

**City of Coral Gables City Commission Meeting  
Agenda Item H-2  
September 8, 2015  
City Commission Chambers  
405 Biltmore Way, Coral Gables, FL**

**City Commission**

**Mayor Jim Cason  
Commissioner Pat Keon  
Commissioner Vince Lago  
Vice Mayor Frank Quesada  
Commissioner Jeannett Slesnick**

**City Staff**

**City Manager, Cathy Swanson-Rivenbark  
City Attorney, Craig E. Leen  
City Clerk, Walter J. Foeman  
Deputy City Clerk, Billy Urquia  
Planning and Zoning Director, Ramon Trias**

**Public Speaker(s)**

**Chuck Bohl, Consultant on Project  
Patrick Nolan, President Riviera Homeowners Association  
Amado Acosta, Coral Gables Resident (S. Alhambra Cir.)  
Henry Pineda, Coral Gables Resident (Aduana Ave.)  
Sue Kawalerski, Coral Gables Resident (Gratian St.)  
Astrid Winkle, Coral Gables Resident (Placetas Ave.)  
Gerald Pinna, Coral Gables Resident (Alfonso Ave.)  
Victor Cuesta, Coral Gables Resident (Placetas Ave.)  
Eva Gordon, Coral Gables Resident (Andora Ave.)  
G. Troy Register, Coral Gables Resident (Placetas Ave.)  
Stuart Rich, Coral Gables Resident (Aduana Ave.)  
Elsie Miranda, Coral Gables Resident (Aduana Ave.)  
Alicia Amanda Fernandez, Coral Gables Resident (Granada Blvd.)**

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Agenda Item H-2 [Start: 10:40:47 a.m.]

## **Time Certain**

### Discussion on U.S.-1 / Red / Sunset Corridor Visioning Workshop

Mayor Cason: Let's start off with the City Attorney and then Pat Keon has something she'd like to say.

City Attorney Leen: Thank you Mr. Mayor. This is a time certain discussion on U.S.-1 / Red / Sunset Corridor Visioning Workshop. I just had a few remarks to make before I begin. As I think many people in the audience know, there is an application going forward, Paseo de Riviera, which is set at the Planning and Zoning Board for a legislative and quasi-judicial hearing at 6:00 p.m. on September 16<sup>th</sup>. And as you may recall all the presentations have been finished and my recollection of the meeting, Mr. Planning and Zoning Director, is that its going to begin with public comment, and we are expecting to take a lot of public comment at that meeting. So, I just wanted to say that first. Second, because there is a quasi-judicial component to that application. Its important that we not discuss it extensively here today, and I'm not saying that to tell people not to speak. Your voices will be heard, in fact you will receive three public hearings; two in front of the Commission, one in front of the Planning and Zoning Board, at which to make your voices heard. We did notify you through your counsel, Tucker Gibbs, and we also notified the applicant, because this visioning workshop may impact that, its possible, and there are certain things that may be discussed today that you should know about, so you are aware of when you into those hearings. But the purpose of this meeting today is not to address Paseo de Riviera specifically. It is to address the entire U.S.-1 corridor in that area. So with those remarks I would turn it back to the Mayor.

Mayor Cason: First of all, I'd like to have Pat Keon who called for this study to make some remarks and then Ramon if you could pick it up.

Commissioner Keon: Thank you. Thank you Mayor Cason. I know that there has been some frustration on the part of residents when we did this visioning workshop to not discuss this project specifically. The purpose of the visioning workshop was to begin the discussion as to how the U.S.-1 corridor from primarily Granada up through Alhambra Circle should be

developed, because there is pressure for redevelopment along that corridor and the properties have sold and we know that's coming forward. Our hope was to work with the Planning Department with public input to look at how that corridor should develop and to set up some standards and to set up some guidelines for the development along that corridor and not have everything be by variance or changes, request for changes to our land map or everything else. And I also know that there was some discussion that it was held in the summer and people weren't here and whatever. What I hope you would understand is that this development has been in the Planning Department for a very long, a very long time, and they are entitled to begin to move forward at some point. We asked to do this visioning project because we wanted to be out in front of, as a Commission, we wanted to be out in front of this project, so that by the time the project came before the Planning and Zoning Board or before it came back to the Commission, we had looked at how we thought or how we believed and what our policies would be with regard to development along that corridor, so when the Planning and Zoning Board looked at it, they would look at it with regard to the policies that are set by this Commission for development and the recommendations that came through our Planning Department. So it was never anyone's intention to have it at a time that people were away or whatever else. It was set at a time that put us out in front of the dates that it would come back before the Commission or it would go before the Planning and Zoning Board so that it didn't just keep churning, a decision would be made on it. So that was the reason why it was done when it was done, that's the reason why its being done the way that it is being done. It is really to look at how development and the recommendations from our Planning Department based on public, your input, and on our Commission input, and planners as to how that area should begin to be developed because we know its going to be redeveloped. So I am very happy that there are so many of you here, the Riviera Neighborhood Association has always been a very cohesive and a very vocal community that works very hard to protect the best interest of what they believe to be the best interests of their community. You are wonderful residents, you are very active residents, you are concerned about your City and we appreciate everything that you do along with us to help us maintain our City. So thank you for being here. I think then what we are going to look at is how do we go about planning the development along that corridor and do the projects being presented, do they fit into that plan? So thank you very much.

Mayor Cason: Ramon, would you let us know where we stand right now based on the input that you've heard from the public and your staff.

Mr. Trias: Thank you Mayor and I want to thank Commissioner Keon and other Commissioners for encouraging the public discussion that we've had. In my view, this is just a beginning. I believe we need to continue to get input from the public and I'm very glad to see so many people are here today. This is really a great thing for the City. What we have today is a report of a draft, a first preliminary draft that has been prepared by the consultant and by staff, which is this document which was posted on the web and its accessible through the website of the City. I have a few copies with me in case anybody wants them. I have a few printed copies in case anybody didn't get a chance to download it. But I think the document is a good summary of what took place and a good beginning in terms of ideas, ideas that could be used in the future to review projects. As the City Attorney said clearly, we are not reviewing a project today, that is not being done today. What we are doing is we are looking at the big picture, the vision, and some tools that could be useful for the City to review future projects and to listen to what the vision of the community is and many of them I suppose are going to speak. As far as the public hearing, that takes place next week, that will be the opportunity to talk about the project. As the City Attorney said, last time we had, if I recall correctly, 45 people signed up to speak, so I expect that those people and many more are going to show up and hopefully will give us their views, but that will take place next week. If I could have the PowerPoint please. As I said, the document is this booklet and what I'll do first is show you a video, a video prepared by Coral Gables Television that gives you a good sense of what went on and the level of intensity and optimism and commitment on the part of the community during that process. So if we could have the video please.

[Note for the record: There was a short video shown to the Commission]

Mr. Trias: So Mayor, I want to thank the Coral Gables Television staff for doing that fantastic job with that video. Also, I want to invite our consultant, Chuck Bohl, to join me here, and I want to stress again, this is not a consultant's report, this is not the staff report, this is really a collaborative effort and it should be seen as such by which we are trying to get the community

involvement and we are trying to brainstorm ideas. So that is the way that I would recommend we look at this discussion today. We made a great effort of outreach; we had flyers, we had a variety of e-mail communications, we had direct e-mail invitations to the many partners that we have in this effort, including the Riviera Neighborhood Association, the University of Miami, the Friends of the Underline, Red/Sunset Merchants Association, the FDOT (Florida Department of Transportation), the City of South Miami, Miami-Dade Transit, a variety of entities that really have some say in the future of this area. We also had public announcements on Coral Gables TV, we had YouTube public service announcements and the videos, by the way, are posted on YouTube for everybody to see. We had postings on the Coral Gables website, we had a flyer dropped off July 13<sup>th</sup> just before the July 17<sup>th</sup> and 18<sup>th</sup> events, just to remind ourselves of the timeframe. We also had a newspaper advertisement and we had Coral Gables E-NEWS. Chuck will describe the workshop agenda and will summarize the events.

Mr. Bohl: Good morning, thank you. We found that the Downtown North Ponce Workshop, the City asked our team, the Planning staff to organize a similar workshop for the U.S.-1/Red Road and Sunset corridors. The objectives of the workshop were to initiate a dialog about the overall character of the area today and in the future, gather input from the public through a variety of individual and team activities, identify key issues, challenges and opportunities in the study area and generate recommendations for the City's consideration. All of these workshops, these initial conversations are expected to help identify potential conflicts and issues and I know we've identified particular interest from neighbors in this study area. The team included Joanna Lumbarg, a faculty member from the School of Architecture, who reprised her role on healthy communities; Meg Daley, the founder of Friends of the Underline, which is obviously a huge piece of the future puzzle in the study area; and Jason King of the Deborah Cole and Partners who is a featured speaker. Alex Adams also served to helped with the Saturday tours and the workshop. The City defined the scope and objectives of the workshop, selected the venue, and promoted the event to the community. The team prepared and delivered the open presentations, facilitated the workshop, and prepared this report summarizing the results. This was not a Charrette; a Charrette is a very long in depth design workshop where a team is doing things for

the community, this was a facilitation to gather input from the public. And this is on a large study area, 200 acres or more, along nearly two miles of commercial corridors in the heart of the City. Visioning workshops are broad and as the Planning Director has emphasized, they are the starting point of a long term planning process. The kickoff event follow the same workshop format and methods from the North Ponce workshop. Opening night generated a lot of great questions. We used a method to text questions, but we also took questions from the microphone. The method for texting questions allows us to get a lot more input and a lot more questions from the audience. Think about how long it takes to take a microphone into the audience to an individual physically and the time it takes for them to articulate a question and then to come back and have a response. In that time period, in that time booth, you can get 3, 4, 5, you can get as many questions as people can send you via text, simultaneously while other people are asking questions. So that is a standard and a very valuable method. All 41 of those questions are documented and provided and the other questions are videotaped, the entire session is videotaped. The kickoff event identified strong interest in Paseo de Riviera, the redevelopment proposal for the 2.7 acre Holiday Inn property on U.S.-1. Commissioner Keon was explaining at the workshop as well as today, the workshop scope versus the ongoing review process for the Paseo project and I'll comment more on this when we look at the study area. The kickoff was well attended and we actually mapped the participants by address that they provided. Seventy-seven percent (77%) were Coral Gables residents; nine point six percent (9.6%) were from other parts of Miami; four point one percent (4.1%) from South Miami, the rest sprinkled in Shendly Park, Pinecrest and Kendall and we'll provide you with the maps for those participants. The next morning included transit and walking tours of U.S.-1, Red Road, and Sunset Road study area. The Saturday morning workshop was also well attended, again we mapped the participants from that workshop; seventy-one percent (71%) were Coral Gables residents; fourteen percent (14%) from other parts of Miami; ten percent (10%) from South Miami; and of the Coral Gables residents seventy percent (70%) of the participants resided within the study area. The public input methods include one word response cards, surveys, they were filled out individually, a much longer visual preference survey than we had in the North Ponce workshop, and group table sessions where residents discussed and summarized their ideas. The scope of the workshop is within this aerial as defined by the City. The study area encompass more than 200 acres along

two miles of commercial corridors, including the major ones identified. It includes the University of Miami campus frontage on the Ponce de Leon and U.S.-1 side, the southbound side of U.S.-1, the location of the proposed Underline Linear Park that would provide high quality pedestrian and bike linkages along the ten mile route beneath the Metrorail; dozens of buildings and properties where the City is anticipating significant development pressure; and we think most importantly the busiest traffic and transit corridor in the City. On pages 22 and 23 of your report there is some summary of the statistics for this. Sections of U.S.-1 and Ponce carry between 80 to 100,000 average daily vehicle trips per day, depending on the section you look at, that's nearly and just for context, that's nearly...

Commissioner Slesnick: How many again?

Mr. Bohl: 80 to 100,000 daily vehicle trips per day, so there are monitoring stations along the study area and for each one you can look at the combination of traffic on U.S.-1, which is an 80,000 range and Ponce de Leon. And just for a point of comparison, that 80 to 100,000 average daily trip a day is nearly 400 percent higher than Brickell and downtown Miami, this is a hugely traffic corridor. Transit stations in the study area include University and South Miami and they connect to the busy North and South Dadeland Stations to the south and Douglas Station beyond to the North. Census data – and this is something the Mayor asked about after the first report, shows a very low use of transit for daily work and higher, not surprisingly for the UM census tract. We believe and this was borne out in the walking tours and input from the public, there are barriers to greater use of the transit, because its on the northbound side, a lot of residents are on the southbound, I'm sorry on the northbound side and the transit stations are on the southbound side on the UM side. We hope the pedestrian bridge and other recommendations in here will improve that connection. Also, even though the student population comes up higher to the campus its, its own census tract and that was treated separately from the rest of the study area, but students don't commute to work, so the statistics and the census are all about work commute and even though they come up three and four times higher on a percentage basis, it isn't real high, so it doesn't really capture the complete impact of the Metrorail. What the ridership information shows and the stations below and above the study area is that Metrorail does play a huge role in the area and provides an important alternative to the car. It moves as many as 8,000

car trips per day through this corridor and 200,000 car trips per month off the U.S.-1 corridor, and the corridor itself has been a level of service app for some time, meaning the roadway reached its maximum volume a long time ago. In terms of demographics...

