

City of Coral Gables City Commission Meeting
Agenda Item F-8
March 9, 2021
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

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

City Staff

City Manager, Peter Iglesias
City Attorney, Miriam Ramos
City Clerk, Billy Urquia
Planning and Zoning Director, Ramon Trias

Public Speaker(s)

Mark Trowbridge
Jackson “Rip” Holmes
Karelia Carbonell
Maria Cruz

Agenda Item F-8 [5:15 p.m.]

An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code pursuant to Zoning Code Article 14, “Process,” Section 14-212, “Zoning Code Text and Map Amendments,” by amending the following provisions relating to ‘Miracle Mile’:
(1) Article 2 “Zoning Districts,” reducing the maximum height and modifying and conforming associated provisions including, ground floor design, setbacks, vehicle access, and site plan review in the ‘Zain/Friedman Miracle Mile Downtown

District Overlay (DO) and the Mixed-Use 2 (MX2) District facing Miracle Mile; (2) Article 4, "Urban Design and Public Improvement Standards," clarifying a build-to-line; (3) Article 10 "Parking," Section 10-109, requiring remote off-street parking; and (4) Article 14 "Process," Section 14-204.5, prohibiting use of Transfer of Development Rights (TDRs) as receiver sites; providing for repealer provision, severability clause, codification, and providing for an effective date.

Mayor Valdes-Fauli: Okay. We have six items item the agenda. And my proposal on this is what we're going to do is to take the F-8 first, which is the item having to do with Miracle Mile. F-8.

City Attorney Ramos: F-8, Mayor, is an ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code pursuant to Zoning Code Article 14, "Process," Section 14-212, "Zoning Code Text and Map Amendments," by amending the following provisions relating to 'Miracle Mile': (1) Article 2 "Zoning Districts," reducing the maximum height and modifying and conforming associated provisions including, ground floor design, setbacks -- excuse me, step backs, vehicle access, and site plan review in the 'Zain/Friedman Miracle Mile Downtown District Overlay and the Mixed-Use MX2 District facing Miracle Mile; (2) Article 4, "Urban Design and Public Improvement Standards," clarifying a build-to-line; (3) Article 10 "Parking," Section 10-109, requiring remote off-street parking; and (4) Article 14 "Process," Section 14-204.5, prohibiting use of Transfer of Development Rights as receiver sites; providing for repealer provision, severability clause, codification, and providing for an effective date. This is a public hearing item. Mr. Trias.

Planning and Zoning Director Trias: The City Attorney explained all the issues in the title very clearly. The ordinance is written in such a way that each paragraph has the new language. But again, the issues are very well known. And I won't make a presentation, but I'm ready to answer any questions.

Mayor Valdes-Fauli: You will what?

Planning and Zoning Director Trias: I'll answer any questions since we know the issues already.

Mayor Valdes-Fauli: Yeah, this proposal is based on our agreement and suggestions. Can you...

Planning and Zoning Director Trias: Yes. I'll summarize. The big issue is that it's four stories maximum and 50 feet, remote parking mandatory, no TDRs. All of the issues that I believe were a consensus from the Commission.

Mayor Valdes-Fauli: Rooftop terraces and...

Commissioner Mena: Can you address the...

Mayor Valdes-Fauli: Step back.

Commissioner Mena: Yeah, can you address also the step back component that will allow for the rooftop activation?

Planning and Zoning Director Trias: Yes, that's also included.

Mayor Valdes-Fauli: Okay. Any comments from the Commission? I mean, we had the workshop the other day.

Planning and Zoning Director Trias: And the last thing is that the 3.0 and 3.5 is not changed. It's somewhere else in the Code, so that will still apply in terms of FAR.

Mayor Valdes-Fauli: And no TDRs.

Planning and Zoning Director Trias: No TDRs.

Mayor Valdes-Fauli: Okay, any comments from the Commission? We discussed this at length at our workshop the last time. But if there any comments and if not...

Commissioner Keon: No. I think it was a good -- I think it's a good solution.

Mayor Valdes-Fauli: It's what?

Commissioner Keon: I think it's a good solution.

Mayor Valdes-Fauli: Yeah. Okay, we have members of the public that wish to speak.

City Clerk Urquia: Yes, Mr. Mayor.

Mayor Valdes-Fauli: Okay, two minutes.

