it is, but it gets -- that's more into the business district, but some of the homes are (UNINTELLIGIBLE).

Mr. Trias: And, Commissioner, I want to point out that the detailing of those intersections is very carefully considered with ballads; sometimes they may --

Mr. McWilliams: Right, right.

Mr. Trias: -- be open, and with the materials -- so, the highest possible design is being already implemented.

Commissioner Keon: Okay.

Vice Mayor Kerdyk: Is there other questions for Ramon? I have one last question. With regards to the retail portion again, have we studied – ‘cause I think we talked about having somebody look at how this interacts with our current retail situation, and I know that we had our past consultant say something about that, then you said you were going to look down, drill down a little bit farther on, you know, how does it interact with the surroundings now, how it will affect Miracle Mile, how it will affect some of our Ponce retail. Have we engaged that consultant to really look at those numbers or is there somebody here that can talk to us a little bit more about that?

Mr. Trias: The applicant has shared with us all of their studies, and those studies have been given to Cindy Birdsill.

Vice Mayor Kerdyk: Okay.

Mr. Trias: Cindy Birdsill is working on the process of getting a consultant.

Ms. Olazabal: Right. Yeah, we have some proposals to study that, but we still have – need a consultant, but we do plan to.

Mr. Trias: We have the applicant's information, if you want to ever look at it.

Vice Mayor Kerdyk: Please.

Mr. Trias: Yes.

Commissioner Quesada: Does the applicant have a consultant here ready to speak to that?

Unidentified Speaker: Yes, if you’d like to –

Commissioner Quesada: Yeah, please. And we understand it’s informal at this point.

Vice Mayor Kerdyk: Yeah.

Commissioner Quesada: We haven’t received (UNINTELLIGIBLE). We just want to get a ballpark idea.

Stan Orchabal: Hi. Stan Orchabal, president of Marketing Developments and Planning

Developments, Inc. We have done extensive study on the site. We were engaged at the beginning of the process. For your awareness, we've worked on projects in 48 countries around the world, including the first cities within the city of Dubai. They forced us to segregate within a macro area. We've worked on the City of Portland, Oregon, as retail advisory; have been advisory to 12 different -- 14 different cities, so we have quite a bit of experience. We were brought this project, created a very high level of familiarization with the City of Coral Gables. We accumulated quite a bit of demographic study. We studied the flows, looked at competitive plight, ranging from the regional mall situation of Dadeland and the bakery site and others, and then, of course, looked at Miracle Mile and the situation there. We've had much experience of going in and worrying about the impact to truly great iconic retail districts. We've also looked at the enhancement of it. We are, per being often on the City side, always concerned that good economic development escalates the entirety of the community; it does not displace. My roots go back to Faneuil Hall and what it did to downtown Boston and a number of other major projects and cities. We studied this very, very diligently. There are so many dynamics to this situation, but looking at Miracle Mile -- and I happen to live right off of Los Olas, which would be a similar type of a situation -- and the substantive nature of the project. What we found was a situation where -- and we have to understand that retail is, out of real estate types, the most dynamic right now. It's changing with great fluidity. Retailer preferences of site locations changing very quickly; technology is synegrating; competitiveness, globalization, and other issues. I happen to have a great fondness for Coral Gables and its identity and Miracle Mile; and we studied it, per all of these dynamics, and challenged the project. What we came up with was very high confidence in something that would be very beneficial, as long as it is designed in the right way to integrate back, and we've had experience in other cities of doing it. Our issues were: Could we create the connectivity? Do we have substantial enough local market share? Can we create the tourism? What is our positioning going to be versus others? And what we always work towards is, can we create a viability where there's a big enough universe of retailers that are applicable, that are ripe for the community, ripe for the market type. In this case, we felt very strongly that the big issue is critical massing. If the right critical massing is there, then it brings in much more integrity to the Miracle Mile.

Commissioner Quesada: Define critical -- define "right critical massing."