Commissioner Lago: Let me ask you one quick question, I'm sorry to interrupt you. I want to see if I'm reading this correctly. When you look between October 2014 and July 2015...

Vice Mayor Quesada: What page are you on?

Commissioner Lago: I'm on page 23 of the study. One of the questions that I had after reading the study, it looks to me like we are seeing a decline in the usage of the Metrorail, is that correct?

Mr. Bohl: They are just points in time. We try to select three different times of the year, because we know sometimes there is a lot more activity on campus and sometimes less. I think overall there has been a pretty steady upward usage on an annual basis.

Mr. Trias: Commissioner the key there is October – July.

Commissioner Lago: Yes, July. I was also thinking...

Vice Mayor Quesada: Summer time.

Commissioner Lago: Yes, a major issue also has to do with the issue of accessibility in reference to how can you actually get to the stations.

Mr. Bohl: Yes, so that's a major issue in the study area.

Mayor Cason: Talk about 80,000 cars, is that one way or is that round trip?

Mr. Bohl: Average daily traffic figures are for both ways.

Vice Mayor Quesada: If there is one single point, there is a line on U.S.-1 that location, how many cars cross that line in both directions? Here's a question for you. Obviously we want to be able to reduce vehicle traffic as much as possible and we are looking at the Metro ridership statistics. In your experience as an urban planner, how can we promote more use in public transportation? Obviously we know that public transportation in Miami-Dade County is not the



best, its lacking compared to other cities, but as an attorney when I go to downtown Miami to go to court, I try as often as possible to take the Metrorail. Its definitely cheaper just on parking, less frustrating because on traffic I can guarantee every time its going to be 20 minutes to get to the Courthouse no matter what's happened, no matter what time of day, no matter the weather, which you can't say so when its raining and when you are driving. What can we do to promote that? What can we do to promote getting vehicles off the street?- is it promoting projects along this corridor that cater to a certain demographic? Because of the proximity of the Metrorail should we be promoting commercial projects that are housing attorneys, not housing, but I'm saying have offices for attorneys that are going to court all the time, so if they park their car once and that's it. What I've noticed in Coral Gables the majority of our traffic because we have over 11 million square feet of office space, is between 12 and 2:30 in the afternoon, everyone's looking for lunch and making circles around Miracle Mile and Alhambra to try and grab a bite, that's what I've seen. What can we do? How do we do our part?- or what has this study told you to try to reduce that vehicle traffic into the residential neighborhoods, around the University of Miami. Obviously, from what Commissioner Lago pointed out, page 23 of the report, between October and July, this tells me that because the ridership is down in July during the summer months when the UM students aren't there that its affective in reducing the vehicle traffic for students, which is something we want. I think that's positive trend that I see. So what else should we be thinking about from a traffic perspective and trying to reduce that congestion?

Mr. Bohl: So one of the primary reasons why people do or don't chose to use transit is the experience of actually going to transit. So there are a lot of recommendations, there was a ton of discussion in the workshop about the pedestrian quality, the walkability between where people live and where the transit stations are. And sometimes it isn't distance it's the experience even as you get closer to the transit stations. Its still a very hostile, very car oriented area. Its not a pleasant place to walk, so the walking tours on Saturday morning just totally re-enforced that. Its hot, it feels dangerous, when we look at the...the way people describe the area...

Commissioner Lago: Sorry Chuck, you can't safely cross U.S.-1.

Mr. Bohl: You cannot.

Commissioner Lago: So people obviously say, you know what, I don't want to get on the Metrorail.

Mr. Bohl: Its not even considered a viable option for a lot of people who live on the northbound side.

Commissioner Lago: And just to go off what the Vice Mayor was saying and kind of answer his question, you are noticing already, for example, 27<sup>th</sup> Avenue is a clear indicator and I know that they are talking about several different projects on South Miami. You are having projects which are TOD projects geared toward transit, geared toward the Metrorail, popping up adjacent to the Metrorail, that is something in my opinion, I mean you have a lot more expertise than I do, that's never happened before, correct? I mean you are seeing those types of proposed projects being geared around where the stations are and that's never been something that's been emphasized before.

Mr. Bohl: In this study area you have the unique situation where the transit stations are on the side where primarily it's the UM campus, but you have the other one in South Miami. So in terms of transit oriented development close to the transit station, its going to have to, a lot of it is going to have in relation to the campus frontage along Ponce and there was a discussion about what the university could do to not only relocate academic buildings, but to create a more mixed use environment that would make that an attractive place along the Ponce corridor and activate the transit there. So that is part of the challenge in the study area.

Commissioner Slesnick: Before you move on. Do you have the number of cars that are actually using U.S.-1 daily? I mean you say 200,000 trips a month off of U.S.-1 into the vicinity, but how many cars actually are using U.S.-1 daily?

Mr. Bohl: Yes. So the average daily traffic counts in those segments through the study area range from 80 to 100,000 cars, remember at each point at which there is an intersection some of the cars peel off and then when Ponce is more of a viable route, you see a lot of traffic go off on Ponce and run parallel to U.S.-1, but its 80 to 100,000.

Commissioner Slesnick: 80 to 100,000. Because when I worked at EWM, which is right in the primary area for like 20 years, we did traffic studies of the number of cars and it was over 200,000 a day at that time. So I don't know why its showing and this is just cars going off of U.S.-1, but there were so many cars. I just find these stats and if there are 200,000 plus cars a day using U.S.-1, it seems like more would be pulling off than 8,000 cars into the neighborhoods each day.

Mr. Bohl: So the amount of just the ballpark estimate as to what's being taken off the corridor is based on the ridership at the particular stations.

Commissioner Slesnick: OK, but did you do traffic studies like on Caballero?

Mr. Bohl: We did...on available information on daily traffic.

Commissioner Slesnick: Have traffic studies been done off Caballero going into that neighborhood? Just from the little thing across the road, have we done that?

Mr. Trias: In the context of the Paseo de Riviera project – yes. Maybe Glenn can explain later.

Commissioner Slesnick: I'm just questioning the number of cars that are actually coming off into the neighborhoods with the vastly increased number of cars using U.S.-1, but again, if they haven't been done, Caballero is one street, but all up along and down this area on up toward Granada or the middle school and so forth, I just would like to see more traffic studies done.

Mr. Trias: And I think probably the best way forward is to really focus on the Citywide Traffic Master Plan that is currently underway.

Commissioner Slesnick: And when will that be finished? When will the Citywide Traffic Plan be finished?

Mr. Trias: I'm sure Glenn can explain that.

Commissioner Slesnick: That's OK Glenn.

Mr. Trias: But it's a slightly different topic and...

Commissioner Slesnick: I want to stay focused on this. I don't want to extend this any longer than it needs to be, because we have a lot of people that...I'm just questioning the figures.

Mr. Bohl: So we'll double-check with the City staff on that.

Mr. Trias: The point is that is on the Riviera right now.

Mr. Bohl: And on page 21 in the report there is a summary of demographics, which the Commission was interested in the last time we looked at the North Ponce area. North Ponce had the advantage of, there was a single census track that neatly paralleled the study area, so it was very easy to compare the composition of that City area to the City as-a-whole. The census tracks in this study area provide a very imperfect demographic snapshot and we had to make some decisions, but first of all the UM track, the census track obviously just covers the student population, so while we look at that in terms of what it contributes to the overall population and stress on traffic and transit and things in the area, and opportunities, that's not part of the comparative table. There was another track that is just above the study area and straddles both sides of U.S.-1 between Granada and LeJeune, and we would have liked to use part of that right along the corridor, but it extends so far north and so far south that it actually included almost 15 percent of the City's entire population, so it just would have not provided additional insights on who's right there along the corridor. The two tracks that were included are on the northbound side of U.S.-1 and these are mostly within the study area. They border U.S.-1, parts of Red Road and Sunset, which is the area. The total population, some general findings, actually there were a lot of similarities to the City's population as-a-whole, a total of nearly 4,500 people live in these census track areas, again, excluding all of the southbound U.S.-1 side. UM track, the student track adds another 4,500 students, and does not include daytime population. So you had a really big population in the study area of 9,000 or more people living in the area and not counting how many people work there. Its slightly less ethnically and racially diverse in the City, has a lower rate of Hispanic and Latino households, has higher rates or employment and income, very well educated, significantly higher percentage of married households, and a higher percentage of owner occupied housing. The map on the right hand side of this slide shows a light brown area. This is the building footprint map on the right; and if you look at that light brown area plus the

UM side of U.S.-1 that is the primary study area. As stated before, this was not a Paseo de Riviera workshop, this is a much larger study area. We were not asked and we would not have agreed on an assignment that focuses exclusively on any one property in the study area. This is a replication of the larger visioning workshop that was done for North Ponce. The materials, tour routes, activities for the workshop were planned far in advance, focused on this larger study area identified by the City. We did not change the City's scope for the workshop, but in response to that opening night when obviously a lot of people very much wanted to talk about the Paseo de Riviera, we added a group discussion session Saturday morning for when the walking tours are going out, and that was facilitated by City Planning staff, while the team lead the walking and transit tours. In the interest of saving time, I'll make it clear up front, there are no recommendations in the workshop report with respect to the Paseo de Riviera proposal itself, not height, density, all the details that go through a development review process. There is one recommendation with respect to the review process for this proposal, we already heard discussion of this at the top. We heard from resident throughout the workshop who were frustrated with the review process for the project and felt that they were not being given enough opportunities to voice their concerns. They would have preferred that the workshop focused exclusively on Paseo de Riviera and since it did not they'll probably beat up on us some today, and that's OK, the facilitator on the workshop understand where people are coming from. We will probably disagree on the characterization of the visioning workshop. I urge you to look at the detailed list of people who signed in and who participated each day. There is a clear record of who was there and who participated, and mapped out, but we do agree very much on a call for more opportunities for the public to be heard and to participate in the Paseo de Riviera review, and we would expect nothing less from the City of Coral Gables. Therefore this report includes a recommendation that the City should organize a workshop and engage citizens and stakeholders in a public process focusing specifically on the redevelopment proposal for the Holiday Inn property. This is not meant as a criticism, but beyond going review process we are simply reporting back to the Commission on what we heard from the residents, no one that facilitated the visioning workshop, this larger one would participate in the project specific workshop that's not relevant to this larger group. This is the only recommendation pertaining to the Paseo de Riviera project in our report and presentation. City staff has identified short term action steps for

large scale development, including Paseo de Riviera, but not limited to that and based on the review and the public input gathered to the workshop they will present this at the end of the workshop summary.

Mr. Trias: If I could interrupt. I want to stress again, this is a collaborative work, just because Chuck speaking on his recommendation, his role was simply to facilitate the process and I expect that very soon we will hear the public speak and so on, and that should be the ultimate result. So I don't want it to be seen as the consultant's report or the consultant's recommendations.

Mr. Bohl: OK. So all of these maps were provided on the tables for the table sessions, the zoning and future land use maps were provided and then the public input process and the summary of this. So as in the prior workshop, we use the one word response cards for the residents' depiction of current conditions and their vision of the future and we asked for one word or phrase that captures their impressions. The workshop summary or the role of this report consist largely of verbatim responses of workshop participants. So you'll see a lot in this section of the report that is straight from the participant to the page is not an interpretation there. The summary of the words used to describe the area and you can see them here. Word clouds again, capture in larger print the words that are repeated, the words and phrases that are repeated more by participants. So existing conditions you see the words ugly and dangerous, traffic, disaster, pop out, and then a whole lot more other phrases that really relate to that in terms of carcentric, cars, noise, and so on. The future vision does the same thing and words and phrases that were repeated the most pop out largest and those included mixed use, pedestrian, boulevard, connectivity, corridor, better, and architecture. So those are interesting kind of first impressions.

Mayor Cason: A question on boulevard. What were they trying to get on the boulevard because traffic is traffic, its not controlled by us, its hundreds of thousands of cars. Are we thinking of some kind of a slow, meandering traffic or what are they talking about?

Mr. Bohl: The opening presentations include multiple examples of very high traffic streets that are also completed as boulevards, so they are still pleasant places to...

Mr. Trias: Let me explain. What boulevard means is buildings in addition to the street. So what has happened is in the past a discussion about U.S.-1 has been a lot of traffic, now we are saying, let's look at the whole section and let's see how that creates public space. That's what the answer to the question would be.