City Clerk Urquia: Okay. The first speaker is Mr. Mark Trowbridge.

Mark Trowbridge: Good morning, Mr. Mayor -- or sorry, good evening, Mr. Mayor, Vice Mayor, members of the Commission. My name is Mark Trowbridge, and I'm the President and CEO of the Coral Gables Chamber of Commerce, 201 Alhambra Circle, Suite 100. I want to thank the great work of our City staff, our City consultant, and each of you members of the Commission for coming to today's compromise to working a solution, which we at the Chamber have always said there was going to be a path forward, but that we needed to do something for our Miracle Mile, for our downtown. It has been a very difficult last year, almost a year to the date, related to COVID-9, but even before that, some of the challenges that our businesses, retailers and restaurants had coming out of the streetscape project. So, I really appreciated the last six or seven workshops. We were honored to host one of those that many on the Zoom today participated in and shared their thoughts. But at the end of the day, compromise will win the day, and I want to thank you for working together. I want to thank you for sharing your thoughts, listening to every available voice, including those of the business community, as well as our residents. We all need

to work together. Our businesses depend upon wonderful members of the community who come and dine in our restaurants and shop in our stores. But at the end of the day, where we are today is not working, and so this compromise is one that we are pleased to hear about, pleased to support and to see how the conversation and the vote goes today. On behalf of our Chamber, thank you for working together to come up with a great path forward.

Mayor Valdes-Fauli: Thank you, Mark.

City Clerk Urquia: Okay, Mr. Mayor. The next speaker is Mr. Jackson "Rip" Holmes.

Mayor Valdes-Fauli: Mr. Holmes, two minutes.

Jackson "Rip" Holmes: Greetings. I'm sorry. There was somebody knocking at my door. Ginger, stop.

Mayor Valdes-Fauli: There's a dog.

Mr. Holmes: Sorry about that. Ginger. So, if you'll give me a chance to adjust here. Alright, so you all know that I'm three generations on Miracle Mile. My grandfather was shown what property to buy by George Merrick, the founder. But what I say to you is this is not going to work. This is going to blow up in your face because the parking is too important. And to take a story -- one story -- basically one-story street and turn it into a four-story street and not provide additional parking is going to be a disaster. And it's going to be one of your deepest regrets if you pass this, because you'll see a debacle unfold before your eyes. And what can I tell you? I mean, that means -- listen, please. Trying to get a tenant right now on Miracle Mile is actually, to be honest with you, a losing cost, right? And it's not because of anything that's happened prior to the zoning change. What's -- why is it a losing cost? You're moving into a construction zone, and we have a Mayor who killed the lawsuit that the City was ready to file when streetscape committed

malpractice. The former City Manager Cathy Swanson told me the City was ready to file that, and we could have piggybacked on it. A lot of restaurants went under because of that. But more importantly, this has -- we've got to look at the long view, obviously. And if you tell the truth to a perspective tenant that they're going to be on South Beach -- but South Beach is nourished by tourism. Why does South Beach get away with not providing parking? Because the tourists come there with no cars. They don't have a car that they bring to the table. That's the only reason South Beach can survive with no parking. This is a disaster. You've got to understand this. I ask each of you, Commissioners, where have you ever in your lives remote parked, and what was your experience?

Mayor Valdes-Fauli: Thank you. Thank you, Mr. Holmes.

Mr. Holmes: This is a...

Mayor Valdes-Fauli: Thank you very much.

Mr. Holmes: Loser.

Mayor Valdes-Fauli: Please conclude. Thank you very much, Mr. Holmes.

Mr. Holmes: How much more time do I have?

Mayor Valdes-Fauli: Next.

Mr. Holmes: How much more time do I have, please?

Mayor Valdes-Fauli: None. You just finished. Next.

City Clerk Urquia: Okay. Mr. Mayor, the next speaker is Ms. Karelia Carbonell.

