

**City of Coral Gables City Commission**  
**March 25, 2015**  
**City Commission Chambers**  
**405 Biltmore Way, Coral Gables, FL**

**City Commission**

**Mayor Jim Cason**

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

**Commissioner Patricia Keon**

**Commissioner Vince Lago**

**Commissioner Frank Quesada**

**City Staff**

**City Manager, Cathy Swanson-Rivenbark**

**City Attorney, Craig E. Leen**

**City Clerk, Walter J. Foeman**

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

**Public Speakers:**

**Mario Garcia-Serra**

**Hector Fernandez**

**Ernesto Fabre**

**Eduardo Avila**

**Timothy Plummer**

**Philip Rinaldi**

**Daniel Freed**

**John McWilliams**

**Luis de la Vega**

**Paul Savage**

**Maria Anderson**

**Susan Trevarthen**

**Fernando Menoyo**

**William Hutchinson**

**Enrique Lopez**

**Gay Bondurant**

**Marilyn Smalley**

**Michael Freeman**

**Sallye Jude**

**Orlando Capote**

**Ralph Cabrera**

**Julio Webel**

**Kirk Menendez**

**Venny Torre**

**Public Speakers Continued:**

**Mark Trowbridge**

**Mary Snow**

**Paul Penny**

**Daniel Siberio**

**Michael Chickillo**

**Maria Cristina Longo**

**Kate Taylor**

**Gonzalo Sanabria**

**Arjan Honderd**

**Larry Rentz**

**Jeffrey Welch**

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[Start:

Craig Leen: (INAUDIBLE) all we have to read in each ordinance title. There's a number of them; there's seven, so this is going to take a few minutes, but I'm going to start. Today there's going to be a public hearing on seven items. The public hearing will be as to all seven items at once; each one will be voted on separately, and I'll go over the standard review for each one in a second. First is Item E-2, which is 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 III "Development Review," Division 15, "Comprehensive Plan Text and Map Amendment and Small Scale Amendment Procedures," Section 163.3187 Florida Statutes; changing the boundaries between commercial low-rise intensity, commercial mid-rise intensity, and commercial high-rise intensity land use designation on property generally bounded by Sevilla Avenue on the north, Malaga Avenue on the south, Ponce de Leon Boulevard on the west, and Galiano Street on the east, and generally known as 2801, 2901, and 3001 Ponce de Leon Boulevard, Coral Gables, Florida, as shown on Exhibit "A" and legally described on Exhibit "B"; providing for a severability clause, repealer provision, and providing for an effective date. This was recommended approval by the Planning & Zoning Board, 7-0. I'm also -- I should state that I am reading these on behalf of the City Manager. E-3 is an ordinance of the City of Commission of Coral Gables, Florida, requesting an amendment to the text of the City of Coral Gables Comprehensive Plan future land use element Policy FOU-1.1.3, Table FLU-2 "Commercial Land Uses," pursuant to expedited state review procedures, Section 163.3184 Florida Statutes, and Zoning Code Article III, "Development Review," Division 15, "Comprehensive Plan Text and Map Amendments," amending the commercial high-rise intensity, commercial mid-rise intensity, and commercial low-rise intensity; land use classifications to provide that, "A," residential use shall be permitted; and "B," and intensity shall be controlled by a planned area development plan instead by floor area ratio; and a project

developed in accordance with the Mediterranean Village formed based plan area development; and further amending the commercial high-rise intensity and commercial mid-rise intensity land use classifications to provide that in such a Mediterranean Village project additional height may be granted for specified uses, for architectural embellishment; providing for a severability, a repealer provision, and providing for an effective date. This was recommended approval by the Planning & Zoning Board, 7-0. Again, this is on first reading. All of these are on first reading. E-4, which is an ordinance of the City of Commission of Coral Gables, Florida, providing for text amendments to the City of Coral Gables official Zoning Code by amending Article III, "Development Review, Division 5, "Planned Area Development," to create Section 3-510 Mediterranean Village formed base plan area development with formed base development standards that modify and supplement the existing planned area development standards and criteria to allow appropriate infill and redevelopment in urbanized areas if certain minimum requirements are met; and amending Appendix "A," "Site Specific Zoning Regulations;" Section A-36, craft section, by removing Section A-36B5 regarding the use design and number of stories for development in Block 20; providing for a severability clause, repealer provision, codification, and providing for an effective date. This was recommended approval by the Planning & Zoning Board, 7-0. Item E-5 is an ordinance of the City Commission of Coral Gables, Florida, granting approval of a proposed planned area development approval referred to as Mediterranean Village, pursuant to Zoning Code Article III, "Development Review," Division 5, "Planned Area Development," for the construction of a project consisting of mix of uses, including office, commercial, retail, hotel, and residential, consistently with the separately proposed Section 3-510, "Mediterranean Village Formed Based Planned Area Development" on the property legally described as Block 20, Block 23, less Lot 12 and a portion of Lot 10, and Block 30, craft section, also generally known as 2801, 2901, and 3001 Ponce de Leon Boulevard, Coral Gables, Florida, including required conditions; providing for a severability clause, repealer provision, and providing for an effective date; recommended approval by the Planning & Zoning Board, 7-0. Item E-6 is an ordinance of the City Commission of Coral Gables, Florida, requesting partial abandonment and vacation of a 24-foot wide public alleyway generally running east to west, approximately 85 feet in length; dividing blocks three, four, and tract "F" from block five, and tract "G" of Ponce Place Village East, pursuant to Zoning Code Article III, Division 12, abandonment and vacations in City Code Chapter 62, Article VIII, "Vacation, Abandonment,

and Closure of Streets, Easements and Alleys by Private Owners” and the City application process; and the dedication of a public access easement, generally running over an internal driveway from Palermo Avenue to Coconut Grove Drive, related to proposed development consistent with a separately proposed Section 3-510 “Mediterranean Village Formed Base Planned Area Development” on the property generally known as 2801, 2901, and 3001 Ponce de Leon Boulevard, Coral Gables, Florida, including required conditions; providing for a severability clause, a repealer provision, and providing for an effective date; recommended approval by the Planning & Zoning Board, 7-0. Item E-7, an ordinance of the City Commission of Coral Gables, Florida, approving a development agreement, pursuant to Zoning Code Article III, Division 20, entitled “Development Agreements” for proposed planned area development, referred to as Mediterranean Village, related to the construction of a project consisting of a mix of uses, including, office, commercial, hotel, and residential, consistent with the separately proposed Section 3-510, “Mediterranean Village Formed Base Planned Area Development” on the property legally described as Block 20, Block 23, less Lot 12 and a portion of Lot 11, and Blocks 30, craft section, generally known as 2801, 2901, 3001 Ponce de Leon Boulevard, Coral Gables, Florida, providing for a severability clause, repealer provision, and providing for an effective date; recommended approval, 7-0, by the Planning & Zoning Board. And lastly, Item E-8, an ordinance of the City Commission of Coral Gables, Florida, regarding the planned area development mixed use site plan for a proposed project referred to as Old Spanish Village, generally described as 2801, 2901 and 3001, Ponce de Leon Boulevard, Coral Gables, Florida, and approved by ordinance number 2006-23 and amended by ordinance number 2007-27.1, revoking the plat approvals for failure to proceed in accordance with the approved development phasing pursuant to Zoning Code Section 3-509; providing findings; providing for a severability clause, repealer provision, and providing for an effective date. So I've now read all seven items into the record, their titles, so now we will begin a public hearing. I want to -- before we begin, on behalf of the Mayor and as part of the (UNINTELLIGIBLE), to just go over the schedule for today. At this moment, of course, I just read in the titles, and I will be providing a little bit of a synopsis as to what is happening today from a legal perspective. At that point, there will be a swearing in of speakers, so anyone who wishes to speak today will be sworn in, because this is a quasi-judicial hearing. And the Commissioners, at least as to the items that are quasi-judicial, will be acting as judges, and so the testimony will be sworn. The only people that are not subject

to that requirement are attorneys and City staff. There will then be a presentation by the applicant from approximately 1:20 to 2:10, but basically a 15-minute presentation. At that point there will be another 15-minute presentation by City staff and City special counsel, Susan Trevarthen. At that point there will be public hearing and comments, which I would estimate to begin at approximately 3 p.m. If you would like to speak in the public hearing, you should fill out a note card and provide it to the City Clerk. The public will not be allowed to speak, according to the Mayor and also to our Code, it is generally three minutes per speaker. The Mayor has the discretion to extend that, but because there's a lot of people here today, it will likely be held to three minutes. There's also a couple organizations that have asked to be able to speak and they've requested time they will also be given time to speak. At that point, there will be a rebuttal, as requested by the applicant, of approximately 20 minutes, and any final comments from staff or from special counsel; then there will be approximately one hour of Commission discussion. Commission can choose to use as much of that as they wish. There will then be either a vote today on first reading or there would be a continuance of the item to a future date. The hearing will conclude at 5 p.m. With that, I'd like to say one final thing, and this is to the Commissioners who are acting as judges today and as their legal counsel. You have several different items in front of you. The first item is a Comprehensive Plan map amendment small scale. This is considered a legislative item. This means you are acting under what's called a "Fairly Debatable Standard." Basically, you do not have to make your decision based on evidence that's presented in the record. You must make your decision based on what you believe is in the best interest of the City, and it will be upheld by a court, and a court will defer to you as long as there's -- as long as the position that you take is fairly debatable. Basically, as long as there's a rational basis for what you do today. The second item is a -- in the comprehensive -- I should say, for the first item for those listening, that's the map amendment. So the Comprehensive Plan map would be amended by item number 1, which is Item E -- let me just confirm -- E-2. Then Item E-3 -- just give everyone a chance to look at their agendas. That's Item E-2. Item E-3 is a Comprehensive Plan text amendment, and this is wording related to the commercial land use category. This text amendment is again a legislative decision. The Commission has significant discretion; and that decision, you should, again, act in the best interest of the City, and you will be -- that will be subject to fairly debatable standard of review. The third item is a zoning text amendment providing for a new Mediterranean Village option

within the PAD (Planned Area Development) district. That item is also legislative in nature. It's a change to the law. Again, the Commission has significant discretion, and it's reviewed under a fairly debatable standard, which is a differential standard by the courts. Next, there is a zoning approval of the Mediterranean Village option for the applicant's property. Again, this is viewed as legislative in nature. It's viewed under a fairly debatable proposition -- pardon me -- a fairly debatable standard. The Commission has significant discretion on whether to grant this or not. There will then be an alley vacation item. Although the law is not clear whether this is legislative or quasi-judicial in nature, we are going to apply the quasi-judicial procedures to it, so you will hear testimony related to this item and you will make a determination whether the alley vacation should be granted or not, but with conditions based on the standard review for quasi-judicial items. There's going to be a couple quasi-judicial items, so let me just tell you what that standard of review is now. In making a decision as a judge, in a quasi-judicial matter, you must listen to the evidence in the record. Nothing that you decide can be based on things you've heard outside of the record, and this is where the Jennings Rule applies. This Jennings Rule does not apply to legislative matters. You're allowed to talk to the applicant, the members of the public outside of this hearing on legislative matters. On quasi-judicial matters, you are not. You must make your decision based on what's heard in here. If you've had any discussions on quasi-judicial matters outside of this hearing and this record, you must disclose them, and I will provide a time for you to disclose. I would like to note for purpose of the record, I've given an opinion here. Now, the Commissioners can speak with the applicant and can speak with members of the public regarding the legislative items that I've mentioned before, so -- and my understanding is, any discussions that have been had have been limited to those legislative items, and so those are perfectly permissible under the law and need not be disclosed. So that is the alley vacation. And for the alley vacation, you're going to hear from staff as to what standard you apply, but generally, again, you're looking for what's in the best interest of the City in terms of whether that alley vacation should be granted or not, and there are standards that you will have to apply, which will be told to you by staff and also likely by the applicant. Then there is the approval of the Mediterranean Village site plan; that is quasi-judicial. And there you will add here site plan that will be presented. I would like to say two things about this. The site plan, as its being presented, is going to be subject to some of the legal changes you're making earlier, the legislative changes, those legislative changes, assuming they're enacted, which, of course, is a

question for -- within the Commission's discretion. If they're granted, this would permit you to also -- and you could do this at the same time -- but this would permit you to then consider the site plan, which is essentially legalized by the legislative changes that you're enacting. Now, just because you make those legislative changes, though, does not mean you need to approve the site plan. When you look at the site plan, you will be looking at the entire proposal that's given to you as to what will be done on this site, and you must make a determination whether there are conditions of approval that must be required to ensure that any harms that are caused by this site plan are mitigated, and that will be explained to you more in the City staff presentation, but that is quasi-judicial and that will be subject to a quasi-judicial standard of review. Now, just so you know, that standard of review is -- has due process been provided? And let me tell you, a lot of due process has been provided here, and there will be more due process provided today. Number two is for the essential requirements of law; have they been followed? And as long as you apply the laws that's been provided to you by me and then provided to you by staff, you will follow that provision. And then third is, is there competent substantial evidence in the record supporting whatever action you take? So as long as -- you can take any action you wish, as long as it's based on evidence that's presented to you in the record, and that evidence must be competent substantial. Generally, expert testimony is competent and substantial. Testimony by members of the public can be if they have personal knowledge and they demonstrate to you that there's a harm that exists and that there needs to be mitigation as to that harm. Any condition you impose, you should be thinking is that related to evidence I've heard today and is the condition I'm imposing, is that tied to the evidence that I've seen? And you will make that determination as a body. So that is item number 6 -- pardon me -- that is E-7, which is approval of the Mediterranean Village site plan. Lastly -- pardon me; I don't want to mess that up. Forgive me. Pardon me; that's E-6, which is -- pardon me; E-6 is the alley vacation. E-7 is --

Mayor Cason: Form based.

Mr. Leen: Did I make a mistake? Pardon me; E-7 is the development agreement. E-8 is what I'm talking about, which is the site plan. Let me go back for a second to the development agreement. The development agreement is an agreement reached between the City and between the applicant which must be approved by the City Commission, which, in a sense, puts into

effect many of the items and conditions in the site plan. In consultation with special counsel, we're treating that as a quasi-judicial item. So when you review that item, you should look at laws and rules in place for development agreements, and you'll make a determination whether that can be approved or not, subject to quasi-judicial review. Lastly, there's an item related to essentially extinguishing the prior PAD, which is for the Old Spanish Village. And that determination, again, you'll be providing -- you'll be applying provisions that exist in our Code. That item is a little bit separate from the other ones, but it's required in order to proceed with the other ones, because if you have another PAD in place there, you can't replace it with this PAD. And again, in my view, I would subject that as part of the -- I would have that be considered as part of the quasi-judicial review. So with that, I've gone over all of the different issues that are before you today; there are many. And with that, I would open it up to the applicant to begin their presentation, if that's OK with you, Mr. Mayor?

Mayor Cason: Yes. City Clerk, we have some documents of people in the audience would like to put into the record, if you could take care of that. I've -- also, I think we'll need to swear in -- we have speaker cards? How many do we have?

Walter Foeman: Twenty.

Mayor Cason: And if people who want to speak could be sworn in now.

Mr. Leen: Would everyone stand up and put your hand up and take an oath; who's going to speak today, who's not an attorney, or City staff.

Mayor Cason: City Clerk.

Note for the Record: Oath given at this time.

Mr. Foeman: Thank you.

Mayor Cason: Thank you, all. All right, I'll ask the applicant.

Ms. Swanson-Rivenbark: And Mr. Mayor, as he's getting ready, we are bringing in more chairs, and we are establishing a television monitor outside in the hallway.

Mayor Cason: OK, thank you.

Mario Garcia-Serra: Good afternoon, Mr. Mayor, Commissioners. Mario Garcia-Serra, with offices at 600 Brickell Avenue, representing the applicant and property owner, Agave Ponce, LLC (Limited Liability Company). I'm joined today by my clients, Hector Fernandez and Eddie Avila of Agave Ponce, LLC; the project architects, Dan Freed and Josh Bailey of RTKL; our project traffic engineers and parking consultants, John McWilliams and Mark Santos and Chris Hague of Kimley-Horn; our retail expert, Stanley Eichenbaum; our landscape architect, Scott Reichel; and our civil engineer, Lenny Rodriguez. This is a project which has been three years in the making. Since my clients started acquiring this project in the summer of 2011, their communications with the City have been constant, and every comment made by City staff has been taken seriously; and every effort, action, or study requested of us has been done and, indeed, we believe has made for a better project. To provide some perspective on how this project has evolved, I will ask the person who has led the effort from the very beginning, Eddie Avila, of Agave Ponce, LLC, to come up and say a few words about how that process has undergone.

Eddie Avila: Good afternoon, Mayor --

Commissioner Lago: Good afternoon.

Mr. Avila: -- Commissioners.

Commissioner Lago: How are you, sir?

Mr. Avila: I just want to take a few minutes, and I know we're tired for time, but as it's important that -- basically, we had so many people here today that they understand the process

under which we have operated. Since June of 2011, Agave purchase the foresight out there. Subsequent to that, they were able to acquire the historic building, which was in foreclosure, and then negotiated the purchase of a parcel that the previous developer had sold to Allan Morris to put the whole thing back together. So it's been an effort that started in 2011. We have gone out and researched the market. We hired five independent consultants to figure out what's the best use for this magnificent piece of property in the heart of Coral Gables and came up with a plan. This is not something that we dreamed in the kitchen somewhere; this was studied and restudied. When we started the process -- and those books that are there had been studies that have been made on behalf of the City or the developer just to make sure that we were going down the right path. We have a list on the board and some -- what they're showing, all the different meetings and presentations that we have done. We have been asked by staff to have peer reviews. We've gone to the University of Miami, hired consultants. We have been in front of this Chamber several times with the Commission on workshops. We've done it with Board of Architects. We've done it with Planning & Zoning. So we have really done probably more than any other development in the history of Coral Gables, as far as trying to make sure that when we move forward, we have a plan that makes sense for the developer and it makes sense for the community. This is an owner that is planning to hold on to this property for a very long time, and they have been very careful about what to do and when to do it. So we're here today to show you what we have been doing for the last four years, and hope that we walk out of here with an approval today. Thank you.

Mr. Leen: Mr. Mayor. Mario, if I -- I just want to clarify one issue. If you all have your agendas in front of you, E-2, E-3, and E-4 are the legislative items. E-2 is the map amendment; E-3 is the Comprehensive Planned text amendment; E-4 adopts in our Code a PAD option, the Mediterranean Village PAD option. Those are legislative. You have significant discretion over those items. E-5, E-6, E-7, and E-8 are all quasi-judicial. Those are the ones that you must base on the evidence that's presented to you today. E-5 is the site plan. That's the site plan, the PAD approval here. E-6 is the alley vacation. E-7 is the development agreement, and E-8 is revocation of the existing PAD. I just wanted to make sure there was no confusion. If you have any questions about that, please feel free to ask.

Mayor Cason: Thank you. Go ahead.

Mr. Avila: Here on the aerial photograph indicated on the screen is the site itself. It's almost seven acres bounded on the west by Ponce de Leon Boulevard; on the east by Galiano Street; on the north by Sevilla Avenue, and on the south by Malaga Avenue. Here's another bird's eye view perspective of the property. There towards the north and west, some of the City's most prominent offices and residential buildings. Indeed, I think that you would agree with me when I say that this is the geographic and functional heart of the City. And for too long, those seven acres have remained mostly vacant and underutilized. In my opinion, this is a scar in the heart of the City, and a scar which we, as property owner, and you, as City, have a responsibility and duty to heal. If there's any combination of City and property owner that can get this done and get it done right, it's the combination that we have here today. This City has rightfully earned and worked hard to obtain its distinction as one of the best communities in the world. By the same token, my client has been in existence since the mid 1700s; has risen to become one of the most prominent and successful corporate groups in the world; and is committed to owning and developing projects for the very long-term. They're proud that they're company's in the 13th generation of ownership by the same family, and the plan is for the company to be -- condition to be owned by the same family for another 13 generations, at least. And to show you their level of commitment, they intend to self-finance 100 percent of the project's construction cost to the tune of \$550 million. That is \$550 million from construction cost that is not going to be financed by a bank; it is going to be coming out of their own pocket because of the commitment that they had to this project and the potential that they think that they have to realize here in the City of Coral Gables. Now, what does that \$550 million result in? Well, it results in a proposed five-star, 184 unit hotel with much-needed conference and gala space to accommodate more events of Coral Gables' groups within the City of Coral Gables; a retail component that will ensure the conditioned liability of the Miracle Mile Shopping District and keep it competitive with new upcoming retail areas in which will provide such other amenities as day care, a gym, and a VIP movie theater; a Class "A" office building, which is already attracting attention from major multinational companies looking to move into the Gables; and a luxury residential component consisting of 214 residential units to bring residents to the center of the City, which will keep -- which will help to keep all of the City's restaurants and retailers open and active during the

traditionally off hours of the week. Lastly, this was a project looking to improve not just its site, but the entire City and the immediately abutting neighborhoods in particular. We know that we are not in isolation in this property, and that our neighbors and City services which are being impacted need to be addressed also. This is why we're committing more contributions in public benefits than any other private developer in the history of the City. By conservative estimate, these public benefits total \$35 million, and will do things such as ensure the conditioned maintenance and expansion of the City's trolley system, double the amount of public art which is normally required, provide streetscape and traffic calming improvements to every residential neighborhood in the south, whether that be west, east, or south of the site, and provide mobility and green building standards never before seen in the City. We'll, of course, go into more detail in each of these improvements and what's being proposed as we're going through the entire presentation. But I think it's important to start showing you how this project's going to actually look. So I'll ask Dan Freed, our project architect, to come on over and start his presentation.