Mr. Bohl: So other key topics and issues that were included, that were raised the pedestrian quality and safety of the area, connectivity, the character of existing development, Paseo de Riviera, the amount and speed of traffic along the commercial corridors, concerns with cut-through traffic in the neighborhoods and the potential impact of ingress and egress for commercial uses on residential street; parking for future development concerned with commercial use spilling over into residential areas, the height of buildings along the corridor and transitions from the commercial areas to the neighborhoods. You hear similar themes to some of those we heard in the North Ponce area where you have large scale commercial development on commercial corridors and residential nearby. So there are some similar themes. Types of shops, restaurants and other uses, the quality of the streetscapes, and a lot of interest in the Underline, the potential for the Underline and the potential for UM to provide a more community welcoming frontage along U.S.-1. In terms of areas of consensus, there was a lot of consensus on the need for change and improvements to the commercial corridors, most of which were viewed as outdated, disconnected, and out of character with Coral Gables. Some of the strongest topics of agreement concerned the dissatisfaction with the existing conditions and development along the corridors, particularly U.S.-1, which was described in these terms. OK. These are a series of four slides and they highlight four particular topics that there was a lot of interest in, again, they are verbatim quotes pulled out from the participants. The first one had to do with – so these came into the surveys, I'm sorry, the survey and table discussions. So the first one had to do with height and you can see quotes from this page, OK, so here's a series of four quotes: "no massive towers;" second, "low-rise buildings along U.S.-1;" third, "never allow another monstrosity like the UM Building next to the Holiday Inn;" this was the sore thumb that recurringly pops out in all the discussions; and then "limit building height;" be careful not to create Brickell-like canyon, and again, these were resident wrote, so this resident wrote in three seven-year. There was a more nuanced response in relation to design and public space, and another resident said, height is

not the issue, it is design, floats and connectivity, sustainability in public spaces; and another resident said, this neighborhood needs to allow development that is much needed, density cannot be the argument to oppose unless you qualify what kind of density. And this person put in that they were fifteen-year resident. The next topic dealt with transition to neighborhood, so we are pulling out from people's responses where there are clusters of responses, and these are examples, we have the full verbatim input from everyone in the report. Transition from height from U.S.-1 to medium density, four story developments and three story townhomes in lots behind U.S.-1 transition to existing single family homes. This transition, this is again we heard in the North Ponce workshop. Zoning for different segments requiring specific height and setback relative to location and then the last topic, mixed use designation. This was another area where there was a lot of agreement and it had to do with the desire for a mix of uses. Connected sustainable mixed use that acts as a buffer for residential neighborhoods; well planned mixed use projects will allow for the next generation of residents to plant roots; boulevard field, U.S.-1 is a boulevard, more connected between residential and commercial areas. One of the main observations that was reinforced when we walked around the northbound side was that the blocks are extremely long, even if you wanted to go to the Fridays Center where TGIF is, you would have to walk all the way around a very long block through, what is essentially an alleyway with dumpsters, to get there, so more connectivity.

Commissioner Slesnick: This is on the north side?

Mr. Bohl: This is on the northbound side.

Commissioner Slesnick: So this is the UM side?

Vice Mayor Quesada: Northbound traffic.

Mr. Bohl: It's a hard area to use...directions, so that's the easiest way to describe it.

Vice Mayor Quesada: Its funny you bring that up because I was just thinking about that. How do you think that that, what would you call that?- strip mall works where the TGI-Fridays is, there is the Bagel Emporium, there is a Radio Shack, that area there...



Unknown Speaker: Radio Shack is gone.

Vice Mayor Quesada: OK. You know the area I'm talking about.

Mr. Bohl: Well it works as a drive to strip shopping center works, for people to primarily drive by car and pull in front and go in. Even for UM students they'll go across, UM students and staff that's been a challenge over the years, so...

Vice Mayor Quesada: How does it work with the residential neighborhood behind it? I've been there every now and again, there is a bagel place I go, I frequent every now and again. Does it work well?- the street behind it, I forget the name, is it Mariposa?

Commissioner Lago: Mariposa is the adjacent.

Vice Mayor Quesada: It's the adjacent street.

Commissioner Keon: Madruga that runs behind it – Madruga its actually a street that looks like an alley, its an unattractive street.

Vice Mayor Quesada: So in your opinion, based on the study and your analysis, does that function well?- does it not?- should we be looking for more projects like that?- should we be discouraging projects like that?- what's your opinion based on what you've seen?

Mr. Bohl: Well the first observation is that the pedestrian environment and connectivity just the breakdown of the blocks completely frustrates residents from patronizing those places easily on a regular basis, even if it was connected better, its such an unpleasant walk and it is so hot...

Vice Mayor Quesada: Because you are walking behind the buildings.

Mr. Bohl: You are walking behind the buildings and you have to go to such an extreme to either end to come around and get in. I think the reason why the City wanted to focus a workshop on the study area, these properties that were developed at a lower density with a lot of surface parking are going to face a lot of pressure to be redeveloped and I think that's what the City wants to get in front of this.

Vice Mayor Quesada: I understand that. If you can just come back to my question. You are an urban planner, you have this experience, you've done this many times, we haven't. I just want to know does that type of project, is that something we want to be promoting or discouraging?

Mr. Bohl: You are looking more walkable transit-oriented development that's the antithesis.

Vice Mayor Quesada: That's the antithesis.

Mr. Bohl: And the strong consensus amongst participants was, they don't like...

Vice Mayor Quesada: And you are saying because of the transition into the residential neighborhood is less than ideal, that's the reason why.

Mr. Bohl: Yes.

Vice Mayor Quesada: And what about the surface parking lot? I think that you've eluded to the fact that surface parking lots are no good, so how do you deal with vehicles if surface parking lots are not the ideal situation?

Mr. Bohl: The proposal you are seeing will have proposed structured parking, leveraging transit to the fullest extent possible, coming up with recommendations here, shared parking ordinance, so if you have a mix of uses you don't have to duplicate parking spaces for every single different type of use and bloat the building...

Vice Mayor Quesada: I agree with you, I think, but the biggest concern that jumps out of my mind is when you create the transit oriented development, I hate to think of the fact of vehicles potentially parking in the residential neighborhoods. Why don't we address that? So shared parking – I understand there is the Urban Land Institute, the ULI, which is the foremost authority in the country when it comes to parking and urban planning, correct me if I'm wrong on that, and I know they talk about shared parking, but my concern is that we have such a vehicle-driven culture in South Florida that you end up with a lot of vehicle no matter how you structure it. Maybe I'm wrong, I hope I'm wrong, those are the concerns that go through my mind and to try to get there. So you are saying structured parking and being proactive with the transit oriented

projects, so working with the Metrorail as much as possible, working with the trolley as much as possible, that's what I'm understanding, biking.

Mr. Bohl: Most of our recommendations are about improving the pedestrian environment, the walkability, the potential for cycling, the connections between residential areas and where the transit is, all of which can promote more transit usage. The pattern of development works against any kind of walkability or transit use at this point.

Mayor Cason: Did you do any studies on those 200 acres, what percent is taken up by parking?- or how many parking slots are there so we get a sense of how much of it can be redeveloped can maybe go to paseos and green space?- is that something that can be done?

Mr. Trias: Yes. I mean roughly I'll tell you its about 50 percent typically, 50 percent of the space is parking.

Mayor Cason One hundred acres is just parking.

Mr. Trias: And to your question, that strip was built in the 1940's, and it hasn't changed significantly except cosmetics and the façade, so that was the vision of that time and...

Vice Mayor Quesada: I bring it up as an example because I know it well because I go so often, I'm assuming many of the residents that are here know it well, because its basically in their neighborhood, either they go once a week or they've been once in the last five years. So I think everyone has an experience with it and sort of when I think of that corridor I think of that project and I just want to be clear from you guys whether that's a good example or a bad example, and what we should be thinking about as far as the pleasant pedestrian experience, the walkability experience, from the UM student experience as well, I think we've got to think about all the types of people that are using that type of location and what we should be legislating to promote, this is the question. You talk about structured parking, we've had this conversation quite a bit. In Coral Gables if you are over-parked its bad, and if you are under-parked its bad. So it's a quagmire that we are in because if you do too much structured parking then you have this huge pedestal and you have this huge building that we all hate, but if you don't do enough parking then parking spills over to the neighborhood, which we all hate. So its this slippery slope that we

have to deal with up here and I want to make sure we are legislating the right way to get the right fit.

Commissioner Keon: I think some of the issue too with regard to the parking that spills over into neighborhoods, I don't know, I think we need to look at how we have required tenants in buildings to provide parking for the people that are working there, because I think what happens so often now is that there is enough parking for the use, but then because there is a charge by the owner of the building for parking, the workforce is choosing to find a free parking alternative, as opposed to paying for it, and so what happens is that's why they are parking like all around Coral Gables Elementary School where there really is parking that was intended for parents to kind of come and go, its also for people that work along Ponce. You see the same thing now with the rehab center that's on Yumuri, is that there is parking there, but Sunset is parked up and down on the swale of Sunset on the north side with people that work at that project because its free.

Commissioner Slesnick: And the same thing along south Ponce north of Bird Road.

Commissioner Keon: Yes. Yes. So I think there are a lot of things that we can do, and there are other things that we should do when we start dealing with parking that can help protect neighborhoods and protect small businesses that rely on that parking turning over frequently, as opposed to people parking 8 in the morning and leaving at 5 or 6 o'clock in the afternoon. That's an area we really need to look at and work with and we need to require – its like we require the parking for the building, but we don't require the people that have floors in that to then provide that parking to their residents, so we end up with a lot of empty spaces and its not that we are really necessarily over-parked, they are just not being used because there is a cost associated with it. So I think those are some things that we really need to look at as well. You have to have policies in place that don't burden the neighborhood and don't cause people to go park in somebody else's lawn and whatever, that we can deal with and we should.

Mr. Bohl: And these are three of the top concerns of residents.

Mr. Trias: I want to stress, I want to stress that this process is the reason why it takes several months to get a project approved because all of those issues, and I want to make it clear because

sometimes the public is not aware of the process and they don't know how difficult it is to design a project and have the changes through the input that you give us as a Commission, and so on. There is a very serious review process that attempts to find a solution to all of those complexities and all those moving parts and if we are successful we end up with a better City.

Commissioner Slesnick: Chuck did you have a lot of comments about the shopping center?

Mr. Bohl: We had a lot of comments both on the walking tour and the table sessions really throughout and then the visual preference survey which I'll summarize briefly. A lot of those images are about the commercial areas along the corridor, including that shopping center.

Commissioner Slesnick: I find the shopping center, I agree with the Vice Mayor, to me its more of a detraction along U.S.-1 than the Holiday Inn is, and also the UM tower where you have nothing but parking and I mean its really very difficult to walk along there. So when I think of attractiveness and you all have done the same thing, whoever put this together, to me a boulevard is a street lined with trees like in Argentina or Paris where you have beautiful trees or Country Club Prado, our own Country Club Prado, but whoever put this package together has the front scene at most a three-story building and lots and lots of trees and wide boulevards and on the second page, again...

Mr. Trias: And Commissioner, if you could explain that was Merrick's original rendering.

Commissioner Slesnick: I think its very nice, OK, and I find this very attractive; and here you have another page, your second page with a boulevard and its all trees and no buildings, and then we go into other things and I'm just saying, if people want 16 stories along U.S.-1 then I think the whole community should be involved and if we are putting 16 stories along U.S.-1, but I would like to see more of the community involved.

Mr. Bohl: And there were areas where there was agreement on things like trees, there is no canopy, there is no shade, there are no arcades, there is no relief from the heat. And there are areas where there is not agreement, which are issues of density and height and things like that.

Commissioner Slesnick: And in the shopping center area, it would be wonderful to have 25 feet back all along U.S.-1, if possible, with wide sidewalks, OK, where EWM was, where the Holiday Inn is, where the UM tower is, where the shopping center is having 25-foot boulevard with trees and sidewalks and benches and so forth and then start and if you wanted four and five stories or six stories or more where the shopping center is, level it all to the same floor and put the parking behind it in the back and the condominiums and apartments above it, but have plenty of parking, but not have it street level that you are looking at the parking on a daily basis.

Mr. Bohl: And again, the top concerns I would say from residents were height, parking, spilling in the neighborhood and traffic and some form of residential parking system, permit system which is probably something you should talk about more.

Commissioner Lago: I think also, I attended one of the two days, and I think one of the main focal points was also safety. I won't take my two daughters on U.S.-1, under no circumstances. I'm afraid when I go and get a coffee and have a coffee outside of Starbucks on U.S.-1 adjacent to the Japanese restaurant, cars are wising by when there isn't bumper to bumper traffic. Like what Commissioner Slesnick mentioned, I think that we really need to – I want to have a walkable City. I want to have a City where people are obviously not using their cars, but people are not going to use U.S.-1 if we don't ensure safety, it's the number one priority because people are just nervous about walking U.S.-1. A clear example is they are building a \$10 million overpass walking structure because I think you've had, I think its seven or eight University of Miami students fatally killed. So we need to really emphasize that, if we are really going to put forth and make the effort that I think that this corridor deserves safety has to be at the top.

Commissioner Slesnick: And that's another area near the Middle School where the kids just pour out of the Middle School and go down on U.S.-1 and there are no sidewalks near your Starbucks, it goes right out to the street almost.

