



City of Coral Gables Planning and Zoning Staff Report

Property: Venera (1500 Venera Avenue and 1515 San Remo Avenue)

Applicant: Sunset Place Luxury Holdings, LLC & Shoma San Remo, LLC

Application: Comprehensive Plan Map Amendment, Zoning Code Map Amendment, Mixed-Use Site Plan

Public Hearing: Planning and Zoning Board / Local Planning Agency

Date & Time: **October 11, 2017, 6:00 – 9:00 p.m.**

Location: City Commission Chambers, City Hall,
405 Biltmore Way, Coral Gables, Florida, 33134

1. APPLICATION REQUEST

The request is for consideration of the following for a project known as “Venera:”

1. Comprehensive Plan Map Amendment
2. Zoning Code Map Amendment
3. Mixed Use Site Plan (Conditional Use Review)

Location

Venera is a mixed-use project adjacent to downtown South Miami and within walking distance of the South Miami Metrorail Station, the future Underline, and the University of Miami. The application package submitted by the Applicant is provided as Attachment A.

This property is located within the Gables Redevelopment Infill District (GRID) and roughly includes the eastern portion of the block bounded by Red Road, Venera Avenue, Yumuri Street, and San Remo Avenue.

A Small Scale Comprehensive Plan Amendment, Mixed Use Site Plan, and Zoning Code Map Amendment were previously approved for the 1500 Venera Avenue property in 2014, which covers the northern portion of the current request. The property located at 1515 San Remo Avenue was recently purchased to provide for an expanded proposed development. The additional property has a current Future Land Use designation of Multi-Family Medium Density and is zoned Multi-Family 2, currently allowing fifty (50) dwelling units / acre. The complete parcel is being considered for the Mixed-Use Site Plan request. The purpose of the request is to allow a mixed-use building with a maximum density of 125 dwelling units / acre.

The William H. Kerdyk, Jr. Park (commonly referred to as Riviera Park) is located across Yumuri Street, on the block immediately to the east of the site. Existing three (3), one (1), and four (4) story commercial office buildings surround the property on the north, west, and south. The property shares the block with the seven-story Plaza San Remo building to the west which includes a Whole Foods supermarket.

Project Summary

The entire site is a total of 1.66 acres (72,374 sq. ft.) in size. The northern portion of the site on Venera, lots 11 thru 16 and roughly 0.7 acres (29,900 sq. ft.) in size, currently has a two-story office building and with “Commercial Mid-Rise Intensity” land use and Commercial District (C) zoning designations. The remainder of the property is located on lots 17 thru 24 (San Remo Avenue), approximately 1 acre (42,474 sq. ft.), currently occupied by the Villa San Remo Condominium and has “Residential Multi-Family Medium Density” land use and Multi-Family 2 District (MF2) zoning designations. All existing structures would be demolished to allow for the construction of the mixed use project.

As shown in Zoning Map, the southern portion of the site on San Remo is surrounded by Commercial (C) zoned parcels on three sides given the urban location next to downtown South Miami and US-1. Currently the William H. Kerdyk Jr. Park complements the neighborhood by transitioning from commercial activity in the west to single-family residential in the east.

The project includes:

1. Approximately 1.66 acre site
2. Total project area of 252,154 square feet
3. Maximum habitable building height of 97’
4. 175 residential units
5. 356 parking spaces
6. 31,741 square feet of ground-floor retail space
7. 14,036 square feet of ground-floor open air space
8. Streetscape improvement: street trees along Yumuri Street, Venera and San Remo Avenues
9. Pedestrian plaza fronting Yumuri Street
10. Paseo with retail connecting Venera Avenue and San Remo Avenue

Project Requests and Public Hearing Process

Mixed use projects require commercial land use and zoning designations. Requests have been included with this Application to change the land use of the south portion, 1515 San Remo Avenue of the property from “Residential Multi-Family Medium Density” to “Commercial Mid-Rise Intensity” and the zoning from Multi-Family 2 District (MF2) to Commercial District (C), which are the appropriate commercial designations for this proposed mixed use project.

The request requires three public hearings, including review and recommendation by the Planning and Zoning Board, and 1st and 2nd Reading before the City Commission.

The Ordinances and Resolution under consideration include the following:

1. *An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, "Development Review", Division 15, "Comprehensive Plan Text and Map Amendments", and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Residential Multi-Family Medium Density" to "Commercial Mid-Rise Intensity" for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14 (1515 San Remo Avenue), Coral Gables, Florida; and, providing for severability, repealer and an effective date.*

2. *An Ordinance of the City Commission of Coral Gables, Florida requesting a change of zoning pursuant to Zoning Code Article 3, "Development Review", Division 14, "Zoning Code Text and Map Amendments", from Multi-Family 2 District (MF2) to Commercial District (C) for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14 (1515 San Remo Avenue), Coral Gables, Florida; and providing for severability, repealer and an effective date.*

3. *A Resolution of the City Commission of Coral Gables, Florida requesting mixed use site plan review pursuant to Zoning Code Article 4, "Zoning Districts", Division 2, "Overlay and Special Purpose Districts", Section 4-201, "Mixed Use District (MXD)", for the mixed use project referred to as "Venera" on the property legally described as Lots 11 thru 24, Block 203, Coral Gables Riviera Section 14 (1500 Venera Avenue and 1515 San Remo Avenue), Coral Gables, Florida; including required conditions; providing for an effective date.*

2. REVIEW TIMELINE / PUBLIC NOTICE

City Review Timeline

The submitted applications have undergone the following City reviews:

REVIEW COMMITTEES AND BOARDS	DATE
Development Review Committee	09.30.16
Board of Architects (Preliminary Design and Mediterranean Bonus)	05.25.17
Planning and Zoning Board	10.11.17
City Commission – 1 st Reading and 2 nd Reading	TBD

STAFF REVIEW

Department	DRC 09.30.16	Board of Architects 05.25.17	Staff Meeting 07.14.17	Comments Provided?
Historical Resources and Cultural Arts	x			Yes
Parking	x		x	Yes
Public Service	x		x	Yes
Concurrency	x			Yes
Police	x			Yes
Fire	x		x	Yes
Public Works	x		x	Yes
Zoning	x		x	Yes
Board of Architects	x	x		Yes
Planning	x		x	Yes
Building				
Economic Development			x	Yes

Public Notification and Comments

The Applicant completed the mandatory neighborhood meeting with notification to all property owners within 1,500 feet of the subject property.

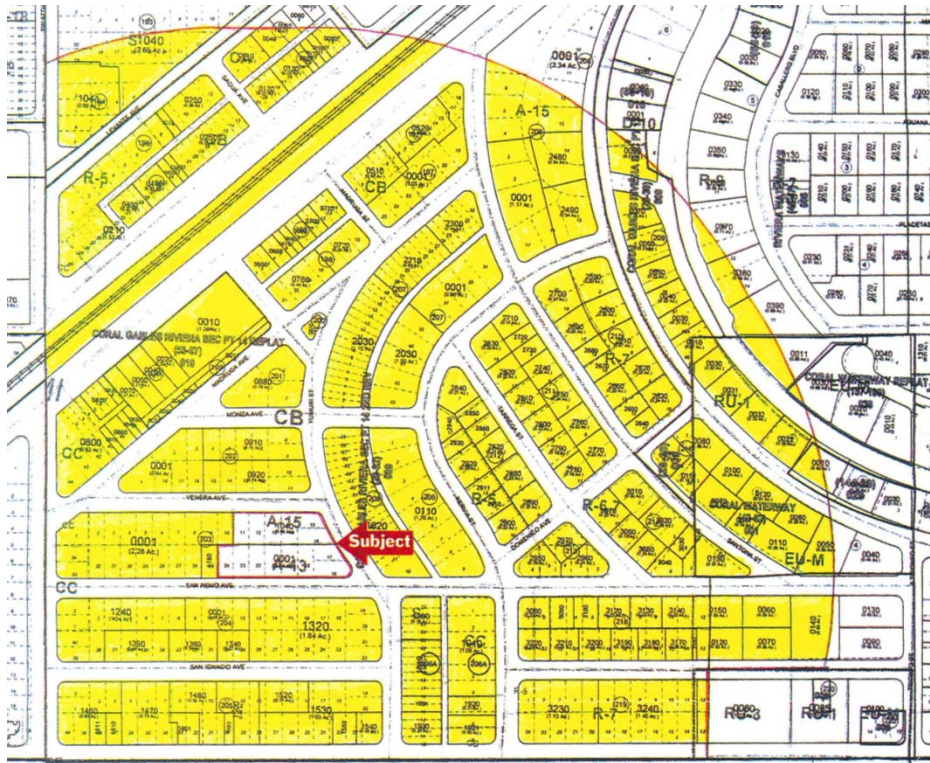
The Zoning Code requires that a courtesy notification be provided to all property owners within 1,000 feet of the subject property. The notice indicates the following: applications filed; public hearing dates/time/location; where the application files can be reviewed and provides for an opportunity to submit comments. Approximately 518 notices were mailed to properties located within the City of Coral Gables.

The following has been completed to solicit input and provide notice of the Application:

PUBLIC NOTICE	DATE
Applicant neighborhood meeting	08.22.17
Courtesy notification	09.29.17
Sign posting of property	09.29.17
Legal advertisement	09.28.17
Posted agenda on City web page/City Hall	09.29.17
Posted Staff report on City web page	10.06.17

A copy of the legal advertisement and courtesy notice are attached. A map of the notice radius is provided below.

Courtesy Notification Radius Map



3. APPLICATION SUMMARY

Project Information

Venera is a mixed-use project located near downtown South Miami, within walking distance of the South Miami Metrorail Station, the future Underline, University of Miami, Riviera Day School, as well as parks, religious uses, shopping and employment. The mixed-use project encompasses roughly half a block and includes ground-level retail, residential units, a publicly-accessible paseo, and a pedestrian plaza.

Site Area	1.66 Acres or 72,374 sf
FAR	3.48 FAR (252,154 sf)
Height	97'
Density	106 units / acre
Program	<ul style="list-style-type: none"> ● 107 One-Bedroom Units ● 54 Two-Bedroom Units ● 14 Three-Bedroom Units ● 32,000 sf of ground-floor retail ● 14,036 sf of ground-floor open space
Parking	356 spaces

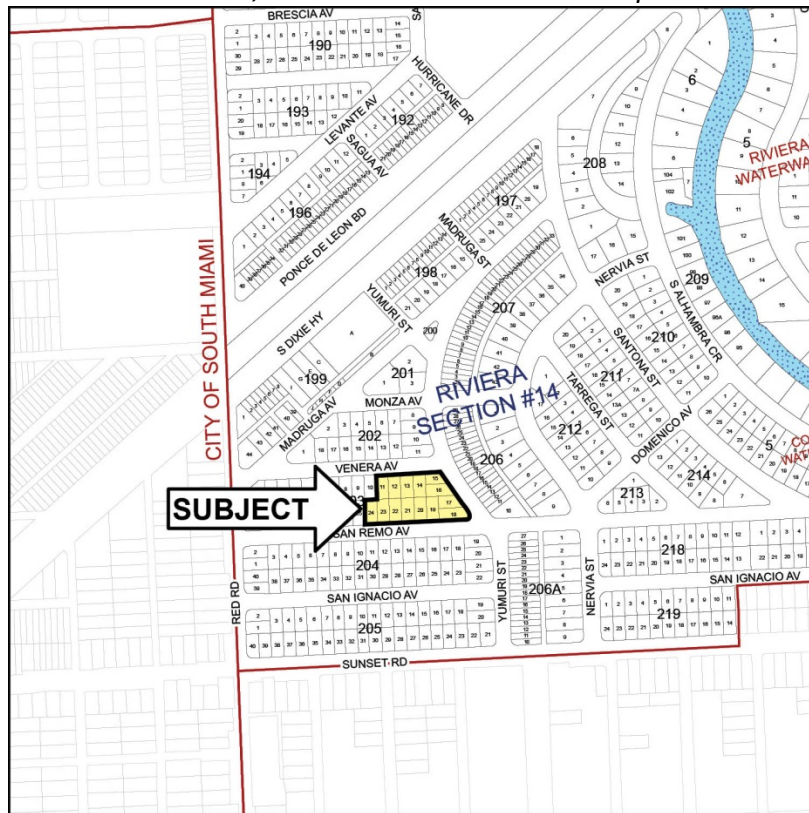
Given the fact that the subject site currently has two Zoning and Land Use classifications, the chart below is complicated:

Standard	Currently Permitted	Permitted if Application Requests Approved	Proposed Development
Total site area Venera (North) Parcel San Remo (South) Parcel	29,900 sf 42,474 sf	n/a	n/a
FAR / permitted development (with Mediterranean bonuses) Venera (North) Parcel San Remo (South) Parcel	3.50 max/104,650 sf 2.35 max/99,813 sf	No change 3.5 max/148,658sf	115,688 sf 136,466 sf
Ground Floor Commercial (Live / Work – Work Area) Venera (North) Parcel San Remo (South) Parcel	29,900 sf not permitted	No change 42,474 sf	13,778 sf 17,963 sf
Residential Density (with Mediterranean bonuses) Venera (North) Parcel San Remo (South) Parcel	125 units / acre max 50 units / acre max	No change 125 units / acre max	137 units / acre 83 units / acre
Total Residential Units Venera (North) Parcel San Remo (South) Parcel	86 units 49 units	No change 122 units	94 units 81 units
<i>One bedroom</i>	n/a	n/a	107
<i>Two bedroom</i>	n/a	n/a	54
<i>Three bedroom</i>	n/a	n/a	14
Total Off-Street Parking Spaces	n/a	340	356
<i>One bedroom (1 per unit)</i>	n/a	107	
<i>Two bedroom (1.75 per unit)</i>	n/a	95	
<i>Three bedroom (2.25 per unit)</i>	n/a	32	
<i>Retail (1 per 300 SF)</i>	n/a	106	
Building height (Habitable) (with Mediterranean bonuses) Venera (North) Parcel San Remo (South) Parcel	100 ' max. 97' max.	No change 100' max.	97' 97'
Number of stories	n/a	n/a	9 stories
Landscape open space Venera (North) Parcel San Remo (South) Parcel	10% min\2,990 sf 25% min\10,618 sf	No change 10% min\4,247 sf	18 % / 5,281 sf 21 % / 8,755 sf
Setbacks			
Venera Avenue	0'	No change	Varies – 0' to 3'
Yumuri St: Venera (North) Parcel San Remo (South) Parcel	0' 8' - First two floors 20' – above 2 nd Floor	0'	Varies – 15' to 40'
San Remo Avenue	8' - First two floors 20' – above 2 nd Floor	0'	5'

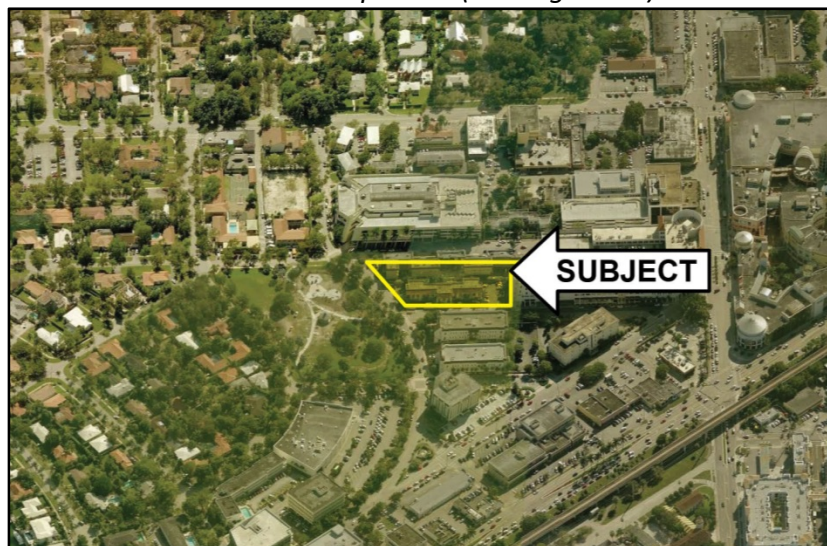
Project Location

The subject property occupies roughly half the block and is bounded to the north by Venera Avenue, to the east by Yumuri Street, and to the south by San Remo Avenue. The property is legally described as Lots 11 through 24, Block 203, Coral Gables Riviera Section #14, Coral Gables, Florida, as shown in the following location map and aerial:

Block, Lot and Section Location Map



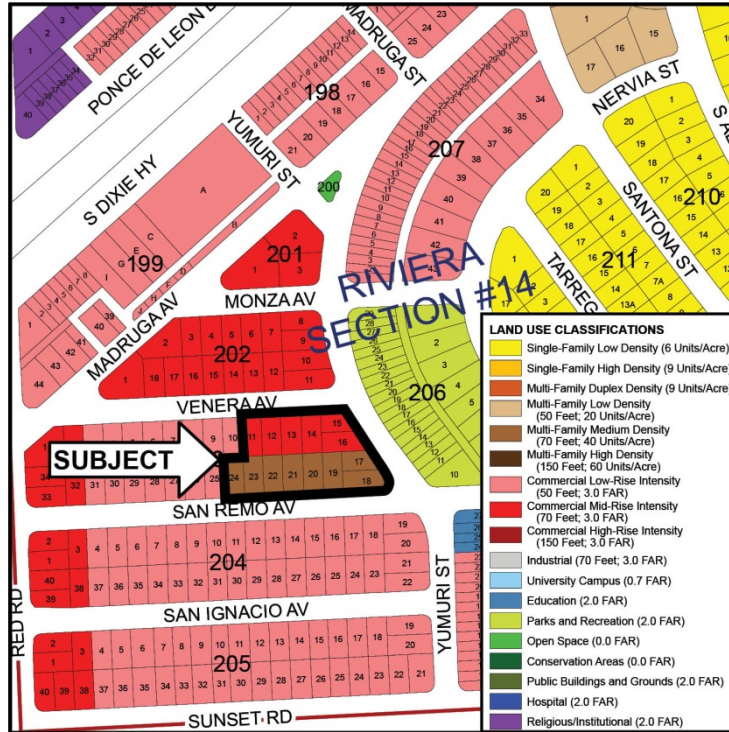
Aerial Perspective (looking South)



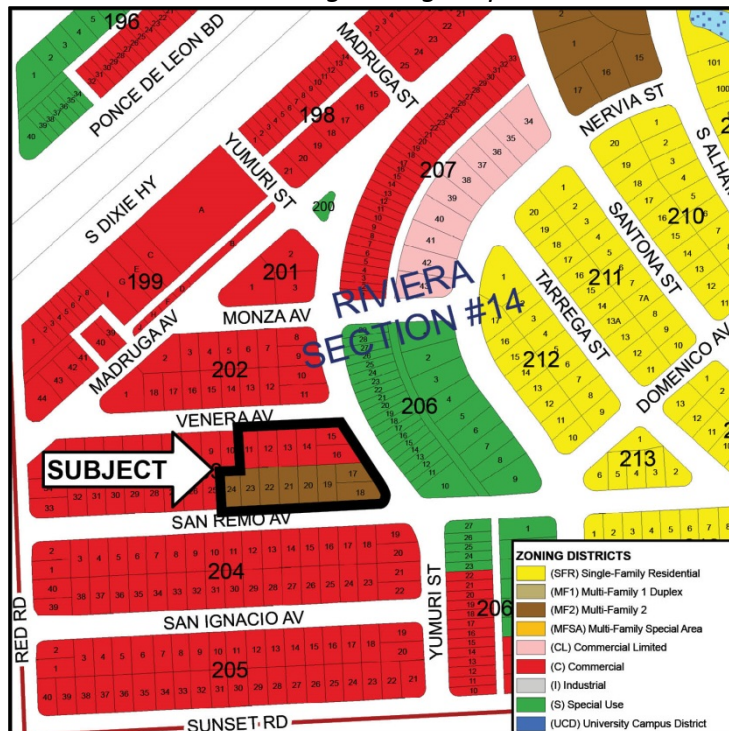
Site Data and Surrounding Uses

The following maps provide the subject property's designations and surrounding land uses:

Existing Future Land Use Map

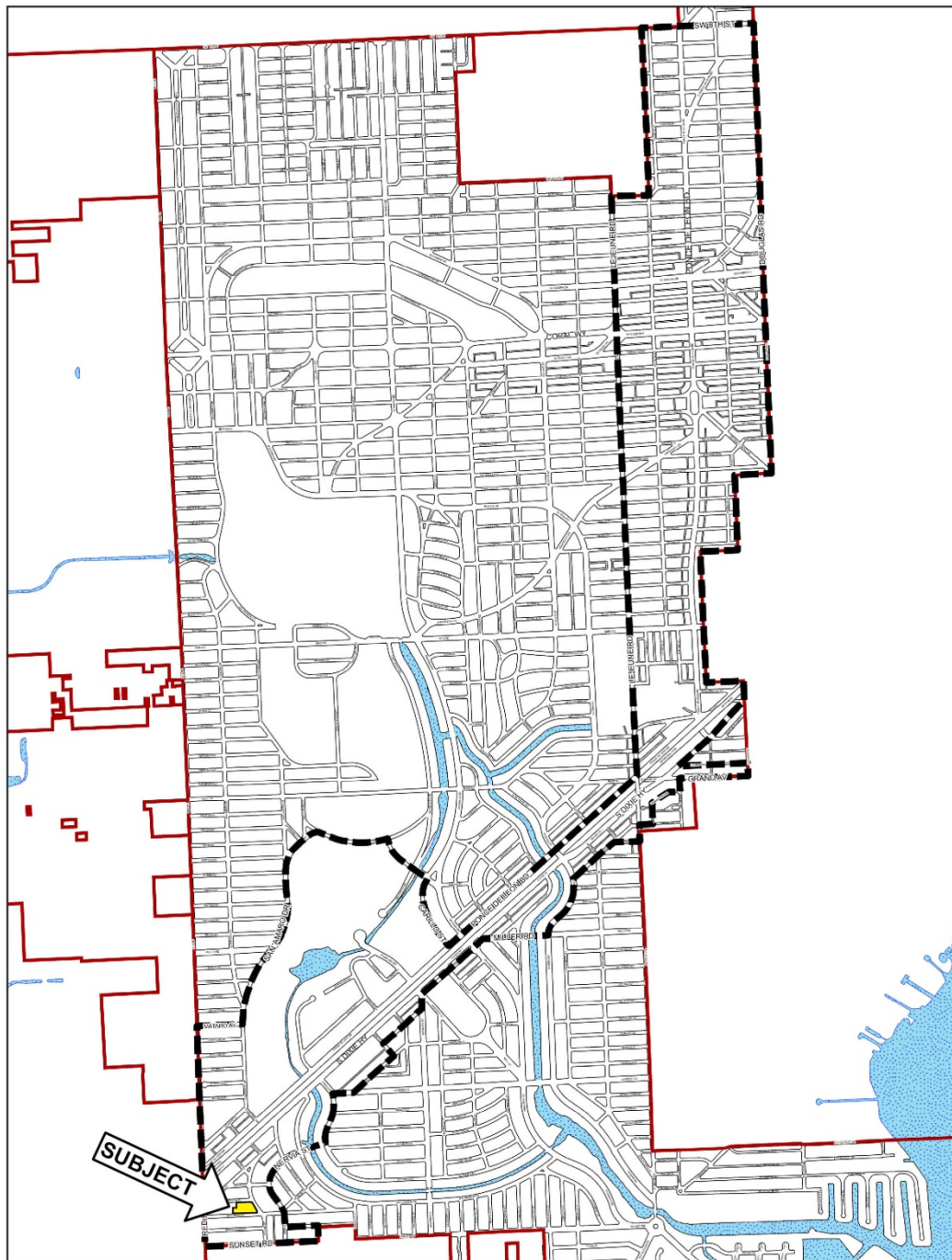


Existing Zoning Map



This property falls within the Gables Redevelopment Infill District (GRID), which is generally located along the Ponce de Leon Boulevard corridor and US1. The City's GRID allows development within its boundaries to move forward regardless of a roadway's level of service (LOS). The City does, however, require all developments within the GRID that increase intensity/density to complete a Traffic Impact Analysis report and provide appropriate traffic mitigation to help offset the impacts.

Gables Redevelopment Infill District (GRID)

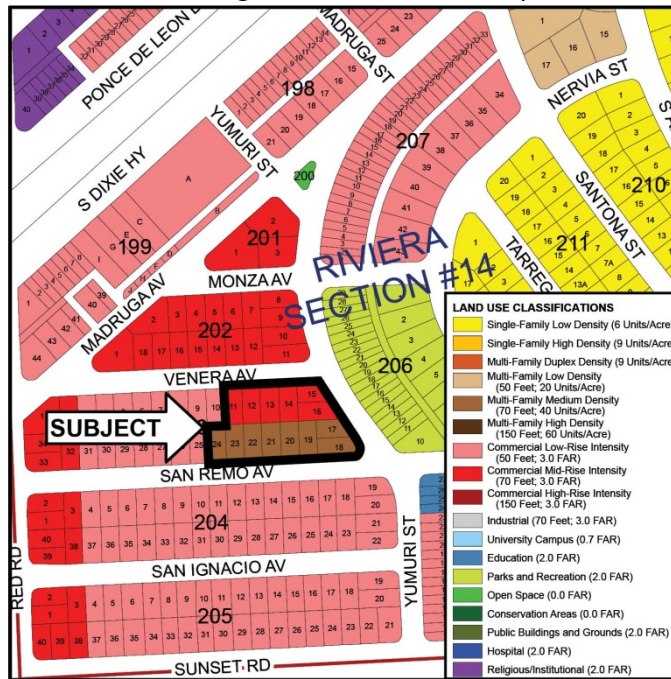


4. APPLICATION REQUESTS

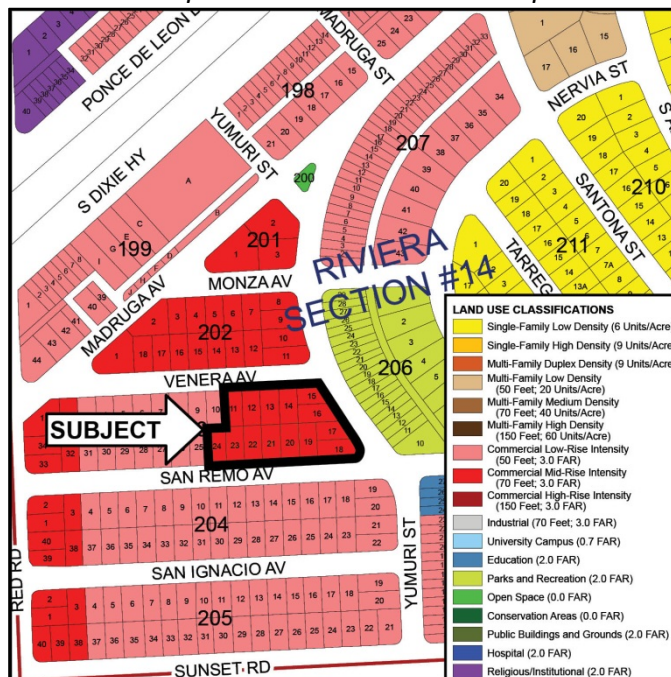
1. Future Land Use Map Amendment

A comparison of the property's existing Future Land Use Map designations and the Applicant's requested designation is shown on the following mapping:

Existing Future Land Use Map



Proposed Future Land Use Map



The current Land Use Classification for the 1515 San Remo property is Residential Multi-Family Medium Density. The applicant requests a change to Commercial Mid-Rise Intensity. The building height regulations are the same for both Land Use Classifications. The change in Land Use will allow the property to increase in density from a maximum of 50 dwelling units / acre (Residential Multi-Family Medium Density) to 125 dwelling units / acre (Mixed-Use Projects).

Findings of Fact

Zoning Code Section 3-1506 provides review standards for Comprehensive Plan amendments:

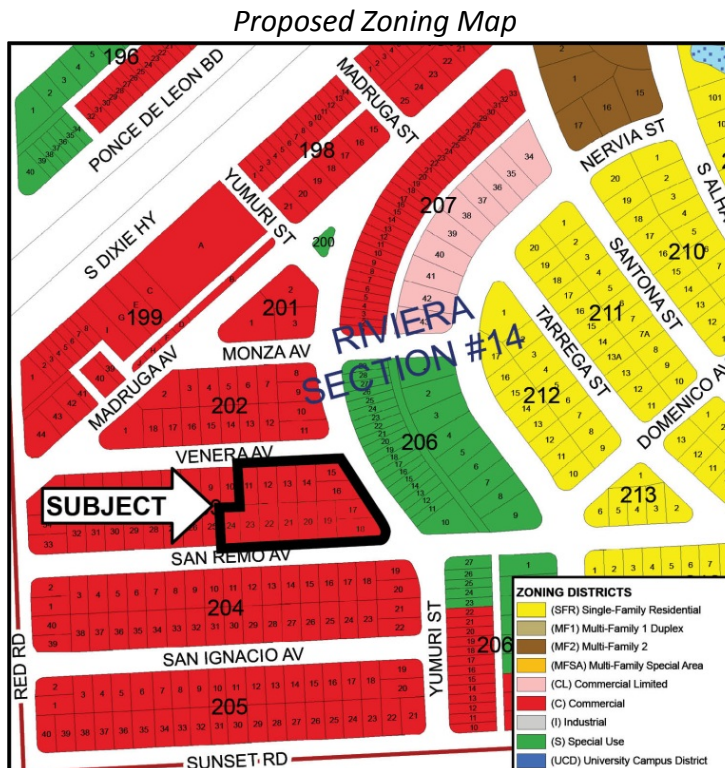
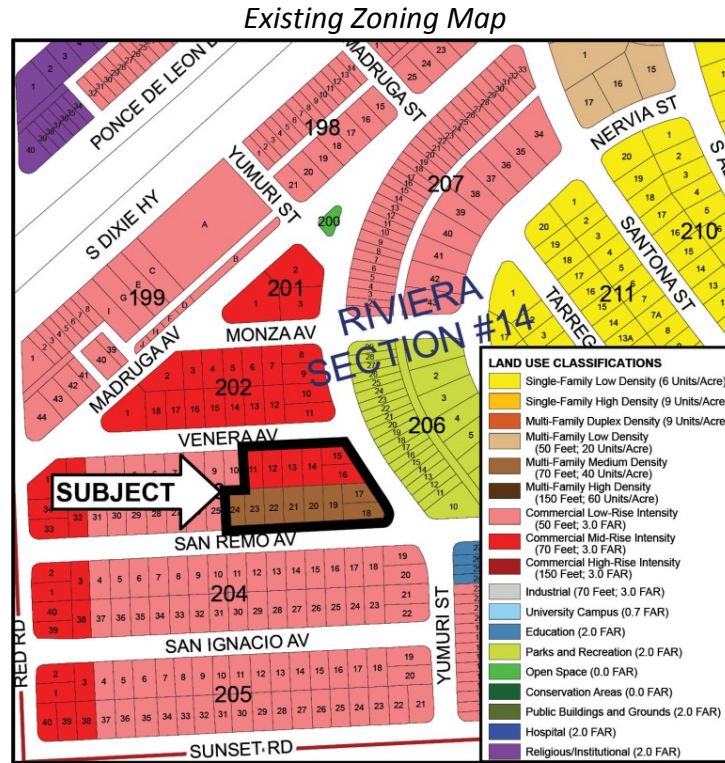
Standard	Staff Evaluation
1. Whether it specifically advances any objective or policy of the Comprehensive Land Use Plan.	The proposed Comprehensive Plan amendment to change the land use from Multi-Family Medium Density to Commercial Mid-Rise Intensity allows for increased residential density within walking distance to mass transit which meets multiple objectives and policies of the Comprehensive Land Use Plan.
2. Whether it is internally consistent with Comprehensive Land Use Plan.	Yes.
3. Its effect on the level of service of public infrastructure.	No negative effect. The proposed pedestrian-friendly development encourages residents and visitors to walk or bicycle to the nearby commercial and retail areas.
4. Its effect on environmental resources.	The proposed amendments promote infill on a previously developed site. No significant environmental resources will be impacted.
5. Its effect on the availability of housing that is affordable to people who live or work in the City of Coral Gables.	The proposed amendments will provide additional multi-family housing opportunities in this part of the City for young families and professionals with access to frequent transit service, bicycle and pedestrian access to the future Underline, and pedestrian access to dining, shopping, and employment opportunities.
6. Any other effect that the City determines is relevant to the City Commission’s decision on the application.	Residential infill development near employment, shopping, and mass transit meets multiple goals of the Comprehensive Plan.

Staff comments:

The proposed Commercial Mid-Rise Intensity Land Use is appropriate for this location near the Metrorail, the future Underline, University of Miami, and Downtown South Miami and is adjacent to other properties with Commercial Mid-Rise Intensity Land Use. The standards identified in Section 3-1506 for the proposed CP map amendment are **satisfied**.