Karelia Carbonell: Hello every -- yes, hello everyone. Thank you for the opportunity to address the Commission. And I would like to make a few points from a historical preservation perspective, and I'm going to start now. First, one of the ongoing comments that I keep hearing is that so far, the Commission has been silent on acknowledging the strong number of residents who oppose any change to Miracle Mile. As it has been mentioned, to date, over 2,000 residents have voiced their opinion against the Miracle Mile, and of course, the Crafts Section rezoning, including a rally of 50 plus in front of the City Hall on February 9. We have signed petitions. We have letters, public comments, social media, et cetera. A compromise to a zoning change is still a change. Number two, the idea that a height limit on Miracle Mile is better than what is now is a misconception. First because it will encourage a residential component, of course, with the mandated remote parking to the Mile, totally changing Merrick's original commercial district. The Zain/Friedman overly adopted in the 1980s specifically discouraged development by requiring onsite parking, empirically supported by no development in the past 40 years. In fact, a recent developer canceled a hotel project on the Mile because the onsite parking requirement was a financial burden. Third, as you consider adding a residential component to Miracle Mile, have you considered the potential environmental stressors that come with the added density ratio to an area that is close to 100 years old? Please refer to yesterday's Miami Herald article. The issues that presently are experiencing -- or the City of Fort Lauderdale is presently experiencing where raw sewage is spilling into their waterways due to infrastructure woes. And of course, there's the traffic issue. So, please, as you consider this compromise, consider these issues. And I have not heard any discussion on those issues. Thank you so much.

Mayor Valdes-Fauli: Thank you, Ms. Carbonell.

City Clerk Urquia: Okay. Mr. Mayor, the next speaker is Ms. Maria Cruz.

Maria Cruz: Good afternoon. Here we go again. The residents, the people that pay the taxes, the people that elected you, have made it very clear that we do not want anything to happen to what we know as Miracle Mile. We do not want people living there. We do not want anything higher than what it is now. How hard is it to understand? I'm tired of the compromises. Why do we have to compromise? It's very clear. If they want to build -- any developer that wants to build has to build parking. That makes it very difficult for them. So bad, so sad. If they want to build, let them use their space to put cars in. I do not know how many of you think the people are not going to be driving cars. I know that supposedly we're all going to be riding bicycles or walking or riding over to go to go to Miracle Mile. That defeats the purpose of the Mile. The Mile has to be a place where people can go or go in, get what they want, get back in the car and leave. That's what it was meant to be. That what it should be. Do not make the same mistake you did when you did the floors and the tiles that are horrible. Listen to the people. We do not want Miracle Mile to change. There's no need to compromise. There's no compromise. They have a right to build. Yes, they have the right to build providing parking. Let them deal with the parking. Let's see how far that idea will go. Thank you.

City Clerk Urquia: That's it for this item, Mr. Mayor.

Mayor Valdes-Fauli: I'm sorry?

City Clerk Urquia: No more public speakers for this item.

Mayor Valdes-Fauli: No more speakers, alright. I would like to comment on the people we have heard on this item. Mark, as the leader of the Chamber of Commerce, as President, thank you very, very much for your appreciation of what we've done. And I'd like to address Mr. Holmes, the first speaker after Mark. And he talks about parking, and he talks about changes in Miracle Mile. I remember Mr. Holmes, and I remember many of the merchants, when in '92 -- no, I'm sorry, '93/'94, I proposed that a median strip be built in Miracle Mile. The opposition was

ferocious, and we finally built the median strip, allowing people to cross the street without taking their lives into their hands, and now I don't think that they would change it for anything in the world. It used to be three lanes going east, three lanes going west, with a huge traffic jam anytime anybody wanted to turn left. Mr. Holmes, we are reducing the number of stories from seven that can be built there to four. I do also remember your wanting to have a big box store there. You blamed me when I was Mayor for not bringing Burdine's to Miracle Mile or bringing Jordan Marsh to Miracle Mile or bringing Sears to Miracle Mile. It was my fault, according to you. They didn't come because they didn't want to come. And had they come, they would have had four and five stories on Miracle Mile. Ms. Carbonell, I appreciate your historical sense, but look at Miracle Mile's history. Look at Miracle Mile's history and Miracle Mile's situation a month ago when I walked it the last time. I walked the whole Mile. There were 60 empty windowfronts there, 60 empty ones. And the tradition of Miracle Mile is not a -- you know, a delight. The tradition of Miracle Mile -- Miracle Mile was built by Roelle (phonetic), Roelle, the store -- the lady's store. Albert Friedman built Miracle Mile or made Miracle Mile what it is, but at that time we had Flagler and we had Lincoln Road as the only shopping streets in Miami-Dade County. Dadeland didn't exist. Dadeland was built in 1964, and not in 1940 something when Miracle Mile was built. You oppose change, but change is necessary for people to stay the same. Change is good. Now, seven stories can be built on Miracle Mile, and if somebody gathers the -- buys the stores, the empty stores and builds seven stories, would you like that? And I don't understand your reference to raw sewage because I don't think that has anything to do with Miracle Mile. And Ms. Cruz, Maria Cruz, thank for participating once again today in various Commission items. But we do not want change for the sake of change. We want change for the reason to keep Miracle Mile vibrant or to make it vibrant again. I again, go back to the 60 empty storefronts. Nobody wants to have people living there just for the sake of living there. It is a commercial stores and commercial street. And parking on the ground, nobody wants to have two and three-story parking pedestals on Miracle Mile. Nobody wants it because that would ruin Miracle Mile, and you would have 10, 20 feet on the ground floor as the entry for the garage, and then two stories for parking. Look at the -- our garages are pitiful garages in Andalusia. That ruins the street. That will ruin Miracle Mile. We