Mr. Bohl: So, I have just one last slide, one last relatively ugly slide. This is just really a placeholder for – it is the result of the visual preference survey, a little piece of it. We'll have a much better, much clearer summary of every slide and the responses used for these. There were 70 images used in the visual preference survey. There was an interesting mix of results

summarized on page 42 of the report. Images of single use strip mall commercial like we were just talking about with parking lots in front, exposed sidewalks along U.S.-1, more of the most heavily disliked images by far. So this is the system where people vote with their dots. They have green dots for things they like, red dots for things they don't like and they can include comments. On height there was an interesting mix of responses. Gables One Tower was universally disliked. The university didn't build the tower they just acquired it, but that is a universally disliked building in that study area. Other buildings of low and mid-rise height were also disliked; mid-rise 4 to 8 story fared better, but participants opinions of low, medium and taller buildings often showed mixed results, and you can see the actual images.

Commissioner Lago: I'm sorry to interrupt you, but in reference when you say the word disliked, is the issue based on height or is the issue based on the configuration of the tower, configuration of the parking, the way that you drive into the facility, which by the way, the University of Miami does not bear the responsibility, they just bought the building that way, but it's pretty atrocious the way that parking situation is built.

Mr. Bohl: Its kind of all of the above...because it's the way its raised up...

Commissioner Lago: The rear parking, the actual configuration of the building.

Mr. Bohl: The whole package is disliked in that case. In the North Ponce feedback on the visual preference survey, there were a lot more comments that people wrote in, I think because the volume of images used for this one there were fewer comments. So the mixed results on low, medium, taller buildings really does point to, and when you look at the images be thinking about the architectural quality of the buildings. The architectural quality obviously matters; the buildings that people say they like more there is higher ratings for Mediterranean for architectural quality really across the board, so that's one message coming out of the visual preference survey. The Planning Director will summarize short and long term actions connected to some of the report recommendations.

Mr. Trias: Mayor is for the purposes of discussion, staff broke down the recommendations into short term and long term, however, the neighbors have been waiting for a long time. I will prefer

to get their input first, if you would like to have that discussion in more detail afterwards that would be my preference.

Mayor Cason: Let me ask you one question. How much of this land on this 200 acres are along these two miles is City-owned land back from the street?- do we have a swale equivalent there?- or is it all private?

Mr. Trias: Well the right-of-way includes sidewalks and some landscape and some swale in Caballero, for example, there is angle parking so that is City-owned. So it does allow for some flexibility in terms of...

Commissioner Keon: On U.S.-1?

Mr. Trias: On U.S.-1. On the other hand U.S.-1 – what you see as the sidewalk is basically the right-of-way line right there, so there is very little room that is owned publicly. However through the design process of review, which is what we always do, and I want to emphasize, we spent a lot of time on these issues. You can expand into the private property as a condition of approval through site plan.

Mayor Cason: So there is a mechanism for dealing with private ownership on this to require them or suggest or make...

Mr. Trias: On one of the recommendations is that long term we do have some policy and some actual rules in the Zoning Code that require these things. For now we are doing project by project basis.

Commissioner Keon: But if we really want to create a corridor we really need to set up the policies that will allow us to create that corridor as we can't go back and reclaim portions of people's private land, but we can decide how we will allow them to develop that land and that's what's really going to make the difference is the design.

Mr. Trias: In the long term recommendations we have an outline of that strategy.

Commissioner Keon: That's really how we deal with it.



Commissioner Lago: Directly in front of U.S.-1 is the synagogue, it escapes my memory right now the name of the synagogue.

Commissioner Keon: Temple Judea.

Mr. Trias: Temple Judea, yes.

Commissioner Lago: You have a swarth of property there along with the street there in front. That could be an opportunity for the City to do some sidewalk, expand the sidewalk, maybe some green space.

Mr. Trias: Absolutely.

Commissioner Keon: And they need parking there too.

Mr. Trias: And that's a different right-of-way than U.S.-1.

Commissioner Lago: At least we have that buffer there which we don't have it in regards to any other properties that are abutting U.S.-1.

Commissioner Keon: But I think we can feel pretty confident that that building is not likely to change.

Mr. Trias: The right-of-way area there is plenty of room there to improve. To answer the overall issue, to get a more pedestrian City one needs to worry about the last mile once you get off the Metrorail how do you walk.

Commissioner Lago: I bring up that property and I agree with what Commissioner Keon is saying, that property is not going to change, I don't think we need to extend it that far, but what I'm talking about in reference to that piece of property is the issue of there potentially being the construction of expansive sidewalks there, you know where you could have some sort of connectivity, because you have the street in front of the synagogue and you already have, I don't know the exact depth, but you have a portion of green space in front of that synagogue which could maybe change it into something that makes a lot more sense and a lot more pedestrian friendly, excuse me.

Mayor Cason: Alright let's do this. We've got maybe twelve cards or so, if you could keep it to two minutes, please focus on this 200 acres, the large study area. There will be an opportunity on the 16<sup>th</sup> to make your opinions known on the Paseo project, but this is a chance to see if anything else you want to add to what we've heard up till now. So starting with Patrick Nolan.

Mr. Nolan: Good morning. I'm Patrick Nolan, I live at 915 South Alhambra Circle and I'm the President of the Riviera Neighborhood Association. I understand that the Paseo Project is not on your plate today, however, I'm here to tell you that after a thorough review of the Paseo Project and polling of our membership, the Board of the Association has unanimously voted to oppose this project, not development, but this development. Development that would be compatible in height, mass, and intensity with the Riviera Residential Neighborhood would be very well accepted. I have a fair amount of experience with inclusive visioning workshops and also the peer review process. I was at one time President of the Sausalito California Citizens Council. I was the Vice Chair of the Sausalito Planning and Zoning Commission. I was involved in the Mayor's Blue Ribbon Waterfront Planning Commission that developed the waterfront in Sausalito, which if you visited you know how beautiful that is. I developed and oversaw the peer review program for the United States Army National Guard Dental Corp. I served as the Chief Dental Surgeon for the Army National Guard for several years, and for the past eight years I served as head of quality assurance and peer review for onsite medical with clients, such as Facebook, Google, Sony Pictures, the Army-Navy and the Air Force to name a few. So, I attended the visioning workshop expecting to take part in an in depth discussion of the Paseo Project as part of the overall review of the corridor that was under discussion, because that's what the workshop was called for in the first place, I thought. I was treated to an infomercial for new urbanism. When I arrived on Friday night, I saw the moderator ordering the removal of the Paseo drawings from the display in the back of the room, and then when the meeting started one of the first orders of business announced was the complete exclusion of the Paseo Project from discussion the 800 pound gorilla in the room. We saw a series of presentations that basically justified the construction of high-rise projects with increased mass, height and intensity in a new urbanism drive to basically encourage us to sort of get out of our cars and go into mass transportation, which would be good if there was a serious mass transportation system available

for us to use at this moment. When the process of handling questions and concerns from the audience, the majority of whom were either City employees, attorneys for the developer and/or the University of Miami, I couldn't tell who was who; employees of the Paseo developer and their friends and other real estate developers and lobbyists was announced by the moderator. It was a system of texting questions and concerns to a number given out that basically allowed for the filtering out of questions that several of the neighbors, the actual neighbors after the meeting I've just talked with them, and there were several people that had serious questions, those questions were not picked, although I believe it was announced that everything was addressed when the meeting ended in the evening. I didn't go back for Saturday. In my opinion, this visioning workshop was about as fair and objective as a peer review of the Paseo Project. I used the term visioning workshop loosely. It was actually more of a collaborative effort by many of the same players that keep popping up throughout this process to move new urbanism forward, tis project. We all know what this is about. Its an attempt to adeptly overcome "regulatory obstacles," close quotes. I took that from the developers CD. To build a wedge high-rise, open, large scale development in our neighborhood, a collaboration between the developer and the University of Miami. The developer sits on the advisory board of the University of Miami Masters in Real Estate and Development Program. Guess who chairs this board and who put the developer there?- the organizer and moderator of this very workshop. Thank you.

Mayor Cason: Thank you.

Commissioner Lago: Doctor can I ask you a quick question, Doctor Bohl, Chuck can you come up here one second. I just want to make sure that we can answer this one question. The gentleman who spoke before mentioned that, I think you stated those 41 questions that were proffered by the residents were the individuals that attended the workshop.

Mr. Bohl: Yes.

Commissioner Lago: The gentleman before mentioned that the fact that some of the questions had been filtered out, can you clarify that please. I want to make sure...

Vice Mayor Quesada: You mentioned there were 41 questions...

Commissioner Lago: I want to make sure that that wasn't what occurred.

Mr. Bohl: All questions that were texted were documented. You can refer to the video tape in terms of exactly which questions were answered. It was the second question that I actually pulled out from the one submitted were challenging and asking the facilitators to come forward on any business or financial connections or conflicts they had.

Commissioner Lago: Just for the record, I answered that question myself. I actually walked up and stated that I have no conflicts, so I remember that question clearly.

Mr. Bohl: And then when people said they did not want to or could not text, the microphone was brought around to the people who could ask about the Paseo de Riviera Project and express their concerns and that they wanted that project to be a focus of the workshop. So that was – those questions were included, this is all public record, its all on the video tape, and every question that was texted is listed. So if anybody wants to compare what was sent in with what was answered they can do so. In terms of the University of Miami Advisory Boards and Board of Trustees, the University has 91 members of the Board of Trustees, the Emred Board has 53 members. I do not appoint these members. I do not chair the Board, the Chairman of the Board is Tobin Cobb, who is the son of Charles Cobb, members are nominated by their peers, other members of the Board they are appointed by the Dean of the School. There are advisory boards for every major professional program in the University. The Board of Trustees is currently Chaired by Stuart Miller, there is another advisory board in the Business School that also deals with real estate Chaired by Stephen Whitcoff. All of this is public, its on the website and I am the Academic responsible for the program curriculum, the teaching and advising of students.

Mayor Cason: Thank you.

Commissioner Lago: Thank you doctor.

Mayor Cason: Mr. Acosta. Try to keep it to two minutes if you can.

Mr. Acosta: Good morning Mr. Commissioners. Thanks for the opportunity of being here. My name is Amado Acosta, I live at 1225 South Alhambra Circle, and I have lived there for the last

20 years. I'm a registered professional engineer and have served this community and the State of Florida very proudly. I was a member of the Professional Engineer Board in Tallahassee for 8 years, and I was a member of the Board of Rules and Appeals to the South Florida Building Code for five years. Now just because now he said that there were questions that were not answered. I want to give you three questions that were not answered and the gentleman that made the questions is here. The question was asked, would you look at me, the Joanne Lumbar studies also correlate walking to the amount of traffic on the street? Do you remember that question? It was not answered. What is the average height of buildings along the Temp....? It was not answered. Those are the...our voices are heard. It was not answered.

Mr. Bohl: So the questions, every one of those questions is here, documented here. If they were not answered as part of the dialogue...

Mr. Acosta: They were not answered.

Mr. Bohl: OK. Apologies for any questions to work onto. There are so many questions generated in this...

Mr. Acosta: Very conveniently you forget many questions.

Mayor Cason: There is going to be an opportunity on the 16<sup>th</sup> to ask those questions again, if you felt they haven't been answered.

Mr. Bohl: OK. If I knew the height of the buildings on the....I'd be happy to provide that. We can look at the slides and go back to look at that. The fact that we chose as the second question to answer challenges about business and financial, potential business and financial conflicts, I felt was very forthcoming and recognizing that there were people who were uncomfortable with the process, so we did our very best to answer all those questions. In a typical workshop where you take questions at the end, you might get to a dozen, if you are lucky. We were able to collect this through this...

Mr. Acosta: Well why did you say that every question was answered?

Mayor Cason: This is not going to be a debate or argument. You had three questions, he answered. Any questions that people feel were not answered the first time, on the 16<sup>th</sup>, I think we have at least 45 people who will be speaking, so there is an opportunity. Anything else?

Mr. Acosta: Those are great questions.

Mr. Bohl: So if we want to look at what the height....

City Attorney Leen: I suggest you bring them to the Planning and Zoning meeting.

Mayor Cason: Thank you.

Mr. Bohl: So they are all documented and entered.

Mayor Cason: Henry Pineda.

Mr. Acosta: No, I'm not done. I haven't started.

Commissioner Lago: Go ahead.

Mayor Cason: You have two minutes please.

Mr. Acosta: Yes, I'll have more plenty than two minutes. If you look at U.S.-1 all the way from 12<sup>th</sup> Avenue to Dadeland there is not a single building that is more than five stories. Here you study that the study was brought out today is recommending ten stories, the question is why? Another thing is, I have a question for you. Would you have the Castro brothers chair the study commission for human rights abuses in Cuba? The answer is obvious.

Mayor Cason: I think that's out of order. I think that's – you have anything else you want to say?

Mr. Acosta: I have a statement to make. I understood the visioning process was to encourage neighborhood involvement and to examine its entirety of the corridor from Red Road to Granada. The Paseo project for some reason was not even discussed and we were told not to ask any questions. Additionally, the workshop besides taking place in the middle of the summer when many families are away and also took place during a Friday and a Saturday, which is the Sabbath that day, and about fifty percent of our residents are Jewish, they could not attend. The

current proposal charges are to entire Track A, and that means the amendment to site specific zoning will include the Paseo, the Gables site, and the University Shopping Center. UM who owns Gables One benefits from these zoning changes much, if not more than the developer. Is this not a conflict? Government officials will be run out of town if they did something like this. UM is a direct beneficiary for this change. In closing, I think we should also note that of all these people that were at the workshop, on Friday there were 96 people attending, only 27 were residents. On Saturday 66 people were there, only 18 were residents. I think that should tell you a lot about this process. Thank you.