2. Zoning Code Map Amendment

A comparison of the property's existing Zoning Map designation and the Applicant's requested Zoning Map designation is shown on the following mapping:



The current Zoning District for the 1515 San Remo Avenue property is Multi-Family 2. The Applicant requests a change to Commercial. These changes in Zoning will affect the allowable intensity (Floor Area Ratio) and density on the site.

The maximum intensity (FAR) for the proposed project under the current MF2 Zoning is 2.35. The maximum intensity for the proposed Commercial Zoning is 3.5.

The maximum density (Residential Units per Acre) for the current MF2 Zoning is 50 units per acre. The maximum density for the proposed Commercial Zoning (with a mixed-use overlay) is 125 units per acre.

Maximum height is the same for both the current and proposed Zoning Districts, at 97' maximum.

Findings of Fact

Zoning Code Section 3-1404 provides review standards for applicant-initiated Zoning Map amendments:

1. *It is consistent with the Comprehensive Plan in that it:*
 - a. *Does not permit uses which are prohibited in the future land use category of the parcel proposed for development.*
 - b. *Does not allow densities or intensities in excess of the densities and intensities which are permitted by the future land use category of the parcel proposed for development.*
 - c. *Will not cause a decline in the level of service for public infrastructure to a level of service which is less than the minimum requirements of the Comprehensive Plan.*
 - d. *Does not directly conflict with any objective or policy of the Comprehensive Plan.*
2. *Will provide a benefit to the City in that it will achieve two or more of the following objectives:*
 - a. *Improve mobility by reducing vehicle miles traveled for residents within a one-half (1/2) mile radius by:*
 - i. *Balancing land uses in a manner that reduces vehicle miles traveled.*
 - ii. *Creating a mix of uses that creates an internal trip capture rate of greater than twenty (20%) percent.*
 - iii. *Increasing the share of trips that use alternative modes of transportation, such as transit ridership, walking, or bicycle riding.*
 - b. *Promote high-quality development or redevelopment in an area that is experiencing declining or flat property values.*

- c. *Create affordable housing opportunities for people who live or work in the City of Coral Gables.*
 - d. *Implement specific objectives and policies of the Comprehensive Plan.*
3. *Will not cause a substantial diminution of the market value of adjacent property or materially diminish the suitability of adjacent property for its existing or approved use.*

Staff comments:

The proposed mixed retail and residential use is permitted in the requested Mid-Rise Intensity land use category, which is oriented to medium intensity for pedestrian and neighborhood commercial uses. The proposed project does not exceed the parameters of the Commercial Mid-Rise Intensity land use which allows for a maximum FAR of 3.5 and height of ninety-seven (97) feet with Mediterranean Bonus. The Concurrency Impact letter included in the submittal verifies that the proposed project will not cause a decline in the level of service below what is required by the Comprehensive Plan.

Ground floor retail is included in the proposed project, which will allow building residents and neighbors to find daily services within walking or biking distance, rather than using a car. This will help reduce vehicle miles traveled in this commercial area of the city. The increased density will concentrate more residents in an urban area served by the Metrorail, Metrobus, and accessible to the future Underline and other bicycle facilities. The proposed project represents new investment in the neighborhood, which will increase the inventory of multifamily units available for young professionals to move into this part of the City.

The proposed Commercial Zoning District is appropriate for this property. The standards identified in Section 3-1404 for the proposed Zoning Map amendment are **satisfied**.

3. Mixed Use Site Plan

The purpose of the Mixed Use District is to encourage the construction of residential mixed-use projects that support a pedestrian-friendly environment within urban areas of Coral Gables. The applicant benefits from the option to construct residential development in urban areas, while the City benefits from mandatory architectural features that enhance the beauty and the walkability of urban areas.

Traffic Study

The property is located in the Gables Redevelopment Infill District (GRID), which was created to encourage urban infill development by exempting projects from concurrency analysis for traffic capacity. The traffic study shows that all intersections operate at an acceptable level of service. On behalf of the City of Coral Gables, ATKINS conducted reviews of the Venera Traffic Study dated November 2016 and provided comments (Attachment F).

Concurrency Management

This project has been reviewed for compliance with the City's Concurrency Management program. The Concurrency Impact Statement (CIS) for the project indicates that there is adequate infrastructure available to support the project.

Public School Concurrency Review

Pursuant to the Educational Element of the City's Comprehensive Plan, Article 3, Division 13 of the Zoning Code, and State of Florida growth management statute requirements, public school concurrency review is required prior to final Board of Architects review for all applications for development approval in order to identify and address the impacts of new residential development on the levels of service for public school facilities. For a residential development to secure a building permit, adequate school capacity must be available or scheduled to be under actual construction within three years of the final approval. If capacity is not available, the developer, school district and affected local government must work together to find a way to provide capacity before the development can proceed. A letter issued by the Miami-Dade County Public School Board dated states the proposed project had been reviewed and that the required Level of Service (LOS) standard had been met and that school capacity has been reserved for a period of one year.

Art in Public Places Program

The Applicant is required to satisfy the City's Art in Public Places program by either providing public art on site, or providing a contribution to the Art in Public Places Fund. The applicant will be making the required contribution to the Art in Public Places Fund.

Undergrounding of Overhead Utilities

The provisions in Zoning Code Section 4-201, Mixed Use District require that all utilities shall be installed underground pursuant to the direction of the Public Works Department. In accordance with that

requirement, all utilities within the public right-of-way adjoining the project site will be installed underground.

Off-Site Improvements

Staff has included in the Conditions of Approval that the applicant contribute toward multimodal roadway improvements on Red Road, between San Remo and Madruga. Recent conversations between the City of Coral Gables, City of South Miami, and Miami-Dade County include protected bike lanes on Red Road, among other street improvements to connect the Red Road trail to the future Underline. The applicant has advised that they will consult with the project traffic engineer to consider this contribution. Staff has also included in the Conditions of Approval that the applicant proffer a contribution toward the implementation of the future Underline.

Purpose and Objectives

Zoning Code Section 4-201 states that a proposed Mixed-Use site plan must comply with the following:

- 1. Provide the method by which tracts of land may be developed as a planned unified project rather than on a lot-by-lot basis as provided for in the City's other regulations.*
- 2. Provide for residential uses at higher densities in exchange for public realm improvements.*
- 3. Provide maximum design freedom by permitting property owners an opportunity to more fully utilize the physical characteristics of the site through modified development regulations and the planned mixing of uses.*
- 4. Require that property within the District will be developed through a unified design providing continuity among the various elements causing a better environment.*
- 5. Create a diversity of uses within walking distance, including but not limited to: residential, offices, workplaces, neighborhood commercial, and public open spaces.*
- 6. By organizing appropriate building densities, public transit will be further strengthened as an alternative to the use of private vehicles.*
- 7. Provide a strong emphasis on aesthetics and architectural design through the use of the regulations and the planned mixing of uses to establish identity, diversity and focus to promote a pedestrian friendly environment.*

Findings of Fact

A Mixed-Use Site Plan is a Conditional Use review, and must comply with Zoning Code Section 3-408, "Standards for Review" as follows:

STANDARD	STAFF EVALUATION
1. The proposed conditional use is consistent with and furthers the goals, objectives and policies of the Comprehensive Land Use Plan and furthers the purposes of these regulations and other City ordinances and actions designed to implement the Plan.	Yes. As concluded in this report, this Application is "consistent" with the CP's Goals, Objectives and Policies with the recommended conditions of approval and site plan provisions incorporated by the Applicant which address the City objectives for encouraging mixed use development near mass transit. The geographic area encompasses a large area that is served by numerous residential, civic, retail and office uses. The area is served by Metrorail, Metrobus, and the future Underline.
2. The available use to which the property may be put is appropriate to the property that is subject to the proposed conditional use and compatible with existing and planned uses in the area.	Yes. The proposed project is similar and complimentary to existing mixed use projects in the City and those which are being planned and under construction.
3. The proposed conditional use does not conflict with the needs and character of the neighborhood and the City	Yes. The redevelopment of this property as a mixed use project fulfills the objectives of the City to attract mixed use developments to the area and the creation of a pedestrian oriented urban environment.
4. The proposed conditional use will not adversely or unreasonably affect the use of other property in the area.	Yes. The Applicant's proposal is consistent with the underlying land use designation as it will not adversely or unreasonably affect the use of other adjoining, adjacent and contiguous properties in the area. Conditions of approval are recommended that mitigate potential negative impacts created during construction, and after the project has been completed. These include conditions that regulate the closure of streets around the project site during construction, designation of a construction information/contact person, restrictions on illuminated signage and exterior building lighting, and the provision of public realm/landscaping improvements, streetscape improvements and other off-site improvements that would otherwise not have been realized.
5. The proposed use is compatible with the nature, condition and development of adjacent uses, buildings and structures and will not adversely affect the adjacent uses, buildings or structures	Yes. The planned redevelopment of this property as a mixed-use project is consistent with the redevelopment occurring in the urban areas of the City.

STANDARD	STAFF EVALUATION
6. The parcel proposed for development is adequate in size and shape to accommodate all development features.	Yes. The parcel is over one (1) acre in size which accommodates all development features while allowing for open space opportunities in excess of that required in the Zoning Code.
7. The nature of the proposed development is not detrimental to the health, safety and general welfare of the community.	Yes. The proposed project is consistent with the stated goals and objectives for mixed use redevelopment in the area. The redevelopment of this property as a mixed use project fulfills the objective of the City to attract residential developments near mass transit and to create a pedestrian oriented urban environment.
8. The design of the proposed driveways, circulation patterns and parking is well defined to promote vehicular and pedestrian circulation.	Yes. All vehicular parking for the project is located within the confines of the building and service access and areas are enclosed. A pedestrian plaza and a paseo are provided to encourage and facilitate pedestrian circulation through and around the project site and surrounding area.
9. The proposed conditional use satisfies the concurrency standards of Article 3, Division 13 and will not adversely burden public facilities, including the traffic-carrying capacities of streets, in an unreasonable or disproportionate manner.	Yes. The proposed project was reviewed by the Zoning Division for concurrency, and it was found that there is adequate infrastructure including water, sewer, open space, parks and recreation facilities available to support the project.

Staff comments:

The standards identified in Section 3-408 for the proposed Mixed-Use Site Plan are **satisfied, with conditions.**

Consistency Evaluation of the Comprehensive Plan (CP) Goals, Objectives and Policies

This section provides those CP Goals, Objectives and Policies applicable to the Application and the determination of consistency:

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
1.	Goal FLU-1. Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live and play.	Complies
2.	Objective FLU-1.1. Preserve Coral Gables as a “placemaker” where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use Classifications and Map (see FLU-1: Future Land Use Map).	Complies
6 .	Policy FLU-1.7.2. The City shall continue to enforce the Mediterranean architectural provisions for providing incentives for infill and redevelopment that address, at a minimum, the impact on the following issues: <ul style="list-style-type: none"> • Surrounding land use compatibility. • Historic resources. • Neighborhood Identity. • Public Facilities including roadways. • Intensity/Density of the use. • Access and parking. • Landscaping and buffering. 	Complies
7 .	Objective FLU-1.11. Maintain a pattern of overall low density residential use with limited medium and high density residential uses in appropriate areas to preserve the low intensity and high quality character of the residential neighborhoods.	Complies
8.	Policy FLU-1.11.1. Maintain and enforce effective development and maintenance regulations through site plan review, code enforcement, and design review boards and committees.	Complies
9.	Goal DES-1. Maintain the City as a livable city, attractive in its setting and dynamic in its urban character.	Complies
10.	Objective DES-1.1. Preserve and promote high quality, creative design and site planning that is compatible with the City’s architectural heritage, surrounding development, public spaces and open spaces.	Complies
11.	Policy DES-1.1.5. Promote the development of property that achieves unified civic design and proper relationship between the uses of land both within zoning districts and surrounding districts, by regulating, limiting and determining the location, height, density,	Complies

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
	bulk and massing, access to light and air, area of yards, open space, vegetation and use of buildings, signs and other structures.	
12.	Policy DES-1.1.6. Maintain the character of the residential and nonresidential districts, and their peculiar suitability for particular uses.	Complies
13.	Policy DES-1.2.1. Continue the award of development bonuses and/or other incentives to promote Coral Gables Mediterranean design character providing for but not limited to the following: creative use of architecture to promote public realm improvements and pedestrian amenities; provide a visual linkage between contemporary architecture and the existing and new architectural fabric; encourage landmark opportunities; and creation of public open spaces.	Complies
14.	Policy DES-1.2.2. Require that private development and public projects are designed consistent with the City's unique and historical Mediterranean appearance in balance with contemporary architecture.	Complies
15.	Policy DES-1.1.5. Promote the development of property that achieves unified civic design and proper relationship between the uses of land both within zoning districts and surrounding districts, by regulating, limiting and determining the location, height, density, bulk and massing, access to light and air, area of yards, open space, vegetation and use of buildings, signs and other structures.	Complies
16.	Objective HOU-1.5. Support the infill of housing in association with mixed use development.	Complies
17.	Objective MOB-1.1. Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling.	Complies
18.	Policy MOB-1.1.1. Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.	Complies
19.	Policy MOB-1.1.2. Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.	Complies
20.	Policy MOB-1.1.3. Locate higher density development along transit corridors and near multimodal stations.	Complies
21.	Policy MOB-1.1.5. Improve amenities within public spaces, streets, alleys and parks to include the following improvements: seating; art; architectural elements (at street level); lighting; bicycle parking; street trees; improved pedestrian crossing with bulb-outs, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths to encourage walking and cycling with the intent of enhancing the feeling of safety.	Complies
22.	Policy MOB-1.1.8. Protect residential areas from parking impacts of nearby nonresidential	Complies

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
	uses and businesses and discourage parking facilities that intrude, impact and increase traffic into adjacent residential areas.	
23.	Policy MOB-2.7.1. The City shall, via the review of development projects and city transportation improvement projects, conserve and protect the character and livability of all residential neighborhoods by preventing the intrusion of through vehicles on local and collector streets. The City shall discourage through traffic in neighborhoods and may incorporate traffic management and calming measures including, but not limited to, signage, landscape design, traffic calming devices and roadway design.	Complies
24.	Policy MOB-2.8.1. The City shall continue implementation and further strengthen the City's existing land development regulations requiring the placement of landscaping within rights-of-way to complete the following: <ul style="list-style-type: none"> • Promote expansion of the City's existing tree canopy. • Provide screening of potentially objectionable uses. • Serve as visual and sound buffers. • Provide a comfortable environment for pedestrian walking (walkability) and other activities. • Improve the visual attractiveness of the urban and residential areas (neighborhoods). 	Complies

Staff Comments: Staff's determination that this application is **consistent** with the CP Goals, Objectives and Policies that are identified is based upon compliance with conditions of approval recommended by Staff. The Applicant's plans address the City objectives for encouraging mixed use development near multi-modal transportation nodes.

5 . STAFF RECOMMENDATION AND CONDITIONS OF APPROVAL

Based upon the complete Findings of Fact contained within this report, staff recommends the following:

1. An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, "Development Review", Division 15, "Comprehensive Plan Text and Map Amendments", and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Residential Multi-Family Medium Density" to "Commercial Mid-Rise Intensity" for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14 (1515 San Remo Avenue), Coral Gables, Florida; and, providing for severability, repealer and an effective date.

Staff recommends **Approval**.

2. An Ordinance of the City Commission of Coral Gables, Florida requesting a change of zoning pursuant to Zoning Code Article 3, "Development Review", Division 14, "Zoning Code Text and Map Amendments", from Multi-Family 2 District (MF2) to Commercial District (C) for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14 (1515 San Remo Avenue), Coral Gables, Florida; and providing for severability, repealer and an effective date.

Staff recommends **Approval**.

3. A Resolution of the City Commission of Coral Gables, Florida requesting mixed use site plan review pursuant to Zoning Code Article 4, "Zoning Districts", Division 2, "Overlay and Special Purpose Districts", Section 4-201, "Mixed Use District (MXD)", for the mixed use project referred to as "Venera" on the property legally described as Lots 11 thru 24, Block 203, Coral Gables Riviera Section 14 (1500 Venera Avenue and 1515 San Remo Avenue), Coral Gables, Florida; including required conditions; providing for an effective date.

Staff recommends **Approval, with conditions**. Please refer to the Site Plan Conditions of Approval on the proceeding pages.

Summary of the Basis for Approval

As enumerated in the Findings of Fact contained herein, Staff finds the Application is in compliance with the Comprehensive Plan, Zoning Code, and other applicable City Codes, subject to the identified conditions of approval.

