

1 off of Alhambra, they're 30,000 square feet.
 2 That has nothing to do with the price of tea in
 3 China. This is not overlooking Biscayne Bay,
 4 and I get that.

5 And I understand why people in The Keys,
 6 they want to have that, and I think it's a
 7 wonderful thing, because you're taking
 8 advantage of that. This is a different animal
 9 altogether. And once you go down that slippery
 10 slope of the uses, keep in mind, you go down
 11 the slippery slope of how many floors are okay
 12 to have in the City of Coral Gables
 13 single-family residential.

14 I mean, this is the last thing we can
 15 protect, and I'm here to protect it.

16 CHAIRMAN AIZENSTAT: Okay. To me, I see
 17 that if you can -- first, if you can limit this
 18 to certain properties. A property that's on a
 19 waterway, but has a neighbor that's across the
 20 canal, I would not be so much in favor of,
 21 because noise travels by the waterways, and the
 22 person across the canal is going to be able to
 23 see. If you have properties that are on the
 24 open bay, I would be more in favor of that.

25 And to me, I would limit the size. I

1 along the Biltmore Golf Course, that have these
 2 beautiful views of the greens. Absolutely.
 3 I'm with that, all day.

4 MS. KAWALERSKI: Yeah.

5 CHAIRMAN AIZENSTAT: How would the Board
 6 like to move forward on this? Is there a
 7 motion that somebody would like to make?

8 MR. PARDO: Mr. Chairman, I'd like to make
 9 a motion to -- for disapproval of this
 10 particular requested legislative action.

11 MS. KAWALERSKI: I second.

12 CHAIRMAN AIZENSTAT: So you want to go
 13 ahead and do a denial?

14 MR. PARDO: Denial of Staff's
 15 recommendation of the legislative --

16 CHAIRMAN AIZENSTAT: And we have a second
 17 by Sue.

18 Any conversation? Any comments?

19 MR. BEHAR: At this point, we have a motion
 20 and a second. Let's call the roll and see what
 21 happens.

22 CHAIRMAN AIZENSTAT: All right. Let's call
 23 the roll, please.

24 THE SECRETARY: Sue Kawalerski?

25 MS. KAWALERSKI: Yes.

1 wouldn't go by a percentage. I would just do
 2 300 square feet or small area, not to -- I
 3 wouldn't want to give it as a big incentive for
 4 people to just do it. I would do it as a small
 5 area, that they could have up there, if they
 6 want to go up there and they want to see the
 7 view or whatever it is, as opposed to creating
 8 another backyard on the top floor.

9 MS. KAWALERSKI: But how do you prevent
 10 that from happening?

11 MR. WITHERS: I mean, you can build a house
 12 with a patio off your master bedroom or off
 13 your living room and do the same thing, can't
 14 you?

15 CHAIRMAN AIZENSTAT: Yes.

16 MR. WITHERS: You could put a big deck out,
 17 if you're building it from the second floor.

18 MS. KAWALERSKI: Absolutely. From the
 19 second floor, sure.

20 MR. PARDO: From the second floor, not from
 21 the roof.

22 MR. WITHERS: But that's what I'm saying.
 23 So you can still have it.

24 MR. PARDO: A hundred percent. And there
 25 are many beautiful homes, as you well know,

1 THE SECRETARY: Felix Pardo?

2 MR. PARDO: Yes.

3 THE SECRETARY: Javier Salman?

4 MR. SALMAN: Yes.

5 THE SECRETARY: Chip Withers?

6 MR. WITHERS: Yes.

7 THE SECRETARY: Robert Behar?

8 MR. BEHAR: No.

9 THE SECRETARY: Julio Grabiell?

10 MR. GRABIEL: No.

11 THE SECRETARY: Eibi Aizenstat?

12 CHAIRMAN AIZENSTAT: Yes.

13 THE SECRETARY: Five-two.

14 CHAIRMAN AIZENSTAT: Thank you.

15 Now that we have a full Board, let's go
 16 ahead and move up to E-1, please. Back to our
 17 regular order.

18 MR. Collier: Item E-1, a Resolution of the
 19 City Commission of Coral Gables, Florida
 20 approving receipt of Transfer of Development
 21 Rights (TDRs) pursuant to Zoning Code Article
 22 14, "Process," Section 14-204.6, "Review and
 23 approval of the use of TDRs on receiver sites,"
 24 for the receipt and use of TDRs for a Mixed-use
 25 project referred to as "299 Minorca" on the

1 property legally described as Lots 45 through
2 48, less than North 12 feet thereof, Block 17,
3 Section "K", Coral Gables, Florida; including
4 required conditions, providing for a repealer
5 provision, severability clause, and providing
6 for an effective date.

7 I think Item 2 is related.

8 THE SECRETARY: Yes, it is.

9 CHAIRMAN AIZENSTAT: Yes.

10 MR. Collier: Item E-2, a Resolution of the
11 City Commission of Coral Gables, Florida
12 granting Remote Parking (Section 10-109)
13 Conditional Use approval pursuant to Article
14 14, "Process", Section 14-203, "Conditional
15 Uses," for proposed Remote Parking associated
16 with the commercial project referred to as "299
17 Minorca" on the property legally described as
18 Lots 45 through 48, less than North 12 feet
19 thereof, Block 17, Section "K", Coral Gables,
20 Florida; including required conditions;
21 providing for a repealer provision,
22 severability clause, and an effective date.

23 Item E-1 and E-2, public hearing.

24 I would recommend that you hear -- that the
25 public hearing is for both items, but you vote

33

1 neighborhood, where people could park in a
2 garage and be able to walk around, as people
3 generally do in a Downtown. And I can tell you
4 that I've used a lot of remote parking
5 ordinances in my time, in different
6 jurisdictions, and cities generally say, "Well,
7 you're in the Downtown, and there's a lot of
8 parking, we'll waive it," but Coral Gables was
9 much more restrictive.

10 The way that the Coral Gables Remote
11 Parking Ordinance -- and I know that you're all
12 aware of it -- is, basically, if you can find
13 available parking within a thousand feet, then
14 you would provide your required parking within
15 that garage.

16 One of the reasons that this got spurred at
17 the time is, back at that time, there was --
18 basically, to do a large scale development, you
19 would have to assemble a lot of property, and
20 that was leading to much larger projects, that
21 had a lot of parking and a lot of units and
22 people were very unhappy with that.

23 So the goal was to find a mechanism to
24 allow smaller lots, within Downtown, to be
25 redeveloped, without becoming these monster

35

1 on the items separately.

2 CHAIRMAN AIZENSTAT: Thank you.

3 Mr. Navarro, welcome.

4 MR. NAVARRO: Thank you.

5 Excuse me, while I try to figure out the
6 new podium.

7 Mr. Chairman, Members of the Board, Jorge
8 Navarro, with offices at 333 Southeast 2nd
9 Avenue. I'm joined this evening by my
10 colleague, Devon Vickers, our project
11 architect, Hamed Rodriguez, our traffic
12 engineer, Tim Plummer, and my clients, Mr. Jose
13 Boschetti and Mr. Eduardo Otaola.

14 We're here to present an exciting and
15 innovative new project in Downtown, Coral
16 Gables. And before I start, I'd like to take
17 you in my time machine back to 2021, when the
18 City went through great efforts to try to
19 create a remote parking and TDR Ordinance for
20 Downtown.

21 And at the time, the City recognized that
22 these are areas -- it did it here and it did it
23 in Merrick Park -- where there were many
24 underutilized garages or surface parking. The
25 idea is that these are very walkable

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1 projects, and I think you'll see that today
2 with the project that we have, that we have
3 been able to come up with a very unique and a
4 very nice project, that fits on a 10,000 square
5 foot lot, and that is taking advantage of the
6 ability to do TDRs and remote parking, in order
7 to create a viable development, that is not the
8 typical project you find in Downtown nowadays.

9 So, as I mentioned, other projects, I think
10 that you reviewed them in the last couple of
11 years, have used these regulations, and we are
12 proposing to use them, as well. Our project is
13 100 percent in compliance with those
14 regulations. We are also one hundred percent
15 in compliance with our existing Zoning
16 regulations.

17 And with that, I'd like to orient you a
18 little bit to our project site, which is very
19 convenient, because it happens to be right
20 across from us this evening. If we could get
21 the PowerPoint presentation up?

22 While we figure out our presentation, I can
23 go ahead and go on, but, essentially, it is the
24 surface parking lot across the street, and I
25 think we have the picture of the building,

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1 conveniently, right behind me. I was expecting
2 our PowerPoint to have some issues. But this
3 is obviously a very important, prominent corner
4 in Downtown. You know what's around us. You
5 know the building we're in and all of the
6 developments that are around it.

7 This property is zoned MX2. It's within
8 your Central Business District Overlay. We're
9 not asking for any kind of Zoning changes in
10 connection with this application. What we are
11 proposing -- oh, here we go. Perfect.

12 What we are proposing is to take this
13 10,000 square foot lot and to use remote
14 parking and TDRs to be able to do an
15 eight-story Residential building, that's very
16 much in context with the area. You could see
17 it's fully activated at the ground. It doesn't
18 have the bulky parking podium that many people
19 have raised concerns with.

20 This is a 45-unit building, so it's a very
21 small development. It has 4,800 square feet of
22 ground floor retail lining the bottom. So it's
23 a very active pedestrian environment. This is
24 a little bit of -- going back in my
25 presentation, this is the location, just so

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1 and business owners in Coral Gables, we're very
2 happy to be able to support those efforts.

3 So I'd like to walk you through our remote
4 parking location. This is probably the easiest
5 presentative I've had, because every site that
6 we're proposing is directly next to us. So,
7 the remote parking in your Code, allows for us
8 to be able to find a remote parking location,
9 that has excess parking, within a thousand
10 feet. The site that we have chosen is the 255
11 Alhambra garage, which is located just that
12 way, one block away, within a very short
13 walking distance to this project. So we comply
14 with the first requirement.

15 The second requirement that the City
16 implemented is a parking -- it's a monetary
17 contribution to the Parking Trust Fund, and as
18 part of this project, we will be making a
19 \$700,000 payment to the parking trust fund.
20 This is monies that's used by the City to
21 enhance existing parking facilities or to
22 create new ones.

23 And the last item is, we need to have an
24 agreement with the garage owner that we seek to
25 remote park, and as has been done with similar

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1 everybody's aware of it. The building that
2 we're currently sitting in is directly to the
3 south, to the bottom of the page. And this is
4 the current site today, and this is what we
5 propose to do.

6 Now, in order to achieve that, we're asking
7 for Transfer of Development Rights. We're also
8 asking to remotely park our 56 required spaces.
9 Those 56 required spaces are based on this
10 building being a hotel, which is the most
11 conservative of the calculations, as these
12 units will have the ability to be leased out
13 for shorter periods. The City is treating it
14 as a hotel. But we expect to have far less
15 parking required.

16 Regarding the TDRs, we've been speaking
17 with the Manager's Office and our intent is to
18 purchase these TDRs from the City in the amount
19 of \$360,000. That will be an item that will
20 run as a companion with this item, hopefully,
21 if we move on to the City Commission.

22 As we all know, the City has a very large
23 inventory of historic properties, which many
24 require immediate maintenance, and they have
25 limited resources to do it. So, as residents

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1 projects, we will be entering into an
2 agreement, in place, with the owner, in order
3 to use these spaces. We have a letter from the
4 owner, currently confirming that there's
5 available spaces, and also confirming that he
6 has agreed to lease us those spaces. And one
7 of the conditions in your Staff report is that
8 this agreement must be submitted to the City
9 prior to building permit issuance, to make sure
10 that it's in place, and that we have control to
11 use those spaces, and we are in agreement with
12 that condition.

13 With that, I'd like to introduce Tim
14 Plummer, so he could walk you through the
15 parking analysis that we did for our remote
16 parking location, and then I'm going to hand
17 over this presentation to Hamed Rodriguez, so
18 he could present the project to you.

19 Thank you.

20 MR. PLUMMER: Good evening, Members of the
21 Board. Tim Plummer. I'm the President of
22 David Plummer and Associates, with offices at
23 1750 Ponce de Leon Boulevard, here in Coral
24 Gables.

25 Our task was very straight-forward, as it

40

1 relates to remote parking. The garage that's
2 been identified by ownership, we needed to find
3 out if there's available capacity to park the
4 56 cars in the garage.

5 And we did a survey, at 255 Alhambra
6 Circle. We did it on a Thursday evening. It's
7 an office building. Weekends, really, aren't
8 very important. The garages that are office
9 only are empty. So we did it on a Thursday.

10 We did counts from 10:00 in the morning to
11 7:00 in the evening, to see what the occupancy
12 of that parking garage was. If we can go to
13 the next slide, Devon.

14 So, as Jorge mentioned, about 400 feet
15 south of the project, we found out, after our
16 survey, that the office building is actually 83
17 percent occupied. There's access on Alcazar
18 and Salzedo Street to that parking garage.
19 Approximately, there are 568 parking spaces,
20 and what we found out is that, on that
21 Thursday, that the peak was at noon. There
22 were 352 parked cars, about 216 available
23 spaces.

24 And, then, as expected, and this use here,
25 being a residential use, is a very good mix

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1 We think that it anchors this corner. And the
2 opportunity to do this, with the remote
3 parking, gives us the availability to have a
4 much more toned down base. As you know, the
5 base height is 45 feet, and after that, the
6 step backs occur.

7 Well, our base is actually less than 36
8 feet, because we did not need to use it to
9 create a parking podium, and instead of having
10 a base of 27 and 28 feet in width structurally,
11 we're closer to 25, so we have more of a human
12 scale, and we've lowered the base there, as you
13 can see. So the proportions of the residential
14 units above that more in play with the size of
15 the building.

16 So we feel that the building, with the fact
17 that we went for Mediterranean Bonus Level 2,
18 and we're proposing a design which is Spanish
19 influenced, so the idea here was to create the
20 balconies and the use and views of this urban
21 environment, and have a liner building or a
22 liner base, that is very elegant and inviting
23 to the retail. We have retail facing both
24 sides, the Minorca side, halfway through, and
25 fully on the Salzedo side.

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1 with an office use, because as folks leave the
2 office building and go home, the parking garage
3 starts to empty, and as residents come back to
4 our project, the garage will have plenty of
5 available parking. As you can see, at 6:00
6 p.m., there's actually almost 400 available
7 parking spaces.

8 If you go to the next one, Devon.

9 And then we quickly looked at what happens
10 if the office is 100 percent occupied. Offices
11 never are. They're generally 90 to 95, which
12 is generally considered full occupancy. Same
13 thing. At the peak at noon, 144 spaces. 6:00
14 p.m., 355 spaces. There's plenty of available
15 capacity in this parking garage.

16 Staff has reviewed our documentation, our
17 report and has agreed with the conclusions, and
18 I'll be here to answer any questions you might
19 have.

20 CHAIRMAN AIZENSTAT: Thank you.

21 MR. RODRIGUEZ: Good evening, Board
22 Members. Hamed Rodriguez, with office at 275
23 Minorca, immediately next door to this project.

24 We enjoyed this project. We think it's an
25 enhancement to the Central Business District.

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1 Again, if you have any questions, let me
2 know.

