

**City of Coral Gables City Commission Meeting
Agenda Items F-10 and F-14 are related
October 8, 2019
City Commission Chambers
405 Biltmore Way, Coral Gables, FL**

City Commission

**Mayor Raul Valdes-Fauli
Vice Mayor Vince Lago
Commissioner Pat Keon
Commissioner Michael Mena
Commissioner Jorge Fors**

City Staff

**City Manager, Peter Iglesias
City Attorney, Miriam Ramos
City Clerk, Billy Urquia
Planning and Zoning Director, Ramon Trias
Historic Preservation Officer, Dona Spain
Parking Director, Kevin Kinney**

Public Speaker(s)

**Jorge Navarro
Bernardo Fort Brescia
Gordon Sokoloff
Jackson “Rip” Holmes
Marlin Ebbert
Jack Lowell
Roberta Neway
Maria Cruz
Mark Trowbridge
Vincent Damian
Susan Kawalerski
Richard Alberty
William Replogle**

City Commission Meeting
October 8, 2019

Agenda Items F-10 and F-14 are related - Ordinance of the City Commission of Coral Gables, Florida requesting receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 3, “Development Review”, Division 10, for the receipt and use of TDRs for the proposed project referred to as “220 Miracle Mile”, on the property legally described as Lots 17-24, Block 2, Crafts Section.

Agenda Items F-10 and F-14 are related [10:18 a.m.]

An Ordinance of the City Commission of Coral Gables, Florida requesting receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 3, “Development Review”, Division 10, “Transfer of Development Rights”, Section 3-1006, “Review and approval of use of TDRs on receiver sites”, for the receipt and use of TDRs for the proposed project referred to as “220 Miracle Mile”, on the property legally described as Lots 17-24, Block 2, Crafts Section (220 Miracle Mile), Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (Requesting receipt of TDRs re 220 Miracle Mile)

A Resolution of the City Commission of Coral Gables, Florida requesting a Site Plan Review pursuant to Zoning Code Article 4, “Zoning Districts,” Division 2, “Overlay and Special Purpose Districts,” Section 4-203, “Zain/Friedman Miracle Mile Downtown Overlay (DO),” for the proposed project referred to as “220 Miracle Mile” on the property legally described as Lots 17-24, Block 2, Crafts Section (220 Miracle Mile), Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (Site Plan Review - 220 Miracle Mile)

(This Resolution is not for consideration at this time and will be included with the above ordinance on Second Reading if approved on First Reading.)

Mayor Valdes-Fauli: We have Item 10 and Item 14.

City Attorney Ramos: F-10 is an ordinance of the City Commission of Coral Gables, Florida requesting receipt of Transfer of Development Rights pursuant to Zoning Code Article 3, “Development Review”, Division 10, “Transfer of Development Rights”, Section 3-1006, “Review and approval of the use of TDRs on receiver sites”, for the receipt and use of TDRs for the proposed project referred to as “220 Miracle Mile”, on the property legally described as Lots 17 through 24, Block 2, Crafts Section (220 Miracle Mile), Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an

effective date. That is the only item on for vote today. I will, however, read F-14, which is related, into the record as well. F-14 is a resolution of the City Commission of Coral Gables, Florida requesting a Site Plan Review pursuant to Zoning Code Article 4, "Zoning Districts," Division 2, "Overlay and Special Purpose Districts," Section 4-203, "Zain/Friedman Miracle Mile Downtown Overlay," for the proposed project referred to as "220 Miracle Mile" on the property legally described as Lots 17 through 24, Block 2, Crafts Section (220 Miracle Mile), Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. On F-10, this is a public hearing item. Mr. Clerk, can you please swear in anybody who's going to testify in this matter?

City Clerk Urquia: Those expected to testify today, please stand and raise your right hand. Do you solemnly swear or affirm that the testimony you will offer today will be the truth and nothing but the truth?

City Attorney Ramos: In addition, this is a quasi-judicial item. If there had been any ex parte communications, I ask that you disclose those at this time.

Vice Mayor Lago: Yes, I've had a few discussions. I met with the developer and his attorney. I think that's the only person I've had a conversation with.

City Attorney Ramos: Can you give a summary of the discussion very quickly?

Vice Mayor Lago: Just a simple review of the project.

City Attorney Ramos: Okay. Anyone else?

Commissioner Mena: Same.

Commissioner Keon: I have. I did. When they were first talking about it, I spoke with the architect and the principal. They told me they wanted to do a hotel on the Mile and there were different issues, and that was the extent of it.

City Attorney Ramos: Commissioner Mena?

Commissioner Keon: So, so did I.

Commissioner Mena: Same.

Mayor Valdes-Fauli: I'm sorry. What was the question?

City Attorney Ramos: If there's been any ex parte communications, to please disclose them on the record.

Mayor Valdes-Fauli: Yes. They met with me once.

City Attorney Ramos: Commissioner Fors?

Commissioner Fors: Yes. I met with the principal, some time ago. And I've also met with their counsel, as well, just to discuss an overview of the project.

City Attorney Ramos: Very well. Mr. Trias.

Planning and Zoning Director Trias: May I have the PowerPoint, please? Mayor and Commissioners, the project today is a mixed-use project with a hotel and retail downstairs and a restaurant, and a variety of activities that I think match pretty well the vision of Miracle Mile. And that's the way that the architect has depicted the project and context. Now, the location is a Miracle Mile and Ponce de Leon, which is that corner right there. And, as you can see, it is zoned

commercial and the land use is high-rise, as all of the properties on Miracle Mile are. There's also a downtown overlay, the Zane Friedman overlay that applies to the area depicted with the red line. And that is the provisions -- those are the provisions that this project is going to be going under later on in the second reading of this project. Today, we're here for, of course, number one, which is the TDRs. And Dona Spain is here to explain that in some more detail. And request number two will be the site plan review. We -- I'm going to discuss it a little bit today because there's some legislative ideas that apply to many projects, not only to this project, that you may want to discuss in terms of policy. Now, the TDRs allow an increase of up to 25 percent -- up to 25 percent of the FAR that is allowed otherwise in a project. And the review process includes review by the Historic Preservation Board, the Planning and Zoning, and ultimately, Commission. In this particular case, there's also the extra review that if there are landmarks, historic landmarks within 500 feet, the Historic Preservation Board has to review that specific issue, whether or not the project has any effects on those historic properties. And Dona can explain that in more detail. Now, the actual request ended up being Mediterranean Level 1, which would allow a total of 4.0 FAR. Now, the actual request is a little less, and the actual TDRs ended up being less than is shown here. It ended up being about 7,500 or so. Those issues are still being discussed and refined. And, hopefully, by the time that it comes to you in the second reading and for the site plan, we will have a more precise number. The project, as you can see, has a paseo at one edge, retail all along the frontage on Miracle Mile and Ponce de Leon. And then the lobby is accessed from the alley. The height is seven stories, 83 feet, which follows the Mediterranean 1 provisions. A hundred and twenty rooms and retail downstairs, and a rooftop restaurant at the very, very top of the building. The project was reviewed by the TRC in July, Board of Architects twice in August. There was a neighborhood meeting in August, then Planning and Zoning in September and Historic Preservation Board, also in September. Letters were sent to property owners within a thousand feet, as required. And the public notification included three letters to property owners, three times the posting of the property, the website posting and the newspaper advertisement for Planning and Zoning. The staff is recommending approval of the TDR, as approved by the Historic Preservation Board, not as originally requested, and anticipates to recommend approval with conditions for the site plan. Now, in terms of the discussion that went on at the Planning and Zoning, the -- request

number one, the TDRS, they recommended approval. And as far as request number two, which is the site plan, which will be reviewed at the future meeting, they made some suggestions as far as the number of parking spaces. They recommended 120 spaces. They also had some suggestions about the valet operations. And they recommended that any kind of remote parking agreement should be long term. And the study of the alley was a concern. Now, the reason why those issues are important is that, in your legislative, you know, beyond the scope of this simple project, but generally in terms of what happens on Miracle Mile, this project is raising four -- at least four policy issues that I think you should discuss and determine whether or not it's the policy of the Commission, something that you want to do for the future of Miracle Mile. Number one is that remote parking should be used for multi-story buildings -- for new buildings. Right now, remote parking is only -- in the current Code language -- is only for expansion or change of use of existing buildings. Now, staff thinks this is a good idea. This is what the developer is proposing. They're not proposing any parking onsite. They're proposing parking in a remote location. And the reality is that it wouldn't make any sense to do parking garages right on Miracle Mile. So, from a conceptual point of view, this is a good idea. However, the Code right now does not allow it, so that will be a change in the Code, if the Commission decides to go in that direction. Another policy idea that has been discussed multiple times is simply waiving parking requirements for ground level uses on Miracle Mile. That would have been an amendment to the existing overlay. That's an idea that you may want to consider also, but again, it would require some amendments to the Code. Another request is that they believe -- the applicant believes that hotel uses need less parking than we have in the Code currently. Staff is in agreement with that. We have discussed that multiple times, but again, the Code right now has not been changed yet, so that would require a change of the Code. And finally, the use of the alley for this private valet operations is just a general issue that I believe the City Attorney may have some additional concerns. But it's a significant request. And particularly, when the applicant has not provided a drop-off within the project, something that staff has recommended. And I think it would be an improvement in terms of the operations. And we may discuss that further, if you want today or in the next meeting. So, those are the legislative ideas that I think this project is bringing up to the forefront and allows the

discussion to take place today. That concludes my presentation, and Dona will continue with the specifics of the TDRs.

Historic Preservation Officer Spain: So...

Commissioner Keon: Can I ask one question? The items that you had as the recommendations from the Planning and Zoning Board, the way that you had them listed on your slide, do we have that in this packet?

Planning and Zoning Director Trias: Yes.

Commissioner Keon: Where is that?

Planning and Zoning Director Trias: It's in the memo.

City Attorney Ramos: It's in the cover memo, Commissioner Keon.

Planning and Zoning Director Trias: It's in the cover...

Commissioner Keon: Oh, in the cover memo.

Planning and Zoning Director Trias: In the second page -- at the bottom of the second page.

Commissioner Keon: Okay. Okay, I'll find it.

Planning and Zoning Director Trias: There are five items listed.

Historic Preservation Officer Spain: So, the Historic Preservation...

Commissioner Keon: It's the one I'm writing on. Thank you.

Historic Preservation Officer Spain: Board met on September...

Commissioner Keon: I see it. Yeah, I do.

Historic Preservation Officer Spain: Do you have any questions?

Commissioner Keon: I have it. No.

Historic Preservation Officer Spain: Okay. So, the Historic Preservation Board met on September 19 to review this project. The Transfer of Development Rights Program was established specifically for property owners of historic properties to better able maintain them. And the concept is that they have these air rights. It's very difficult to add an addition to a historic building. And so, those air rights can be sold to a developer and it would increase the development's FAR. So, the Historic Preservation Board had three items that they looked at. One was the maintenance plan because these -- any TDRs based on a maintenance plan for the historic property that's transferring them. So, it's required to present that maintenance plan to the Historic Preservation Board, and they need to approve that, and they did. The sending site was 248 Miracle Mile. And so, there was a maintenance plan that was presented to the Historic Preservation Board, and they approved them. The next is the approval of the issuance of certificates of transfer. In this case, it was 7,509 square feet from 348 Miracle Mile. And these certificates of transfer are good for two years, so it isn't necessarily for this project. It is based on the maintenance plan, and they approved that. And in this case, there are five properties within -- that are local historic landmarks that are within 500 feet of the proposed hotel. And so, the Zoning Code requires review by the Historic Preservation Board to determine that the proposed development will not adversely affect those five properties. Actually, it reads will not adversely affect the historical -- historic architectural or aesthetic character of the local historic landmarks within 500 feet of the property. And the Historic Preservation Board determined that it would not.

City Attorney Ramos: Two points. The ordinance, as written -- Dona, although you say that they're valid for two years, does tie them to this particular project and states that if the project does not occur essentially, then the TDRs...

Historic Preservation Officer Spain: Oh, really?

City Attorney Ramos: Revert back. That's how the ordinance is drafted, so that's one note. And then, I provided each of you this morning with Sections 3-1005 and 1006 of the Zoning Code. Those are the standards for TDRs.

Commissioner Mena: The -- sorry. Madam City Attorney, just to underscore, what we're voting on today is not the site plan, just the TDRs.

City Attorney Ramos: It is only the sending site and the receiving site.

Commissioner Mena: And even the transfer of the TDRs will be contingent on the site plan being approved...

City Attorney Ramos: It's tied...

Commissioner Mena: In the future.

City Attorney Ramos: To this property. Yes.

Commissioner Mena: Okay.

Planning and Zoning Director Trias: And then there's a second reading also.

Vice Mayor Lago: But let me ask you a quick question. You've put on F-14 and you're discussing potential...

Planning and Zoning Director Trias: Yes.

Vice Mayor Lago: Concerns about the site plan, and you know, that the City Attorney may have. Are we going to be discussing those today?

Planning and Zoning Director Trias: Yes. And my recommendation is you discuss them from the legislative point of view because those are changes to the Code that would apply to multiple projects.

City Attorney Ramos: So, those are the four that Ramon mentioned at the end of his presentation as open legislative items.

Vice Mayor Lago: Okay.

Commissioner Keon: I have a question with regard to TDRs. I remember when we were trying to track the TDRs from the La Palma Hotel and to try and understand what they sold for and where they went and how they were used and what the maintenance plan was and whatever else. We discovered, or we found that we really have no system or no process in place by which we track and we deal with or we record or we follow or we have knowledge of beyond the day it happens about TDRs. Has that changed?

Historic Preservation Officer Spain: Well, there's a restrictive covenant that's filed that runs with the land on the historic property, and that includes the maintenance plan. The issue with that is that there's no tracking of that.

Commissioner Keon: Is there a track...

Historic Preservation Officer Spain: I don't believe there still is.

Commissioner Keon: Alright.

Historic Preservation Officer Spain: In this case, though, the remedial work on the historic building has already been done, so there's no need to track the maintenance plan. They'll still put it in place because there's future things, but the immediate concerns on that building I believe have already been done.

Commissioner Keon: Okay. But I know we have...

City Manager Iglesias: Commissioner.

Commissioner Keon: We have some other TDRs, I think, but they're not really related to historic buildings that are going to come before us today. This is the only an opportunity just to speak to this and it's really not related to this item, but I would ask the Manager to, please, we need an administrative order with regard to TDRs as to how they're tracked.

Historic Preservation Officer Spain: I've discussed it with Devon...

Commissioner Keon: The whole issue. We...

Historic Preservation Officer Spain: Who's redoing the whole system.

City Manager Iglesias: Commissioner, we have our new EnerGov program...

Historic Preservation Officer Spain: Yes.

City Manager Iglesias: That is being implemented...

Commissioner Keon: Okay.

City Manager Iglesias: Right now, and that program will be available to do that.

Commissioner Keon: Okay. Could you...

City Manager Iglesias: Our current program does not. But...

Commissioner Keon: Okay.

City Manager Iglesias: Our new EnerGov program that we're implementing right now...

Commissioner Keon: Yeah.

City Manager Iglesias: Will be able to track all these things...

Commissioner Keon: Okay.

City Manager Iglesias: And highlight.

Commissioner Keon: Could you come back sometime in November? Is that soon enough? And just -- with an administrative order on direction to staff as to what you do in the tracking of TDRs and how they're tracked and who's responsible for them and the maintenance plan and that it include what they sold for and everything else. Because we have tried now to go back and look at places where the TDRs have been sold because the properties have been resold and the TDRs -- the development rights...

Historic Preservation Officer Spain: The money. The money goes with that.

Commissioner Keon: Are gone and -- but yet, people come in and they don't realize it and they want to go on. So, this is really just a little bit -- an aside to this conversation, but I don't know when we'll have a chance to talk about it again. So, I'm asking you...

City Attorney Ramos: Commissioner, I would recommend you take a vote on that at the end of this item, since we're (INAUDIBLE)...

Vice Mayor Lago: They're actually...

City Attorney Ramos: Have a vote at the end.

Vice Mayor Lago: Staff is actually working...

City Manager Iglesias: Commissioner, the...

Vice Mayor Lago: On that because one of the points that we've been bringing up for the last year has been very similar to this, the development agreements that come in place once a project is finished. For example, if you look at -- and I brought it up to staff...

Commissioner Keon: Right.

Vice Mayor Lago: And I've been meeting with Ed about this. If you look at the Palace, for example, and you walk down the sidewalks, who is responsible for the palm trees that are dead? Who is responsible for the tree grates?

Commissioner Keon: Right.

Vice Mayor Lago: And we've been talking about that EnerGov is not ready. It's being populated right now. So, this is part of the population that will occur so that they can literally click on a site and say if there's a deficiency or there's a complaint...

Commissioner Keon: Okay.

Vice Mayor Lago: That comes in through Code Enforcement, and they will say -- they'll click on it and they'll say immediately who's responsible when the agreement occurred.

Commissioner Keon: Okay, so...

City Manager Iglesias: We're implementing...

Commissioner Keon: When we're done...

Vice Mayor Lago: Right now.

Commissioner Keon: I'll ask for a reso on this issue with TDRs, but we should...

City Manager Iglesias: We are...

Commissioner Keon: We'll go forward.

City Manager Iglesias: We're implementing -- Commissioner, we're implementing that software now. There's an implementation...

Commissioner Keon: You tell me when.

City Manager Iglesias: Process and a population process because we have a lot of years of paper that has to be...

Commissioner Keon: Okay.

City Manager Iglesias: Populated. So, once we do that, we'll be -- and with our GIS system. So, what I can do is I can have Development Services and IT address it in November, if you wish.

Commissioner Keon: So, it's not really a matter of only populating it. It's that there is no process in place as to how we deal with them.

Historic Preservation Officer Spain: It's the alerts. We need to have some type...

City Manager Iglesias: It's those alerts that...

Historic Preservation Officer Spain: Have an alert on...

Commissioner Keon: Yeah, so...

Historic Preservation Officer Spain: On that specific property...

Commissioner Keon: I'd like you to...

Historic Preservation Officer Spain: So that...

Commissioner Keon: To sit down with...

Historic Preservation Officer Spain: Staff can...

Commissioner Keon: Right.

Historic Preservation Officer Spain: Can go out. And I used to...

Commissioner Keon: With -- maybe with...

Historic Preservation Officer Spain: Do that myself.

Commissioner Keon: Historic Preservation or Dona before...

Historic Preservation Officer Spain: It's on my calendar.

Commissioner Keon: She retires that has the -- the historic knowledge of these issues and have an administrative memo in place on the issue. But I'll wait and do that when we're done.