Mr. Orchabal: Reason for destination; that it will attract people in and service the local community as -- and the way lay people who are exiting the community to go to Dadeland, to go to other sites, also with cognizance that the market is incredibly dynamic with the City Center project, now the announcement in downtown Miami, and certainly the Design District, Wynwood's maturity, and other issues like that. In the future, with great love for these types of nostalgic streets that are kind of cupped of retailing, they still have to keep a fluidity going to progress. So our look was, we have to be able to bring in destination retailers, the restaurant



vernacular of what is the hot concept going forward, the right blend that keeps to the character, and it's very important. We don't believe in leaps of faith of community. We want to stay with the community's integrity. So, what we came up with is truly the sweet spot or the -- it isn't even a sweet spot; it's a necessity. We need to be someplace between 300 and 350,000 square feet. That's inclusive of the theater box, if there's a theater.

Commissioner Quesada: Do you believe that this project will be able to attract those types of tenants that you're referring to?

Mr. Orchabal: We have great experience with what's going on in both interior dynamics. I sit on the board -- or past trustee of the International Council of Shopping Centers, along with the retail community. We're in the board rooms. We integrated a team together that included possibly the best restaurant expert in America and the best store design firm, so we had people who were on the board, and we went back through and made sure that our litmus test is, can we create a depth chart of two and a half to three candidates per space before we are willing to endorse a project. In this case we --

Commissioner Quesada: And have you created that depth chart?

Mr. Orchabal: Hmm?

Commissioner Quesada: Have you created that depth chart for this project?

Mr. Orchabal: We've created a generalized depth chart because of the dynamics and -- you know, the hardest part right now, per approvals and everything else, is when is this going to come to market.

Commissioner Quesada: Of course.

Mr. Orchabal: So we have created a laundry list that we called down. We have many market entries coming from around the world right now.

Commissioner Lago: Could I just ask you a quick question, just going off what the Commissioner stated right now. As you see, there's many developments that are being completed right now or are in the planning stages right now, which are a little bit ahead of this project, (UNINTELLIGIBLE) Construction, for example; you have Swire in downtown. You have the Design District, and then you have existing retail components, kind of like Bal Harbor, our own Merrick Park. How do you think that this location, this destination just he just mentioned will be competing with those sites for certain retailers?

Mr. Orchabal: It's a long, complex process we've been through, and we've -- we are the type that challenge ourselves back and play devil's advocate continuously. If the community did not have integrity already, did not have a branding almost, we would say it's not achievable. The Miracle Mile is identified. Miracle Mile is not a strong retail destination. It's a strong diamond destination right now. It is also concentric to the community in a very large percentage, more than necessary obviously, in our assessment. The expansion of it, though, and the integrity of it and the need to move it to a larger scale is essential. I think the current body would have problems going forward, and there's many cases around the country that are up against too much --

Commissioner Quesada: Okay. The need to move Miracle Mile to a larger scale is essential. Is that what you said?

Mr. Orchabal: Move the retail concentration of Coral Gables to a larger scale. And what we wanted -- our concern was to --

Commissioner Quesada: I don't understand that statement.

Commissioner Keon: Yeah, I don't know what that means.

Commissioner Quesada: And I apologize.

Mr. Orchabal: You have Miracle Mile right now, which is a limited offer, and it is a very tailored offer, but to be competitive to what you're about to be hit with, you would need --

Commissioner Lago: When you say "hit with," you're talking about the project that I mentioned before?

Mr. Orchabal: Right, the projects --

Commissioner Lago: Okay.

Mr. Orchabal: -- you're talking about and progressions of other projects. You need --

Commissioner Quesada: Including this project.

Mr. Orchabal: Right. Well, no, no. This project is part of the solution, not part of the problem, I think.

Commissioner Lago: And that's why I was saying, because -- so you think that there is an actual appetite in like -- for example, I missed Aventura for high-end shopping destination. If there's enough appetite in this community -- what I mean "the community," I mean all of Dade County.

Mr. Orchabal: I think, in positioning, we would encourage that it not be a competition to the Design District and designer names, but it be more -- it certainly is one the wanted project of everybody or the wanted retail and the end retail statement. You have a very high Latin and international cosmopolitan population that is concentrated within this area. We examined the densities to that, the potential to attract from the east. Here, you do not see -- going right up against Dadeland, we aren't, in any way, competitive to that. We understand Swire would have cut-offs, so we have gone and economically modeled the trade area of what we can truly attract and built a sales model for it, predicated on very "with it" retailers, very fun retailers, very fun retail that would be in high streets, in other areas, and we found a substantive economic model that can meet the test and we think would enhance the entire area; brings credibility.