3 CHAIRMAN AIZENSTAT: Thank you.

4 MR. NAVARRO: So I think, briefly, you saw
5 the process that we've gone through. I think
6 Hamed has done a great job of trying to design
7 a small scale building, that fits very nice
8 within the context of this area. This project
9 was very well received by the Board of
10 Architects, and also by your Historic
11 Preservation Board, who both reviewed and
12 unanimously approved this project, prior to
13 this Board.

14 As I mentioned, Staff is recommending
15 approval, with certain conditions. My client
16 has reviewed those conditions, and we're in
17 agreement with all of them, and we would ask
18 that you recommend approval of this project to
19 the City Commission.

20 With that, we'll conclude our presentation,
21 and I'd like to just save two minutes for
22 rebuttal at the end, and thank you.

23 CHAIRMAN AIZENSTAT: Thank you.

24 Just a quick question, before I open it up
25 for public comment. We didn't touch much on

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1 the TDRs.
 2 MR. NAVARRO: Correct.
 3 CHAIRMAN AIZENSTAT: How many --
 4 MR. NAVARRO: So we are purchasing -- we
 5 would, if approved, be purchasing 9,000 square
 6 feet of TDRs.
 7 CHAIRMAN AIZENSTAT: Okay. 9,000
 8 additional square feet of additional TDRs --
 9 MR. NAVARRO: Yes, correct.
 10 CHAIRMAN AIZENSTAT: -- to the building?
 11 And that 9,000 square feet, what size --
 12 your average size of unit?
 13 MR. NAVARRO: It's about -- so I'll have
 14 Hamed come up. The TDRs are all filling in
 15 within the allowable envelope. I'll have Hamed
 16 confirm exactly the unit sizes for this.
 17 MR. RODRIGUEZ: The minimum unit size that
 18 we are allowed is 500. We're over 500. We
 19 probably average closer to 750 to 800 square
 20 feet.
 21 CHAIRMAN AIZENSTAT: Thank you.
 22 MR. BEHAR: I have one more question. You
 23 say you're going to have an agreement with the
 24 parking garage.
 25 MR. NAVARRO: Correct.

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1 MR. BEHAR: How long is that agreement
 2 going to be for?
 3 MR. NAVARRO: We have not negotiated that
 4 agreement yet, but if the Board has a
 5 recommendation for that -- I don't think your
 6 City Code actually has a limit. Obviously, we
 7 would prefer a longer term agreement, but from
 8 what we understand, that building was just
 9 completely refurbished and released. So they
 10 have no plans to do anything with that building
 11 and the garage is available for us. So if the
 12 Board has a recommendation on the term that
 13 they would like to see for that agreement, that
 14 is something we'll definitely consider and try
 15 to do.
 16 CHAIRMAN AIZENSTAT: Okay. Thank you.
 17 I'd like to go ahead and open it up for
 18 public comment. Jill -- I'm sorry, Staff. I
 19 apologize. I was jumping ahead.
 20 MS. GARCIA: Jennifer Garcia, Planning and
 21 Zoning Director.
 22 If I could have the PowerPoint, please.
 23 I'm sharing it right now. Please work.
 24 Thanks.
 25 All right. So we have two conditions --

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1 two requests today for this project, the
 2 conditional use for remote parking, as well as
 3 a TDR request.

4 As we know, it's across the street, on
 5 Alcazar and Salzedo, at the northeast
 6 intersection. Here's an aerial looking down.
 7 You can see it's across the street from the
 8 Codina Sofia development to the west, a smaller
 9 office building to the southwest, and the
 10 police station to the south, and to the north
 11 is apartment buildings, and directly east are
 12 office buildings.

13 The current Future Land Use Map is
 14 Commercial Mid Rise Intensity, and the Zoning
 15 is MX2, and they're both within -- they're
 16 both -- it's within the Central Business
 17 District.

18 This is a street view showing the area.
 19 Right now it's a surface parking lot. The
 20 request -- first request is for a conditional
 21 use for remote parking. This is a view of the
 22 site plan. You can see the existing alley is
 23 going one way westbound, on the north side, the
 24 upper side of the site plan. The loading and
 25 delivery areas are happening along that

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1 internal driveway they're creating on the east
 2 side of the property, as well as a little drop
 3 off, pick up area, that comes out of that
 4 internal drive. The Commercial is facing
 5 Salzedo, as well as facing Minorca, and
 6 on-street parking to remain on Salzedo.

7 All right. Right now, the density in our
 8 CBD is unlimited. They're proposing to have 45
 9 units at this property, with about 4,800 square
 10 feet of ground floor commercial retail, and
 11 with the parking requirements, we're expecting,
 12 I guess, the worst case scenario for parking
 13 requirements. They are proposing a condo hotel
 14 use. So, for one bedrooms, we are expecting
 15 the one bedrooms to be an over-accomodation for
 16 the higher parking requirement, at one and
 17 one-eighth per room. So that will be 39
 18 spaces. The two bedrooms, expected worst
 19 scenario, we're using our requirement of a
 20 two-bedroom, which is 1.75 per bedroom. So a
 21 total of 56 spaces for those 45 units that
 22 they're proposing.

23 And the remote parking, they're proposing
 24 it to be at 255 Alhambra, and that's exactly
 25 330 feet south of the property, which is south

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1 of here, where we are right now.
 2 And the second request is for the TDRs.
 3 They're requesting 9,049 square feet of TDRs.
 4 Their plan is to purchase those from the City,
 5 from our larger pot of historic TDRs that we
 6 have available to be able to fund our historic
 7 buildings in the City. The building height is
 8 not being affected by the additional TDRs and
 9 the square footage. It's only making the
 10 building a bit fatter, and have a 4.375 FAR.

11 An image of the building, you can see that
 12 most of the mass is on the ground, like I said,
 13 the base of the building. I think it was 30
 14 something feet, before the step back. This is
 15 an area view looking northeast, a bird's eye
 16 view. You can see the Codina Sofia Building to
 17 the left of this rendering and the police
 18 station to the right of this rendering.

19 So the project went to be reviewed by the
 20 DRC. So it received comments from the Staff in
 21 June of this year. They were to the Board of
 22 Architects a couple of times, received approval
 23 in September. They received approval from the
 24 Historic Preservation Board in October. They
 25 had a November -- sorry, the Neighborhood

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1 Meeting, as required by the Zoning Code, in
 2 late October. They were reviewed by the
 3 Parking Advisory Board in late November, and
 4 here we are today for this Planning and Zoning
 5 Board Meeting. They are scheduled to be on
 6 tomorrow's agenda for the School Community
 7 Relationship Committee, as required, since they
 8 are within a thousand feet of a public school.
 9 As you can see here, the red dot is the
 10 property, and you can see the thousand feet
 11 radius, and that's including Gables Prep, which
 12 is off to the east of the property.

13 So we've sent out letters three times, for
 14 Neighborhood Meeting, the Historic Preservation
 15 Board, and for this meeting tonight. The
 16 property has been posted four times. The
 17 website has been posted five times for all of
 18 those public hearings -- for the public
 19 meetings, rather, and two times for newspaper
 20 advertisement.

21 Staff has determined that it's consistent
 22 with the Comp Plan, as far as the goals,
 23 objectives of our Downtown and encouraging
 24 Mixed-Use uses in our Downtown. We recommend
 25 approval with conditions. Those conditions are

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1 outlined in your Staff report, but the
 2 highlights are to maintain circulation, both,
 3 vehicular and pedestrian circulation on the
 4 side blocks and alleys to be maintained during
 5 construction, so we don't have any street
 6 closures -- I'm sorry, any sidewalk closures or
 7 any alley closures, as we need the alley to
 8 remain open during construction. Pedestrian
 9 and streetscape improvements on Salzedo and
 10 Minorca, including a crosswalk and four-way
 11 stop, as approved by the County, at the
 12 intersection of Salzedo and Minorca, to include
 13 also landscape and bump outs. Alley
 14 improvements, including the signage and any
 15 undergrounding of adjacent utilities along the
 16 alley. And, then, after construction,
 17 basically clarifying that deliveries and
 18 loading and pick up and drop off will be
 19 prohibited within the alley, and to make sure
 20 the alleyway is clear at all times.

21 Thank you.

22 CHAIRMAN AIZENSTAT: Thank you.

23 Jill, do we have any speakers in Chambers
 24 for this project?

25 THE SECRETARY: Yes. Mr. Diego.

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1 CHAIRMAN AIZENSTAT: How many speakers do
 2 we have in Chambers?

3 THE SECRETARY: Actually, one, and no one
 4 on Zoom.

5 CHAIRMAN AIZENSTAT: Okay.

6 MR. TEJERA: I will keep this real brief.
 7 I'm in support of this project.

8 CHAIRMAN AIZENSTAT: If you could state
 9 your name and address, please.

10 MR. TEJERA: Sorry. Diego Tejera, 265
 11 Grapetree Drive. I frequent the Gables almost
 12 daily and I think it's a great addition to the
 13 CBD and I'm in support of the project. Thank
 14 you.

15 CHAIRMAN AIZENSTAT: Thank you.

16 THE SECRETARY: We have Chief Hudak.

17 CHIEF HUDAK: Thank you, all. Ed Hudak,
 18 Chief of Police of Coral Gables, 2151 Salzedo,
 19 on behalf of the Police Department.

20 The one consideration, and we agree with
 21 our Planning and Zoning Department, that this
 22 is a beautiful facility that you're
 23 considering. Taking into consideration our
 24 emergency responses, the traffic issues that we
 25 have in this area, the fact that the remote

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1 parking, I believe the diagram has it further
2 down, but it's actually on Alcazar, so you are
3 now going to have traffic -- additional traffic
4 back up to the entrance, the only entrance, to
5 the Police Department, and the exit and
6 entrance to the Fire Department, on the south
7 side of this building, which goes up there.

8 So our concern is not so much the design of
9 the building, but we wanted to make sure that
10 planning was -- although our colleagues at the
11 City, in talking with the Manager's Office, we
12 just wanted to make sure that you all are aware
13 that we do have a concern about the size of
14 that. And, again, the eight stories, we do
15 have some additional security considerations on
16 having to relocate some of our security cameras
17 around this building, because we're going to be
18 looking right into those bedrooms, and that is
19 a security concern from us, and looking at
20 ISCP, when we did this -- put this building
21 together, we took that into consideration, of
22 that open space area.

23 I understand, you know, the right to build,
24 but I needed to make sure, on behalf of the
25 Police Department, that we've got some concerns

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1 before this one was done.

2 So the density input is going to add a
3 traffic concern for us and the safety to
4 respond officially from the Police Department.

5 CHAIRMAN AIZENSTAT: Thank you, Chief.
6 Any other speakers?

7 THE SECRETARY: No, no more speakers.

8 CHAIRMAN AIZENSTAT: None in Zoom?

9 THE SECRETARY: No.

10 CHAIRMAN AIZENSTAT: And none on the phone
11 platform?

12 I'll go ahead and close it for public
13 comment.

14 Mr. Navarro.

15 MR. NAVARRO: Thank you.

16 Just before I begin, I'd just like to take
17 a moment to say how much I respect the Police
18 Chief and his concerns and how much I
19 appreciate all he does for this community, and,
20 obviously his years of public safety.

21 We take the Police Chief's concerns very
22 seriously, and our team has had an opportunity
23 to meet with him on various occasions to
24 discuss our project.

25 In response to the concerns, we've made

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1 just with the traffic alone. There are four
2 parking garages that empty onto this street.
3 So between this garage, the new City garage,
4 the high rise to the north and the high rise to
5 the end (sic), the only way that we can go
6 north during rush hour traffic is north on
7 Salzedo, from these buildings, because you can
8 only make a right-hand turn on Ponce at that
9 point into a school zone.

10 So we are concerned, even if it is commuter
11 type traffic on the trips, if you will, as well
12 as any kind of back up into the design -- into
13 this driveway, which is right across the
14 street. You can look out of the door. It
15 backs up into to the Police Department exit and
16 entrance, and we are a 24/7 operation. So that
17 has been concerns raised on our side.

18 Again, the building looks very nice, but we
19 are concerned about -- we've seen an increase
20 in the traffic accidents already, both, at
21 Salzedo, at the intersection, a near fatality
22 at Alcazar, and so -- I'm not going to speak
23 for the Fire Department, but the entrances to
24 those garages are on Salzedo and coming out of
25 Alcazar. We actually used the same garage

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1 several commitments and changes to our project.
2 Obviously, I think it's important to understand
3 that is zoned for Commercial development. It's
4 privately owned and it's within the CBD. It's
5 a very important corner and something will be
6 redeveloped there. It's not a question of if,
7 but a question of what, and I think this is
8 probably the least intense of the projects you
9 could have, not only from a design perspective,
10 because we would have a parking garage there,
11 and we're basically picking up the parking
12 garage and moving it over here, further away
13 from the police station. We all know that what
14 generates traffic is the parking pedestal. So
15 that's one of the things we've done.

16 But, also, a few others that I'd like to
17 highlight here. The first thing we did is,
18 when we originally started this project at the
19 outset, we had considered and were requesting
20 to use the City garage right next door. From
21 what I recall at the time that garage was
22 built, it was built with excess parking, and we
23 thought it was a great location, directly
24 across the street, obviously very convenient,
25 but we understand the Police Chief's concerns

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1 along Minorca, and that is where -- you know,
2 with those concerns being raised, and from the
3 recommendation that we received from the
4 Parking Advisory Board, where they'd prefer
5 that we used a private garage, rather than a
6 City garage, those two items had us basically
7 change our remote parking location to the one
8 before you today.

9 So all future residents of this project
10 will no longer be driving on Minorca. They'll
11 be driving on Alcazar. But, at some point,
12 this is a property that needs to be accessed
13 and will be accessed in some way, and that goes
14 to my second point.

15 One of the things that we did, as well, is
16 that even though it's not required by your
17 Code, this project triggered such a minimal
18 number of trips, that it does not rise to the
19 level of requiring a traffic study, we went
20 ahead and voluntarily did a traffic study,
21 working with your traffic staff, in order to
22 analyze and study the volumes of traffic that
23 would be on Minorca and the adjacent streets,
24 specifically in front of the Police Building,
25 and Mr. Tim Plummer can explain that study in

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1 So, from a use perspective, we're also talking
2 about a very low impact use, in terms of what
3 could be built here.

4 One item, and it's a condition of your
5 Staff report, that we have committed to
6 provide, after much consideration is, we have
7 committed to construct a four-way stop sign
8 right there at that intersection. Now, what
9 that's going to do is that it's going to be
10 able to force cars traveling on Minorca to stop
11 on Salzedo and create a gap, that does not
12 exist today. I just saw cars passing by right
13 now. It will force cars to stop, which will
14 create a gap that will facilitate ingress and
15 egress from all of these garages and we will
16 construct that on our own.

17 And, lastly, and I think it's something
18 that Jennifer showed on her PowerPoint but we
19 did not highlight, is that even though it's not
20 required by the Code, there was a concern about
21 Ubers and pick ups and deliveries and services,
22 and one of the things that we did is that, even
23 though a paseo is not required, we have created
24 a completely internalized pick up and drop off
25 lane, that has sufficient clearance -- it's

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1 detail, if this Board has any questions, but
2 the findings were that this project would have
3 minimal impacts to the area, and I think that
4 goes to the design of the project, how we have
5 picked up the parking garage and moved it,
6 which will be the traffic generator, but also
7 in the use.