City Manager Iglesias: The issue that we have with our current program, it's so dated, there's no alerts. There's nothing...

Commissioner Keon: Oh, okay.

City Manager Iglesias: There's no way -- the new program would have all these additional...

Commissioner Keon: Okay.

City Manager Iglesias: Functions.

Commissioner Keon: I'll wait to do this until after we finish. Okay, thank you. So, to Commissioner Mena's point, the only issue we're voting on now is the transfer of the TDRs. Okay.

Commissioner Fors: However, I do want to say one point about that because I was discussing this with Miriam and on my own. And if you look at the Article 3, the considerations and criteria for approving or reviewing the application to transfer the TDRs, you'll see that it does sort of force you to start reviewing the site plan.

Vice Mayor Lago: And that's why I think we have F-14, correct?

Planning and Zoning Director Trias: Yes. Yes, sir.

Commissioner Fors: But we're not voting.

Vice Mayor Lago: No, I know, but I mean we're still...

Commissioner Mena: Yeah.

Vice Mayor Lago: But we're still discussing it.

Commissioner Mena: Absolutely.

Planning and Zoning Director Trias: And in this particular case, you must discuss the legislative changes that will be required in the Code...

Commissioner Keon: Right.

Planning and Zoning Director Trias: To approve it because right now what we have, if you choose to go that way, because right now the Code does not allow certain things.

Vice Mayor Lago: So, would you like to -- I guess this is a question for the Commission. Would you like to have these -- this discussion now or after the applicant, you know, gives the presentation? What would you like? What would you like to do?

Commissioner Keon: I don't have a problem with doing the TDRs because they're going to be tied to a site plan. And if it ends up not working, it's just not going to work.

Vice Mayor Lago: But I'd rather -- I'd rather...

Commissioner Keon: It'll be moot.

Vice Mayor Lago: I don't want to vote on anything until I've heard the entire presentation. I don't want to rush to vote on TDRs. Plus, I have a little bit of concerns in regards to how quickly we got here today. We went out of order in regards to the boards that this went to. This went to Planning and Zoning before it went to Historic. And that's something that I -- I know I've only been here almost seven years in April, but I haven't seen that done, to my knowledge. So, it just feels kind of rushed. So, I want to take a step back before we make a decision which is going to change the landscape of Miracle Mile and the downtown area. Not saying I'm against remote parking in certain instances, but I want to make sure that we're careful on today's vote and I don't want to just rush things.

Planning and Zoning Director Trias: Mr. Vice Mayor, I think the most useful thing is to go down the four items and have some general discussion about how the Commission -- what the Commission believes.

Commissioner Keon: How do you want to take this?

Commissioner Fors: I'd feel more comfortable seeing the presentation, looking at it globally, as well.

Mayor Valdes-Fauli: We're talking about the TDRs. I would concentrate on that first, and then go to F-14.

Commissioner Keon: Okay. So, how do you want to -- that's why I'm asking you. Do you want a vote -- is the TDRs...

Mayor Valdes-Fauli: Let's vote...

Commissioner Keon: A public item? Is that a public -- is there -- are there...

Mayor Valdes-Fauli: Yes, it is.

Commissioner Keon: Speakers on the TD...

Planning and Zoning Director Trias: Yes.

Commissioner Keon: Okay.

Planning and Zoning Director Trias: It's an ordinance.

City Attorney Ramos: Yes, it is a public hearing item...

Mayor Valdes-Fauli: I will concentrate...

City Attorney Ramos: And it's quasi-judicial.

Mayor Valdes-Fauli: Your -- with your consent, I will concentrate on F-10, and then go to the Code changes and everything else on - 14 and discuss that. Keep it separate.

Commissioner Mena: I'm of the opinion where let's just discuss the whole thing and then we can vote on both. I don't see why we wouldn't hear from everybody who's here to discuss it and address it, from both sides of the issue. That's my...

Commissioner Keon: I don't care.

Commissioner Mena: Yeah.

Commissioner Keon: I just want to know how we're going.

Commissioner Mena: That's fine.

Commissioner Keon: Okay. I'm only asking.

Vice Mayor Lago: Good morning.

Jorge Navarro: Good morning, Commissioners...

Mayor Valdes-Fauli: Morning.

Mr. Navarro: Mr. Mayor. As the Board desires, we are ready to give a full presentation and go into the policy considerations that are before you, as well as walking you through the project, if you'd like, so we'd be happy to do that, whatever the will of the Commission is.

Mayor Valdes-Fauli: Go ahead.

Mr. Navarro: Alright. Thank you. For the record, Jorge Navarro, with offices at 333 Southeast 2nd Avenue. With me this morning is Mr. Steven Bittel, chairman of Terranova, who's the

property owner; Mindy McIlroy, the president of Terranova and the past president of the Coral Gables Business Improvement District; Bernardo Fort Brescia, from Arquitectonica; my partner, Iris Escarra, and Tim Plummer, from David Plummer and Associates, who's our traffic engineer and who's been working with your Public Works Department on the parking and valet operations. I'd like to just start by quickly reviewing the request and walking through the requests that are before you today. I think staff did a very good job of that. And then Bernardo could walk you through the site plan, and we'll have Tim Plummer here as well to answer any questions that the Commission may have. Mr. Mayor, I'd like to request five minutes, if possible, at the end of the public comment section for rebuttal.

Mayor Valdes-Fauli: Right.

Mr. Navarro: Thank you very much. From a procedural perspective, the only item before you this morning, as staff mentioned, is the TDR. We are here to discuss the approval of this site, the 220 Miracle Mile property, as a receiving site. This will come back to you, along with the site plan, at your November 12 meeting. So, the only item before you today is the consideration of the TDR. We've been through a very lengthy review process. We've complied with all levels of review. This project has been reviewed by multiple boards at various public hearings. We were reviewed by the DRC. We went twice to the Board of Architects; first, for architectural design; secondly, for approval of the Med 1 level bonus. And it's important to note that we did not pursue Level 2 bonus. We only pursued Level 1 bonus. Level two would have allowed for additional FAR and height to be incorporated into the project. We've also been reviewed by your Planning and Zoning Board and by your Historical Preservation Board. Both boards have recommended approval of this project. And we've also had a neighborhood meeting and been actively working with various stakeholders and property owners in the area. Regarding the TDR item, as Donna mentioned, we were heard by the Historic Preservation Board at the September 19 meeting. At this meeting, the Board approved a certificate to transfer 7,509 square feet from the 348 Miracle Mile property, which is a historically-designated property that is also owned by Terranova and also recommended approval of the overall design of the project from a compatibility perspective in terms of

architecture and recommended approval of the 220 Miracle Mile property as a receiving site. One of the conditions of approval was that we address all of the items that were in the maintenance report that was prepared by Richard Heisenbottle who went out and inspected the property and made a list of items that would need to be repaired and improved. And I'm happy to report, as Dona Spain mentioned, that we have since completed and done all of the renovations voluntarily and that that item has already been addressed. So, we've been very proactive from a historic preservation perspective. The actual site plan, as I mentioned, we brought to you in November. However, we're -- we will present the site plan today to walk you through the project and give you a general idea of what we are proposing. I think many of you are very familiar with this site. It's the site of the former Starbucks located the southwest corner of Miracle Mile and Ponce, a very important intersection, two major thoroughfares. You have trolley. You have centralized valet, multiple commercial uses in that area. It's in the heart of your downtown overlay district, which allows for additional height up to 190, 150 feet on the abutting properties and allows for 70 feet with architectural bonuses, with the ability to bonus up to eight stories and 93 and a half feet -- or 96 and a half feet on this particular site. The proposal is to redevelop the existing 46,000-square-foot commercial building with a new mixed-use project that has ground floor retail uses, upper level hotel rooms, and an accessory commercial amenity deck at the roof level. The roof level, the seventh story, as I'm staff mentioned, is really only 30 percent of the floor plate. It's a small extension on the roof deck to provide for active uses, which I think this Commission voted for the entertainment of Miracle Mile to try to create some additional active areas along the streetscape and to activate the area. So, we're trying to further that intent that the City Commission had. This building will contribute to the continued economic success of Miracle Mile. It's going to promote walkability, and it's going to bring people to enjoy all the shops, restaurants, cafés and entertainment venues that you have on the Mile. Hotel uses are a key and important role to any downtown area. They not only bring people to the area and extra patrons to enjoy all the shops and restaurants, but the City of Coral Gables has done a great job of recruiting and bringing international and national businesses to move their headquarters to downtown Coral Gables. And this hotel, which is the first hotel that's been planned on Miracle Mile since the Colonnade, will bring additional service to be able to serve the clientele of those media companies, law firms and

banks that occupy the downtown core. As I mentioned earlier, this project's being designed with less height and less FAR than is allowed. The use of TDRs -- and this is an important point I'd like to make -- does not allow us to increase building height. Building height is still limited by your Zoning Code. It allows us to replace inactive building areas that are usually taken up by parking garages, which is the largest component of a building, with active spaces to activate the streetscape, which really creates a safer and more inviting pedestrian environment. We're also proposing the use of shared parking as allowed by your Zoning Code for mixed use. Your Zoning Code allows the ability to submit a study by a licensed traffic engineer to support a reduction in parking for mixed-use properties. And we're also promoting the use of remote parking facilities for the new hotel uses. The existing building there today currently does not have any parking. The 46,000 square feet of retail and office uses are served by the centralized valet. We are proposing 27,000 square feet of retail as part of the new project, which is about half of what's there today. That will continue to be served by centralized valet. The new hotel uses, which are 120 hotel rooms, are being proposed based on our parking study to be served by 83 offsite parking spaces in a nearby parking garage. The issue of remote parking as your Planning Director mentioned, is an issue of policy as whether it's desirable to promote the use of the surplus parking spaces that are in the downtown core, which there's plenty of. We've done an analysis and have identified over 6,000 spaces in the area that may be available. And whether you want to have parking garages on Miracle Mile. We personally believe that from an aesthetic and design perspective, you do not want to promote the use of parking garages and parking pedestals on Miracle Mile. That is much more well-served by having active uses along the streetscape. There's plenty of parking in the area. A lot of these buildings that exist today were built before the City adopted its shared parking standards. So, it did not have that being able to recapture the interaction of uses between retail and office and residential and office and the walkability and the access to the City's great transportation system that we have in the area in terms of the trolley. There's a City trolley, and obviously, the County bus system. Remote parking also allows us to do one more important thing. It allows us to reduce building massing by implementing enhanced building step backs and setbacks. By removing the parking garage, we can now lower the parking podium of the building and lower the podium of the building and provide additional setbacks. As Bernardo will explain,

your Code allows us to go straight up 40 feet without a step back. At 40 feet, we could step back ten feet. This building is proposing the podium at only 17 feet. So, we've been able to reduce what the pedestrian sees by a much greater volume. With that, I'd like to introduce the world-renowned Bernardo Fort Brescia to walk you through the site plan, and our entire team is here to answer any questions that you may have. Thank you.

Mayor Valdes-Fauli: Wait. Could I make a comment? I would like to speak again on separating the TDR issue from everything that we're talking about here. I mean, TDRs, as you very well pointed out, is a different issue that has nothing at all to do with the site plan, with what they're proposing, parking, no parking, the alley. I'd like to separate them and not get the TDR -- very complicated issues -- confused with this very, very complicated proposal.

Commissioner Keon: I think -- I agree with you only because the discussion on the site plan is truly a policy discussion, which should take place by itself in the context of the policies that are being affected by this proposal. The TDRs are -- is existing legislation. It's a matter of saying if everything else works out for you, you know, yes, you can...

Mayor Valdes-Fauli: The TDR is also...

Commissioner Keon: Use these TDRs. It allows them to do, you know, what they're doing as far as the, you know, design and the massing and whatever else. But if on the policy issues, when we have the discussion on the policy issues themselves and, you know, we make a decision, or we give guidance with regard to the policy, if the site plan is not approved, the TDRs just go back to the other thing.

Mayor Valdes-Fauli: They go back.

Commissioner Keon: It's over. It's a -- it isn't -- it is -- they are different issues. And...

Commissioner Mena: I think we all understand that.

Commissioner Keon: And that...

Vice Mayor Lago: Yeah, I know.

Commissioner Keon: Pardon me?

Commissioner Mena: I think we all understand that.

Commissioner Keon: But that's why I'm saying if -- and I agree with the Mayor as far as...

Commissioner Mena: I'll let the cat...

Commissioner Keon: Vote on the TDRs...

Commissioner Mena: I'll let the cat out of the...

Commissioner Keon: And then have the discussion on the policy issues.

Commissioner Mena: I'll let the cat out of the bag as far as I'm concerned. I've got no problem transferring the TDRs...

Commissioner Keon: Pardon me?

Commissioner Mena: Because it's -- I have no problem with the transfer...

Commissioner Keon: Oh.

Commissioner Mena: Of TDRs.

Commissioner Keon: Okay.

Commissioner Mena: Because it is going to be conditioned on the...

Commissioner Mena: Yeah, absolutely, yeah.

Commissioner Mena: But I'm not sure I understand the reluctance to just see the presentation, see what we're talking about.

Mayor Valdes-Fauli: No, no. We'll see the presentation, of course.

Commissioner Mena: Then we'll see it on all of the above.

Vice Mayor Lago: Yeah. That's...

Commissioner Keon: It does...

Vice Mayor Lago: To me, I don't have an issue. I mean, we have a dedicated structure when it comes to the agenda. We have a deadline, which now has been changed to make it even more transparent that we have to have certain items by a certain date. Item F-14 was put on the agenda, and it talks about the site plan, and it talks about certain policy decisions that we have to make today, which are tied in with the TDRs. If we didn't want to discuss that today, then why did we put F-14 on the agenda?

Mayor Valdes-Fauli: No, that's not -- that's not so. I mean, I think the TDR is one thing. We're talking about TDRs on Biltmore Way, TDRs in other places.

Vice Mayor Lago: I'd like...

Mayor Valdes-Fauli: And this -- the F-14 and this presentation, which is I'm looking forward to...

Vice Mayor Lago: I'd like...

Mayor Valdes-Fauli: Hearing it...

Vice Mayor Lago: I would like some...

Mayor Valdes-Fauli: And I have here 20 people who wish to speak on it.

Vice Mayor Lago: I would like some clarity from -- is my statement incorrect, Madam City Attorney?

Commissioner Keon: On the TDR...

Mayor Valdes-Fauli: What?

Commissioner Keon: On the TDRs...

City Attorney Ramos: Because the TDRs...

Commissioner Keon: Or the site plan?

City Attorney Ramos: Are going to this particular site plan...

Vice Mayor Lago: Yes.

City Attorney Ramos: It's not out of the realm of normal for you to want to see what the site plan looks like that it's going to. That said, you could vote on it without seeing it. It's really up to you, but I...

Vice Mayor Lago: But it's on the agenda.

City Attorney Ramos: But it is tied to this site plan.

Vice Mayor Lago: It's on the agenda.

City Attorney Ramos: Both are on the agenda. The second one's not for vote, but it is on the agenda.

Commissioner Mena: We're really making a mountain out of a molehill. I don't understand why we can't just...

Commissioner Keon: I -- it's not important, right.

Mayor Valdes-Fauli: Go ahead.

Commissioner Keon: I don't -- right. The policy issues are going to be the larger discussion. So, I'd rather...

Commissioner Mena: Let's talk about it.

Vice Mayor Lago: Yeah, I'm ready. I'm ready.

Mayor Valdes-Fauli: Mr. -- yeah. Bernardo, please go ahead.

Bernardo Fort Brescia: Good morning. I'm Bernardo Fort Brescia. I'm an architect with Arquitectonica. I'm going to take you through the fundamentals of this project. Probably the first item I show you is because this is how we start a project. This is how we analyze what we can do on a site. And the site, if we use Med Level 2, we're allowed to go to 97 feet. And we're allowed to have a 40-foot pedestal. We calculated that if we did the retail and we did a 40-foot pedestal, we could fit one level of single cars and one level of stacked vehicles, and it would provide us with parking to operate single-handedly and have a 40-foot pedestal with parking levels facing Miracle Mile. And we chose a route. We chose to go to a 75-foot building with a recessed penthouse that takes us to the 83, 5, under Med level one and not -- provide a 17-foot pedestal instead of the 40-foot pedestal and remove cars from being -- creating a wall of parking garage facing Miracle Mile and Ponce de Leon Boulevard, which we thought was the -- not only the appropriate, urbanistic move, but also, a good, sustainable solution. In my practice, I live with this issue of how to deal with parking, in many cities across the world and across the United States. In our sustainable thinking today, what do people believe? Well, a building is not built for the next five years or for the next 10 years. It's for the next 50 years. Who knows, a hundred years. And where will mobility be even in 20 years? And generally, we are requested to have the parking separated. And generally, municipalities are building their own garages in independent structures to serve buildings in urban pedestrian locations like Miracle Mile so that they do not pollute the ambience of an urban street, in a pedestrian street with parking garages. And generally, those garages are consolidated. We live in a shared -- in the world of a shared economy. We see shared workspace, shared vehicles, shared land, in fact. And the logic is that garages are built as a separate structure because some day they may be obsolete and they may be replaced by parks, by a solution to housing, you know, in cities that have housing crises for other purposes that are more productive than white elephants that may be embedded inside buildings and never be removed. And accordingly, we chose -- in addition to that, we did think that the 40-foot pedestal was maybe a bit too ominous on Miracle Mile. Needless to say, with the windows, that no matter how fake they are, they're not really living behind, but vehicles are. And we chose to take the second route that you see here. You see here the pedestal is a one-story pedestal, then the building recedes instead of continuing to the 40 feet. It actually carves into the middle a courtyard so that it looks like two