Mayor Cason: Thank you. Henry Pineda.

Mr. Pineda: OK. I'm just going to skip the pleasantries. My name is Henry Pineda, I do live at 1215 Aduana. I'll try to cut it down to two minutes. I'm going to jump in and start off by saying that Friday night was a charade, not a charrette as Mr. Bass would have the Planning and Zoning Board believe, and it was all about new urbanism. Everything I heard was new urbanism, we were lectured to by individuals who have a vested interest in changing our neighborhood from what has evolved for 70 years. All I heard was, this is a new urban area and that we need to accommodate the development that is coming. It was a foregone conclusion what the result was going to be. Is this the type of planning that we can expect along the other corridors as well? I returned on Saturday hoping for something different, but I had the same experience. The questions I texted in were never answered. I had a rep from Krebs Public Relations tell me that my concerns about height and density should not be vocalized as part of the exercise. Krebs Public Relations, I believe is part of the team that's pushing this project. Mind you this rep did not even live in our community. There was no effort to identify the citizens from the mercenaries. I'm very willing to share the rep's name later, if you guys would like that. I asked other neighbors who went on the walks and they advised the walks were primarily along U.S.-1 from Mariposa to Red Road and down Sunset. There was no walk down Hardee, Manatee, Maynada, or Caballero. These are the most affected areas and we did not walk those areas. Our neighborhoods were not walked. So on Friday night they were trying to sell us on the need to create healthy walkable areas and on Saturday morning they neglected the already existing beautiful walkable neighborhood that we are trying to protect. Most telling was that the

workshop also completely neglected the rest of the U.S.-1 corridor. Shouldn't we have a comprehensive vision for the whole corridor? What changed to necessitate the abruptly announced visioning study? The only thing I could think of is that the Paseo developer needs an excuse to justify the intensity with this project. This workshop was about Paseo, but the citizens didn't get our fair share say. Thank you.

Mayor Cason: Thank you.

Commissioner Keon: You know I really feel a need to respond to you. This was not about Paseo, it wasn't – it didn't come to us through Paseo, they will go through their own process. We were there to talk about how that corridor should be developed. That particular corridor is one that is now under pressure for development, that's why we were talking about that particular corridor. That particular corridor, we also talked about or I wanted to talk about Red Road also or Sunset Drive, because Sunset Drive is also under pressure.

Commissioner Lago: Don't forget we are also doing the same thing with North Gables.

Commissioner Keon: We are also doing the same thing in North Gables. All I can say to you as an elected official is that we are here to serve you, the residential community. We ask for your input, developers or anyone else who comes and works in the City is certainly entitled to propose a development, talk about a development, you are entitled to do and go through whatever process is in place for the City. When we do things from this point, we are here to then look at what is being proposed and to say, is this in the best interest of our City?- that's why that was not a charrette, it was simply a visioning workshop. It was the first opportunity to actually begin to get some input from the public as to how should that corridor develop? It doesn't mean that we agree with them, it doesn't mean that whatever. I mean we have to believe that the people from the University of Miami, I don't think our Manager would have contracted with them to work on this if she believed that they were compromised or that they were biased in any particular way. They are professionals in their field and although there may be connections, this is a small City. Anyone of us could know any other person sitting in this room for a whole variety of reasons, but in our roles as public officials, in this role as an academic and the Manager's role as the Manager, you expect and anticipate that people will work under those rules and under those



ethics that, that's what they are here for. Now I know that you have grave concerns that your neighborhood is under threat and I'll tell you there is not one person sitting on this dais that won't say to you, you know what?- we are too, we are too. And you know, we are here to ensure that this remains same high quality City with the same protection for our residential neighborhoods as every other person that's ever sat on this dais. That is our commitment to you, but in the process there are a lot of questions that have to be asked, and all that we would ever ask from you, ever ask from you is that you know just have the conversation with us. Don't pre-judge, don't tell us that we are doing it and running around you. We are not. We are not. Not for one minute, we are not. We are here to ask you for your input so we can make decisions based on information that comes before us and I feel very badly that however this went off that in some way you have a suspicion that it was done to harm you and not to benefit you or to protect you. I'm very sorry for that and I want you to know that that is not at all what was done. Not at all.

Mr. Pineda: And let me just say that I really do appreciate what the Commission has done. I appreciate the fact that the Commission did provide this workshop. I thought – actually you guys cut off when you said two minutes, unfortunately I skipped the pleasantries, so I skipped thanking you. I'll forward you guys the full e-mail later.

Mayor Cason: Send us the pleasantries later.

Mr. Pineda: Exactly.

Commissioner Keon: That's OK. I just ask that you...

Commissioner Lago: Commissioner Keon's comments – I attended the workshop on Friday. You voiced your opinion.

Mr. Pineda: Yes.

Commissioner Lago: After the meeting we discussed your concerns and along with the concerns of the other residents, but I want to also add on to the Commissioner's comments. What we need to do is we need to work together to get to an end goal. I've been hearing a lot of misinformation. For example, I just heard a comment a few moments ago from Mr. Acosta, maybe he doesn't

have the information correct, maybe Dr. Bohl doesn't have the information correct, but I want to get to the bottom of it. That the magnitude of the individuals that attended the charrette were not Coral Gables residents. Mr. Bohl mentioned before, correct me if I'm wrong please, 73 percent of the people that attended, I want to get it correct -- hold on, you are going to get your moment, you have your moment, we are going to be civilized here, we are going to have this discussion, probably I'm wrong, but I want to get it correct. Let's deal with facts so we can get to an end goal here. How many individuals in attendance that filled out speaker cards, as a matter of fact, I'm sorry, I remember clearly we had a sign-in sheet that I signed myself. How many individuals that signed that sheet were Coral Gables residents?

Mr. Bohl: Of the people who signed in provided an address at the kickoff 76.7 percent identified themselves by address as Coral Gables residents.

Commissioner Lago: Hold on -- and that also includes employees who a lot of them do not live in the City of Coral Gables, so they also signed in, correct?

Mr. Bohl: I don't know. We can look through to see.

Commissioner Keon: But those of us that were elected officials that were there also from the City, there were also people that are involved with the Paseo project that are residents of our City. I mean there are architects and other people that live in the City and also live in those neighborhoods, but I don't want you to ever believe that somebody can out-shout somebody else, they can't in this City, they can't, everybody's voice is important.

Commissioner Lago: And this process is an ongoing process, this is going to evolve. You are going to have like you had that day, I heard you at the charrette, like we spoke after the meeting for probably 15-20 minutes, like you are having today, like you are going to have on the 16<sup>th</sup>. We are going to make sure that everyone's voices are heard before a decision is even contemplated. I don't want you to ever get that feeling along with all the other residents that we are not here to listen, and I'm pretty sure that if you speak to the residents here, I've answered every single resident's e-mail personally, and I've given you my cell phone, and along with my colleagues here who have been open, I know Commissioner Slesnick, I know the Vice Mayor, the Mayor,

Commissioner Keon, everyone has done their part in an effort to at least be able to hear your opinion. Your voices are not falling on deaf ears, I promise you.

Mr. Pineda: I just wanted to report what I experienced, I'm willing to testify what I experienced in front of the judge, whatever, don't mean to do that. I'd like to respond to your question on the participation. Can we play back that introductory video, because I'd like to highlight just a few folks that I captured that I know don't live in the City of Coral Gables, but were part of that introductory video.

Mayor Cason: Well, I think he made that point. I don't think that's necessary.

Commissioner Keon: I know also. At least I was there for both days. I know who are residents and I know who...

Mr. Bohl: I have the sign-in sheets, every name, every address...I'll leave it to the City to decide what you want to make public in terms of people's personal information, but you can take off maybe a number and a name or something, but just to show where people are from.

Commissioner Lago: Doctor the reason why I brought that up is because I want this to be about the facts, OK, and I want this to be about the U.S.-1 corridor. I don't want this to be about in-fighting about misinformation. I want to get to the bottom numbers here and to see where this corridor is really going, that's why let's concentrate on the facts and what we want the U.S.-1 corridor to be. Let's not finger-point and get back together.

Vice Mayor Quesada: Commissioner Lago, I want to say something though.

Commissioner Lago: Of course.

Vice Mayor Quesada: The biggest frustration we can have up here because we've experienced it, is when residents feel like they aren't being heard.

Commissioner Lago: Of course.

Vice Mayor Quesada: And obviously we are hearing, from the few speakers we've heard so far, we are hearing that already, which is the biggest problem that we could have, number one. So, I

think there is a little bit of – I hate it when everyone tells someone else that they can't speak or they can't give their opinion or they are told not to say something, so...I'm not done...

Commissioner Lago: Vice Mayor, you know, if anybody's got...in regards to that is me.

Vice Mayor Quesada: I know. I know. But I'm saying, I guess its good for me to hear some of the frustrations that you are having. We always try to do everything we can in our power to be as open as possible. Obviously, we can't be everywhere in those kinds of situations, so I appreciate hearing that. But again, if we just keep it factual, we'll gather it in, we all take notes of everything we are hearing and we discuss it with staff and then we just try to make sure that we are better next time moving forward. I think your points have been addressed by the other two Commissioners, but I guess I just want to voice and I know I speak on all our behalves, we always want to be as transparent as possible, we always want to hear as much information as possible, that's why we try to have as many public hearings as possible, and I think maybe the way we framed the issue with this corridor maybe hasn't been clear enough from the beginning that's why some of the frustration related to this project are coming up. I do think the conversation of the Paseo project absolutely is intertwined with this corridor study, maybe not the specifics of the project, but as far as the interplay with what we are seeing what's being proposed as what maybe should be proposed in other areas of the corridor. So, I think there is some interplay there and it gets a little ambiguous at times and I think that's why some of the frustration is coming forward. I guess I just wanted to say, in addition to what they've mentioned already Commissioners Keon and Lago, is that we are listening to you and we are going to address all these facts as you bring them up and we'll address them accordingly. So thank you.

Mayor Cason: Sue.

Mr. Bohl: By the way, I can send all these....

Vice Mayor Quesada: If you can please e-mail them to us, yes. Thank you.

Commissioner Lago: Thank you sir.

Mayor Cason: Sue Kawalerski.

Ms. Kawalerski: I will start with the niceties. Good morning Mayor, Commissioners, City Manager, Attorney and Clerk. My name is Sue Kawalerski, I'm a resident of the Riviera Neighborhood, residing at 6830 Gratian Street, where I've lived since 1997. I bought my home in what I consider the best residential area of Coral Gables. The homes are well cared for, the values have increased significantly, it's a family oriented area, and it enjoys conveniences like the Publix Supermarket, which maintains its scale of height and overall proportions in the neighborhood. Scale is important when considering new development here because we need to ensure the continuance of a good quality of life, and traffic flow and parking, which should not be disruptive to Riviera's longstanding character and street safety. I was heartened to find conclusions in the draft of the visioning report which respect and promote those qualities. I'm going to be referring to this document, the visioning document that you have, because I think its very important as I speak to you the quality of life in our neighborhood. The title page, for example, it say U.S.-1, Red and Sunset, its important because while the study area is more expansive than just this, according to the document, the area actually focused on in the report and at the visioning workshops is actually very small. Yet the small area contains various segments each unique and with its own characteristics. Starting at the south, the Red/Sunset area clearly is the high density segment one would expect from a downtown. It is downtown South Miami. By the time we get to the Maihi Waterway and Caballero and Midruga we are without any doubt in a residential area, primarily composed of single family homes, this is where I live. This notion of new urbanism kept coming up at the visioning workshop. New urbanism sounds like a great idea for areas meant to be downtown, like Red/Sunset, but not for single family home area. A photo of the *Chant le zay* was shown as what could be in the Riviera neighborhood, but I ask you if you have ever had the experience of seeing that remarkable boulevard in person, did you see any single family homes adjacent to the *Chant le zay*? The answer would be no. Offices, retail and other high density buildings are adjacent to the *Chant le zay* as you would expect from a downtown area. The visioning workshop was an eye-opening experience by the composition of the attendees, particularly it was obvious that most people there wanted in, in our neighborhood and that's great, but they were comprised of developers, speculators, hoteliers, and other special interests representing developers. In fact, if you look at the sign-in sheets, we did look at the sign-in sheets, the ratio of Riviera neighborhood owner like myself to others was 1 to 3, that

means for everyone of me there were three others, developers, special interests, some City staff. At least that's what was documented in the sign-in sheets. So those are the facts and I appreciate Commissioner Lago, you wanting facts, those are the facts. That means for every resident, stakeholder, those three other people were there for other reasons, other than necessarily the quality of life in the Riviera neighborhood. Its important to keep that ratio in mind because even if there was a one to one ratio, the results of the visioning workshop would still be the same. Attendees and I will make the highlight points here, what's in this document, attendees want low-rise, no high buildings greater than five stories, lower density, and a neighborhood feel, that's in this document. In fact, if you review the comments there were only three comments that suggested higher density versus eight comments which strongly favored low density and low-rise buildings. If you can turn to page 32 of your documentation, I'll point out some of the references that I'm speaking of, page 32 -- words expressing the vision for U.S.-1 and amongst the somewhat 50 fewer words repeated, lower density, low-rise, neighborhoods, parks, low-rise, quieter. You can now turn the page to 34, and I know there is a lot to read through there, I'm just pointing out the highlights. If you turn to page 34, there is only one comment out of 72 comments that were advocating for higher density, and it read this, "the development in this corridor needs to be unleashed, we can't be afraid of density." Sounds like a developer. Page 36, answers to questions, the question was, what character should the U.S.-1-Red Road and Sunset areas have in the long term future? Here were the remarkable responses, low-rise building along U.S.-1, 45 feet with parking underground and heavy landscaping. It now looks like a freeway; we need more neighborhood feel; lower density with special continuity; development must maintain height restrictions to prevent overwhelming presents in adjacent neighborhoods; parking must be contained in garages versus the street; no high-rise buildings greater than five stories; increasing the commerce and density around the area will only diminish our way of life; limit building height; be careful not to create a Brickell-like canyon; and my favorite, NEVER in capital letters, allow another monstrosity like the UM building next to the Holiday Inn, and specifically because I know this isn't about Paseo, but it is and you know it, the Paseo project would mimic the height of that monstrosity. I have a page and-a-half of single-spaced answers to that question there were only three responses that suggested more density and more height, and remember that ratio of respondents was one Riviera neighborhood resident to three others. Page