Dan Freed: Thank you, Mario. Good afternoon, Mr. Mayor, Commissioners, City Manager. We really appreciate taking your time today to allow us to present the project that we've been working on for over three years. And this represents the end of our schematic package. Thank you. This represents our schematic package for the design. A little louder, a little louder. I can do that. As this schematic package for our design, it means that we have many -- a couple more phases to go for it to -- for design in a design development package, as well as a construction development -- construction document package before we be ready to go to permit. Within our development agreement, I think you're all aware that we are providing many more meetings with the Board of Architects, even available to the back to Planning & Zoning, as well as meeting with City staff during certain phases or certain requirements that are milestones for the project. The slide on the presentation now is the illustrative site plan, and so our landscape architect, as well as our architecture team in our office here in the Gables has worked a long time on embellishing this to a point where we have taken great pains to detail new paces to the project, adding trees, heart scape, landscape, as well as water features to embellish every piece of the project. We're committing to a LEED neighborhood design certification, and that's done by a stage 2 approval, as well as a final stage 3 approval. We've registered the project with the U.S. GBC, and we've committed to doing that neighborhood development certification. That includes

at least one of the buildings on the project, so at a minimum, we believe that the office building will also be LEED certified. The developer's committing to natural materials to preserving the wonderful historic arts building, and also contributing \$10 million to the Art in Public Places contribution, along with everything that goes into developing a multi-use project across three city blocks that is over \$550 million in investment. We've -- this screen shows some more detail on kind of the level of finish that we're talking about here. It's all natural materials on the heart scape; very unusual for a project of this size; committing to historically correct, if you will, water features and water treatments, runnels throughout the project. It's important to note that all of the green space that you see on the screen, including a panceo that we've added since the last time that we've met with you, is open to the public; and so these panceos are activated by retail and connects the whole way from Sevilla Avenue here on the north, all the way through the project to Ponce de Leon on the south. The developer's committing to two levels of below-grade parking; about 1,200 cars and about 500, almost 600,000 square feet of area at a cost of about \$140 million. He's also -- they're also committing to below-grade servicing for the entire project. So that means that all of the garage -- all garbage service, all loading services for all of the uses -- hotel, retail, residential, and office -- are all being accomplished by a single access lane that comes down from the north and a common loading area with 12 loading docks that accommodate semis. So there's a height involved in that, a dimension that we're building farther down, as well as obviously a commitment to accommodating all of those truck loading areas, and allowing those trucks to be able to turn around the low grade. Also on the two level is about a little over 300 spaces for valet. It's shown here in a green dash line that defines where those valet spaces occur. That's about 14 percent of all of our parking spaces. The B-1 level is all self-park and allows users to come in from multiple areas. I'll show you on the next slide where a guest or a resident could access this parking. It also has the below-grade hotel uses here as well shown in the purple, and then the weight areas all of the two-story volume that is required for the loading, as well as space beneath the historic structure, and I think something that hasn't been mentioned, but the single-family residents that remains that our developer that doesn't own is also protected and avoided, if you will, in this B-1 level plan. This is our ground floor plan. The orange indicates retail. We have 117,000 square feet of inline shops on two levels. And we have one mid-sized tenant that's larger as -- larger than an inline shop at 98,000 square feet on two levels, and another mid-sized tenant on the south end that is 26,000 square feet on two levels as

well. Again, the purple here is a drop-off allowing all cars to get off of Ponce in a multi-lane drop-off condition port (UNINTELLIGIBLE) for the five-star hotel. The blue indicates office. Our (UNINTELLIGIBLE) office entrance is here off of Sevilla and a lobby occurs here, allowing you to go straight up to the office floors. All of yellow is residential. So there's three residential lobbies, one here on Malaga, one here on Palermo, and another one here on Sevilla that allow you access to the residential condominiums. And 15 townhomes are also shown in yellow along Galiano, as well as it turns into Malaga, facing those single-family residential to the east of us. We're providing a dedicated alley, two-way alley behind the townhomes; that's open air and useable by the residents that own the townhomes. We're also -- I've indicated previously the single access point, which is right here on Sevilla, for all of our loading trucks. And then there's multiple places to enter the parking. We're providing 2,701 parking spaces -- sorry; 2,710 parking spaces, and you access those parking spaces by entries here off of Malaga, here off of Palermo, and here off of Sevilla. All three of those entries allow you to go either down to below-grade parking, two levels of below-grade parking, or to five levels of above-grade parking. And once you're in that parking diagram, you don't have to go back out onto the street in order to -- if you don't find a space downstairs in order to go upstairs. Second level of retail. Third level is showing the sky lobby for the five-star hotel. That's located here. Check-in would occur here, as well as a lobby lounge and a three-meal restaurant, and also a ballroom space with very monumental pre-function space looking out onto the project. The bright purple space is the day care space; it's 12,000 square feet. And we provide a liner of office so that in the diagram, we have two levels of retail above-grade, and for the office, it immediately goes to office above those two levels of retail, so you're not able to see -- from the park, you're not able to see cars driving around in the parking area. This is trying to depict levels four through seven. It shows the typical liner for office here. It's in blue. In purple, it shows the typical guest room layout for the hotel, as well as the higher volume for the ballroom space. On top of the day care is a fitness area that would be used by not only the hotel guests, but it would be outside memberships for anyone in the community if they would like to work out there. That's 9,500 square feet. And then the other gray areas is all of our parking above-grade, which is, as I mentioned previously, on five levels. This is level eight. It shows you the typical footprint for each of the uses, so the typical floor plate for the office and then the three residential buildings shown here in yellow, and the typical guest room floor plate shown in purple. The orange at level 8 is our cinema, and

currently in this condition, it's 24,000 square feet with the hopes that if one day our developer and the project team is able to acquire the single-family home, that could grow and be a little bit larger in order to create a cinema that's about 40,000 square feet. I think it's important to focus on the cinema, because it's unlike, frankly, a cinema that I've been to at this level. It is considered a VIP cinema where they serve food and beverages at your seat. It is -- so it's seat service, if you will. They also provide a lounge area to take (UNINTELLIGIBLE). These are all shots from one of the operators that we could sign up for this property. A better photograph of the entire cinema hall, leather-reclining seats, individual -- you know, personal items are easily accommodated. It's allowing for state-of-the-art projection. I mentioned at your seat waiter service with a lobby restaurant and bar. And one of the critical things about it is that you actually order your seats online, so you use your mobile phone, you can either call, or use the web to reserve the actual seat; not just get a ticket, but you actually reserve your seat. This is a illustrative roof plan, and it's only highlighted in green the places that are activated by people, folks that either live here or work here or play here or community access. So there's two public parks: one that is 24,000 square feet on top of the cinema. That's located here. And another 9,500 square foot public park located on top of the fitness center located here. Those are accessible to the public as a diagram later in the presentation that shows you how easy it is to get up to those levels. All of the other spaces are amenities for users and residents, specifically, this is the hotel pool, this is the amenity deck for residential building number one, and two pools and amenity deck that are for the use of residential building three and residential building two, and then also a roof terrace occurring just above the podium level for the office users indicated here. Along with that, the developer is committing to any roof area above 1,000 square feet to be an extensive green roof not accessible to -- not a place where you or I would want to be, but a great benefit to this City and to the City services, if you will; also a benefit to the project because we're providing a green roof up there that allows for shading to occur, prevents the building from heating up as much as it normally would. It retains storm water, so that impact on the storm water is greatly reduced. I've never worked on a project -- I've worked on projects that had green roofs that were 23,000 square feet, that were 18,000 square feet, quite large, but I've never been on a project that committed to every single square foot of roof that's larger than 1,000 square feet, a fairly small size, have this extensive green roof. By the City requirements that are being put into place -- or would be put into place by your actions today, we would, at a minimum,

require 15 percent of the public rooftop to be accessible to the public. We've done some new quick vignettes. Actually, our landscape architects that (UNINTELLIGIBLE). This vignette, it is on top of the cinema -- excuse me; on top of the fitness park, and so it's looking due north. This is the office building. This is residential building three, and this is the tower that you actually come up as two elevators within this tower. It's one of the iconic signatures on the other side that you see from Ponce de Leon. It shows you a lawn that might incorporate yoga or some sort of outdoor activity, as well as water features and amenities for people to enjoy at that level. And then the other park that I mentioned is the 24,000 square foot park that occurs on top of the cinema, and this is a view of that again. There will be lawn areas. There will be trees. It's important to note that the trees are not in pots. They're, you know, permanently installed, and providing what we -- providing great shade and kind of quiet spaces for anyone to enjoy when they would like. The view is looking back sort of to the northwest office building in the distance, and this is the hotel -- top of the hotel building. Really, the heart of our project is this historic building, the art center building, and we've really designed from day one the project around this central plaza. It's taken many forms -- different forms over time, but we've put into place a design that allows for the historic structure to be framed by beautiful landscaping on its perimeter and behind it and stays as open as possible to the street from Ponce de Leon, and it's always been kind of tucked back into the location that it's in, obviously, in its existing historic location as designed today. The street access is limited on Coconut Grove Drive, so it's only one way heading south, southeast. And so that's allowing us to grow the plaza space or what you know of -- there's the heart scape in front of that arch building today into quite a wonderful plaza, water features; great place to hang out. Our intentions is that restaurants would be occurring at this level and, thus, filling out onto the plaza space. This is a view actually -- if you go to the next paco over, which is really here in the plans -- sorry, it's not really in the view, but it's just off to the right on Palermo -- we're standing on Palermo looking south down the main paco for the retail, water features, beautiful landscaping. The developer, Hector, is specifically, from day one, has mentioned how they love -- as a organization, love the kind of outdoor amenities, and especially these water features, so we've been very cognizant of making sure they've been beautiful features that we incorporate into the project. The other key paco entrance is closer to Ponce and Malaga. If you know Christy's, that's located right here; this is Malaga; and the paco entrance is here. The next view I'm going to show you is that view looking down

two levels of retail, major water features, and basically, a new public street only for pedestrians. These next couple diagrams are diagramming --

Commissioner Keon: I'm sorry. Go back to that one. Where is it again?

Mr. Freed: So this is the paseo -- right as you're entering off of Ponce de Leon, you can see the water -- if I could blow it up any larger, you could see the water feature right there in the middle of the paceo, so you're looking east as the paceo turns.

Commissioner Keon: So you're just south of the hotel entrance.

Mr. Freed: Exactly.

Commissioner Keon: Is that what you're saying?

Mr. Freed: Exactly. So the hotel entrance drop-off is here and the paceo entrance is here between residential building on the south and the hotel. The next couple diagrams are open space diagrams, and we've been required to provide 61,000 square feet of open space. That's 20,000 -- 20 percent of our site area. We're providing all of that open space on the ground floor within our property, and we have 61,000 square feet, and that's diagrammed here in all of the green areas that are designated. On top of that -- in addition to that -- or on top of that, if you will, we also have as roof areas, and I'm only highlighting again the roof areas that are activated by people. That is another 76,000 square feet happening on different levels of the roofs, and I'm not including that extensive green roof; that's done elsewhere simply to take on other climate issues. So the commitment --

Vice Mayor Kerdyk: Could you go back to that other slide first?

Mr. Freed: Sure.

Vice Mayor Kerdyk: So the 61,000, what are those? Are those like pathways? What is that? Like little green areas, walkup areas?

Mr. Freed: So that all of the areas that we've counted are areas that are within our property line -  
-

Vice Mayor Kerdyk: Right.

Mr. Freed: -- that are either -- that are not built on, that are either part of our (UNINTELLIGIBLE) systems that are within the project or part of our pacesos. So the north paceo that I mentioned previously, the pacesos for the retail that you're able to walk through the project --

Vice Mayor Kerdyk: (UNINTELLIGIBLE).

Mr. Freed: Those are the only areas that are counted.

Vice Mayor Kerdyk: OK. Thank you.

Commissioner Keon: So the roof area, is that about 26 percent?

Mr. Freed: I'm sorry?

Mayor Cason: Your roof area, the 90 -- 76,000 -- you had 21 percent on the ground. What percent --

Mr. Freed: The 76,000 represents 26 percent. You guys help me out here. Twenty-six percent -  
-

Mayor Cason: So a total of about 47 percent?

Mr. Freed: Correct, correct. We have 21 percent below agreed -- sorry, ground level, 61,000 square feet, but we have an additional 26 percent or an additional 75,000 square feet. The next slide actually totals it up for us; 47 percent and 137,000 square feet.

Commissioner Keon: What was the square footage on your ground level?

Vice Mayor Kerdyk: Sixty-one thousand.

Mr. Freed: Sixty-one.

Commissioner Lago: Twenty-one percent.

Commissioner Keon: Sixty-one.

Mayor Cason: So your obligation is only 20 percent, and you'll have --

Mr. Freed: Twenty-one percent on the ground floor. We're allowed -- by the development agreement, we're allowed 75 percent of above-grade areas to be counted towards that open area. We're not counting -- we don't need to count any of that to meet the minimum.

Mayor Cason: OK. Thank you.

Mr. Freed: So a total of 137,000 square feet of open space on roof and ground floor. I've mentioned the activated rooftops previously. The dark green are the public accessible green roofs, and they actually include a green roof -- the restaurant that we're proposing on the top of the hotel has access to roofs here in the diagram that are not counted or not shown diagrammatically as the dark green, but they would still be publicly accessible. This diagram is highlighting our first initial thoughts on where the \$10 million would be suggested or used for public art in the project. We're showing or indicating areas that might be actual architectural features, so it's not all standalone art pieces but also incorporated into the architecture. We're highlighting two areas. The two areas that actually you use to get up to the public parks on the

rooftops, one here and one here. That would be part of the highly developed and art incorporated into the features. Some examples of what that might be like, some examples of how we incorporate it into the architecture are shown here as well. And those -- the red blocks are just highlighting those two towers that have two elevators as well as stairs that allow anyone to get up to the public rooftop gardens.

Commissioner Keon: Do they go anywhere else but to the rooftop gardens?

Mr. Freed: They actually access -- it allows you access to -- you could park here. And so (UNINTELLIGIBLE) I couldn't walk to the facility. I could park here. I could get into those elevators and also go up to the roof. As -- if I'm shopping here, this tower that's kind of the main focus that you've seen in a lot of our renderings just behind the historic building, those elevators stop on the ground level, the second level of retail. They get you to the day care, they get you to the fitness center, as well as to the park.

Commissioner Keon: (UNINTELLIGIBLE) parking and then to the (UNINTELLIGIBLE) as well as parking and then --

Mr. Freed: On this one, it's not, because this is a lower structure. It'll get you to below-grade parking, but it doesn't get you to the above-grade parking. It doesn't get --

Commissioner Keon: So it takes you to the roof, though?

Mr. Freed: It takes you to the roof. We felt a lot about the art center building, how it's the focus for our project. We've used a lot of the existing details for the historic structure and tried to incorporate them as well as materials into the project. This is probably drilling down a little too far, so I'm going to be brief, because I know we're limited with time. But it's highlighting where trash is coming through and allowing access directly to service corridors that get you to that B2 truck loading dock; maybe a little too detail, a little too tough to read, but it's also showing where the service elevators occur and create these direct links up to the individual uses in the project. This is diagramming how we -- because of those two levels of below-grade, we need a lot of

ventilation to make it safe for everyone, typical problem in a below-grade condition. And the blue arrows are indicating where we're providing natural ventilation down into the garage, and we're deliberately using the ramps that exist in our design so that we're avoiding grills and openings that could sometimes deter or detract from the beautiful details of the project. And then the red arrows indicates on some other ramps as well as on -- along the alley where exhaust would occur at a high level above pedestrian level for exhaust for those same -- for that same garage. Parking structure diagram highlighting the five stories above-grade. Here's some under the office; here, it's on the south side at Malaga in a structure above that, as well as the two levels below-grade parking. Again, 2,710 spaces. Our requirement is just shy of that, 20 -- 2,701, I believe, or 2,709, so we're just meeting the requirement as we see it. This breaks down in more detail the access. Black is indicating that service lane that I previously talked about. The red large arrows are indicating access to parking for residents and users, visitors to the project. Diagramming of the circulation of the -- of vehicles downstairs. This is important to point out. We're providing over 250 bicycle parking spaces. They're provided in 20 -- groups of 20, which are the pink dots that are occurring throughout the project. The yellow or bright light orange, if you will, are indicating locations where the developers and we will be designing locker and shower facilities, as well as internal or protected bicycle storage. The trolley system -- there's a -

Unidentified Speaker: Can you go back a slide? Can you go back to the --

Mr. Freed: Of course.

Unidentified Speaker: -- the bicycle. So what you said was in yellow, the parking (UNINTELLIGIBLE).

Mr. Freed: The bright yellow, so in two locations. Here, primarily for office users on the north parcel, and here on the south parcel for anyone; visitor for the retail.

Commissioner Quesada: And (UNINTELLIGIBLE) you could store a bike, you could take a shower, you can change, you have lockers.

Mr. Freed: Correct.

Commissioner Quesada: Is that all incorporated into that?

Mr. Freed: Correct, that's all corrected in the -- brought into that, and in a very secure, well detailed great place to be, so it's high level finish.

Commissioner Quesada: Open to use by the public or is it only for --?

Mr. Freed: Correct. The intention is that the north one is reserved for the office users, but the south one is open for one and all.

Commissioner Quesada: OK. And how many square feet do you have allocated for that?

Mr. Freed: I'm estimating, it's about 2,000 -- about 2,500 square feet.

Commissioner Quesada: OK.

Mr. Freed: So pedestrian access, I've mentioned before into the project (UNINTELLIGIBLE) vertical circulation is located here, as well as here. Those get you to those public parks that we've talked about; access to other portions of the project as shown in the blue arrows, and we're also indicating the trolley on this slide. And as you're aware in the development agreement, the developer is making a lengthy and large commitment to providing better trolley service for the City for many years to come.

Vice Mayor Kerdyk: Will the trolley pull off at your -- is there a stop there that basically pulls into your project?

Mr. Freed: (UNINTELLIGIBLE) thank you. It's two locations where we're providing trolley stops. One is located here just south of the hotel drop-off and another one is located here. This

is a change from probably with the last time we presented to this group, so it's a second trolley stop here on Sevilla and Ponce de Leon.

Mayor Cason: Excuse me. Are you going to talk more about the commitment to the trolley program later?

Vice Mayor Kerdyk: Yeah, we are.

Mayor Cason: OK.

Vice Mayor Kerdyk: We are.

Mr. Freed: I think it's important to note that, historically, services like this do not want to pull off of the public lanes. It actually creates more traffic and difficulty for the service to stay on time, so -- and our traffic advisors are recommending that. Whenever I've worked on a project of this scale, that's always the direction we've been given. We've had preliminary conversations and we're being told the same by folks responsible for this service. We haven't -- so we haven't provided that. I think you alluded to it, to providing a lay-by lane.

Mr. Avila: Well, Vice Mayor, could I just for the record to be clear on that, the Planning & Zoning Board did recommend that we consider doing those sort of pull off lanes for the trolley, so that is part of their recommendation. At the end of the day, what the City wants -- and I know that's something hard to kind of come to the conclusion or evolution, we'll do either -- if it's stopping on the street or stopping in (UNINTELLIGIBLE).

Vice Mayor Kerdyk: It's whatever is more effective for the trolley to continue quickly.

Commissioner Quesada: Yeah, I'd like to hear from Tim Plummer and Kimley-Horn on that.

Vice Mayor Kerdyk: Yeah. Let me just put that (UNINTELLIGIBLE).

Mayor Cason: Go ahead and continue.

Mr. Freed: This diagram is highlighting our building heights, so there's three red tunnels, if you will, a light pink color, a medium red tone, and a darker red tone. The medium red tone is the 190.5, which is the current height limit throughout the City. All of the structures are below that height or at that height, with the exception of 5,300 square feet, which is only the tippy top of the hotel, and that's indicated here in that darker red color. The height for that structure is 218 -- I'm not close enough to read it -- 218.5, and it represents less than two percent of the total area of the site. That use that's above the 190.5 is only being suggested as a public use as a restaurant. It's a two-level restaurant that would be operated by the hotel but used by hopefully many and all of the citizens and visitors to the site. This is diagramming our offsite public benefits. So I talked a lot of about what's happening adjacent to our property; huge commitment involved in that, but along with that, there's also been a commitment within the development agreement for multiple other areas benefits and to be recognized, if you will. So we talked previously about additions to the east neighborhood. We're providing new sidewalks which don't exist today. We're narrowing down some of the streets to provide some traffic calming. We're providing new shade trees and also providing some traffic calming devices within the street that act as pedestrian crossing ways. We're doing similar embellishment with the sidewalks and landscaping from our site along Ponce, both sides of Ponce, the hallway to Miracle Mile. We're doing similar things on University Drive. And we're also providing some upgrades to Santander on the south side of our project, which doesn't actually connect to any of the streets that we connect into, but that the developer still committing to. And on the west side, we're also committing to traffic calming on the west side as well.

Mayor Cason: What's the value of the -- of those enhancements to the neighborhoods?

Mr. Freed: The -- we have a slide coming up that Mario's going to speak to that actually identifies each one of those.

Mayor Cason: Thank you.

Unidentified Speaker: If we may?

Vice Mayor Kerdyk: And Mario, when you're identifying, also detail out for me when they're going to construct those. For instance, the neighborhood, are they going to construct them simultaneously when you start construction in the -- in your project or is that after the project?