8 We're talking about a very low impact use.
9 This is a use where you have residential units,
10 that are tailored to people that live in the
11 CBD. People like to walk in this area. They
12 may live close to work. We've known of the
13 great efforts Coral Gables has made moving
14 international businesses and corporate
15 headquarters into Downtown. Many people in
16 this area want to walk to work or take the
17 trolley to work. So there's a less reduction
18 on the vehicle.

19 Also, the fact that some of these units
20 have the ability for overnight accommodations,
21 people that come and stay in these units, that
22 buy these units or rent these units, they may
23 not be here all year long, and they'll have the
24 opportunity to rent these units to people that,
25 for the large part, don't rely on vehicles.

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1 fourteen feet high -- to accommodate any Amazon
2 truck, any UPS truck, any kind of -- even
3 though residents aren't driving to this
4 building, anybody that comes to this building
5 will now be taken off the street and onto our
6 property, and we went ahead and incorporated
7 that into our project, to try and alleviate
8 some of the Chief's concerns regarding traffic.

9 So I just want to thank the Chief, again,
10 for all of his input on this project and for
11 coming out to speak tonight. We look forward
12 to continuing to work with him. This is, you
13 know, not the conclusion of those discussions,
14 but we have a commitment to continue to work
15 with him, and not just now, also during
16 construction.

17 And like I mentioned, you know, something
18 will be built here, and we think that, of all
19 of the possibilities, this is probably the
20 least impactful, in terms of traffic. For
21 instance, one of the things that -- being in
22 the CBD, you could have a building that has
23 1.45 FAR, with no parking. You don't have to
24 provide any parking, no payment to the Parking
25 Trust Fund, and there could be a 10,000 square

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1 foot restaurant built right across the street.
2 You know, Bachour, Hillstone, any type of those
3 restaurants, which Mr. Plummer looked at a
4 report, and it would actually double the amount
5 of daily trips and double the amount of traffic
6 in the peak p.m. hours than this project would,
7 and that project wouldn't have to go through a
8 thorough review process like this one. That
9 one is permitted, due to the size of this lot,
10 without even a conditional use, and that's, you
11 know, one of the alternatives.

12 Another thing that could happen is that
13 this whole site could be aggregated. There's
14 multiple properties here, and you could have a
15 large scale project, which is, I think, what
16 this Remote Parking Legislature was trying to
17 avoid, with its own parking garage and a ton of
18 units, with access on Minorca, direct garage
19 access, which I think is something that we're
20 all trying to avoid, especially in light of the
21 Chief's comments.

22 So as I mentioned, we designed this project
23 fully in accordance with the Code. We're not
24 asking for anything that isn't allowed within
25 the CBD or that hasn't been approved for other

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1 company, that if you are not going to be here,
2 you could put it into that pool, and it is
3 rented as a hotel. And the idea is, as Hamed
4 mentioned, these are larger units. There's a
5 lot of international businesses in this area.
6 A lot of people come down here for travel. And
7 some people want to stay in a more private,
8 larger unit, that's more boutique, that has a
9 lot of amenities, rather than stay in your
10 typical hotel, and it gives those people that
11 may not be here all year long, the ability to
12 rent it out.

13 MS. KAWALERSKI: Okay. But let's take, for
14 instance, there's 45 units.

15 MR. NAVARRO: Yes, correct.

16 MS. KAWALERSKI: If all 45 were rented out
17 as a hotel -- rented out as hotel space,
18 wouldn't that increase the traffic because of
19 Ubers and Lyfts and other vehicles coming and
20 going? Did you take that into consideration
21 when you did this traffic study?

22 MR. NAVARRO: I'm going to have Tim Plummer
23 come up and explain, but that is why we have
24 this dedicated drop off lane that I spoke of.
25 Now, practically speaking, in these units,

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1 properties in the CBD. We check off all of the
2 boxes, and we hope that we could have your
3 favorable condition of this request, and our
4 entire team is here to answer any questions.

5 CHAIRMAN AIZENSTAT: Thank you very much.
6 Thank you.

7 MR. BEHAR: I have a quick question before
8 he steps out.

9 MS. KAWALERSKI: And I do, too.

10 MR. BEHAR: Do you want to go first? Go
11 ahead. Go ahead.

12 MS. KAWALERSKI: Mr. Navarro, you said that
13 the City is viewing this as a hotel. Was that
14 an accurate statement?

15 MR. NAVARRO: So, from a parking
16 perspective, it is. So these are residential
17 units. People will have the ability to live
18 here all year, if they'd like, right. This is
19 a residential building. But there are a lot of
20 people that only live here part of the year,
21 right, snow birds or people that just come
22 down, and this gives the ability to put your
23 unit into a pool.

24 This isn't like everybody gets to rent
25 their own unit. There's a centrally managed

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1 there is no possibility that all of these units
2 are rented out at once. That's, you know,
3 unlikely.

4 But from a parking perspective and things,
5 that is, you know, obviously taking the worst
6 case scenario. The way that we calculated
7 parking is, I think, how Jennifer --

8 MS. KAWALERSKI: And because this might be
9 a hotel, do you have service people that will
10 be coming to work?

11 MR. NAVARRO: So this is a residential
12 building. There will be some units that will
13 be leased out for shorter term. So I want to
14 go back to, this is not a hotel. It's a
15 residential building.

16 Now, in order to provide the types of
17 things you need to ensure that this is a luxury
18 building, operates as such, we have a central
19 management company that will do these
20 reservations. So they're all done through a
21 company that can control all of this. And,
22 then, secondly, we do have 24-hour front desk.
23 So if there's ever an issue, someone in the
24 building calls the front desk and our
25 management company can address that.

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1 MS. KAWALERSKI: But do you have maid
 2 service?
 3 MR. NAVARRO: No. No.
 4 MR. BEHAR: This is short-term rentals.
 5 CHAIRMAN AIZENSTAT: It's a resort
 6 transient use as defined by the State.
 7 MR. NAVARRO: Exactly. Yeah. Somebody's
 8 coming down. They want -- you know, mostly,
 9 the people that use these, are people that are
 10 coming to visit Downtown Coral Gables maybe for
 11 three days, for a series of meetings, for a
 12 conference, and people want to stay there,
 13 but --
 14 MS. KAWALERSKI: No, I understand that.
 15 But when you said, "The City is viewing this as
 16 a hotel," somebody could rent it for a night.
 17 MR. NAVARRO: Yeah. Correct.
 18 MS. KAWALERSKI: Many people could rent it
 19 just for one night. So you would have a lot of
 20 transients and potentially a lot of traffic,
 21 because they need to get around, right?
 22 MR. NAVARRO: So, usually, the way that it
 23 works is that they will be dropped off here,
 24 right. And normally, when you're at a hotel,
 25 yeah, you could take an Uber, but the point of

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1 this whole Downtown is to be able to walk
 2 around, whether it's to work, whether it's to
 3 one of the offices or restaurant. I mean, the
 4 whole --
 5 MS. KAWALERSKI: No, I get that, but, you
 6 know, what I'm looking at here -- only part of
 7 your egress is covered and on the property.
 8 The other part of your egress is a public
 9 alleyway, correct?
 10 MR. NAVARRO: Yeah, the Code actually
 11 promotes you to use the alleys as part of
 12 your --
 13 MS. KAWALERSKI: Okay. But I'm looking at
 14 your drawings, and I'm seeing like one vehicle
 15 can get through. What if there's an Amazon
 16 truck parked there, doesn't that back up
 17 your --
 18 MR. NAVARRO: Let me pull it up for you, so
 19 I can show you. We did create a bypass lane.
 20 MS. KAWALERSKI: Okay.
 21 CHAIRMAN AIZENSTAT: Robert, while they're
 22 pulling that up, is there a quick question you
 23 want to ask?
 24 MR. BEHAR: Yes. The Sofia project is
 25 literally right across the street on the other

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1 side. Did you try to secure parking in that
 2 building, that it was going to eliminate or
 3 minimize the impact on Alcazar?
 4 MR. NAVARRO: So the concern was, at some
 5 point, this is a property that needs to have
 6 access. It's either Minorca or Alcazar.
 7 There's no other streets. So the idea was, at
 8 the beginning, when we had -- even if we have
 9 Sofia, we're still on Minorca.
 10 MR. BEHAR: Yeah, but Jorge, there's a
 11 difference. You got the entrances to the
 12 garage on Alcazar, which is more congested than
 13 if you had it on Minorca.
 14 MR. NAVARRO: Yeah. So that's -- the
 15 garage actually has an entrance, as well, along
 16 the side. It's got two entrances. So it's not
 17 just, the main entrance to that garage is just
 18 Alcazar. It has, actually, on the
 19 Alhambra side, as well -- Salzedo, sorry. I
 20 got spun around.
 21 CHIEF HUDAK: There's an entrance and exit
 22 on Salzedo and on Alcazar.
 23 MR. NAVARRO: Yeah. So that has double the
 24 ability to kind of --
 25 MR. BEHAR: So the question, was there an

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1 effort made to look at spaces in that building?
 2 MR. NAVARRO: I'm being told, yes, it was,
 3 and I don't know -- is that a condominium
 4 building?
 5 MR. PARDO: I'm sorry, what did you say,
 6 Robert? I couldn't hear.
 7 MR. BEHAR: Was an effort made to try to
 8 get parking in that garage, instead of the 255
 9 garage?
 10 CHAIRMAN AIZENSTAT: Well, we have a
 11 representative here from the Sofia. Maybe that
 12 gentleman can answer that question.
 13 MR. JIMENEZ: No. I'm sorry, Joe Jimenez,
 14 with offices at 2020 Salzedo Street. I'm not
 15 here in any way representing the Sofia. So you
 16 know, I was asked about it.
 17 MR. PARDO: You're against the project?
 18 MR. JIMENEZ: I am not against the project.
 19 The Sofia -- being a newer building, the
 20 parking of the Sofia, which takes both, the
 21 Sofia residential building and the office
 22 building, does not leave sufficient parking for
 23 this accomodation. The 255 building, built at
 24 a different time, was much more overparked,
 25 back then, under a City Code that is no longer

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1 in place today. Less parking is required.
 2 The Sofia was not able to provide parking.
 3 I know, because I'm the one that asked.
 4 CHAIRMAN AIZENSTAT: Thank you.
 5 MR. NAVARRO: He's my expert witness.
 6 CHAIRMAN AIZENSTAT: All right. What I'd
 7 like to do is, Chip, would you start us off?
 8 MR. WITHERS: Did you say there was going
 9 to be retail?
 10 MR. NAVARRO: So we have ground floor
 11 commercial. We don't know whether it will be
 12 retail or office, but it's a small amount.
 13 It's 4800 square feet.
 14 MR. WITHERS: So how is the -- I know the
 15 parking is calculated. If I have a
 16 two-bedroom, I get one and three-quarter cars
 17 to park. So how do you figure that parking in?
 18 MR. NAVARRO: So in the CBD, the ground --
 19 that's a great question -- the ground floor
 20 commercial is exempt.
 21 MR. WITHERS: Is exempt, okay.
 22 Okay. So if I have a two-bedroom and I
 23 really want two cars, because I can't drive a
 24 three-quarter of a car, what's the program? Do
 25 you have an opportunity to extend the number of

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1 I could check with my client. I think it's
 2 something we could accomodate. The good thing
 3 is that there's so much parking in that
 4 building, that if we needed more, we could get
 5 more.
 6 One of the things I was trying to think
 7 about was, if you grabbed our building and you
 8 put it on top of that building, under today's
 9 Code, we would still have surplus spaces. So
 10 it's one of those unique situations where we
 11 have such a large garage, with so much parking.
 12 MS. KAWALERSKI: And I just want to
 13 interrupt for one second.
 14 You know, in your application, it says 53
 15 parking spaces, not 56.
 16 MR. NAVARRO: So those are our
 17 calculations, but like I said, we calculated it
 18 off of the worst case scenario, so it became
 19 56. That's a great catch. That was our
 20 calculations, but the City has a stricter way
 21 of looking at it, and we're okay with that.
 22 CHAIRMAN AIZENSTAT: Chip, are you done?
 23 MR. WITHERS: No. That's it.
 24 MS. KAWALERSKI: And while I'm at it, just
 25 one more question.

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1 spaces to 60, 65, for traditional folks that
 2 want to --
 3 MR. NAVARRO: The way that it's being
 4 approved, it's a minimum of 56. Now, this
 5 parking garage is unique. It's a huge garage.
 6 So there is an ability for that. But, also,
 7 the City does sell, in this area, resident
 8 passes that you could purchase, as well.
 9 MR. WITHERS: Would it make sense, if the
 10 requirement was raised, to 60, to accommodate
 11 some additional cars? I don't know. I'm just
 12 saying, it seems it would be in your best
 13 interest to do something like that, because
 14 you're probably going to charge the tenants or
 15 your owners for the space.
 16 MR. NAVARRO: Yes. So the way that it
 17 works is, if it's a condominium, obviously the
 18 HOA will be paying that, but if it's a rental
 19 project, then the owner will pay it, but I
 20 think that's something that we would be okay
 21 with. Obviously, I have to check with the
 22 ownership, but I think we expect to require
 23 less parking, based on our calculations, but I
 24 know that our calculations are not the ones
 25 we're going by. But to have that flexibility,

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1 CHAIRMAN AIZENSTAT: Well, why don't you go
 2 next.
 3 MS. KAWALERSKI: Okay. I noticed bump
 4 outs. Is that removing on-street parking? Are
 5 the bump outs removing on-street parking?
 6 MS. GARCIA: I can clarify that. So, no.
 7 On the on-street parking, the three spaces that
 8 are there right now on Salzedo, will remain the
 9 same. It's just landscaping the bump outs that
 10 are there right now, which are most concrete.
 11 And, also, along Minorca, there are striped
 12 areas. They will be expanding the sidewalk and
 13 allowing landscape along there, as well, but
 14 there will be no loss of on-street parking.
 15 MS. KAWALERSKI: All right. And do you
 16 have that slide, by the way, while I'm at it,
 17 that you were going to bring up regarding the
 18 ingress/egress situation?
 19 MR. NAVARRO: It should be sharing on your
 20 computer.
 21 CHAIRMAN AIZENSTAT: You had it up before.
 22 MR. NAVARRO: I wanted to follow-up on your
 23 point. That was a question that many residents
 24 raised when they went to our meeting. They
 25 wanted to make sure that we were not removing

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1 any on-street parking. And what we're doing
2 is, we're beautifying the sidewalk, but those
3 spaces, we've done the bulb outs to provide
4 that beautiful landscaping, while preserving
5 the existing number of spaces.

6 There were several residents that came,
7 that were in support of the project, but that
8 was their one thing they wanted to make sure.