41, let's get to key topics and issues. There are two word clouds, OK, the clever little word cloud illustrations, the second of the two, the one toward the bottom of the page titled, participants visions of U.S.-1 in the future – low-rise was the sixth most used word in the vision cloud, the other top words include mixed-use, pedestrian-friendly, nowhere in these clouds do you find the words high-rise or density. Page 48, let's get to short term action steps. The second topic area large scale development dash, yes that development, Paseo, Item E...

Vice Mayor Quesada: I'm sorry, what page?

Ms. Kawalerski: Page 48, short term action steps as proposed by Doctor Bohl. Item E, design compatibility within the neighborhood. This design compatibility, by the way, should include everything like height, scale, setbacks, ingress, egress, and not just an architectural style like Mediterranean. Item G, limit heights of buildings to 120 feet and 10 floors maximum. Now coincidentally in the initial draft in August of this very document was very different from this. You know what it said back in August?- it said to limit the maximum height of buildings period. The irony agrees with the initial draft action and totally agrees with the current zoning of 45 feet period. So there was some change between the first draft of this and the second draft of this, most certainly all in the developers favor. We don't understand how that happened. In conclusion, I and my fellow Riviera neighborhood residents think the direct results of the workshop, which I had mentioned are totally in line with the keeping of the Riviera neighborhood's characteristics whilst still welcoming development. We are in total agreement about the recommendation sited on page 46 as well that the City must organize a workshop and public process specifically focusing on the Paseo de Riviera proposal, the redevelopment of the Holiday Inn site. We agree with that. The U.S.-1-Red-Sunset corridor visioning workshop clearly identified strong citizen interest in the redevelopment proposal for the Holiday Inn site and will require public process organized by the City staff. We will look forward to working with you on this.

Mayor Cason: Thank you.

Commissioner Lago: Thank you.

Mayor Cason: Astrid Winkle.

Ms. Winkle: Good morning Mayor, Honorable Commissioners, City Manager and Clerk. My name is Astrid Winkle and I have been a resident, homeowner at 1119 Placetas Avenue since April 1984, little over 31 years. I have requested time off from work this morning to attend this meeting, and thank you for the opportunity to speak to the U.S.-1-Red-Sunset Corridor Visioning Workshop Report Draft Review. The learning of the July 17<sup>th</sup> and 18<sup>th</sup> workshop on rather short notice, because I'm both a property owner in the University Estates Riviera Neighborhood area, single family homes, suburban residential area, and I'm a member of the Riviera Neighborhood Association Board. I felt compelled to perform my civic privilege and responsibility and I attended the workshop both days. I had a sincere, if somewhat naive belief that my input on what the U.S.-1 corridor could be would be valued, respected, and duly considered. I am very concerned about the proposed massive Paseo de la Riviera development at the western entrance to my neighborhood on Caballero. However, Professor Bohl stated at the outset on Friday evening that the Paseo project would not be discussed. So Friday evening I listened to....experts lecture the attendants on healthy neighborhoods, the Underline, expected population growth, traffic and new urbanism. New urbanism is an interesting and intriguing concept, but I feel its appropriate for urban areas, especially those struggling to return from blight and economic downturn or a facelift renewal. But my neighborhood is not currently urban and its not blighted. I do understand the pressure and the need for development, but hopefully it will be of the scale and kind that balances the needs of the immediate neighborhood residents, businesses, the City of Coral Gables and the community at large passing through. Saturday I participated in the walking tour, riding Metrorail from the University Station to the South Miami Station, the returning to the Holiday Inn by walking east up Sunset Drive from U.S.-1, across Red Road to the Paseo between the old Beverly Hills Café, I can't remember what's there now, I think there might be a restaurant called George's, then up San Remo through what used to be called the Wackenhut Building, its something else now, which by the way has a nice interior atrium space, but is a total ghost town on weekends, and oddly there was not much focus on U.S.-1 during this walking tour, other than after we skirted the park, the Riviera Park, and by Publix and some apartment buildings on South Alhambra Circle, so we then walked passed what used to be the Esslinger Wooton Maxwell Building to get to the Holiday Inn. So waiting on the University Metro Station platform, I introduced myself to the people on that group and I was really puzzled that the



majority of the people with us were not residents from the adjacent neighborhoods. We had a young fellow associated with UM, who actually lives north of the Morningside, not Morningside, but off of U.S.-1 far north of even center downtown. We had someone from the South Miami Historic Preservation League, one or two business owners, people who live in South Miami, but are interested in the U.S.-1 corridor, and yes Pat, they do, if they have some participation some interest they a right to have a voice regardless of whether they are residents, but I feel that as a resident my voice is very important. A number was directly or indirectly employed or retained by the developer, staff at the University of Miami, City employees, outside the area as I said. And since that workshop, I have learned about inter-relationships among the workshop organizers, facilitators, developers and other attendees who are in support of the Paseo project, and this concerns me. It makes me question the true transparency and impartiality of the visioning workshop. Pat Nolan has already remarked on the CD of Brent Reynolds, the President and Managing Partner of NPI, the developer. His exposure to a wide variety of project types as well as various kinds of regulatory obstacles make him adept at integrating the company's operations into new markets quickly and efficiently. It concerns me that Mr. Reynolds, a very recent newcomer to our community is on the University of Miami Real Estate Property Advisory Board, as Mr. Nolan mentioned, which directly ties to Professor Bohl. Is this not a conflict?- and are the carefully considered Zoning Codes of Coral Gables maintained to ensure that our City remains the City Beautiful, obstacles to be quickly and efficiently removed. My husband and I chose to purchase our home on Placetas for many reasons. Among them a stringent Zoning Codes, including the one whereby my husband could not park his Chevy Van in our driveway, so we had to sell it to a landscaper who came to mow lawns and then would drive away at night. We knew our property value would be preserved and protected. We appreciated the mature tree canopy, the walkability, the proximity to family-friendly places, such as JC Park, where my three girls during their childhood and I enjoyed many a picnic meal, a few birthday parties, and hours and hours on the playground equipment. Those are most of the components which Professor Joanna Lumbard touched on in her Friday night presentation about healthy neighborhoods. I currently work for Miami Children's Health System in their corporate office in a cubicle on the eighth floor of the 5301 Waterford Office Building in the Blue Lagoon Office Park and the floor to ceiling plate-glass windows provide a spectacular view of the Miami skyline eastward, the

iconic Biltmore Hotel due south, and to the southwest downtown Kendall. Along the southern horizon other than the Biltmore Hotel due south because this corporate park is right off Red Road, and to the southwest downtown Kendall, the only other tall structure besides the Biltmore is the Gables One Tower, the UM Building. I try to imagine other buildings the same height or taller 190 feet, credits are allowed with site zoning variances. I sincerely hope as stated in the workshop report recommendations, which Sue touched on, Doctor Bohl mentioned, you said the Paseo is not really mentioned in the workshop draft other than that we should have a specific visioning about that, meetings about that in a public process, but then there it is again large scale development Paseo, so its mentioned more than once. I sincerely hope that the Coral Gables Commission, Planning and Zoning, City Planners and Managers do continue to carry out planning in their visioning design studies with a public process, and that there will be a workshop, several workshops and public process specifically focusing on the Paseo de la Riviera proposal and the U.S.-1 corridor as a cohesive thing rather than spot, focusing on spot areas of it, coincidentally that happen to be where this development may go. And these workshops should be broadly publicized, like the Miami Herald, the Neighbors, and held during a time and date when a meaningful cross-section of the citizens most impacted by the projects can participate and share their concerns, because we in the Riviera Neighborhood Association and adjoining rest of the single family home areas, we are tax paying property owners, residents, stakeholders. We are stakeholders with you in maintaining, preserving, and envisioning the future of the City Beautiful after all. The City's Zoning Regulations, which are reviewed regularly, even recently, much more recently than 1950's, I don't feel there are obstacles to be steamrolled over quickly and efficiently. Thank you.

Mayor Cason: Thank you. Gerald Pinnas.

Mr. Pinnas: Good morning ladies and gentlemen, I should say good afternoon. My name is Dr. Gerald Pinnas, I live at 1140 Alfonso Avenue, which is zero point five (0.5) miles from the intersection of Caballero and U.S.-1. I have lived there since 1998 with my wife Susan. I am a retired eye surgeon. I moved to Miami in 1956 and coincidentally lived on Andora Avenue with an aunt and uncle when I first came to Miami. I attended the vision workshop expecting at least some passing mention of the Paseo project, because after all it has to be a large part of the

discussion about the changes the redevelopment of U.S.-1, but nothing was mentioned. Also, I was very surprised to hear someone get up, a traffic person get up and say, we will not discuss traffic tonight – dah – we are not going to discuss traffic and the impact of the redevelopment of U.S.-1 with respect to traffic. I'm retired, I do not leave my house between 4 and 7 o'clock in the afternoon to go anywhere if I can help it because the traffic is already terrible. When I'm over in the shopping center where the Bagel Emporium is, because I use the gym in that shopping center, the traffic on Mariposa Court to get onto U.S.-1 is already so deep that oftentimes when I'm in the parking lot I go around cars so I can make my right turn to go back home rather than left because there is so much traffic. We were told by people that the Paseo project would exit onto U.S.-1 at Mariposa Court, that's a terrible idea. Also, I'm concerned about traffic in my neighborhood, my street Alfonso Avenue is a very quiet street. If people are in this redevelopment area and have to go to Sunset Elementary School where the Coco Plum Circle, they are going to be using our streets. I attended the workshop like I said, and the first night I thought it was very interesting and it was an infomercial. I agree with all the comments that have been made before about this workshop. I was so disgusted at the end of the evening that I did not attend the second day. Thank you.

Commissioner Lago: Thank you doctor.

Mayor Cason: Victor Cuesta.

Mr. Cuesta: Hello. Good morning everyone, Commissioners, Mayor. Thank you for the opportunity to allow me to speak. My name is Victor Cuesta, I live in Placetas Avenue, 1237 Placetas Avenue. I'm a graduate from the University of Miami, I obtained my Master's Degree there, and I'm very involved in the community in many different aspects. Ultimately, I'm a father of small children, they are 3 years old, so this area definitely impacts us, these three blocks from where we live. We go to JC Park, which is adjacent to that. I like to be outdoors and try to walk, even though sometimes people look at me funny, since I walk in Miami...So walking with my children, they are twins, so they need both parents to be around. So we are very concerned about some of the things that have been mentioned: traffic and density. So definitely we would like to, if this project, just think about what are the ways to make things better. There has been so

many concerns and input about the way this workshop or whatnot, or whatever you want to call it, but you can get input from others. I did not get invited to that and I'd like to speak on behalf of my wife and others that were not able to attend this event. You can get surveys, you can get so many other ways to get input from those like us. I'm taking time off work, many others couldn't make it. I know you are all working so hopefully I can speak on behalf of those. Our ambition, the City of Coral Gables, like I see some cities, some people mentioned cities in other parts of the world. We are fortunate enough to travel, Poland is a place I admire because I see parents with their bicycles and around, and every time I see someone here with a bicycle, its like God bless them, you know hopefully no one will run over them and in front of my street, that's what I'd like to have with my children and I'm very concerned. I'm very concerned about all this development that's going on and hopefully – yes, I'm all about development, but let's think about it. Let's think about not 5, 10 years even 20 years from now, what is it going to be like hopefully with more electric cars or less cars, more or better public transportation. So that's what I envision and hopefully you, Commissioners, you Mayor, can think about these things because this is so important for all of us. I want to be able to walk with my children and be able to go three blocks without having to worrying around everywhere to see if someone is going to run over us, to bike around, just public transportation...So thank you for listening. Ultimately, the ways to make this better, again, I've done surveys myself, electronic means, this presentation where you can get input from people right away, so you cannot filter the questions and whatnot. Get the true facts like Commissioner Lago mentioned, get them in front of everyone. So, I really like your opinions, hopefully you can come up with the best solution for all of us in this development to be the best for each one of us and think of others just like myself and my family that could not be present today. Thank you.