Commissioner Quesada: You stated something that caught my attention, caught the attention of a few people in the crowd. There has been -- from what I've heard, what people -- there's a lot of conversation, whether it's a good project or a bad project for the City. I'd say the vast majority of that conversation: It's a good project. However, there are certain detractors that's saying that adding 350,000 square feet of retail off Miracle Mile is going to hurt Miracle Mile, and the Vice Mayor alluded to that earlier in the presentation when we were talking about form-based codes, which I'm sure you caught on to it. I believe we have anywhere between 400 and 500,000 square feet of retail on Miracle Mile. I'm not sure of the exact number. How is this project -- how does this project retail help Miracle Mile? And I'm just extrapolating here a previous statement.

Mr. Orchabal: It'll make the area the real shopping trip all the way around. Right now you are Men's Warehouse, Joseph Banks, restaurants, bridal shops, and select jewelry and a very limited share of very localized retail. This will bring substantive retail to the area, and I'm not talking about T.J. Maxx. I'm not talking about a discount strip center. I'm talking about people who would be traditionally in a quality high-street environment all the way around, and integrated into a restaurant environment, whether it would be evening shopping, evening eating, and --

Commissioner Quesada: But what about Merrick Park. Does Merrick Park do that now? And I think the experience that we've seen with Merrick Park is it doesn't make it a complete shopping destination. You know, individuals -- customers go to Merrick Park, they eat, they shop, and they leave, and they don't ever see Miracle Mile. What would your response be to that?

Mr. Orchabal: First of all, they aren't linked.

Commissioner Quesada: Okay.

Mr. Orchabal: There isn't a physical linkage. In fact, we would encourage the City to do all they can along Ponce to create that linkage. We think that certainly the retail development appetite and the landlord appetite will see great benefit to creating linkage down that street.

Commissioner Quesada: How do you -- what do you mean "linkage?" You're saying the development of additional businesses in between.

Mr. Orchabal: Right, development and reuse of spaces along there.

Commissioner Quesada: So you're not referring to --

Mr. Orchabal: The distance is not the distance to Merrick Park. It's no place close to it. It is a walkable distance all the way around.

Commissioner Quesada: And we do have the trolley that connects Merrick Park and Miracle Mile.

Commissioner Lago: Well, that goes back to what we were saying in the beginning of the presentation. I mean, we'd have to really consider looking into our existing infrastructure and upgrade that would be needed not only for parking but also for the retail component.

Commissioner Quesada: In your analysis, have you taken into consideration the fact that we are currently undergoing a streetscape project for our Miracle Mile or a redevelopment of Miracle Mile?

Mr. Orchabal: Yes, and we're very favorable to it. I think the potential is very high to move it to a much higher level of productivity. I have to say it -- I've shared it with developers -- we're going to be as successful as Miracle Mile going forward. Miracle Mile is a very important component to all of our thought process. We want to be complementary, we want to add girth to it, and we want to be retail compatible to it.

Vice Mayor Kerdyk: I have a question, follow up. Did you have something, Commissioner Keon?

Commissioner Keon: No. I just -- I mean, I noticed we -- more and more restaurants are establishing themselves along Ponce.

Vice Mayor Kerdyk: Right.

Commissioner Keon: And there is more and more shops being established, you know, and -- women's ware shops are being established along Ponce, particularly on the west side of Ponce. I think that -- you know, I can understand your -- you know, what you're saying that -- it allows you -- it's not that you're walking through a dead zone to get to another shopping area. If you can continue from one retail environment and walk up another retail environment to the final retail environment being in the Mile, you know, it will work. And it will -- you know, if that connectivity exists and if we, you know --

Vice Mayor Kerdyk: We gotta work it.

Commissioner Keon: Yeah, encourage it and whatever else, you know. It's important. But I think particularly for restaurants and other, you know, small shops, and whatever it is. I think Miracle Mile right now is really having a very, very hard time. I think the restaurants probably do better than anything else along the Mile, and the shops and the retail environment isn't, you know, great. You know, maybe it's the amount of bridal shops. I don't know. You know, you only buy one bridal dresses. You don't like -- you have to wait and buy, you know, something that you're wearing to a party on Friday night and then I'm going, you know, some place on Saturday, so I need a different outfit. It's, you know -- Hopefully --

Commissioner Quesada: Commissioner Keon --

Vice Mayor Kerdyk: I'm sorry. Go ahead.