flanking pilasters, very similar to the composition that you see in the Florida National Bank building, now the Colonnade, or even in the podium pavilion at the Biltmore. With the symmetry creating that open court that allows us to create some dining terraces overlooking Miracle Mile. It is what we felt was a more urbanistically-responsible solution than providing, even with a Med Level 2, a 97-foot building and a 40-foot pedestal and putting garages facing Miracle Mile. We calculated the number of parking spaces. We laid it out, and we can fit. It's 23,000 square feet. I've dealt with sites that are tighter than that to fit a garage. But is it really responsible and sustainable because I say for the future of architecture and urban design to put a garage on Miracle Mile? I don't think it is the right solution. And of course, that is my opinion. And those -- in reality, I don't think -- I think pedestrians should be favored and the atmosphere of a place should be favored over what is currently becoming a temporary thinking to have cars dominate urban design decisions. And therefore, here is the project that I'm going to show you that is based on this original analysis that led to the proposal that we have with a building that is lower, that has a 75 foot cornice line, behind which is a recessed roof terrace and element instead of a 97-foot building and a 40-foot pedestal. And with this, I'm going to take you through the plans and tell you how the building is organized. First, I want to show you a roof view so that you understand clearly what I'm referring to. This is Ponce de Leon Boulevard. This is Miracle Mile. This is the alley to the south. And you can see here the line, the perimeter line that you see here with the planter, that is the pedestal. And that pedestal is 17 feet high instead of 40. And it's set back from it, from the street following the ten-foot setback that the two pilasters begin, but not the building as a whole, just those two sides. And likewise, following the rule along Ponce de Leon Boulevard, the ten feet as well. And what you see in white here is the roof of that -- of the rooftop element that is part of the penthouse, what we call -- that, technically, even under a Level 2, we could have taken all the way to the edge, but we did not. And we kept that lower cornice line as part of the composition. It is -- I'd like to show you and take you through all the levels and -- one by one. And I should have pointed out in this presentation that, in fact, one of the features that we are providing in our master plan voluntarily is a paseo. Currently, there's a corridor that connects the parking garages and the alley with Miracle Mile. It's close to the corner, so it doesn't exactly improve things that much in terms of a shortcut. Because if the corridor is somewhere here, it's

almost at the corner. It might as well turn the corner, and it's dark and dingy. Instead, we're providing closer to the center of the block, which is the intent of the paseo, to take a shortcut and not have to go from the garages all the way around the block to reach the middle of the block. Because as we know, Miracle Mile has very long blocks and the paseo offers that alternative to take the shortcut and quickly get to Miracle Mile. The paseo that we're providing is a true paseo. It's open to the sky, has natural light. It's really like the word paseo says because "paseo" in Spanish is not corridor, you know. It is not *pasillo*. It's paseo, you know. And it is open to the sky, and it takes you to a much better position geographically within Miracle Mile in order to irrigate the shop fronts of Miracle Mile. So, and the last item I wanted to say is that what we are proposing is to actually take the paving that wraps along Ponce into the paseo and into the alley and enhance the alley into a more pleasant place. Not too far from here, this is the attempt that Miami Beach is trying to do on Lincoln Lane, but even more so, the pioneers of this strategy, of course, has been in Europe where they have the woonerfs that we all know in the Netherlands and France that are -- that these narrow alleys have become really active places and really nice. But San Francisco is probably the number one -- the pioneer in the United States where some of the great little alleys around Union Square are now really pleasant places because, in fact, it's not that there's no experience in the alley. If you come from the garage to Miracle Mile, you have to cross the alley. So, in a way, the appearance of that alley is part of the experience of going to Miracle Mile if you took a vehicle and you park yourself instead of arriving by Uber or taxi. So, that is part of the planning part that we want, and we are doing that all around the block and bringing the same paving pattern into the paseo so that it is inviting and that the paseo feels like it's part of the Miracle Mile experience. In fact, the Miracle Mile District -- this is not just a street. The street is called Coral Way. Miracle Mile District includes the entire block. So, in fact, it should, like do you propose to wrap around Ponce, and it should extend -- the theory and the aesthetic should extend to the depth of the block, which is what the name Miracle Mile is all about. With this, I'll take you through the layout on our ground floor that explains in more detail that paseo. A paseo is expected to be 10 feet, but our paseo is 15 feet. It's wider and it has glass from the retail so that it is actually an animated paseo. We have a zone in the additional five feet where people can put tables and it can be more of a café experience so that it is not just a passage that has no purpose

and no life. We have included in the paseo benches, parking for bicycles, for scooters or other means of transportation than the car. And we hope that, in fact, bikers have -- find this way a place where to leave their bikes. Or that people who use scooters don't leave them out in the main stream of traffic, but they are in the paseo, where we have ample space because of the increase from 10 to 15 feet. Everything you see here in pink is our retail experience. And notice that we have not interrupted Miracle Mile with the lobby of the hotel. In fact, we wanted to keep as much food and beverage and retail coming down the street, the sidewalks of Miracle Mile and Coral Way. It is - - it was the intent to wrap it into the alley, turn the corner into Ponce. And we moved the hotel lobby to Ponce de Leon Boulevard and along that alley, that enhanced alley. And the intent was precisely not to interrupt. Of course, a Miracle Mile address for a hotel sounds probably a lot more appealing or commercially viable. But in fact, we think that the real commercial viability and the purpose of this mixed-use project is to make retail dominate the sidewalks of Coral Way, which are the purpose and intent of the money you spent in renovating that whole street. Shows you here in the back where we have our -- you wonder where our -- how we're dealing with services? Well, one of the aspects that we are proposing that, unfortunately, is not the rule, is that we're concealing and refrigerating all trash, and we're having it enclosed and refrigerated so it doesn't create smells and that it's not unattractive. And hopefully, someday that will be a rule throughout where we have a better -- a way of dealing with refuse in a property that is in such a central location. Because it is part of the experience -- I remind you -- coming from a garage into Miracle Mile. It is -- you'll see the lobby, the entrance to the elevators. We have a small grab-and-go. The reception and check-in, and a widened sidewalk here where we have a covered arcade where vehicles can drop-off visitors. I want to point out most restaurants, hotels like St. Michel, drop off in the parking spaces on the street. The St. Michel took two spaces for the hotel. Other -- many restaurants and others drop off right on the street. We felt -- and the Parking Department coincides that taking these spaces on Ponce de Leon Boulevard, which is -- would have been our logical grand arrival to our hotel -- was not conducive to a better traffic flow. That, in fact, it was better to get those cars out of the way and into the alley and not be queuing into Ponce de Leon Boulevard. And therefore, that is the reason why we have stacking for four vehicles along the street. Now, valet is a -- is all dependent on how fast, how many people you put on the valet to move the cars. Actually,

the stoppage of a car in a hotel is far less than a delivery of furniture or goods into a store. But more importantly is that, unlike all these buildings which have peak hours, you know, 8 to 10 or 5 to 7, hotels have a constant flow. People arrive and leave and no specific time. I mean, that is, if there's a peak hour, some people say because the checkout time is 2 o'clock, but generally, people don't wait until 2'clock to check out unnecessarily and they check earlier or they arrive later than 3 o'clock. You know, it is -- it's -- it is generally a normal flow. I do a lot of hotels in my life, in my career, and this is generally one of the advantages is the lack of a peak hour compared to other uses. Because I mean, even residential doesn't have such peak hours of course because people leave to work depending on the distance to which they travel, if they go by car. But having said that, they have less so than office buildings, which are the ones that are -- the way you measure traffic is by peaks. It's not by any other way. So, we feel that this is a natural, logical way of take cars out of Ponce, out of the way into what is essentially a two-lane alley. So, this is our plan as we have today. I'll take you to the second level, which is, what is unusual is that something that we're trying to introduce into Coral Way, which we think is -- we already know because of some of the demand from restaurants that the idea of having a large terrace, only 17 feet up overlooking the trees and Coral Way and the activity or Coral Way is very attractive. We have restaurants on both sides in the two wings with a big terrace in the middle, where we have our -- a possibility of a pre-function before going through this rather small groups of meeting rooms. We don't have a ballroom in this project. It is a limited service hotel. But the fine dining and the casual dining can expand through terraces facing Ponce and Miracle Mile and all the way around and have the view of the life of the new Miracle Mile. In fact, it's probably one of the best vantage points to see the new design of the pavers on Miracle Mile. And it is not -- it appears here because there is actually very well-known interest in parties because of the second floor that makes it very attractive. And it's very nice to be walking on Miracle Mile and see people in a terrace looking down, the eye-to-eye contact and the view could be quite an attractive enhancement of Miracle Mile. It is with this I take you to the next level. You can see here in these drawings what we're doing with the room layout. I pointed out the two wings on either side and the recess in the middle, and you can see here the room arrangement for meetings, this U-shaped building with the terrace. The building is rather setback. You wonder, because you have, after the 40 feet, there's an angle and that is what

creates the 26-foot gap that you see here on one side. And you can see here how the building develops itself in that position that I'm discussing with the center core and the rooms all around with the suites in the corners overlooking the Mile. It is -- and finally, I'll show you what we propose on the roof, where the hotel has its food and beverage offering on the rooftop with a large, beautiful, lounging terrace, fitness support space. There's a swimming pool with cabanas. And this is the roof that I'm showing to you that is recessed from the street so that it is not evident as part of the main façade of the building. This is the approach that we've taken in order to utilize what is the envelope, not to its fullest, obviously, because this additional floor is allowed to go to the edge, but instead, we recessed it to create a cornice line at that elevation, at the 75 feet. It is with this at the seven floors arrangement. So, with this, I'm going to take you into some of the views of how the building was composed. I think the Planning Director showed you this view, which shows you the building in the context of other buildings on the same side of Coral Gables. You can see the two pillars that I mentioned, the recess, the terrace, the recessed penthouse space that -- with a terrace that's all the way around. And I'll take you through the actual elevations the way architects designed the building. You can see here the front elevation. It is -- you can see here where you see in the shade, the recessed portion, the two wings with the classical composition of symmetry, and always in classical design, the center is a void. It's not a column. So, they're not four, but there's always three, seven and three, always an odd number. So, there's always a center that is not a pillar. You can see here the rooftop use that we have, that amenity space for the hotel. And you'll see here the circular columns that mark the façade and the glass for the retail stores. The stores are -- the doors are recessed so they don't open into the sidewalk as it is required, and you see the composition of the double height windows that are actually within this. We have the two rooms. There's four levels of guest rooms, and there are 120 rooms, so 30 keys per floor. And you can see here the second-floor restaurants with their umbrellas and seating on that level. It is -- I want to point out that -- I'm going to show you façade on the alley because you should see that we have treated the alley like a front façade, not like a rear. We've -- have the same detailed treatment with the borders, the box frame around the windows with the same double height look. The Board of Architects properly suggested that we create that slot of glass to create a split of the symmetry of the façade so that it would -- because the façade will be visible even though there's

a Cheesecake Factory here, but the upper levels will be visible. You can see here the drop-off colonnade along the base of the building. And these are some of the general -- and you see the pool deck up here on the top floor and on the south side, obviously, because of the sun. And there are some other -- I can show you all the sides including, the Ponce and the paseo because they're all treated like fronts with the same quality of detail. You can see the Ponce façade is split into two parts, into two wings. You can see here the setbacks of the roof gardens and the terraces from the restaurant that open up towards Ponce. And the same detail is carried also into the paseo, where we see that -- the same façade treatment is carried all the way around with the same quality of finishes, the same compositional arrangement, the same recesses, the same elements that make the other façades. And this is the view of the paseo with some of the seating, the terrace with seating above and the way the paseo will take you with natural light all the way to Miracle Mile. And I have -- Where's that rendering? Oh. And here's a view from below from the corner where you can see the recessed space with the two wings of the building and the low-slung retail base with its terrace in lieu of what would have been otherwise a 40-foot podium that would have come to -- all the way up to here. We chose to recess on the second floor instead of on the 40th foot up in the building. And this shows you actually truly how far back it is that you can -- from the angle from the street to the top floor, the penthouse is hardly visible, and it is part of the intent that we had in the development of this project. So, with this, I think I've covered most of the items that refer to the design of this project.

Mayor Valdes-Fauli: Thank you.

Mr. Fort Brescia: Thank you very much.

Mayor Valdes-Fauli: Thank you, Mr. Fort Brescia. Thank you very much. You want to say something, finish up? You have your five minutes reserved so we can -- okay, thank you. This is a public hearing, and I will call people to speak. I have, I don't know, 20-some speakers, and I'm going to limit you to two minutes to speak. And you know, state your case. As I say, there will

be a lot of repetition. But the first speaker is Gordon Sokoloff, who is the two of the Transportation Advisory Board. Mr. Sokoloff.

City Attorney Ramos: When you speak, each of you, please state your name and address for the record.

Unidentified Speaker: He's a doctor.

Mayor Valdes-Fauli: Doctor Sokoloff. Doctor Sokoloff, I'm sorry.

Gordon Sokoloff: Yes. Hi. Hello. I would like to request, if I could -- because I'm the chairman of the Transportation Advisory Board, if I could have more than two minutes.

Mayor Valdes-Fauli: Yes, sir. Go ahead. Yes, Doctor.

Mr. Sokoloff: Thank you very much. It won't be much longer, but I have a few things to say. I found it interesting that the presenter, the original presenter, asked for rebuttal time because I do feel like many of the -- when I presented in front of the Planning and Zoning Board, we weren't afforded that opportunity. I'm sure they'll have plenty of time to rebuttal and answered questions as you pose your own questions. I will refer to the Transportation Advisory Board as of the TAB. Many of my points will address the -- issues that were brought up in front of the Planning and Zoning, as well as the presentation today. Our Board, our Transportation Board, was originally questioning the speed at which this project is being passed through City Hall. As a beginning statement and issue that I'd like to broach with the Commission in the future, not only was this project exempt from a transportation study, but it was also not heard about from the Transportation Board or the Parking Advisory Board. These boards are volunteers. You guys appoint us. We sit on these boards and we're the conduit to the citizens that elect you. So, for us not to be even told about this was kind of -- we were questioning that, and we should necessarily have been consulted on this. We did, by happenstance, find out about this, and so, our board took it upon ourselves to

discuss it at length. The Lochner (phonetic) report -- I don't know if I'm presenting that right, but that's a letter that was solicited by the Planning and Zoning Board. They had written -- I would like to quote something that they had written. They said since the project will generate less than 50 net two-way vehicle trips during the morning and AM -- PM peak hours, we are requesting that the project be exempt from conducting a traffic impact study. Now, I know who wrote the report. I'm questioning who they think is reading them. These reports called for the suspension of reason and common sense. Who in their right mind would think that a two-story building that's there now is going to have less traffic than a seven-story hotel complete with restaurants, the same retail, a hotel lobby. I think that someone has to go back and think about the manuals that these reports are based upon because they're severely outdated. The intersection of Miracle Mile and Ponce de Leon is literally the busiest intersection in downtown Coral Gables. That is Main and Main. The proposed hotel, as presently designed and presented, will worsen traffic at that intersection and beyond because it will affect the volume, the speeds and the traffic patterns. Coral Way is a major east-west state road with a huge volume of traffic. Miracle Mile is a segmented part of Coral Way, which connects Coral Way west of LeJeune and east of Douglas Road. This hotel and its lack of a single parking space and any formidable entry or exit way for its guests will definitely impart an adverse effect on the flow of traffic on this important roadway. And the design, as presented does not provide a single parking spot or waiting area for people to unload, unload themselves or their luggage. Wait for someone in the hotel. Wait for a slow-moving elderly person or even a handicapped person. The architect and developer presented this project as if cars will be flowing in and out just like a Metrorail or a subway car that stops and leaves the station with rhythm and speed. There's a word for their vision, no matter how many valets they have. That word is unrealistic. The alley is a public right-of-way. The developer should have his own driveway just like the Mayfair Hotel or Arquitectonica's other hotel, Mr. C's, in Coconut Grove, where there's a vast space for pickup and loading and unloading of the people staying at the hotel. The second floor of this hotel would be more suitable, maybe do something like the Colonnade has and put the lobby up on the second floor. It's befuddling to me that this developer has designed a hotel that is completely un-user-friendly for those who drive cars. While offsite parking seems to be the trend in other communities and we understand the developer's requests for offsite parking, Miracle Mile

gave up nearly 65 percent of its parking as a result of the makeover. Who wouldn't want to park their car at the hotel or in front of the hotel? Who really likes to give their keys to a valet, especially when the parking garage is two blocks away, as they said at the Planning and Zoning meeting. So, the wait to retrieve your car is going to be substantial. While the Transportation Advisory Board is not here to comment on the offsite parking and valet system, this building should nonetheless allow for a user-friendly, onsite entryway and exit for guests that are arriving and departing and does not infringe on the public alleyway. There is no accommodation whatsoever for Lyft, Uber or taxi drop-off and pickup areas. These cars, as well as any residents who are picking up someone at the hotel, will only congest the traffic along Ponce and Miracle Mile as they're forced to circle around to accommodate those and pick up those staying in the hotel. Our Board is not against this hotel. In fact, I think it's very attractive in many respects, but we're against the bottom floor design that should include a great driveway, covered entry and exit for guests, employees, deliveries, transportation vehicles, like Lyft, Uber and taxi cabs, and accommodate those that simply need to stop and wait to pick up a guest at the hotel. While the architect suggests that these valets will magically move traffic well along, we know this is not reality. It would take a full-time policeman, just like you have at the Miami International Airport who is scurrying the cars and won't let you stop to wait for somebody, but they hurry you along unless you're actively loading or unloading a passenger. The back alley may be considered two way, and I'm questioning whether or not they plan to take down the utility poles because it is not 20 feet wide from the utility poles that abut up against Cheesecake Factory. It's more like 17 feet wide. That is not a workable alley, unless you remove those utility poles. In the back alley, it serves as thoroughfare for delivery trucks that are servicing all other retailers on the 200 block of Miracle Mile. That's what I'm not sure the architect understands. This isn't your alley. This is a shared alley space. Moreover, Actor's Playhouse at the other end of the same alley, it's very much used to pick up students during the summertime. Most important are the fire hookups and the emergency access to all the buildings along Miracle Mile. If this alley is congested or blocked up and clogged by a continuous flow of traffic servicing the hotel, who accounts for those other businesses who require emergency vehicles, like fire trucks, police support, not to mention the deliveries to neighboring businesses and overall access to the - - by the general public. Cheesecake Factory. It's not open yet, but it's a highly popular restaurant

that will be the direct neighbor behind this hotel and right alongside the hotel's proposed entryway. This restaurant also has no parking. However, the people picking up food, people picking up passengers, Uber Eats, Grub Hub, other delivery vehicles will be sharing this alley and only make this a more congested area. While one may argue that there is the adjacent smaller alley directly behind Cheesecake Factory, I doubt that all those drivers for Cheesecake will intuitively know where their cars should be. The architect conveyed how quickly deliveries are made in these back alleys. This is far from accurate. We all know that truckers and the deliveries that they make for any myriad of reasons can be detained for quite a while. This, again, is a very active alleyway. And during the Planning and Zoning Board, they said it was two-way, maybe for Mini Coopers, but not for the 18-wheelers that frequent that back alley. One Planning and Zoning Board member inquired about restructuring the bottom floor, to which the architect said it would be difficult because there's a column there. Let me remind you, there is no column there, not yet. These plans are on paper. They can be changed to accommodate our City residents and pedestrian traffic. The developer and his architect must redesign their plan so that traffic will flow into and out of a better planned driveway underneath the building that provides waiting areas and a suitable ingress and egress for their hotel guests. Our board is unanimously against this project as it's being presented today, and it was presented -- and as it was in front of the Planning and Zoning Board. The alleyway is a public right-of-way. It's unviable and completely wrong to allow this developer to utilize a City-owned public right-of-way as his own personal driveway for his private hotel. The City Commission that is in favor of pedestrian, cyclist and multimodal traffic should be against this design of this hotel. The overflow of cars onto the sidewalk, streets and alleyway will endanger lives if this project gets built as proposed.