Mr. Garcia-Serra: The recommendation of the Planning & Zoning Board that we've already agreed to is for all off-site improvements, everything that we're doing in any of the neighborhoods to be completed prior to the issuance of the first CO (Certificate of Occupancy) for the project, so during construction.

Vice Mayor Kerdyk: OK, good.

Mayor Cason: Thank you.

Mr. Garcia-Serra: Now, what I'll do very briefly, because I know we're limited on time, just go through the legislative and quasi-judicial requests that we're making and --

Commissioner Lago: Mario, can I just ask a quick question --

Mr. Garcia-Serra: Sure.

Commissioner Lago: -- in regards to the previous slide that you were going through. Are you going to be requesting for impact fee credits for those street improvements or no?

Mr. Garcia-Serra: No.

Commissioner Lago: OK.

Mr. Garcia-Serra: Just something over and above.

Commissioner Lago: All right, perfect. Thank you.

Mr. Garcia-Serra: These are more details that we can go into later of exactly how we've conceptualize the street streetscape improvements in the areas to the east and along Ponce; some other slides that will be used by our traffic consultants, if you have questions, our parking consultants. Here is a future land use map. That's the first item on your agenda. That's how it exists today for this property, the dark crimson color being the commercial high density, the medium red being commercial medium, and then the pink, commercial blue.

Mayor Cason: So to make it clear, right now that area's only zoned for commercial?

Mr. Garcia-Serra: Correct.

Mayor Cason: No residentials are allowed?

Mr. Garcia-Serra: Correct. The property that we own is all zoned commercial or designated on the Comprehensive Plan as commercial. Here's how we'll be proposing to move around the colors on the map to address to the property. (UNINTELLIGIBLE) we still keep the dark crimson color for the most part fronting Ponce, but now stretching somewhat further to the east. The commercial medium is also somewhat reconfigured. Commercial low is still maintained along Galiano facing the single-family residential neighborhoods to the east, as well as in the area around the historic arts -- Ponce Center Arts building. The alley vacation, which was discussed, there's still a remainder amount of alley left -- there you see it in blue -- that has not been vacated, which does provide access to the single-family home property that still existing on the central block and under separate ownership. We're proposing to close and vacate that alley, but replace it with a replacement public access easement, which is in the light green, which will continue to provide access to the property owner, as well as a access point through the block. The Zoning Code amendment that we're proposing would essentially drop the sort of maximum height floor area setback in parking regulations that are traditionally in the Code right now, replace them with something that is governed by the actual plan that's being proposed. And what this illustration is meant to convey is that if you look at -- if you look at how the Code regulates

development right now on the left, they don't consider parking. They don't factor parking into FAR (floor area ratio). As we know, parking is one of the biggest creators of bulk and mass. And what we're doing on the right, which is enabled by the Zoning Code text amendment, as well as the commitment of my client, is, for example, putting two levels of underground parking at a cost of \$140 million to better conceal that bulk and mass and instead have a building that has more -- a variation in height, less mass and more active uses above ground. Staff will go into more detail as to what the Zoning Code amendments all about, but that's at least the general idea. By a similar token with regards to height, we would be able to go above the current City maximum of 190 feet, but again, governed by the site plan that we have and for particular reasons of creating a landmark and having publicly useable space. What's shown here in the outline in blue is -- and in light pink is the maximum 190 foot height that we could go to under today's Code for that part of the property, which is the hotel on Ponce. And what's shown in red is where we would be exceeding that height with additional habitable space, but again, habitable space that has to be accessible to the public and permanently for public use. In this case, we're proposing a publicly accessible restaurant, and then also for the architectural feature that goes above is, which is very important. You quite often hear criticism in Coral Gables that you have beautiful buildings, but then you see these sort of wedding ornaments on the -- wedding cake ornaments on the top of them because they're not in proportion to the rest of the building. This follows the same formula that there is in the Central Business District where one-third of the building height could be in architectural features. And so the maximum height that you have here is 297 to the very top of the architectural feature; very close to the same height that there is in some buildings in the Central Business District, including the Allen Morris building, which is the tallest building right now.

Mayor Cason: The Region's Bank across the way is --

Mr. Garcia-Serra: One hundred and ninety.

Mayor Cason: So it'll be right up to the top of the blue line?

Mr. Garcia-Serra: Well, it's 190 to the very top of its habitable space. It probably has an architectural feature above that. That's probably another 25 feet, so taking me to a 215.

Commissioner Lago: The exact number's 186 in reference to habitable height, and in reference to architectural feature, that's architectural height is 208.

Mr. Garcia-Serra: OK. That's Regions.

Commissioner Lago: Yes, sir.

Mr. Garcia-Serra: OK. Here is a listing of all the public benefits you were asking about before.

Commissioner Quesada: I'm sorry; I don't know have that list. Do you -- Is the Allen Morris one on there?

Mayor Cason: Yep.

Commissioner Lago: Allen Morris, 121 Alhambra Circle, is 186 habitable, and the architectural height is 295.

Mr. Garcia-Serra: We here at 297, so a two-foot difference. The list that's before you here is a listing of all the public benefits, again, done very conservatively. In other words, what's direct benefit to the City -- because there are categorical things, such as the underground parking, the green building standards, and so forth -- well, arguably, there's some both public and private benefit, but here, this is strictly public benefit. All of this memorialize also in the development agreement, which is another one of the requested approvals. So on the residential neighborhood to the east, we're proposing \$2 million in streetscape and traffic calming improvements; Santander Avenue to the south; other single-family home street we're proposing \$200,000 in streetscape and traffic calming improvements. For the single-family residential neighborhood to the west, so between LeJeune and (UNINTELLIGIBLE), the streets are Palermo, Catalonia, and Malaga; another \$2 million in streetscape and traffic calming. For Ponce de Leon, very

important connection between Miracle Mile Central Business District and our project, \$2 million in streetscape improvements so as to continue the same streetscape which you recently approved on Miracle Mile going east to west. University Drive on the south side, another \$125,000 for improvements there. Art in Public Places, \$10 million we are committing. The publicly accessible and activated rooftops were valued at \$1,500,000. These were the parts above ground. The trolley service enhancement, which is the largest line item -- and I'll concentrate on that for a little while -- it's almost \$17 million. So that \$17 million, I can reasonably say, is going to ensure the continued expansion and operation of that trolley system, which is used by so many for some time to come. And the way that those payments are categorized would be 1.34 million prior to issuance of building permit, so that will permit you to acquire four new trolley cars and pay for its pro rata share of garage space, which will (UNINTELLIGIBLE) be able to go into operation. And then after that, a \$600 -- I believe it's six hundred and twenty thousand -- 624,000 every year for the next 25 years, which will help finance expansion and operations. Two of the expansions that we're proposing -- traffic engineer studied and proposed and also consistent with the trolley master plan that the City completed last year would be expansion of a service along the existing route to cover the evenings on both the -- during the week and on the weekend. And then also a downtown loop which will go approximate from the project site up Salzedo to Alhambra, along Alhambra, and then down on Galiano, back to the project site.

Commissioner Quesada: Is that -- I guess that proposed trolley that you just mentioned, is that based on the study that we --

Mr. Garcia-Serra: (UNINTELLIGIBLE)

Commissioner Quesada: -- two years ago?

Mr. Garcia-Serra: Correct, with a slight adjustment, in that the southern boundary of that route was brought one block further south to connect to the site, to the Mediterranean Village site. Bicycle of sorts is about \$100,000 for the trolley stops, which are being incorporated in the site. That bicycle facility we're talking about earlier, that's going to be accessible to the public, including walkers and showers, so that people can ride bike there, change, and go about your

business, \$100,000, and electrical vehicle charging station. So, indeed, if you have an electrical powered car, you would be able to charge it here at the facility, and that's at a cost of about 114,000. My client has asked just to go back to this board to again explain the issue of heights, because I believe one of the Commissioners may have been out of the room, but again, dotted line shows \$190 foot maximum height that you could go to. The shading in red shows the increase in height that we're looking for here. Excuse me; the light pink and blue shows the maximum height that the building could be built at. The dark red is increased height we're requesting, which would be the publicly accessible space, as well as the architectural feature, consistent with the maximum height that can be realized in the Central Business District. And then here, I'll ask Dan to just go through some renderings that we have, and then we will conclude our presentation and some final comments.

Mr. Freed: We actually have some renderings. These renderings, I'll go through very quickly. And we also have a quick animation that I'd like to run for you as well that you've never seen previously. So the first view is standing in the park looking back to the historic structure with Coconut Grove Drive on the right and Palermo on the left; overall view from the northwest looking across the park, looking back to the office building, hotel to the right, and the residential buildings surrounding the east and south side of the site. Closer view looking down Coconut Grove Drive from the park and that's -- we've talked about this tower a lot today and it -- how it's allowing folks to access the roof that's on top of the health club that's located right here on Coconut Grove Drive. Overall view from the park as well; hotel in the foreground, office to the left, residential building adjacent to Malaga here on the right. This is a view where we're about ready to get run over looking north on Ponce de Leon, and so this is the retail and hotel that occurs along Ponce de Leon, that south parcel, and the paceo that I mentioned, there's a vignette sketched, the one that the Commissioner's asked about. That's -- that access to that paceo is right here on Ponce de Leon. This is a closer view. we've taken the liberty of pulling out the buildings that are on the north side of Sevilla, and so we're able to see the main entrance for the office lobby here on Sevilla, as well as the retail that occurs along that street, and we backed away that same shot showing the entire project; residential, office, and its entry; the façade facing the park and the hotel. This view is a close-up zooming into the most -- one of the most sensitive areas of the project, and that it is the service loading lanes that occur here. We're

proposing glass garage doors that come down and minimize that view into that loading area. It's opened automatically. And then the two openings here are actually access for folks that are driving to the site; entry and exit occurs here, and entry to the residential building on the north side on Sevilla is located here. We've backed away from that view. This is the view looking down Sevilla, as well as the view looking down Galiano, with the townhomes and residential building, residential building beyond. Closer view of Galiano with the townhomes. And this is actually -- moving around farther on the site looking at the townhomes with cinema above -- behind them; another view of that area in a different direction actually on Coconut Grove -- at Coconut Grove Drive on Malaga, and I think our last view is this from hovering over Coconut Grove Drive and the hospital looking back at the southwest side of our site and then just -- (UNINTELLIGIBLE) on another view of the (UNINTELLIGIBLE). I'm going to take four more minutes for this animation. I think it's really important. It focuses on the street and (UNINTELLIGIBLE). And then it's -- slowly drive up University Drive and hang a left on -- so we're coming up University Drive. This is residential building with hotel. We take a left on Ponce de Leon, retail to the right, on-street parking here in that location. That's our entry currently. We've looked at multi-- we're looking at other ideas for entry to the hotel, but that's our current (UNINTELLIGIBLE) for the hotel. Coming around, the park is on the left. And this looks in and focuses onto the historic structure; that's Palermo and Coconut Grove Drive. And then we drive backwards. I can do that. (UNINTELLIGIBLE) Ponce de Leon, so we're seeing the façade along the park, coming into the park; we'll then drive down Sevilla, retail with office entry on the right, more retail; residential entry coming up and access -- residential entry right there, actually; the paco was there as well that you enter; and loading, and then we're going to drive Galiano to see the townhomes, the whole -- round back over to Christy's essentially, so we're driving due south on Galiano, three-story townhomes. We take a peak down Palermo at the cross over on Palermo, continue down Galiano; we turn and look to the entry that's on Coconut Grove Drive. That is right here. And then keep going -- there's more townhomes, single family residential to the left, Malaga heading due west, retail along that street, as well as entry to parking there, residential entry there, and back to where we started. And the video ends on the rooftop of the hotel. You can see the park in the distance to the right. Thank you all.

Mayor Cason: Thank you. Ending exactly on time.

Commissioner Quesada: Could I ask you just one -- Vice Mayor, go ahead.

Vice Mayor Kerdyk: Well, I just wanted to ask a question. On Galiano you have the townhomes, correct. The townhomes are on Galiano. How much of a setback from the street to the residential building? The residential there, I think, is 190 feet, correct? Yes, there's several buildings on Galiano. There's the residential -- I think two residential buildings and then there's another eight-story building there, correct?

Mr. Freed: Correct.

Vice Mayor Kerdyk: Correct?

Mr. Freed: For the parking cinema (UNINTELLIGIBLE).

Vice Mayor Kerdyk: So I guess the question is how far a setback from the street to those residential buildings that are so tall? And then the second part of the question is, did you do a sun in shade study to see where the shade casting is on the residential, you know, the --?

Mr. Freed: We have done it to a certain level. I think it -- luckily, the project is varied enough that the sun shade shadow varies as it's going through. Yes, we -- you know, we have large structures on the project. Yes, there's casting shadow in different areas of the project. Luckily, in Florida the sun gets quite high in the summertime and certain times of the day. So, you know, we could show that analysis at a later time. The setback is about a little over 50 feet. It varies because, for some reason -- strange reason, the -- Galiano is not absolutely straight, and so we have a little bit wider area, wider than 50 feet at the north side by Sevilla, but it gets down to a minimum of 50 feet.

Mayor Cason: So you're going to be available for questions later on?

Mr. Freed: I'm not going anywhere.

Mayor Cason: OK, great. All right, well, let's -- are you finished, Mario?

Mr. Garcia-Serra: One minute.

Mayor Cason: All right, one minute, if you would close, and then we'll go to the City staff.

Mr. Garcia-Serra: Exactly. It's been a long and vigorous City review process. You know, there's been several peer review that had been done of this project, professionals selected by the City that has reviewed the project and given comments. We've taken all those comments from those boards, as well as the other boards -- Development Review Committee, Board of Architects, Historic Preservation Board seriously, and we've incorporated them. Each of those boards that have had to vote on this project, all the votes have been unanimous recommendations of approval, which I think says a lot, considering how rigorous the process is. So I would just ask that you follow your various boards and staff recommendation for approval. And we also have about -- we have some speakers here in support. We also have some signatures in support, which I'll submit now to the Clerk. But they total about 30 different signatures.

Mayor Cason: Thank you.

Mr. Garcia-Serra: Well, that will conclude our presentation. And just save a little time for rebuttal.

Mayor Cason: OK.

Mr. Garcia-Serra: Thank you.

Commissioner Lago: Thank you.

Mayor Cason: City Manager.

Ms. Rivenbark: We'll call staff to do the presentation. But just as clarification, we do have chairs outside; they're being used. We have a monitor. But those that are outside that wish to make a -- file a speaker card, should do that; it's not too late. But if you're going to comment, you will need a speaker card, and we may need to swear in additional people.

Mr. Leen: Commissioner, before you -- Commissioner Lago?

Commissioner Lago: Yes.

Mr. Leen: I just want to -- one thing for purposes of the record. We did say at the beginning about the Jennings disclosures, but I just wanted to make it -- I just wanted to have a brief moment. Aside from the legislative discussions that were had on this item, which were authorized by the City Attorney's Office, have you had any discussions on quasi-judicial matters outside of today in this hearing?

Commissioner Keon: I don't know -- maybe. The quasi-judicial issue that you had wanted them here before deals with the alley vacation?

Mr. Leen: Yes.

Commissioner Keon: OK. I know I haven't spoken to Mr. Capote.

Mr. Leen: Yes.

Commissioner Keon: I have briefly --

Mr. Leen: E-mailed (electronic).

Commissioner Keon: -- e-mailed him.

Mr. Leen: All those are being put in the record.

Commissioner Keon: OK. I received his e-mails. I e-mailed back to him; told him I would look into it.

Mr. Leen: OK.

Commissioner Keon: I have talked to staff about it, but I haven't spoken with him, but I corresponded within my e-mail just that I will look into --

Mr. Leen: I understand.

Commissioner Keon: -- your issue.

Mr. Leen: For purpose of the alleyway vacation, which (UNINTELLIGIBLE) is quasi-judicial just because there's not much case law on it --

Commissioner Keon: OK.

Mr. Leen: -- I do think there's a significant proprietary component to it, and I don't view it as necessarily subject to Jennings. Nevertheless, in an abundance of caution, I should ask you, Do you feel that your fairness is affected?

Commissioner Keon: No. I just -- I wasn't aware of it, and so -- read his e-mail, and then spoke with staff as to exactly what it (UNINTELLIGIBLE).

Mr. Leen: Do you feel that your fairness is affected in this proceeding?

Commissioner Keon: No.

Mr. Leen: OK. Anyone else?

Commissioner Lago: I also want to put on the record the same situation, and prior to the meeting, the gentleman came up to me and showed me a letter.

Mr. Leen: This is Mr. Capote?

Commissioner Lago: Yes, sir. Showed me a letter, which I told him that I think it's in his best interest is when he speaks in the public forum that he disseminate that letter, you know, to the Commission and to staff and to (UNINTELLIGIBLE) --

Mayor Cason: We put it in -- we already put it into the public record.

Commissioner Lago: So that was my instruction to Mr. Capote.

Mr. Leen: And do you feel that you could be fair in this proceeding?

Commissioner Lago: Yes, sir.

Mr. Leen: Anyone else?

Vice Mayor Kerdyk: Yeah.

Mr. Leen: Same thing; do you also feel, Mr. Vice Mayor, you could be fair in this proceeding?

Vice Mayor Kerdyk: Yes, certainly do.

Mr. Leen: Anyone else?

Commissioner Quesada: Yeah. I just want to be clear about it. You know, I've spoken to residents; I've spoken to the same individual; spoke to him yesterday morning; received e-mails from him; I've spoken to the applicant, you know, about different aspects of the project

throughout the last year or so, and I think that that goes for all of us. And I also attended a Planning & Zoning Board meeting where I gave a brief comment clarifying something.

Mr. Leen: But the core question is as to the site plan, really the site plan development agreement. Those items that are coming before you quasi-judicially, did you have conversations with people about those?

Commissioner Quesada: No, I did not.

Mr. Leen: OK. Mr. Mayor?

Mayor Cason: No.

Mr. Leen: No? Now, as to the alley vacation, Mr. Capote is here today. He's going to present a letter in the record and he's going to speak, and his e-mails are going to be placed in the record, and there's going to be two readings, obviously; a first reading and second reading, so all of that is fine. All of that will be part of this hearing. With that, I will turn it over to staff.

Unidentified Speaker: Thank you, Mayor and Commissioners and Vice Mayor. I have a PowerPoint presentation, if we could load it.

Ramon Trias: I can start, if you would like me to start; time is of the essence, I understand. First of all, I wanted to, for the benefit of the audience and the people at home, whenever we get a chance to see the PowerPoint, I wanted to show that in materials that you have received -- because they're quite extensive -- you received a three-inch binder that details all the information of the project, and it's loaded in the website, so it's available for anybody to see. In addition, you had two 11 by 17 binders that describe the project, so most of the presentation that you've seen just now is also on the website. I thought it was (UNINTELLIGIBLE). The red binder, the one with the red cover, is the one that addresses the concerns and the issues that were missing in the last discussion we had in the Planning & Zoning Board. So, clearly, the applicant has made an effort to explain. They've complied with all of the items that were outstanding, so that's what

this binder is. As the applicant explained, we've had a chance to work with him for a while, so I want to thank the staff for all the input that we've had. In addition, we've had some outside advice. We've had Susan Trevarthen as our outside counsel. We also had Victor Dover as the expert in the Code, helping to the writing of the Code. Liz Plater-Zyberk helped us during the peer review. And Ana Gelabert-Sanchez and Dr. Charles (UNINTELLIGIBLE) also participate in that peer review. So these are people that are familiar with Coral Gables and they're certainly quite available and expert to help through the process. Furthermore, as the applicant mentioned, we had two formal peer reviews that included those individuals. And also, we had Tim Plummer, who is here, as the consultant who advise us on traffic and parking issues. And Robert Parsley, who did a peer review of the landscape plan. So all of those are the very top professionals that have been able to assist staff. And, again, our role here is simply to provide you with information so you're able to make the right decision, and all of those individuals also had contributed to that process.

Susan Trevarthen: And just for the Commission's benefit, this presentation is Exhibit "L" in your binders. I know we're working on the presentation in the PowerPoint, but you can follow along with the printout of Exhibit "L," page 3.

Mr. Trias: Apparently, we're having some technical difficulties with the PowerPoint, so I will continue the presentation until we have those images. I wanted to point out that the review timeline has included 15 public meetings to date, 15. The first one that I listed was a City Commission meeting back in January of 2014; then there was the Development and Review Committee, which is the staff committee that provides input; then a City commission meeting on the ideas for the path for the Code back in June. The project appear before the Board of Architects last July, and at that point, the Board of Architects was able to provide conceptual advice on the general ideas behind the project. The Planning & Zoning Board held a workshop in August, and that workshop allowed for some of the discussion to take place about the best approach to dealing with some of the requests from the applicant, meaning the type of Code and the type of site plan that could be developed. Then they required neighborhood meetings that the process requires of every applicant; was held by the applicant in September. We had an expert panel review also in September. We had a second meeting before the Board of Architects that

took place in November. At that point, the Board of Architects approved the project conceptually, and I want to point out that one of the conditions that we are recommending -- or one of the conditions of approval is that the project go back to the Board of Architects. In my view, probably in building by building, so they're able to truly fine tune the architecture of this project effectively. So that is one of the recommendations that we are proposing. Then there was another expert panel review in November. Then in December, the Planning & Zoning Board considered the different aspects of the application. Then also in December, the Historic Preservation Board had a presentation that dealt with the project from an information point of view, but let's keep in mind that there's a historic building at the core of the project, so it was really relevant to get their opinion. Then the 12th meeting took place before a Traffic Advisory Board in January of this year. Then the -- there was a second meeting with the Development Review Committee that dealt with the alley. And at that point, some of the issues that had been addressed -- had been discussed by the Capote letter today were discussed. Then the project was considered by the Planning & Zoning Board in February. And at that point, there was very active discussion, and their recommendation was in favor of the project. And the Historic Preservation Board had a second meeting in February. So here we are after 15 public meetings, this is the first time that the City Commission is able to consider officially the project. The meetings have been -- we've had five televised meetings. As I said, all the minutes and all the agendas are on the website, so I think all the information is available for everybody to see. The applicants request -- they explained, I think very effectively, but what I would like to do is summarize a few of the things that they're asking that is beyond what the Code requires right now. For example, they're asking for some additional height, and they explain that in the hotel. They're also asking for some additional height for architectural features, so that's an aesthetic (UNINTELLIGIBLE) they're requesting. They're asking for some additional FAR. The proposed FAR is 4.375. A typical project that applied for mid bonus and was the largest project you could approve in the city typically will be 3.5. If that project were to be in the downtown, it could go up to 4.375, the same FAR through TDR program. So that's to give you a context of the scope of what's being requested. The applicant is requesting 4.375.