Commissioner Quesada: I actually think Miracle Mile is doing better than it has in a long time.

Commissioner Keon: But I think that --

Commissioner Quesada: I mean, you can see it from the vacancy rates and the rents that are actually going up.

Commissioner Keon: Yeah.

Commissioner Quesada: There is a feeling from a lot of the business owners and the property owners in Miracle Mile that they took a hit when Merrick Park came into play, so that feeling is out there. And I think some of the numbers reflect that, if you go back historically.

Mr. Orchabal: I think you're talking about two different locations. Of course they would take a

hit, because you're moving and you want walkable between the two.

Commissioner Keon: Yeah.

Mr. Orchabal: We're talking about –

Commissioner Keon: You didn't connect them.

Mr. Orchabal: -- compatibility of a drift of customers. Imagine two or three hundred people eating outside and strolling afterwards. They're going to stroll, a good share of them.

Vice Mayor Kerdyk: I guess – but I've got to tell you, somebody sat up here right where you were – village in Merrick Park -- and I remember him saying distinctly that there was never going to be an adverse affect when they built the village in Merrick Park. That was the conversation piece from right there. You know, a well-noted expert, you know, told us that at that point. Although, try is in the tide, it was the comment that we had. But I think Commissioner Keon mentions a very pertinent fact, is that there is more retail than just Miracle Mile up and down Ponce. My question to you – 'cause initially, I sort of bought that, I mean, you know, that dish too. But what concerns me is is that 350,000 square feet is a lot of retail. I mean, that's not, you know, 100,000 square feet. That's a lot, a lot of retail. That's a – and I can compare it to some malls and stuff and people would say, “Wow, that's big.” But we're not going to do that. What we're -- I'm going to ask you is is that that project to me is one that when somebody drives to the project, they're going to stay in that project. They're going to have, possibly, a movie theater, they're going to have 35,000 square feet of restaurants and it's really not going to interact that much –

Commissioner Quesada: No reason to leave.

Vice Mayor Kerdyk: No reason to leave. I mean, I can see people just going there and never even walking out the door. Am I miss -- you know, gauging it?

Mr. Orchabal: Yeah. I think -- Merrick Park is suburban footprint of containment. We are engaging to the street totally; restaurants will bleed out to the street and encourage the use of the street. Are we -- because of our need to get to the girth, yes, we are double loading a retail corridor within, so you have both of those natures all the way around, but still, the importance is to keep working on the engagement to the street, and we're very committed to that. We think that's important. We see the restaurants as part of the tenant mix, the restaurants of Miracle Mile and the tenant mix there. We want to be complimentary, not competitive.

Commissioner Quesada: Okay, thank you.

Mr. Trias: Mr. Vice Mayor.

Commissioner Keon: The big value -- I mean, because there's going to be a residential component to this project -- I mean, I think people may be better -- with regard to the hotel, maybe they don't have to come and go and whatever, but you have a whole residential community that will make downtown home, you know, and hopefully, you know, if you -- they're going to go out and walk. We don't have a real -- we don't really embrace that sort of -- the walkability of an urban community that you see in other places, and I think some of it is the weather. You know, it's hot. It's rainy. But we don't -- you know, I went to New York. You walked everywhere.

Vice Mayor Kerdyk: Yeah.

Commissioner Keon: And you just walked. You never thought about doing anything but walking, you know. And, hopefully, as you bring, you know, that residential community downtown, they will do that too. They'll go out and walk. Maybe they'll walk downstairs and get something, but you know, they'll also walk over to the Mile or they'll walk over to, you know, the lighting store. They'll walk.

Commissioner Quesada: The closest example we have is Ten Aragon.

Commissioner Keon: Yeah.

Commissioner Quesada: The Ten Aragon project; the Bowl and Tarpon Bend and Cheebo, and those restaurants are always full. I mean, they're walking down; and, typically, restaurants and retail shops and the jewelry store does well in that area.

Commissioner Keon: That last -- and particularly on that side of the street, yeah.

Commissioner Quesada: Yeah, do very well.

Commissioner Keon: They do really well there.

Mr. Trias: Mr. Vice Mayor, what I would advise is that we get our own consultant. This was the applicant's.

Vice Mayor Kerdyk: Yeah, yeah, I think it's important that we do that. Thank you, sir.