Site Plan Conditions of Approval (Mixed-Use Site Plan)

In furtherance of the Comprehensive Plan's Goals, Objectives and Policies, and all other applicable Zoning Code and City Code provisions, the recommendation for approval of the Mixed-Use Site Plan Application is subject to all of the following conditions of approval. Additional conditions of approval may be added to this list prior to Commission 1st Reading.

1. To be completed prior to City Commission 1st Reading:

- a. The streetscape design along Venera Avenue, Yumuri Street, and San Remo Avenue shall be updated to include the following:
 - i. Expanded landscaped area between the pedestrian sidewalk and the curb in all bulb-outs, while providing some paved access at intersections and mid-block bulb-outs.
 - ii. Updated plaza along Yumuri, to include shade trees and lamp posts aligned along the curb line with similar spacing/rhythm of existing trees across Yumuri to create a cohesive street space and allow more usable space for an additional line of trees, planters, and other pedestrian amenities along the building's curved frontage.
 - iii. Removed bulb-out to the west of the loading area to allow for additional on-street parking and create a transition to neighboring property to the west.
- b. Landscaped buffer along west side of properties shall have restricted access to ensure a safe and clean area.
- c. Ensure that all ground floor retail is flush with all sidewalks.
- d. Proffer off-site improvements: a \$75,000 contribution to the future Underline and contributions towards multimodal roadway improvements on Red Road, between San Remo and Madruga.
- e. Coordinate with the property owner to the southwest of the site in order to refine the design of the loading area to minimize affects to their parcel.
- f. Identify secure bicycle storage areas to accommodate one (1) bicycle space per two (2) units for resident bicycles on residential parking levels.

2. Application/supporting documentation. Construction of the proposed project shall be in substantial conformance with all of the following:

- a. Applicant's submittal package dated 08.07.17 prepared by Bermello Ajamil & Partners, Inc.
- b. Traffic Impact Study, dated November 2016, prepared by David Plummer & Associates.
- c. All representations proffered by the Applicant's representatives as a part of the review of the Application at public hearings.

3. Restrictive covenant. Within thirty (30) days of City Commission approval of the Application, the Applicant, property owner(s), its successors or assigns shall submit a restrictive covenant for City

Attorney review and approval outlining all conditions of approval as approved by the City Commission. Failure to submit the draft restrictive covenant within the specified time frame shall render the approval void unless said time frame for submittal of the draft restrictive covenant is extended by the City Attorney after good cause as to why the time frame should be extended. It is recognized that the requirements contained in the restrictive covenant constitute regulatory conditions of approval and shall survive as regulatory conditions of approval even if the restrictive covenant is later found to be void or unenforceable.

4. Prior to issuance of the first Building Permit, Applicant shall:

- a. Emergency Vehicle Signal Preemption Technology.** The Applicant, property owner(s), their successors or assigns shall contribute to emergency vehicle technology improvements for traffic signal preemption to improve response times within the Gables Redevelopment Infill District (GRID).
- b. Additional Reviews.**
 - i. Board of Architects. Final approval of the project by the Board of Architects is required prior to issuance of any building permit.
 - ii. Zoning Review. The Applicant shall provide measurable floor plans of the project to City Staff for verification of Zoning requirements such as floor area ratio, setbacks, height and parking.
- c. Signage.** Provide Signage Plan indicating size and location of all proposed exterior signage, including tenant signs, directory signs, parking garage signs, etc.
- d. Parking Garage Design.** The parking garage shall be designed to address the following items:
 - i. Provide direct pedestrian access from the parking garage to all adjacent streets and open spaces in the project.
 - ii. All parking garage openings shall be screened so that interior lights and car headlights are not visible from surrounding properties and rights-of-way.
- e. Ground Floor Design.** The ground floor shall continue to be designed to optimize pedestrian activity and retail success. All Storefronts shall be transparent.
 - i. All storefronts shall be flush with the sidewalk grade.
 - ii. Paseo shall not be interrupted by stairwells, elevators, or solid walls.
 - iii. Pedestrian entrances into active spaces (lobbies, retail, etc) shall be provided on all ground floor facades with an average spacing of 40'.
- f. Loading and Service.** Loading and Service shall be designed so as to minimize its effect on the pedestrian realm.

- g. Construction Staging.** A construction staging plan shall be submitted to the Building Division. A checklist of requirements shall be provided upon request. Construction phasing/staging shall maintain pedestrian and vehicular access and circulation around William Kerdyk J. Park. All sidewalks shall remain open throughout construction.
- h. Traffic Improvements.** All proposed traffic flow modifications including street design, width, sight triangles, cross walks, diverters, etc. shall require written conceptual approval of Miami-Dade County and the City Public Works Department prior to the issuance of the first City permit for vertical construction. If any components of the proposed modifications are not approved, the traffic study shall be revised and additional community involvement may be required.
- i. Encroachment Plan.** Obtain Commission approval by resolution of an Encroachment Plan addressing special treatment sidewalks, decorative pavers, landscaping, irrigation, street lighting, landscaping lighting and any other encroachments into, onto, under and over the right of way as shown in the site plan. The above encroachments must be approved by City resolution and a Hold Harmless agreement must be executed approving the encroachments. Execute and record a restrictive covenant regarding encroachments and utilities in, below and above the public rights-of-way, in a form acceptable to the Public Works Director, the Risk Management Division, and the City Attorney, which shall include the precise locations and dimensions of the proposed areas of all encroachments. It is recognized that the requirements contained in the restrictive covenant constitute regulatory conditions of approval and shall survive as regulatory conditions of approval even if the restrictive covenant is later found to be void or unenforceable.
- j. Bond to Restore Project Property.** Provide to the City a surety bond, or other form of security deemed acceptable by the City, covering the estimated maximum cost of the full restoration of the Property, including installation of sod and landscaping to City Code standards, and removal of all construction fencing.
- k. Bond for Offsite Improvements.** Provide to the City a surety bond, or other form of security deemed acceptable by the City, in the amount of 100% of the estimated total hard and soft cost of all Offsite Improvements as determined by the Public Works Director.
- l. Construction Notices.** Provide written notice to all properties within one thousand (1,000) feet of the project boundaries providing a specific liaison/contact person for the project including the contact name, contact telephone number and email, to allow communication between adjacent neighbors or interested parties of construction activities, project status, potential concerns, etc.
- m. Bicycle Amenities.**

 - i. Provide bicycle parking as required in the Zoning Code.

- ii. **Bike Sharing Facilities.** The Applicant shall reserve space within the project for future bike sharing facilities. Final design shall require written conceptual approval of the Parking Director and Public Works Director prior to issuance of the first City permit.
- n. **Car Sharing Facilities.** To the same extent of other projects of similar size within the City, the Applicant shall reserve space within the project for future car sharing facilities in coordination with the City's Parking Director. Final design shall require written conceptual approval of the Parking Director prior to issuance of the first City permit. Required parking spaces may be utilized for car sharing.
- o. **Electric Car-Charging Stations.** The Applicant shall provide a minimum of one (1) electric car-charging station for every fifty (50) parking spaces. The electric car-charging station may be counted towards the project parking requirement.

5. Prior to issuance of the first Certificate of Occupancy, Applicant shall:

- a. **Underground utilities.** Submit all necessary plans and documents, and complete the undergrounding of all new utilities along all public rights-of-way surrounding and abutting the project boundary, subject to review and approval by the Directors of Public Works, Landscape Services and Planning and Zoning.
- b. **Utility Upgrades.** All sanitary sewer gravity lines serving the project shall be properly upgraded to handle all peak flows downstream from the points of connection through the serving pump station.
- c. **Art in Public Places.** Prior to the issuance of a Temporary Certificate of Occupancy (TCO) for the project, the Applicant shall comply with all City requirements for Art in Public Places.
- d. **Traffic improvements and study.** Complete all traffic improvements recommended by the Traffic Study prepared by David Plummer & Associates, and satisfactorily resolve any outstanding Traffic Study issues as identified by the Public Works Department and City's traffic consultant, subject to review and approval by the Director of Public Works.
- e. **Right-of-way and public realm improvements.** Install all right-of-way improvements and all landscaping, public realm and streetscape improvements identified on the Applicant's approved plans, subject to review and approval by the Directors of Public Works, Landscape Services, Planning and Zoning, and Parking. Any changes to and departures from the right-of-way and public realm improvements identified on the Applicant's approved plans and associated detail plans and specifications via the permitting process shall be subject to review and approval by Directors of Public Works, Landscape Services, Planning and Zoning, and Parking.

- f. **Publicly Accessible Open Spaces Easement.** Execute and record a Publicly Accessible Open Spaces Easement Agreement between the City and the Owner.

6. Following issuance of the first Certificate of Occupancy, Applicant shall:

- a. **LEED.** Within two years of the issuance of a Final Certificate of Occupancy for any individual building, such individual building must achieve LEED Silver or equivalent certification.
- b. **Traffic Monitoring.** At the Applicant's expense, the City shall perform traffic monitoring studies one year from the issuance of the first Temporary Certificate of Occupancy at locations to be determined by the Public Works Director. If the Public Works Director determines that livability improvements are warranted on any of these roadways, the Applicant shall construct or pay for any physical livability improvements required by these studies within one year of the completion of these studies, as approved by the Public Works Director.

6 . ATTACHMENTS

- A. Applicant's submittal package dated 08.07.17.
- B. 09.28.17 Legal advertisement published.
- C. 09.29.17 Courtesy notice mailed to all property owners within 1,500 feet.
- D. Invitation and Minutes from Applicant's Information Meeting 08.22.17
- E. Correspondence from neighbors and representatives.
- F. Traffic Study Reviews 12.19.16 and 10.04.17.
- G. Responses to Staff review comments 08.07.17.
- H. 10.11.17 PowerPoint Presentation.

Please visit the City's webpage at www.coralgables.com to view all Application materials, notices, applicable public comments, minutes, etc. The complete Application and all background information also is on file and available for examination during business hours at the Planning and Zoning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134.

Respectfully submitted,



Ramon Trias
Director of Planning and Zoning
City of Coral Gables, Florida

MIAMI DAILY BUSINESS REVIEW

Published Daily except Saturday, Sunday and Legal Holidays
Miami, Miami-Dade County, Florida

STATE OF FLORIDA
COUNTY OF MIAMI-DADE:

Before the undersigned authority personally appeared MARIA MESA, who on oath says that he or she is the LEGAL CLERK, Legal Notices of the Miami Daily Business Review f/k/a Miami Review, a daily (except Saturday, Sunday and Legal Holidays) newspaper, published at Miami in Miami-Dade County, Florida; that the attached copy of advertisement, being a Legal Advertisement of Notice in the matter of

NOTICE OF PUBLIC HEARING
CITY OF CORAL GABLES - LOCAL PLANNING AGENCY/
PLANNING AND ZONING BOARD - OCT 11, 2017

in the XXXX Court,
was published in said newspaper in the issues of

09/28/2017

Affiant further says that the said Miami Daily Business Review is a newspaper published at Miami, in said Miami-Dade County, Florida and that the said newspaper has heretofore been continuously published in said Miami-Dade County, Florida each day (except Saturday, Sunday and Legal Holidays) and has been entered as second class mail matter at the post office in Miami in said Miami-Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this
28 day of SEPTEMBER, A.D. 2017

Diana Herrera

(SEAL)
MARIA MESA personally known to me



CITY OF CORAL GABLES, FLORIDA
NOTICE OF PUBLIC HEARING

City Public Hearing Local Planning Agency/Planning and Zoning Board
Date/Time Wednesday, October 11, 2017, 6:00 -- 9:00 p.m.
Location City Commission Chambers, City Hall,
405 Biltmore Way, Coral Gables, Florida, 33134

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Local Planning Agency (LPA)/ Planning and Zoning Board (PZB) will conduct Public Hearings on the following:

- 1. Resolution of the City Commission of Coral Gables, Florida approving the Final Plat entitled "Biltmore Parc Homes" pursuant to Zoning Code Article 3, Division 8, "Platting/Subdivision", being a re-plat of an approximately 0.57 acre property into fifteen (15) platted lots for fifteen (15) residential townhouses on property assigned Multi-Family Special Area District (MFSAD) zoning, on the property legally described as Lots 1, 2, and 18-23, Block 11, Biltmore Section (760 Valencia Avenue, 2805, 2811, 2815 Anderson Road, 731, 735, 743 Almeria Avenue), Coral Gables, Florida; providing for an effective date.

(Items 2 through 4 are related)

- 2. An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, "Development Review", Division 15, "Comprehensive Plan Text and Map Amendments", and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Residential Multi-Family Medium Density" to "Commercial Mid-Rise Intensity" for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14 (1515 San Remo Avenue), Coral Gables, Florida; and, providing for severability, repealer and an effective date. (LPA Review)
- 3. An Ordinance of the City Commission of Coral Gables, Florida requesting a change of zoning pursuant to Zoning Code Article 3, "Development Review", Division 14, "Zoning Code Text and Map Amendments", from Multi-Family 2 District (MF2) to Commercial District (C) for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14 (1515 San Remo Avenue), Coral Gables, Florida; and providing for severability, repealer and an effective date.
- 4. A Resolution of the City Commission of Coral Gables, Florida requesting mixed use site plan review pursuant to Zoning Code Article 4, "Zoning Districts", Division 2, "Overlay and Special Purpose Districts", Section 4-201, "Mixed Use District (MXD)", for the mixed use project referred to as "Venera" on the property legally described as Lots 11 thru 24, Block 203, Coral Gables Riviera Section 14 (1500 Venera Avenue and 1515 San Remo Avenue), Coral Gables, Florida; including required conditions; providing for an effective date.

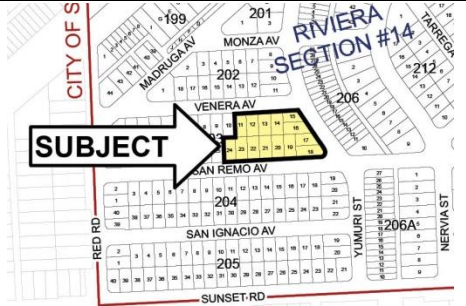
5. An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 5, "Development Standards," Section 5-1410, "Electric Vehicle Charging," to establish provisions for charging stations of electric vehicles; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.
6. An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 4, "Development Standards," Section 4-201, "Mixed Use District (MXD);" Article 5, "Development Standards," Section 5-804, "Coral Gables Mediterranean Style Design Standards," and "Parking, Loading, and Driveway Standards," Section 5-1410, "Miscellaneous Parking Standards" to increase the requirements for bicycle parking; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.
7. An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 4, "Zoning Districts," Section 4-201, "Mixed Use District (MXD);" Article 5, "Development Standards," Section 5-804, "Coral Gables Mediterranean Style Design Standards," and Section 5-1105, "Landscape Requirements;" and Article 8, "Definitions," to clarify what constitutes open space; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.

All interested parties are invited to attend and participate. Upon recommendation by the Board, the applications will be scheduled for City Commission consideration. Please visit the City webpage at www.coralgables.com to view information concerning the applications. The complete applications are on file and available for examination during business hours at the Planning and Zoning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134. Questions and written comments can be directed to the Planning and Zoning Division at planning@coralgables.com (FAX: 305.460.5327) or 305.460.5211.

Ramon Trias
 Director of Planning and Zoning
 Planning & Zoning Division
 City of Coral Gables, Florida

Any person, who acts as a lobbyist pursuant to the City of Coral Gables Ordinance No. 2008-11, as amended, must register with the City Clerk prior to engaging in lobbying activities before City Staff, Boards, Committees or City Commission. A copy of the Ordinance is available in the Office of the City Clerk, City Hall. If a person decides to appeal any decision made by a Board, Committee or City Commission with respect to any matter considered at a meeting or hearing, that person will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based (F.S. 288.0105). Any meeting may be opened and continued and, under certain circumstances, additional legal notice will not be provided. Any person requiring special accommodations in order to attend or participate in the meeting should contact the City's ADA Coordinator, Raquel Elejabarrieta (Email: relejabarrieta@coralgables.com), Telephone: 305-722-8686, TTY/TDD: 305-442-1600, at least three (3) working days prior to the meeting. All meetings are telecast live on Coral Gables TV Channel 77.

17-41/0000261647M

	<p align="center">City of Coral Gables Courtesy Public Hearing Notice</p> <p align="center">September 29, 2017</p>	
<p>Applicant:</p>	<p>Sunset Place Luxury Holdings, LLC & Shoma San Remo, LLC</p>	
<p>Application:</p>	<p>Comprehensive Plan Map Amendment, Zoning Map Amendment, and Mixed-Use Site Plan</p>	
<p>Property:</p>	<p>1500 Venera Avenue and 1515 San Remo Avenue, Coral Gables, Florida</p>	
<p>Public Hearing - Date/Time/ Location:</p>	<p>Planning and Zoning Board October 11, 2017, 6:00 – 9:00 p.m. City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida, 33134</p>	

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Planning and Zoning Board (PZB) will conduct a Public Hearing on October 11, 2017 on the following applications at the Coral Gables City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida.