9 MS. KAWALERSKI: Okay. And do the bump
10 outs with landscaping count toward your green
11 space requirement?

12 MR. NAVARRO: I believe they might.

13 MS. KAWALERSKI: They might.

14 MR. NAVARRO: Yeah, because one of the
15 things with these 10,000 square foot lots, this
16 is a very small project --

17 MS. KAWALERSKI: Right.

18 MR. NAVARRO: -- you know, to get the
19 circulation and everything that you need for
20 all of this, and the fact that we basically
21 have a dedicated, which I hope I can show you,
22 drop off lane. We are getting -- I could
23 confirm the exact percentage. I don't think
24 it's a ton of percentage. We're probably over.

25 One of the things that the City Planning

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1 realm is going to be enjoyed, as opposed to
2 something -- I don't think we're talking about
3 a large number of square feet. But what we're
4 doing is -- and it's not easy, because once you
5 touch that sidewalk, you've got to redo the
6 whole sidewalk.

7 MS. KAWALERSKI: Look, I get it, but we
8 keep getting projects here using public
9 right-of-way for your benefit, because now you
10 don't have to put that tree on your property.
11 You're putting it on my property. We see this
12 happening all of the time. This is nonsense,
13 and we've got to stop this. It's an abuse of
14 the public's property.

15 MR. NAVARRO: Yeah, and I totally agree
16 with you. I know that sometimes that's
17 something we do, but in Downtown, we're able to
18 create -- now, in this area, we're able to put
19 larger trees and really create something
20 special. So it's not -- I completely agree
21 with you. It's not a once size fits all. Some
22 projects are using it to completely offset. I
23 think, in this case, it's really to beautify
24 Downtown.

25 MS. KAWALERSKI: All right, Jorge. You

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1 Staff wanted to ensure, if you look right
2 outside, we have a very beautiful sidewalk, and
3 we wanted to mirror that, all along Salzedo.

4 MS. KAWALERSKI: And I get that, except
5 that you're taking public right-of-way in order
6 to fulfill your green space requirement.

7 MR. NAVARRO: Correct, but in a project
8 like this, right, I think having it in the
9 right-of-way and matching what is there today
10 provides a lot more continuity in Downtown.
11 That's, you know, a sign that people could see
12 and enjoy when they're walking in Downtown, as
13 opposed to having a small 25 square foot green
14 area in the back of our property or something.

15 MS. KAWALERSKI: No, I get that. I'm all
16 for beauty, too, but it's your beauty on my
17 public property, and I might not want the tree
18 that you plant there on my public property.
19 It's your way of getting around using yours.
20 Instead you're using my property.

21 MR. NAVARRO: So if we did that, then the
22 sidewalk would just be your typical sidewalk.
23 I think, if you see what we're proposing, this
24 would be one of those situations where the
25 benefit of what we're giving to the public

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1 said you had a traffic study that you would
2 reveal?

3 MR. NAVARRO: I'm going to introduce Mr.
4 Tim Plummer, our traffic expert, and then I
5 promise I will get this image up for you at
6 some point, once we figure out our IT situation
7 over here.

8 MR. PLUMMER: Yes. Do you have a question?

9 MS. KAWALERSKI: Yes. Mr. Navarro said
10 that you actually did a traffic study with
11 other considerations, other than the we're not
12 doing a traffic study, because the trip
13 evaluation doesn't warrant one?

14 MR. PLUMMER: Yes. In our package that we
15 submitted to the City and the City reviewed, we
16 did a look at what the trip generation was and
17 the impacts to the roadway adjacent to the
18 project. There was a concern about potential
19 cuing on the back to the roadway system, and
20 that's just not the case. The traffic is so
21 minimal. The peak hours are about twenty
22 trips. That's one trip every three minutes.

23 MS. KAWALERSKI: Okay. Were you
24 considering an increasing in Ubers, taxis --

25 MR. PLUMMER: That all goes into the

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1 studies, all of that.
 2 MS. KAWALERSKI: And you did it -- one day,
 3 you did it?
 4 MR. PLUMMER: Well, you do a typical
 5 weekday, is how we do it in our profession.
 6 You do a typical weekday.
 7 MS. KAWALERSKI: Do you know what day that
 8 was? Was it a holiday?
 9 MR. PLUMMER: It's generally considered a
 10 Tuesday, Wednesday or Thursday, never a
 11 holiday.
 12 MS. KAWALERSKI: Okay.
 13 MR. PLUMMER: We don't do any traffic study
 14 or take traffic counts during holidays, because
 15 those traffic patterns are a little abnormal.
 16 People aren't coming into the CBD during
 17 holidays.
 18 MS. KAWALERSKI: So you basically did a
 19 trip evaluation not a traffic study?
 20 MR. PLUMMER: It was a traffic impact
 21 study, to see if there was any cuing that would
 22 come back onto Minorca.
 23 MS. KAWALERSKI: Okay.
 24 MR. PLUMMER: And the conclusions were, no,
 25 because the volumes are so minimal.

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1 MS. KAWALERSKI: So we're looking at the
 2 ingress there. This is where everybody is
 3 going to be cuing up, dropping off, et cetera,
 4 shopping, whatever. You have the one ingress
 5 there, right?
 6 MR. PLUMMER: That's correct.
 7 MS. KAWALERSKI: Okay. And how wide is
 8 that, by the way?
 9 MR. PLUMMER: It's at least 15 feet wide
 10 for the fire trucks.
 11 MS. KAWALERSKI: Okay. And 14 feet high,
 12 you said? That's going to get a fire truck in
 13 there?
 14 MR. BEHAR: But the fire truck would not go
 15 in there, anyways. The fire truck would not go
 16 there. They're on the street.
 17 MR. PLUMMER: Yeah, they'll stay on the
 18 street likely, but they're certainly not going
 19 under the 14 feet of cover.
 20 MS. KAWALERSKI: Okay. So where is the
 21 entrance here? Is it like in the middle of the
 22 project there?
 23 MR. PLUMMER: It's on the east end.
 24 MS. KAWALERSKI: No. No. The entrance to
 25 the building is in the middle of the project

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1 there?
 2 MR. NAVARRO: So the entrance to the
 3 project -- does this thing work? No.
 4 Okay. So if you look at where the north
 5 arrow signal is on the left, it is right up
 6 that curve cut. You could see the curve cut
 7 right there.
 8 MS. KAWALERSKI: Yeah, I see the --
 9 CHAIRMAN AIZENSTAT: It's where the gray
 10 is.
 11 MR. PLUMMER: Jorge is going to point to it
 12 over here.
 13 MS. KAWALERSKI: Okay.
 14 MR. Collier: Wait. Wait. Wait. Can we
 15 take this mike here?
 16 MS. KAWALERSKI: Okay. But people are
 17 going to be coming in here, right, to drop off?
 18 MR. BEHAR: And they'll go through the
 19 sidewalk there.
 20 MR. Collier: I know this room is difficult
 21 for everyone with respect to this, but you
 22 really need to speak into the mike, because
 23 we're recording this, and if we're not on the
 24 mike, then you're not being heard.
 25 MR. NAVARRO: I'm going to point to the

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1 entrance for the vehicular entrance.
 2 MS. KAWALERSKI: No, I got that, but people
 3 are now getting out of their cars to drop off
 4 something. Where do they go, into the
 5 building?
 6 Okay. And where is the entrance to the
 7 building on that side? Or do they have to come
 8 back on --
 9 MR. BEHAR: They come back on the sidewalk
 10 and they have dual entrances, one from the
 11 street and one from the drop off area. So they
 12 could go directly from the drop off into the
 13 building.
 14 MS. KAWALERSKI: Yeah, they can? Okay.
 15 MR. BEHAR: This door.
 16 MS. KAWALERSKI: Got you.
 17 So how many cars will this accommodate?
 18 Like if you have three Ubers waiting to pick
 19 people up, you have an Amazon driver, you have
 20 whatever -- how many cars can that accommodate?
 21 MR. NAVARRO: I believe it could be up to
 22 three.
 23 MS. KAWALERSKI: Two or three at a time?
 24 MR. PLUMMER: It's actually three or four.
 25 MS. KAWALERSKI: Three or four at a time,

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1 okay.

2 MR. PLUMMER: Before you spill back onto

3 the sidewalk.

4 MR. PARDO: What about the moving truck?

5 MR. PLUMMER: Sure. I mean, there's always

6 going to be situations -- all you have to do is

7 walk around Coral Gables -- where it's never

8 going to be perfect. What we're trying to do

9 is look at the typical scenario for how this

10 functions, and that's how this is going to

11 function, and our study shows there's going to

12 be no backup onto Minorca. The City has

13 reviewed, seen all of our studies, and that's

14 how it works.

15 Will there be an Uber driver that stops on

16 Minorca, yeah, maybe. We can't control that.

17 MR. PARDO: How come you don't have a

18 loading space?

19 MR. PLUMMER: So when people come in, will

20 there be moving trucks? Yeah, occasionally

21 there will be moving trucks.

22 MS. KAWALERSKI: And to Felix's point, is

23 there a loading area, unloading area? You

24 know, and here the Police Chief is telling us

25 it's already a congested situation. Even a

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1 that's definitely something I'm concerned

2 about, and I'm concerned about stacking,

3 because this is a very transient situation, and

4 it's not typical -- I'm sorry, Mr. Plummer,

5 this is a typical -- it's not typical, it's

6 atypical. This is potentially a total

7 transient operation that you're running, okay.

8 It's not people living there for years. It's

9 people coming and going.

10 MR. NAVARRO: Yeah, but they come

11 throughout the day. It's not like a

12 residential building, where everybody exits at

13 8:00 a.m.

14 MS. KAWALERSKI: That's to my point,

15 because you started this by saying people are

16 going to go to work, their cars are going to be

17 parked, there's not going to be any traffic,

18 and that's not the case, not with a hotel.

19 MR. NAVARRO; So this is in terms of a

20 project that's being proposed. It's 45 units.

21 This is a very small number of units. The

22 majority of these people are going -- the

23 reason you move into the CBD is to walk to

24 work, live close to where you work, walk to

25 restaurants. That's why people move into

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1 moving truck taking a travel lane, because

2 there is no parking to accommodate a moving

3 truck --

4 CHIEF HUDAK: Some of the issues that we

5 incur, especially Downtown, is if a truck is

6 actively loading or unloading, they can take a

7 lane of traffic. We see it already.

8 Again, our concerns are not with the

9 design, other than the fact that we've got four

10 other businesses that are dropping off every

11 day, they're using some of the space already.

12 My concern -- our concern, I should say, from

13 the Police Department side, is that we have to

14 be able to get out of this building 24/7, and

15 whether it's not necessarily a delivery here,

16 but kind of Downtown, we had to do

17 extraordinary measures to find where we can put

18 tractor-trailers that are dropping things off.

19 If they stop on Salzedo, they can stop on

20 Salzedo and actively unload. We cannot enforce

21 that.

22 To Tim's point, no matter what you build, I

23 have to enforce, and that's where the

24 challenges come in, on both sides.

25 MS. KAWALERSKI: Well, that's one thing --

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1 Downtown.

2 MS. KAWALERSKI: I got it, but this is not

3 a residential. This is a combination,

4 residential and --

5 MR. NAVARRO: It's a combination. So the

6 other half, right, are going to be coming down

7 here to do work in Downtown. They will -- may

8 take an Uber, but not everybody leaves from the

9 hotel, like you do in a residential building,

10 between the peak hours. It's staggered

11 throughout.

12 We did a study to show that the amount of

13 spaces that we are able to cue there is

14 sufficient. This was reviewed by the City,

15 this cuing study. And that is the number of

16 spaces that they said, based on our project,

17 that we would need.

18 Now, with the issue of loading, other than

19 an Amazon truck, that I think Amazon comes

20 wherever, but we -- the way that we will allow

21 move ins, we could work on that, and have it to

22 make sure that it's coordinated. We don't

23 expect -- I mean, once you move into this

24 building, right, the furniture usually stays

25 there. There will be a period where it ramps

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1 up, and then those units will remain furnished,
2 even if you rent them, or if you live there
3 long-term. But we could work -- considering
4 the Police Station is right here -- on the
5 hours for when those loadings are allowed, to
6 make sure that they're the least impactful
7 hours, but also at a reasonable time. We don't
8 want somebody to move in at midnight.

9 MS. KAWALERSKI: You know, that's not
10 enforceable.

11 But one of the question, Mr. Navarro, and
12 this has nothing to do with the TDRs or the
13 parking, are those sliding glass doors and
14 windows with Juliet balconies?

15 MR. RODRIGUEZ: Thank you. Hamed
16 Rodriguez, architect, 275 Minorca. Those are
17 actually casement windows. So they're not real
18 doors. So what we did is, we did a
19 combination, so there wouldn't be a sliding
20 glass door, because it's a little hokey. We
21 can't do the interior doors, because of our
22 wind criteria here. So what we did is, we did
23 a glass panel, to make it seem like a door, not
24 a blank part of stucco, and then casements
25 windows, which have a lot of detail.

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1 the north side. By adding a dedicated loading
2 zone on the north side, you're going to have
3 trucks, like moving trucks, that are going to
4 be for not a short duration of time, as the
5 Chief said, but for a much longer duration of
6 time. People are moving. They're loading,
7 unloading, unloading, loading. This is not the
8 Amazon guy, that's trying to break a record.

9 The streets are so narrow here. The
10 right-of-ways are so inappropriate for this
11 type of development, and most of the existing
12 development that you have here, that it becomes
13 a problem, where you can't get a doggone car in
14 there without losing a mirror. We're lying to
15 ourselves, if we think that's the case.

16 But the redeeming value is that, by having
17 something that doesn't have a pedestal, it does
18 bring it down, to a point. I found that some
19 of the Staff comments and recommendations were
20 alarming, and I will go through just a few of
21 those. Just, first of all, to understand and
22 wrap my head around this, in the City of Coral
23 Gables, it used to be that if you had a hotel,
24 it was a hotel. I understand that there's a
25 business plan that is a little different today.

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1 MS. KAWALERSKI: Okay. Thank you.

2 MR. RODRIGUEZ: Okay.

3 MS. KAWALERSKI: I'm done.

4 CHAIRMAN AIZENSTAT: Thank you.

5 Felix.

6 MR. PARDO: So many questions, so little
7 time.

8 When I looked at the application, I like
9 the idea. I understand it. You're not using
10 the parking pedestal, which is, you know, the
11 same as the Biltmore. There's no parking
12 pedestal.

13 You know, when you look at the history of
14 that particular parcel, the deal that was made
15 between the public parking lot that was here
16 and the rest of it, it was swapped and things
17 happened, and that's fine. The problem is that
18 nobody really thought about getting emergency
19 vehicles out of here and police vehicles. It's
20 a real problem.

21 The good thing is that -- on your site
22 plan, is that you're going north, not south,
23 and because you're going north, it becomes a
24 natural relief point. I would suggest strongly
25 that you add a loading zone, and you add it on

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1 We've already seen it across from the high
2 school, one of the projects that is being built
3 there, and, again, it's now becoming the new
4 norm.

5 So, back in the day, if you had hotel, you
6 had a hotel. If you had an apartment building,
7 you had an apartment building. The
8 calculations for parking, et cetera, and many
9 of the uses, were completely different. Now
10 the lines are so blurred, I can't tell the
11 difference. So I think that's a bona fide
12 question that Sue had.