Commissioner Quesada: Thank you so much. One last question for you, as you walk away.



Vice Mayor Kerdyk: Stan, Stan. Yeah, one more last question.

Commissioner Quesada: We have -- I think you prepared a report that you provided to the City back in -- I think it's dated 2012.

Mr. Orchabal: Right.

Commissioner Quesada: Have you updated that study or is that the most recent study you have?

Mr. Orchabal: No, we've updated it.

Commissioner Quesada: Okay. I'll only just ask, as soon as we hire a consultant, if you can, you know, work with that consultant to answer any other questions we may have in the future.

Mr. Orchabal: All right.

Commissioner Quesada: But thank you, okay.

Vice Mayor Kerdyk: In the spirit of time -- Is there anything else you wanted to add, Ramon? I'd like to ask the Commissioners if they have any final comments.

Mr. Trias: Just your direction, and then we're ready to go as soon as you want.

Vice Mayor Kerdyk: I'd just like to remind everybody here this is not a public hearing. This is a discussion inside the Commission. Commissioner Keon, would you like to add anything else to the --?

Commissioner Keon: No.

Vice Mayor Kerdyk: Okay.

Commissioner Keon: I'm -- I like the project. I like what it's going to bring to downtown. I have a little bit of concern with the height, but I like the design. So I don't, you know -- whether you -- you know, we had -- we continue to have that 109 feet, you know, as actually -- as a height limitation and then maybe that just allow whatever the decorative component is to rise above it to create the spires and sort of things that we really want to see. I don't know. That's something that I think we'll talk about and the Board of Architects will weigh in on and we'll decide. But I like -- I do like that scaling, and I really would like us to figure out how to wait -- move away from

building boxes and building really pretty buildings.

Vice Mayor Kerdyk: Okay, thank you. Commissioner Lago, you have anything else to say?

Commissioner Lago: I mean, I think this has been an incredible day. I mean, in reference to the fact that we've, you know, taken some time to really learn about form-based code. I mean, I'll be more than willing to be honest with you and tell you I was a little lacking in reference to my background on form-based code. I'm also excited about the project. I'm excited about the fact, like I mentioned before, that we have a really good partner, developer. I think he's put forth an incredible plan of action. I know these are not CD's, but those are just a lot of conceptualls, but the effort that they put forth over the past two and a half years is to be commended. Again, the two concerns that I have – and I mean, they're – you know, one is a big concern. It's obviously the issue of the height, but like what the Commissioner said, we have to make a decision here. Do we continue building the way we've been building, a box with certain little design features in which, basically, they take what we so-called Mediterranean Design or Mediterranean Bonus. I think those times are, you know, coming to an end. I think we really need to take some time and put forth some design which is going to test -- you know, which is going to test of time, but you're going to be here for a long time and really enjoyed by the public, especially the people who come to our community and they ask me “what is Mediterranean Design,” and you're kind of wondering, “Okay, which building do I show them,” you know, and I think we need to get away from that. I think we need to really, you know, look at the fact that we have a seven-acre parcel of land that our partners are going to put forth an immense amount of effort to not only make a LEED, which makes me incredibly happy, but also, from my understanding, some of the aesthetic features in regards to the finishes are going to be not on par; are going to be above (UNINTELLIGIBLE).

Mr. Trias: They will be on the current (UNINTELLIGIBLE).

Commissioner Lago: Yeah, they're way beyond what this City has seen.

Mr. Trias: Yeah.

Commissioner Quesada: I'm glad you brought that up, because we discussed everything except that. The conceptual design is beautiful.

Commissioner Lago: I just want some of the residents to really understand that I didn't want to get on – like, I know people have been here a long time. You know, we want to protect the neighborhoods and we're going to protect neighbors and do everything right. And we talked about the traffic. We talked about mitigating traffic. We talked about what's going to happen in the City in regards to the streets and the residential neighborhoods, but once these conceptual

drawings really start moving into CD's and if what the developer has shown us really comes to fruition, this is going to be really, really special in regards to the levels of finishes that are going to be put forth.

Mr. Trias: In the last two months, we've made a lot of progress on those issues, and I didn't speak about them because I've met with you individually, so you're very aware of them, but the design is going very well.

Commissioner Lago: Yeah. So, I mean, I think we need to really look into -- that's why I mentioned before at the beginning of the meeting if there was already a scheduled date for the Board of Architecture.