Commissioner Keon: Thank you. Could you tell me your name again, I'm sorry.

Mr. Cuesta: Victor Cuesta, start with a C.

Commissioner Keon: Cuesta. Thank you.

Mayor Cason: Thank you very much. Eva Gordon.

Ms. Gordon: Good afternoon. Thank you very much for your time and interest. I'm Eva Gordon, I live at 1020 Andora Avenue for over 40 years in a very special neighborhood. If you all have not walked on Hardee Avenue, I really urge you and ask you to please do so, so you really understand what we are talking about and take a couple of breaks along and look around so you understand why we are all here. Also, I would like to ask you to please do not discriminate against us retired people who do not text and do not tweet, so please find another means of inviting us in the future whatever that might be, something that we can relate to, an e-mail is OK. My husband doesn't e-mail, but he's a little older than I am. I would like to address Commissioner Quesada's question directly, which was very appropriate and that is about the shopping center. We do use the shopping center, everybody on our streets uses that shopping center. The Bagel Emporium, the little restaurant, the gym, next door the CVS, etc., etc. We need more shopping centers, OK, because that's where we like to shop. If you look at the census track, the census of the residents in that area its rather advanced age, let's put it that way. They like to stay close to home, they like convenience, they like something simple and easy that's not five stories high and they have to go around in the parking garage. So we do like convenience and we could use a couple of more of those and preferably nicer with more landscaping, yes, that would be lovely. I come from Europe where trees are "gods" and yes, we like to have a little more of that. I'd like to point out to you that the one thing that we definitely don't need in that neighborhood, we as residents, is apartment buildings, and condo buildings. We do not need that because we already have our residences and we are very, very happy with them; and I would like to point out a couple of recent projects in the last ten years, let's say and some of you from the City would know the exact date. I was not planning on speaking so I don't have the facts, sorry about that. In the 400 Block of U.S.-1 there is a lovely office condo building with the proper setback, with some greenery and it looks very nice. On the 500 Block of U.S.-1 there is also a fairly recent building. I believe it's the new Esslinger Wooton Maxwell Building, very nice and very fitting for the neighborhood. There is a lovely, perhaps four-story high apartment or condo building, I have not been able to investigate it, on the corner of U.S.-1 and Riviera, that is also fitting with the neighborhood, There is Chase, which is also nice, there is the Santana Tower, which offers quite a bit for the neighborhood and I'm just pointing this out to you that, yes, there are ways of developing the neighborhood so its conducive for the existing residents who have

spent decades and decades and we hope to spend there more pleasurable time. Thank you very much.

Mayor Cason: Thank you. Is it G. Troy? There is something else after, I can't tell, Register.

Mr. Register: Register – yes.

Mayor Cason: OK.

Mr. Register: I'm Troy Register, I've been a 31-year resident of Coral Gables. I live at 1240 Placetas and I appreciate very much what the Commissioners do for our community. I look forward to continuing this process so we get a true representation of what this community is looking for. I looked at the process and I see we just need more constructive movement to get our community involved, and we need a clear understanding that we've got a channel to communicate with the Commissioners and the process that has gone on today is, we've been involved in talking to the developer, he's listened, but he has not incorporated our thoughts and so we ended up with a process that is dividing our City, and we need to recognize that this is a community of residents and small businesses and move forward to getting that process continued in the future. Thank you.

Mayor Cason: Thank you. Stuart Rich.

Vice Mayor Quesada: Actually before the next speaker. Some people were standing. There are some open seats over here, if you guys want to come around and sit down. I know you guys have been standing there for a while. You can stay standing if you want as well.

Mayor Cason: Stuart Rich. Does Amanda want to come with you or you are separate?

Mr. Rich: She'll probably yield her time. I'm talking about her stuff anyway. Thank you very much for letting me speak to you. My name is Stuart Rich, address 1222 Aduana Avenue. I hate to embarrass the sale...I've lived there for over 40 years, but I just have – I agree with everything everybody said here, so I don't really have much to add, but my daughter was looking around, she looked at the UM parking website, its very interesting because it shows the Gables One Tower perfect test case, over 900 employees, 500 parking places. OK, so you've got 400 to

deal with, this is a perfect example of where public transportation, Metrorail is right there would work. The question is, do the workers use public transportation?- answer, no. How do I know?- because underneath the Metrorail there is reserve parking spaces for the workers...the total irony of today really for me, they don't want to park there because they don't want to be charged too. They have to pay UM to park under the Metrorail, then take a chance crossing U.S.-1 to come to work. I know this because people walk through my neighborhood, the workers, staff, and they like the shade and the wonderful ambience of my street and I ask them what's going on. The last one said, well they are hiring they are hiring some new Vice President, so I'm going to have to go from the building to under the Metrorail now and he wants to try to loosen...walk, but anyway, just check that out and it kind of tells you a little bit about whether we are really ready to turn all this over to public transportation. Thank you very much.

Commissioner Keon: Thank you.

Commissioner Lago: Thank you sir.

Commissioner Slesnick: Question – when we do the Underline, will we be giving up parking spaces?- those parking spaces?

Commissioner Keon: Yes.

Mayor Cason: Yes. Amanda did you seed your time?

Mrs. Amanda Rich: Yes....

Mayor Cason: Gordon Gregory.

Unknown Speaker: [Inaudible – off mic]

Mayor Cason: Elsie Miranda.

Ms. Miranda: Good afternoon.

Commissioner Lago: Good afternoon.

Ms. Miranda: My name is Elsie Miranda, I live at 1114 Aduana Avenue. I've lived there for 23 years. I've been a resident of the City of Coral Gables for 41 (years), and I did not attend the visioning workshop, I was out of town, and I couldn't make any changes to my schedule. But I'm very grateful for this opportunity to get a hearing and increase the opportunity for people to express their concerns. With regard to the visioning of the future of our City Beautiful in general and in our neighborhood in particular, I would like for all of us to keep in mind that the City's founder George Merrick wanted to ensure that the development of the City never do violence to the landscape. I found that to be a fascinating quote in the book, the City of Coral Gables history. I'm here to advocate that we all as citizens, elected officials, developers heed Mr. Merrick's concern in order to safeguard that the inevitable redevelopment along the U.S.-1 corridor not do violence to the landscape or to the surrounding neighborhoods, but instead promote Mr. Merrick's prophetic vision that balances beauty and pragmatism. Furthermore, I would like to uphold the City's current building codes that keep the area in question as low-rise, mixed-use, with generous setbacks, and high quality in order that we remain committed to keeping our City beautiful. Moving forward, I firmly believe that the redevelopment of the U.S.-1 corridor needs to be a win-win for residents, the City, and the developers, and that we don't commit to any redevelopment projects that could do violence to George Merrick's vision and pummel the way of life for the residents of this beautiful City. Thank you for your time.

Commissioner Lago: Thank you very much.

Commissioner Keon: Thank you.

Mayor Cason: D. Jane Mass.

Unknown Speaker: No.

Mayor Cason: OK. And finally, before we take a lunch break Alicia Amaya Fernandez.

Ms. Fernandez: Good afternoon everyone. I'm a resident of Coral Gables for 53 years. I lived at my current address for 30 years, my name is Alicia Fernandez. I live at 6000 Granada Boulevard. My personal opinion and comments on the vision workshop on Saturday, July 18<sup>th</sup>, I found it to be very informative and productive. I was part of the discussion group that stayed behind at the



hotel. Many questions and suggestions by those at the table I was sitting was a one-to-one discussion, some of those that were at the table are here right now present, and my vision for the future of the Riviera neighborhood with this beautiful and family oriented project is very positive and exciting and I hope we do go forward with it. Thank you.

Commissioner Lago: Thank you.

Vice Mayor Quesada: Is this an item that we vote on?

Mayor Cason: No. This is a discussion session.

Commissioner Keon: No. Its just a discussion. I really would hope everyone would see it as all of you that are talking about this particular workshop, is that this workshop was the beginning of a long process. It wasn't a one-time shot at anything. It was an opportunity to begin the discussion. I'm sorry that people see it as being badly timed, but if we didn't start when we started because the project has the right to start to come forward, we wouldn't be out in front of that project and its really important to us that we are out in front of that project. You have the Planning and Zoning Board meeting, at least that one, and you have at least two readings before the City Commission, which probably would be toward the end of the year before any decisions are actually made. So starting when we did gives us the opportunity to really bring in the public and to have the fuller and bigger discussion when people will be here and can be in attendance, and we know that the first time that we advertise something, like believe it or not, is not as great as it is at the very end, because its where you begin, and the beginnings tend to be a little smaller and will grow as the discussion grows with it. So thank you.

Vice Mayor Quesada: I want to go, if I can draw your attention to page 46, the recommendations, the summary recommendations. Number one, the first recommendation is to for this study area that staff went through and our outside consultants went through, was to do – create a transit-oriented development overlay for the study area, that's the number one, first column to the left. I think that's a great idea. I think we've discussed it. I think what we've heard today from the residents and we know this, we all hate traffic. If there is a better way to be treating traffic in this area let's proactively go after it. What's the interplay that we are going to have with the

Metrorail lines and Mr. Bohl, Dr. Bohl, I feel like I didn't get an answer from you on a question that I asked, and that was, what type of project should we be promoting for this type of area on U.S.-1? I gave my example because I'm an attorney, I have that experience of riding the Metrorail to go to court. Should we be promoting and someone mentioned, I want to get this right, Ms. Gordon mentioned she doesn't want apartment buildings or condo buildings, more residential projects in that area. I don't know if I'm for or against that, but from your perspective should we be promoting retail projects?- should we be promoting commercial projects?- I think your answer is going to be mixed-use from the big word that popped out.

Mr. Bohl: Its going to be mixed-use and its going to be market-driven.

Vice Mayor Quesada: Its going to be market-driven, but to a certain extent the elected officials, the legislators that are creating the ordinances and the laws, we can control that, can we not?- to a certain extent? We can incentivize certain types of projects, we can deincevitize other types of projects. In your opinion from what you've seen in the study, what you've gathered in your experience, is there a certain type of project that we should be trying to promote? Obviously, my goal here is pedestrian, walkability, friendly and reducing traffic at all if possible.

Mr. Bohl: You can look at a lot of different examples of how transit, walkable transit oriented neighborhoods are, are realized. Some are very modest scale and some are more intense. I think that's where the process needs to go forward. It needs to dig into the details of what's the appropriate scale and intensity of development. Mixed-use – there was agreement across the board in the workshop, and the benefit of mixed-use is that you can go and accomplish many different things without having to get back in your car. So that's not going to tell you exactly what to build, but I think you decide on the appropriate scale, you incorporate a mix of uses and then you don't try to dictate exactly whether it's a particular kind of restaurant or a particular kind of shop or particular type of office, whether it's a real estate office. You are trying to be, you are trying to literally mix the uses so that there is a synergy amongst them and that you can reduce the need for people to hop in their car and hop, hop, hop to every location along the corridor. I was digging for an answer for the *Chant le zay* question, because that was one that I threw out there and the purpose when I threw it out that night was to say, alright, we need

everyone to think about the character that they would like to see for this area going forward, and I strongly urge people to think of specific places, specific types of places you've been to, you can point to and you can say, like this, and I think that helps lead a way forward in the conversation where people can point to places and say, like this. It's a good scale. So the *Chant le zay* example was in part because it carries the same amount of traffic as U.S.-1. And then the second answer to oone question that was posed, most buildings in Paris are about five to six stories tall.

Vice Mayor Quesada: Forget about Paris for a second. Let me ask you a question. How do we move this forward from being merely a discussion and a visioning session and academic to actual implementation? For example, I think we all agree on the boulevard style, we all agree that its got to be more walkable in the sense, whether its trees or sidewalks or connections, what's the next step? Where do we go from here? I know we have the summary recommendations, which starts on page 46, I know the short-term action steps.

Mr. Bohl: The summary recommendations are what we produced, what the facilitation team produced and then staff looked at these and other input and they came up with the short-term and long term recommendations. So that is what staff is proposing.

Commissioner Keon: Ramon was going to present that.

Vice Mayor Quesada: OK.

Mayor Cason: Ramon you want to conclude with those recommendations?

Commissioner Slesnick: Mr. Bohl, I want to ask you something before you leave. West of Coral Gables, have you ever been asked to study that area that's along the Metrorail to the South Miami Metrorail Station, it seems like there is a lot of low priced land in that area with car repair shops and printing shops and so forth, which is right next to the Metrorail on the right side of U.S.-1. Have you ever been asked to study that area?