Commissioner Lago: Ramon, can you -- just for the record, can you explain exact -- the exact location of this project, if it's in the CBD (Central Business District), if it's not in the CBD, and the proximity to the CBD?

Mr. Trias: It's just south of the CBD. CBD ends at Almeria, which is one block north of Sevilla, so it's just south of the Central Business District. Is that sufficient?

Commissioner Lago: Yeah.

Mr. Trias: OK, great. In addition to that, they are requesting that the step back that is required from residential be (UNINTELLIGIBLE), and that was the question that the Vice Mayor was getting at, that that -- both row houses and that alley is approximately 60 feet or so in width. It changes, as the applicant explained, because Galiano is not quite (UNINTELLIGIBLE). There's a slight angle. But --

Commissioner Keon: What would it normally be? What would you expect -- what would it otherwise be?

Mr. Trias: That would be a hundred.

Commissioner Keon: About 50 feet?

Vice Mayor Kerdyk: Hundred feet. A hundred feet.

Mr. Trias: (UNINTELLIGIBLE) typical (UNINTELLIGIBLE) probably 70 -- 60 to maybe 70 or so, depending on where it is.

Vice Mayor Kerdyk: Yeah. Normally it's a hundred.

Mr. Trias: But they -- I would request that you ask the applicant to verify the exact dimensions, because it changes. They're also asking that hotel lobby -- that the curb cuts on Ponce de Leon --

which Ponce de Leon right now doesn't allow any kind of vehicular or curb cuts. In the -- basically, those are the major requests and things that are beyond what the Zoning Code would require right now. The way that we are approaching this in terms of a recommendation of type of deal with those requests is with the very specific PAD regulations that are included in the package. So there's some very detailed drawings, some very detailed maps that explain in which locations and in which way those special features could be approved should the Commission approve them. Now, there are some public benefits, and clearly, some of them are in terms of contribution. The applicant listed them in detail. Those are the ones that staff had discussed with him, so unless you had some specific questions, that was a very good summary of things. In addition, the PAD regulations require higher level in terms of architectural design and in terms of -- for example, it does require LEED certification. It does require the underground parking, so those things are very clearly tied into the regulations. So those are the public benefits in addition -- or beyond what the current Code requires that are enhancing the buildings, not necessarily the public benefits that are enhancing the neighborhood. So what I would do now is I would ask Susan to explain the reason why we have this seven items, which appears complicated, but there's a very good reason why this was set up like this, and perhaps explain the legal thinking behind the Comprehensive Plan amendment, the text amendment, and the Zoning Code.

Ms. Trevarthen: Thank you, Ramon. We're at page 10 of exhibit "L" for those whom may want to follow along, since we don't have the PowerPoint being exhibited, and this details and summarizes what I'm about to tell you. So the first request that's on the agenda before you this afternoon, as described by the City Attorney, is the map amendment to the Comprehensive Plan. And the way your Comprehensive Plan is structured, you have three commercial land use designations, and the only significant difference between those land use designations is height. And so, right now all three designations exist on the applicant's property after the adoption of this map amendment should the Commission decide that that's appropriate. You would still have all three designations on the property. It's the boundaries between those designations that are changing as a result of the map amendment, so that's the first item that's before you, as mentioned by your City Attorney at the beginning of the presentation. That's a legislative decision that you're making, subject to the fairly debatable standard of review. The second item that's before you in the agenda is the Comprehensive Plan text amendment, and that does a

couple of things. It has multiple purposes, not just one like the map. The text amendment first finds -- or changes the commercial land use categories to make it possible to have residential in the commercial land use category. So that's the first addition. The second addition is to take the measurement of intensity that is traditionally applicable within your City, which is the floor area ratio, or FAR, and to state that the intensity of the project will instead be controlled by all of the detailed plans that accompany the project rather than just the calculation that's represented by the FAR. The third aspect of the text amendment to your Comprehensive Plan also in this chart of commercial land use designation is to allow for the two additional stories of height that were described earlier by the applicant, the one areas, the 5,300 square foot restaurant that has two levels, the other is the park that's on the top of the cinema. Those are the areas that are above the heights that would otherwise be permitted by your Comprehensive Plan or the designation should apply to those buildings. So those are the three components of the text amendment. That also is a legislative decision on which you have broad discretion. It's a policy determination, and you'll be examining whether to proceed with that today. The third item we have is the creation in the Zoning Code of the opportunity to apply these Comprehensive Plan amendments, and that's been dovetailed the Mediterranean Village option, and it's been created as an option within a preexisting district in your Code. For many years you've had something called the "Planned Area Development." In fact, the projects that was on this property previously was approved as a planned area development. This project is proposing text changes that would create this opportunity within the PAD district that would only be applicable to the geographic area that they encompass, as well as the excluded parcel. So those limitations are set forth in the legislative change. So if you were to, as a legislative act, choose to create this change and make this Mediterranean Village option available in your Zoning Code, then it would only have the geographic scope of the streets at the Ponce, Galiano, Sevilla, and Malaga. The Zoning Code text amendment accomplishes a number of things. It details and implements the controls of density and intensity of development through design and form, rather than through simply the FAR component in the height limit. It also provides for integrated Mediterranean standards. It provides design standards for pedestrian open space and enhanced expectations for that open space. It requires the LEED and deed requirements be met; that LEED and deed is neighborhood development. It provides for enhanced public spaces, both at grade and above-grade, and off-site improvements, and those were detailed by the applicant in his presentation. Then the transit

contributions are called for by the legislation. The -- it's very directly integrated with the project, that stops are right on site, and they will both serve the project, as well as serve the community, and link the project to the rest of the community. Finally, the Zoning Code text amendment allows for the proposal to change the approach to the parking calculations. And so that's been done and documented in great detail in your backup, and your staff consultants are signed off on those calculations. Also, the legislative change removes the site specific regulations that currently exist in your Zoning Code for these properties. You're familiar with this, because this is true in many areas of your community that there's this kind of alternative set of regulations in the back, and that will no longer be relevant if this project is put in place. So that particular ordinance removes those site specific regulations. So that's your third item on your agenda, and that's your third legislative choice. Now, we move into the items that are quasi-judicial, as discussed by the City Attorney. And the first one in our presentation is the planned area development site plan, and that's been covered in detail by the applicant, so I won't go into any great detail on that, but basically, that establishes the program of development, the parking spaces, everything associated with building out this project. That is subject to quasi-judicial review, which your City Attorney gave you that standard, procedural due process, following the correct law, and applying it correctly, and having competent substantial evidence to support your determination. The second item that is quasi-judicial is the alley vacation request.

Mr. Trias: If I could -- Susan, if I could grant -- in the item number 4, which is the PAD, the two key requests that are significant is the 4.375 FAR on behalf of 29 --

Commissioner Quesada: Mr. Trias, if I could interrupt you for a second.

Mr. Trias: Yes.

Commissioner Quesada: We just found out that they lost video outside, so -- and Mr. Mayor, if it's OK with you, maybe we take a five-minute recess --

Mayor Cason: Absolutely.

Commissioner Quesada: -- to see if they could get it back up, because there are a lot of people outside to make sure they don't miss anything.

Mayor Cason: But no more than five minutes, because we have 32 people who want to speak and we're going to be ending at five, so.

Commissioner Quesada: Again, the point is to make sure the people outside know what's going on.

Mayor Cason: Yeah. City Manager, if something can be --

Ms. Swanson-Rivenbark: Yes. We're -- they've already called our office to alert them with CT-TV, so we're taking care of it.

Mayor Cason: All right. (UNINTELLIGIBLE) five minutes.

Note for the Record: A five-minute recess.

Mayor Cason: We begin again. Thank you.

Mr. Leen: Just as a reminder, we are on a fairly tight schedule, because the hearing is at 5 o'clock, so we're going to go right back to the City staff presentation.

Mayor Cason: Go ahead, Ramon.

Mr. Trias: Well, thank you, Mayor. Thank you very much. Apparently, the PowerPoint -- well, it is available now, so.

Ms. Trevarthen: We can go to slide 20, right around there, if anyone can hear. Or can you do it?

Mayor Cason: How much more time you need, Ramon? Ramon?

Mr. Trias: Oh, yeah, we're done.

Mayor Cason: How much more time do you have on yours?

Mr. Trias: I'll try to finish in 10 minutes. How 'bout that?

Mayor Cason: OK, good.

Mr. Trias: I'm trying to get to the point that we were at, which was this slide right here. Mayor, would you like me to continue?

Mayor Cason: Continue, please.

Mr. Trias: Yeah, but I wanted to make a point. The point I was making is that with this request, with this request, there are two things that are very important to keep in mind: the additional FAR to the 4.375, and then the additional height. The maximum height at the very, very top of the hotel is 296. Now, to put that in context, the Allen Morris building is 295, OK. We mentioned that, and the billboard is 298.

Vice Mayor Kerdyk: Right.

Mr. Trias: So that gives you a sense of what we're talking about. That is the request. That is the request from the applicant.

Vice Mayor Kerdyk: Yeah, but Ramon?

Mr. Trias: Yes.

Vice Mayor Kerdyk: The habitable is -- the habitable are 218 feet --

Mr. Trias: Two hundred and eighteen.

Vice Mayor Kerdyk: -- whereas everything else in the City of Coral Gables is 190.6 (UNINTELLIGIBLE) --

Mr. Trias: Right.

Vice Mayor Kerdyk: -- correct?

Mr. Trias: Right. The habitable --

Vice Mayor Kerdyk: That's the issue I have. It's not -- it's not --

Ms. Trevarthen: That's the comp plan amendment.

Vice Mayor Kerdyk: Yeah, yeah. That's the -- oh, that's in the comp plan amendment, OK. Go ahead.

Mr. Trias: So you're absolutely correct. That is exactly the request by the applicant. Now, why don't you continue with the rest of the request?

Ms. Trevarthen: OK, I'd be glad to do so. So -- OK, we'll split this up. Pardon me, while I find where we are. As Ramon said, now that we're talking about the site plan for the particular project, that is actually being proposed in a way that calculates out at 4375, but it's proposed to be governed by the drawings that control the intensity on every plane, both height and width and location within the project. So those details that are laid out here have already been presented by the applicant. They give you the height of the various areas of the project. The program includes 229 residential, 314,000 square feet office, 324,000 restaurant entertainment retail, and 184 hotel rooms, with 2,710 parking spaces. So we were just turning to the second clause -- I'm sorry?

Unidentified Speaker: Speak up.

Ms. Trevarthen: OK, I'd be glad to. Is this better?

Unidentified Speaker: Yeah.

Mayor Cason: Yeah.

Ms. Trevarthen: OK. The next application that is also quasi-judicial is the alley vacation, and what's proposed is an approximately 85-foot long portion of a 20-foot wide alley. The remainder of the right-of-ways [sic] that are currently on the project are not being affected. The sixth item before you is the development agreement, and that also is a quasi-judicial. It ensures the high-quality design, construction and maintenance of the project, and it also memorializes the various public benefits that have been detailed by the applicant and by staff. Finally, the seventh item that is before you is the revocation of the preexisting approval on the site of the Old Spanish Village project. With that, I'll turn the presentation back over the Ramon to talk to you about the conditions since the Planning & Zoning that has been dealt with.

Mr. Trias: Thank you, Susan. As I said before, the Planning & Zoning requested 18 items to be completed prior to your consideration. The bad -- dealt with the internal consistency of the plan, which means that every -- most -- or at least most typos that we saw were corrected. The development agreement was prepared to a point. That is a fairly good draft, but I believe that you may want to have some additional discussion and fine tuning, and particularly, you have time prior to the second reading to work out any details. Landscaping, as I said, was peer reviewed by Robert Parsley, and made a lot of progress in terms of making sure that it was appropriate for Coral Gables and South Florida. The (UNINTELLIGIBLE) plan, they did provide adequate design ideas and standards. They transit improvement plan, as you realize, they are making a significant commitment in the form of money in the (UNINTELLIGIBLE) instrument of the development agreement. Then the Art in Public Places commitment is way beyond -- about \$5 million beyond the requirement of the Code. The Art Center building becomes available to the City at -- basically at no cost. The grading of the project, which was

one of the concerns that we had in terms of accessibility, making sure that all the sidewalks got to the doors and the ground level pedestrian areas were accessible to all, that was, again, revised and done in a way that I think complies with all our aspirations in terms of our City. Then the parking garage was redesigned to make sure that any technical issues of circulation were corrected as much as they could at this level. The existing family -- a single-family residence, which has been described as the Capote residence in this meeting, there was a plan that deals with that building through construction. The requirement for LEED and deed, that's on the work in terms of submitting applications and going through the process. Utilities have been addressed. Traffic analysis: the Planning & Zoning discussion was very extensive on some additional traffic counts for the neighborhoods. That's on the works, and Tim Plumber is here to explain in more detail. Yes, sir.

Vice Mayor Kerdyk: Can I just ask you one question as far as the traffic? Will the developer go back and -- should the project pass, will the developer go back after the project is built and reanalyze the traffic flows in the residential community and see -- and see what the flows are, if they're what they're expecting, or if they've changed significantly? Is that part of the (UNINTELLIGIBLE)?

Mr. Trias: That's what the Planning and Zoning Board recommends. That's what staff recommends. So that's certainly what we believe should --

Vice Mayor Kerdyk: OK.

Commissioner Quesada: And also, the traffic master plan for the downtown area of the City that was your motion, that was your idea a few months back. It's got to comply with that, assuming it was something -- a version of this project passes.

Mayor Cason: Yeah.

Mr. Trias: The parking analysis deals with shared parking, and it's -- Tim, again, can answer questions in detail that it worked on. The valet operations was significantly upgrade in terms of

access and operations. The parking garage design, the layout was revised. The alley vacation -- there's still some issues and concerns, and you received a letter today from Mr. Capote that he e-mailed to me and he had some concerns about that. That's a very specific issue with that property that is right in the middle of the project, and then any additional comments that took place. So the specifics of the different requests were described by the applicant, but I would like Susan, who is your attorney, to confirm some of the things the applicant said and answer any questions you may have.

Ms. Trevarthen: Thank you, Ramon. So turning to our next slide, this is that map amendment that we talked about earlier. The difference in the color shows you where the different commercial land use categories are being applied. The dark red is the tallest category, the bright red is the middle category, and the pink is the low category. So you'll see how those are rearranged on the site. Turning to application request number 2, which is the text amendment. That is the introduction of residential use, the control of the intensity of the property by the whole set of plans and drawings and standards and architectural limitations, rather than by the mathematical floor area ratio, and the additional height that was mentioned by the Vice Mayor earlier and Ramon that's granted for either specific public uses or for that public architectural embellishment, the extra height on top of the hotel tower. Turning to application requests staying with the text amendment, we also have the language here for you that depicts the change. It's the intensity of a project located in a Mediterranean Village is not controlled by FAR and is instead controlled by an approved PAD plan, Mediterranean Village PAD plan. On the height issue, here's the exact language that's being proposed to be add to your Comprehensive Plan. The heights of structure is located in a project located in a Mediterranean Village may exceed the applicable maximum to the extent approved by the City for those areas containing only architectural embellishment, a top floor one or two level dining entertainment, or other similar destination use open to the public, or a top floor containing an activated rooftop, and in this case, the applicant is seeking that park on the top of the cinema. In the mid-rise category, we have the same change as to use and intensity that allows the residential use and substitutes for the use of FAR. In the mid-rise category, we also have the same change to the heights, which I've just read allowed to you under the high-rise category. And turning to the commercial low-rise category, the only change in that category is to the use, so the introduction of the residential and the use of

the plans controlling the intensity rather than the FAR number. So the Zoning Code text amendment is our next application in greater detail, and that is the form based PAD. We're creating a new type of planned area development, as I detailed earlier, with high standards for design and for public benefits and, geographically, is limited to this area. As mentioned earlier, we're also removing the site specific regulations as applicable to this property. And I think at this point, Ramon can take over.

Mr. Trias: Yeah. And just to clarify, all we are doing is -- or all that has been requested of you is a PAD, a PAD that has some very specific conditions as of the type of regulations that are being used. Now --

Ms. Trevarthen: And an amendment to the Comprehensive Plan.

Mr. Trias: Yeah, but speaking only of the PAD and the form based issue. So what happens is that now what is being proposed is very detailed drawings that are in plain view, like this one, for example, the regulating plan that shows the location in red, for example, of the tall building, so it's very specific in terms of what you, as a Commission, are able to control in a program, and that is the benefit, I think, that this type of regulation may have. In addition to that, there's some very clear criteria as far as the design of buildings, in terms of setbacks and step backs, that attempt to make sure that the buildings are compatible with the rest of the City, and some language that makes the requirements very, very specific. So what's being approved includes also -- or what's being requested improve -- also includes the design between buildings. I mean the streets, which usually are not covered by the Zoning Code. So in this case, in this PAD, the whole area, whether it's the building site or the street, is being regulated. And finally, the architecture is regulated in ways that exceed the current Zoning Code, which is very good. The Coral Gables Zoning Code is probably the best Code that I've seen in terms of dealing with architecture. His requirements go beyond that significantly, showing examples, very specific examples of the great (UNINTELLIGIBLE) that we have in the Code, such as the Biltmore, et cetera, as the way to review projects. So all of those are the regulations that are being proposed as part of the PAD.

Ms. Trevarthen: This is just the deletion of the site specific. Currently, you have a site specific talking about 13 stories in height, and it's only applicable to a portion of the applicant's property. That would be removed.

Mr. Trias: Now, I will not talk about the site plan in this -- benefit of time, but you got a presentation of the applicant. If you have any questions, I'll be happy to answer that. As you can see, it's a very interesting mixed use project that has many features. Now, the other request that we have before you is the alley vacation. I think the alley vacation affects the single-family house that is located in the center of the project. What I want to emphasize is that the alternative design that the applicant is proposing creates an easement that functions as an alley and provides access from the back. However, currently, the property owner has very good access, and this access is not going to be as good as it is now. It's a little bit more difficult to get to the back. So those are the issues that you may want to discuss in some detail. Then the development agreement, as I said, I think it's a very good first draft, and you should take it as such, and then try to propose whatever improvements are necessary, but they outline the many benefits that were listed by the applicant earlier today. The findings of fact: staff has been able to review the different materials. Many, many people from staff have had a chance to contribute to this discussion, and we believe that the requirements to understand (UNINTELLIGIBLE) Zoning Code are satisfied as far as the requirements for the Comprehensive Plan and text amendment. We believe that they're also satisfied for the zoning requests. We believe that they're satisfied for the PAD, which is the site plan. And we also believe that they're satisfied with the alley vacation; and again, if there's a need to have more discussion, we certainly can assist on that. And the development agreement satisfies the requirements of the Zoning Code. However, as I stated, it should be discussed in more detail if you believe some more information is needed. And that -- in addition, the Planning & Zoning Board, it was mentioned before, recommended approval unanimously at their meeting, 7-0. And staff is recommending approval with certain conditions that are fairly typical. I -- if you want me to go into some detail, I will just say that the ones that are most unusual or unique to the project (UNINTELLIGIBLE) development approval and also some of the additional reviews that the applicant has committed to, such as additional Board of Architect review, and maybe if you want to send it back to the Planning & Zoning Board, they have agreed to make that into a condition of approval. Additional

information for the traffic study as discussed previously. It's also a condition of approval, and of course, the encroachments have to be finalized. The historic art Center building, the condition of approval that we have here deals with the building, not the use. The use is actually outlined in the development agreement, so those two work together. The existing residence, we have some recommendations in terms of making sure that during construction, there's safety and appropriate staging plan. And then one -- another condition, 11, is important, which is that we are requesting that a private provider be used to review the permit drawings. In addition, we have the typical conditions for the Art in Public Places. However, the development approval -- the development agreement is the document that explains the additional contribution that has been described before. Underground of utilities development (UNINTELLIGIBLE) condition, off-street parking. There's a discussion about the parking spaces that are being replaced and (UNINTELLIGIBLE). That is detailed in the drawings. Those are very typical conditions of most mixed use projects. The alley vacation is unique to this project, and it's very specific in its impact in detailing. And then we have condition 18 which requires additional traffic calming studies for the residential street, the east and to the west, which, again, can be expanded as needed (UNINTELLIGIBLE) discussion. With this, I would like to end the PowerPoint and answer any questions.

Mayor Cason: And you'll be available later on when we get into the rebuttal?

Mr. Trias: And we --

Ms. Trevarthen: We're not going anywhere.