Mayor Valdes-Fauli: Thank you very much, Dr. Sokoloff.

Mr. Sokoloff: May I just -- I have...

Mayor Valdes-Fauli: Thank you for...

Mr. Sokoloff: One more...

Mayor Valdes-Fauli: Your presentation.

Mr. Sokoloff: Quick...

Mayor Valdes-Fauli: Please, yes. Go ahead. I said please.

Mr. Sokoloff: Finally, our board is made up of your appointees. We're citizens that represent members of the outer community. As chairman of the TAB, I'm not here to fight City Hall. I consider myself a part of City Hall. The hours and hours that citizens like myself, for over five years, put into these boards, we would like to think that we're relevant, that our voices count. Otherwise, why did you appoint us and what relevance do we have otherwise? We represent the citizens that voted you into office. So, as you evaluate this plan from this developer, it's important to all of us that you remember that the residents come first. This project, as planned, will spill traffic into Ponce that will consequently clog up this intersection for blocks. Ponce de Leon gets congested when a single trolley stops to pick up a passenger. Coral Gables is taking great strides to become a more pedestrian-friendly city. With this hotel, there'll be intense congestion at this intersection and out into the sidewalks unless the developer rethinks this project. Perhaps then he might take the time to consider his neighbors on Miracle Mile, the pedestrians, cyclists, and others whose very lives may be endangered by congesting a public right-of-way for the personal benefit of his hotel. Thank you very much.

Mayor Valdes-Fauli: Thank you very much. I thought you'd finished before, so thank you.

Mr. Sokoloff: Thank you.

Mayor Valdes-Fauli: Rip Holmes. Have they been sworn in?

City Attorney Ramos: Yes, at the beginning.

Jackson “Rip” Holmes: Thank you very much. I think I have three major points to make. First of all, although I enjoyed the presentation, if you take the long view of this project, this is a buster -- this is the beginning of the end of low-rise Miracle Mile. And if we have a concrete canyon on Miracle Mile, which was the original vision of Mayor Valdes-Fauli before he was voted out of office in 2000, we have an urbanized downtown. We are no longer a suburb. Show me a suburb in United States of America that has 15-story buildings. We -- this is a bad project for that very reason. Our city’s greatest asset is our families here. People come here to raise their children in safety. If we have a 15-story Miracle Mile, we have urbanization, we have crime, we have the end of Coral Gables as we know it. Secondly, I’d like to make the point that it’s my perception as I’ve struggled with many of these issues and in this last election, that Citizens United has made its way down to Coral Gables and that we need an ordinance like the City of Miami Beach has begun. They passed an ordinance prohibiting developer contributions to City Commission candidates because I don’t even believe -- and I say this respectfully -- that the people sitting right here are the candidates desired by the citizens and the voters. It’s more the candidates who Citizens United has allowed money to be able to direct. In other words, we’ve lost control of the city. That is to say the voters, the residents, no longer have control of our city. It’s Citizens United financing that manipulates the outcome of elections. I don’t think we should surrender our city to this kind of development of the Main Street.

Vice Mayor Lago: Thank you, Mr. Holmes.

(APPLAUSE)

Mayor Valdes-Fauli: Yeah. We have a Marlin Ebbert. Marlin. I would ask you not to clap or -- we are -- we have to be respectful of everybody, and please, do not clap or I’m going to clear you out.

Marlin Ebbert: Good morning...

Mayor Valdes-Fauli: Go ahead.

Ms. Ebbert: Again. For the record, my name is Marlin Ebbert. I live at 6510 San Vicente Street, Coral Gables, Florida. When I -- I was coming this morning, as I've already been before you, to introduce you to my new minister, but when I saw this was on the agenda, I decided to stay. I think most of the residents are going to talk about lack of parking, traffic and that sort of thing. I want to talk about -- a very smart person in my life once told me that success in business is when need and preparedness meet opportunity. I'm going to say that again. When need and preparedness meet opportunity. Obviously, the developer is very well prepared. It was a beautiful presentation. But my question is, do we need another hotel? This new -- this hotel has 120 rooms. During the break, I did some homework. The Agave project, within a quarter of a mile, not even that, down the street is going to have 242 rooms. The new Aloft Hotel has 144 rooms. The Colonnade, catty-corner from this building, has 157 rooms. The Hyatt has 254. I didn't go as far as the Biltmore. And they mentioned Hotel St. Michel. I don't know about those two, but this is over 900 hotel rooms in our downtown area. I happened to have dinner both Saturday and Sunday night on Miracle Mile. One day -- one evening we walked down one side; the other night, the other side. I was amazed at how many closed retail stores there are. It was appalling to me. I had dinner Sunday night at Ortanique, the wonderful restaurant that's been in existence for 20 years. We were the only people there. When we left at 8:30, there was one other table. I question the need in this...

Mayor Valdes-Fauli: Thank you.

Ms. Ebbert: Equation.

Mayor Valdes-Fauli: Thank you, Marlin. Jack Lowell.

Jack Lowell: Good morning, Mr. Mayor.

Mayor Valdes-Fauli: Morning.

Mr. Lowell: And hello, Commissioners. I am very excited. This is the first time I'm seeing this presentation, and this is a superb project. It is done by a master architect who is renowned around the world for great projects, and it's a great use to support our restaurants and retailers by having some more hotel rooms right in the core of Coral Gables is a wonderful idea. Now, the world is changing. You hear a different opinion from the prior couple of speakers. They want to harken to the old days of three cars per thousand square feet. We have a new transfer of technology that is changing Coral Gables. We can either adopt that point of view or live in the past. Thank you.

Mayor Valdes-Fauli: Thank you, sir. Roberta Neway. Good morning.

Vice Mayor Lago: Morning.

Roberta Neway: I'm Roberta Neway. I live at 1236 South Alhambra Circle. And first, I'm in favor of remote and limited parking. I think we need to transition from single occupancy vehicles to walking, cycling, public transit, when feasible. However, we have a long way to go. For example, I came here today on the trolley; walking, Metro, trolley, walking. It took me 41 minutes. That was good time. I didn't have to wait for a Metro. I didn't have to wait for a trolley. I could have driven here faster, of course, and I could have cycled here faster, but there's no safe way for me to cycle from my house to downtown Coral Gables yet. So, that's a problem. I think when a developer requests variances on offsite or remote, less parking, they and the City need to make a commitment to promote carless transit, and I know Coral Gables is trying. The developer can, for example, contribute to the expansion of our trolley service and our bicycle infrastructure, and they can say that they will have every -- give every employee a free County transit pass to promote public transportation and give hotel guests transit pass for the day to promote public transit. That's what I'm asking when somebody wants less parking. As for lack of a drop-off and pickup spot, to

me, I walk a lot and I think this is ludicrous. Cars and trucks will block streets. I see it all the time. They'll block crosswalks and sidewalks. It makes it unpleasant and dangerous for pedestrians and cyclists. And in this case, it will slow down the trolley, so it hurts public transit. This is unfair. I have yet to see a Coral Gables police officer tell a vehicle to move along or ticket somebody for blocking the right-of-way. I don't know why Coral Gables ignores vehicle loitering, but it does.

Mayor Valdes-Fauli: Thank you, ma'am.

Ms. Neway: So, please make this a viable development that works for everybody and is truly green. Thank you...

Mayor Valdes-Fauli: Thank you.

Ms. Neway: For your time.

Mayor Valdes-Fauli: Thank you very much.

Vice Mayor Lago: Thank you.

Mayor Valdes-Fauli: Maria Cruz.

Maria Cruz: It's been a little difficult -- Maria Cruz, 1447 Miller Road. It's not going to be long. I am fascinated by the way developers think that the City will provide their parking garages. The City will give them the alley, and of course, 120 rooms. People are going to come to Coral Gables to stay in a hotel, not bring a piece of luggage. They're going to get out of the car running. Of course, the luggage will remain in the car, or perhaps, what we have in mind is one of those hotels that we don't want that people will just come and stay for an hour. No luggage needed. Thank you.

Mayor Valdes-Fauli: Thank you, Ms. Cruz. Mark Trowbridge. Please, Mark.

Vice Mayor Lago: That's a good segue. That's a good segue for you, Mark.

Mark Trowbridge: That's right. Great setup. Mark Trowbridge, president of the Coral Gables Chamber of Commerce and we are located at 224 Catalonia Avenue. We are here today to speak in support of this project. Our executive committee had an opportunity to weigh in on all of the various aspects of the project. And I think the things that we are most excited about are, of course, a new consumer base that will be coming to Miracle Mile and the surrounding streets. I think one of the earlier speakers talked about the disappointment in seeing the number of closed storefronts. And of course, our goal, along with, I think, our partners at the BID is to see every one of those open and robust. Having customers who come and stay for one day, two days or three days, I think is a great additional step in that regard. Businesses like this that improve upon what is currently there are what we're constantly looking for, and especially, with entities like this who do it with such care, bringing in the best of the best in terms of design and the ability to build something that will be a vast improvement in the retail that's there now in terms of space and -- I'm sorry.

Mayor Valdes-Fauli: Yeah. Will you please...

Mr. Trowbridge: I'm sorry.

Mayor Valdes-Fauli: Be courteous.

Mr. Trowbridge: We've sat quiet through...

Mayor Valdes-Fauli: Yeah.

Mr. Trowbridge: All the other testimony, Mr. Mayor.

Mayor Valdes-Fauli: I know.

Mr. Trowbridge: Anyway...

Mayor Valdes-Fauli: Courtesy, yes.

Mr. Trowbridge: I'll conclude with the fact that, you know, the business community is a very important part of the life cycle of any community. And our businesses contribute more than 38 percent to the tax base, which I know helps keep our millage at the rate that our citizens like and are very proud of. And so, businesses like this, the retail that will come in as well as the restaurant, will continue to elevate that. And so, our...

Mayor Valdes-Fauli: Ma'am, I'm going to -- I'm going to ask -- whoever's talking, I'm going to ask the police to remove you, please. Go ahead.

Mr. Trowbridge: Thank you, Mr. Mayor. We remain committed to this and look forward to seeing the project move forward. Thank you for listening and thank you for your support.

Mayor Valdes-Fauli: Thank you very much. Vincent Damian. Morning.

Vincent Damian: Mr. Mayor, members of the Commission. I've come out of retirement to come here. Retirement as an activist. I haven't been before the Commission many, many years. I'm here today because I have received telephone calls. I've received the emails. I've received texts, and I've been stopped on the golf course. I've been stopped on the street. The citizens are opposed to this, and they urged me to come here, so I'm here for that reason. Miracle Mile is the heart of our city. What happens on Miracle Mile -- and that is recognized by staff in their report. What happens on Miracle Mile is reflected throughout the whole city. If this becomes -- Miracle Mile becomes a concrete canyon, that is what the reflection of the rest of the city is. This hotel seeking

no parking is really not the issue. It's because hotels on seven stories are not feasible on Miracle Mile, so they have to have no parking in order to get more rooms to make it practical and feasible. We don't need hotels on Miracle Mile. To put a hotel here, we have to torture our whole Zoning Code. We have to torture all of the planning that has gone before what Miracle Mile is. That is in opposition to what we should be doing to Miracle Mile. We should be promoting stores. We should be promoting restaurants. By the way, in order to get the FAR that they are -- that they need here, they need the TDR. So, these things are entwined, they come together. So, I ask the Commission today to turn down the request for the TDR. And if you're going to vote on the total project, of course, to do the same.

Mayor Valdes-Fauli: Thank you. Thank you very much, Mr. Damian.

(APPLAUSE)

Mayor Valdes-Fauli: Please, ma'am, no. Susan Kawalerski.

Susan Kawalerski: Good morning, Mayor and Commissioners. My name is Susan Kawalerski. I reside at 6830 Gracian Street. And, with your permission, I would like three minutes instead of two because I am representing hundreds of members of the newly-formed...

Mayor Valdes-Fauli: You're speaking for yourself here (INAUDIBLE).

Ms. Kawalerski: Coral Gables Neighbors Association.

Mayor Valdes-Fauli: Go ahead.

Ms. Kawalerski: Okay. I want to talk about private versus public property. I think we can all agree that Mr. Bittel is a developer building on private property, his own property. I think we can all agree that the alleyway in back of the property is public property. It's owned by us, the

taxpayers. Yet Mr. Bittel has consciously designed his building without any way for hotel guests, restaurant patrons, retail customers, and hotel staff to be dropped off or picked up on his property. No, it appears Mr. Bittel doesn't want to give up any of his space that makes him money. Instead, he wants to use our public space. This is perhaps a precedent-setting situation for this Commission. You would be giving away our taxpayer-paid public right-of-way to any business that wants to use public property for their own private use, public versus private. There is no parking on Mr. Bittel's property. One can only assume -- it's probably not a wild guess -- that Mr. Bittel is waiting for the City to build him a parking garage. The property on the other side of the public alleyway is slated for a public parking garage. Is it a wild idea to assume that Mr. Bittel is waiting for that to happen so that he can use it to park all the hotel, restaurant, retail and staff vehicles in the public parking garage? If that is the case, in anticipation of this happening, we have a suggestion, why not have Mr. Bittel pony up the 35 to \$40,000 each space would cost the City, have him pony up that money for those parking spaces. Wouldn't that kickstart the City's plans to build a garage? And there would be no controversy perhaps with Mr. Bittel in the future. Private use of public property, public alleyway, private use, public parking garage, private use, a precedent-setting decision for this Commission. And let us not forget because it was not part of the developer's presentation. That property is required to have 271 parking spaces. They are offering only 83 offsite leased spaces. Please consider this that we are in opposition to this proposal.

Mayor Valdes-Fauli: Thank you.

Vice Mayor Lago: Thank you.

Mayor Valdes-Fauli: Are you aware that -- you know the Colonnade Hotel? We closed an alley to allow the Colonnade Hotel to be built and gave it to the developer for him to build the Colonnade Hotel and, you know, the office building. I wanted you to be aware of that. Annetta Schaefer.
Annetta Schaefer.

(COMMENTS MADE OFF THE RECORD)

City Commission Meeting
October 8, 2019

Agenda Items F-10 and F-14 are related - Ordinance of the City Commission of Coral Gables, Florida requesting receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 3, "Development Review", Division 10, for the receipt and use of TDRs for the proposed project referred to as "220 Miracle Mile", on the property legally described as Lots 17-24, Block 2, Crafts Section.

Mayor Valdes-Fauli: Oh, I'm sorry. I'm sorry. Richard Alberty.

Richard Alberty: Thank you. I wanted to take this opportunity because I wanted to represent the business owners of Miracle Mile. We own two stores on Miracle Mile; one on 130 Miracle Mile and one on 261 Miracle Mile. I haven't heard anybody here from the business owners. And it's amazing that we hear that they'd come to have dinner on Miracle Mile on Saturday night, and all these stores that are empty, why are they empty? They're empty because there's no foot traffic. We are left behind. If we don't change, if Miracle Mile doesn't change, there's not going to be any stores left for people to come to walk. Years ago, when we -- when Peter was up there telling us about what streetscape was going to be and it would take one year to get done and it wasn't your fault, but we were there without a sidewalk for over 12 months in our first barber shop. And in that barber shop, we had to think outside the box so we could stay alive because many stores never made it back from the streetscape. Streetscape is beautiful. It's gorgeous, but where's the foot traffic back from streetscape? Are they all back? No, they're not. They're not because a lot of these stores can't handle the rent. We pay over \$11,000 in rent in each one of our stores. That's a lot of haircuts we got to do to pay our rent.

Mayor Valdes-Fauli: Please.

Mr. Alberty: And I'm sorry -- if you can talk him back there.

Mayor Valdes-Fauli: Yeah.

Mr. Alberty: You guys are not going to have any stores available in Miracle Mile. There's going to be nobody here, so don't worry about the parking. Don't worry about the bicyclists. Don't worry about anybody because nobody's going to come down here. Guys, if we don't change, Miracle Mile's going down. Look around. Look at your cities around you. I'm not talking about a 20-story development here. We're talking about a hotel that the majority of the people will not

come in and automobile. They'll be dropped off. They don't need the parking. But hopefully, those people will come to our restaurants and will come to our stores and we'll be able to survive. That's all I got.

Vice Mayor Lago: Thank you.

Mr. Alberty: Thank you.

Mayor Valdes-Fauli: Thank you very much, sir. I have no other cards. Anybody else wants to speak? Alright, the public hearing -- give us a card, and I will recognize you. Yes.

Commissioner Keon: Can -- while he's waiting, can I ask Ed Santamaria -- I think he's the one that knows most about the alleys. And you remarked that the alley -- we vacated the alley behind the Colonnade to allow them...

Mayor Valdes-Fauli: The alleyway that goes into the Colonnade.

Commissioner Keon: Right.

Mayor Valdes-Fauli: From Ponce. That used to be the alley.

Commissioner Keon: Right. No, I know. And so, we vacated that in order for them -- can you - - you know, yes, the alleys are public -- they're for public use. But they have sort of a public-private kind of ownership quality to them because if you are to vacate the alley or you want to cantilever over the alley, that is the right of the adjacent property owner to the alley. So, if we were to vacate the alley, we don't sell them the property. The property reverts to the -- each half. The alley is divided in half. Half goes to the property owner to one side and the other goes to the property owner on the other side. So, you know, alleys seem to have both a public and a private quality to them. Could you talk about that just for a minute? Just for clarification and just so

everyone understands what, you know, we're talking about here. Because I think sometimes, you know, people like yourself that has expertise and you know the issue. And I think oftentimes we have people that hear about the issue and have some information, but maybe don't have all the information or all of the knowledge they need to have when they speak to an issue. So, maybe you can help educate.

Assistant City Manager Santamaria: Gladly.

Commissioner Keon: Me and the public.

