

**City of Coral Gables City Commission Meeting
Agenda Items E-1, E-2 & E-7 are related
January 10, 2017
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
Assistant City Manager, Peter Iglesias
City Attorney, Craig E. Leen
City Clerk, Walter J. Foeman
Deputy City Clerk, Billy Urquia
Planning and Zoning Director, Ramon Trias**

Public Speaker(s)

**F. W. Zeke Guilford
John McWilliams
Haydee Polo
Stuart Rich
Magda Granda
Ana Hernandez-Bravo
Rosa Hanchett
Tere Seifert
Neha Dagley
Robert Ruano
Joseph Cacioppo
Rita Gross
Paul Savage
Lee Marrero**

City Commission Meeting
January 10, 2017

Agenda Items E-1, E-2 & E-7 are related – Ordinances requesting amendments to the FLUM of the City of Coral Gables Comprehensive Plan, requesting a change of zoning, and requesting mixed use site plan review for the mixed use project referred to as “33 Alhambra” on the property legally described as all Page 1 of Block 15, Coral Gables Section “L”.

Brian Gale
J. Bruce Ehrenhaft
Marcia Borden
Joseph Fadel
Jorge Alvarez
Kenneth Garcia
Geraldine Perez
Marlin Ebbert
Robert Carballo

Agenda Items E-1, E-2 & E-7 are related [0:00:00 a.m.]

An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, “Development Review”, Division 15, “Comprehensive Plan Text and Map Amendments”, and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from “Residential Multi-Family Medium Density” to “Commercial Mid-Rise Intensity” for the property legally described as all of Block 15, Coral Gables Section “L” (20 and 42 Navarre Avenue, 33, 43 and 47 Alhambra Circle and 2001 Galiano Street), Coral Gables, Florida; and, providing for a repealer provision, severability clause, and providing for an effective date. (10 19 16 PZB/LPA Review made no recommendation, Vote 3-Yes and 1-No)

An Ordinance of the City Commission of Coral Gables, Florida requesting a change of zoning pursuant to Zoning Code Article 3, “Development Review”, Division 14, “Zoning Code Text and Map Amendments”, from Multi-Family 2 District (MF2) to Commercial District (C) for the property legally described as all of Block 15, Coral Gables Section “L” (20 and 42 Navarre Avenue, 33, 43 and 47 Alhambra Circle and 2001 Galiano Street), Coral Gables, Florida; and providing for a repealer provision, severability clause, and providing for an effective date. (10 19 16 PZB made no recommendation, Vote 3-Yes and 1-No)

A Resolution of the City Commission of Coral Gables, Florida requesting mixed use site plan conditional use review pursuant to Zoning Code Article 4, “Zoning Districts”, Division 2, “Overlay and Special Purpose Districts”, Section 4-201, “Mixed Use District (MXD)”, for the mixed use project referred to as “33

Alhambra” on the property legally described as all of Block 15, Coral Gables Section “L” (20 and 42 Navarre Avenue, 33, 43 and 47 Alhambra Circle and 2001 Galiano Street), Coral Gables, Florida; including required conditions; providing for an effective date. (10 19 16 PZB made no recommendation, Vote 3-Yes and 1-No)

City Attorney Leen: (INAUDIBLE) together by the Commission. There’ll be one public hearing for all three. The first two are ordinances, which require two readings. This is the second reading today. And then the third one is a resolution, which is a quasi-judicial matter, which means the Commissioners are acting as judges in the way that they resolve the third one, and that’s being considered for the first time today and this would be the only time. It only requires one reading. So, let me begin. Ordinances on second reading. Comprehensive Plan map amendment and Zoning Code map amendment. The first is an ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, “Development Review”, Division 15, “Comprehensive Plan Text and Map Amendments”, and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from “Residential Multi-Family Medium Density” to “Commercial Mid-Rise Intensity” for the property legally described as all of Block 15, Coral Gables Section “L” (20 and 42 Navarre Avenue, 33, 43 and 47 Alhambra Circle and 2001 Galiano Street), Coral Gables, Florida; and, providing for a repealer provision, severability clause, and providing for an effective date. The second item is an ordinance of the City Commission of Coral Gables, Florida requesting a change of zoning pursuant to Zoning Code Article 3, “Development Review”, Division 14, “Zoning Code Text and Map Amendments”, from Multi-Family 2 District (MF2) to Commercial District (C) for the property legally described as all of Block 15, Coral Gables Section “L” (20 and 42 Navarre Avenue, 33, 43 and 47 Alhambra Circle and 2001 Galiano Street), Coral Gables, Florida; and providing for severability, repealer, and an effective date. In addition, there will be a resolution, a mixed use site plan review that occurs today. This resolution of the City Commission of Coral Gables, Florida is requesting mixed use site plan conditional use review pursuant to Zoning Code Article 4, “Zoning Districts”, Division 2, “Overlay and Special Purpose Districts”, Section 4-201,