Mr. Trias: Yeah. And staff is available, Tim Plummer is available. We have plenty of people available for you.

Commissioner Quesada: I want to -- if Tim is around -- and it's actually under submission to Planning & Zoning?

Ms. Trevarthen: He's sitting outside.

Commissioner Quesada: No.

Mr. Trevarthen: I think he'll come right in.

Commissioner Quesada: No --

Ms. Trevarthen: Oh, there he is.

(Emailed the above pages Billy on 4-13-15 at 1030 p.m.)

Commissioner Quesada: Hiding in the back. Page 129 of this large submittal, which I think was -- I think is the same presentation that Dan Reed was presenting at the beginning of today's meeting. Can you pull that up on the screen? And it's a page that looks like this, Tim. I mean, when I think about traffic, this is the exhibit I kept coming back to. Is it possible to get it on the screen so that residents can see this, whoever's here?

Commissioner Keon: Which page is it, 129?

Commissioner Quesada: One twenty-nine, or the one with the gray cover. Yeah. Is it possible to get it up on the TV (Television) screen as well? OK.

Mr. Leen: They have the presentation and they -- I think, in time, they'll be able to flip it over.

Commissioner Quesada: OK. If not, if we can just have the cameraman or woman focus on the screen so that they could follow along a little bit here at home. So when I think about traffic, you know, I kept coming back to this exhibit, because it shows the inbound and outbound traffic. And when I think about this project and I think about the different uses that are coming in and the sides -- you know, the intensity of the project, I think about immediately what the impact is on the neighborhoods. So I know there are a lot of numbers -- there are a lot of figures here. You know, the ones that concern me the most really are the ones just to the east of the project. So if you can just sort of walk us through this, because I don't any it came out clear in this

presentation. I read through -- I know you guys went through this in detail in the Planning & Zoning Board meeting, but for the benefit of the individuals that haven't read those minutes or weren't at that meeting. So I'm looking at Coconut Grove Drive. It says the inbound -- about 6 percent of all the inbound traffic will be coming through Coconut Grove Drive; 2 percent in the street just north of that; and then 10 percent, I guess, is that -- that's Almeria just north of that as well. Can you just walk us through that, Tim --

Timothy Plummer: Sure.

Commissioner Quesada: -- based on your experience? Do you think these numbers are accurate? How do we get these numbers? And I realize this is something that was prepared by Kimley-Horn, and I think it's Mr. Hagan was the individual at the Planning & Zoning Board that presented it. I don't know if he wants to speak to this as well. But if you can just sort of walk us through this.

Mr. Plummer: Absolutely. One of the things that we discussed early on in the process was protecting the residential streets to the east; very important. These streets -- Malaga, Palermo, Sevilla -- all meet traffic calming thresholds today before the project even gets there. So we were a bit sensitive to make sure that these streets are protected. So the first plan that the applicant brought forward did have traffic coming in and out on those three streets, Malaga, Palermo, and Sevilla. So they came up with a plan to try and protect those streets, and then their traffic study of two alternatives. One they call "restrictive and nonrestrictive," and what you're looking at is the restrictive plan here, which basically means what they've tried to do is keep volume off of those three residential streets in particular. And if you look at Palermo, for instance, so if you came in from Douglas Road and you went west on Palermo, you're going to have to make a turn right turn; you cannot go through to get into the parking garage. You would have to continue on -- north on Galiano, and then you would be able to turn off west onto Sevilla to enter the parking garage. So the same thing if you came west on Sevilla. Once you approach Galiano, you cannot go straight through, so you can't get access directly into the project. So the idea was then that the 20 percent, let's say, on Douglas -- and that's pretty much two-way, going in and out -- the idea then is for people coming to the project to use Valencia or Almeria, which

are commercial streets, gain access onto Galiano and then come in Galiano and turn on Sevilla, for instance, to gain access into the parking garages. So that was the idea with the restrictive measures for the neighborhoods to the east.

Commissioner Quesada: So then the majority of the inbound traffic will be coming from -- I guess it's Galiano inbound, as well as north and south on Ponce?

Mr. Plummer: That's correct.

Commissioner Quesada: I'm looking at 40 percent inbound, 26 percent, 28 percent. And in the outbound, primarily it's going to be traveling north on Ponce. And this is -- and this information is based on, I mean, historic numbers, based on other projects in the City. I mean, can you walk us through that?

Mr. Plummer: Well, these are estimates. I mean, they go out -- you know, the traffic consultants go out first and take traffic counts of existing conditions, and then go through a process to determine what the trip generation is going to be in and out of the project; and then, based on some models that the Miami-Dade County provides, looks at general distribution and assignment of traffic, to use technical terms; where traffic is going to come from or where it's going to go to get to the project and relieve the project. They use those at the planning level and makes some estimates on where they -- how they think traffic is going to access the project.

Commissioner Quesada: So for those individuals that live on Coconut Grove Drive, 6 percent increase -- some at the 6 percent increase in traffic in there is right now. No, that's not correct.

Mr. Plummer: No. It's 6 percent of the project (UNINTELLIGIBLE).

Commissioner Quesada: Of the total project. So what's the actual volume impact for the residents that live on Coconut Grove Drive? What is that --?

Mr. Plummer: It would be 6 percent of either their PM or their -- of the total AM volume. The PM volume is, more or less, around 1,900 trips; so 6 percent of 1,900.

Commissioner Quesada: OK. And is that for the Saturday and Sunday traffic? Is that Monday to Friday? Is that --?

Mr. Plummer: These are weekday volumes.

Commissioner Quesada: Weekday.

Mr. Plummer: Weekday, not weekend

Commissioner Quesada: And weekend is anticipated to be more or less than this --?

Mr. Plummer: They didn't -- there was no weekend analysis done. The City requires weekday analysis, because generally speaking, our roadways are less congested Saturday and Sunday than they are Tuesday through Thursday.

Mayor Cason: Really, the offices won't be open.

Mr. Plummer: Correct, because offices aren't open. You know, we're all -- you know, Saturday and Sunday, it's easier to get through our city than Tuesday through Thursday in the peak hours.

Commissioner Quesada: I'm sorry; I cut -- I had cut you off.

Commissioner Lago: No, no. My question was based on the times during the day. You know, is it midday? Is it more in the afternoon; more in the morning --

Mr. Plummer: These are --

Commissioner Lago: -- when these counts are taken?

Mr. Plummer: These are peak periods; in the evening, generally between 4 and 6; in the morning, between 7 and 9. Obviously, with the retail components and movie components on the weekday, there's no traffic generation. They're not open. But that's more for the office and the other uses.

Commissioner Quesada: How big of an impact does a trolley affect this project? I mean, I know it's speculative at this point, but obviously, based on the totals that we're having now, based on the experience that we're having with our trolley now -- I believe we're over 5,000 passengers per day on the trolley. Vice Mayor, I think you know better than I do.

Vice Mayor Kerdyk: Yeah.

Commissioner Quesada: Considering there are going to be two stops at the projects -- somebody goes through. There are two stops, and with the downtown loop, I mean, an uneducated guess tells me that, obviously, there's going to be less traffic coming inside the project, because if you walk on Alhambra, you don't need to jump in your car; you can just jump on the trolley or walk a few blocks. Is there a way to quantify that based on your experience?

Mr. Plummer: Yes.

Commissioner Quesada: Because I know -- we see you so often in the City, so I consider you to know traffic in the City better than anyone else. So how do you think that's going to impact us knowing what you know of our city?

Mr. Plummer: Well, needless to say, we had a back and forth on this issue. It's an important issue. The location of the project is an important one. We're just south of the CBD, but we're in a very dense area of the project, so there will be walk ups. We have the trolley that runs right in front of the project. We will get transit relationship; it's very important. I did a quick and dirty analysis on what I thought the trolley needs would be a few months ago, and based on their

earlier projections, it would be three or four new trolleys in the peak hour that they would almost need to satisfy the potential demand for the trolley ridership during those key peak periods.

Commissioner Quesada: So if there are 19 -- I'm sorry. You said 1,900 inbound vehicles.

Commissioner Keon: You had said for Coconut Grove Drive 6 percent of 1,900.

Mr. Plummer: And that's --

Commissioner Keon: So I just told him that that was 114.

Mr. Plummer: Right.

Commissioner Quesada: OK. So assuming the numbers you've given me now, 1,900 at peak hours, Monday to Friday, what kind of impact would it bring it down with a functioning trolley system, or does that already anticipates the trolley system?

Mr. Plummer: That anticipates the deductions for trolley, for walk ups, for bicyclists, for -- so forth. That takes all that into consideration.

Commissioner Quesada: In Coral Gables we're at the beginning stages of really embracing bicycle transit. I mean, we have a bicycle master plan. You know, we're discussing, you know, are there safer ways to come into downtown. Obviously, you know, projects like, you know, with these types of elements in them so that people can ride to work. I know it's kind of tough because we don't have a benchmark in Coral Gables, but the impact of bicycle ridership, as well as you know based on your experience in Coral Gables, how do you think that's going to impact this project, the traffic aspect of it?

Mr. Plummer: You know, it's very debatable. You know, what we try and do in transportation planning at this stage is try and provide as many different modes of transportation as possible to give people options. You know, it's a minor reduction in the overall vehicular traffic, but I think

they've done a nice job with the bike racks and the facilities and everything they're providing to give people options, and that's what we're looking for.

Commissioner Quesada: OK. Assuming worst-case scenario, there's a car crash, everyone's driving into work, everyone's still at home that lives in this project, the hotel is booked. The retail, there's a -- I don't know. They're all -- everything's full, OK. It's Black Friday and a Monday mixed together. Are we going to see any stacking on any of the public thoroughfares? Are we going to have stacking on Ponce? Are we going to have stacking on Coconut Grove Drive; on Malaga, Almeria? Assuming the worst-case scenario, where's the stacking going to be, because obviously those are the concerns that I have because that creates traffic; that's everything that we don't want in a project.

Mr. Plummer: Sure.

Commissioner Quesada: So based on your experience, your analysis of this, what -- where is the stacking going to happen? And for those that don't know what the word "stacking" means is, you know, when you are stuck in traffic behind another car because they're going into a project.

Mr. Plummer: Right. You know, the main entrance to the garage is on Palermo into the project, fairly east of Ponce, so that's a good thing. They tried to maximize their stores, the two stores that they could have on site. Sevilla also has parking garage access.

Commissioner Quesada: I'm sorry; could we have someone close that door?

Mr. Plummer: Sevilla also has parking garage access as well. I don't think it'll be quite as utilized as Palermo. Palermo's going to be the main entrance to the project. So they recessed it pretty well. Now, when -- you know, we -- in transportation planning, traffic engineering, you don't necessarily design for your very, very worst case. I remember my father used to say, you never build your number of seats for your church for a Christmas service, because if not, your churches would be huge. So we do the same thing with transportation. We try and design for those not the worst-case Monday, Black Monday scenario. Because if not, we're going to have --

we'd have six lanes on Ponce in each direction. So we plan for those the best we can. I think this project, from an access standpoint, did a very nice job; access to the north, access to the central part with Palermo, access on Malaga; different hotel valet drop-off area, so they've done a nice job on spreading it out. What you don't want is a concentration of arrivals and departures only having one or two ways to get into the project. They've got three or four ways to get in, which is --

Commissioner Lago: And since we're talking about stacking, you know, just a quick question here in reference to the hotel, you know, the entrance, the entrance feature to the hotel. Are you afraid there may be some stacking in reference to Ponce?

Mr. Plummer: Well, they've done a valet analysis, and they've determined how many valet runners they need during that period, and it's pretty significant. And, you know, same thing for this Sevilla and the Palermo. They're up to 25 or 30 valet attendants per valet stand for the main ones, and I think it's, memory serves, around 10 or so for the hotel.

Commissioner Quesada: You know, Commissioner Lago, I'll tell you, I'm less concerned about in front of the hotel, because valet typically moves pretty quick when you go to any hotel, and you're required by the development agreement as a five-star hotel, you're going to anticipate things are going to be moving there. My bigger concern is going into the office building, you know, in the morning and that's stacking. How many cars -- so assuming you're going into the office -- Let's say I work in the office building and say you work in the office building and it is 8:50 and it's -- everyone's going to start at 9. How many cars can be stacked -- what is the number of vehicles that you stack on the property, on the site before there's a backup onto Ponce?

Mr. Plummer: I don't have all those numbers for you, but we did go through that review. One of the things that's important about this project, it's a mixed use project. So at that period when you're coming into the office, the retail is basically not open.

Commissioner Quesada: Yeah.

Mr. Plummer: So there's a lot of capacity. That's one of the true benefits of a mixed use project with residential, office, restaurant, retail; there's different peaking periods. So you end up designing it for the worst-case scenario in a sense during the weekday peak hour, but not all the ins and outs are the same.

Commissioner Quesada: Can -- I mean, we're going to have some time. I hope you're not going anywhere. Can you try to get me that --

Mr. Plummer: I will be here.

Commissioner Quesada: -- that stacking number? Or if I can ask the applicant --

Mr. Plummer: Yes. I'm sure the applicant can give you that number on (UNINTELLIGIBLE).

Commissioner Quesada: Maybe during the rebuttal time or just when you have it after the residents have spoken (UNINTELLIGIBLE).

Mr. Leen: Mr. Mayor?

Commissioner Quesada: Because I'm really curious about that number.

Mayor Cason: Yeah.

Mr. Leen: I'm sorry, Commissioner. I didn't mean to interrupt. Mr. Mayor, at this time, we're going to briefly speak about the alley vacation issue, and then I think -- I would suggest that we open it up to public comment, because you have an hour and a half.

Mayor Cason: Yeah, because we have quite a lot, and then we can have -- continue our discussion and --

Commissioner Quesada: Yes, of course.

Mr. Plummer: I will be here until you finish.

Commissioner Quesada: All right.

Mr. Leen: And, Mr. Mayor, regarding the alley vacation, I would just like -- I know that that issue has come up, and I know Mr. Capote is here to speak. So I'd just like Susan to provide you what the standard is for you in determining the alley vacation.

Ms. Trevarthen: Yes. According to Section 62-264 of your Code, these are the criteria that you consider and you make findings in deciding whether or not to vacate the alleyway: Whether the public benefits from the use of the subject right-of-way as part of the City system, where the proposed action is consistent with the City's Comprehensive Plan; the availability of alternative action to alleviate any identified problems that results from the alley vacation; the effect of the proposed vacation upon traffic circulation; the effect of the proposed vacation upon the safety of pedestrians and of vehicular traffic; the effect of the proposed vacation upon the provision of municipal services, including but not limited to emergency services and waste removal; and the mitigation plan that is proposed by the applicant to offset any potential impacts of the alley vacation. So those are the standards that control your decision on that matter.

Mr. Leen: And, Mr. Mayor, I would like to put in the record that I received today from Mr. Capote, who's here and he's going to speak about this item. I did receive a letter from the Office of the Inspector General of Miami-Dade County, and what the letter says is -- it's a -- it was a complaint filed by Mr. Capote regarding this application because of the alley vacation. What the Inspector General Says is that their office is not taking any further action on the matter. They do not have jurisdiction. However, they do advise that in their opinion, the Miami-Dade Traffic and Engineering Division has the ability to approve that -- there needs to be approval from the County and from that division related to the alley vacation. Now, I would like to say three things about this. First, I've just sent a letter to Gerald Sanchez, who's the assistant county attorney, who's the advisor to the inspector general. If the inspector general does not have jurisdiction, the

inspector general should not be providing an advisory opinion on that matter, in my opinion. Second, the -- in my opinion, the inspector general is wrong. The exclusive jurisdiction for an alley vacation of a city alleyway is the City, and we have provisions in our Code which govern that, and we're treating that as a quasi-judicial matter. So I don't agree. And then third, I would just say that I've spoken with Glenn Kephart, who's informed me to the best of his knowledge the county has never asserted the right to approve a city alley vacation. Now, I would also say that, of course, for the traffic plan and anything related to streets, we are going to get any county approval that's necessary. I just issued this opinion to Joe Sanchez. I'll be putting it in the record. Thank you.

Mayor Cason: OK, thank you.

Commissioner Quesada: Thank you.

Commissioner Keon: Thank you.

Commissioner Quesada: Thank you.

Commissioner Lago: Thank you.

Mayor Cason: All right, let's start off -- we're going to have -- we have two organizations that want to speak. We have the BID (Business Improvement District) and the Chamber. I'll ask you to be as short as you can, and then we're going to go on. We have maybe 25 or 30 individuals who want to speak. You'll have three minutes each. There's going to be a light here. And after that, we're going to move to the next person. Otherwise, we'll be here past our closing time. So starting with Venny Torre.

Venny Torre: Good afternoon.

Mayor Cason: Good afternoon.

Mr. Torre: -- Mayor, Vice Mayor, Commissioners, Madam City Manager. Venny Torre, speaking on behalf of the BID.

Unidentified Speaker: Can't hear you.

Unidentified Speaker: We can't hear you.

Mr. Torre: Can you hear me now? Better? Thank you. I'd like to first recognize the other members of the BID who are here today. I think we have four or five of us. Would you please stand up just so we can show some support? Thank you. Thank you for allowing the BID to make the statement on this important day. We appreciate your commitment to our community and the thoughtful approach by which you'll be making this decision on how to proceed with the Mediterranean Village project. The Business Improvement District of Coral Gables' mission is to promote commercial vitality to Miracle Mile in downtown Coral Gables and to act as a strategic catalyst to the overall improvement of the area. We understand that this project, whether approved in a manner that -- as it is presented today or with modifications, revision or adjustments, will forever change our Central Business District. A downtown that has been for decades been associated and viewed by our residents and by South Florida community is being primarily composed of Miracle Mile and a few other blocks in the surrounding area. This is not meant to be a negative comment. However, economic forces are driving all of South Florida, and Miami in particular, which is on its very fast track to being a world-class city. Coral Gables should not and cannot be held behind -- be left behind. It is reasonable and expected that during this economic rebirth, we too stay competitive and reach for greatness for our downtown. However, it is precisely the transformative nature of this project that demands that we use this unique moment to consider how we can protect our quality of life, at the same time enhance it; and two, how this project can bring with it positive changes while keeping true to George Merrick's original urban plan, core principles, and mostly his vision. Business improvement district is dedicated to the responsible growth and development in downtown Coral Gables with the goal of keeping our historic city beautiful, CBD vibrant, exciting and competitive. For example, it is through the BID's commitment and persistence to this principal, along with the collaboration of the City and other stakeholders, that the streetscape project for the Miracle Mile,

an \$18 million improvement toward downtown infrastructure, was brought to fruition. With that same focus and the continued betterment of Miracle Mile and our downtown, appointees to a working committee formed by the BID Board have spent considerable time consulting and meeting with the developer, Commissioners, community leaders, business owners, retail experts, residents and many others. The BID has pushed hard regarding our concerns and convictions. One thing we have learned through this process is that our voice has been heard and that we have a partner in the developer that shares our common goal, which is the overall improvement of the area and promoting commercial vitality. An item of great discussion has been the quantity, design, and quality of the retail component of this project, what it is proposed to be, what it can and should be, and what it shouldn't be. We have looked at this from every angle, not to find negatives, but to find ways that the downtown and our community in general can benefit. In other words, we looked at this with a global view of a Central Business District, taking into consideration our strengths and our weaknesses and our long-term plan of thoughtful development and controlled zoning. This is the most important aspect of our review, and what will matter most to the success of the project and will define the project. To that end, we'd like to address that discussion point and others with the Commission as follows: the characterization of the retail components. The quantity of retail space is much more acceptable to the BID in keeping with a better overall solution for the CBD, provided that the developer does not waver or fail in its commitment that it had given us, which is not to alter uses for the retail as defined in the proposed site plan, in particular, keeping that two large retail spaces indicated at the north and south corners of the project as just that, large, retail spaces of 98,000 feet and 26,000 feet on two floors. The developer should be obligated to leave no stone unturned in securing one tenant for each of the large retail spaces as anchor tenants, as this size space can currently not be accommodated within the BID. Further, in the event that the project second floor of the retail space cannot be successfully leased, the developer shall convert all of the large-scaled tenant spaces in the second floor to professional use and not be able to cut it up into smaller retail spaces. In addition, the quality of the tenant mix that the developer leases needs to be aspirational fashion, tenants in an active and a global market emerging global tenants contemporary (UNINTELLIGIBLE) retailers not duplicated in our area. In no case should the project be allowed to have retail outlets of any kind. Defining the quality and the caliber of a tenant mix is difficult, especially a few years out, but the developer has indicated that they're

willing to be specific in defining the character of the retailers. The BID urges the Commission to write specific language in the development agreement addressing these points.

Commissioner Quesada: I'm sorry; the last -- you said no retail outlets.

Commissioner Lago: No outlets.

Mr. Torre: Outlets.

Commissioner Lago: Outlet stores.

Mr. Torre: Outlet stores.

Commissioner Quesada: What was after that?

Commissioner Keon: Discount.

Commissioner Quesada: Yeah, yeah. No, (UNINTELLIGIBLE) was after that. I thought I missed something.

Mr. Torre: That was the last part of that statement.

Commissioner Quesada: OK.

Mr. Torre: The other item following the retail characterization is continuity of the City, and the BID have made the commitment to a multimillion dollar investment in the streetscape improvement project, the design of which is underway. Therefore, it is imperative that the developer contribute to this initiative by funding enhancements to the east and west side of Ponce de Leon from the south side of developer's project on Ponce Circle to the south side of Miracle Mile, which plans should be done by Cooper Robertson, the architectural firm currently designing streetscape for Miracle Mile and the Geraldo Avenue. The solution should be in

accordance with their best recommendation and a solution for the enlarged urban CBD. We believe that the City has also made such a requirement be part of the development agreement, so we thank the developer for agreeing to this request. I believe this is already a done deal.