Assistant City Manager Santamaria: Good morning, Commissioner Keon, Mr. Mayor, members of the Commission. Ed Santamaria, Assistant City Manager in charge of Operations and Infrastructure. Alleys are, in fact, public right-of-way. When an alley is formed, typically, it's from land that comes from the surrounding land around it. That's typically what happens when land is subdivided. There has to be public thoroughfares that are created to allow for passage of vehicles, people, and also to service properties. By and large alleys tend to be there to service properties, and typically, in commercial districts, but there are residential alleys as well. There are encroachments allowed on the public right-of-way. In fact, they come before this body all the time. They can be -- they can consist of overhangs, as you mentioned, or they can consist of vacations and closures of alleyways and even streets. That is definitely something that is allowed by law. And there's a tremendous amount of precedent -- and in fact, state statutes are completely in agreement with that concept.

Commissioner Keon: So, is there anything from what you're saying and for what I understand, with regard to the public use and our Code and all of the policy within the City that although it is a public thoroughfare, it is intended for the use of the adjacent property owner to service whatever the establishment is that abuts that alley. Is that right?

Assistant City Manager Santamaria: That is correct. One thing that's important to realize is that you cannot use that concept at the detriment of another adjacent property. In other words, you can't vacate a portion of an alley and create a dead end.

Commissioner Keon: Right.

Assistant City Manager Santamaria: There still has to be some sort of means of traversing that alley. The only way that that would happen is if you have the -- control the entire block, and then you could vacate and close the alley because you own all the property around that alley.

Vice Mayor Lago: May I ask just a quick question to dovetail off that comment because I want a little clarity on the Colonnade.

Mayor Valdes-Fauli: Wait, can we -- let's finish the public hearing, and then we'll make all the comments.

Parking Director Kinney: I would like to make just one...

Mayor Valdes-Fauli: Yeah.

Parking Director Kinney: Point to what Commissioner Keon was speaking to. As an alley, there is a presumption that the adjacent property owners get to use it for loading and unloading. That is a presumption for every alley. Now, we changed those rules in certain locations for public purpose. We may say we can't have any vehicles stop here. But the presumption for an alley...

Commissioner Keon: For fire codes or for...

Parking Director Kinney: Yes.

Commissioner Keon: Life safety issues or whatever.

Parking Director Kinney: Or if there's not sufficient site triangles.

Commissioner Keon: Right.

Parking Director Kinney: But the presumption for an alley is that adjacent property owners get to use it for loading and unloading.

Commissioner Keon: Okay. So, I think it's...

Mayor Valdes-Fauli: Let's...

Commissioner Keon: Important that everyone understand that issue with regard to an alley.

Mayor Valdes-Fauli: The public hearing, and then we'll do that.

Commissioner Keon: Okay. Thank you.

Mayor Valdes-Fauli: Mr. Replogle.

Commissioner Keon: Oh, I'm sorry. I forgot you had one more. Sorry.

William Replogle: Yes. I'm a William S. Replogle. I'm at 1217 Milan Avenue, Coral Gables, Florida. My family's been there for 92 years. I'm not prepared -- I don't have a prepared speech, just a couple of observations. One, it seems to me like the proverbial nose of the camel underneath the tent. If you approve this, you're going to expect a lot more multi-story buildings on Miracle Mile. Second, as I look at this, I know the other side made a good speech, but to me, that's one

ugly building and it's not suitable for Miracle Mile. Third, it seems to me purely for financial gain for a lot of people. Well, I can't blame them for that. I thank you very much.

Mayor Valdes-Fauli: Thank you, sir.

Vice Mayor Lago: Thank you, sir.

Mayor Valdes-Fauli: All right. The public hearing is closed. And Commissioner Keon, you were...

Commissioner Keon: No, I just wanted to ask about the alley, but that's fine.

Mr. Navarro: I have a few minutes to...

Commissioner Keon: I think we got the answer to the question with regard to the alley.

Mr. Navarro: Yes. I was actually going to tackle that issue on my rebuttal.

Commissioner Keon: Oh.

Mr. Navarro: But I think staff did a great job, especially your Parking Director and your Assistant City Manager. But I'd like to just quickly -- I'd like to thank Dr. Sokoloff for saying that a hotel use was a good use on Miracle Mile. I know that he did mention some lengthy concerns or issues regarding stacking and valet operations. I could tell you that we've worked on all these issues with the City. We have our independent traffic engineer, who's here today who's worked on all these issues. I'd also like to clarify for the record -- this is very important -- he's here today on his personal opinion. He is an expert in medicine, but not necessarily in traffic engineering. And from what my understanding is, the Transportation Board is not part of this process and has not taken any formal action on this application.

City Attorney Ramos: Actually, Mr. Navarro, we did look into that. There was a motion taken by the Board to allow him to represent the Board today.

Mr. Navarro: But that item was not advertised to us, and we -- that is not part of the process as part of the Code.

City Attorney Ramos: Understood. But he does have the authority to speak on behalf of the Board because a motion was taken. I just want to make that clear for the record.

Mr. Navarro: I'd like to see what the item was, but we'll tackle that after. So, regarding the stacking operations -- and Tim Plummer's here. We have plenty of space within the alley to accommodate this. As Commissioner Keon mentioned, the alley, even though it's held in trust by the City, the reversionary rights in that alley belong to the property owner. If this alley was vacated, that's where it would revert back to. And the use that we're proposing is not inconsistent with the other uses that are being made of the alley. I think one of the speakers said that the Miracle Theater's currently using that to unload and load students in buses during the day. And also, I know that the Palace unloads and loads their elderly patients within the alley. So, this is very consistent. It's also less intense than the other uses that have been approved in downtown and in other areas of the City that allow for much more intense uses, with much higher trip volumes to use the alley, such as residential buildings. In the morning and in the evening, those alleys serve as primary access for a lot of residential buildings, and this is a much less intense use. I'd also like to quickly address the issue of height. The property owner has a right to develop this property at 70 feet. The Code allows us to bonus up to 96 and a half feet. This area on the comp plan is allowed up to 190 feet. The plat has a site specific for 150 feet in this area. It was actually down zoned back in the day to only 96 and a half feet. So, this property has already been lowered in height. And when we purchased this property, we knew that we had a right to be able to build up to that height. This height is less, almost half of what would be allowed in all the abutting properties to our north and south. So, from a context perspective, this is a very compatible project,

and this is not a 15-story building or anything like that. It's a six-story building with a small rooftop use. I'd like to also clarify that the item before you, as the Mayor and several members of the Commission have mentioned today, is only for the TDRs and to obtain your comments on the policy considerations that are before you. Regarding the actual project and the proposed use of remote parking facilities, this is really a signature project that will be a great contribution to the area. It's not only a great contribution to the businesses on Miracle Mile, but it's going to compliment the other commercial buildings in the downtown core by bringing additional foot traffic, as you heard some of the businessowners in the area are asking for. These are the exact uses that you want in your downtown. While the rate of office buildings that have been developed in the downtown core has been very great over the years, the occupancy rates for hotel has not been the same. So, there is a disproportionate amount of office versus hotel uses. And these users are very important not only to bring additional foot traffic and to serve the other office buildings in the area, but also they're needed from an economic perspective to allow Miracle Mile to prosper and to compete with all of the other major retail destinations in South Florida, such as Lincoln Road, Bal Harbour, Coconut Grove and Wynwood, which are attracting all of the high-end retail tenants that Coral Gables wanted to bring when it invested \$16 million in its streetscape project. And this furthers the intent of the streetscape project by promoting for private property owners to reinvest back in Miracle Mile. The use of remote parking is a growing trend all around the nation in major metropolitan areas. If you go to Europe, you see it everywhere. It's being seen as a very green design. We are designing this building not around vehicles, but around people and placemaking, and I know that that is a big consideration that this Commission's had in several of its recent ordinances. The benefits of remote parking. There's three main benefits. One is the reduced parking pedestal and massing that I think Bernardo did a great job walking through. The efficient use of surplus parking. We've identified over 6,000 spaces in this area. The market trends are clear. People are -- and uses are relying on less and less parking and you're going to have antiquated, underutilized garages in here. And if we could continue to build them, the negative thing is that once you build a parking garage, it's there forever. Also, it allows for more active uses along the streetscape. It would provide safety and additional eyes on the road. So, the question before you is, essentially, do you want parking garages on Miracle Mile, and do you want

to promote efficiently-designed buildings? I think everyone can agree that not having a parking garage on the Miracle Mile is a much more desirable solution from both a planning and an aesthetic perspective, especially when you have so many nearby parking garages that are available to provide that need. Lastly, I'd like to also mention that this project is not providing zero parking spaces. We are providing parking. It's just being provided at an offsite source. We are not relying on any City parking garage being built. We have two current letters of intent with two potential locations. There are others that are available. And that is where we are proposing to park these vehicles. They have adequate capacity. And if the Commission was to approve the site plan, we would pursue leases with these other private parking garages. This is the right place for this project. It's located in the center of your downtown. It's going to lead to the economic prosperity of Miracle Mile. It's going to help the property owners. It's near trolleys. It's near plenty of parking and near other commercial uses. Your comp plan and your Zoning Code promote this type of development. It's consistent with everything we've talked about during the workshops with your planning consultant. And it's been reviewed by your Board of Architects, Planning Board and Historic Preservation Board, who have recommended approval. With that, I'd just like to ask, if you're in favor of not having parking garages on Miracle Mile, we would ask that you vote for this project. If you're in favor of continuing the economic success and prosperity of the downtown core, we ask that you approve this project. And if you're in favor of well-designed, mixed-use projects that focus more on the pedestrian and promote walkability, we ask that you vote for this project. Thank you very much for your time, and our entire team is here to answer any questions you may have.

Mayor Valdes-Fauli: Thank you very much.

Vice Mayor Lago: Thank you.

Mayor Valdes-Fauli: We will now -- Commissioner Fors, you want to start?

Commissioner Keon: Yeah. No...

Mayor Valdes-Fauli: Or you wanted to...

Commissioner Keon: I -- Commissioner Fors has to leave at 1, so I hope that...

Mayor Valdes-Fauli: Yeah, okay.

Commissioner Keon: To give him an opportunity to speak.

Mayor Valdes-Fauli: Commissioner Fors.

Commissioner Keon: And I would...

City Attorney Ramos: If I could just make a quick note. My understanding -- and Ramon or Ed can speak to this -- is that there has been no application for vacation of the alley. There is a provision in our City Code that allows for that. My understanding is that's not been proposed at this time.

Planning and Zoning Director Trias: No. The application is just TDR and then site plan. That's it.

Mayor Valdes-Fauli: Okay. Commissioner Fors, you have to leave, so the floor...

Commissioner Fors: Well...

Mayor Valdes-Fauli: Is yours.

Commissioner Fors: I have another hour before I have to leave, but...

Mayor Valdes-Fauli: Go ahead.

Commissioner Fors: But I'll go ahead first.

Commissioner Keon: Let them (INAUDIBLE) first.

Commissioner Fors: I'll begin by saying that, from the outset, I've said that I like the concept of this project. I do believe it will be good for Miracle Mile. And I'm sort of going to give you my views in a nutshell. And I know that Vice Mayor Lago has a lot of things he wants to discuss about that. But I think it's a good concept. I think it works for the -- for Miracle Mile and what we're trying to do with it. With that being said, I'm also a believer in the concept of remote parking based on how -- the direction that transportation is heading. However, our Code -- our zone -- the Code does not currently, as I understand, permit the remote parking in a manner that's trying to be used at this particular site. I am against giving any waivers for this particular site. And if we're going to consider the concept of promoting shared parking in -- especially, in that downtown area, I think it requires zone amendments and we should look at it more broadly and determine if we want those zoning amendments rather than just looking at it focusing on this project.

City Attorney Ramos: Commissioner Fors, I hate to interrupt. I need to try to keep these two items separate in this sense of the discussion because one is quasi-judicial and one's legislative.

Mayor Valdes-Fauli: That was my point.

City Attorney Ramos: So, we should be talking about the TDR part, which is the quasi-judicial part, now. Whatever you rely on today is part of that evidence that you're considering as part of the ordinance that is quasi-judicial. And then separately, after that vote, we can talk about all the different considerations...

Commissioner Fors: Okay.

City Attorney Ramos: Regarding legislation.

Commissioner Fors: Alright. So, regarding the TDR vote, I guess what I -- everything I had to say was about the site plan in general. Regarding TDR vote, you know, I have to say -- and I share my concerns -- the same concerns as Vice Mayor Lago, that I believe this happened a little too quickly, sort of snuck up on us. I don't know why that was. I know there's still a lot of questions surrounding this project that needed to be considered based on the criteria of transferring TDRs. I'd like to hear more about it. And frankly, I don't think it's something that I'm prepared to vote on today.

Mayor Valdes-Fauli: Okay. Is that it?

Commissioner Fors: That's it.

Mayor Valdes-Fauli: Thank you. Commissioner Keon.

Commissioner Keon: I understand the issue of TDRs. They have been around for a long time. The Historic Preservation Board has recommended that -- the approval of this. I don't think that there was any problem with that issue at the Planning and Zoning Board either. So, I mean, it's just -- it is a mechanism to give them the ability to then develop a site plan. So, I don't have a problem with it. I would move -- I mean, I would -- if somebody wants to and we're going to do it, I would move to go ahead and do the TDRs so that all of the discussion relative to the site plan then becomes irrelevant. Because the pieces are in place for them to go ahead and deal with and work on the site plan. If the site plan doesn't work, the TDRs are a moot issue. They just go back to the other building. So, you know, to really have the discussion on the viability -- I mean, to put together a site plan, they have to have this piece. So -- and you still have the right to reject it, if you reject the site plan. So, it just, to me, it cleans up the conversation and clearly defines what we're talking about. So, I would just as soon move to approve the TDRs, but...

Mayor Valdes-Fauli: Thank you.

Commissioner Keon: I'll wait.

Mayor Valdes-Fauli: Vice Mayor.

Commissioner Keon: You can all speak.

Vice Mayor Lago: Thank you, Mayor. Miriam, if I defer this item today, do you have an issue talking about the site plan after?

Mayor Valdes-Fauli: I'm sorry, what?

City Attorney Ramos: If you defer the TDR vote?

Vice Mayor Lago: Yes. If I...

City Attorney Ramos: Can you have a legislative conversation? No, you can do that.

Vice Mayor Lago: Okay. Alright, so I'm in favor of deferring this item today. I think that we have a lot to talk about. And I'd like to -- since we have the developer here, I'd like to be very clear and very honest with the developer of where we stand as a Commission and what we expect in reference to the project. I think we have very different opinions. I think a lot of us -- everybody on this Commission has spent a lot of time. I know that Commissioner Fors has an obligation, which we have to respect. And I'd rather spend this one hour not debating TDRs. I want to discuss and I want to tell them what we're expecting from them in regards to the future proposed project on Miracle Mile and Ponce. So, I'm willing to defer today. I don't like...

Mayor Valdes-Fauli: (INAUDIBLE).

Vice Mayor Lago: I'm not in favor of the way that the process was handled. I've been here seven years almost, and I've never seen them handled that way. It seems to me it's very rushed, and I think it sends a bad message. Excuse me.

Mayor Valdes-Fauli: You want to make a motion to defer the TDR part?

Vice Mayor Lago: So moved.

Commissioner Fors: I second.

Mayor Valdes-Fauli: Second?

Commissioner Fors: I second it.

Mayor Valdes-Fauli: Will you call the roll, please?

Vice Mayor Lago: Yes.

Commissioner Mena: No.

Commissioner Fors: Yes.

Commissioner Keon: No.

Mayor Valdes-Fauli: No.

(Vote: 2-3)

Mayor Valdes-Fauli: Go ahead.

Vice Mayor Lago: Okay. You want to vote on it then?

Commissioner Keon: I'll move to transfer the TDRs. I don't know. Do you want to...

Commissioner Mena: Can I speak?

Commissioner Keon: Speak more?

Vice Mayor Lago: I apologize.

Commissioner Keon: I'm sorry, go ahead. Why don't you...

Vice Mayor Lago: I'm sorry.

Commissioner Keon: Why don't you finish?

Commissioner Mena: No. I just want to...

Commissioner Keon: Finish your conversation.

Commissioner Mena: Just...

Commissioner Keon: And then...

Commissioner Mena: I'll be very clear.

Commissioner Keon: Then I'll move it.

Commissioner Mena: Listen, the approval of the TDRs has absolutely nothing to do -- we're still going to talk about the site plan. Any issues we have with the site plan will need to be sorted out in order for the site plan to ever be approved.

Mayor Valdes-Fauli: That's what I said at the very beginning.

Commissioner Mena: And so...

Mayor Valdes-Fauli: Let's take them separately.

Commissioner Mena: And I agreed with you.

Vice Mayor Lago: I mean, my only...

Commissioner Mena: And so...

Mayor Valdes-Fauli: That's what I said at the very beginning.

Commissioner Mena: And so, again, I want to be really clear -- and Miriam -- and our City Attorney said this. The approval of the TDRs is expressly conditioned on the future approval of the site plan. And therefore...

Mayor Valdes-Fauli: Of course. The use -- yeah.

Vice Mayor Lago: But I think it's also important to mention that approving these TDRs gives a 25 percent bonus to the project. And...

Mayor Valdes-Fauli: Fine. But we have...

Commissioner Mena: If we approve the project.

Vice Mayor Lago: Yeah. But I just think...

Mayor Valdes-Fauli: If we approve the project.

Vice Mayor Lago: That's a big number. That's a...

Commissioner Keon: If they...

Vice Mayor Lago: Big number.

Commissioner Keon: Get the site plan.

Commissioner Mena: If we approve the project.

Vice Mayor Lago: Yeah.

Commissioner Mena: And I'm sorry, there's been some discussion about sort of the process here. Unless I hear something from staff that some aspect of our process has been violated, some required aspect -- I'm happy to hear that if that's the case, but somebody needs to tell me that. Otherwise, okay, it went quickly. I'm not sure I wear a slow process as a badge of honor in this city. If anything, okay, if we moved efficiently on a project, I don't know why that's inherently bad if we followed all the procedures, which I haven't had anybody from staff telling me that we are in -- following our procedures. So, I need staff to chime in here.

City Attorney Ramos: I believe -- and Ramon can confirm that they...

Commissioner Mena: Yes.

City Attorney Ramos: The process was not followed in the same order as it usually is, so one board went before...

Commissioner Mena: But what is...

City Attorney Ramos: The other.

Commissioner Mena: Okay. There's rules and there's protocols.

City Attorney Ramos: Right.

Commissioner Mena: So, I don't know what usually or doesn't usually happen. Did they do what they're required to do or not?

Historic Preservation Officer Spain: They went to every board they were required to do. The only difference -- and I've been here for 23 years and there was a flurry of TDRs, I don't know, ten, fifteen years ago. Typically, it goes to the Historic Preservation Board first. The maintenance plan gets approved. The certificates get approved, then it goes to the Planning and Zoning Board with that approval. The only difference is it went to the Planning and Zoning Board and their motion was conditioned on receiving the approval from the Historic Preservation Board.