13 The other thing is that, based on one of
14 the original comments that was made as a
15 preamble to our accepting the minutes and
16 getting into the agenda, is that, when this
17 application went to the BOA for the bonuses,
18 was the BOA told you should look at this
19 project only for the sheer aesthetics of it and
20 not the massing or anything else, as has been
21 done before, which was brought out specifically
22 on Tuesday before the Commission?

23 The reason that's important is because
24 there is a procedural problem that we have,
25 that when it comes before us, it says here,

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1 clearly, over and over, "Board of Architects
2 review and approval, subject to Section 5-100,
3 Design Review Standards." That is not true.
4 Massing is in there. The stepping down of
5 buildings is in there. And that's been run
6 around, on an end around, when it comes to
7 actually looking at the massing and how the
8 massing works.

9 I particularly don't like the design of the
10 building, but that's just my personal opinion.
11 And the reason is, because across the street,
12 what Codina did do, was that he provided some
13 colonnades that are human scale. The scale and
14 the massing of this project of the colonnade
15 you have there into the public right-of-way is
16 about three stories tall, 36 feet. There's no
17 reason for that. And by the way, what Codina
18 did do was, he did put barrel tile and he did
19 have a slope and it looks a lot more
20 Mediterranean than this does. Again, that's my
21 personal opinion.

22 That's why, it seems to me, kind of strange
23 that the Board of Architects didn't request
24 much more than what they did to grant two
25 levels of Mediterranean bonuses. I have a

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1 barely fit a fire truck and a regular car going
2 through any of those streets, because of the
3 parallel parking, which is essential to all of
4 the residential area to the north. Bad
5 planning.

6 It says over and over, "The site lies in a
7 traditional area between the high-rise and
8 mid-rise Commercial properties of Downtown."
9 It does not. The Downtown is over there.
10 These are single-family residential. All of
11 this area, the North Gables Apartment District,
12 is really affordable housing for people that
13 work in the City of Coral Gables and elsewhere.

14 It is crazy. We're looking at things like
15 Live Local, where we want to make affordable
16 housing, but we're going to knock down all of
17 these things down and then just do whatever the
18 hell we want. I think that's wrong. That's me
19 personally.

20 And it also says, "And the medium density
21 multi-family residential properties in the
22 North Gables Apartment Neighborhood," that's
23 next. This is going to be a complete
24 obliteration of these neighborhoods and the
25 character and fabric that we have. When you

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1 problem with that.

2 MR. NAVARRO: So to that --

3 MR. PARDO: If I could finish, I'd really
4 appreciate it. That way you could address all
5 of my comments and tell me how wrong I am. I
6 get that.

7 MR. NAVARRO: Of course.

8 MR. PARDO: Here's the problem that I have,
9 I think the application, I think it's a good
10 application, but I think it still needs work.
11 My personal opinion.

12 Now, with Staff -- well, wait a minute,
13 before I get to that, what the Med Bonus does
14 is, it allows you to go from 70 feet to 97
15 feet. That's 27 feet. By going 27 feet -- by
16 going 27 feet, that's almost three stories in
17 height.

18 Immediately to the north of this particular
19 project, just on that side, that is not
20 mixed-use over there, at least not yet, thank
21 God, and it's MF2. What happens with the MF2
22 over there is remarkable, because that's the
23 Urban Infill Area. Keep in mind that all of
24 the streets going north, south, east, west are
25 very natural right-of-ways, where you can

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1 drive down going north toward Eighth Street,
2 you have a beautiful tree canopy, which is in
3 the public right-of-way, and the trees shade.
4 It's beautiful. Whether it's summer or winter,
5 it makes it pleasant, and you see the residents
6 there walking their dogs, et cetera. We're
7 going to lose that.

8 Now, with all due respect to the Board of
9 Architects, me, sitting on this Board, I have
10 the ability to say my piece when it comes to
11 massing, scale and compatibility, and I think
12 that it can be redone in a better way.

13 The other thing that hasn't been discussed
14 is the 800-pound gorilla in the room. What is
15 that? Well, you're adding TDRs, 9,000 some add
16 square feet. You're adding the two bonuses.
17 That's a lot, you're taking out the pedestal of
18 parking, which is great, but at the same time,
19 the building is bursting at the seams, and,
20 therefore, there's very little push and pull,
21 because we're trying to get the last possible
22 square foot there. I have a problem with that.
23 I don't have a problem with the idea. I don't
24 have a problem with what the developer is
25 trying to do. I just have a problem with how

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1 it's being done.
 2 The falsehood of TDRs, the TDRs were first
 3 brought up to be a contribution to be able to
 4 restore historic buildings. Right now, we have
 5 problems with historic buildings in the City of
 6 Coral Gables. At forty bucks or whatever it is
 7 per TDR, times 9,000, that's \$36,000. Maybe
 8 you can get maybe two, three, four hardware
 9 sets --
 10 MR. NAVARRO: So the --
 11 MR. PARDO: I'm sorry, someone said
 12 something?
 13 MR. NAVARRO; Yeah, I just wanted to clarify.
 14 The amount to purchase the TDRs, obviously,
 15 the City has a higher rate. It would be
 16 \$360,000.
 17 MR. BEHAR: It's 9,000 --
 18 MR. NAVARRO: It's 9,000 times \$40 -- sorry --
 19 (Simultaneous speaking.)
 20 MS. KAWALERSKI: Thank you.
 21 So, Robert, you tell me, \$81,000 doesn't go
 22 very long to preserve the Water Tower, you
 23 know. So what I'm trying to say is, the 9000
 24 square feet, when you divide it by the minimum
 25 square footage that you were calculating

1 before, it's "X" amount of units, but, again,
 2 you're adding the density, you're adding more
 3 and more and more, and then there's -- it's
 4 basically straight down and it's very
 5 difficult.
 6 It just so happens that, across the street,
 7 I think Codina did a very good job. He did a
 8 good job. He's got an office building. It
 9 works, as well as it can.
 10 MR. NAVARRO: Well, I think that property
 11 is so large that you have that flexibility.
 12 With these smaller lots, it's very difficult to
 13 be able to develop.
 14 MR. PARDO: Right, but I really didn't want
 15 to get into a debate yet, but what I'm trying
 16 to say is that, that particular project has its
 17 own parking in it.
 18 MR. NAVARRO: Correct.
 19 MR. PARDO: Once you take that out, you
 20 have the Biltmore, which has only surface
 21 parking, except for the little office component
 22 that was built later.
 23 MR. NAVARRO: You're a hundred percent
 24 right.
 25 MR. PARDO: I'm just saying.

1 MR. NAVARRO: I agree.
 2 MR. PARDO: The streetscape improvement,
 3 when the Code gets changed over and over and
 4 over, it becomes almost laughable. The amount
 5 of ground floor area that we have is 1,144
 6 square feet. If you take the cube root of
 7 that, 33.8 foot by 33.8 foot. That's like from
 8 here to that wall, squared.
 9 So when those people are there, living
 10 there, there are no parks. There's no
 11 infrastructure for those people to have a nice
 12 area to go and sit there with their kids, walk
 13 their dogs, sit down at a bench. This is
 14 something that has been condoned by our own
 15 Planning Department, and I think it's wrong.
 16 Over and over, I see, in Staff's
 17 recommendations, consistencies with the City's
 18 Comprehensive Plan, and there's only a term
 19 that says, "Compliance with the Zoning Code."
 20 So if the Zoning Code to the north of us is
 21 MF2, why shouldn't we be concerned about the
 22 consistency of that type of lifestyle there? I
 23 cannot understand, and I would like Staff to
 24 explain to me, that the applicant is going from
 25 an FAR of 3.0 to 3.5. Is that simply

1 Mediterranean Bonus Level 1 and 2?
 2 MS. GARCIA: Yes.
 3 MR. PARDO: So, there, we have
 4 approximately 10,340 additional square feet,
 5 when you add the TDRs to it, correct? Okay.
 6 So I, originally, when I looked at the
 7 application, had reservations about the
 8 parking, but taking the parking and splitting
 9 it over to somewhere else, which is a walkable
 10 distance, I'm good with that. I think that the
 11 comments that the Chief came up with are very
 12 appropriate, and have to be addressed before I
 13 vote for this application. I think, going
 14 north, and then putting a loading zone on the
 15 north side, will then make sure that people
 16 that are going to be there for a longer period
 17 of time of loading and unloading, are going to
 18 be on the street to the north of the emergency
 19 center, and I think that's extremely important.
 20 I may differ, as far as the amount of
 21 ingress and egress into the parking structure
 22 that belongs to the building that you all are
 23 going to be using, I think, if you have enough,
 24 those amount of parking spaces will dissipate,
 25 but the problem that we have is, we have a big

1 problem of congestions, which impedes emergency
2 vehicle movement, both police and fire, and I
3 don't think that should be on the table.

4 I'm sorry, Mr. Chairman, I said I had a few
5 comments.

6 CHAIRMAN AIZENSTAT: Mr. Pardo, please
7 continue.

8 MR. PARDO: So when I saw the evaluation, I
9 said it embraces Mediterranean architecture.
10 This project does not embrace Mediterranean
11 architecture. I don't mean to insult the
12 architect. I don't mean to insult the Board of
13 Architects. That's just my opinion. It
14 doesn't do enough to make it look like that.
15 But I know that the developer is very capable
16 of really doing a better job, and I think, if
17 they do a better job and they look at the
18 massing, and they look at these suggestions, I
19 don't have a problem voting for this
20 application, but not the way it's presented
21 this evening.

22 And the Staff recommendation also said that
23 the proposed building's density, bulk, size,
24 area and use are fully consistent with the
25 development standards permitted for the

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1 Codina's project -- you know, sometimes they
2 have a loading zone and sometimes the trucker
3 just wants to park outside, because he doesn't
4 want to make the turn to go inside. I get that
5 all day.

6 But when you have police enforcement, and
7 all of a sudden they tell you, put that truck
8 in there, I guarantee you that truck driver is
9 going to do exactly what they're told.

10 MR. NAVARRO: I think it will be a
11 deterrent having the Police Chief across the
12 street, hopefully.

13 MR. PARDO: Yeah. Chief Hudak always
14 carries his gun, so that's --

15 MR. NAVARRO: But that's something we could
16 definitely look at. I think, one of the things
17 you've seen, is our commitment to work with the
18 Chief, and we'll continue to do that, but that
19 is something that my client told me that we'll
20 go back and look at, is how we could fit --
21 because you're right, there are deliveries --
22 like an Uber Eats, they come in, they run in
23 quickly, they drop it off at the front desk and
24 they're gone, 30 seconds, but there are some
25 that may be more lengthy.

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1 property. That is not true. And the reason I
2 say that is not true is because I don't think
3 that this is the best massing. I don't think
4 it has been done correctly. And I don't think
5 that the loading areas, by being omitted, was
6 really what we wanted to do.

7 We have a trash area there, and it could
8 easily incorporate another use right next to it
9 for loading and unloading, where it becomes
10 dedicated. My concern has to do -- my concern
11 has to do with the suggestion of putting
12 something that's dedicated, to make sure that
13 it attracts the people that are going to be
14 there more than the Amazon truck.

15 MR. NAVARRO: And that's something my
16 client just told me that we will look at, is to
17 find a way to try to incorporate a dedicated
18 loading area.

19 MR. PARDO: And I understand square footage
20 for retail is important. You know, it
21 complements the use. There's no doubt about
22 that. And especially with everything that's
23 coming online, I think that's good, but I would
24 really appreciate that, because sometimes,
25 believe it or not, you see those -- in fact, on

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1 MR. PARDO: And that happens. And that
2 happens, because it happens across the street
3 right now.

4 MR. NAVARRO: Yeah.

5 MR. PARDO: The other thing is that I'm
6 very glad that you said that you want to add a
7 four-way stop and you want to add a crosswalk,
8 because it becomes very, very dangerous,
9 especially on the north-south, you know, when
10 pedestrians are trying to make it across the
11 street.

12 The other thing is that Staff constantly
13 says, "The CBD. The CBD. The CBD." I don't
14 think we have to -- this project or any other
15 project has to augment the CBD. I think it has
16 to really complement the single -- or, rather,
17 the residential areas of this City, and I think
18 that compatibility with those areas, such as
19 the North Gables Apartment District, I think
20 it's extremely important.

21 And, finally, Mr. Chairman, in the
22 conditions, which they did not have the
23 crosswalk in there, anything that happens here,
24 I would hope that we add the crosswalks in
25 there, because they put in there specifically,

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1 "Staff finds that the proposed plans and Staff
2 recommendation and conditions of approval
3 incorporate measures to mitigate potentially
4 negative impacts that could have adverse
5 effects on neighboring properties," and I think
6 that Staff needs a little more time to really
7 evaluate that and be our eyes and ears, with
8 the applicant, and just hone it in, to the
9 point where I feel comfortable in voting for
10 this project.

11 Thank you, sir.

12 CHAIRMAN AIZENSTAT: Thank you.

13 MS. KAWALERSKI: And can I add one thing,
14 while we're on the crosswalk situation? And,
15 Jennifer, maybe you might be able to address
16 this, the developer has no purview to put in a
17 crosswalk or a four-way stop, has no purview at
18 all; is that correct? A developer just can't
19 put in stop signs and a crosswalk?

20 MS. GARCIA: Yes, they have to have
21 approval from the Miami-Dade County Public
22 Works Department.

23 MS. KAWALERSKI: I'm sorry, what?

24 MS. GARCIA: They have to get approval from
25 the County. The County is the one that allows

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1 that. We've been pushing forward on that.

2 CHAIRMAN AIZENSTAT: Thank you, Chief.

3 MS. KAWALERSKI: Yeah. I just wanted to be
4 clear that it's not up to the developer to put
5 that in. It's up to the County to approve it.

6 CHIEF HUDAK: As far as I know, yeah. We
7 defer to our Public Works, and the County
8 handles all of the traffic.

9 MS. KAWALERSKI: Thank you.

10 CHAIRMAN AIZENSTAT: All right. Julio.

11 MR. GRABIEL: There are a lot of things
12 about this project that I like. One is
13 infilling part of the City that is a parking
14 lot, and this is -- I know that you're
15 referring to the residential, but we're really
16 in the CBD, and with the building of Codina, it
17 has brought the weight of that development all
18 of these many blocks north.

19 The building is not a great architectural
20 Mediterranean project, but we've approved
21 projects which are very similar to this and
22 still called it Mediterranean, so I don't have
23 a problem with that.

24 It does a lot of good things overall for
25 the City. I don't have a problem with the

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1 us to have --

2 MS. KAWALERSKI: Correct. So the County
3 could say, no, right? So that crosswalk is a
4 fairly tale. It has to be approved by
5 Miami-Dade County, okay. So that's not a
6 given, that they're going to put in a
7 crosswalk.

8 CHAIRMAN AIZENSTAT: Well, also, I think
9 the Police Department and the Police Chief can
10 weigh in on that and give a recommendation, if
11 they deem it necessary, at that point.

12 CHIEF HUDAK: So since the building was
13 built, this building we're in, we've been
14 trying to get a four-way stop sign at this
15 intersection. So we know our accident rates
16 have increased on both of these intersections.