Mr. Trias: My intent is that if there's consensus today, we'll have it as soon as we can, meaning the next two weeks.

Commissioner Lago: I mean, I'm in favor of that, because I think that we need --

Commissioner Quesada: Lago, we need a motion.

Commissioner Lago: Okay, I'll leave it for Commissioner Quesada, who, today, is the Vice Mayor. You know, we'll leave the BOA (Board of Architectures) and P&Z (Planning & Zoning) to really discuss -- they've heard our concerns. Obviously, they'll get a copy of today's transcripts and they'll be obviously, you know --

Mr. Trias: And by the way, to show you how -- what a god job they're doing, they selected pavers from Barcelona right here.

Vice Mayor Kerdyk: There you go, there you go.

Mr. Trias: And when you can recognize the pavers of the City in a little circle like that, that shows you the level of design, but that's the standard that we're trying to achieve.

Commissioner Lago: Okay. So I think we've sent a clear message in regards to the 190 feet restriction; obviously, they're at 292 overall height restriction, but you know, we're talking about 190 in regards to the actual FAR, so that's something that in the two floors of additional height. So I would like for the BOH [sic] to really -- and the P&Z to really, you know, scrutinize that, take a look at that. And the other issue that we discussed was --

Commissioner Quesada: Shared parking.

Commissioner Lago: -- shared parking. We really need to nail that down.

Mr. Trias: Yes.

Commissioner Lago: I think we're heading in the right direction, but I think that, you know, it just needs to be a little flushed out a little bit further.

Mr. Trias: Absolutely. And you'll get a chance to review the proposal in the next draft as soon as it's available.

Commissioner Lago: And in closing, I'd just like to say thank you to all the professionals that were here today. You know, you've really made my ability to understand a little bit more about this new type of technique that we're -- hopefully we'll be using in this project a lot more simpler, so I appreciate that.

Commissioner Keon: (UNINTELLIGIBLE) --

Commissioner Lago: Thank you very much.

Commissioner Keon: -- a new standard, huh?

Commissioner Lago: Well, you never know. You never know. I think it's a good option.

Commissioner Keon: Yeah.

Commissioner Lago: I mean, it's a good option, and I see a lot more cities moving in that direction.

Commissioner Keon: Right. I would really like staff -- Carmen, I don't know who you'd direct it at, but I really would like someone from staff to start looking at this issue of parking in the residential area -- in the residential communities that approximate the business district to be able to come up with a plan to help them. I know there's some with the residential parking only and whatever, but it creates a real problem for people when somebody stops by for lunch or somebody -- you know, you need to be able to give them -- I don't care -- the patch you put on your windshield. I don't know what it is, but something. But you need -- you know, somebody -- you have a house guest.

Commissioner Lago: And if I can just ask our City Manager to, you know, just to look into what

we had mentioned before with regards to the existing infrastructure and what we need to do as a City so that, you know, we can really make sure that projects like this are a success, and that goes back to what the Vice Mayor had mentioned before in reference to the trolley, you know, and -- the trolley trust. Maybe it's an option. I want to pursue that discussion, because I think that we need to make sure that the trolley is secured for years to come and it provides a necessary service. Right now, I've heard from a multitude of residents and business leaders who tell me, "Listen, why don't we run the trolley on weekends." Why not? And if these type of projects are going to be coming on line, you know, I'm pretty -- I'll -- it's safe to say it's a necessity. It's going to be a necessity.

Commissioner Keon: Yeah. I'd like to see the trolley (UNINTELLIGIBLE), yes.

Commissioner Quesada: Yeah. We should start using transit now and changing the habits --

Commissioner Lago: Right, exactly.

Commissioner Quesada: -- of our residents prior to the big projects coming in.

Vice Mayor Kerdyk: A hundred percent.

Commissioner Keon: Because we want to create that really walkable downtown and that really true urban experience. We need to have those things come along with it.