Commissioner Mena: So, it would've been the same result.

Vice Mayor Lago: Yeah, but it would have been...

Historic Preservation Officer Spain: It would've been the same result.

Vice Mayor Lago: The same result, but what was the reason...

Historic Preservation Officer Spain: It would have been the same. It just...

Vice Mayor Lago: What was the reasoning behind that? Can you tell me, Ramon? I mean, what was...

Commissioner Keon: Timing.

Vice Mayor Lago: What was the point that we went out of order when we've never gone out of order for any developer?

Mayor Valdes-Fauli: What difference did it make?

Vice Mayor Lago: Well, I mean, it makes sense. I'm a believer...

Mayor Valdes-Fauli: It didn't make any difference.

Commissioner Keon: Timing.

Mayor Valdes-Fauli: It would have had...

Vice Mayor Lago: In my con...

Mayor Valdes-Fauli: It would have had the same result.

Vice Mayor Lago: I will tell you, in my conversation with several members of staff, there's a process, and there's a way that we do things here in the City of Coral Gables that sets us apart from everybody else. And I'm not picking on this developer. I'm just saying there's a process. Now other developers are going to say in the future, well, you circumvented the process for this developer to make it quicker to the dais, we want the same special treatment.

Mayor Valdes-Fauli: But the result would've been the same, Vice Mayor.

Vice Mayor Lago: No, but I'm just saying.

Mayor Valdes-Fauli: It would have been exactly the same.

Vice Mayor Lago: It's still on the record that we didn't follow the process.

Mayor Valdes-Fauli: Fine.

Vice Mayor Lago: And we made it quicker to the dais.

Commissioner Keon: Wait a minute. It's not on the record that we didn't follow the process.

Mayor Valdes-Fauli: It's not on the record.

Commissioner Keon: What is on the record is that there is a process -- it is not defined by ordinance or in any other way the exact -- the steps in that process or the order that you go. Generally, there has been an order that has generally been accepted, but there...

Historic Preservation Officer Spain: And I...

Commissioner Keon: Is nothing that says you have to go here to go there to go there, to go there to go there. So, it is not on the record or with any validity that there -- it wasn't -- unless you tell us now. So, you need to say right now, did they follow the process?

Planning and Zoning Director Trias: The...

Commissioner Keon: Did they get all of the approvals that they needed to come here?

Planning and Zoning Director Trias: The discussion is accurate. The process has been followed, maybe in a different order than typical, or even a different order than I would recommend. But certainly, they've gone through all the steps.

Vice Mayor Lago: Okay, so let me add something.

Planning and Zoning Director Trias: However...

Vice Mayor Lago: I want to add something because Commissioner Keon made a very good point, that the process was followed. So, you just said you wouldn't recommend it. Those are your own words, that you wouldn't recommend what we just did, number one. And number two, the process was not followed. And I would like -- if I may.

Mr. Navarro: Yes. I just need to clarify the record.

Vice Mayor Lago: But can I just say one thing? I'm in the middle...

Mr. Navarro: Of course.

Vice Mayor Lago: I'm in the middle of a sentence. Just give me one second.

Mr. Navarro: I'll clarify the record after.

Vice Mayor Lago: I'm talking to staff. Madam Spain, do you believe in, you're 20 -- how many years, 23?

Historic Preservation Officer Spain: Twenty-three.

Vice Mayor Lago: Twenty-three years. Have you ever seen a process followed like this?

Historic Preservation Officer Spain: No. We've always gone to the Historic Preservation Board first.

Vice Mayor Lago: I just want -- I just -- listen, I...

Mayor Valdes-Fauli: What difference...

Historic Preservation Officer Spain: I will tell you...

Mayor Valdes-Fauli: But the thing is, what difference does it make? The result would have been the same.

Vice Mayor Lago: I'm just saying I think it's important to follow process.

Mayor Valdes-Fauli: No, it isn't.

Vice Mayor Lago: I think it's important to follow process because we are a city of rules. We have laws and...

Mayor Valdes-Fauli: But...

Vice Mayor Lago: And the outcome -- yes -- and if -- but let me just finish, Mayor.

Mayor Valdes-Fauli: No. I'm going to let you finish.

Vice Mayor Lago: I'm just saying, if you...

Mayor Valdes-Fauli: Of course.

Vice Mayor Lago: It's okay. It's not a problem. We're going to move forward on this anyways today, and we're wasting time. I really -- I would love to have the 45 minutes we have to talk about the actual site plan. It is what it is. We're here now. I just want to make sure that, in the future, if we have to correct this, cure this issue, I don't want to see it happen again. That's it.

Historic Preservation Officer Spain: So, but, I just need to say that the monthly meetings of the boards, Planning and Zoning Board comes before the Historic Preservation Board. So, had they gone to the Planning -- to the Historic Preservation Board first, they would have missed a month. They would have had to wait a whole month, and that may have been a consideration for them. I don't know what the (INAUDIBLE) are.

Vice Mayor Lago: That's okay. We do that -- that happens...

Planning and Zoning Director Trias: Mayor.

Vice Mayor Lago: To all projects.

Planning and Zoning Director Trias: If I could make one point. The process issue that I think is more significant is the Zoning Code issues that we have raised. There are some policy issues that have not been resolved and no amendment has been proposed that will allow for the project to go on. So, that, to me, that's a significant issue.

Vice Mayor Lago: Perfect.

Mayor Valdes-Fauli: Okay. Go ahead, sir.

Mr. Navarro: And may -- I apologize. I'll be quick. I just need to clarify the record so that it is very clear that we did follow the process. While the process may have been applied differently in

the past as to whether it goes to one board or the other, it is very clear that the Code does not mandate that one go before the other. There is an illustrative chart that shows a general process, but there is no text that mandates that we go to the Historic Preservation Board or the Planning and Zoning Board, one before the other. Actually, there's no logic to having one before the other because both boards consider completely different criteria. So, we have followed the process. We have obtained recommendations of approval, we have our certificate of transfer and this item is properly before you.

Vice Mayor Lago: Let me...

Mr. Navarro: I would just like to clarify...

Vice Mayor Lago: Mr. Navarro.

Mr. Navarro: For the record. Yes, Vice Mayor.

Vice Mayor Lago: I sat on the board -- I sat on the Planning and Zoning Board for a few years before I got elected to this Commission.

Commissioner Keon: No, you didn't.

Vice Mayor Lago: Excuse me?

Commissioner Keon: How long did you sit on the Planning and Zoning Board?

Vice Mayor Lago: Two years. It's a few years. It's more than one.

Commissioner Keon: Right, two years.

Vice Mayor Lago: So...

Commissioner Keon: I sat several. Okay, go ahead. I'm sorry.

Vice Mayor Lago: You know what? I have nothing else to say about it.

Mr. Navarro: I was only clarifying...

Vice Mayor Lago: Thank you so much. I appreciate that.

Mr. Navarro: The record for the transfer...

Vice Mayor Lago: Let me tell you. I've been on this dais for seven year, seven years in April, and I have yet to encounter something like I just encountered on this Commission floor, where I'm literally corrected by one of my own colleagues asking me how many years I've been -- I've never encountered that. And the respect and just the level of courtesy that I give to my colleagues is unheard of. And to be literally called out by a fellow Commissioner like that...

Commissioner Keon: Yes, you are.

Vice Mayor Lago: Basically, calling me about -- if I had been on this Commission for -- if I had served on the Planning and Zoning is like -- to me is just...

Mr. Navarro: Well, and I know you have.

Vice Mayor Lago: At a level that is just so un-collegial that I would expect so much more from my colleague, especially after the respect that I give them.

Mayor Valdes-Fauli: Let's...

Mr. Navarro: My only comment was just...

Vice Mayor Lago: Let me address your issue.

Mr. Navarro: To address the legal issue with respect...

Vice Mayor Lago: When you say...

Mr. Navarro: To the process.

Vice Mayor Lago: When you say it's illogical or it's not logical to do something, I'm not debating back and forth. I'm just saying that there's a process, and I like to follow the process.

Mr. Navarro: And...

Vice Mayor Lago: That's it.

Mr. Navarro: What I'm saying is that...

Vice Mayor Lago: That's all I'm saying.

Mr. Navarro: If there is a policy that this Commission wants to make that says you need to go to Historic Preservation Board before Planning and Zoning Board, it should be codified. That's all I'm saying. There's nothing in the Code that precludes it.

Vice Mayor Lago: You have you have two individuals, one of them who's been here for 23 years, who has just told you it's happened a certain way. She's never seen it done before.

Mr. Navarro: Yeah, but...

Vice Mayor Lago: It's not a big deal. We're moving on from there. I'm just saying -- I'm not saying that the findings by the boards should be nullified or are not valid or that we shouldn't consider their state -- I'm not saying that. I'm just saying that for future, let's make sure that -- if we have to codify, like you say, let's do that so that we don't have another developer coming and saying, hey, listen, let's do...

Mayor Valdes-Fauli: Okay, let me...

Vice Mayor Lago: I want it to be considered. That's it.

Historic Preservation Officer Spain: Just one thing. The Historic -- in this instance, typically, the Historic Preservation Board is a final authority. But in this instance, I believe that they're recommending to the City Commission, as is the Planning and Zoning Board, so it's an equivalent path.

Mayor Valdes-Fauli: They're recommending approval.

Historic Preservation Officer Spain: Right.

Mayor Valdes-Fauli: Okay. Now, let -- Commissioner Mena, do you have anything else to say?

Commissioner Mena: On the issue of the TDRs? No. Again, we're going to separately deal with that.

Mayor Valdes-Fauli: Okay. Let's vote...

Commissioner Mena: And therefore, we'll deal...

Commissioner Fors: But I've been...

Mayor Valdes-Fauli: Do I hear a motion on the TDRs?

Commissioner Fors: Wait. Let me say one more thing. I've been struggling -- and I just want to verify that I'm not interpreting this incorrectly. Section 3-1006, which is the one the City Attorney handed out to us, says that an application to transfer TDRs to receiver site shall be reviewed subject to all of the following. It says the P and Z Board review and recommendation and City Commission review to determine if the application satisfies all the following -- the application for transfer. Two of those sub points that we have to determine if it satisfies is the extent to which the application is consistent with the Zoning Code and City Code or otherwise applicable to the subject properties or properties, the density, bulk, size, area and use, the physical design of the proposed site plan, the manner in which the design makes use of adequate provision for public service and provides for adequate control over vehicular traffic. This, as I interpreted, are factors that we have to analyze when deciding whether to approve the transfer of the TDRs. That is why I would prefer to defer it because I'm not comfortable with this criteria.

Mayor Valdes-Fauli: Yeah, but we have taken the vote and that is off the table.

Commissioner Fors: No problem. But does is my interpretation, correct?

Mayor Valdes-Fauli: Would you make a motion?

City Attorney Ramos: That's how I read it as well. Now, I will say this first reading. It can always fail on second, if this isn't met by then.

Commissioner Fors: Okay.

Commissioner Keon: Yeah. I mean, we can deal with it -- you have time to deal with that issue.

Commissioner Fors: Okay.

Commissioner Keon: So, I'll make the motion that you approve the...

Mayor Valdes-Fauli: Approve the TDRs.

Commissioner Keon: Transfer of development rights.

Mayor Valdes-Fauli: Is there a second?

Commissioner Mena: I'll second.

Mayor Valdes-Fauli: Okay. Will you call the roll, please?

Commissioner Mena: Yes.

Commissioner Fors: No.

Commissioner Keon: Yes.

Vice Mayor Lago: No.

Mayor Valdes-Fauli: Yes.

(Vote: 3-2)

Mayor Valdes-Fauli: Okay. Now, we go to F-14.

Commissioner Keon: Yeah. This is the important part that we need to speak about...

Mayor Valdes-Fauli: Yes.

Commissioner Keon: Now.

Mayor Valdes-Fauli: Okay.

Commissioner Keon: Go ahead.

Mayor Valdes-Fauli: Commissioner...

Vice Mayor Lago: So, I'm going to...

Mayor Valdes-Fauli: Fors.

Vice Mayor Lago: Okay, go ahead.

Mayor Valdes-Fauli: No. He has to leave.

Vice Mayor Lago: Go ahead.

Mayor Valdes-Fauli: F-14.

Commissioner Fors: Just to finish my nutshell summary. I think it's a good idea. I think it's a good concept. The remote parking, also, I'm on board with that vision of permitting more of it and potentially even reducing parking requirements for certain types of establishments on Miracle Mile. I think that's the direction we're heading in. The same time, I think we should view it through a lens of whether we're going to do zoning text amendments, not specific to this project. And finally, I'd love to see a project -- this project or a project substantially similar to it, come up. But I think, at the end of the day, what we need to see is a driveway, a cut-in into that property, so that we don't have to do something that, frankly, at least on paper -- and you know, maybe I'm wrong. Maybe some of the people who have voiced their concerns are wrong. But at least to me,

from a common-sense perspective, that alleyway is not going to work the way we think it is. Apart from the fact that, you know, there's legal considerations which we may not even be able to overcome with respect to permitting the hotel to use that alley in that manner. So, I think, really at the end of the day, when you boil it all down, the big concern is can we solve that alley situation.

Mayor Valdes-Fauli: Thank you.

Commissioner Fors: Otherwise, apart from that, I think the podium -- reduced podium is excellent. I think it's great.

Mayor Valdes-Fauli: Thank you, sir. Commissioner Keon,

Commissioner Keon: You know, as we were walking in today, Zeke Guilford was here, and -- who's a zoning attorney who is familiar with the City and who has spent a lot of time here -- remarked that, you know, how does this issue of, you know, remote parking and reduced parking just suddenly appear out of thin air. And you know, I think it's important for everyone to understand, for the public in general to understand and all of us, for Commissioner Fors, who's just recently joined the Commission, to understand that the issues of remote parking, the issue of reducing parking, the issue of hotels, all of the things and the building and the overlay on the Mile, and all of the things that we are here talking about today have been under discussion by this Commission I know since at least 2013, when I was elected. I do remember some of this discussion when I was a member of the Planning and Zoning Board. And I -- my intent was not to, in any way to insult you, Commissioner Lago. It was, you know -- I sat on that board for eight years, so I have a very long history of looking at and having knowledge of and conversations about our Code and what happens in this city. So, the -- when we first were elected to office, we were working on the financing and the approval for streetscape. The reason we did that -- now that is in 2013, when we finally approved the plans for the financing, and then later, the package for streetscape. It was an economic development project that, between the Mile and Giralda, was a \$25 million investment into our downtown to spur redevelopment and improve the vitality of our

downtown. So, it -- and it is now proving to be able to do that. The issue of -- when we started and we first started the discussions on a garage at the Garage 1 site -- it's the one behind Miracle Mile, right? I mean, the one behind the theater, okay. That Garage 1 site, there was a parking study done by Haahs, I think, in 2013, that called for, I don't know, 800 to 1,000 spaces because it was for anticipated use. And at the same time, because we knew that we were going to redevelop the streetscape on Miracle Mile, we -- there was also a discussion that went along at the very same time about the overlay on Miracle Mile. Now, the underlying -- for everyone that's sitting here that is objecting to the size of this building, the underlying map use on Miracle Mile allows for 190-story building. That's the underlying current and existing map use. So, you know, what we're talking about and have talked about for a number of years now is once we did the streetscape, we would then move into the overlay for Miracle Mile. That overlay is the seven-story -- I think it's -- what is it, seven story -- a seven-story building -- seven stories -- or 70 feet, I'm sorry. Six stories or 70 feet was the overlay. So, that is actually the current use that is allowed on that land. And that has been discussed also for a very long time. The discussion with regard to the garage - - Garage 1 was always discussed in that as the Mile redevelops with the infusion of these public dollars, there is likely to be that redevelopment, and yes, they could develop to 70 feet. Do we want parking podiums on the Mile? Absolutely not. So, that the parking would be taken care of or would be addressed offsite. That has been a discussion since at least 2013 and even prior to that. So, although, you know, as residents in the city, you may not know that. You may not be privy to that because you go about your daily lives, and you know, you don't talk about it. But within the City, within the Planning Department, among elected officials and among staff, this discussion has been going on for a long time, so it's not all of the sudden. This has been a long-time conversation. Now, we hired -- I remember requesting that there were issues within the Code that were going to affect how this would redevelop and what would happen. And I requested that we would hire a firm to go back out and look at these inconsistencies in the Code. And particularly, we would separate it. We would look at the residence -- single-family residential, and then we would look at the commercial districts within the city. We did that. We put out an RFP. DPZ, Liz Plater-Zyberk was chosen to do that. We have been working on that project for how long? Two years? Ramon, how long have we been? Okay, so two years. We have been talking about

all of the things that we're talking about here today. So, it is -- we are aware of it. We know it. And the last time we met in a workshop with DPZ was in June, was it? When did we meet? What's -- I'm trying to think how summer goes. It was summer that we last met.

Planning and Zoning Director Trias: You had two...

Commissioner Keon: And I think...

Planning and Zoning Director Trias: You had two Commission workshops in the last few months, yes.

Commissioner Keon: Right. And all of the Commission we're here and some members of the public were here. I know Ms. Kawalerski was there and participated in it also, and there were some attorneys, whatever. This issue of remote parking was being proposed. The issue of reducing for hotels was being proposed. The issue of the shared parking was being proposed. So, we asked when would this be ready? I think we were told at the time that it would be ready before the end of the year. Is that right?

Planning and Zoning Director Trias: Yes. We...

Commissioner Keon: Okay.

Planning and Zoning Director Trias: We expect to have a draft before the end of the year.

Commissioner Keon: You expect to have a draft before the end of the year. So, I agree with you. We are not -- we should not do this, to waive requirements or whatever else. It should be part of the text amendments that come out of the work that we have been doing with DPZ for the last two years that we're on -- were in process and being discussed before this project ever came forward. Now, if we, you know -- if we're going to apply them, we need to see the text -- I will require that

we have -- I want to see the text amendments and whatever before we would approve the site plan because I want to see then how those text amendments can be applied to this site plan. And -- because I believe that is the order in which we should do it. So...

Historic Preservation Officer Spain: Right.

Commissioner Keon: So, whether this has to be -- you know, whether this is going to actually be done and approved by November, I don't really know. They may have to wait if it's going to take us longer to get those drafts and have them before the Commission and have them heard here and do what we need to do in order to work on the Code that we're already working on.

Planning and Zoning Director Trias: Yes.