want -- the changes we are proposing, and in the last two Commission meetings -- or in the last two workshops where we discussed this, we had 106 people speak, 106. We've had 12 meetings. And this has been going on for the last three years. I think the changes are good. The changes have been very, very well discussed by all of our responsible Commissioners. Some have been here longer than others, and I've been here forever, unfortunately. You know, we've been here, and we've discussed it, and we want what's best for Miracle Mile. I think I've addressed the four people that have spoken and the points you've made. And I know you're not going to be satisfied but be that as it may. Do I hear a motion on the...?

Vice Mayor Lago: Can I just say one thing...

Mayor Valdes-Fauli: Yeah, please.

Vice Mayor Lago: Really quick. I just want to put on the record -- and I've made it pretty evidently clear -- and I thank the Mayor for his comment. At the end of day, I think this Commission, they're voting their conscience. They're voting what they believe is in the best interest of the City, and you can't fault them for that. This has been on discussion for a long time, and I think it's time to make a decision. My decision today is based on the FAR. I've had conversations with staff. I don't feel comfortable with the 3.5. I understand Commissioner Mena's very astute point, along with the City Attorney about the issue of a takings. I'm in favor of the remote parking aspect. I think it's important, like the Mayor mentioned, to remove parking pedestals. I think the step backs are appropriate, except for on the fourth floor. I think the height limitations need to be a little more in line, like I mentioned, with Rodeo Drive, where you apply for remote parking and that height limitation is 45 feet. And I think that's feasible because your first floor can be 15 feet, your second can be 10 feet, your third can be 10 feet, and your fourth floor -- if you had an FAR of 3.0 -- would be a cake top scenario, a recessed structure where you have a pool deck, outdoor dining, significant room for outdoor dining, and you could have another 10 feet there, and you'd be perfectly in line. You would have 45 feet. We're reducing the frontage requirement to redevelop properties. I think

that's important so you can see a new fresh approach. I really would love to see the outdoor dining, the pool experience on the fourth floor, similar to other municipalities, great communities throughout the United States. But to me, the only hinderance holding me back is I think the FAR is a little too much, and I think the FAR's a little too much because, on the fourth floor, I think that the habitable structure will encroach too much on the frontage. I think 10 feet is insufficient to have a real outdoor dining experience or an outdoor gathering location. And I'd like to see something more scaled back on that fourth floor where it's an actual opportunity for people to have gatherings in the open, outdoor dining. So, my point is that I can't support the 3.5, but I think a lot of these measures, like I mentioned, are important, and I think that they're going to revitalize a lot of things. But one last comment. I think we need to be careful when we talk about the Mile is dead. Because like several Commissioners on this Commission have mentioned, I go to our downtown every day. If I'm not out there dining with clients, I'm out there dining with my family. You know, Giralda, Miracle Mile, Aragon, the downtown is alive. The downtown is alive with families, with young professionals, with retirees, almost every day of the week. It's incredible to see that. And yes, we do have a few open storefronts. But I think in certain cases it's been done on purpose to make an agenda. But now you're seeing a lot of restaurants and everybody's hearing it on this dais, a lot of restaurants, a lot of new businesses that are coming to downtown Coral Gables because the opportunities are here. So, I just wanted to put my final comments. After three years, I'm happy to see this come to a final vote.