Connectivity. Connectivity reducing traffic and enhancing our downtown experience is critical to accomplishing our common goal of creating a collaborative and unified downtown. To promote connectivity, we have asked the developer to fund a downtown-only trolley loop that shall have several stops on Miracle Mile and other points to be determined along Galiano, Alhambra, Sevilla, and other points, to start up with operations until the City has put in place a mechanism to do so. This is another item that the City has also made a part of the development agreement and one that, to our understanding, has already been agreed to by the developer. We thank them for this item as well.

Convention space. We appreciate the developer has listened to our group and has committed to creating a conference facility which accommodates 350 guests for a sit-down dinner and 700 guests for a cocktail reception. We urge the developer to continue exploring ways to increase the capacity of sizable convention space within our downtown (UNINTELLIGIBLE) absent. The BID also encourages developer to agree and be bound to a plan that requires it to adapt to future worsening traffic conditions that may be arise and provide alternate solutions should it be required in the future. With all the best intentions and predictions, there's no guarantee that the solutions provided today will work. A cohesive and unified downtown. As a result of this project and as our downtown business community grows, the efforts and benefits afforded by both the BID and the Mediterranean Village should not be independent. There can only be one downtown. For that reason, the BID may review and make recommendations that its boundaries be extended. Should the BID choose to make this change, the developer should be required to support the modification and become a BID member. Until such time, we would like the developer to be a opt-in member in perpetuity, thus creating a cohesive and unified downtown. Again, we are talking about one downtown, the downtown. The BID respects the way the developer has pursued this large development and would rely on our congenial and cooperative partnership to strive for only the very, very best for Coral Gables. The addition of the five-star hotel, 225 residential units is a great benefit to our downtown. Respectfully request City Commission to incorporate the points we've discussed today and to the development an agreement. To recap: A characterization specific of the retail component; continuity and connection of the project with Miracle Mile and all of downtown; the trolley

system enhancement; convention and gala space; and most important, a cohesive and unified downtown. Another point that just came in today, and I wanted to bring it up, I've been hearing discussions about what the use of the Arts Center building would be and should be, and we've had several discussions in the last few days. The BID's position there is that that building should really be the focal point for what the retail or the restaurants or anything else like that would be. I know the City's been trying to maybe use it for offices. I think that making that an activated building where the retail use is key -- I'm imaging an Apple store. That would be where the Apple store would be. Joe Stone's Crab. Joe's Stone Crab would likely come here; that would be where you would want to see something really significant be placed to activate and make that work. Thank you for allowing the BID to make this statement, and we appreciate your commitment to our community and the thoughtful approach by which you'll be making a decision on how to proceed with this project.

Mayor Cason: Thank you, Venny.

Commissioner Lago: Thank you, Venny.

Mayor Cason: Thank you for the BID.

Commissioner Quesada: Thank you.

Mayor Cason: Mark Trowbridge.

Mark Trowbridge: Good evening. Mark Trowbridge, president of the Coral Gables Chamber of Commerce, 224 Catalonia Avenue, in the City Beautiful, Coral Gables, Florida. Mr. Mayor, members of the Commission, Madam Manager, City Attorney, Mr. Clerk. Thank you for allowing the Coral Gables Chamber of Commerce to join you this afternoon as you deliberate on the Mediterranean Village project that is currently seeking approval. We appreciate your commitment to our community and the thoughtfulness that you will put into today's decision on how to move forward with this game-changing project for Coral Gables. Our Chamber has been part of the Coral Gables community for almost 90 years. We grew up with the City, and we

share a similar history with our City Beautiful. Our mission has always been to develop business and build community while fostering the economic interests and financial prosperity of our businesses, first and foremost. As the Chamber, we believe that the Mediterranean Village project will forever alter the landscape of our City Beautiful. It too is a game changer. And with its location less than four blocks from our downtown core, another area to be transformed in the coming months with the Miracle Mile streetscape project, we knew it was important to be here today to weigh in and share our thoughts of how it will impact Coral Gables. I have stood before you many times over the last nine years and shared that it is our belief that in order for us to remain competitive, we need to put our muscle behind those projects that allow us to achieve great things in our community. We believe that the Mediterranean Village project is one such project. As you know, the Chamber has always sought to strike a balance between new development and responsible growth in Coral Gables, with the goal of keeping our historic City Beautiful businesses vibrant, exciting, and yes, competitive. With that same commitment and focus, we convened an ad hoc committee this fall regarding the Agave project, comprised of community stakeholders from the Chamber, the Business Improvement District, the University of Miami, neighbors, residents, and business owners. Following a briefing by Agave to a joint session of our BID and Chamber boards in July, the ad hoc group met over the course of several months with leaders in the City as well as representatives from the Agave group. To be chanted, the entire process has been open and transparent, very dialogue-driven and forth coming. This was the type of review and engagement we can all be proud of and a project that deserves our consideration. We followed a similar path as the Chamber many years ago when the Village of Merrick Park was being discussed. It worked then, and I believe it work now. In the end, after much discussion, we came to the conclusion that we had the utmost respect for our partner, the developer, who clearly shares a common goal: the overall improvement of the surrounding area and promoting commercial vitality. This is obviously important to us as our Chamber headquarters and many of our members will be neighbors to this project. So here are some of the things our ad hoc committee ended up in the discussions, and you will hear similar things to what Venny and the BID have said. Much of the content of the conversation that the ad hoc committee had had centered on the quality and quantity of retail. We have looked at this from many different angles and consulted with experts in the field, looked at best practices, impacts in other communities, and the like. We did this exercise not only to understand but to ultimately

move forward in support of these plans. Based on the latest submittals by Agave, it is now clear to us that the quantity and quality is much for acceptable to our partners at the BID, provided that the developer commits to securing anchor tenants that are in character with the proposed plan. We believe that if 396 Alhambra is any indication of good faith by the developer, this commitment will be followed through on, and in a way that will bring the very best in retail to Coral Gables. The quality of the tenant mix of the developer ultimately leases to has to be as clear as noted in presentations previously, and you heard Venny talk about them; aspirational fashion tenants, emerging tenants, and global markets that are pool (UNINTELLIGIBLE) to the area, along with retailers that provide rich experiences that you don't see anywhere in our local community right now. This is essential. With the build out of the Miracle Mile streetscape project to be completed prior to the Village being finished, we encourage that landscape architects for both projects meet in the middle, so to speak, and devise a plan to bring continuity to these four blocks that separate both of these projects. We know this may seem like a small enhancement to the grand plans of both developments, but it is an essential one in our eyes. Think of it like a living room and a dining room articulating, coordinating, and complementing in their appointments energy and design. In addition to these ideas, much of the dialogue has also been on traffic and well, as neighbors to this project on Catalonia Avenue, we can understand this concern. However, we are also big believers in the amazing asset, that is, our Coral Gables trolley. We encourage all parties -- the City, Agave, the BID, and stakeholders -- to join forces and work to create a linear trolley line that is robust in its frequency, capacity, and our hours of operation. There's a tremendous amount to create a trolley program that is second-to-none in the nation as it brings alive a commercial corridor along Ponce de Leon Boulevard. We are grateful to Agave for listening to these suggestions over the last few months, especially about expanding proposed conference and ballroom space. Currently, they are committed to creating facilities which accommodate 350 guests for a sit-down dinner. Our ad hoc committee urged them to continue exploring ways to increase capacity of this function space as sizable event space within our City is noticeably absent; 500 seats, for example. We are not currently able to play in this market, as much of this business heads downtown to Miami Beach or the airport area. Think of the gala opportunities, lunches and dinners, weekdays and weekends that will now think of Coral Gables as a destination. But now look elsewhere when space is needed for more than 350 guests. This is an emerging sweet spot for us, and one that we can leverage

from the first day the project opens. In closing, our community has truly appreciated the way Agave has pursued this development and will continue to rely on the collegial relationship and partnership describe what is best for our City Beautiful. The addition of the five-star hotel, world-class commercial office space, and residential units is a great benefit to our downtown. If retail does truly follow rooftops, we are in for a true renaissance in the City Beautiful that has not been seen since George Merrick turned his first shuttle here 90 years ago. Leaders on behalf of our ad hoc committee and our Chamber of Commerce thank you for the opportunity to share our thoughts today. In closing, we appreciate your commitment to our community and the thoughtful approach by which you will be making the decision on how to proceed with Mediterranean Village project. Thank you for helping change the game for the better.

Mayor Cason: Thank you, Mark.

Commissioner Lago: Thank you, sir.

Mayor Cason: Arjan Honderd.

Arjan Honderd: Mr. Mayor, Commissioners, ladies, gentlemen. My name is Arjan Honderd. I'm a resident of 3100 Galiano Court.

Unidentified Speaker: Can't hear you.

Unidentified Speaker: We can't hear you.

Mr. Honderd: I'm sorry. My name is Arjan Honderd. I'm resident of 3100 Galiano Court, which is basically a side street of the 100 Santander Block. And I just want to say I do favor this whole project. I think it looks beautiful. There are just a few concerns regarding our street I would like to point out. As you know, the 100 Block of Santander, it's a wide street. It's just like Malaga on the east side of the project. The thing is there are many cars entering our street thinking it leads somewhere; it does not. So they race to the end where I live. They know it doesn't go anywhere. They spin around and they race straight back out again. It's

(UNINTELLIGIBLE) living there. I mean, it's -- it just creates a dangerous situation now and then. I've seen the group wants to spend about \$200,000 on our block, Santander, to improve the situation, the traffic mitigation situation. I really appreciate that. I hope the \$200,000 will be enough, because the other streets that allocated -- I think it's about \$500,000 each street, and the plans are pretty similar, because they want to reduce the amount of traffic going through those streets as well. So I hope that they will consider these facts when they go forward with that. Other than that, yeah, we're happy with it, that finally something will be done about this big spot in the middle of the City. I mean, it's been not pretty for the last I don't -- six years or so, so that's nice. Then another thing my neighbor just mentioned. He is a little bit concerned about the parking situation. Yeah, he's a little bit concerned about the parking situation, since we're so close to the project itself, he said, where will the employees park? for example. Will they be able to park inside the building? or do they have to look for parking?-which is happening right now. People working on Ponce de Leon, they're looking for parking on our streets.

Mayor Cason: We'll ask the developer, when they have the rebuttal, to answer that question for you.

Mr. Honderd: Very good. OK. Other than that, yeah. Thank you very much for your time.

Mayor Cason: Thank you.

Mr. Honderd: And we look forward for them to start and make a nice project.

Mayor Cason: Thank you. Larry Rentz

Larry Rentz: Hi. I'm Larry Rentz, with the Allan Morris Company, offices at 121 Alhambra Plaza, Coral Gables, Florida. As a courtesy, a little boring my three minutes speeches at Coral Gables High School, sometimes it took a half an hour. So we have been involved in this -- Allen and I and our organization have been involved in this seven acres for 10 years, since -- well, Ralph Sanchez came to us and told him to -- told Allan and I of his vision, and we watched Ralph assemble all the land, parcel by parcel. Then Ralph came back to us when the condo

market -- he had planned all kind of condos there, except for little office, and he offered us the -- or Allan -- the Ponce... site, then Allan bought it. And then the office market fell out, so we couldn't build what we had intended to build, and that's an office building. We then started looking, Allan and I and our team, started looking hard and hired architects with the intention of purchasing this seven acres and developing it ourselves. We are glad that Agave was the one who outbid us, because they are class people, solid human beings; what they say is what they do. Allan and I and our company had a similar plan to the site plans that the Agave people have put together. That land has set fallow for 10 years. It will be a masterpiece, and Allan and...Morris Company and I personally support it 100 percent.

Mayor Cason: Thank you very much. Jeffrey Welch.

Jeffrey Welch: Thank you, Mayor. I'm Jeffrey Welch, CEO (Chief Executive Officer) of Coral Gables Hospital, at 3100 Douglas Road. Coral Gables Hospital has been serving the community since 1926. And just for the record, Coral Gables Hospital does have a voice in the application process, because we do pay taxes. That being said, I feel the developer has been extremely responsible in presenting a plan that maintains the integrity and vision of Coral Gables and has solicited more than adequate input from the community. This project will finally eliminate the last eyesore of the City Beautiful. I'm in -- I am in full support of the project and recommend to the Council to approve. Thank you, Mayor and Council.

Mayor Cason: Thank you.

Commissioner Lago: Thank you, sir.

Mayor Cason: Kirk Menendez.

Kirk Menendez: Good afternoon. Kirk Menendez, 325 Malaga Avenue. I've lived in the Kraft section of Coral Gables since 1962. To put that in historical perspective, my family and I moved into that area in the height of the Cuban missile crisis. I think that gives me a certain perspective on things and how that area has evolved throughout the years. My childhood -- I grew -- my

childhood home was at 109 Sevilla. You may not know that property, because today it's not a single-family home, but it's owned by a bank. It's asphalt parking. Across the street from me when I was a child, the 2801 building, which was torn down a few years ago, was constructed in the middle of single-family homes. That area has a history of change, but that change is a hit-and-miss. Today that area, I would describe it in the grand scheme of Coral Gables, sort of an underappreciated, almost a blighted area. If you know the restaurant property to the -- on Sevilla and Ponce, what was Los Ranchos a few years ago, and Whiffenpoof in the '70s and before, restaurants have failed there for decades. There's a reason for that. That area doesn't draw people to it. There's a bakery. There's a convenient store. There's a high-end restaurant there. Today they yearn for more residents to come visit them, but what happens? We have not been able to connect Miracle Mile to that area. This project gives us the opportunity to not only expand downtown Coral Gables, but to connect the dots. If you go to eat at Christy's, are you going to walk to Miracle Mile? Odds are, you're going to get in your car and drive and park on Miracle Mile. What if we could just eat and walk? What if we had boats visit Coral Gables? Instead of saying, "Let's eat at Coral Gables, but let's go to Midtown afterwards." Or "Let's eat in Coral Gables and let's go to other parts of South Florida." How 'bout if we can have folks come and stay and decide to live here? How 'bout if we have residents have another reason to go to the downtown area Coral Gables with their family and enjoy a weekend or the evenings? Wasn't that long ago that everything was closed in Coral Gables on Sunday. The only thing you would see was tumbleweed going down Ponce de Leon. As a little kid, I went to Ponce Circle Park to pick up pine cones for school projects. There was nothing happening. And one day, Wool Worth became Barnes and Noble. And all of a sudden, you saw folks at night buying books; then all of a sudden Starbucks on the corner, and then Houston's, and little by little we started to see our downtown area live and breathe, and that's the point here. This is a once-in-a-lifetime opportunity. I think the last opportunity the City has -- well, I'll wrap it up. I'm in support of the City. I'm in support of a vibrant Coral Gables. I'm in support of things that bring folks here and give residents an opportunity to enjoy the City to new levels. Thank you.

Mayor Cason: Thank you. Ralph Cabrera.

Commissioner Lago: Thank you.

Ralph Cabrera: Good afternoon, members of the Coral Gables City Commission, Madam City Manager, wherever the City Attorney is, Mr. Clerk. It's kind of fun to be on this side of the dais, all right. For the record, Ralph Cabrera, with an address of 90 Almeria Avenue, directly north of this proposed project. Members of the Commission, today I'm not going to speak on the scale of the project because it's clearly out of scale. I'm not going to speak on the parking because depending upon what you approve today, you'll have either a shortage of 385 parking spaces or as many as 575 parking spaces. I won't speak on the potential impact of this project on Miracle Mile and the Village of Merrick Park either, because we all know that this will adversely affect two of our City centers, and we all know that the Miracle Mile will clearly fit into this project, if you decide to do so. What I will speak on very briefly with you are two points that I'd like to make. One is, why aren't we listening to our public safety departments on the impact of this project to the area to the City as a whole? Our public safety departments are Fire and our Police Departments. We should have our department heads here to tell us about the impact of a project this size for the next 5, the next 10, and the next 20 years. And lastly, I know you talked about the Board of Architects, and you talked about how the Board of Architects has approved a concept. I know it was ushered through the Board of Architects at one point in time, and I know that the buildings are coming back to the Board of Architect [sic] for review. But here's the problem: The Board of Architects needs to look at this on a holistic manner. They need to look at the density that this project will bring to existing buildings, existing residential neighborhoods, and that's not being studied, and it needs to be studied if this project is to move forward. So I hope you'll consider my feedback to be productive and helpful, and I wish you well in your decision-making process.

Mayor Cason: Thank you.

Commissioner Lago: Thank you, sir.

Mayor Cason: Julie Webel -- Julio Webel, excuse me. Is Julio Webel here?

Julio Webel: Good afternoon, Mayor, Commissioners, Madam [sic] Clerk, City Manager. I've been living in 309 Malaga Avenue for almost 30 years. I've seen --

Unidentified Speaker: Can't hear you.

Mayor Cason: Speak louder, please.

Mr. Webel: I've been living in 309 Malaga Avenue for almost 30 years. I've worked in the City for as long. I've seen the City change --every changing from -- I recall the bus station, what is -- what was done on 300 Aragon. I recall Miracle Mile closing at 7 and so on. And I've always seen the City making the right decisions on each one of the developments that have been put onto your desk, and I have confidence that you will do so this time. I've been following the project as a professional and as a resident of the area, and boy, this project has been dissected in and out. I've seen -- I've learned from it very much, and it will be a shame that we don't take advantage of the quality that RTKL and Agave are presenting here. On a personal note, my kids have gone to the Gables since -- they're graduating now from universities and all that, and I would like the City to maintain that record of good decisions so my grand kids also live the same life I live. Thank you.

Mayor Cason: Thank you very much.

Commissioner Quesada: Thank you, sir.

Mayor Cason: Phil Rinaldi.

Unidentified Speaker: Repeat that name again.

Mayor Cason: Phil Rinaldi. All right, Anamarie Sanchez. No? OK. Enrique Lopez.

Enrique Lopez: Good afternoon, Mr. Mayor. I would like to request an additional two minutes, if possible, Mr. Mayor?

Mayor Cason: I can give you -- I'll give you five minutes.

Mr. Lopez: That's excellent. Sounds good. Good afternoon, my fellow residents, Mayor, Commissioners, City staff, and all present. Before we get started, I would like to share some things that I think it behooves you, all of you to look into, which was presented as best and final from the project's perspective. And I'm going to cite you specifically to the plan by RTKL that have been submitted, that have to do with a parking garage, and I would like to -- parking garage design. It's page 115. And this is just an FYI (for your information). I have no position on that, but I think I owe it to you to make sure that all that you're looking at has been provided to you as it should be. I'm citing specifically 16A, wherein the inside end of each drive isle needs a 15-foot radius for simultaneous turns. This is a good design practice -- sorry about that -- and it's required by Miami-Dade County. Miami-Dade County. I'd like to share with you, that if you look at the plans that follow pages 121, 123, 122, where that radius is required by Miami-Dade County, it is not presented. It says, in lieu of a 15-foot radius, turning radius, 26 feet minimum drive isles are used at the end of the bay. Just an FYI, basically a point of information that should have been addressed prior to bringing it to your attention, and I think that needs to be brought out. Number two, on page 73, trolley ridership study. We all may recall that in the past, we -- the requirement was for an additional five to six trolleys. Well, I find it very, very, very hard to believe -- and I'm reading off of the paragraph by Kimley-Horn that says -- it goes into some explanations. "Therefore, the project would generate an additional two to three riders per trolley during their peak hours." Let me repeat. "Therefore, the project would generate an additional two to three riders per trolley during peak hours." Ladies and gentlemen, I think we can figure it out. This is a very large project. At the same time, I find it very, very difficult to believe that in order to justify no additional trolleys, we just say -- we inch it up and say two to three riders per trolley during peak hours, something that I would like for you to look at. At least I found it surprising. The third topic has to do with utilities. This is page 101... engineer environmental services. What I find really surprising is that we anticipate that the utility improvements may include the following, and it goes on to cite water main extensions, providing fire hydrants, gravity sewer extensions, sanitary sewer pumping station, bringing electrical feeders to this facility. Ladies and gentlemen, this facility will require a lot of power.

Now, I do not know -- it doesn't say if they're going to be brought underground, aboveground, or with mega power lines. Road drainage, et cetera. I think at this stage of the project -- and I think you all have been very demanding to hear the final stages of the project -- is the fact that right now, as it pertains to utilities, our infrastructure, that remains undefined. So I would urge you to ask those questions and demand answers. Last but not least is the -- on page, basically, 108, valet operations. Wherein, if you look at the actual feeder of the valet operation, everything -- they have actually cited eight and-a-half minutes, which is the time that it should take about a parker to take a vehicle and take it to the garage. But if you notice, off of Palermo, it goes right off into Ponce de Leon, with no real bay or anything else. As you all know -- and I'm not going to be sarcastic -- valet parkers are not known for their low speed. Having said that, now -- and I share that with you as an FYI, I will go ahead, Mr. Mayor, commence my component. First of all, I'd like to thank William Kerdyk. Bill, a heartfelt thank you for 20 years of honesty, transparency, and integrity. It is heartfelt, and I thank you.

Applause.