Commissioner Keon: That's in process. So, I think that what their -- the issue with the parking, the remote parking, all of -- everything that P and Z has brought up here is in progress, and it -- and should be before us before the end of the year. So, I'd ask that you go back, you work on those because they happen to be more timely at the moment, and you bring them before us. Um, the issue of the alley, you know, I don't -- I have no expertise in maintaining alleys or traffic in alleys. So, I would have to rely on our Public Works Department to -- and our Planning staff to work with this applicant to tell us how that should work. And if the staff recommends that there should be a pull off, I would support the staff's recommendation with regard to that. So, that's an area that I -- you know, I am not a traffic engineer. You know, I could sit there and look at something and what I see is what I happen to see in a moment, in a snapshot in time, and I wouldn't want to base a policy decision based on my snapshot in time. I would base it based on your expertise in your field. So, I would like -- I would wait for that recommendation from you before I would make that determination for you to work with the...

Assistant City Manager Santamaria: Throughout the process, we have made some comments and...

Commissioner Keon: Right.

Assistant City Manager Santamaria: They align with a lot of the comments that have been raised previously...

Commissioner Keon: Okay.

Assistant City Manager Santamaria: In this forum today. So, we're waiting to hear the responses as part of the...

Commissioner Keon: Okay.

Assistant City Manager Santamaria: Review process.

Commissioner Keon: So, for me, that's -- I'm -- that's a staff decision, particularly in the hands of the people that have expertise in the field.

Mayor Valdes-Fauli: So, what is your recommendation?

Commissioner Keon: You know, one, I -- the -- I'd like the Planning department, I'd like Mr. Trias to go back with the -- with Liz Plater-Zyberk, DPZ, and the rest of your staff and look at the -- and see if we are ready to bring those texts amendments forward that were in the process.

Commissioner Fors: Sorry to interrupt. I think -- are we going to -- somebody's being asked to leave officially or just receiving a final warning?

Vice Mayor Lago: Why don't we just...

Commissioner Fors: Give her a...

Vice Mayor Lago: (INAUDIBLE).

Commissioner Fors: Yeah. Give her a moment before we -- or did we give official instructions to...

Vice Mayor Lago: I've never removed -- and I want to be very clear.

Mayor Valdes-Fauli: Yeah, but we need to have courtesy and...

Vice Mayor Lago: Yes. Ma'am.

Mayor Valdes-Fauli: We do.

Commissioner Fors: Ma'am.

Vice Mayor Lago: And I want to be very clear because...

Commissioner Fors: Ma'am.

Vice Mayor Lago: Ma'am.

Commissioner Fors: Ma'am, you can stay.

Vice Mayor Lago: Please sit down, please sit down. And I want to be very clear since -- just sit down, please.

Mayor Valdes-Fauli: Yes, but please be -- please, no talking and...

Vice Mayor Lago: Thank you.

Commissioner Keon: So, I would like staff to...

Vice Mayor Lago: Thank you.

Commissioner Keon: Go back to the consultants, and if you're ready to bring those -- you had said you were going to bring them before the end of the year. It's all now the middle of October, so before the end of the year would be December, and there's only one meeting in December. So, I'm going to expect that you're going to see them -- I would expect you would see them...

Mayor Valdes-Fauli: What?

Commissioner Keon: In November. So, you bring back the text amendments if -- that you feel are appropriate with regard to the Mile and the overlay and everything else. And we will look at that in light of this project.

Commissioner Mena: Okay.

Commissioner Keon: That would be my directive.

Mayor Valdes-Fauli: Commissioner Mena.

Commissioner Mena: I agree with a lot of what Commissioner Keon said as far as sort of the history here and how we got to this point, which I think is important to give it context. And I also agree, and I hadn't really thought of -- it would be good to have the text amendment proposals from DPZ to be able to compare what it is that they're suggesting as our consultant. And after having gone through this process and really evaluate this, which homes in on what I think are the

two big issues, for me, at least. I agree -- my mind is that there should be some sort of driveway/carport so that the loading and unloading doesn't occur in the actual 20 feet of the alley, but in some sort of dedicated lane or space to avoid stacking on Ponce. And then the second issue is I'm comfortable with the idea of the remote parking. My concern is with the number of spaces. So, we have an obvious delta between what's currently required and what's being proposed. That's where I think whatever it is that DPZ is proposing, I'd like to see what sort of numbers they're thinking are appropriate for this use so that we can more adequately assess what the right number of spaces is for a project like this. Those are the two areas where I think we really need to hone in on. Look, I -- you know, there's been some talk about whether or not, you know, all due respect to the Marlin Ebbert, who I have a lot of respect for and I appreciate the concern. Do we need a hotel or not? I think it's a fair question to ask.

Mayor Valdes-Fauli: Hotels are being built...

Commissioner Mena: I...

Mayor Valdes-Fauli: Everywhere in the County, everywhere, in Doral and everywhere.

Commissioner Mena: Can I finish, please?

Mayor Valdes-Fauli: Yes, sir.

Commissioner Mena: I think it's a fair...

Mayor Valdes-Fauli: Alright.

Commissioner Mena: Question to ask when you're talking about a project like this. So, I -- you and I may only have anecdotal evidence in that respect. You can count rooms at other hotels.

(COMMENTS MADE OFF THE RECORD)

Commissioner Mena: Agreed, agreed. I can tell you about clients I have to come visit our business in Coral Gables who don't stay in Coral Gables hotels because they'd rather stay at a nicer hotel outside Coral Gables. And so, you know, when we see empty storefronts and we hear from businessowners -- and you talked about going to Ortanique as another anecdotal sort of thing and there was only one table full. We need more foot traffic on Miracle Mile. I don't think there's any question about that. And so, if a hotel is the right vehicle to do that, then I think that would be a wonderful thing. I hope that if this hotel happens and that the rooftop restaurant is a smashing success and that it's a delightful place to go for people so that it does spill over into our other stores and that they're successful. That's what we all want to see for Miracle Mile. The market will determine that. It's not for me to tell the property owner what the right vehicle is for that. They're coming and proposing a hotel. I think it's for us to assess the issues we're talking about. Is remote parking appropriate? How much? What's the impact on traffic and how do we mitigate that? Public right-of-way. Ms. Kawalerski, I think, had very fair points about what's public, what's private and where does the loading and unloading occur. Those are perfectly reasonable things, I think, for us to assess. But that's where I am. I think -- and I hope that the consultants' work on the potential text amendments will help enlighten us in that regard. But those are the...

Mayor Valdes-Fauli: Also, you would like to be...

Commissioner Mena: Those are the two specific issues I'm concerned about. The loading and unloading in a dedicated area or drive -- you know, carport of some sort, and the number of dedicated spaces required.

City Attorney Ramos: And Commissioner Mena...

Commissioner Mena: And how we -- and by the way, and the last thing I'll say -- and how we enforce that in the long-term. That's a discussion I don't think we necessarily have to have today.

But you know, I want to make sure that as time progresses, we continue to be able to maintain control over how many dedicated spaces are required and maintained by the property so that they can operate at a way that doesn't impact our traffic flow.

City Attorney Ramos: There's also an important point to note. Remote parking right now is only allowed for existing...

Vice Mayor Lago: Yes.

Commissioner Mena: Correct.

City Attorney Ramos: Buildings, so there would have to be a text amendment that would...

Mayor Valdes-Fauli: Right.

City Attorney Ramos: Change that for new projects.

Vice Mayor Lago: Yeah, and I think...

Mayor Valdes-Fauli: Let me...

Commissioner Mena: Understood.

Mayor Valdes-Fauli: Let me make a comment on Marlin Ebbert and do we need another hotel. You have three lawyers sitting here. You have a public administrator, and you have an engineer. And we -- I'm a firm believer in private enterprise, and I'm a firm believer in people putting their money where they think they're going to make money. Hotels are being built all over the county. And I'm not going to question a developer on my opinion as a lawyer or our opinion here as "politicians" on whether a hotel is going to be successful or not. I'm not going to question that.

So, that -- I think that that point is very irrelevant in terms this discussion. Thank you.
Commissioner...

Commissioner Keon: I think we did...

Mayor Valdes-Fauli: I mean, Vice Mayor.

Commissioner Keon: I -- could I ask one question? I think we did a hotel...

Mayor Valdes-Fauli: Come on. Let's...

Commissioner Keon: No, but I think we did a hotel study at one time. When they were looking at -- I think it was the Agave thing. And I don't know if it was done through Economic Development. And it did say at that time that we were under hotel rooms.

Mayor Valdes-Fauli: Hotels are being built...

Commissioner Keon: So, there was a study done...

Mayor Valdes-Fauli: Everywhere in the county.

Commissioner Keon: There was a study done that said, yes, we need more hotel rooms in the City of Coral Gables.

Mayor Valdes-Fauli: Okay, Vice Mayor.

Vice Mayor Lago: Are you done?

Commissioner Mena: Yes, sir.

Vice Mayor Lago: Thank you, sir. Appreciate that.

Mayor Valdes-Fauli: (INAUDIBLE).

Vice Mayor Lago: Not at all, never. Never -- no need to be sorry.

Mayor Valdes-Fauli: (INAUDIBLE).

Vice Mayor Lago: Trust me. It's a privilege. Okay, I have a few points, and I want to get them done before my colleague, Commissioner Fors, has to leave because I want to just maybe have a quick discussion and then we move on to the next item. I think what we're doing here, as a Commission and as a city, I think we're bending over too backwards. And there's a point where we'll snap that we need to be very, very careful. Miriam brought up a very good point. Our City Attorney brought up a good point about remote parking and that the Zoning Code only allows remote parking to be considered by the City Commission when there is an expansion or a change in use. This is not an expansion. This is not a change in use. So, this -- right now, it does not qualify, so we have to change it via a text amendment. Again, that's a major change. There's 199.6 of frontage. The Code requires them to have 200 feet of frontage to get to 70 feet. I know it's six inches, and our City Attorney feels that that's negligible and that we'd probably maybe not be in the best position legally. I'm not an attorney, and I won't speak on that. But they still don't meet that requirement. I have concerns about the parking distance. The moment that the valet takes the car, takes it to the parking location, and then has to run back in City of Coral Gables traffic. Are they going to be running? These individuals will probably be running half a marathon a day, if that's the case because it's probably about a thousand feet away, correct, or is it more, 1,200 feet away? So, a mile is 1,600 feet.

Parking Director Kinney: It's essentially two blocks. So, I mean when they drive to the garage, yes, they have to go halfway down...

Vice Mayor Lago: But I mean between...

Parking Director Kinney: Valencia, the 300 Block. But otherwise, it would probably be about 700 feet.

Vice Mayor Lago: Seven hundred feet.

Parking Director Kinney: From the corner at...

Vice Mayor Lago: Almost half a mile.

Parking Director Kinney: Valencia and...

Vice Mayor Lago: Almost half...

Parking Director Kinney: Salzedo.

Vice Mayor Lago: Almost half a mile, almost. So, I think that's a pretty significant run or jog or walk, whatever they're going to do. I have concerns about the alley, excuse me. Obviously, the right-of-way, to me, is a no-go. I visited -- I think we all do. Took a picture of the alley. Here's a very simple picture of the alley, which on a standard day, has four or five cars working in the alley, either parked, visiting, visiting businesses, doing deliveries. You can see the dumpster. There's a lot of congestion in the alley. The alley is very tight as it is. Look at the electrical poles. This is a problem and this needs to be considered. When you talk about the alley, there's ADA concerns. If you look at my Planning and Zoning Board appointment, because I listened to the 2 hours and 55 minutes of the Planning and Zoning Board -- Planning and Zoning meeting, which occurred last week -- two weeks ago. And Rhonda Anderson talks about the width of the alley at an hour and 29 minutes in the meeting, and she talks about it being 20 feet. And she had several

ADA clearances. Again, she's an ADA attorney. I'm not -- I want to make sure that staff addresses the ADA issues. There -- at one hour and 29 minutes in the meeting. That's a serious concern for me. Deliveries. Multiple times during the meeting, it's talked about how deliveries are going to be handled. They're going to be coordinated. They're going to be done at night. Kevin Kinney, will you be -- will you please be a gentleman and stand up here one second? And I want Miriam to pay close attention, as she's always doing. Have you not heard from me in two years in reference to what we used to talk about every single day and the issues where trucks, 18-wheelers, people parking illegally in downtown. You know why I don't call you anymore about that? Because I'm tired of that battle. I'm tired of something that's unfixable. You can't fix it. People -- Sysco and all those entities are delivering and basically parking on the streets. They bring out cones. They do the delivery. It takes five minutes. They load back up and they leave. Blocking traffic. They're doing it all hours of the day. We've tried to find them parking so they wouldn't do it. It has never worked out. So, I mean, I just can't continue to fight that battle. And you -- for how long have -- we were talking about that? How many years?

Parking Director Kinney: It's been years and I can -- I mean, I've been here 13 years now, and I can list the worst alley, the second...

Vice Mayor Lago: Yeah.

Parking Director Kinney: Worst alley, the third worst alley. This one is probably in the middle someplace.

Vice Mayor Lago: But I'm getting to that point now. I'm getting to that point. I'm happy you brought that up. So, when you talk about the alley issues, you have a major restaurant that's known for its in and out traffic and how many people go to visit Cheesecake Factory. They have -- some comments that you made on the Planning and Zoning Board meeting was that they're going to use the east-west alley, correct?

Parking Director Kinney: I've met with Cheesecake Factory. That is actually intended to be part of the centralized valet.

Vice Mayor Lago: Yes.

Parking Director Kinney: At our new -- brand new -- and I'm not going to call it a garage because we already have decided it's going to be our first mobility hub.

Vice Mayor Lago: Yes.

Parking Director Kinney: Our very first mobility hub, which is the replacement for Garage 1, the valet for Cheesecake Factory is going to be right there.

Vice Mayor Lago: Yeah, but I'm talking about service. You said east-west -- they're going to use the east-west alley, correct?

Parking Director Kinney: The -- you mean delivery service...

Vice Mayor Lago: Yes.

Parking Director Kinney: For Cheesecake Factory? No. In fact, the conversation -- we're looking for the best traffic engineering solution, and right now, it appears that that may be that the alley becomes a one-way westbound. And you would -- for Cheesecake Factory, you would come in on the north-south alley and then turn left to exit.

Vice Mayor Lago: Because my con...

Parking Director Kinney: That's not been completely decided.

Vice Mayor Lago: Yeah. Because my concern there is that you have restaurant, with the magnitude of Cheesecake Factory, is producing a lot of food. You have a hotel, possibly, which is going to have a rooftop terrace with a restaurant, which I think is going to be wonderful for the area. I'm looking forward to it. But the issue is the trucks are going to pull in. They can't make that corner to go towards Andalusia. So -- and then if they were able to make that corner, that's a one-way street. They got to go up Andalusia, so it's going to be congestion because the valet car -- the cars that are using valet are going to be waiting behind them as had the light on Andalusia turns green. So, it -- that's something that needs to be really finessed and studied.

Parking Director Kinney: Well, and Public Works and Parking have been working on that. In the design of our new mobility hub, making that alley function better by getting the -- all the utility poles out of the alley, by getting all of the dumpsters out of the alley, by creating corners that are easier for trucks to maneuver. Those are all part of the design of our new garage.

Vice Mayor Lago: Let me ask you a question, Kevin. And you and I have been talking about 18-wheeler parking in the downtown for years. You think that no matter what you do, no matter if you get rid of those poles, no matter if you make it smoother, the transitions on the corners, tell me the truth. Do you think an 18-wheeler truck, who's bringing in materials, who's bringing in food, will have a smooth in and out of this alley with the way that it is all the way at the theater and how -- and the fact that Andalusia's a one-way street?

Parking Director Kinney: I can tell you right now they pull down and then they back into the alley.

Vice Mayor Lago: So, it's not a smooth transition.

Parking Director Kinney: So -- but it's...

Mayor Valdes-Fauli: Commissioner, we...

Parking Director Kinney: An enforcement issue.

Vice Mayor Lago: So, let me...

Mayor Valdes-Fauli: Vice Mayor, let me...

Vice Mayor Lago: Huh?

Mayor Valdes-Fauli: This is part of the discussion we're going to have when the Code is amended, pursuant to, Commissioner Keon's -- should we not put this off until that point?

Vice Mayor Lago: But I think it's important to give staff some rec -- a little bit of recommendation so that they know what to address when they come back. And this was addressed also by Dr. Sokoloff. A minute fifty-one -- he's been in that building. He worked in that building for 24 years. If anybody knows, he knows. It's a working alley, as he put it, during that Planning and Zoning Board meeting. So, we need to really look at that. I already talked about the process being, you know, not circumvented, but the process being done out of line, which is fine. My concerns with the stacking, which were mentioned at a minute forty-six by the architect. They're talking about four vehicles -- that they're going to be ready for four vehicles on stacking. My question for staff, is this the first time that we use an alley for stacking in the City of Coral Gables? You don't have to answer me now. I just would like for you to answer me the next time because I've never heard of -- I've never seen us using an alley for stocking before. Maybe I'm wrong, possibly.

Parking Director Kinney: In limited situations.

Vice Mayor Lago: But this would be -- this would not be limited.

Parking Director Kinney: No.

Vice Mayor Lago: This would be permanent.

Parking Director Kinney: Absolutely.

Commissioner Mena: Don't we do it next to the old Swine, where AD LIB is?

Parking Director Kinney: Swine restaurant, we allow valet there. The old -- the restaurant prior to Bricktop's, prior to Cheesecake Factory...

Vice Mayor Lago: But Swine, they have to -- but Swine -- they -- in the alley, between the bank and Swine, they're in there, right?

Parking Director Kinney: In the alley.

Vice Mayor Lago: They used to be on the street before, right?

Parking Director Kinney: They would get citations.

Vice Mayor Lago: They would.

Parking Director Kinney: They're supposed to get citations.

Vice Mayor Lago: But their sign is on the street.

Parking Director Kinney: They sometimes put the sign right at the entrance. But the valet is supposed to happen in the alley.

City Manager Iglesias: The parking garage for Regions Bank is in the alley.

Parking Director Kinney: Yes.

Vice Mayor Lago: If you don't mind, just find -- just give me that answer to see other examples of that for when we do meet.

Parking Director Kinney: It's limited, but...

Vice Mayor Lago: Yeah.

Parking Director Kinney: We have allowed it before.