Mayor Valdes-Fauli: Thank you, Vice Mayor.

Vice Mayor Lago: And we can move forward.

Mayor Valdes-Fauli: Thank you very much.

Commissioner Mena: Mayor, if I may. The -- you know, I think this is, you know, really, I think, an exciting resolution to this process. You know, I think we've reached a point where we mostly

agree. I think based on the comments at our last workshop, you know, everybody's I think on the same page on 95 percent of the issues here, and then there's a couple of just fundamental things, and we all draw lines in different places as to what we are willing to support and not support. You know, I'm excited because I think this is going to encourage smaller scale development and avoid the massive assembly of properties and the larger scale development. I'm excited because it's going to avoid the parking garages on the Mile. And I'm particularly excited about the rooftop dining possibility. And you know, 10 feet -- you know, to the Vice Mayor's point, I don't disagree with you. I think that's a minimum. And I think what we're going to see is, I think we're going to see people come in under 3.5 because they're going to want larger activated rooftop space because that's going to really be a draw, in my opinion, to some of these locations. So, you know, we'll see how that goes. But...

Vice Mayor Lago: I think you're right on that, by the way. If I may interject.

Commissioner Mena: Yeah.

Vice Mayor Lago: I think you're going to see that happen.

Commissioner Mena: So, you know, I think those are all good things. Billy, if you -- I don't know if you have that...

City Clerk Urquia: I do.

Commissioner Mena: Photo readily available. I know we've shown it a couple of times, but I think it bears repeating because, you know, our last discussion on this was during a workshop, not during an actual Commission meeting. And the building that Billy's going to share now, this is the building we've talked about previously, on Miracle Mile and Salzedo on the northeast corner. If he's able to pull it up.

City Clerk Urquia: It's up on Zoom.

Commissioner Mena: Is it on the Zoom?

City Clerk Urquia: Yeah.

Commissioner Mena: Okay. So...

Mayor Valdes-Fauli: Very much, yeah.

Commissioner Mena: You know, in response to some of the comments about parking and about the history of Miracle Mile, here you have a building more or less in the scale we're talking about. Obviously, you'd have the fourth floor stepped back there. There's no parking. It's historic. We've had other conversations about historic buildings from the era of this building that, you know, people from the Historic Preservation Society had previously sought to preserve because they're from the 1950s. I don't know if this building's from the '50s or the '40s. I think I -- I think it was the '50s. But you know, this is a building that's been there for 70 years, give or take.

Commissioner Keon: That building?

Commissioner Mena: Yeah, it's from the 1950s, so close to 70 years is my understanding from Ramon. Is that right, Ramon?

Planning and Zoning Director Trias: Yeah, that's correct. It was renovated in the '90s.

Commissioner Keon: Okay, I was going to say in the 90s is when it was really...

Planning and Zoning Director Trias: (INAUDIBLE) here is different but the...

Mayor Valdes-Fauli: That was the fuel building that was renovated.

Commissioner Keon: Yeah.

Planning and Zoning Director Trias: Yeah.

Commissioner Keon: Right, yeah.

Commissioner Mena: Right.

Mayor Valdes-Fauli: Okay.

Commissioner Mena: So, look, bottom line is we have a real living example there of a building that works within the confines of what we're discussing basically, and I think this is a good resolution that, again, is going to spur small scale development, instead of what we currently already have, which in my opinion will inevitably lead to larger scale development. And so, I think this is a good resolution. I think it's the right path for us to take moving forward. I think it's going to help the Mile. And we'll continue to see what else we can do to support this area, which is obviously the important epicenter of our City that we all want to see thrive.

Mayor Valdes-Fauli: Thank you. Anybody else wish to speak? Commissioner Fors.

Commissioner Fors: Very briefly. I just wanted to emphasize also that my vote for this is motivated less by a belief that Miracle Mile is not headed in the right direction and more so by wanting to avoid the eventual assemblage of a very, very large building with parking garages on certain areas of the Mile. And by the way, historically, I did identify a photograph which I believe

would be from the late '40s on Miracle Mile, which has a -- which is much taller than five stories. It's probably -- nobody can guess -- seven or eight stories. Nobody can identify it. I'm going to email it to all of you just in case you guys can figure out what it is. But I spoke to John Allen and Chelsea helped me with that. We couldn't identify it, but I was very curious to know from a historical perspective what that building was because it was rather tall, and it must have been the late '40s or something like that.