17 The first thing that the County was waiting
18 on was until we concluded the City garage to do
19 the traffic count on that. We are in the
20 process of trying to re-engage them on that, as
21 well, to do that, who pays for it or whatever,
22 but it does have to be approved through our
23 Public Works and through the County. So we're
24 -- regardless of what happens across the
25 street, we need that stop sign and we know

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1 walking. I don't think -- we're worried about
2 the traffic, but the traffic is dealing with
3 people who will park in the existing parking
4 garage, which is already there. So we're not
5 adding any more spaces for the Downtown area,
6 and it works the way it is.

7 So I think the building is approvable.

8 CHAIRMAN AIZENSTAT: Thank you.

9 Javier.

10 MR. SALMAN: A couple of questions. One is
11 just my own edification. I noticed that you
12 went to the Historic Preservation Board, but
13 we're not demolishing any historic buildings.
14 What was the point of that review?

15 MR. NAVARRO: No, we're not. So that's a
16 great question. The Code requires that if we
17 are within 500 feet of a historic site, and we
18 want to use TDRs, the Historic Preservation
19 Board has to review your project.

20 MR. SALMAN: Is it a TDR trigger?

21 MR. NAVARRO: Yes. Yeah.

22 MR. SALMAN: Okay. That was my question.

23 Second, can you go over the parking
24 calculation again and how you got to that
25 number?

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1 MR. NAVARRO: Sure. Are you saying for how
2 we got to how many spaces are in this garage or
3 how we're calculating our project?

4 MR. SALMAN: How are you calculating your
5 project and the number of spaces that you're
6 going to need?

7 MR. NAVARRO: So this is the expert in the
8 office, Ms. Devon Vickers. She's been working
9 on the parking calculation. I'm going to have
10 her explain how we're calculating parking.

11 MR. SALMAN: Thank you.

12 MS. VICKER: Good evening, Devon Vickers.
13 Our offices is located at 333 Southeast 2nd
14 Avenue.

15 So, as Jorge said, originally, our original
16 application had the 53 parking spaces which I
17 believe you mentioned originally. And so how
18 we were originally calculating our parking was
19 based on the Code, based on, One, our one
20 bedroom count and our two-bedroom count. And
21 so it's one space for one bedrooms, and one
22 point, I believe -- 1.75 two bedrooms.

23 Staff recommended, after reviewing our
24 application, because we had the residential
25 component, with the option of hotel

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1 accommodations, that to maximize our parking,
2 that -- instead of doing the one space for one
3 bedroom units, to calculate that based on the
4 hotel accommodations, which gives us a little
5 bit of a bump in required parking spaces.

6 So that's how we went from 53 required
7 spaces to 56, because instead of calculating
8 the one bedrooms as one space per unit, we
9 calculated it as 1.125 per one bedroom unit.
10 So that's how we ended up with the Staff
11 recommendation.

12 MR. SALMAN: Your one bedrooms are 1.25
13 parking spaces per one bedroom unit?

14 MS. VICKERS: Correct, under the hotel
15 overnight accommodations parking -- required
16 parking.

17 MR. PARDO: When it's a hotel.

18 MR. SALMAN: But the problem is, that's the
19 worst case scenario. That's what you had to --

20 MS. VICKERS: Correct. That's the worst
21 case scenario. That's what Staff recommended
22 and that's what we have agreed to provide.

23 MR. SALMAN: I know that you're not
24 required to provide any parking for the
25 Commercial, because of the waiver.

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1 MS. VICKERS: Correct.

2 MR. SALMAN: But the reality is, you know,
3 I just don't know how that's going to work for
4 your poor tenants that are going to be on the
5 ground floor. I guess you're going to have to
6 rent spaces --

7 CHAIRMAN AIZENSTAT: If you can speak into
8 the mike?

9 MR. SALMAN: Can you hear me? No, not a
10 word.

11 Okay. So I'm worried about your commercial
12 tenants and where they're going to end up
13 having to park. If it's an office building or
14 office use, you know, one per 300, you've got
15 4000 square feet, it's a sizeable number of
16 parking spaces.

17 MR. NAVARRO: So the idea is for it to be
18 retail. If we have to provide office --

19 MR. SALMAN: Office or retail --

20 MR. NAVARRO: See, this is why there's two
21 very smart women behind me here. Both have
22 confirmed what I thought, is that office use is
23 not exempt. So if we have an office use here,
24 we will have to, as Mr. Withers mentioned, get
25 more parking, but we would like to provide some

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1 retail, probably -- if we can, there, and
2 that's what's currently in the parking
3 calculations.

4 So retail is exempt, because you park and
5 you walk around beautiful Downtown, but office
6 does require for us to get more remote parking.

7 MR. SALMAN: Okay. Thank you very much.

8 Have you -- I was looking at your drop off.
9 You basically have two spaces, with a column in
10 the middle, that you have to sort of get
11 around.

12 MR. NAVARRO: Yeah. What I'm being told
13 from Mr. Plummer, is that that space -- I don't
14 know if we have like a huge car in it, but it's
15 supposed to fit three to four cars in the
16 little --

17 MR. SALMAN: That little stacking area?

18 MR. NAVARRO: Uh-huh.

19 MR. SALMAN: No. No.

20 MR. NAVARRO; Okay. That's what I had
21 heard and I was like, I don't know, we're
22 parking like a --

23 MR. PARDO: Tim, are those European cars
24 or --

25 MR. SALMAN: Maybe four Smart cars.

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1 MR. PLUMMER: It's approximately four cars,
2 from the drop off area, all of the way back to
3 the back of the sidewalk, sustained within the
4 property.

5 MR. SALMAN: Yeah, but at that point, the
6 car in the entrance is blocking the entire use.
7 So that doesn't really count as a drop off area
8 in my book.

9 Did you look at providing an additional
10 drop off area along the Minorca side?

11 MR. NAVARRO: So we did, but one of the
12 things that we have been told is that,
13 obviously, we've heard what's going on with
14 traffic on Minorca, is that that area not be
15 used at all for any kind of valet, loading, or
16 anything. So we have stayed away from using
17 anything on that side of the street for any of
18 those purposes, in order to alleviate anything
19 that's happening within this building.

20 So we did think about it. We proposed it.
21 We thought, maybe, have a dedicated loading
22 area there, for some of the stuff that's been
23 going on here, but that could create a more
24 problematic traffic situation.

25 MR. SALMAN: Finally, there's a lot of

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1 things that I like about the building. The
2 fact that it's kind of packed into that site is
3 not one of them, and the way it addresses the
4 corners is another one.

5 The best thing it's got going for it are
6 those square covers at the corner, that
7 actually promote some sort of shade and signify
8 an entrance and highlight that corner, but the
9 dichotomy between the base and the residential
10 above, with the number of openings, and -- it
11 just seems to be a bit of a juxtaposition that
12 is not really talking to each other in a way
13 that works, but that's not for me to decide,
14 but I think that it's a good start, and I think
15 it can be a lot better.

16 MR. NAVARRO: So a lot of the features that
17 you see came from the Board of Architects, and
18 also the Historic Preservation Board. We have
19 tried to capture some of the features, from
20 some of the historic sites in the area, which I
21 think is what you were alluding to the
22 little --

23 MR. SALMAN: Yeah, but I don't see them
24 here. I don't see them. Thank you.

25 MR. NAVARRO: No problem.

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1 CHAIRMAN AIZENSTAT: Thank you, Javier.
2 Robert.

3 MR. BEHAR: Thank you. There's a lot of
4 things about this project that I think is good.
5 You know, the fact that the Code allows you to
6 do the TDRs, the fact that the Code allows you
7 to do remote parking, you're going by that.

8 The only problem I have is the comments
9 that -- the concerns that Chief Hudak brought
10 up about the parking access on that street,
11 Alcazar, in front of them. So I asked you
12 already about, if you reached out to the Sofia
13 Building, and you said you did, and there's
14 nothing available.

15 There's an office building, that is 2020
16 Ponce. Have you tried -- did you try to do it
17 on that building? Because, at the end of the
18 day, that's an office building that also could
19 be an ideal to provide your parking, and that
20 would eliminate any conflict that is on Alcazar
21 that the Chief has, which is the only thing
22 that I'm going to bring up.

23 As much as I want to get into the
24 aesthetics of the building, that's not our job
25 to do, and I will agree with my colleagues and

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1 some of the comment, but, you know, I can't go
2 there. To me, is there a possibility to look
3 at those garages on the 2020 Ponce building?

4 MR. NAVARRO: It's definitely something
5 that we can look at. I think, the way that we
6 got to this garage, was the fact that Minorca
7 was, at that point -- we're obviously choosing
8 the garage right next door -- the concern, and
9 we were coming this way, right.

10 MR. BEHAR: Yeah, but I think if you were
11 to take that 2020 garage, that would eliminate
12 some of the concerns that you would have -- the
13 Chief has, because you will put the traffic on
14 this street, not on Alcazar.

15 CHIEF HUDAK: Alcazar, actually, has the
16 bigger one. The fire trucks leave on the
17 Alcazar side. But only the police cars, when
18 they're leaving from here, can only go on
19 Minorca. So, again, our concern and -- to put
20 anything else on Minorca has become a problem
21 for us.

22 MR. BEHAR: So it's worse to be on Minorca.
23 So Alcazar would be better?

24 CHIEF HUDAK: Well, I can't speak for the
25 Fire Chief, but those entrances and exits,

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1 there's a control of light there. There is a
2 controlled exit emergency light for the fire
3 trucks to leave, in mid block, on Alcazar.

4 Here, we have to either go against traffic,
5 the opposite way, and again, to go north, we
6 have to go north on Salzedo, because we're
7 going actually into the school zone on Ponce.
8 So we have four garages right now that empty
9 onto Minorca. If we add this one -- it's the
10 trips.

11 MR. BEHAR: So Minorca is the worse
12 possible --

13 CHIEF HUDAK: Of the two ones, Minorca is
14 it, but that's the only entrance to the
15 police --

16 MR. BEHAR: Then, I was a little confused
17 on the entrances, but then -- because on the
18 fire trucks, on Alcazar, those have a light, so
19 those are --

20 CHIEF HUDAK: It's a much wider street.
21 They have a safety zone in place. And they
22 have an exit lane.

23 MR. BEHAR: Okay. Then that answered that
24 question.

25 Then, what is going to be the lease -- the

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1 terms of your lease or your agreement with that
2 garage? Because for me to support this, there
3 has to be a time that those -- because you
4 could say, "I'm going to do it for one year,"
5 and after one year, you have nothing, and then
6 what happens to the spaces?

7 MR. NAVARRO: So the way that we've done
8 these leases is, it's obviously with a private
9 garage operator. So we have to negotiate that.
10 And they prefer them to be on the lesser side,
11 so they could potentially increase, depending
12 if the market goes up, because the payment that
13 we make to the City is just for the use of
14 remote parking, and then we have to have this
15 agreement.

16 So there is not a fixed time whether -- you
17 know, what will be a minimum or a maximum. The
18 way it's done is a year or two. I've seen
19 three or four, but they're renewing, right.
20 And the way that they do that is to be able to,
21 you know, adjust the monthly -- or the annual.

22 MR. BEHAR: Will you be able to commit to a
23 time period, that you say, "Look, for the next
24 three years, we will secure parking in the 255
25 garage"?

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1 MR. NAVARRO: Yeah. Yeah, we could do
2 that. We can commit to that.

3 MR. BEHAR: Okay. I have no further
4 questions.

5 CHAIRMAN AIZENSTAT: Thank you.

6 Actually, a lot of the concerns that I had
7 and a lot of the questions that I have, have
8 already been asked.

9 A couple of things which I heard. One was
10 the dollar amount that the City is charging for
11 the Mediterranean bonuses.

12 MR. NAVARRO: For the TDRs.

13 CHAIRMAN AIZENSTAT: I'm sorry, for the
14 TDRs.

15 MR. NAVARRO: I wanted to clarify that, for
16 the record.

17 CHAIRMAN AIZENSTAT: I agree, it's a small
18 amount, but I think that's something that the
19 City needs to look at, and I think that's a
20 question of the price that people are willing
21 to pay and what's available. But I do think
22 that that's --

23 MR. NAVARRO: Yeah, and to your point,
24 because it's something that's come up, we've
25 used the TDR Ordinance through the City a

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1 couple of times. The way that it has looked at
2 it, because I've done private transactions and
3 transactions with the City, is that the City
4 rate is higher than the private, but obviously
5 there's some ease in working with the City,
6 rather than a private transaction, but it is
7 higher than what the market rate of a TDR in
8 Coral Gables is.

9 CHAIRMAN AIZENSTAT: What is the market
10 value for a parking space when you do remote
11 parking? I'm not asking what you're paying.
12 What's the market value today?

13 MR. NAVARRO: To construct --

14 CHAIRMAN AIZENSTAT: Not to build. I'm
15 saying, to go ahead and get an agreement per
16 parking space.

17 MR. PARDO: To rent it.

18 CHAIRMAN AIZENSTAT: To rent it. What's
19 the market value?

20 MR. BEHAR: It's probably about a hundred
21 dollars a month.

22 MR. SALMAN: No.

23 MR. PARDO: No, more than that.

24 MR. SALMAN: Two to three.

25 MR. PARDO: Yeah.

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1 MR. NAVARRO: About \$130 per parking space.

2 CHAIRMAN AIZENSTAT: The way I look at it
3 is, if you're paying 700,000 as a payment to
4 the City for the amount of spaces that you
5 have, 56, you're paying about \$12,500 for that.
6 And, then, if you add another 100 and change
7 per square foot, it's actually a big bonus for
8 you. It doesn't make sense for you to even
9 consider building a pedestal, even if you
10 wanted to or could.

11 I'm not here to question or give my opinion
12 on the design of the building, because, as
13 Robert said, that's not what we're here for.
14 That's the Board of Architects. And they're
15 the ones that have to look at the design of the
16 building, whether it meets the Level 2 or does
17 not meet the Level 2. We have talked about
18 what we, as a Board, would like to see with the
19 requirements and what should be done to grant
20 the Level 1 and the Level 2 that has just been
21 looked at, and I hope the Board of Architects
22 does look at that and continues to work with
23 that.

24 As a 10,000 square foot property, I think
25 you're putting a lot into it. When I say, "A

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1 block. The reason we're using both is, to be
2 able to create something that's, you know, more
3 boutique, more unique, and is a lot more
4 delicate than a large scale project, and that
5 actually fits and works within that site. So I
6 think that's the give and pull of -- I know,
7 when the City adopted the Overlay Regulations
8 in 2021, they broke out Miracle Mile separately
9 than the rest of the CBD.

10 In Miracle Mile, you cannot use remote
11 parking and TDRs, but in the CBD, they allowed
12 it, and it was to have this flexibility, so you
13 have a boutique project like this, that comes
14 up, and is, you know, able to take advantage of
15 that, with really nice ground floor retail,
16 really nice pedestrian connectivity, as opposed
17 to some of the other buildings that you see,
18 that are a little bit older, that have a bay of
19 parking or there are very small frontages, you
20 don't have a lot of retail.

21 So I do understand your concern with that,
22 and, you know, the idea was -- when this
23 program was created, was to try to use those
24 tools to try to do something like this, and
25 we've tried very hard.