Mr. Bohl: Actually, I was in a meeting with the Mayor of South Miami and some other folks that were talking about the need for studies in those areas, so I haven't been asked to do anything.

Commissioner Slesnick: It seems like that would be a great place and UM is buying land on that side of the university also, I mean west of the university, for more dormitory-type high-rises and so forth along the Metrorail.

Commissioner Keon: Didn't South Miami just recently within the last month or so pass some changes, proposed some changes to their land use to allow higher density along that corridor? I don't remember exactly what it was, but I remember reading...

Vice Mayor Quesada: What you are referring to is a project right off, its within walking distance to the Metrorail stop that they have on Sunset...

Commissioner Keon: Right.

Vice Mayor Quesada:...and they approved that project is what you are referring to....included with that...

Commissioner Keon: Right – but I thought that there was – but there was a whole discussion in South Miami to change their land use in that whole area.

Mr. Trias: On trans-oriented development.

Vice Mayor Quesada: Can you pull – actually can you pull the studies that South Miami did related to that project because maybe its something that could be beneficial to us, whether its traffic related or just overall aspect of it, if you guys can review that. As well as 37<sup>th</sup> Avenue, City of Miami just had an RFP that was just granted to a developer and they are going to do a mixed-use type of project on the west side, so just north of us...

Commissioner Lago: On county property from my understanding.

Vice Mayor Quesada: If we can pull whatever the City of Miami put together for that project, there could be some data in there that's helpful for us both from the City of Miami and South Miami.

Commissioner Lago: City of Miami is also looking at 27<sup>th</sup> Avenue, which has certain private projects which are about to be completed which are adjacent to the Metrorail station.

Mr. Trias: I have staff doing that research already in anticipation of the workshop that we are going to have with the Commission and I think that's a very good example, the things that they regulate, the things that they don't regulate are certainly something we can learn from.

Commissioner Slesnick: But Ramon when we asked for the study at the two Commission meetings, four Commission meetings ago, didn't we ask for the study to go up to Douglas Road, the whole length of U.S.-1?

Commissioner Keon: I think there was a discussion about it going to Douglas Road, but when we started looking at it, I mean if we start like at Bird Road, I mean what is within the City of Coral Gables, the area that's actually within the City of Coral Gables, starting Bird and coming north that is already fairly well developed and then we have the McFarlane-Homestead area and that residential neighborhood that actually comes right out to the street, there is a little bit of development just south of that, but its very narrow so you are not going to have much higher development because of the depth of those lots, and then you have Temple Judea, then you have Ponce Middle School, so all of those areas. The next areas where we knew that there was going to be pressure to develop because of the depth of the lots and because properties are turning over and changing hands, really started around Maynada is kind of where that pressure started, and we looked to go to Alhambra because that is the area that is most closely adjacent to the residential community where we really needed to look at, because its not buffered by north of or south of Alhambra there is a fairly wide buffer between U.S.-1 and the residential community. There are deep lots in that area between Maynada and Alhambra Circle and those lots are deep, so there is a potential for development but they are also very close to the residential area and there isn't a current buffer, so it really was an issue of how do we allow this area to develop where there is an adequate buffering between the commercial area, I mean between U.S.-1 and provides the level of protection that is necessary to the residential community to preserve the quality and lifestyle and quality of life within that residential community. So that was why we sort of picked that particular segment.

Commissioner Slesnick: I hear your comments and one thing you said was pressure from the developers and I don't think we should wait until an area is pressured by developers in order for

us to act on something in a study, but where EWM (Esslinger Wooten Maxwell) is, they built there and its right next to a residential neighborhood right behind it. Basically right behind their building are duplexes and then it goes into a single family area, they built according to code at three stories, but they built according to code, and also where the University Inn is, those are built to four stories according to code; and right now the property right next door where Esslinger Wooten Maxwell was, I mean its been sold. So are are saying we should only look at areas where development should – where it might potentially affect residential?- and I’m just saying, we are talking about 27<sup>th</sup> Avenue and 37<sup>th</sup> Avenue and right now I see east of Coral Gables on Bird Road, everything along there is being built into high-rises, the traffic is terrible on my road because we are not paying attention what is happening on our borders, and I would like to see us find out what’s happening at the Sears complex if Sears Building is it going to be sold? What’s happening further along Bird Road?- what’s happening along U.S.-1 and just really study it all while we have the opportunity to study, and I apologize to the residents as well as to the developers, I did not attend either of the planning visioning sessions because it was summer, and I was out of town, out of state for two weddings that had been planned quite a long time before that, and I missed both of them. I did watch the videos, I was supplied the videos, so I saw that DVD. So I apologize for not being there, but I did see most of the reports, but I just – I’m going to have and I mentioned this at the last Commission meeting, not a visioning process but just more a brainstorming session on October the 8<sup>th</sup> and 9<sup>th</sup>, if that’s Wednesday or Thursday, to have anybody that wants to in Coral Gables come and I hope this area participates and studying the vision of Coral Gables in 2030 and where we should be and whether we should be having high-rises and where they should be and whether we should – because there are people in, I know 33 Alhambra Project is coming up and we studied the North Ponce area, whether we should expand along Ponce north or south and whether we should put townhouses here or a change for zoning, but I’d like to have developers and the residents come to offer everybody’s opinion and let them be heard and not say, not criticize one or another, but let everybody be heard and envision for all of Coral Gables. So if we are going to change anything in the Master Plan we can change it as a community-wide event.

City Manager Swanson-Rivenbark: Excuse me Mayor, I just wanted to help the public have a clarification and thank you for bringing it up. So on page 48, 49, 50, and 51, I'm hearing that these are recommendations from staff and not recommendations as a part of the larger report; and if that's the case I just think we need to clarify that and listing out City, Planning and Zoning Department recommendations, because I think there was some confusion that the public felt that there was another Paseo recommendation which was not necessarily a part of the original report. We have enough today, so I wanted....

Mr. Trias: And I wanted to clarify further. I want to clarify further because this is not the recommendation of Chuck Bohl, not the recommendation of staff, this is a work of all the people that are here and everybody who came to the workshop and anybody who spoke today, it's a process that is ongoing and it's a process that if its seen in any other way its not going to work. So the only way we can make this work is to understand that it is a continuous process and what the City Manager said, it is true that I personally wrote the text here, but I wrote it in collaboration with the consultant and following up on the different recommendations. This is the best approach that we can have. If we can have any other way to look at this, if we look at it as some kind of confrontation or controversy, then we are not going to be as effective, so that's my only advise. Now in terms of the short action steps and the long range action steps, that is our view that is the easiest way to separate some of the many very good recommendations that came out of the process. The reason why this is here today is to have a starting point for you to have that discussion and for the community to talk about the issues. Its just to help you. It is true that in the first version of the report, I wrote limit height of buildings and left it at that, and then I asked around and I tried to follow up, what is the best recommendation. And since that was a very difficult item and since we did not have enough input on that, I decided to include some recommendations to help you start that discussion. So that is the purpose of this. Now my goal is to listen very carefully to you and to the community and then revise this in a way that is going to be effective and is going to help you truly implement the goals of the Commission, because you have the responsibility to come up with the vision for that area, and if the vision is different than what it is now we can help you craft the right policies to help you. And if it is the same, we have a perfectly fine Zoning Code right now in place. This City is well known for zoning, I don't

think there should be any implication that there is anything that is wrong, its simply an issue of priorities and the best approach to listen to the Commission. So that is what I have in mind in terms of the concept. The short-term action steps mostly deal with the immediate issue at hand, which is what do we do with that project that is being proposed at this point and needs to be discussed in the context of the overall impact? There are some specific recommendations about Madruga and Caballero and also the opportunity to look at JC Park in terms of the way that it services the neighborhood, and then the fact that the Paseo de la Riviera like any other project that goes through our process, goes through a very long and arduous process of review in which design issues, issues that can be controlled, sidewalks, roads and so on are studied and then by listening to the community and trying to see the impact in the neighborhood that some final project is brought before you. So that's what that issue is. And my goal is that if you think there is a better way of saying this or there are some better ideas, let me know.

Mayor Cason: Ramon there is one element that I don't see in here and that's a good handle on the traffic in the neighborhoods now. We need to know some facts because people talk about all the traffic cutting through, is it or is it not?- and what are the numbers?

Vice Mayor Quesada: Can you involve Chief Hudak as well as Kevin Kinney because when we had the trolley that started coming into north area of the Gables near Flagler, they were having, when I first got elected I remember this, there were a lot of residents that were complaining because they were having random people throw a county park in their neighborhood and then walk over to the trolley stop and jump on, and then what we did is we implemented residential parking permit zones. I would like to hear from Kevin for the benefit of all of us, basically how effective it was in those areas, and also around the University of Miami for a long time they've been doing that in certain areas near the Law School and Ponce as well. So let's see how effective that's been as a way of controlling that traffic where that parking coming in. As far as traffic, I'd like to see some traffic counts on those streets historically, if we have that kind of data. I think that would be helpful for all of us.

Mayor Cason: We need the baseline. And also, check with the University of Miami what are their plans to expand, if any, their Hurricane which runs down – it runs to Coconut Grove, but it



doesn't come to the Gables, but slight change, you've got a new leadership there maybe could help alleviate some of the traffic concerns.

Vice Mayor Quesada: Crossing U.S.-1 – because maybe at some strategic points along this corridor there is either our trolley, the University of Miami Hurricane Shuttle can help you get across U.S.-1 to the Metrorail, maybe that's an easier way, maybe if we are not as close to the new overpass that's being built, there is a nice, easy, safe way to get across to the Metro Stop.

Commissioner Keon: We also know that in the way that buildings are designed along there, we can control the ingress and egress from those buildings that protect the residential community behind them from allowing the way cars can get in and out, but prevents them from going back into the neighborhoods. So we need to keep those things in mind too as far as development goes and how we want that to interact with the neighborhood.

Mayor Cason: Ramon anything else you want to say on...

Mr. Trias: The long term, the big policy decision is in terms of the long term is whether or not to encourage the transit-oriented development, which would be different, I think, it would be very different than the strip center development that is existing right now. And that's a policy choice up to you based on the input that you get from the community and I'll be happy to assist in any way.

Mr. Bohl: I'd just add, I know the Paseo really created a big focus on the northbound side, don't forget the southbound side, the UM campus side.

Vice Mayor Quesada: We really haven't really discussed. I mean you mentioned it in your presentation, but there were no question and we had no discussion on the Underline, I think the Underline is terribly important for our City. Its going to be great to really have that accessibility. I would love to see the Underline have art and trees and foliage and shade and just a nice place to stroll or to use as a connector for pedestrians.

Mr. Trias: Currently we are reviewing an amendment to the Campus Master Plan that includes more housing close to Metrorail, so these things are going on, so there are multiple opportunities

that the Underline, the University of Miami Campus, and a possible TOD overlay for you to make some policy choices.

Mr. Bohl: The stations are on the southbound side, the campus is on the southbound side. In terms of potential impact of some mixed-use or commercial uses, residents like the idea of seeing it over on that side and they want a stronger connection to be able to go use the campus as part of their community as well.

Commissioner Lago: Just a quick question. Do you know when is the expected deliver of the overpass?- the one that the county is putting forth?

Vice Mayor Quesada: Eighteen months wasn't it?

Mr. Trias: I don't.

Mayor Cason: Find out.

Commissioner Lago: Thank you. I appreciate it.

Mayor Cason: Alright. Let's take a lunch break and be back at 2:10.

Commissioner Keon: As a discussion on an overlay district, can we schedule that for some other time or do you want to discuss it today or do you want...

Mayor Cason: Let's get some more input from the residents.

Commissioner Keon: But that could be another meeting and people can come back and looking at an overlay district because that also would include the south side as well as the north side of this area, and we know that Berkowitz' property is going to be developed. There are a couple of strip malls along U.S.-1 along that side that I think are changing hands too, its near the Riviera Fire Station, so there is a great deal of other stuff along there. So we will schedule a workshop on just this issue?

Commissioner Lago: But let me ask you a quick question and I agree with you on that. Before we break for lunch, because I know there are a lot of individuals who have plans to go to work,

what's the next discussion when we come back from lunch? Are we going to continue with the agenda or we are going to continue?

Vice Mayor Quesada: I think we are done with this item.

Mayor Cason: I think we are done with this item. Its getting back to us many times in the future, but I think...

Commissioner Keon: But we'll schedule an item on the Commission meeting to discuss an overlay district or whatever?

Vice Mayor Quesada: Dedicate a page on our website related to the overlay study, this corridor study...for the benefit of the people in the audience so they know what's coming up. If we can create a page on our website just to have a copy of this study, dates that we had, access to the YouTube video as you mentioned, as well as any upcoming meetings so that they have a central place so they can go check in to see what's happening.

Mr. Trias: Thank you.

Vice Mayor Quesada: Thank you.

Commissioner Keon: At this point though, can we provide them with some guidance to move forward with looking at an overlay district and coming back to us with.

Mayor Cason: After lunch we'll discuss it.

Commissioner Keon: OK. Thank you.

[End: 1:14:26 p.m.]