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

Commissioner Keon: Yeah. I'm very glad to see this come to a resolution. And I think it really is a result of a group of people working in a very collaborative and civil manner to come to a decision as to how Miracle Mile should go forward in the future. We've put a lot of money -- the City has and the property owners on the Mile have put a lot of money into the streetscape and the public part. I think now it's time for the private sector to begin, you know, it's -- their work in redeveloping some of the storefronts. And some of those pieces, they are from the '50s. They're badly outdated. They do need to be remodeled. The spaces need to change a little, and I think they will have the opportunity to do that now. And I think we'll see maybe a better product on the Mile, and hopefully, more people and a much more successful retail street. But I thank my colleagues for us taking the time and spending the time to collaborate and to come to consensus on this issue. You know, the two really big public policy issues that I had with it was that, yes, there should be remote parking, and no, there should never be parking garages or platforms on the Mile, and the alleys are not meant to be a street that you access them. So, I think we've achieved those things. And we've, you know, kept the height at a, you know, at a -- it's at a height that is consistent with what's there. And you know, we avoid any claims of takings or anything else by maintaining the FAR that is in this item. So, I think that we've achieved some...

Mayor Valdes-Fauli: Thank you very much.

Commissioner Keon: Very good goals here.

Mayor Valdes-Fauli: Thank you. There is a comment that Mr. Urquia wishes to read on the record.

City Clerk Urquia: Yes, Mr. Mayor. It was a letter sent to the entire Commission from Ms. Sherry Gold, and it was a written public comment on the Miracle Mile zoning. And it reads, "Dear Mayor and Commissioners, a recent Miami Herald article promoted the spin that height caps will be lowered, while the reality is the height will increase from the existing physical conditions. The residents of Coral Gables have spoken. They do not want to see any changes to the historic street. I personally support preserving Miracle Mile's character and charm. I do not believe the compromise put forth will do this. The City has yet to commission an economic study and still has no data to back staff's theory that adding residences will improve the economic health of the business district. Nor does staff explain why thousands of residents already living within a few blocks, walk or a short drive, do not patronize businesses on the Mile. I urge you to postpone any vote until after the elections next month and following the completion of an economic study to help inform decisions. If the Commission insists on moving forward tomorrow, then I support Vice Mayor Lago's proposal of 3.0 FAR and three stories with an open rooftop space. The difference between that option and 3.5 and four stories with rooftop use is huge. Four stories will create a canyon effect. The sky and light will be diminished with no guarantee the increased height and residential use will improve business. The \$25 million streetscape improvements did not deliver on promises made, nor will the height increase to four stories. Lastly, allowing remote parking for new construction will be disastrous for business. It will result in the failure to attract diners and shoppers who have already complained about inconvenience and lack of parking. Wasn't there a lesson learned with the disastrous removal of parking spaces in the streetscape redesign? Regrettably, the drastic overhaul of the Zoning Code will result in a more dense, taller built environment throughout the City Beautiful. Please stop this rush to judgment and postpone the vote of Miracle Mile. Respectfully, Ms. Sheryl Gold.

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Mayor Valdes-Fauli: Thank you very much.

City Clerk Urquia: Thank you, Mr. Mayor.

Mayor Valdes-Fauli: Alright. Do I hear a motion?

Commissioner Mena: I'll move it.

Mayor Valdes-Fauli: Second?

Commissioner Keon: Second it.

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

Vice Mayor Lago: No.

Commissioner Mena: Yes.

Commissioner Fors: Yes.

Commissioner Keon: Yes.

Mayor Valdes-Fauli: Yes.

(Vote: 4-1)

Mayor Valdes-Fauli: Thank you very much. Then we will proceed to F-3 and F-10, which deals with parking.

City Attorney Ramos: Mayor, on Miracle Mile, does the Commission want the second reading on the 23rd to come back at 5 PM again?

Mayor Valdes-Fauli: No.

Commissioner Mena: No.

Mayor Valdes-Fauli: No.

City Attorney Ramos: Okay, so regular meeting.

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