These applications have been submitted by Sunset Place Luxury Holdings, LLC and Shoma San Remo, LLC for a mixed-use project located at 1500 Venera Avenue and 1515 San Remo Avenue, Coral Gables, Florida. The project includes 107 one-bedroom units, 54 two-bedroom units, 14 three-bedroom units, and approximately 32,000 square feet of ground floor retail. There are 356 parking spaces. The building is 97 feet tall and 9 stories high. The request requires three public hearings, including review and recommendation by the Planning and Zoning Board, and 1st and 2nd Reading before the City Commission.

The applications include:

1. *An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, "Development Review", Division 15, "Comprehensive Plan Text and Map Amendments", and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Residential Multi-Family Medium Density" to "Commercial Mid-Rise Intensity" for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14 (1515 San Remo Avenue), Coral Gables, Florida; and, providing for severability, repealer and an effective date. (LPA Review)*

2. *An Ordinance of the City Commission of Coral Gables, Florida requesting a change of zoning pursuant to Zoning Code Article 3, "Development Review", Division 14, "Zoning Code Text and Map Amendments", from Multi-Family 2 District (MF2) to Commercial District (C) for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14 (1515 San Remo Avenue), Coral Gables, Florida; and providing for severability, repealer and an effective date.*

3. *A Resolution of the City Commission of Coral Gables, Florida requesting mixed use site plan review pursuant to Zoning Code Article 4, "Zoning Districts", Division 2, "Overlay and Special Purpose Districts", Section 4-201, "Mixed Use District (MXD)", for the mixed use project referred to as "Venera" on the property legally described as Lots 11 thru 24, Block 203, Coral Gables Riviera Section 14 (1500 Venera Avenue and 1515 San Remo Avenue), Coral Gables, Florida; including required conditions; providing for an effective date.*

All interested parties are invited to attend and participate. Please visit the City webpage at www.coralgables.com to view information concerning the application. The complete application is on file and available for examination during business hours at the Planning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134. Questions and written comments regarding the application can be directed to the Planning and Zoning Division at planning@coralgables.com, Fax: 305.460.5327 or Phone: 305.460.5211. Please forward to other interested parties.

Sincerely,

City of Coral Gables, Florida

Writer's E-Mail Address: MGarcia-Serra@gunster.com

August 10, 2017

INVITATION TO NEIGHBORHOOD MEETING

RE: Venera / 1500 Venera Avenue and 1515 San Remo Avenue

Dear Neighboring Property Owner,

On behalf of Sunset Place Luxury Holdings, LLC, and Shoma San Remo, LLC, I would like to invite you to an informational meeting at which the project team will make a presentation of the "Venera" mixed-use project proposed for the site located at 1500 Venera Avenue and 1515 San Remo Avenue. The meeting will take place on the date and time and at the location indicated below:

Tuesday, August 22, 2017, at 6 pm
1515 San Remo Avenue
Unit 2D
Coral Gables, Florida

We look forward to meeting with you. Thank you for your attention to this matter.

Sincerely,



Mario Garcia-Serra

MIA_ACTIVE 4638570.1

Minutes for Venera Neighborhood Meeting

The meeting commenced at approximately 6:05 pm at Unit 2D of 1515 San Remo Avenue. The following individuals were in attendance on behalf of the Venera project team:

- Masoud Shojaee, Property Owner and Developer
- Anibal Duarte, Property Owner and Developer
- Mario Garcia-Serra, Project Zoning Counsel
- Jennifer Fine, Project Zoning Counsel
- Raul Carreras, Project Architect
- Daisy Fernandez, Project Architect
- Juan Espinosa, Project Traffic Consultant

Approximately 10 neighboring property owners were in attendance. Mr. Garcia-Serra commenced the meeting with a presentation of the project. The presentation included an aerial photo of the project site and the surrounding neighborhood, front elevations and Site Plan of the project. The duration of the presentation was devoted to explaining the various floor plans, project amenities, and Mediterranean architectural design of the project. Mr. Garcia-Serra concluded the main presentation with a summary of the differences between the maximum height and density currently permitted on the subject property versus the maximum height and density proposed for the project pursuant to the requested land use and zoning approvals.

Certain neighboring property owners in attendance asked questions regarding pedestrian and traffic calming improvements, as well as dedicated bicycle lanes. In response to questions from Ms. Sue Kawalerski, who resides at 6830 Gratian Street, regarding the setbacks, parking, and the number of units, Mr. Carreras and Ms. Fernandez explained the overall design and layout of the project. Ms. Debra Register, who resides at 1240 Placetas Avenue, asked about traffic calming measures to reduce the speed and amount of traffic in the residential neighborhoods. Mr. Espinosa responded to this question with data and conclusions of the traffic study which he prepared for the project. Ms. Roberta Neway expressed concerns regarding pedestrian and cyclist safety, specifically the loss of use of sidewalks along San Remo Avenue and Venera Avenue during construction. Mr. Shojaee assured Ms. Neway that all sidewalks would remain open throughout construction and Mr. Carreras guaranteed to provide adequate visibility for residents leaving the parking garage. Mr. Paul Savage inquired as to whether any on street parking spaces would be lost as a result of proposed improvements in the right of way, to which Mr. Carreras responded that no on street parking spaces would be eliminated.

The general consensus of those in attendance was that the proposed design of the project was aesthetically pleasing and that the proposed height and density were compatible with the surrounding area. The formal presentation concluded at approximately 7:10 pm. A few members of the public stayed to have discussions with individual project team members and to ask further questions regarding the presentation and proposed project.

SAVAGE ∞ LEGAL

2121 PONCE DE LEON BOULEVARD, SUITE 900
CORAL GABLES, FLORIDA 33134
WWW.SAVAGELEGAL.COM

Paul C. Savage
Tel. 305.444.7188
Fax 305.444.7186
Paul@SavageLegal.Com

September 1, 2017

BY EMAIL (rtrias@coralgables.com)

Ramon Trias, Planning and Zoning Director
City of Coral Gables
Development Services Department
427 Biltmore Way, 2nd Floor
Coral Gables, Florida 33134

Re: Proposed Project Referred to as “Venera” at 1500 Venera Avenue and 1515 San Remo Avenue

Dear Director Trias:

I am writing on behalf of San Remo Office Associates, LLC, the owner of the multi-generational Coral Gables family businesses of Lowell International Realty and Lowell Homes, and owner of the *adjacent* property to the immediate West of the Project, located at 1537 San Remo Avenue. The pending application seeks, with one fell swoop, three distinct critical approvals: (1) Small Scale Comprehensive Plan Amendment; (2) Zoning Code Map Amendment; and (3) Mixed Use Site Plan Approval. The applicants apparently seek to repeat their prior successful suite of similar approvals already obtained for 1500 Venera Avenue, which property is closer to U.S. 1 and faces the block of parcels and businesses that front U.S. 1. But for the reasons set forth below, we respectfully request that the Planning and Zoning Department recommend denial or continuance of the pending application because the present application is not within the requirements of the City of Coral Gables Comprehensive Plan and Zoning Code.

The applicant’s analysis of the Code-based criteria for the application, when read carefully, is self-referential and conclusory. Contrary to the applicant’s theme that the existing Future Land Use Map and Zoning designations are an accident of history that need to be corrected, the existing zoning treatment is the last bastion of transition and buffering in an area that was expressly designed to “transition,” decelerate and buffer the commercial areas and uses at The Shops at Sunset Place and Whole Foods, on the West end of San Remo Avenue, and William J. Kerdyk Jr. and Family Park (the “Park”), the Riviera Day School (the “School”) and single-family homes (the “Neighborhood”), on the East end.

The applicant points to the most intense and commercial buildings in the area to the West as precedents for its requests (even though their building will be even higher) — while ignoring entirely the transition to the Park and the residential Neighborhood to the East — as justification to maximize height, double density, and add commercial use all the way to the end of San Remo Avenue to its terminus on Yumuri Street and the Park.

While the applicant benefits by rushing a combination of three significant development approvals through together, the governing Code requires that each be taken and analyzed, in turn.

I. Small Scale Comprehensive Plan Amendment: The Pending Application Fails to Satisfy the City's Governing Standards for Comprehensive Plan Text and Map Amendments.

For the benefit of the expansion of their single project on Venera Avenue, the applicants ask the City to amend its most important land development regulation. As the "constitution" of the City's land development regulations, the City's Comprehensive Plan serves as the City's highest source of land development regulation. *E.g., Citrus County v. Halls River Development*, 8 So. 3d 413, 420 (Fla. 5th DCA 2009) ("The comprehensive plan is similar to a constitution for all future development within the governmental boundary."). The City's Comprehensive Plan is a creature of statute. *See* §163.3161, *et. seq.*, Fla. Stat. (2016) (Community Planning Act). The City's Comprehensive Plan is in fact required by statute. §163.3167(2), Fla. Stat. (2016) ("Each local government shall maintain a comprehensive plan."). The State's Community Planning Act provides in the legislative intent recitations: "It is the intent of this act that adopted comprehensive plans shall have the legal status set out in this act and that no public or *private development shall be permitted* except in conformity with comprehensive plans, or elements or portions thereof, prepared and adopted in conformity with this act." §163.3161(6), Fla. Stat. (2016) (emphasis added). The enumerated elements in the Comprehensive Plan are required by statute (although not particular provisions, which are locally enacted). *E.g.,* §163.3177, Fla. Stat. (2016).

The project as proposed is presently *inconsistent* with the City's Comprehensive Plan, and is thus unlawful without amendment. The pending application for Small Scale Comprehensive Plan Amendment should be denied as it does not satisfy the Code based criteria for Comprehensive Plan Amendment set out in Section 3-1506 of the Zoning Code, each of which criteria are discussed next.

1. Criterion: Whether it specifically advances any objective or policy of the Comprehensive Plan.

In its Comprehensive Plan Analysis, the applicant points to Goal FLU-1 and Objective FLU-1.1 to state that the proposed amendment will make the City a "placemaker" and provide a "pedestrian friendly environment which encourages residents to leave their cars behind and walk to the nearby commercial and retail areas." What the applicant fails to point out, however, is that the existing Plate No. 11 of the Future Land Use Map *already* classifies this property as Residential Multi-Family Medium Density. This allows for up to 40 units per acre, or 50 units per acre, with architectural incentives. *See* Future Land Use Element at Policy FLU-1.1.2, at page 1.

The amendment is not necessary to further Goal FLU-1 and Objective FLU-1.1, as the applicant enjoys ample residential development rights, allowing it to place residential units near the Whole Foods and other commercial areas. What the applicant *actually* seeks is to bring more cars and congestion by changing the Future Land Use Map to Commercial Mid-Rise Intensity, and bring 30,000 square feet of retail to the end of San Remo and adjacent to the Park. The application actually destroys the Goals and Objectives instead of protecting "neighborhoods," "open spaces and natural resources" and "restoring and protecting the natural environment."

The applicant next points to Objective FLU-1.7 which discourages the “proliferation of urban sprawl” and to encourage “future infill and redevelopment.” The proposed project does redevelop an infill area, but again, the existing Future Land Use Map Classification allows for ample redevelopment of the existing parcel, all while appropriately buffering the Park, School, and Neighborhood from encroachment by commercial use.

The applicant offers up Policy FLU-1.9.1 as being furthered by its application, but this Policy goes to the “central business district,” which is in *downtown Coral Gables*, and inapplicable to the subject parcel.

Next, the applicants inexplicably point to Objective FLU-1.12 and Policy FLU-1.12.1 which call for dutiful City “enforcement” of the *existing Zoning Code* and “development and maintenance regulations.” It is impossible to see how a request to amend and repeal the referenced Zoning Code and development regulations can be said to further this Objective and Policy to preserve and enforce them.

Goal DES-1 and Policy DES-1.1.1 call for design that is “livable” and compatible with “surrounding development, public spaces and open spaces.” Contrary to the self-congratulatory remarks of the applicant, bringing 30,000 square feet of new commercial use to the doorstep of the Park, School and Neighborhood is *incompatible* with the surrounding development, as well as public spaces and open spaces. Too much is being asked of the Park and Neighborhood and surrounding surface streets, all of which are presently overstressed with commercial traffic. Overflow traffic already streams through the Neighborhood due to stacking and congestion due to Whole Foods and other large businesses.

Policy DES-1.1.1 and Policy DES-1.1.2 is aimed at the City’s responsibility to provide for guidelines and standards via the City’s Zoning Code. The applicant claims to be dedicated to following these development regulations, while they are in the process of repealing and changing them to accommodate their own commercial designs and expansion of the development approvals previously secured on Venera Avenue.

The Goals, Objectives and Policies of the Mobility chapter of the Comprehensive Plan are listed next in the applicant’s analysis. These Goals, Objectives and Policies call for the reduction of the impact of “vehicular traffic on the environment, and residential streets in particular.” While the Chapter does encourage infill development and even mixed-use development, all of the infill and traffic reduction policies can be readily accomplished with the *existing* Residential Multi-Family Medium Density Land Use Classification. It is hard to imagine what commercial services are needed at this location beyond the Shops at Sunset Place, the businesses fronting U.S. 1, downtown South Miami, and Whole Foods. There is absolutely no substantive reason provided to justify changing our City’s Land Use “Constitution” for the applicant’s desired mixed-use project.

Finally, the applicant points to the Green Chapter of the Comprehensive Plan to claim that the sustainability provisions are furthered by the inclusion of a paseo walkway in the design. Again, there is *nothing* in the current Future Land Use Map Classification keeping the applicant from building a significant residential building or buildings, which can feature a pedestrian paseo or other pedestrian path in furtherance of these policies. There is nothing in this discussion that

supports the amendment of the Comprehensive Plan to double the density and allow commercial use to the end of San Remo Avenue.

Far from satisfying the Comprehensive Plan's Policies and Objectives, the application directly contravenes many which are not mentioned in the application. The next section lists those provisions which are actually undermined by the pending application.

2. Criterion: Whether it is internally consistent with Comprehensive Plan.

For this criterion, the applicant simply recites: "The Project is internally consistent with the Comprehensive Plan." The applicant does not mention, much less analyze, the following important Goals, Objectives and Policies of the Comprehensive Plan:

Policy FLU-1.7.2. The City shall continue to enforce the Mediterranean architectural provisions for providing incentives for infill and redevelopment that address, at a minimum, the impact on the following issues:

- Surrounding land use compatibility.*
- Historic resources.
- Neighborhood Identity.*
- Public Facilities including roadways.
- Intensity/Density of the use.*
- Access and parking.
- Landscaping and buffering.

* * * *

Objective FLU-1.11. *Maintain a pattern of overall low density residential use with limited medium and high density residential uses in appropriate areas to preserve the low intensity and high-quality character of the residential neighborhoods.*

* * * *

Objective FLU-1.14. The City shall enforce Zoning Code provisions which *continue to preserve and improve the character of neighborhoods.*

* * * *

Policy FLU-1.14.1. The City shall enforce Zoning Code provisions which continue to address the location and extent of residential and non-residential land uses *consistent with the Future Land Use Map in order to preserve the character of existing neighborhoods.*

Future Land Use Element, City of Coral Gables Comprehensive Plan (emphases added).

Bringing commercial uses and increased density to the end of San Remo Avenue fronting the Park, School and Neighborhood is *inconsistent* with the foregoing provisions, all of which charge the City to protect, “preserve” and buffer neighborhoods and “preserve” neighborhood character. The existing residential buildings and residential zoning treatment allow for a distinct step-down and transition from the commercial uses on the West end of San Remo to the Park, School and Neighborhood on the East end. The pending application actively contravenes the Comprehensive Plan’s Objectives and Policies by seeking to double density and add commercial uses does not “preserve” or maintain “overall low density” to preserve the Neighborhood.

3. Criterion: Its effect on the level of service of public infrastructure.

The applicant again touts the pedestrian friendly nature of the project and its proximity “to the nearby commercial and retail area.” But the proposed amendment is *not* required to allow for a residential development that encourages walking to nearby commercial and retail areas. The applicant is well able to accomplish this goal with the *existing* Future Land Use Map Classification.

4. Criterion: Its effect on environmental resources.

The applicant makes no mention of the Park and open spaces near the Park, School and Neighborhood.

5. Criterion: Its effect on the availability of housing that is affordable to people who live or work in the City of Coral Gables.