Mr. Lopez: It is really ironic that at this meeting, what Bill has stood for is really what is not being presented. For the past few years, the residents have been in the dark, former City management, staff and developers. Investors come in and buy land, including a parcel from one of our Planning & Zoning members, who was appointed by one of you and who voted for the project. Another Planning & Zoning member appointed by one of you is a primary architect in two projects in the present 18 projects in the overdevelopment pipeline. Developer bought land knowing the rules in Coral Gables and then once we changed those rules. Developers -- as-of-right developers -- and I always have a problem as Allan Morris and Armando Codina always played by the rules in our City had built elegant landmarks, not controversial, and very divisive projects in our community. In a world-class city, more is not better. We prefer quality instead of quantity. Some City staff and our -- some members of our Commission have been catalysts in support of this project, all under the auspices of economic growth and jobs; however, with no thought as to the impact on our quality of life. Developer ...the attorney, who wrote the form base Code- that's like asking the speeder to determine his sentence. Developer has been generous in numerous areas, including campaign contributions. Our City is being assaulted,

ladies and gentlemen, by outside -- outsiders who clamor to make this their version of Brickell West, looking to the Political Action Committees over in our City, looking for the sources of campaign contributions that are foreign to what our quality of life is, and you will find the crumbs, the bread crumbs that tell the story. Let us be clear: Economic growth and jobs cannot and will not drown out our quality of life. We can and do have developments that are...conscience. This project is expressly not. The project, as presented today, falls short in many areas. They are minimum shortage of parking. I think that's been beat to death, but ladies and gentlemen, let's be realistic. We do have a shortage of parking in our downtown. We can say central valet parking, all these great things. It's not going to take away the fact that we are short, at the very least, anywhere between 4 and 600 parking spaces. Transit: one of the many questionable reports presented by the applicant, I just shared with you. Two to three riders per hour in a peak. How come all of a sudden the need by the same thing Kimley-Horn component from five to six trolleys became no need for additional trolleys; just an extended route? You're all smart people. Let me share with you the facts. Let them present you the facts, not the versions that make sense to them, the very least. Traffic: All submitted traffic studies have justified their numbers. However, the area west of that project has been totally ignored, and who knows? It's, you know, survival of the fittest. Height: Why do we have to accept the higher is better mindset? Too much is being proposed in a limited area. Please do not use the Planning & Zoning Board's 7-0 vote as where their transparency, it should have been 6-0, with an abstention. Take the time to read the minutes; you'll see that your appointees have some very serious concerns about the project. After all, those members are volunteers and grew weary of the numerous implied pressures on them. I can tell you because I've spoken personally with each of them, not all of them; most of them. They were pressured. In addition, the many solicited supporters is in the immediate area who support the project do not represent Coral Gables. I applaud those that want the project there. However, I do not want additional traffic that today, as we speak, impedes me or inhibits me from actually enjoying my quality of life in our City. Yes, as a matter of fact, some of them claim and some of you have actually come to clarify were promised zoning change to increase their property values. Whereas many projects are as of right, meaning that they adhere to the rules -- Allan Morris voting yes -- this project is clearly as of wrong, asking for too many changes that are socially responsible and lower quality of life. Yes, this project can occur, and I believe it will occur, but in a most subtle, intimate and elegant

manner that keeps our City truly beautiful. I look to all of you. Do not approve the project as proposed and demand the scale down version of the same. Your decision today will have far reaching implication, many, many, and for the lifetime, including our non-negotiable quality of life. Yes, this developer has come -- developer has come to Coral Gables, has created some divisiveness in our community, believe it or not. However, they will not conquer us. Thank you.

Mayor Cason: Thank you.

Applause.

Mayor Cason: We don't need any public outbursts, please. Luis de la Vega.

Mr. Leen: Yes, please keep that in mind. That actually violates our rule Rules of Procedure. There should not be public outbursts. Of course, except for the Vice Mayor, who obviously deserves -- other than that, there's no (UNINTELLIGIBLE)

Commissioner Keon: (UNINTELLIGIBLE).

Vice Mayor Kerdyk: I might (UNINTELLIGIBLE) after (UNINTELLIGIBLE).

Mayor Cason: Marilyn Smalley, if I can read this right. Gay Bondurant?

Gay Bondurant: Good afternoon, Commissioners. My name is Gay, G-A-Y, Bondurant, B-O-N-D-U-R-A-N-T. For the last 36 years, I have lived at 446 Alcazar Avenue, and I've been a resident of the City of Coral Gables for the last 67 years. Until the last four years, I never had a worry that my Commission didn't have the best interest of the City at heart. However, knowing that except for Mr. Kerdyk, none of you has more than four years experience sitting at this dais. That's scary to me because the vision is not there. The project that we are here to talk about today is incredibly large, far too dense, generating too much traffic, not enough parking; and the idea of gardens on the tops of roofs as public space is ludicrous. Also, as the developers have said that this will benefit Miracle Mile, strains the bounds of intelligent thought. Further, if

increased height requests are allowed, even if it's a little “doo-dad” on top of a building, it will be the nose of the camel under the edge of the tent. Further, developers will never be stopped. The Code calls max out 16 stories, not 19 and a little “doo-dad” on the building. I think you get my drift. With any luck, three of you will not be here on second reading. Thank you.

Mayor Cason: Marry Snow.

Mary Snow: Hi, Mayor, Commissioners, City Manager, the City Clerk. My name is Mary Snow. I'm the executive director of the Coral Gables Community Foundation. Our office is 3001 Ponce. The project -- the -- Agave is our landlord, and I'm just here to say that they've been great supporters of the Community Foundation. They provide us free office space. They've been doing that for the past, at least, four years, I would say. They've been very good to us. And as a Community Foundation, we raise money to enhance the quality of life in Coral Gables through scholarships, through enhancements to the historic preservation, green space, things like that, and having the ability to have free office space really allows us to give all of our money back into the community, so Agave's been very good to us. That's all. Thank you.

Mayor Cason: Thank you.

Commissioner Lago: Thank you.

Commissioner Quesada: Thank you.

Mayor Cason: Kate Taylor.

Kate Taylor: Good afternoon. My name is Kate Taylor. I live at 100 Andalusia Avenue in the building called the Andalusia, not far from this project. And it has been a real learning experience listening to everyone today. A lot of my concerns have been satisfied, but I still have several concerns, and one of them would be the parking. I do feel that -- and I'm reading that about 650 parking spaces have been reduced on this project from what the Zoning Code would normally require. The other concern I have is the amount of retail space. I was very pleased to

hear from BID and the Chamber that they did a lot of negotiating with the developer and that the developer was very congenial and agreeable to their suggestions, and that feels very good, but I still think it's a lot of retail space. And my concern is the dual part of so much retail space -- I mean, it is a new shopping center, but we're not -- it's a new shopping center without the parking, and I think that will definitely affect our quality of life. The other -- last concern I have is the precedence that is being set by the height of the buildings. I think the ornaments on the hotel is magnificent; that doesn't bother me, but the height of all the other buildings, like the three residential towers: they're pretty massive, and the office building, too. In looking at the design, there's a lot of things that are above the roof that -- on those condominium buildings that, yes, they're attractive, but is it really needed? I think if we could put in more parking, a little less retail space, we'd be a lot closer to the vision that we have of Coral Gables. Thank you.

Mayor Cason: Thank you. Gonzalo Sanabria.

Gonzalo Sanabria. Good afternoon, Mr. Mayor. Gonzalo Sanabria, 944 San Pedro Avenue. I made it here, even though I broke a toe yesterday, and if I walk a little funny, it's the way it is. I'd like to refute some of the statements here. I just heard that the Planning and Zoning Board, in its unanimous decision, may have just been overwhelmed with numbers. Let me tell you, the Planning & Zoning Board members, who I all know, are at least two architects, well known, a land use attorney, two developers, and a former Assistant City Manager of Coral Gables; quite capable. I've sat in that meeting and they made the right decision when they voted 7-0. There's also one other thing I want to tell you that is a mindboggling number, and let's see if I can say it in a way that it will stay with you. All the retail in Coral Gables, the entire number, is 3.7 million square feet. Now that means you can go up and down big sea, the lower side streets, everywhere there's historic front that's considered retail. This is according to the Lambert study. Now listen to this: 3.7 million existing square feet; 1.5 million of that was built before 1960, 1.5 million; 40 percent. The next wave of development was from 2000 to 2009. In that period, there's 1.22 square feet of retail, and guess what? Merrick Park, in 2002, was 1.06 of that 1.22. It's 88 percent of all the new retail development in Coral Gables; 88 percent. So when we talk retail, we talk sound planning, we talk the Agave plan, we talk the BID, we talk the Planning & Zoning Board doing a unanimous decision. Everything's on the right track. I'd like to support

this, but my background in the same business, and I think its sound, it's great, and it overcomes a blighted area, and it fills in the gap between Merrick Park and Miracle Mile. It's all going to be good, and I hope that you all decide to support it. Thank you very much.

Mayor Cason: Thank you.

Commissioner Lago: Thank you.

Mayor Cason: Maria Christina Longo.

Maria Christina Longo: Good afternoon. Can you hear me?

Commissioner Keon: Barely. A little louder.

Ms. Longo: OK. Outside my bed. Good afternoon, Commissioners and Mayor, City Manager. My name is Maria Christina Longo, and I live at 2712 Segovia Street. I'm here today because I have a spiritual and moral obligation to speak to you against the Mediterranean Village the way it's being proposed. Some of you believe that this project is put for us because it will increase tax revenues. This is a fallacy, a mistaken and dysfunctional vision. And I think it is a mistake in vision because a mega block project of this magnitude with huge cinemas and retailing will increase traffic and congestion and reduce all property values in the long-term. You will be adding fuel to the already existing traffic problem in Miami-Dade. You will make Coral Gables more of the same. And it is dysfunctional vision because you will be ignoring the need for high-quality green space. And when I refer to high-quality green space, I don't mean the green spaces on top of the cinema rooftop, to bring more tax revenues. High-quality green spaces increase property values and help mitigate density. Just look at real estate values around Central Park in New York City. You can also increase tax revenues by increasing demand. Everybody knows that higher demand increases prices. Please, make our City a desirable and an extraordinary place to live, so that more people would want to live and work here. There's different ways of increasing tax aggregate income. We have a marketing reach that we have worked very hard to maintain. We have differentiated ourselves from the rest of Miami, by offering the small town

city, but if you approve this project, you will be transforming and changing our branding, you will be reducing prosperity, and you will be giving in to special interests. The poet Pablo Neruda wrote in 1926, "forgetting is so long." He meant that compared to life and love, which are very short, forgetting has a great danger of becoming permanent, and we can lose many things we value. You cannot afford to forget. Please, you cannot afford to forget that you're serving us and that you're not serving developers or yourselves. Thank you.

Mayor Cason: Thank you. Thad Adams. Maria Anderson.

Maria Anderson: Mayor and Commissioners, nice to see you again and nice to be on this side of the dais. I bring also a unique perspective to this. I've been a resident since 1960. To give you perspective, I flew kites where the Biltmore 2 use -- was -- is now, so it tells you how long I've been here, and I love the City. I also live two blocks south, where development pressures are pushing forward, and I actually don't believe that development is bad. I'm feeling it, and I think, well, you know, it's happening. It's good quality. It's fine. I looked at this project about -- I saw this project two months ago and I was stunned, stunned the scale and the volume. I believe that there's something that needs to be built on that site. I voted -- I was in favor of the original plan that Mr. Sanchez and Mr. Morris put together. This is too much, too tall, too much. I think we can have an elegant project there. It needs to be smaller. It needs to be more intimate. It needs to be more of the scale of Coral Gables. I -- traffic, public safety, quality of life, those are things that I look at. It's not against development. It's just really, look at the scale. I'm grateful that Agave's come into town, and I appreciate that. But I think they need to go by the rules that we have set in terms of height and scale and proportion. I think we set a dangerous precedent, and I've sat where you sat, and I think that there are projects in the pipeline that are looking toward this project to see where it's going. So I wish you the best. Please, please consider scaling this project down. Thank you very much.

Mayor Cason: Thank you.

Commissioner Lago: Thank you.

Mayor Cason: William Hutchinson.

William Hutchinson: Hi. I'm Bill Hutchinson. I live at 1216 Palermo Avenue. It's awfully hard to improve on some of the concepts that have been articulated by the people just before me. I would like to comment on one or two things. First, during the last 15 years or so, last 15, 20 years, something interesting has happened here in Coral Gables, as well as in Miami-Dade County, and it is the idea that the absolute number-one priority for local government is to grow the tax base. A few years ago, I had the opportunity to talk about this with some of your predecessors. I pointed out, look, you want to grow the tax base? You can sell the parks and have them developed. And of course that's a facetious way of illustrating that, of course, you can take this concept way too far. I think what we have here in this particular project is something that's gone way out of scale. That depiction of the aerial of the developed project illustrated beautifully how out of scale this project is with respect to the area. It just doesn't give you the sort of village concept that is represented by the name. It just doesn't belong here. Now, what's happened over the last few years is this: We have dramatically promoted development in Coral Gables, just like the rest of Miami-Dade County. Now ask yourselves this: Are the residents better off for what has happened? The resident, are we better off for what has happened? And the answer is no. We have more congestion. We have canyons downtown. We have a lot of residents that are -- new houses that are too large for the lots, but leave that aside. The point is that we turn the traffic congestion and all that development, we're not better off. We haven't got lower taxes. It really hasn't happened. So, consequently, what's gone on here is we've got out of balance with respect to what we're actually out to achieve, which is quality of life, OK? It's not - - I'm willing to pay more taxes in order to achieve a higher quality of life, but this type of development here is not going to help the residents one bit. We will not benefit. So that's why I would encourage you to go back and ask them to scale it back, just as you've asked -- other people have asked you to do. Don't allow any exceptions to the existing Code. The Code is so liberal right now for large-scale development; please do not allow it to be amended at all.

Commissioner Lago: Thank you.

Mayor Cason: Thank you. Daniel Siberio.

Daniel Siberio: Thank you, Mr. Mayor, Commissioners, City Attorney, City Manager. My name is Daniel Siberio. I live at 3021 Coconut Grove Drive. And here with me are my neighbors: Carlos Dominguez, who's also on Coconut Grove Drive; Alicia Gavayata (phonetic) at 3026 Coconut Grove Drive; Natalie Tapper, also on Coconut Grove Drive; and Denise Olt. Right to the point, we are the most impacted by this development. The fact is that we've been impacted for the last eight years with the area that's not just blighted as other neighbors have said, but because it's been abandoned; has created also additional crime, vagrancy, and other issues. Our biggest concern here is that this development doesn't occur. Because if it doesn't, guess what? We may be sitting here another 8 or 10 years waiting for a development. That's one. But more importantly, the development is beautiful, and the City of Coral Gables and all its residents deserve this development, without a doubt, whether it's a few feet over, whether it's a few feet higher. Well, you know, I'm a CPA (Certified Public Accountant). I'm a financial advisor. I'm a pretty practical person. And I'll put it to you this way: If you take that land and you have other developers come in, they're going to be asking for more, not less. Do you think you're going to have a parking issue now? You're going to have a bigger parking issue if this developer walks away, sells it piecemeal, which will make a nice tidy profit doing so, and then you've got other developers coming in here doing a piecemeal approach. Well, that's even worse. So we have a golden opportunity here, a truly golden opportunity for the City of Coral Gables to do the right thing, approve this development, because it is everything that Coral Gables needs. It's going to tie in all the retail, which isn't today, and it's also bringing an enormous amount of investments of improvement of the City in all aspects, in the landscape aspect and everything else. To go the other way and not have this development, we're going to find ourselves in an issue of not just other developers coming in and offering less, but wanting to build more. And the one thing that we're not going to be able to stand in front of, which I disagree with all the other neighbors who just spoke, is you can't stand in front of... So please, I urge you to vote and vote for the project.

Mayor Cason: Thank you very much.

Mr. Siberio: Thank you very much.

Commissioner Lago: Thank you.

Mayor Cason: Michael Chickillo.

Michael Chickillo: Chickillo.

Mayor Cason: Chickillo. I'm sorry. Then -- how you doing, Mike?

Michael Chickillo: Hello, Commissioners. I -- and Mayor, City Manager, City Attorney. Thank you for the opportunity to speak. The project for us -- I'm a union president for the firefighters, as you well know, and I represent 132 guys. In the past, we've kind of sat on the sideline when projects like this have come forward, and we just want to make sure that the impact to the Fire Department is felt. We built the Palace, and we have another assisted living facility down in the south end of the Gables, and those two projects really impacted our services. So, you know, we're all for the development, if that's what the citizens want, and that's what they choose to go with. It's a beautiful building. It's fantastic looking. But from a fire perspective side and from the manpower, we need more people to do that. We need more people right now. In the last contract, you know, we went from 32 staffing to 30. We need to get that back. Not when this project's done or other projects come on line. We need it back yesterday. We need to get our staffing back up. We have people displaced because of the fire stations are in disarray right now, and we were not having the right people at the right stations and we need a rescue for putting service. That's an absolute certainty. So I -- if you don't believe me, talk to the Fire Chief, and I'm sure he'll echo my sentiments. So I appreciate you letting us speak, and hopefully, the project goes through in one way or another. I agree with the last resident who spoke, or the last residents. It would be a shame to let that hole sit there for eight more years, so.

Mayor Cason: Thank you.

Commissioner Lago: Thank you, Mike.

Commissioner Quesada: Thank you, Mike.

Mayor Cason: Paul Penny.

Paul Penny: Good afternoon. My name is Paul Penny. I live at 30 Palermo Avenue. I've been a resident there since 1950, on and off. This project is needed and a project is needed and welcomed, but not particularly this one, as presented. It's too massive to be immediately next to single-family homes [sic]. I believe that there's nowhere in the Gables where you can find single-family homes this close to buildings...that the size proposed. The transition for me is jarring to have 190-foot buildings within a football's length of my house, and I'm the third house from the corner. Traffic now is a problem, but with the project, it'll be more and much more worse, even with the...whatever the endorsement. I give up.

Vice Mayor Kerdyk: That's OK.

Mr. Penny: But any way, the proposed will -- I still have it -- but it falls short in that the routes for the people on my block, Palermo, to get out will be much more limited. It's Douglas Road or go north when we get to the corner, so that's our choices. The homes to the east and the north of Coconut Grove Drive will become like a stranded peninsula, cut off from the rest of the single-family homes in the Gables. I find that this could be undesirable and could affect our property values. The proposed enhancements for the neighborhood, I think, are excellent. And it will enhance the streets, but leave some questions as to the owner parking, since they're proposing to reduce the street parking to grassy swales, and parking on a grassy swale will kill the grass, period. As requested, the neighborhood enhancement program be done concurrently, which I understand has been the agreement, so I'm grateful for that. The current Code has served the community well over time, and I see no need to change it, because this formed base Code has many excellent points, but this one is ignoring the existing neighborhood and long-time tax-paying owners. The Spanish Village, PAD, was neighborly favorable; the transitions were gentle and livable, and that's all I have to say. Thank you.

Mayor Cason: Thank you.

Commissioner Lago: Thank you.

Mayor Cason: Michael Freeman

Vice Mayor Kerdyk: Mike Freeman. I don't think I've ever seen you in here. Wow.

Michael Freeman: Good afternoon. Thank you for the opportunity to appear on behalf of myself. I'm an office --

Unidentified Speaker: Cannot hear you.

Mr. Freeman: Thank you. I am an office resident of the City of Coral Gables since 1975. Since 19 --

Unidentified Speaker: I apologize. We still (UNINTELLIGIBLE) hear you.

Mr. Freeman: Should I try this one?

Unidentified Speaker: Speak up.

Mr. Freeman: Speak up. That better. Fine. My name is Michael Freeman. My office is located at 153 Sevilla Avenue. I've been at that location since 1979. This project is directly across the street from my office, so I've suffered all the consequences of vacancies and the various issues. I'm wholeheartedly in favor of this project. People raise issues, but in reality, that is development and that's the future. Someone is creating a masterpiece. There may be some scall issues, but I don't think it's going to affect anyone negatively. The whole point of this is the developer is in to make a statement, and I think they're making a beautiful statement. Miami is a terrific place. Coral Gables is even better, and we do talk about ourselves as the "International City," and I think this project will attract even more higher quality, or if there is such a thing, or

more high-profile tenants, and it'll be a wonderful link between the north and the south part of the City. Thank you very much.

Mayor Cason: Thank you.

Commissioner Lago: Thank you.

Mayor Cason: Sallye Jude.

Commissioner Keon: What is the name?

Mayor Cason: Sallye Jude.

Sallye Jude: Thank you for letting us be here today. And I've lived in Coral Gables for well over 50 years and has spoken to many people about this project, and I would say that most of them I've spoken to has said that the sale is two grand for the neighborhood and for our City. And once we change and let one developer have greater height, the line will be long around the corner for more. We as a city are looking at sustainability. Is that just for our government or is that for all of us? One of the things that I noticed in this plan was the fact that water features. We have a great water shortage in this area. Should that be something that we're encouraging developers to use? And that is something that I think we all have to think about. I would also recommend that all of the buildings have LEED certification, not just one or two. Thank you very much.

Mayor Cason: Thank you. Margarito Rodriguez, not here. Orlando Capote.

Mr. Leen: Mr. Capote is here. Mr. Capote is the owner of the residence probably most substantially affected, and he's requested a couple additional minutes, which I recommend you grant.