Vice Mayor Lago: Yeah. So, I think Miriam brought up the issue of remote parking, and you know, how this site doesn't qualify currently. They're going to be using 2655 LeJeune, and you're talking about around 700 feet they're going to have to run, which is almost half a mile. That's pretty significant when you're running back and forth servicing the area. I think something that's very important is the fact that there isn't a covered drop off area. It's going to be open to the sky. So, if it's raining, if there's a disabled person, they're going to be, you know, exposed to the elements. What I'm a firm believer -- and I think there has to be some sort of nook, like Commissioner Fors mentioned. There has to be -- and I know the developer doesn't want to do it because it eats up away at their square footage, but that's their problem, not ours. I don't want them just taking cars into the alley. There should be -- and I know they have bollards there and they say there are some columns that are being redesigned. This building is being completely demolished.

Parking Director Kinney: On that issue, I...

Vice Mayor Lago: You should do -- where the lobby is right now, where the lobby's being proposed, that should be where the cars pull in into the lobby and they should push the lobby even further back. The reason they don't want to do that is because it's going to eat away at their square

footage on a first floor. But they need to make those accommodations for us, and we need to make -- and we, as a city, need to make those accommodations for the disabled people, for the lady who's carrying a baby who has to go -- like my wife with two kids. When she takes them, she's got to take them out of their car seats. What if it's raining? You know, she's got to take the seatbelts off. There's a lot of people on this Commission that know exactly what it is to have children. So, the elderly people...

Commissioner Keon: Well...

Vice Mayor Lago: Who are not as brisk on their feet, you know, people in their seventies, eighties, nineties, when they're -- when they have to get out of the car and they have to run, you know, under the elements. I think that's a problem for them.

Parking Director Kinney: I think on that specific issue, I do need to correct one thing that happened during...

Vice Mayor Lago: Yep.

Parking Director Kinney: The public testimony. And also reiterate something Ramon stated initially. On the issue of the site plan, it looks like right now staff is going to recommend approval with conditions with changes. I can tell you this has gone before the Parking Advisory Board.

Vice Mayor Lago: Yep.

Parking Director Kinney: The Parking Advisory Board is recommending approval of the project with -- but they would like to see two changes. One is exactly what you're talking about, a loading and unloading zone that's within the envelope of the building, number one. And number two was the issue of the remote parking, something extended five to ten years so that we had some certainty. Those are the two conditions that the Parking Advisory Board would like to see it happen.

Vice Mayor Lago: So, I have just a few...

Parking Director Kinney: But they do support the project.

Vice Mayor Lago: Perfect. So, I have just a few more points. In reference to the paseo, when you measure the paseo, to my understanding, the paseo's smaller today -- excuse me, being proposed than what it is today. It's going to be a smaller in width, my understanding.

Parking Director Kinney: I will measure...

Vice Mayor Lago: It could be...

Parking Director Kinney: So, I can give you the exact measurements.

Vice Mayor Lago: Yes.

Parking Director Kinney: But I don't believe that's true.

Vice Mayor Lago: Okay, so just...

Parking Director Kinney: And it's in a...

Vice Mayor Lago: If you could con...

Parking Director Kinney: Better location.

Vice Mayor Lago: No, no. I know that. It's a much better...

Mayor Valdes-Fauli: It's going to be wider.

Vice Mayor Lago: It's a much better...

Commissioner Keon: Wider.

Vice Mayor Lago: Location. It's further away so that people...

Mayor Valdes-Fauli: It's going to be wider, Commissioner.

Vice Mayor Lago: Okay.

Mayor Valdes-Fauli: Vice Mayor.

Vice Mayor Lago: Well, I must have missed that.

Mr. Navarro: Yeah. So, we actually went out and measured the paseo because it wasn't measured on our survey, so that's a great comment. The existing paseo's actually ten feet. And the proposed paseo is ten feet of open unobstructed to the sky, with a five-foot covered area to provide some protection in the event of, you know, weather.

Vice Mayor Lago: Okay, so it's 15 feet?

Mr. Navarro: It's 15 feet, and currently, today it's ten.

Vice Mayor Lago: Then I -- excuse me. I was the wrong.

Mr. Navarro: No worries.

Vice Mayor Lago: It's not the first time today. All right. So, I would like to see if our Police Chief could come up for one moment, and our Fire Chief, if he's here. I want to know from our two chiefs, what is your impression in regards to the alley? You have any concerns about the alley? Do you think there's anything that needs to be reworked?

Police Chief Hudak: I think -- engineering wise, if everybody obeys the laws, then we don't have a problem. However, when they don't obey the laws and they double park or the tractor trailers stop traffic on Ponce, it doesn't work. Again, in a nutshell, anything that you can keep on a foot plan, traffic in, traffic out and if it's a one-stop shop, then it makes it better for us. But if it's a drop-off, and then that car, by valet or otherwise, is getting back into this circular flow of traffic, back out to an off-street parking to then run back, you know, then we have -- and again, it's that kind of concerns that we have from the enforcement side, as well as pedestrian traffic. You know, the moment we write a jaywalking ticket, we get crucified. And so, that is going to be a very tight corner with the way the design is, both pedestrian wise, traffic wise. We see on a regular basis some of the fender benders that happen in that alley because of its uniqueness of the left-hand turn on the eastern part. And then the -- where the traffic -- I'm sorry, where the trash dumpsters are at the far western side, it's literally impossible for any kind of vehicle to pass well. So...

Vice Mayor Lago: Thank you, Chief.

Police Chief Hudak: Emergency wise, it would be a problem for us.

Vice Mayor Lago: So, do me a favor. Just work with the City Manager and team because the last thing I want is there to be an accident or somebody have a heart attack in the restaurant and we have an issue getting in and out because we don't fit into the alley. That's a major issue.

Police Chief Hudak: Oh, that's...

Vice Mayor Lago: Like if our rescue -- like, for example, if our rescue vehicles don't fit into the alley and they're on -- then they're spilling out to the street, you know, every -- every moment, every second is precious. So, I just want to make sure...

Police Chief Hudak: Well, from police standpoint, I can't -- I'm sure the Fire Chief can address that. If we have something happen in that area, we just shut it down. And we would just...

Vice Mayor Lago: Yeah, I know.

Police Chief Hudak: Perimeter. The access for the Fire Department, what we would need afterwards is something that they would have to address. It would be a bigger issue.

Vice Mayor Lago: Thank you. My last two points. If this is -- we hear a lot about this is the future, this is the future, this is the future. And I don't doubt it. I think there is a lot of opportunity, and I think that right now we may be a little ahead of our time because of the lack of actual infrastructure and actual, you know -- the delivery of items like the SMART Plan, which I think would really alleviate congestion and traffic issues throughout Miami-Dade County. But if this is the future, what I want to make sure is, I want to understand from staff, before we bring this back, how many other locations in the Mile would or could potentially go up to eight stories like this? How many? And I think we'd be -- because I've walked the Mile on multiple occasions, and we've heard it from several residents to do it on a continual basis. I'm pretty sure that people will be, you know, taken aback if they realize how many properties would qualify if we allow for these texts amendments. And the little -- the Miracle Mile that we've come to love and enjoy -- for example, I recommend you go to see Naples, or you will go to see Fort Myers, which I've recently gone to. You know, they have three and four stories, well done, well done, three- and four-story downtown main thoroughfares that are beautiful. I'm not against the increase in the height. But what I am -- I don't want to see Miracle Mile has become a concave, you know, jungle -- concrete jungle where it's, you know, one building after another. You can see that...

Mayor Valdes-Fauli: Let's...

Vice Mayor Lago: You can see that on Bird Road. So -- and we have fought for such a long time to keep Miracle Mile low scale. Case in point, Mr. Navarro, represented a previous client on 100 Miracle Mile, where we kept that at 40 -- 40 or 45 feet. 10 Aragon -- these are just examples of projects that were built that made Miracle Mile low scale. So, my final point is I think we need to be careful because if this project gets built as approved or as being requested, I have a feeling that the final outcome will be there will be a stacking issue on Ponce because there already is one. When there was a Starbucks there, the Starbucks truck used to park in the middle of street, bring out their cones, unload their materials for 30 minutes, and then go out and then get back into the 18-wheeler and drive off because they didn't fit into the alley. So, that's what they did. I sent multiple pictures to Ed and to Peter all the time about that. And people would be stacked for blocks because they couldn't see the fact that there was an actual truck there. So, what the -- what's going to end up happening is that the developer's going to come to say, oh, we're going to have to give to the developer those five parking spaces in -- on Ponce that are on the side...

Mayor Valdes-Fauli: Commissioner, let's...

Vice Mayor Lago: Of the building.

Mayor Valdes-Fauli: Bring this to a close.

Vice Mayor Lago: No. I'm bringing it for a landing.

Mayor Valdes-Fauli: Please.

Vice Mayor Lago: So, my other thought that I had today was -- I don't have anything to discuss any more about the project -- was I wanted to discuss with my colleagues very quickly about making a motion to authorize the City Manager and City Attorney to meet with CGCC and discuss

a path to make them whole if the City Commission wishes to move in a different direction. I'd like to see us finalize that past issue that we had before us and potentially entertain a different option for a site that we're currently discussing today. If anybody would like to...

Mayor Valdes-Fauli: Thank you very much.

Vice Mayor Lago: If anybody would like to entertain that?

Mayor Valdes-Fauli: No. I mean...

Commissioner Mena: What? Sorry, what is the exact motion?

Vice Mayor Lago: The motion is to authorize the City Manager and City Attorney to meet with CGCC to discuss a path to make them whole as per cost to this moment, if the City Commission wishes to go in a different direction.

Mayor Valdes-Fauli: I think that is a very, very, very dangerous path to follow. I mean, they have spent dozens or hundreds of thousands of dollars in this site, and we're not going to reimburse them for that. I'm very much opposed to that. And this is the site they chose, and we either approve it or not approve it, but we shouldn't, you know, pick another site for them and reimburse them for the hundreds of thousands of dollars.

Vice Mayor Lago: Okay, perfect.

Mayor Valdes-Fauli: I don't think that's right. Would you make -- you made a motion to defer this until we...

City Attorney Ramos: Just a minute, sir. There's a motion on the floor. Is there a second?

Commissioner Keon: For what?

City Attorney Ramos: Commissioner Lago...

Commissioner Keon: Oh, I'm sorry.

City Attorney Ramos: Made a motion. Is there a second?

Commissioner Keon: Oh, I don't know.

Mayor Valdes-Fauli: Second? Dies for lack of a second person.

City Attorney Ramos: Motion fails. So...

Mayor Valdes-Fauli: Okay. Let's -- do you want to make a motion?

Commissioner Keon: No. I think he was...

Commissioner Mena: I'll just...

Commissioner Keon: I think we gave direction to bring back...

Commissioner Mena: Before we...

Commissioner Keon: Oh, go ahead.

Commissioner Mena: Sorry.

Commissioner Keon: Go ahead.

City Commission Meeting

October 8, 2019

Agenda Items F-10 and F-14 are related - Ordinance of the City Commission of Coral Gables, Florida requesting receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 3, "Development Review", Division 10, for the receipt and use of TDRs for the proposed project referred to as "220 Miracle Mile", on the property legally described as Lots 17-24, Block 2, Crafts Section.

Commissioner Mena: Listen, if you want to bring that to another meeting with a little more information and time to consider it, I'll -- I'm happy to talk about it. But...

Mayor Valdes-Fauli: I think it's very dangerous.

Commissioner Mena: Since you just brought it up, I don't know.

Vice Mayor Lago: No, no. I just want -- I brought it up because I think there's an opportunity to do something interesting. And you know, in an effort to try to keep Miracle Mile as low rise as possible and do something that, again, is impactful.

Mayor Valdes-Fauli: And we should destroy the Colonnade too.

Vice Mayor Lago: No.

Mayor Valdes-Fauli: To keep it down.

Vice Mayor Lago: All I'm saying...

Mayor Valdes-Fauli: Okay.

Commissioner Keon: All I asked was direction to staff to work with DPZ to bring back the amendments that have -- that are -- have been discussed that are applicable to the Mile.

Mayor Valdes-Fauli: Okay. Make a motion to defer...

Commissioner Keon: And...

Mayor Valdes-Fauli: This and...

Vice Mayor Lago: But let me...

Mayor Valdes-Fauli: To ask staff...

Vice Mayor Lago: Ask you a question.

Mayor Valdes-Fauli: To do it.

Vice Mayor Lago: Why -- but why...

City Attorney Ramos: There's no deferral required.

Commissioner Keon: There's no deferral.

City Attorney Ramos: Because the item isn't on for vote.

Vice Mayor Lago: But I'm asking. I'm asking you a question. Why...

Commissioner Keon: There's no deferral because it was only a discussion item.

Mayor Valdes-Fauli: Okay.

Commissioner Keon: So, it's really...

Vice Mayor Lago: But why are we...

Commissioner Keon: To ask them to come back, you know, and you're going to have to let us know, but we're not going to hear this project...

Mayor Valdes-Fauli: No, this is a resolution.

Commissioner Keon: Or the site plan.

Mayor Valdes-Fauli: This is not a discussion.

Commissioner Keon: To...

Mayor Valdes-Fauli: It's a resolution, not a discussion.

Commissioner Keon: Oh, I'm sorry.

City Attorney Ramos: The resolution's not on for vote today. You're separately asking for a direction to staff to do something, correct?

Commissioner Keon: Yes. Okay, so this is direction to staff, which I guess I need support for. That's what you're saying?

Mayor Valdes-Fauli: Right, and to...

Commissioner Keon: Okay.

Mayor Valdes-Fauli: Defer this and motion to staff to redo the Code in order to make this possible.

Commissioner Keon: To bring back the text amendments that are under consideration. And you know, I don't want to influence what you -- what they're doing. I want to see her work...

Planning and Zoning Director Trias: Certainly.

Commissioner Keon: As we have discussed and ask her to bring them back with regard to the Mile.

Mayor Valdes-Fauli: Okay. Is there a second to that?

Commissioner Keon: Before we consider this project.

Vice Mayor Lago: Can we have...

Mayor Valdes-Fauli: To defer.

City Attorney Ramos: No. I have to keep making that clear. F-14 is not on...

Commissioner Keon: Right.

City Attorney Ramos: For a vote today.

Vice Mayor Lago: Yeah, it's not.

Commissioner Mena: There's nothing to defer.

City Attorney Ramos: There's nothing to defer.

Vice Mayor Lago: Nothing to defer. We're just giving them input.

City Attorney Ramos: Separately, there's a resolution directing staff to do something.

Planning and Zoning Director Trias: And the direction...

Mayor Valdes-Fauli: Yeah, but F-14 is a resolution.

City Attorney Ramos: But it's not...

Planning and Zoning Director Trias: But it's not...

City Attorney Ramos: Sir, if you look underneath, it says this resolution is not for consideration at this time and will not be -- and will be included with the second reading.

Mayor Valdes-Fauli: Okay. Okay, I'm going to adjourn the meeting. We're not getting anywhere and...

Commissioner Keon: Well, it's just to give them direction.

Mayor Valdes-Fauli: Okay.

Commissioner Keon: And yes...

Mayor Valdes-Fauli: Give them direction.

Commissioner Keon: To give direction.

Mayor Valdes-Fauli: Is there...

Commissioner Keon: I would like...

Mayor Valdes-Fauli: Support for that?

Vice Mayor Lago: But I -- I mean, I don't have support for that, but what I would like to see is, I would like to see is that we, as a Commission, have a workshop and discuss it again.

Commissioner Keon: (INAUDIBLE).

Vice Mayor Lago: I'm sorry, Commissioner Keon?

Commissioner Keon: I'm just -- I'm asking that they come -- that you come back with those items that we talked about at the last workshop that they were finalizing and intending to bring back by the end of the year.

Planning and Zoning Director Trias: The consultant...

Commissioner Keon: That you -- let's move ahead with that...

Vice Mayor Lago: But I don't want...

Commissioner Keon: Please.

Vice Mayor Lago: To bifurcate -- I don't want to bifurcate what Liz Plater-Zyberk is doing just to benefit this project. I want her to finish everything and then we will sit down in a workshop. We will go over it, and we, as a Commission, will address -- okay, you know, give some feedback in regards to where we stand, and then we can put on a future Commission. I'm just in no hurry. I don't want to push things through, the text amendments, so that we can meet the needs of this developer. That's not the way things should be.

Mayor Valdes-Fauli: Okay. You have your instructions to bring it back...

City Attorney Ramos: Well, there's a motion. Is there a second to Commissioner Keon's motion?

Commissioner Mena: I don't know what the -- I don't understand what the motion is. I'll be perfectly honest with you.

City Attorney Ramos: The motion is to bring back only the...

Commissioner Mena: There's no resolution.

City Attorney Ramos: Miracle...

Commissioner Mena: There's no resolution on the agenda.

Commissioner Keon: Right.

Commissioner Mena: There's nothing, I don't think, even on this project on the next Commission agenda.

City Attorney Ramos: Correct.

Commissioner Keon: I don't either.

Commissioner Mena: So...

Commissioner Keon: It's really only asking them to bring back what's appropriate so that we can consider...

Commissioner Mena: Right.

Commissioner Keon: A site plan.

Vice Mayor Lago: But do you want the whole thing? You want the whole study done?

Commissioner Mena: Guys, I don't think we need to -- there's nothing on the table for us. I think...

Commissioner Keon: Okay.

Commissioner Mena: If you...

Commissioner Keon: That's fine.

Commissioner Mena: I think if, respectfully...

Commissioner Keon: I -- no.

Commissioner Mena: If you want...

Commissioner Keon: I agree with you.

Commissioner Mena: Information before we come back on this, you're totally entitled to get that from staff and so is anybody else up here.

Mayor Valdes-Fauli: Alright.

Commissioner Mena: I don't...

Mayor Valdes-Fauli: There's no...

Commissioner Mena: What's the...

Mayor Valdes-Fauli: Issue then...

Commissioner Mena: There's no issue...

Mayor Valdes-Fauli: Before the...

Commissioner Mena: To really, I think, vote on today on this issue.

Planning and Zoning Director Trias: The only issue that matters is that some amendments need to be made prior to you being able to approve...

Vice Mayor Lago: Ramon, it's...

Planning and Zoning Director Trias: The project, so...

Commissioner Mena: Nobody's proposing that amendment...

Planning and Zoning Director Trias: Yeah.

Commissioner Mena: Yet because everybody's saying...

Planning and Zoning Director Trias: Exactly.

Commissioner Mena: They'd like to have more information...

Vice Mayor Lago: Ramon, is...

Commissioner Mena: Before even considering that.

Planning and Zoning Director Trias: Yeah.

Mayor Valdes-Fauli: Okay. Let's go on to the next item.

Commissioner Mena: Is that fair?

Vice Mayor Lago: Yeah.

Mayor Valdes-Fauli: We've discussed -- is that alright?

Commissioner Keon: Yeah.

Mayor Valdes-Fauli: Okay, next item.