The applicant explains that young families will be able to move into a residential multi-family development as opposed to the customary single-family home. This is again irrelevant to the amendment sought. The current Future Land Use Map Classification allowing for Residential Multi-Family Medium Density can accomplish this goal without *doubling* density for this parcel and adding 30,000 of newly-authorized commercial use. This Criterion for Comprehensive Plan Text and Map Amendments is *not* satisfied.

For all of the foregoing reasons, the pending application for Small Scale Comprehensive Plan Amendment should be denied or continued.

II. Amendment to Zoning Map Under Section 3-1404 of the Zoning Code.

1. Criterion: It is consistent with the Comprehensive Plan.

The applicant’s analysis of the first prong of the Code based criteria of the Zoning Map amendment is entirely self-referential and conclusory, as it merely assumes a successful amendment of the Comprehensive Plan and then recites that the Zoning Map change complies with the Comprehensive Plan, *as amended*.

First, the applicant’s analysis assumes that the requested Comprehensive Plan Amendment already passed and then concludes that the zoning change is in fact “consistent” with the Comprehensive Plan and Future Land Use Map Designation. While the City has for years taken

the Comprehensive Plan Amendment and Zoning Code Map Amendment as companion items, the old saw that “we’ve always done it this way” does not make it right. The rezoning requested for a single distinct parcel, 1515 San Remo Avenue, is a quasi-judicial undertaking and proceeding. *E.g., Board of County Commissioners of Brevard County v. Snyder*, 627 So. 2d 469, 474-475 (Fla. 1993) (“rezoning actions which have an impact on a limited number of persons or property owners are quasi-judicial action.”). It is a factual and legal impossibility for the applicant to put on the record substantial competent evidence that the application is consistent with a Comprehensive Plan provision that does not yet exist or has not yet been changed. The applicant cannot truthfully now assert that the requested zoning change is “consistent” with the existing Comprehensive Plan.

The combined and rushed hybrid procedure is not only in violation of quasi-judicial proceeding requirements as set forth by the Florida Supreme Court, but it cuts off and chills public input and participation in the City’s application of critical public policies, and thus also violates the Governance Element of the City’s Comprehensive Plan, which provides in pertinent part:

Goal GOV-1. Provide effective governance to City of Coral Gables citizenry, property owners, business owners and stakeholders advancing the City Commission’s mission and vision.

Objective GOV-1.1. Provide ample and effective opportunities for public participation at all levels of City of Coral Gables governance and decision-making.

Policy GOV-1.1.1. Strengthen strategies and processes to promote effective opportunities for public participation at all levels of City governance and decision-making.

Policy GOV-1.1.2. Promote public outreach and participation including but not limited to the following: workshops; public meetings; *public hearings*; neighborhood meetings; electronic mailings; regular mailing; newspaper advertisements; property posting; City webpage posting.

Governance Chapter of the Comprehensive Plan (emphasis added).

Turning to the actual question of Comprehensive Plan consistency under Section 3-1404(A)(1) and (2)(d), just as discussed in detail above, the pending application actually undermines and destroys important public policy goals set out in our Comprehensive Plan. Moreover, all of these policies are readily furthered by a new residential development under the *existing* zoning treatment, without the need to double density and add commercial uses.

2. Criterion: Will provide a benefit to the City in that it will achieve two or more of the following objectives: (a) Improve mobility by reducing vehicle miles traveled for residents within a one-half (1/2) mile radius

As far as Section 3-1404(A)(2) going to mobility, the proposed map change will *not* “improve mobility by reducing vehicle miles traveled for residents within a one-half (1/2) mile radius.” As was noted at the neighborhood meeting held on the Project on the evening of August

22, 2017, the traffic on San Remo already stacks at peak hours and is generally congested throughout the day. The Project's Traffic Engineer explained that the Project will rely on inbound traffic to the Project by way of turns onto Madruga and Venera from Red Road (the intersection between the Whole Foods entrance and the rear of the Wendy's property), and thus avoid additional congestion on San Remo and the Park area. This imagined access onto Venera Avenue from Red Road flies in the face of on-the-ground reality, as any resident knows that the intersection of Red Road and U.S. One is one of the most clogged areas in our community and that it is practically impossible to turn onto Madruga, particularly if arriving from North bound U.S. One. *See Exhibit A.*

The overall number of units and additional cars presented by the Comprehensive Plan and Zoning change sought by the applicant will further clog San Remo Avenue with vehicles and provides additional reasons why the applicant's requests must be denied.

3. **Criterion: Will not cause a substantial diminution of the market value of adjacent property or materially diminish the suitability of adjacent property for its existing or approved use.**

For several reasons, the requested zoning district boundary change will materially diminish the market value of adjacent and nearby properties in contravention of this criterion.

Destruction of transition. The applicant casts the existing zoning treatment of Multi-Family 2 (MF2) District as a hole-in-the-donut aberration that is ripe to be fixed. But in fact, the existing MF2 designation is exactly what is intended and needed here as we approach the Park and the residential neighborhood to the East: "The purpose of the Multi-Family 2 (MF2) District is to accommodate various forms of multi-family housing to meet the housing needs of a diverse community, *while ensuring that there is a transition to single-family and duplex neighborhoods which protects the integrity of those neighborhoods.*" §4-103(A), City of Coral Gables Zoning Code (emphases added).

The applicant points out that the existing Future Land Use Map and Zoning designation allows for a building up to 97 feet high, with architectural incentives, and provides up to 50 units per acre, with architectural incentives. *See* Future Land Use Element at Policy FLU-1.1.2 at page 1. The applicant seeks to expand these ample existing development rights for no better reason than its own maximum pecuniary benefit. Instead of building a residential structure that would serve the Code's wise purpose of *transitioning* from the commercial downtown area to the Park and residential neighborhood, the applicant seeks to *double* the density to 105 units per acre along San Remo Avenue, as well as feature 30,000 square feet of commercial use in the Project. Despite this dramatic request to change the City's governing regulations to accommodate this large mixed-use project, the applicant has not even given lip service to, much less actually offered, any identified *public benefit* to the City and the nearby residents in exchange for the City's amendment of its own laws which, with the stroke of a pen will confer millions of dollars of development rights and benefits upon the applicant.

The Project as presented will have a total of 175 units and 30,000 of commercial retail space. This is far and away much more density than what is contemplated by the Code and what

is appropriate for a transitional area to the Park and residential homes. The applicant prefers to discuss the requested increase as across all of the parcels, but as for the property facing San Remo that is presently zoned Multi-Family 2 District and for which the applicant seeks rezoning to Commercial Mid-Rise, the density will double.

According to the applicant's legal counsel at the Neighborhood meeting, the change in Floor Area Ratio on the property along San Remo will be increased from approximately 2.25 to 3.5. This is too much density, adding too many units and vehicles to a community already over-stressed with traffic. Our existing Comprehensive Plan and Zoning regulatory treatment wisely provides for some transition along San Remo as you move from the downtown core toward the Park. *See Exhibits B and C.* The application nullifies the concept of transition by building the most intense building possible all the way to the last lot on East end of San Remo Avenue.

Truck Service Area and On-Street Parking. The Applicant's Site Plan for the Project depicts the garbage truck and building service area immediately adjacent to my client's property and business. This will result in my client being hemmed in by the ramp entrance to Whole Foods to the immediate West (already an existing traffic stacking nightmare requiring special police direction at peak hours) and the Project's garbage and other truck service areas to the immediate North. My client is already suffering demonstrable adverse impacts from the continuous dump of traffic from the Whole Foods building, and should not have to face the addition of insult to injury by suffering on the other property line from the Project's garbage and other service truck access area to the immediate East.

We unfortunately have daily examples within the City showing that, despite all of the reassurances at the time of Site Plan approval, when large delivery box-type trucks are faced with a tight internal service alley or loading dock area, they resort to simply parking in the middle of the street, which in this case, will be directly in front of my client's business. While the existing application should be denied in all respects, any future iteration of this Project must relocate the garbage truck and service area further away from my client's property line, to avoid the foregoing adverse impacts.

Moreover, the current Site Plan depicts tree bulb outs directly in front of my client's business, thus destroying important on-street parking needed by my client. Any proposed project along San Remo must maintain and preserve important on-street parking so critical to the survival of local businesses like my client.

In conclusion, the present zoning of the subject parcel along San Remo allows for *ample* development rights for a large, lucrative *residential* building near the Park, without need of having the City change its Comprehensive Plan and Future Land Use Map to accommodate commercial uses and a steep increase in density, all of which contravenes the Comprehensive Plan and Zoning Code by destroying the transitional step down to the Park, School and Neighborhood already in place.

As you consider this project, I urge you to "read against the grain" and test the assertions of the applicant and seriously weigh whether: the current zoning treatment is *inappropriate* as a transition and buffer along the East end of San Remo; the applicant has demonstrated or offered

Director of Planning and Zoning
September 1, 2017
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any public benefit for the modification of our Comprehensive Plan and Future Land Use Map; and whether the additional adverse impacts of density and traffic can be absorbed by this already overstressed community and Park. Based upon all the foregoing, I respectfully assert that these questions are answered in the negative, and urge you to recommend denial or continuance of the applicant's application for site plan approval and requests to change the Comprehensive Plan and Future Land Use Map to accommodate this single large rental project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul C. Savage", with a large, stylized initial "P" and "S".

Paul C. Savage, Esq.

EXHIBIT A



Traffic Stacking at San Remo and Red Road, August 30, 2017.

EXHIBIT B



San Remo Avenue and Yumuri Street, August 28, 2017.

EXHIBIT C



Yumuri Street, August 28, 2017.

Attention:

The Honorable Mayor Raul Valdes-Fauli
rvaldes-fauli@coralgables.com

**City Manager Cathy Swanson-
Rivenbark**
cswanson@coralgables.com

**The Honorable Vice Mayor Patricia
Keon**
pkeon@coralgables.com

**Planning and Zoning Director Ramon
Trias**
rtrias@coralgables.com

**The Honorable City Commissioner Vince
Lago**
vlago@coralgables.com

**The Honorable City Commissioner
Michael Mena**
mmena@coralgables.com

**The Honorable City Commissioner
Frank C. Quesada**
fquesada@coralgables.com

**Re: Venera Project located at 1500 Venera and 1515 San Remo across from the
William H. Kerdyk Jr. and Family Park and Riviera Day School**

Dear Honorable Mayor, Vice Mayor, City Commission, City Manager and Planning and
Zoning Director:

I am a Coral Gables resident/business owner. I just learned with alarm about the
above-referenced project that is seeking Planning and Zoning Board approval at 6:00 PM on
October 11th.

The project being proposed will bring too much density and commercial use that
is not cohesive to the spirit and character of our neighborhood. It is closer to the park and
residences, yet is taller and more massive than the commercial buildings to the West such
as Whole Foods. Further, it will clog our neighborhood streets with even more traffic and
congestion and devalue our property.

There is no transition or step-down along San Remo as this looming project approaches
our beloved William H. Kerdyk Jr. and Family Park and Riviera Day School, and residences.

The proposed increase in density of 175 apartment units (many 1 bedrooms) plus
30,000 square feet of new commercial retail space adjacent to the residential park area is a
total mismatch for our neighborhood. The existing zoning in place gradually reduces intensity
along San Remo as you approach the Park and the single-family homes beyond.


The existing zoning allows for tall multi-family residential and affords plenty of opportunity for responsible redevelopment. As such there is no reason to change our Zoning laws just so the developer can add more units plus 30,000 square feet of entirely new commercial use, all so close to our neighborhood. There is no public benefit to justify changing our Zoning laws.

Please alert the members of the Planning and Zoning Board to my opposition to this Comprehensive Plan and zoning change, and please include this letter of opposition into the Board package and record of the upcoming hearing.

As our elected officials charged with protecting our neighborhoods by enforcing our Zoning regulations, I hope that you will do everything in your power to protect our Park and neighborhood and deny the developer's request to add more density and commercial use.

Sincerely,

Name: Magdalena Sonville

Signature: 

Address:

1561 Catalonia Avenue

Coral Gables, Florida 33134

Email Address:

Msonville@aol.com

From: [Trias, Ramon](#)
To: "[Blair Sonville](#)"
Cc: [Valdes-Fauli, Raul](#); [Keon, Patricia](#); [Lago, Vince](#); [Mena, Michael](#); [Quesada, Frank](#); [Swanson-Rivenbark, Cathy](#); [Garcia, Jennifer](#)
Subject: RE: Venera Project
Date: Tuesday, September 26, 2017 1:22:05 PM

Thank you for your email.

We will forward your comments to the Planning and Zoning Board members.

We appreciate your interest in this project. Please do not hesitate to contact me should you have additional comments.

Ramon Trias

From: Blair Sonville [mailto:bsonville@lowellinternationalrealty.com]
Sent: Tuesday, September 26, 2017 12:52 PM
To: Trias, Ramon
Cc: Valdes-Fauli, Raul; Keon, Patricia; Lago, Vince; Mena, Michael; Quesada, Frank; Swanson-Rivenbark, Cathy; garcia4@coralgables.com
Subject: Venera Project

Dear Director Trias,

I am a former Coral Gables resident, work at Lowell International Realty on San Remo, and have in-laws that are long-standing Coral Gables residents. My Broker, Lani Kahn Drody, shared the news of the Venera Project and I am shocked that this is something our great city would consider.

The proposed project will bring too much density and commercial use that is not cohesive to the spirit and character of our neighborhood. It is closer to the park and residences, yet is taller and more massive than the commercial buildings to the West such as Whole Foods. Further, it will clog our neighborhood streets with even more traffic and congestion and devalue our property.

There is no transition or step-down along San Remo as this looming project approaches our beloved William H. Kerdyk Jr. and Family Park and Riviera Day School, and residences.

The proposed increase in density of 175 apartment units (many 1 bedrooms) plus 30,000 square feet of new commercial retail space adjacent to the residential park area is a total mismatch for our neighborhood. The existing zoning in place gradually reduces intensity along San Remo as you approach the Park and the single-family homes beyond.

The existing zoning allows for tall multi-family residential and affords plenty of opportunity for responsible redevelopment. As such there is no reason to change our Zoning laws just so the developer can add more units plus 30,000 square feet of entirely new commercial use, all so close to our neighborhood. There is no public benefit to justify changing our Zoning laws.

Please alert the members of the Planning and Zoning Board to my opposition to this Comprehensive Plan and zoning change, and please include this letter of opposition into the Board package and record of the upcoming hearing.

I hope that you will do everything in your power to protect our Park and neighborhood and deny the developer's request to add more density and commercial use.

Thank you for your time and attention to this matter.

Sincerely,
Blair Sonville

--

Blair Sonville
Sales Associate

1537 San Remo Av. Coral Gables, FL 33146
O 305.520.5420 | C 305.989.5381
www.lowellinternationalrealty.com

From: [Trias, Ramon](#)
To: ["Lani Drody"](#)
Cc: [Valdes-Fauli, Raul](#); [Keon, Patricia](#); [Lago, Vince](#); [Mena, Michael](#); [Quesada, Frank](#); [Swanson-Rivenbark, Cathy](#); [Sidney Lawrence Kahn III](#); [Garcia, Jennifer](#)
Subject: RE: Venera Project - My response per your request...
Date: Friday, September 22, 2017 4:57:51 PM
Attachments: [image002.png](#)

Dear Ms. Drody:

Thank you for your email and your thoughtful suggestions.

As you state, the Venera project will be reviewed by the Planning and Zoning Board on the October 11, 2017 meeting. The City Commission will consider the project at a later date, yet to be scheduled.

Your input is timely and will be provided to the members of the Planning and Zoning Board. I encourage you to continue to be involved in the process.

Please contact me should you have additional recommendations.