Commissioner Quesada: And that change is not going to come without us changing the legislation. Okay, wrap it up. Thank you to all the consultants that spoke. I was very impressed with everyone. I don't want to take too much more of your time. I know I asked too many questions. You guys probably felt that. I'm going to make a motion to send this to the Board of Architects as presented to us -- as it was presented to us today; to give us additional feedback and specifically focus on their thoughts on the height versus form conversation that we had, that the Vice Mayor led, to give us their opinions on it, in addition to their standard approvals. We want a written opinion from them coming back to us under thoughts. And it's not a majority vote or any -- we want to get the individual opinions. I would rather have more to read from the Board of Architecture than less. At the same time, once that process is completed and the Board of Architects is satisfied to send it to Planning & Zoning Board for the same discussion, with any revisions that they suggest; however, with the understanding that the final decision for this project will be made by the City Commission. So Planning & Zoning, when it goes before them, it's not going to be binding. It's merely going to be a recommendation. Okay.

Mr. Trias: And as an aside, also the overlay has to be prepared at the same time.

Commissioner Keon: Right.

Mr. Trias: So as soon as we have the feedback from the Board of Architects and you're comfortable, we will bring you a draft of that overlay.

Commissioner Keon: Right. But is it only just one building that is of that -- that exceeds the height level? It's one building. Is that right?

Commissioner Quesada: Yeah, it's just one.

Mr. Trias: Yes, as proposed. It's just proposed as one building.

Mr. Leen: Remember to add the Historic Preservation Board.

Vice Mayor Kerdyk: Yes.

Mr. Leen: -- because they have to take --

Commissioner Quesada: And the Historic Preservation Board.

Mr. Trias: And -- yes.

Vice Mayor Kerdyk: All boards possible. We need to add that.

Mr. Leen: Yes. And if you're going to add a report requirement, I would allow -- I would recommend allowing staff to take the comments and put together to a report for you, as opposed to from the board itself, but they should take it based on the board's comments. And then, lastly, I would just recommend to give a little bit of flexibility in presenting it so that if there's an immaterial change, for example, to the design, they can still do that when they present it to the Board of Architects or something like that.

Commissioner Quesada: That -- the motion is amended with those statements.

Vice Mayor Kerdyk: Let me just make a comment before we ask -- actually, I'll take seconds. Is there a second on that motion?

Commissioner Lago: I'll second the motion.

Commissioner Keon: Yes.

Vice Mayor Kerdyk: Okay, second by Commissioner Lago. The comments -- my comments, of course, is the height, and I'm a little concerned about the density of the project. Now, let me just be perfectly frank with you. More as it applies to the retail than certainly by the living areas, but certainly, I am going to look very closely and look forward to discussion with our retail expert once we hire that person, and I've -- you know, I've got to get a little bit better feel of the overall project. I think the -- first of all, I think the presentation was excellent, but there is concerns for me as far as the retail portion of this and how much retail there is. But there's a motion and there's a second. Walter, do you want to call the roll, please.

Walter J. Foeman (City Clerk): Yes. Commissioner Keon?

Commissioner Keon: Yes.

Mr. Foeman: Commissioner Lago?

Commissioner Lago: Yes.

Mr. Foeman: Commissioner Quesada?

Commissioner Quesada: Yes.

Mr. Foeman: Vice Mayor Kerdyk?

Vice Mayor Kerdyk: Yes.

Commissioner Quesada: One last item?

Vice Mayor Kerdyk: Sure, please.

Commissioner Quesada: The minutes of this meeting, Walter, Mr. City Clerk, can you please have them printed out and delivered to the applicants so it's a little bit easier for them to follow along with what was discussed today? And when -- the moment where I created the motion -- I made the motion, that portion of the minutes, if that can be delivered to the Board of Architects, as well as the Planning & Zoning Board, from that point on, so that they have a real clear understanding of what we're looking for.

Mr. Foeman: Yes, sir.



Commissioner Quesada: That's very good.

Mr. Leen: If I could say one thing for purposes of the record.

Vice Mayor Kerdyk: Sure.

Mr. Leen: This is not final action. This is simply a parliamentary procedure. There will be a public hearing before any final decision is made on this, and the public will have an opportunity to speak.

Vice Mayor Kerdyk: I'd also like to take the time to thank the applicant and certainly staff and the consultants that came here and made this a very, very effective presentation.

Mr. Trias: Thank you.

Vice Mayor Kerdyk: Thank you very much.

Mr. Santos: Just to reciprocate, and thank you all for taking the time, both Commission and staff, to review this and have a discussion of excellent guidance, and we'll move forward. Thank you.

Commissioner Keon: Thank you.