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1 lot into it," you're putting both, the TDRs
2 that you're getting and you're getting the
3 remote parking. So, as somebody else said,
4 you're expanding that space to the point where
5 it's going to burst, and I don't know if I'm in
6 agreement with that, for that property.

7 I understand that it's in the CBD, and I
8 understand that you want people to walk and so
9 forth, but, for me, from what I've seen, I'm
10 just not in favor of the amount you put in
11 there, taking into account, both, what you're
12 asking for, which is the remote parking, and
13 the TDRs.

14 MR. NAVARRO: So, to that point, because I
15 think that's a great point, and, you know,
16 these are very -- in terms of other projects
17 that have been brought before, 10,000 square
18 feet, you have some very skilled and
19 experienced architects on this, it's very
20 challenging to get parking to work and to
21 construct a building, right, that works and
22 that obviously can be built.

23 And I think, you know, what's happening
24 was, you would be assembling many 10,000 square
25 foot lots and aggregating a block or half a

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1 CHAIRMAN AIZENSTAT: But you're using -- in
2 reality, you're using both of those to maximize
3 your FAR.

4 MR. NAVARRO: Yeah, and I think that was
5 contemplated, because that's why, on Miracle
6 Mile, you cannot use both. There, they wanted
7 to preserve the massing, and they said, "You
8 remote park, but you can't use TDRs."

9 In other portions of Downtown -- actually,
10 I think it's only allowed in Merrick Park and
11 Downtown, you're allowed to try to do this,
12 because these are areas that, you know, you're
13 in a more, you know --

14 CHAIRMAN AIZENSTAT: I agree, but when
15 you're looking at what's defined as Resort
16 Transient Use by the State definition, you're
17 doing 500 to 700 square foot apartments. I
18 mean, you're really gearing yourself up for a
19 resort transient use. While there could be
20 people that are going to be there and may want
21 to live there full-time, I would doubt that
22 it's going to be a good majority of the people.
23 I mean, that's going to be an income producing
24 property.

25 To me, I disagree with the term that Mr.

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1 Plummer used that it's a residential property.
2 I think it's a commercial property. That's the
3 way -- I can't speak for anybody else on this
4 Board, but I'm looking at it as a commercial
5 property is what you're doing, because of the
6 way it's being presented.

7 MR. NAVARRO: Yeah, which is allowed in the
8 CBD.

9 CHAIRMAN AIZENSTAT: Agreed. I agree.

10 MR. NAVARRO: And it's one of those things,
11 I think Mr. Pardo mentioned, it's hard to
12 categorize, right, what it is, but, you know,
13 we have tried to design it in a way that
14 operates like a high end hotel or like a high
15 end residential project. It has the amenities
16 of both, almost.

17 So I do see, you know, when we try to fit
18 it, where does it fit, but --

19 MR. BEHAR: Mr. Chair, this is a short-term
20 rental, essentially. And we have one, that is
21 in the City of Miami. The advantage is that
22 it's more of a drop off than people having
23 cars, you know, and we see it. We have a large
24 drop off area, where they do come and they
25 utilize that much more.

1 going to do for you as an incentive to preserve
2 those historic buildings."

3 So it actually does preserve and it does do
4 a good job, although we're not getting much
5 benefit today in 2024 dollars.

6 MR. WITHERS: But the City changed the
7 ordinance on TDRs recently, and the money does
8 not get committed to the monument that it came
9 from. It now gets spread through parks,
10 fountains and other buildings. So I understand
11 your -- you know, I agree, the initial desire
12 was for that money to stay with that monument
13 and protect that monument, the maintenance, but
14 unfortunately, the City changed it.

15 MR. PARDO: Right. And Chip, as you know,
16 you know, one of the things, really, is to
17 preserve the building, so it doesn't get torn
18 down and I think that's an important
19 understanding.

20 CHAIRMAN AIZENSTAT: Well, at this point, I
21 mean, we've discussed this. Does anybody want
22 to make a motion?

23 MR. BEHAR: I don't mind making a motion to
24 approve with the condition -- for me, and I
25 will welcome, if it goes that far, a friendly

1 The dilemma here, for me, also, is that the
2 Code allows you to do this, you know, and there
3 are some things that -- I wish I could let
4 Felix dictate some of the architecture, but I
5 can't do that, you know.

6 MR. PARDO: But you can, the massing, et
7 cetera.

8 MR. BEHAR: You know, so, to me, you know,
9 the concern that I had here is the one that the
10 Chief brought up, and I guess, you know, the
11 least of the problem is, you know, putting it
12 on Alcazar. I guess that's the solution.
13 We're looking at an application that is allowed
14 to be done.

15 MR. PARDO: Mr. Chairman --

16 CHAIRMAN AIZENSTAT: Yes, sir.

17 MR. PARDO: -- I wanted to bring up
18 something to the Board. Unless I'm mistaken.
19 I don't think I am, the TDRs have two purposes.
20 Of course, you get money to be able to restore.
21 It doesn't go very far nowadays. But you also
22 truncate any future development on those
23 historic buildings. So that really was the
24 first purpose. The moneymaker was to be able
25 to turn around and say, "This is what we're

1 amendment. My condition is that you have an
2 agreement in place for a minimum of three years
3 with that garage and continue working with the
4 Chief to make sure that you minimize, if
5 possible.

6 Unfortunately, to me, the way I see it, you
7 are doing it by Code, so it's hard for me not
8 to -- to say no.

9 CHAIRMAN AIZENSTAT: So we're looking first
10 at E-1, which is basically the TDRs. So your
11 motion is to approve --

12 MR. PARDO: It's not to defer.

13 CHAIRMAN AIZENSTAT: Not to defer. Yours
14 is to approve --

15 MR. BEHAR: With the conditions -- I guess,
16 for the TDRs, we don't need a condition.

17 MR. PARDO: No. I was thinking you were
18 talking about the TDRs. Me, the conditional
19 use, for the TDR, I don't have a problem.

20 MR. BEHAR: So let's take one at a time.
21 I'll make a motion to approve the TDRs.

22 MR. PARDO: What I was hoping to do is get
23 a deferral to give the applicant -- because
24 there are too many moving parts in this, to
25 condition it like a laundry. By the time it

1 gets to Commission, you're going to end up with
2 Swiss cheese.

3 CHAIRMAN AIZENSTAT: If I can ask a
4 question to that. If you approve the TDRs to
5 this site, if the site plan changes, this
6 doesn't get approved or they don't come back or
7 whatever the reason is --

8 MR. PARDO: That could be approved with a
9 condition of the approval of that --

10 CHAIRMAN AIZENSTAT: Of that specific site
11 plan.

12 MR. PARDO: -- specific project.

13 CHAIRMAN AIZENSTAT: Okay.

14 MR. PARDO: Mr. Collier, is that true?

15 MR. COLLIER: Well, I actually wanted to ask
16 Staff a question, because what we have before
17 us is not a conditional use approval of a site
18 plan. We have two items, right. One is the
19 TDR approval, and the second is the remote
20 parking. There's not a site plan approval at
21 this point.

22 MS. GARCIA: Correct. Yes, but talking
23 with the City Attorney, we agreed to have those
24 conditions replicated on both of those
25 resolutions, on the TDR resolution, as well as

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1 MS. GARCIA: So, yes. They're requesting
2 two things, TDRs and remote parking.

3 CHAIRMAN AIZENSTAT: Without a site plan?

4 MS. GARCIA: However, the TDRs are, of
5 course, making the building larger. So if you
6 have concerns about the egress and the drop
7 off --

8 MR. BEHAR: But am I looking at a building
9 or am I just looking at TDRs and remote
10 parking?

11 MS. GARCIA: You're looking at just TDRs
12 and remote parking, yes. It's not a site plan
13 approval.

14 MR. BEHAR: So then why were we here for an
15 hour and a half looking at --

16 MS. GARCIA: Because the impact of the TDRs
17 and removal of parking on-site is impacting the
18 neighborhood. That's why it's going through
19 the conditional use process for remote parking,
20 as well as for the TDRs.

21 MR. PARDO: Mr. Chairman, I have a real
22 problem with this application right now, and
23 it's not the applicant's fault. I really have
24 an issue that when -- you know, we're
25 conditioning things, on two technical things.

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1 on the remote parking resolution.

2 MR. COLLIER: Right, where does the site
3 plan get approved?

4 MS. GARCIA: There's no site plan approval
5 here, right. They're just requesting the TDRs
6 and the remote parking.

7 CHAIRMAN AIZENSTAT: So that means that
8 what we're looking at can change tomorrow?

9 MR. BEHAR: Yes.

10 CHAIRMAN AIZENSTAT: That's what I
11 understand from what --

12 MR. BEHAR: This is --

13 MR. PARDO: This is not the way to do this.

14 MS. GARCIA: Well, changes in how --

15 CHAIRMAN AIZENSTAT: We've always -- as
16 long as I've been here, everything that we have
17 looked at and approved have been based on a
18 site plan that has been brought before us.

19 To me, I'm looking at this site -- at this
20 project as a site plan. If you're telling me
21 that I shouldn't be looking at it that way,
22 that I should only look if this property can
23 get the TDR bonuses and if this property can
24 get the remote parking, that's different for
25 me. Is that what you're saying?

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1 We're going to blow the project out or approve
2 the project for two technical issues, and not
3 have it tied to a site plan? That's crazy.

4 I'm sorry, I can't understand it.

5 MR. BEHAR: Well, that comes from legal,
6 not coming --

7 MR. PARDO: Exactly.

8 MR. COLLIER: I think you can -- as I
9 understand it, because all of these things are
10 all intertwined, I think if you want to
11 condition it to this site plan, condition it to
12 the site plan.

13 MR. PARDO: That's --

14 CHAIRMAN AIZENSTAT: But that's not the way
15 it is written.

16 MR. COLLIER: No, but they're asking for
17 remote parking and they're asking for TDRs, and
18 the only way it works, I think, is with this
19 site plan. Isn't what you're --

20 MR. PARDO: A hundred percent.

21 MR. NAVARRO: We would have no objections
22 to conditioning this application to the site
23 plan. This is what we want to build and we
24 intend to build, what we've shown you. It is
25 not a rezoning, so there is no issue with

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1 conditioning this application. It's a
2 conditional use, and I think this Board,
3 subject to your City Attorney confirming, has
4 the flexibility to place those conditions.

5 MR. COLLER: Well, the conditional use
6 requires -- conditional use requires
7 demonstration of compatibility. That's in any
8 conditional use. In my view, you're
9 determining, in order for this to be compatible
10 with this neighborhood, you want these drop
11 offs, you want the way the entrances and the
12 exits, and I feel that it's germane to this.

13 Now, it is a recommendation. It's going to
14 go to the Commission, and presumably, when it's
15 passed, it's passed with the site plan that
16 they're proffering. So I believe that you can
17 condition both, actually -- both items can be
18 tied to it.

19 MR. PARDO: Mr. Coller -- I'm sorry,
20 Mr. Chairman.

21 CHAIRMAN AIZENSTAT: Yes. If you'd speak
22 into the microphone.

23 MR. PARDO: Just to understand, every
24 conditional use that I've worked on in my
25 entire career can be tied to a specific site

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1 MR. COLLER: And you're doing it not
2 necessarily -- you're doing it for
3 compatibility purposes. You know where the
4 entrances and exits are and the stacking, and
5 all that relates to compatibility, because
6 you're putting a larger building than would
7 ordinarily be there, because of these TDRs.

8 And in fact, in the TDR section, it talks
9 about consideration of the size and the
10 compatibility with the surrounding area. So
11 this is exactly appropriate conditions to this.

12 MR. NAVARRO: And to help Mr. Coller out,
13 for the record, I'm going to say that we're
14 also voluntarily proffering this condition.

15 MR. COLLER: Well, that makes it even
16 easier.

17 CHAIRMAN AIZENSTAT: So, Robert, your
18 motion was to approve based on Staff's
19 recommendation, what they proffered, to tie it
20 to the site plan that's been presented?

21 MR. BEHAR: Yes, and the additional
22 condition that they continue working with the
23 Chief to make sure the conflict is not
24 eliminated, but minimized, and there is an
25 agreement for a minimum of three years --

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1 plan.

2 MR. COLLER: I certainly believe you can do
3 that. I agree.

4 MR. PARDO: Exactly, and because it's a
5 conditional use, we can then assume that it's
6 been properly advertised.

7 MR. COLLER: Well, it says, "Conditional
8 use," which has inherent in it conditions, and
9 I believe that it is not a rezoning, where you
10 have a condition --

11 MR. PARDO: Do you have a problem with
12 that?

13 MR. NAVARRO: No, I don't. I think I know
14 where the confusion is. This site, since it's
15 so small, doesn't trigger a conditional use
16 site plan, and I think that's why everyone is
17 used to seeing that, but this site is actually
18 so small that it doesn't meet the threshold to
19 require a conditional use site plan.

20 MR. PARDO: But when I saw conditional use,
21 conditional use, by definition, the site plan
22 can be a condition, as Mr. Coller said.

23 MR. NAVARRO: Yeah. So we don't have an
24 issue with that. We would be supportive of
25 that.

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1 MR. PARDO: I couldn't hear you. I'm
2 sorry, I could hear the original motion, before
3 you started speaking --

4 MR. BEHAR: Can you read it --

5 MR. COLLER: I think we need to start with
6 the first item.

7 MR. BEHAR: The first item, the TDRs. I'm
8 going to make a motion to approve the TDRs.

9 MR. WITHERS: Second.

10 MR. COLLER: And I think you can tie it the
11 site plan.

12 MR. BEHAR: To this site plan.

13 MR. COLLER: To the site plan as presented,
14 as proffered by the applicant.

15 MR. NAVARRO; We'd like to voluntarily
16 proffer that.

17 MR. BEHAR: Perfect.

18 Condition to approve the TDRs to the site
19 plan presented to us.

20 MR. WITHERS: I second.

21 CHAIRMAN AIZENSTAT: So we have a motion.
22 We have a second. Any other discussion?

23 MR. PARDO: Just can you clarify exactly --
24 because the question now becomes the second
25 part of the motion, the site plan.

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1 CHAIRMAN AIZENSTAT: We're looking at the
2 TDRs.

3 MR. PARDO: Only?

4 CHAIRMAN AIZENSTAT: Only, and we're tying
5 it to the site plan they're offering, the site
6 plan that was presented.

7 MR. PARDO: And the next motion?

8 CHAIRMAN AIZENSTAT: We haven't gotten
9 there yet.

10 MR. PARDO: But the subject will be the
11 site plan?

12 MR. NAVARRO: Remote parking. No, there's
13 no site plan on this, because of the size of
14 the property.

15 MR. PARDO: This is already covered here,
16 that they're -- basically it's a deferral.

17 CHAIRMAN AIZENSTAT: No.

18 MR. PARDO: They're going to work --

19 CHAIRMAN AIZENSTAT: No, I don't see it as
20 a deferral. Is this a deferral that we're
21 looking at, at the TDRs? No.

22 MR. PARDO: How are you going to make all
23 of the changes to the site plan without coming
24 before this Board again?