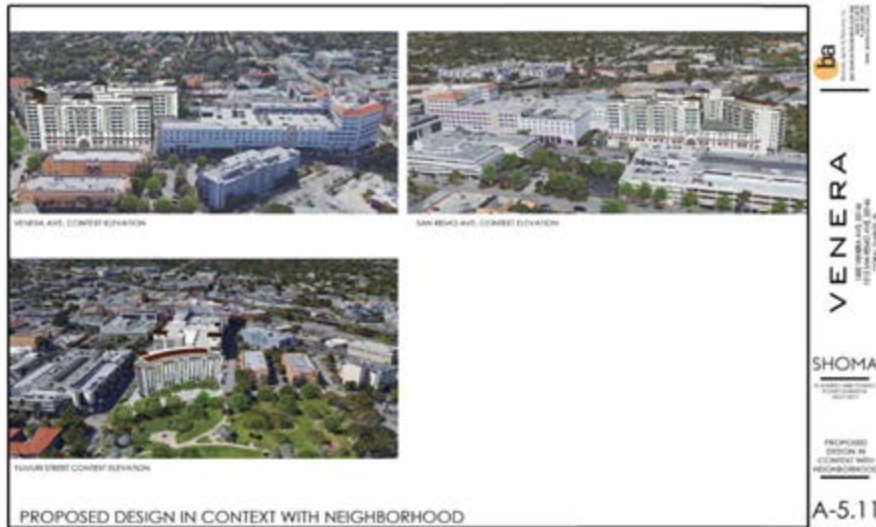
Ramon Trias

From: Lani Drody [mailto:lkdrody@lowellinternationalrealty.com]
Sent: Friday, September 22, 2017 4:00 PM
To: Trias, Ramon
Cc: Valdes-Fauli, Raul; Keon, Patricia; Lago, Vince; Mena, Michael; Quesada, Frank; Swanson-Rivenbark, Cathy; Sidney Lawrence Kahn III; garcia4@coralgables.com
Subject: Venera Project - My response per your request...

Dear Director Trias,

I am writing to you out of utter frustration as a lifelong Coral Gables resident, business owner, and property owner. You and I have met several times and corresponded about my concerns with the proposed "Venera Project" which is adjacent to my business. The Planning and Zoning board will vote on the developer's proposal on October 11th. I am copying our city leaders so that they understand my concerns as well. **PLEASE ALSO INCLUDE MY EMAIL IN THE PLANNING AND ZONING BOARD'S PACKAGE FOR REVIEW PRIOR TO THE OCTOBER 11TH MEETING.**

For the benefit and reference of the leaders copied here, the proposed Shoma Homes project is located at 1515 San Remo and 1500 Venera. Shoma Homes seeks to change the Comprehensive Plan and Future Land Use Map to rezone the parcel from Residential Multi-Family 2 District to Commercial Mid-Rise Intensity. They want to put a whopping **175 apartment units** (many are one-bedrooms) plus an **additional 30,000 square feet of commercial retail space** on the site fronting William H. Kerdyk, Jr. and Family Park and the single-family homes across from it. These one-bedroom rentals will bring a level of use and intensity to our neighborhood that our Park and residential streets and community simply cannot handle.



Director Trias, you asked me to propose something that would indeed benefit the area. Since our last meeting and now that we are getting our feet back on the ground after Hurricane Irma, I've had some time to reflect on what I think would be a nice and logical redevelopment. As you know, I am in no way opposed to redevelopment, but I think it should BENEFIT the city, not adversely impact it. I am a past president of the Builders Association of South Florida - I understand the need for progress but have to speak up when I see something that just doesn't make any sense and will not benefit our community. And for the record, I've had conversations and will certainly continue to do so with the developer, but thus far they have not proffered any changes to the development with respect to the concerns I have raised.

The property is located in between an office and residential community. There really is **no need** for a large commercial component or increased density. Traffic is already at maximum capacity for the area between the Riviera Nursing Home, San Remo Plaza offices, Riviera Day School, Baptist Health headquarters, etc. More residential density (especially that caters to a transient one bedroom student clientele) along with commercial patrons will only make for a busier area pushing the roads and accessibility beyond their intended capacity.

As a real estate professional, I can tell you that there are many folks living in large homes in Coral Gables who would love to simplify and downsize to condo living. Many are empty-nesters and if given the right opportunity, would gladly trade to a simplified lifestyle. This would in turn transition many families into those larger homes. The property is situated in an ideal location with easy access to offices, grocery, restaurants, shops and transit that **ALREADY exist**. It should be noted that many of the retail stores and restaurants nearby have failed to flourish because there is too much of that product already existing. Why would you add to it?

Large 2-4 bedroom residential units that cater to folks downsizing from 4-5 bedroom homes with yards would be ideal. Frankly, if done correctly, a development such as this would be a huge success! Currently, there are 47 units on the subject property. I don't think the density should be increased - in fact it might make more sense to decrease it.

A beautiful residential building would bring residents who would work, dine and play in an already established area. I can also envision a cultural component to this development. Public art that is featured on the building, adjacent to it or in the park would further enhance the area.

On a personal note, I purchased my building years ago when it wasn't even on the market. I sought it out because it very much mirrored our concierge, boutique style of doing business and it was adjacent to a nice single family residential area. The building heights and low-density were ideal for our business. Agents and clients have easy access to our office. We did not invest in this neighborhood only to have the rug ripped out from under us whereby our access to the office would be impacted. San Remo Avenue is a charming "City Beautiful" street. I'd like to

keep it that way.

Lani Kahn Drody
Lowell International Realty
Broker | President

1537 San Remo Av. Coral Gables, FL 33146

📞 305.520.5420 | 📠 305.216.1550

www.lowellinternationalrealty.com

From: [Lani Kahn Drody](#)
To: [Trias, Ramon](#)
Cc: MShojaee@shomagroup.com; [Sidney Lawrence Kahn III](#); [Garcia, Jennifer](#)
Subject: Re: Adjacent Property - 1515 San Remo "Venera" concerns
Date: Wednesday, July 05, 2017 4:15:19 PM

Thank you Ramon. I tried to reach Mr. Shojaee as promised in my email, but his office number is not working right now. Do you happen to have another phone number for him?

Lani Kahn Drody
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On Wed, Jul 5, 2017 at 3:29 PM, Trias, Ramon <rtrias@coralgables.com> wrote:

Ms. Drody:

Thank you for following up.

I have already described your concerns to the applicant's attorney.

We will file and forward your comments, as the project proceeds through the process.

Ramon

From: Lani Kahn Drody [mailto:kdrody@lowellinternationalrealty.com]
Sent: Wednesday, July 05, 2017 2:44 PM
To: MShojaee@shomagroup.com; Trias, Ramon
Cc: Sidney Lawrence Kahn III
Subject: Adjacent Property - 1515 San Remo "Venera" concerns

Gentlemen,

We own 1537 San Remo Avenue which is adjacent to 1515 San Remo Avenue now owned by Shoma. We asked to meet with the Planning and Zoning director of Coral Gables, Mr. Ramon Trias to hear about development plans for the property. A meeting took place last week and we were surprised to learn how far along the project planning was. Mr. Trias allowed us to photograph some portions of the plans. Over the weekend, we had more time to digest what was presented and have some serious concerns. Mr. Trias suggested that we contact the developer directly. Accordingly, in addition to sending this email, I will reach out to Mr. Masoud Shojaee via telephone. We are happy to meet with Shoma, but due to the fast track this project is on with the City of Coral Gables, we felt it necessary to document our concerns with the City and the developer at the same time. We ask that as adjacent next door neighbors, we be consulted before anything is approved. Our concerns are the following:

- Height / Density - Overall proposed height of the "Venera" project is 10 stories. Our building is one story. The existing San Remo Plaza to our west is only 5 or 6 stories. It becomes 7 or 8 stories on the small portion next to Red Road (far away from our property). The other properties on our street - The Atrium and the Baptist Health garage are only 4 stories. Baptist Health's office building is taller along Red Road (approx 5 or 6 stories). So 10 stories seems excessive for the area and would be too tall next to our one story building. Further, the San Remo Plaza already has a Coral Gables policeman directing traffic in the afternoons as traffic leaves its parking garage adjacent to us. More traffic and density on San Remo Avenue would be detrimental to our business. As it is now, we can be forced to wait 10 minutes to get out of our parking lot in the afternoons. Then traffic backs up all the way to Red Road.
- Detrimental Features Adjacent to Us - The plans presented to us have a loading dock, trash dumpsters and generator located alongside our property. The smells, noise, vibrations and traffic associated with these features is of great concern to us. As we explained to Mr. Trias, our parking lot entrance is frequently blocked by large commercial trucks accessing the Miami Breast Center and other offices to our west. We can only imagine more commercial trucks driving to another location adjacent to us. It would create a log jam.
- Street Parking - We understand some street parking will be eliminated with the proposed plan. Street parking along San Remo Avenue is critical. The businesses, residents, clientele and shoppers, depend on it.

As a real estate broker and developer ourselves, we certainly understand the need for progress and would be in favor of a project that enhances the area. But as Coral Gables taxpayers ourselves (both for our office building and as residents) we cannot afford to be the victims of progress that impacts our day to day business operation. We welcome the opportunity to discuss these matters BEFORE the Board of Architects and Planning and Zoning board are to issue a decision.

Thank you.

Lani Kahn Drody
Lowell International Realty
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Please Note: Florida has a very broad Public Records Law. Most written communications to or from State and Local Officials regarding State or Local business are public records available to the public and media upon request. Your email communications may therefore be subject to public disclosure.

Memo

To:	Yamilet A. Senespleda, P.E., City Engineer, City of Coral Gables		
From:	Jack S. Schnettler, P.E.	Email:	Jack.schnettler@atkinsglobal.com
Phone:	305-514-3369	Date:	December 19, 2016
Ref:	Venera Traffic Study Peer Review	cc:	Chris Russo, PE
Subject:	Review of Venera Traffic Impact Analysis - Dated November 2016		

On behalf of the City of Coral Gables, ATKINS conducted a review of the Venera Traffic Study dated November 2016, and has the following comments:

1. Future without Project Intersection Capacity Analysis: Exhibit 6 provides the Total Volumes with committed development trips and background traffic. These volumes are difficult to reconcile with the committed development trips. It would be useful to show the committed development trips in Exhibit 6, or a separate diagram, in order to better understand how the committed trips were distributed through the project influence area.
2. Intersection Capacity Analysis Exhibits (Exhibit 4, 7 and 13): Suggest providing the delay values for any approaches that do not fall within City's LOS Standard to show magnitude of compliance.
3. Exhibit 8: Project Trip Generation: It appears a custom rate was used for the Land Use 826 AM peaks. It appears for most of the Trip Generation calculations ITE formulas were used in lieu of linear projections. However, for Land Use Code 826 there is no formula ITE formula available. A linear projection would result a total of 205 AM trips. Exhibit 8 shows a total of 27 AM peak hour trips. Please provide justification of the difference.
4. Parking:
 - a. How will parking for the retail uses be accommodated? Will they have access to the parking garage? Will there be signage to guide visitors to that parking?
 - b. Will the proposed parking for the residents include a gated entrance? If so, a queueing analysis will be required.
5. Page 25 (5.0 Circulation Plan): Delivery vehicle area are shown on the plan in Appendix A to be provided from San Remo Avenue, rather than Venera Avenue as stated in the text. Please revise text.
6. Page 26, Exhibit 14: The M-Path should be shown to the north of Dixie Hwy. rather than in the median of Dixie Hwy. Please revise.
7. Page 27, Exhibit 15: Route 500 has stops on both sides of Dixie Hwy. near the SW 70th St. intersection with Dixie Hwy. Please note this in the text as complement to the other stops shown on the exhibit itself.

Memo

To: Yamilet A. Senespleda, P.E., City Engineer, City of Coral Gables

From: Jack S. Schnettler, P.E. **Email:** Jack.schnettler@atkinsglobal.com

Phone: 305-514-3369 **Date:** October 4, 2017

Ref: Venera Traffic Study – Revised Report **cc:** Chris Russo, PE

Subject: Review of Venera Traffic Study – Revised Report

On behalf of the City of Coral Gables, ATKINS conducted a review of the Venera Traffic Study. Subsequently a revised report was submitted, to include a statement in the front of the revised document as to how the review comments had been addressed. This memorandum covers the further review of the revised document to confirm resolution of the comments.

This further review involved checking the revised document to confirm the report changes in response to the original review comments. The following summarizes the results of that review:

1. It is found that the revised traffic study report has addressed all comments sufficiently, and that where appropriate, the report has been revised as indicated.
2. It was originally suggested by the reviewer that with regard to parking, that a queuing analysis might be required depending how parking might be controlled by a gate or payment system. Only residential parking will be gated, and there is no significant transaction involved with this situation that would create a significant processing dwell time and queue creation, such as for valet service or parking fee payment. Therefore, it is not considered that a queue analysis is needed.
3. In response to a staff review comment regarding an inconsistency in the intersection turning movements across Exhibits 3, 6, 10, and 12 where it appeared that some directional movements through intersections were lower in some cases for the “future with project” condition as compared to the “future without project” condition, a check was made of this concern. The noted exhibits as well as the tables (volume development tables) in Appendix C provided as part of the response to review comment #1 were reviewed. It was determined that all the exhibit traffic volumes were correct as presented. The fact that certain movements were lower for the “future with project” condition as compared to the “future without project” condition was due to the fact that the “future without project” volumes in Exhibit 6 included the trips associated with the development currently on the project site. Exhibit 12 then presented “future with project” traffic volumes by subtracting out the existing development trips and adding in the new project trips. This was confirmed by reviewing the exhibits and cross-checking with the added tables in Appendix C. So the intersection approach volumes were found to be accurate for the different analysis conditions.

Please advise if there are any questions.



Bermello Ajamil & Partners, Inc.

August 7, 2017

Ramon Trias, AIA, AICP, LEED AP
Director of Planning and Zoning
City of Coral Gables Development Services Department
427 Biltmore Way, 2nd Floor
Coral Gables, Florida 33134

**RE: 1500 Venera Ave. / 1515 San Remo Ave.
Planning & Zoning Board Application
Response to City Staff Comments received 7/21/2017**

Mr. Trias:

We submit the below responses and attached revised drawings consequent to our receipt of the comments resulting from City Staff's review of the previously submitted application for the above referenced project. We have taken the liberty of numbering and structuring our responses in accord with the format presented in Jennifer Garcia's July 21, 2017, email containing the City Staff comments.

Planning and Zoning's comments with responses indicated in italics:

1. Ensure five (5) feet clear between tree grate and face of building on north side of project
Response: *Narrower tree grates (5' wide x 7' long) have been added along the north and south sides of the building to allow a 5' wide clear walkway in these areas. All other grates are to be 6' X 6'.*
2. Further refinement and design of plaza along Yumuri:
 - a. Align shade trees along curb and use similar spacing/rhythm of existing trees across Yumuri
Response: *Noted but trees are to remain in arch alignment to reflect face of building as shown.*
 - b. Provide more landscaped greenery
Response: *Large low planter areas have been added to the plaza under the trees at the north and south ends of this block.*
3. Consider contributing towards multimodal roadway improvements on Red Road.
Response: *The applicant will consult with the project traffic engineer and consider whether contributions to multimodal roadway improvements on Red Road would be reasonable and appropriate.*
4. Refine proposed façades to minimize vertical wall recessions. Refer to the San Sebastian Apartments as an historic example.
Response: *Noted. Current façades were previously revised in response to BOA comments and vertical wall recesses indicated were previously modified to the concurrence of BOA and AOR/designer.*
5. Indicate how the Application will comply with Art in Public Places requirements.
Response: *The applicant will be making the required contribution to the Art Public Places Fund.*
6. Consider contributing towards the construction of the Underline.
Response: *The applicant will consider whether a contribution to the Underline is appropriate and commensurate with the project and its expected impacts.*
7. Refine design of storefronts and second floor on north and south elevations.
 - a. Consider replacing small parking awnings with larger awnings placed between bays that cover both the parking opening and pedestrians on the sidewalk
 - b. Consider breaking horizontal band between bays
Response: *Larger awnings and decorative metal grille elements have been added to north and south elevations. Columns frame proposed glass storefronts at ground level. Refer to revised Elevations for modifications.*
8. Consider including affordable workforce housing units in proposed project.
Response: *The costs of land and construction in this particular area make the provision of affordable workforce house prohibitive without public sector involvement.*

Public Works' comments with responses indicated in italics:

1. Provide pervious pavers and pavement on sidewalks.
Response: *Pavement on sidewalks is concrete with paver banding only.*
2. All lighting in the ROW shall be LED, 3500k, Coral Gables pole with acorn fixture, request additional specifications from the department.
Response: *Note that street lighting is to meet City Specifications has been added.*
3. The arcade/paseo shall be flush with the adjacent right of way – no steps
Response: *There are no steps on current plans; the paseo is flush with right of way.*
4. Install bike parking in the ROW and incorporate additional bike parking inside for tenants. See http://c.ymcdn.com/sites/www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINA.pdf as reference when selecting bike parking. Provide secure indoor bicycle parking.
Response: *Six (6) bicycle parking spaces were indicated inside the arcade on the plans. These spaces are covered. Six (6) additional bicycle parking spaces have been added in the ROW on the north and south side of the building.*
5. Any garbage receptacles in ROW shall be coupled with recycling receptacles
Response: *There are no garbage receptacles located in the ROW's on the plan. All receptacles are located on private property.*
6. Use pervious asphalt paving
Response: *To be noted on Civil Drawings*
7. Water reclamation for irrigation use
Response: *Will comply*
8. Provide electric vehicle charging stations.
Response: *Will comply*

Parking Department's comments with responses indicated in italics:

1. Provide statement indicating payment of loss on-street parking spaces.
Response: *There is no loss of on-street parking as a result of the proposed project improvements.*

Fire Department's comments with responses indicated in italics:

2. WASD double fire mains line required
Response: *Will comply*
3. Provide 6 inch building address visible to street views
Response: *Will comply*
4. Provide 2 knox-box entry system for each entrance lobby
Response: *Will comply*
5. Provide AED unit per City ordinance
Response: *Will comply*
6. Radio enhancement system required
Response: *Will comply*
7. Standpipe hose connections shall be at the intermediate stair landings. Provide bar-b-que U.L. listed spec sheets, details & emergency shut off switch if applicable
Response: *Will comply*

Bermello Ajamil & Partners, Inc.