Orlando Capote: Again, thank you, Mr. Mayor, Commission, City Manager, City Clerk. My name is Orlando Capote. Lucille Capote, my mother, and I are property owners and long-term residents of the 2915 Coconut Grove Drive. I'm here to just touch on two points: traffic and the alley. This project, after talking to your staff, said it's going to add 500 cars during rush hour. I've done some math. I've done some numbers. It will generate that much, possibly twice that much during every known business hour during the weekdays, possibly more even on Saturdays. My question is, have the impact of this traffic been evaluated or is going to be evaluated? What it will do to businesses, what it's going to do to residential. It's normally not done, but it should be done. Now, please let me talk about the alley. The alley adjoining to and adjacent to the back of our property has provided us with safe, convenient access from the back of our property, the garage, to Galiano Street over -- for over 25 years, since 1989. Based on state Attorney General Opinions, AGO-78-125, the light air and access provided by this alley is considered part of our property rights. These rights are subject to constitutional protection. I am (UNINTELLIGIBLE) a municipality to take these property rights. Our property interest is outside the scope of the municipal home rule powers. It is beyond the power of the City to grant a conveyance to a private person or corporation the ground embraced by a vacated alley. The application of the alley closure has not demonstrated good reasons for vacating the alley and that it would be in the best interest of the public. The development is about 6.8 acres. Does the developer really need this tiny point three nine acres of alley and violate our property rights? Again, there is no public benefit for the taking of this alley. The subject alley is basically presently used by public service vehicles -- garbage trucks -- twice a week; water and sewer, once appear month; power and cable and telephone is needed. It is part of an alley design that was not completed by the Old Spanish River project. One, it demonstrates that keeping the subject alley as it is, owned and maintained by the City, is the only way to ensure we will have access to the garage at the back of our property, regardless of what may happen to this project, or how it may change in the future. But the taking of this alley would also eliminate the approval...Old Spanish Village design. It was depicted on the City website, dated July 2013. It have alleys going from Malaga Avenue to Coconut Grove Drive on to Galiano Street. Then, align alleys would provide an alternate route for police and rescue vehicles to reach the community with emergencies and street closures. Again, if we use an alley, if public vehicles use an alley -- and in the eyes of Dade County Public Works Department, whether it's a street, a road, or an alley, you move vehicles on it, it is a road.

It's a traffic issue. It impacts traffic flow. It is under jurisdiction of the Miami-Dade County traffic engineering. That is by County ordinances. For those reasons, I respectfully request that the vacation of the alley be denied.

Mayor Cason: Thank you.

Mr. Capote: Thank you.

Mayor Cason: Paul Savage.

Commissioner Lago: Thank you, sir.

Paul Savage: Good afternoon, Honorable Mayor, Honorable members of the Commission, the City Attorney and City Manager. My name is Paul Savage. I live at 522 Vilabella Avenue. I also rent my office space at 100 Almeria, which is -- backs up to Sevilla, right next to this property. And by historical note, I -- when I was in law school back in the '95/96 era, I lived at 110 Palermo Avenue, which has now been demolished and was a neighbor to the gentleman that spoke earlier from Palermo Avenue. I would just like to hearken back to some of the comments of Ms. Maria Anderson and others, who said that they were shocked by the scale of the project. It is not at all akin to the Old Spanish Village that was already approved. We've heard the words from residents that the transition is jarring, it's massive, particularly, if you look at the Comprehensive Plan amendment that you're being asked to approve today, you'll see that in the original map, there's a lot of light pink shading which was, as the Mayor pointed out correctly, was not residential of course, but is light commercial. That large pink shading is supposed to provide a buffering feature, if you will, as you move from the higher density commercial and then as you transition, so that there isn't this jarring impact to the smaller single-family residences. What's happened in the proposal is that, that light pink is now just a little strip around the back, where there's going to be some townhomes, but even that, it's taken out on the southern boundary on Malaga. That's just goes from a very high hotel use right down to where Christy's is, and then those little homes there are going to be facing a very tall hotel structure. I would be very careful about the Comprehensive Plan. I think that the project should be able to

be approved on existing zoning, or with variances from existing zoning. Our Comprehensive Plan, of course, is really our Constitution, if you will, for the zoning of the City, and you want to be very cautious about amending it. Additional height, I think, is not necessary. Also, making their own Mediterranean Village district for special zoning is not merited here. Again, the overall point is that this is a mechanization of the density, the mass of this area that is not really at all compatible with the single-family homes. On parking and stacking, Commissioner Quesada, you had a question for their traffic engineer about when could stacking happen? Well, one of my tricks to come out of 100 Almeria is to come down Sevilla and jump onto the Ponce Circle and go out that way; and I can't use that little trick anymore because at 5 o'clock, that starts stacking up from Miracle Mile back all the way to the Ponce Circle, so there's stacking today. If you get testimony later -- and I was sworn at the beginning -- if you get testimony later from someone that there will not be stacking, there's stacking today. It looks like I'm out of time. Your Honor, if I could just have 30 seconds? On the alley vacation, please remember, as the gentleman said, that you hold that in the public trust. And as we -- I discussed with your attorney in another matter, you can't, you know, have so much per square foot, or so many millions or whatever assigned to it by square foot, but you do -- you are certainly empowered to extract a lot of public good from that and be -- I would propose that the small amount of traffic calming and the like are insufficient. Lastly, the development agreement must be consistent with 163.3231 of the Florida Statutes governing development agreements, particularly that it shall be consistent with the land use development regulations of the City, and I would note that Section 2.2 seems to innumerate a bunch of uses; it can't do that. I mean, those uses must be in compliance with zoning. They can't be new. It's no place to get a variance in your development agreement under this statute. Thanks for the extra time.

Mayor Cason: Thank you.

Mr. Savage: Thank you.

Mayor Cason: And finally, the last speaker is Fernando Menoyo.

Fernando Menoyo: Good afternoon. My name is Fernando Menoyo. I've been around -- I've been in this City for a very long time. I've been active in a -- to a company called Coral Gables Rentals. I don't know if you've seen the green oval signs in front of apartment buildings, restoring all the apartment buildings. We've been known for our quality and our subtle good pace, and we also work with the City to create the townhouse Ordinance. We spent hundreds of thousands of dollars basically to downzone our properties, and that downzoning, by creating the townhouse ordinance, was received very well, because we wanted to propose a prototype that could be built instead of the unattractive high-rise buildings that are being built in this City. We were the developers of Almeria Road, which has been -- which is the project that has been awarded the most in the City's recent history. And as a matter of fact, if you want to attract influential and people of certain caliber, we have those at Almeria Row. The Agave project being proposed would not even be considered in cheap places where they understand real estate values. Places such as Aspen, Colorado, Santa Barbara, California, the Hamptons, Nantucket. This project would be out of the question. I don't know if you've been there. It's no way that a project like this would even be considered. People there understand -- they understand where value is. You don't have to go too far away to find many examples. In Coconut Grove, for instance, 30 years ago, Coconut Grove was sheik. You would see comedians, you would see actors, you would see the Kennedy's walking around the streets. Do you think that they're willing to come to Coconut Grove now having a choice? You don't see them anymore. You don't see that type quality...

Mayor Cason: And you conclude. Do you have any concluding remarks?

Mr. Menoyo: Yes, just one second. The -- and the pivotal point in Coconut Grove was the building of the Coco Walk. That's when they started to go downhill. It happened in South Miami, and the project being proposed here is maybe 10-times the size. Please do not proceed with this project. Convert it into a beautiful park. That's what we deserve in the City.

Mayor Cason: Thank you. And finally, Luis de la Vega, who stepped out.

Luis de la Vega: Good afternoon, Mr. Mayor, Commissioners. My name is Luis de la Vega. I'm a Coral Gables resident at 438 at Castile Avenue. I also own the building at 2850 Douglas where my company is headquartered. We employ over 100 employees in our Coral Gables office and have hundreds of vendors that we work with here in the Miami, thousands across the U.S. But we're here to talk about the Gables, and on behalf of my organization and our employees, we are very excited to see something finally happen with the lot that is one block away from us, which my employees have to walk through every single day on their way to lunch, which they have to go several blocks further to get. So for the benefit of my employees and the efficiency of our lunchtime, we would love to see this building -- this whole project come through, and we are fully in support of it. Thank you very much.

Mayor Cason: Thank you very much. Well, that closes the public hearing part. I want to ask the Agave, if they would like to come back and address any of the issues raised by the public?

Mr. Garcia-Serra: Sure. If we could have about a few minutes of rebuttal, and then Hector Fernandez will close it out for us. You know, if you look at all the comments that came here, let's look at first and positive comments, and I think it's remarkable that at one point and time, there were concerns from the business community, especially the small businesses along Miracle Mile, about this project, and you heard them here in support today. If you remember back, the previous project, the Old Spanish Village had considerable amount of opposition from neighboring homeowners, the vast majority of the neighboring homeowners were here in support this evening. You know, if there was any sort of category of objectors, it was perhaps a couple residents close by, some residents further away from the project. They were talking about, in particular, scale and massing. And if you look at the issues of scale and massing, we feel that we've designed a project that does fit in with this area of the City when you consider what's across Ponce Circle, what's further down the street on Ponce de Leon; as we get closer to lower heights, whether they be with single-family residential or some of the other businesses further south. On Ponce, we reduced our own heights also. The heights and FAR that you're seeing proposed right now are indeed more than what's permitted as of right on this property right now, but are consistent with other heights and FARs that you can find in other parts of the City. There was objections also regarding parking and traffic. If you'd like to -- and I know we're running

out of time -- we could have our parking consultant come up here and explain how the shared parking analysis works and how shared parking is not only an issue of parking, but it's also an issue of controlling the mass of the building. Because you want an efficient use of parking that you don't end up creating a parking garage that's so big and so rarely used that it also contributes to the size and massing of the building. And remember, this developer's doing something that no other developer's done in the history of this City, and it's costing them \$140 million to do these two additional levels of underground parking and to have all to loading internalized too, so that there aren't trucks and cars blocking the street. There was a suggestion by one of the speakers that we're not doing enough for the trolley. I don't know of any other developer that probably, if you put together all of his commitments that he's -- that they have made to the City, would even come close to what we're proposing for the trolley system, which is \$17 million to keep this trolley system operating and expanding, so it can meet not only our needs, but the needs of the rest of the City. You know, there were several other comments about the Planning & Zoning Board sort of being tired out, let's saying being forced to do their vote. Having had so many gray hairs on my head from going to Planning & Zoning Board meetings, I can tell you that they're never forced into doing anything. Your appointees speak their conscience, they do what they think is right, and they've done a great job for the City, and they do without any compensation; and on this project, deliberated on it greatly, and at the end of the day, voted 7-0 to recommend approval. Suggestions that we should build what we can as of right. Well, we can build as of right is over one million square feet of straight retail. Does anybody want that? Does anybody think it's actually going to work? Does anybody think that not having any residential component is a good thing here, not bringing another five-star hotel to the City with conference facilities is not a good thing? Suggestions of this trying to be Brickell West. Well, you know, we've -- if this building doesn't look like a Coral Gables Mediterranean-style building, then I don't what does, and after considerable deliberation, not only by the Board of Architects, but by peer review panel headed by a former dean of the University of Miami/School of Architecture. We could go on and on. You know, I think the major points have been addressed. Suggestion that we just convert this into a park. It would be the most expensive park in the history of the City and complete disrespect, I think, to our private property rights. Like everyone else, we have the right here to develop this property. We've done right by the City. It's been three years of engaging in conversations, engaging in studies, doing everything that we've been asked, taking everything

into consideration, and I think the end product is a great project that's going to add to the Gables, not take away its character; if anything, perhaps, take it to another level and make this City, which is already a great City, even better. And with that said, I will ask Hector Fernandez to close it out for us, and then we will, of course, let the Commission have its discussion.

Hector Fernandez: Thank you very much.

Mayor Cason: Close to your mouth.

Mr. Fernandez: Yes. Mayor, Commissioners, I'm Hector Fernandez, CEO of Agave Holdings. I think we run out of time. I'm going to try to be very, very short, but the issue here is that we want to thank you very much to you and to the City, to give us opportunity to be here to invest and to develop something. We don't consider developers. What I heard here is that the word "developer" is kind of bad and a lot of people thinks are -- and there are a lot of bad developers everywhere, but we are not developing anything. We are doing one of our -- extensions of our houses, one of our -- one extension of our private properties that we keep for generations. We are a family; that we were founded by a person in 1758. Actually, his father also founded a city. He founded Albuquerque city...the father of our founder Jose Valdez. His father founded Albuquerque city. And what I want to tell you is that I really, really feel it very close to that guy, to George Merrick, because we understand very well what is developed, what it means develop a city. We are doing it in Mexico, in Tequila Town. We are completely changing an industrial little town to a touristic international destination...millions of dollars, only for the reason to put that town in the map, and that the people will come from all around the world to visit and to experience the Mexican traditions. Of course, this is not the case. But here, the only issue is that we want to really be part of this community. We want to be partners of the City. We want to be partners of the neighbors. We want to give opportunities for jobs, and we want -- really want to share and to create the system of bringing wealth and taking it to all the different levels. And, you know, I just want to finish saying that when I was a kid, my father told me, "Never be afraid of always telling the truth." And, you know, what I want to say here, and it comes from my heart, is don't be afraid of heights. Don't be afraid to work with that, and don't take away the opportunity for thousands of people that will come to this City from all around the world and that

buyer, the wonder and greatness of this City from the altitude, from the height. Don't be afraid to share the program that you have on your shoulders. The vision, that that man had 80 years ago and that now you have the responsibility to keep going in that path, in that way. Don't be afraid to share it with us. We will be the right people to take it, and we are honorable men, that whatever we commit, we will deliver, we will deliver because we understand what is the meaning of developing a city, developing one of the most beautiful cities in the United States. And also, don't be afraid to keep growing, to keep working, because actually, we are running out of time. And, you know, it is a pity because a wonderful family, Coral Gables family, before us, they spent 10 years putting together that amazing property. Unfortunately, they lost it, because they run out of time. A crisis came and they lost it. And maybe years before in 1928, that man, George Merrick, also run out of time. And the depression caught him, and he run out of money, and he stop doing the wonderful and incredible things he was doing for the City. Then, other developers came and keep going. But the only issue is give us opportunity to be part of this wonderful and amazing history of one of the most beautiful cities in the U.S. Thank you very much.

Mayor Cason: Thank you. Thank you. All right, well, that closes the public input. We're going to have a discussion now amongst ourselves. How do you guys want to proceed? We can either -- we could take a -- we can go -- we can discuss elements of the project.

Commissioner Keon: Well...

Commissioner Lago: I think...

Commissioner Keon:...I think there's some merit to discussing the project overall.

Mayor Cason: Yeah.

Commissioner Keon: And then there is merit to some particular concerns we may have, but I think, you know, the overall context of this project is -- you know, there's -- I think there's merit in -- to speaking to that too.

Mayor Cason: OK. Why don't we start with Frank?

Commissioner Quesada: I just have a question for you. (UNINTELLIGIBLE) for him.

Mayor Cason: OK.

Commissioner Keon: Go ahead.

Mayor Cason: All right.

Commissioner Quesada: And I guess that was the wrong time to do it, but if he can come back up and we can pick up where we left off. The last question I had for you was with relation to stacking, and I had asked if during your time down from here...off the microphone, if you can look into that, what the stacking would be anticipated for -- to go into the office spaces.

Mr. Plummer: Yeah. No, I did not have the drawings with me, so the applicant, I think, was going to research that.

Commissioner Quesada: Oh, OK. Where you able to obtain that information?

Mr. Garcia-Serra: We could ask our traffic engineer, as well as our parking consultant to come up and talk about both the issues of stacking, as well as I think there might have been some questions about how the shared parking works.

Commissioner Quesada: Yeah. We had left off on traffic, so I just wanted to close that loop with my traffic concerns, and then I wanted to go into the parking.

Mr. Plummer: Sure, I'll be here.

Mr. Garcia-Serra: I'll ask John to first talk about traffic and then Chris to...

Commissioner Quesada: Yeah, let's just talk about traffic right now, please.

John McWilliams: Good afternoon, Mayor, Commissioners. John McWilliams with Kimley-Horn, offices at 1221 Brickell. Commissioner Quesada?

Commissioner Quesada: Yes.

Mr. McWilliams: The question you had was how much stacking there was off of...

Commissioner Quesada: If I'm coming -- let me rephrase that question.

Mr. McWilliams: Sure.

Commissioner Quesada: Or let me restate it again. If I am coming north on Ponce, if I'm coming from the south -- I'm coming from Bird Road --

Mr. McWilliams: OK.

Commissioner Quesada:...and I'm driving north, and I work in that building...

Commissioner Lago: Assuming you were at the office building on a bicycle.

Commissioner Quesada: I work in the office building.

Mr. McWilliams: OK.

Commissioner Quesada: How many -- the entranceway -- now I'm looking at -- I guess, let me go back to one -- I guess it was 129. No, it wasn't 129. Yes, it was 129 of the presentation, the one that we had up on the screen earlier.

Mr. McWilliams: Sure.

Commissioner Quesada: So I believe the entryway is going to be on Palermo, and it seems like it's about mid-block, is where the entrance into the building is.

Unidentified Speaker: Can you just hold --

Unidentified Speaker: Sure. I'll just --

Mayor Cason: We're going to take a five-minute recess.

Commissioner Quesada: And just so everyone knows, we're discussing scheduling right now, so that we can complete this.

Mayor Cason: Yeah. What we're thinking of doing is continuing this, so that we can have a full vetting of all these issues. We're looking to try to find some time either tomorrow or Friday so we can come back and --

Vice Mayor Kerdyk: And take our time.

Mayor Cason: -- take our time through all of this, because I'm -- we're supposed to be closing now, so we'll take a five-minute break and see if we can find a time where we can all meet.

Commissioner Quesada: In the next few days to complete this.

Mayor Cason: Yeah.

Note for the Record: The Commission went into a brief recess.

Mayor Cason: So 9 o'clock here, if the applicants can make it as well.

Mr. Leen: Mr. Mayor? I'm sorry, sir.

Mayor Cason: Yes.

Mr. Leen: If I may, it's next Thursday, April 2, at 9 a.m. This matter is being continued. I would like a vote of the Commission doing that, though.

Mayor Cason: All in favor?

Commissioner Lago: Aye.

Vice Mayor Kerdyk: Aye.

Mayor Cason: Aye.

Commissioner Quesada: Aye.

The Commission (Collectively): Aye.

Mr. Leen: OK.

Commissioner Keon: Unanimous.

Mayor Cason: Unanimous.

Commissioner Lago: Could we --

Mr. Leen: It's unanimous consent, Mr. Clerk.

Mr. Foeman: Yes.

Commissioner Lago: If I may ask from staff, from City Manager, can we make sure that we announce on e-news the fact that there's going to be a meeting next Thursday, the time, and you know, take any other necessary measures to make sure that everyone is aware of the time of the meeting and the location of the meeting. Obviously, it's here, but you know, just to make sure that people are aware of what's going on and what the purpose of meeting is.

Mayor Cason: OK?

Ms. Swanson-Rivenbark: We absolutely will.

Mayor Cason: OK.

Ms. Swanson-Rivenbark: Thank you.

Commissioner Lago: Thank you. I appreciate that.

Mayor Cason: Well, with that, then we will continue the meeting till April 2, I said, right?

Mr. Leen: Yes. You know, if -- Mr. Mayor, I just -- we've been talking -- I wouldn't normally say this here, but the Clerk and I have been discussing unanimous consent votes. Just to be clear, we list the Mayor as the mover for the unanimous consent and the Vice Mayor as the seconder.

Mayor Cason: OK, that's fine.

Mr. Leen: So even though, typically, the Mayor doesn't make the motion --

Mayor Cason: Right.

Mr. Leen: -- but it's unanimous consent. I would prefer if one of you would make the motion, though, for this matter.

Commissioner Keon: I'll make the motion.

Mr. Leen: Could one of you make the motion?

Commissioner Keon: I'll make the motion that we --

Mayor Cason: I'll second.

Commissioner Keon: -- continue this meeting until Thursday, April 2, 9 a.m.?

Mayor Cason: Nine o' clock.

Mr. Leen: Yes.

Commissioner Lago: And I'll second that motion.

Mayor Cason: City Clerk.

Mr. Leen: They're going to do a vote, Mr. Clerk. Roll call.

Mr. Foeman: Commissioner Keon?

Commissioner Keon: Yes.

Mr. Foeman: Vice Mayor Kerdyk?

Vice Mayor Kerdyk: Yes.

Mr. Foeman: Commissioner Lago?

Commissioner Lago: Yes.

Mr. Foeman: Commissioner Quesada?

Commissioner Quesada: Yes.

Mr. Foeman: Mayor Cason?

Mayor Cason: Yes. Thank you all very much.

Mr. Garcia-Serra: Next Thursday, April 2, 9 a.m., we will be here.

Commissioner Lago: Thank you.

Mr. Garcia-Serra: My understanding --

Mayor Cason: Go ahead.

Mr. Garcia-Serra: - the public hearing is closed; it's just for the City Commission to discuss --

Mayor Cason: (UNINTELLIGIBLE) discussion and asking questions.

Mayor Cason: And one last thing, I'd just like to apologize for --

Mr. Leen: Yes. Please, everyone, I just want to say that it's a first reading, but the public hearing is closed for first reading. There will be another opportunity to speak at second reading.

Mayor Cason: There's a second hearing.

Mr. Leen: But first reading, it'll just be Commission consideration.

Commissioner Keon: It's just us.

Commissioner Lago: What were you saying?

Mr. Garcia-Serra: I was just going to apologize to Vice Mayor Kerdyk for extending his City service to other meetings.

Commissioner Keon: You know, give us back that pen.

Unidentified Speaker: Give us back that (UNINTELLIGIBLE).

Vice Mayor Kerdyk: Yeah. I was just laughing about that.

Mr. Garcia-Serra:...year. Sorry.

Commissioner Lago: Thank you.

Unidentified Speaker: Thank you, guys.