25 MR. NAVARRO; What are the changes -- what

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1 I understood --

2 MR. PARDO: At least I brought up --

3 MR. NAVARRO: Yes.

4 MR. PARDO: If you want, I'll read them
5 back to you.

6 MR. NAVARRO: No. No. It was to
7 incorporate the loading zone.

8 MS. KAWALERSKI: I mean, I've got a couple,
9 too.

10 MR. COLLER: I think we need to be
11 specific.

12 MR. NAVARRO: I think, when the motion is
13 made --

14 (Simultaneous speaking.)

15 CHAIRMAN AIZENSTAT: Felix, if I may, right
16 now we have a motion the way it's been
17 presented and we have a second.

18 MR. PARDO: Right.

19 CHAIRMAN AIZENSTAT: And I understand you
20 want additional items to be presented with that
21 TDR. The question is --

22 MR. BEHAR: I will accept friendly
23 amendments.

24 CHAIRMAN AIZENSTAT: So what is it that you
25 would like for Robert to add?

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1 MR. PARDO: We discussed the loading zone.

2 MR. COLLER: Okay. Well, let's talk about
3 the loading zone. What are we doing with the
4 loading zone? What are we adding?

5 MR. PARDO: Again, this is why, you know,
6 this is going to end up being a camel instead
7 of a horse. You know, you can't design this
8 for them. They have to get together with
9 Staff. They have to get together with the
10 Chief of Police. They have to get together
11 with a bunch of people, to come back and say,
12 this is what this is. That's why I thought
13 that it would be deferral for the site plan
14 component of it, not the other way around.

15 MR. NAVARRO: But there is no site plan
16 component. There's two requests. It's TDRs --

17 MR. PARDO: Not a problem.

18 MR. NAVARRO: -- and remote parking.

19 MR. PARDO: Counselor, not a problem. I
20 don't feel comfortable with the application.

21 MR. NAVARRO: I understand, but those are
22 the two requests.

23 MR. PARDO: You're not going to have my
24 vote.

25 MR. NAVARRO: I think we would commit to

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1 continue to add things and study them --

2 MR. PARDO: Not a problem.

3 MR. NAVARRO: -- but those are more
4 appropriate for the remote parking, perhaps.

5 CHAIRMAN AIZENSTAT: In order to move this
6 along, I want to reiterate, we have a motion
7 the way it has been stated by Robert. We have
8 a second. Let's go ahead and see, the way it's
9 presented, what vote we have.

10 Call the roll, please.

11 THE SECRETARY: Chip Withers?

12 MR. WITHERS: Yes.

13 THE SECRETARY: Javier Salman?

14 MR. SALMAN: No.

15 THE SECRETARY: Felix Pardo?

16 MR. PARDO: No.

17 THE SECRETARY: Sue Kawalerski?

18 MS. KAWALERSKI: No.

19 THE SECRETARY: Julio Grabiell?

20 MR. GRABIEL: Yes.

21 THE SECRETARY: Robert Behar?

22 MR. BEHAR: Yes.

23 THE SECRETARY: Eibi Aizenstat?

24 CHAIRMAN AIZENSTAT: No.

25 MR. COLLER: Okay.

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1 THE SECRETARY: Four to three.
 2 THE COLLER: Okay. The motion fails, which
 3 means we need another motion. Right now we
 4 have no motion on the table for Item 1.
 5 MR. BEHAR: Are we allowed to make a motion
 6 to defer and have the applicant come back or
 7 that's something that the applicant has to
 8 himself request?
 9 MR. COLLER: No, you can -- a motion to
 10 defer is always in order, if that's the desire
 11 of the Board.
 12 MR. NAVARRO: We also do not object to a
 13 deferral. If there are comments that this
 14 Board -- I know that, in concept, it seems
 15 that, you know, there's support for this. If
 16 we could get, you know, feedback, to come back.
 17 You know, defer with these conditions, or, you
 18 know, with some feedback, that will be very
 19 helpful.
 20 MR. PARDO: Counsel, I have no doubt that
 21 if you take the deferral and you work with
 22 Staff, you're going to come back with something
 23 that's going to be approved unanimously.
 24 MR. NAVARRO: I just would love to get, you
 25 know, what the topics are that you'd like us to

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1 focus on, to make sure that when I come back
 2 before the Board, I say, these were the
 3 items --
 4 MR. BEHAR: Okay. So I'm going to help
 5 you. I will make a motion to defer and we're
 6 going to put the conditions that we want you to
 7 come back with.
 8 MR. NAVARRO: That would be very helpful,
 9 and I would appreciate that.
 10 MR. BEHAR: So there's a motion to defer
 11 with conditions that we're going to address
 12 now.
 13 MR. SALMAN: I'll second it.
 14 MR. BEHAR: Mr. Pardo, I'm going let you
 15 put the conditions.
 16 CHAIRMAN AIZENSTAT: Well, wouldn't it --
 17 let me ask you a question, instead of putting
 18 the conditions, there's been a lot of
 19 discussion that was said, the court reporter
 20 took minutes.
 21 MR. NAVARRO: There's been a lot of
 22 discussion on things that may have been
 23 addressed and may not have been addressed, and
 24 I think -- obviously, we know what the Chief's
 25 concerns are and we've gone, and I had like a

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1 list of the things we've done.

2 If there could be maybe just a summary of
 3 what the concerns are, just to help the
 4 applicant out, and his team.

5 MS. KAWALERSKI: And I think I can help you
 6 on that. The drop off is a major concern, from
 7 a number of Board Members here.

8 MR. NAVARRO: Which I know the loading
 9 space that was mentioned.

10 MS. KAWALERSKI: And the loading zone is
 11 actually a separate issue, but the drop off, I
 12 think, needs to be addressed.

13 I think the loading zone has to be added on
 14 the north side.

15 MR. PARDO: Also, the receiver of the --
 16 the receiver of the location for parking, of
 17 possibly taking it off the back street here,
 18 which Robert brought up, which I thought was a
 19 great idea.

20 MR. NAVARRO: Well, I think the Chief
 21 mentioned --

22 CHAIRMAN AIZENSTAT: The fire --

23 MR. NAVARRO: And the reason we picked this
 24 one over that street, because that is the main
 25 concern.

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1 MR. BEHAR: But a question. Chief, the
 2 2020 Ponce project has a garage, has already
 3 "X" amount number of spaces in there. You are
 4 not going to be adding -- if, for example, they
 5 are able to secure spaces in the 2020
 6 building -- 2020 Ponce building, would that not
 7 be --

8 CHIEF HUDAK: The entrance and exit to that
 9 garage is on Minorca. And the only way to go
 10 north from that garage is past the building and
 11 north on Salzedo, because you're not allowed to
 12 make a right-hand turn on Ponce, at Minorca.
 13 It is a school zone.

14 MR. BEHAR: It seems to me, by the process
 15 of elimination, the only garage that would be
 16 feasible is the garage they're looking to
 17 utilize.

18 CHIEF HUDAK: Again, we've used that garage
 19 during the construction of the garage next
 20 door, but we were talking across the street,
 21 coming into this building. The path to get to
 22 that garage, from a drop off, would be back out
 23 to Salzedo, south on Salzedo, and left on
 24 Alcazar or into the garage.

25 MR. BEHAR: Let me ask you a question. Let

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1 me put this hypothetical question. Let's say
2 that, on that side, they do a garage and they
3 park 56 spaces in that garage, because
4 potentially -- I mean, can it be done? Maybe
5 through the use of lifts or something --
6 mechanical system, it could be done. Will that
7 not generate more traffic on Minorca?

8 CHIEF HUDAK: Depends on where the entrance
9 is. If the entrance is on Salzedo, not
10 necessarily, although it would slow us. Or if
11 you went to the north end, where their loading
12 dock is, and they came in from the alley and
13 came in that way.

14 MR. BEHAR: Because, to me, putting parking
15 there, it will be more detrimental. It will
16 affect you more here, than if they use that
17 garage.

18 CHIEF HUDAK: I'm not disagreeing with you
19 on that. I mean, that is part of the issue,
20 but the traffic -- I'm not worried about just
21 Minorca. I've got to worry about how the cars
22 and the fire trucks are getting to calls
23 outside of Minorca.

24 So with the light synchronization at Le
25 Jeune and Minorca, it backs up all of the way

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1 every day of what slows down.

2 In the morning, there's garbage pick ups,
3 sanitation pick up trucks all of the way to
4 LeJeune Road.

5 MR. PARDO: I see.

6 CHIEF HUDAK: It's a very narrow street.

7 MR. PARDO: Right, and the worse thing
8 about this proposed garage as the receptor is
9 that you have the Fire Department --

10 CHIEF HUDAK: Fire Department is in and out
11 of there.

12 MR. PARDO: Exactly. It's not the same as
13 a cruiser making a U-turn.

14 CHIEF HUDAK: Right. And, again, I
15 understand the car count and everything else
16 like that, but this is, also, you know -- it's
17 a large building looking in. We're going to
18 have to make security adjustments on this
19 building, because then everybody else would be
20 able to see into some of the issues that we
21 have on this side of the building. So there's
22 other security concerns that we can work out
23 from the design and things like that -- or make
24 recommendations, I should say.

25 MS. KAWALERSKI: Okay. I've got a couple

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1 past Salzedo. The light from Alhambra, on
2 Salzedo, backs up past Minorca. Again, so I
3 mean, we're looking at, during rush hour times,
4 which is when our biggest calls for service
5 are, that's our crunch period. That's our
6 gridlock here of getting out. Even though
7 we've adjusted our roll calls to try and not be
8 around here, we're still cutting off business,
9 on top of all of the other boards that we have
10 here all of the time.

11 MR. PARDO: Chief, I think what Robert was
12 suggesting originally, the other parking
13 garage -- and I know you want to get out of the
14 school zone, but, also, when your officers are
15 leaving, if they do, you know, a right, go up a
16 little bit on Salzedo and then make a right
17 there, out of the school zone -- so I would
18 take a right and a right over a left and a
19 left.

20 CHIEF HUDAK: No, I agree. I'm not even
21 talking about my officers. If it's an
22 emergency, we have to have a place were we can
23 vacate. My issue is, all of the other regular
24 traffic that we have now. Again, with
25 deliveries and everything else, you can see it

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1 more here. And just getting back to the drop
2 off, you had that double lane in there, where
3 there's almost like a curb cut there. If you
4 could make the drop off a double lane. I know
5 that takes away from your building, but make
6 that a double lane. That will alleviate
7 stacking.

8 MR. NAVARRO: We'll see how we can work
9 that out.

10 MS. KAWALERSKI: That will alleviate
11 stacking. We talked about the loading zone on
12 the north side. The parking calculation, the
13 56, I think you need to increase it, especially
14 for the retail customers, and when you have two
15 bedrooms, there's no such things as 1.75 car.

16 And one of other thing, the bump outs, I'm
17 requesting you take out the bump outs and
18 here's why. I told you, this is becoming a
19 habit in the City, putting bump outs in. That
20 takes away the ability to ever have
21 micromobility lanes in the City. It takes that
22 ability away.

23 So for electric scooters, for bicycles,
24 whatever, bump outs eliminate ever being able
25 to build that kind of infrastructure here.

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1 MR. NAVARRO: Those bulb outs, I'm being
2 told, are already there.
3 MR. PARDO: I like the bump outs.
4 MS. KAWALERSKI: I know you like the bump
5 outs, but for people that choose to not get in
6 a car, they want to do an electric scooter, a
7 bicycle, roller blades, whatever, you need
8 mobility lanes in the City, and bump outs will
9 never allow you to build mobility lanes.
10 MR. NAVARRO: Those are existing bump outs.
11 We are just proposing to landscape them, to
12 match what's on this side. Like they're
13 already there. You don't appreciate them,
14 because they're not landscaped, but there are
15 existing bulb outs.
16 MS. KAWALERSKI: All right. Don't put a
17 tree there, because if we have the bump out,
18 we'd have to take a tree out. And you know
19 what it takes to take a tree out --
20 MR. NAVARRO: Yes, but I think the idea is
21 to beautify the streetscape.
22 MS. KAWALERSKI: Do it on your property.
23 CHAIRMAN AIZENSTAT: Let's try to move this
24 forward.
25 MR. NAVARRO: Okay. This was helpful, in

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1 terms of what to look at.
2 MS. KAWALERSKI: Yes. So, anyway, I talked
3 about the parking calculation. I think you
4 need to bump it up beyond 56.
5 CHAIRMAN AIZENSTAT: Thank you, Sue.
6 MS. KAWALERSKI: You're welcome.
7 CHAIRMAN AIZENSTAT: Are we good?
8 MR. NAVARRO: Yeah. We appreciate it.
9 This was helpful.
10 CHAIRMAN AIZENSTAT: So if we are -- do we
11 need to make a motion on deferring on the first
12 item?
13 MR. SALMAN: He did.
14 MR. BEHAR: I did. On the application,
15 both items.
16 MR. COLLER: We can make a motion to defer
17 on both items in one motion, since it's a
18 motion for deferral.
19 MR. BEHAR: I'll make a motion to defer. I
20 amend my motion for both items.
21 MR. PARDO: Second.
22 MR. SALMAN: I seconded it.
23 CHAIRMAN AIZENSTAT: Felix seconded it.
24 MR. BEHAR: He was here first.
25 MR. COLLER: Well, can I say something

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1 about the amendments? They're really not
2 amendments. The motion is to defer. You have
3 expressed what you would like to see coming
4 back. It will be up to the applicant to try to
5 incorporate these or not be able to incorporate
6 it, and then you'll make a decision on whether
7 or not you can support the application.

8 CHAIRMAN AIZENSTAT: Correct.

9 MR. COLLER: So this is just direction from
10 the Board.

11 CHAIRMAN AIZENSTAT: The motion is just to
12 defer.

13 We have a second from Felix to defer.

14 MR. PARDO: I'm sorry?

15 CHAIRMAN AIZENSTAT: We have a second from
16 Felix to defer. Robert made the motion.

17 MR. COLLER: This is both, on E-1 and E-2.

18 CHAIRMAN AIZENSTAT: That is correct.

19 Can we just do a voice --

20 MR. COLLER: You can do a voice vote, if
21 you'd like.

22 CHAIRMAN AIZENSTAT: Everybody in favor say
23 aye.

24 (All Board Members voted aye.)

25 CHAIRMAN AIZENSTAT: Anybody against? No?

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1 Thank you.

2 MR. NAVARRO: Thank you so much. We'll be
3 back.

4 MR. SALMAN: Jorge, can I have a personal
5 request? Can we see some renderings taken from
6 eye level, because all renderings are from
7 about ten or twelve feet up in the air and
8 that's not how you're going to see the
9 building?

10 MR. NAVARRO: Definitely, we'll have that.

11 MR. SALMAN: It is something that will help
12 us understand it a little bit better.

13 MR. NAVARRO: Yeah. No, definitely, we can
14 put that together.

15 MR. SALMAN: Okay. Thank you.

16 MR. BEHAR: Can we take a five-minute
17 break?

18 CHAIRMAN AIZENSTAT: Of course. We're
19 going to take a five-minute bathroom break.

20 (Short recess taken.)

21 CHAIRMAN AIZENSTAT: If we could have
22 everybody back, because I'm noticing it's 8:43.
23 It's close to nine o'clock.

24 I'd like to call us back in session. Mr.
25 Coller.

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