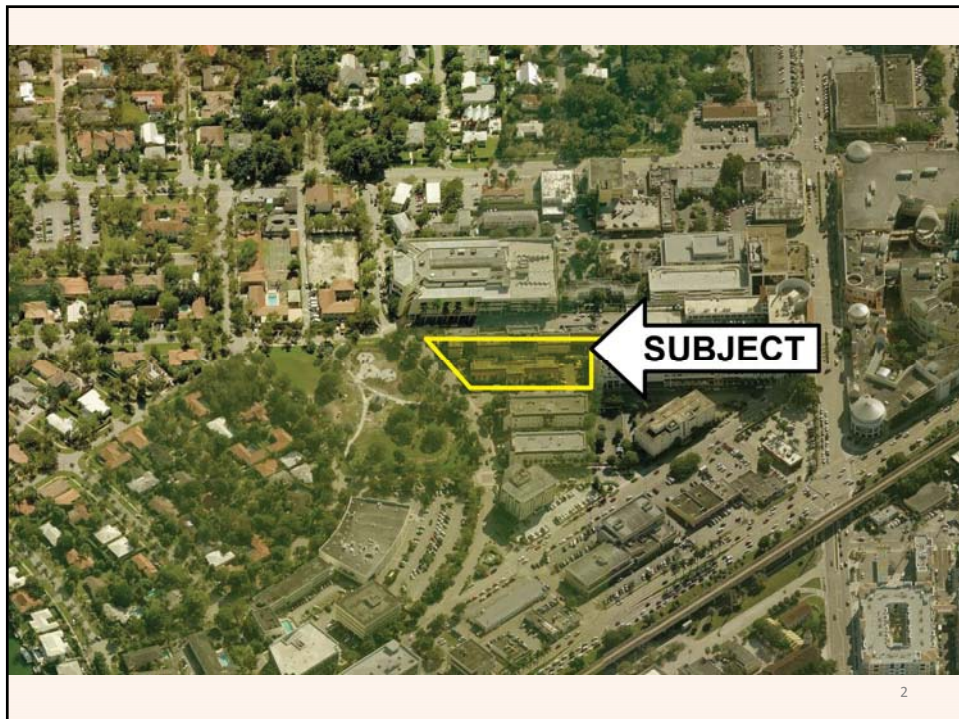
Raul Carreras
Project Manager



Venera

COMPREHENSIVE PLAN MAP
AMENDMENT
ZONING MAP AMENDMENT
MIXED USE SITE PLAN

PLANNING AND ZONING BOARD
OCTOBER 11, 2017





3



4

SITE PLAN



5

ELEVATION



6

REQUEST #1:
COMPREHENSIVE PLAN MAP AMENDMENT

REQUEST #2:
ZONING MAP AMENDMENT

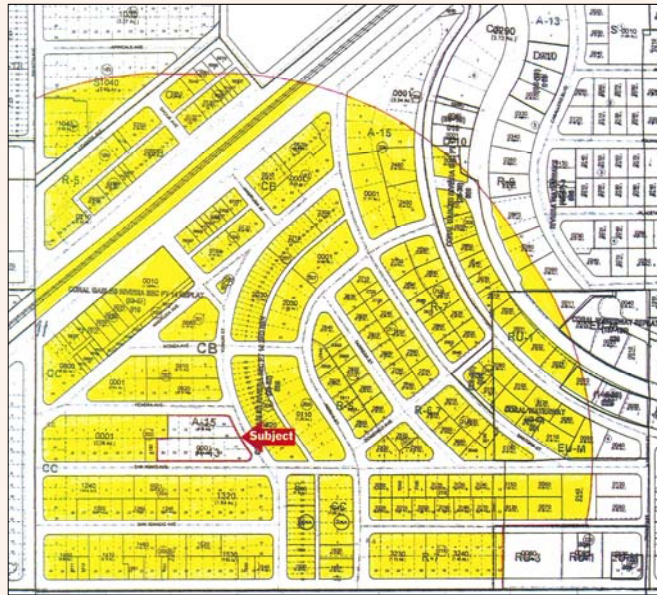
REQUEST #3:
MIXED USE SITE PLAN

7

REVIEW TIMELINE

1	DEVELOPMENT REVIEW COMMITTEE: 09.30.16
2	BOARD OF ARCHITECTS: 05.25.17
3	STAFF MEETING: 07.14.17
4	NEIGHBORHOOD MEETING: 08.22.17
5	PLANNING AND ZONING BOARD: 10.11.17

LETTERS TO PROPERTY OWNERS (1,500 FT)

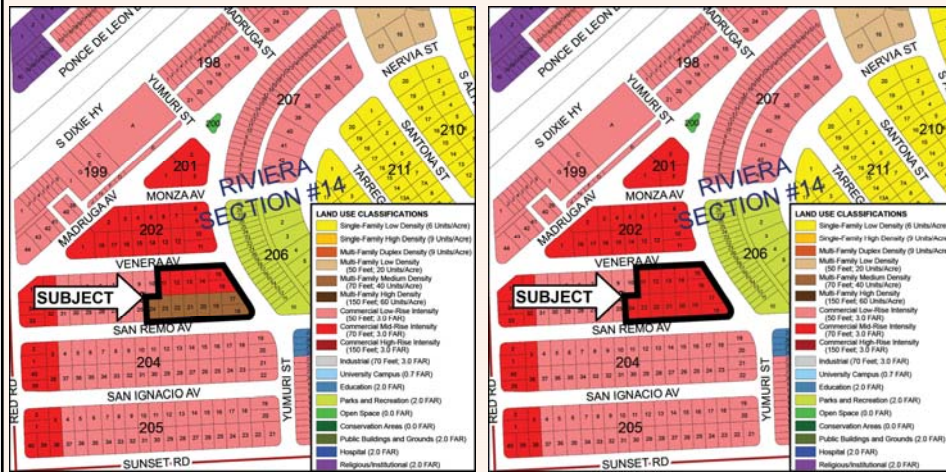


9

PUBLIC NOTIFICATION

<p>3 TIMES</p>	<p>LETTERS TO PROPERTY OWNERS NEIGHBORHOOD MEETING, SEPTEMBER PZB, OCTOBER PZB</p>
<p>4 TIMES</p>	<p>PROPERTY POSTING DRC, BOA, SEPTEMBER PZB, OCTOBER PZB</p>
<p>4 TIMES</p>	<p>WEBSITE POSTING DRC, BOA, SEPTEMBER PZB, OCTOBER PZB</p>
<p>2 TIMES</p>	<p>NEWSPAPER ADVERTISEMENT SEPTEMBER PZB, OCTOBER PZB</p>

REQUEST #1: COMPREHENSIVE PLAN MAP



11

REQUEST #1: COMPREHENSIVE PLAN MAP

STAFF RECOMMENDATION:

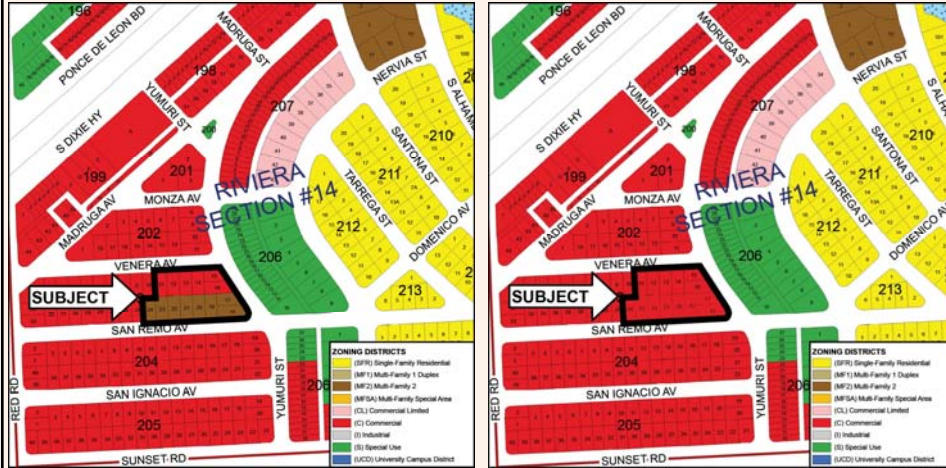
STAFF RECOMMENDS APPROVAL.

THE COMPREHENSIVE PLAN MAP AMENDMENT COMPLIES WITH THE FINDINGS OF FACT.

THE STANDARDS FOR THE PROPOSED COMPREHENSIVE PLAN MAP AMENDMENT ARE SATISFIED.

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REQUEST #2: ZONING MAP



REQUEST #2: ZONING MAP

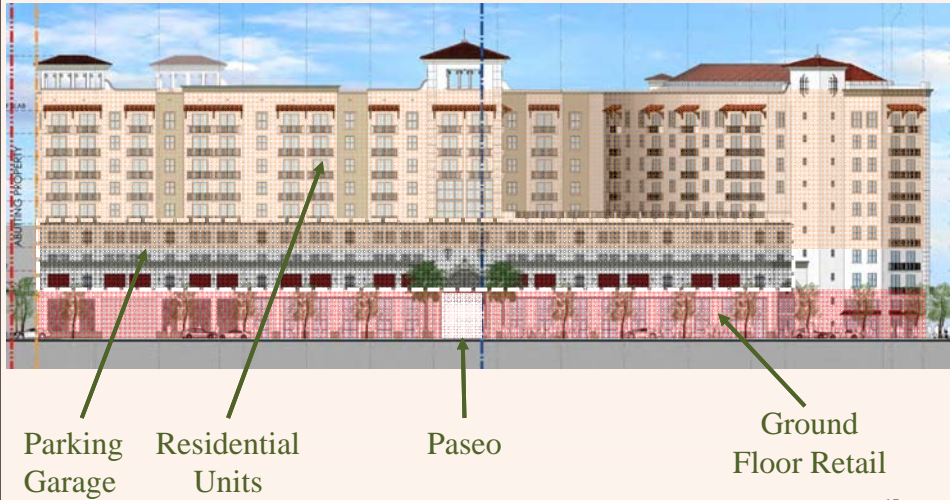
STAFF RECOMMENDATION:

STAFF RECOMMENDS APPROVAL.

THE ZONING MAP AMENDMENT COMPLIES WITH THE FINDINGS OF FACT.

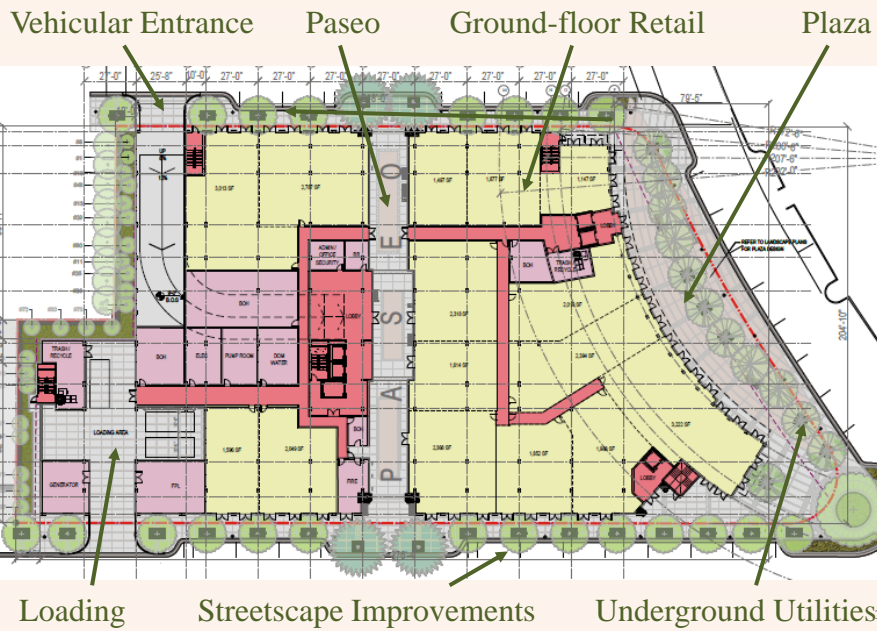
THE STANDARDS FOR THE PROPOSED ZONING MAP AMENDMENT ARE SATISFIED.

REQUEST #3: MIXED USE SITE PLAN



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REQUEST #3: MIXED USE SITE PLAN



16

REQUEST #3: MIXED USE SITE PLAN

STAFF RECOMMENDATION:

STAFF RECOMMENDS **APPROVAL WITH CONDITIONS.**

THE SITE PLAN **COMPLIES** WITH THE FINDINGS OF FACT.

THE STANDARDS FOR SITE PLAN APPROVAL ARE **SATISFIED, SUBJECT TO CONDITIONS OF APPROVAL.**

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COMPREHENSIVE PLAN CONSISTENCY

STAFF'S DETERMINATION IS THAT THIS APPLICATION IS **CONSISTENT** WITH THE COMPREHENSIVE PLAN GOALS, OBJECTIVES AND POLICIES.

CONDITIONS OF APPROVAL:

1. To be completed prior to City Commission 1st Reading:

- a. The streetscape design shall be updated.
- b. Restrict access to landscaped buffer.
- c. Ensure that all ground floor retail is flush with all sidewalks.
- d. Proffer off-site improvements.
- e. Coordinate with southwest property and examine the design of the loading area to minimize affects to the neighboring commercial building on the west.
- f. Identify secure bicycle storage areas to accommodate one (1) bicycle space per two (2) units for resident bicycles on residential parking levels.

CONDITIONS OF APPROVAL:

2. **Application/supporting documentation.** Construction of the proposed project shall be in substantial conformance with the submitted plans.
3. **Restrictive covenant.** Within thirty (30) days of City Commission approval of the Application, the Applicant, property owner(s), its successors or assigns shall submit a restrictive covenant for City Attorney review and approval outlining all conditions of approval as approved by the City Commission.

CONDITIONS OF APPROVAL:

- 4. Prior to issuance of the first Building Permit, Applicant shall:**
 - a. Contribute for emergency vehicle signal preemption technology.**
 - b. Submit for additional reviews by Board of Architects and Zoning.**
 - c. Provide Signage Plan.**
 - d. Ensure that parking garage design addresses pedestrian access and screening of parking garage openings.**
 - e. Design the ground floor to optimize pedestrian activity and retail success.**
 - f. Design loading and service to minimize effects on pedestrian realm.**

CONDITIONS OF APPROVAL:

- 4. Prior to issuance of the first Building Permit, Applicant shall:**
 - g. Provide a construction staging plan to the Building Division, maintaining pedestrian and vehicular access around William Kerdyk J. Park.**
 - h. Obtain approval for all traffic flow modifications.**
 - i. Obtain Commission approval of an encroachment plan.**
 - j. Provide a bond for restoration of the property.**
 - k. Provide a bond for all off-site improvements.**
 - l. Provide construction notices for all properties within 1,000 feet.**
 - m. Provide bicycle amenities, including future bike sharing.**
 - n. Reserve space for future car sharing facilities.**
 - o. Provide electric car-charging stations.**

CONDITIONS OF APPROVAL:

- 5. Prior to issuance of the first Certificate of Occupancy, Applicant shall:**
 - a. Complete the undergrounding of all utilities.**
 - b. Upgrade utilities services as needed.**
 - c. Complete all Art in Public Places requirements.**
 - d. Complete all traffic improvements.**
 - e. Complete all right-of-way improvements.**
 - f. Execute and record a Publicly Accessible Open Spaces Easement Agreement between the City and Owner.**

CONDITIONS OF APPROVAL:

- 6. Following the issuance of the first Certificate of Occupancy, Applicant shall:**
 - a. Obtain LEED Silver certification within two years.**
 - a. Perform monitoring studies within one year and construct or pay for any required physical livability improvements.**