“Mixed Use District (MXD)”, for the mixed use project referred to as “33 Alhambra” on the property legally described as all of Block 15, Coral Gables Section “L” (20 and 42 Navarre Avenue, 33, 43 and 47 Alhambra Circle and 2001 Galiano Street), Coral Gables, Florida; including required conditions; providing for an effective date. All three of these items, as I mentioned, will be considered in one public hearing, which will be occurring shortly. After that public hearing, if the Commission does not continue the matter and if the Commission desires, it would then vote on each of these items separately. Now, I always say this. It’s not because of today’s hearing, but any time we have a hearing with a number of people here. We do have a decorum resolution and City Attorney opinion. And basically, what it says is when a lot of people would like to speak, that you turn in your cards to the Clerk, that you come up one at a time, that you say your name and your address. The reason we ask for your address is because that --, because there’s a quasi-judicial hearing today, how close you are to the project affects your standing, your legal standing to be able to make arguments and appear in court, and it’s relevant to the Commission, because they want to know how much you’ll be affected by the project based on where you live. So, we ask for your address as well. In addition to that, we ask that you be succinct, that you keep your remarks to two minutes and that you focus on the item at hand. There should be no arguing with Commissioners or with other members of the public. You should address all your comments to the Mayor, unless a Commissioner asks you a question, then you can answer that question. And of course, as we always do in Coral Gables, we have the highest level of decorum in the way that we speak today. And you will be treated with great respect, as will the Commissioners. So, with that, I will turn it over to Mr. Trias, who’s going to be speaking for approximately 15 minutes. Then the applicant will be speaking for approximately 15 minutes. Give you all a good -- give each of you a good idea of what’s being considered today, then it will be open to a public hearing.

Mayor Cason: Ramon.

Planning and Zoning Director Trias: Mayor, I’ll be speaking for about one minute, if you don’t mind.

City Attorney Leen: Pardon me.

Planning and Zoning Director Trias: As you know, this is the second reading. In the first reading, there was substantial discussion by the Commission that dealt with design ideas and issues like that. But I have to say that the applicant decided not to revise the project prior to the Commission meeting. Now having said that, I did look at some drawings an hour ago or so that they were working on, so apparently, they have reconsidered the possibility of making some design changes, so you may want to ask them some questions about that. But they have not submitted anything different than was submitted last time. In addition, I received two emails today that I'll pass around that deal with concerns about traffic or rather the operations of traffic as they relate to the school, the school that is right to the west of the property. So, that'll be my presentation, and I'll be happy to answer any questions later on.

City Attorney Leen: So, Mr. Mayor, we will be incorporating Mr. Trias' presentation from the first hearing into tonight's hearing. So, he did make a presentation at the first hearing, which is incorporated in, as will be the whole record. So, with that, I would ask the applicant if they have a presentation.

F. W. Zeke Guilford: Good afternoon, Mr. Mayor, Commissioners. For the record, my name is Zeke Guilford, offices at 400 University Drive, representing TWJ Alhambra, LLC, the owner of the property and the project that's before you this afternoon. Here with me is Jerry Hollow and Dean Warhaft, on behalf of the developer. I have John McWilliams, who is our traffic engineer, and we have Glenn Pratt and Marshall Bellin of Bellin and Pratt, the architects for the project. And Mr. City Attorney, you have mentioned that the record before is being incorporated as part of this hearing; is that correct?

City Attorney Leen: Yes.

Mr. Guilford: Alright.

City Attorney Leen: Mr. Mayor, is that acceptable to you?

Mayor Cason: Yes.

Mr. Guilford: Alright. With that being the case, Mr. Mayor, I'm not going to present a full case again. The City Attorney was kind enough to give me some letters from the traffic -- from people regarding traffic. I would like the traffic engineer to come up and kind of address those letters. If you want him to, he could go ahead -- he's prepared to give his presentation again, but it is incorporated into this hearing. So, what I'd like to do is have him address the issues that were in the letters that we have received today from the City Attorney.

Mayor Cason: That's fine.

John McWilliams: Good evening.

Mayor Cason: Good evening.

Mr. McWilliams: Mayor and Commissioners, John McWilliams, Kimley-Horn and Associates, at 1221 Brickell Avenue. I guess the first question I have is did you want me to do the same slideshow that I did in the previous presentation or...

Vice Mayor Quesada: I think we have more people here today, so I would like you to go through it again.

Mr. McWilliams: Okay.

Vice Mayor Quesada: I had a lot of questions last time with traffic and any updates that I had requested from the first reading.

Mr. McWilliams: Okay.

Vice Mayor Quesada: Have you made updates since that?

Mr. McWilliams: I do not have any updates for you.

Vice Mayor Quesada: Okay.

Mr. McWilliams: If they could cue up the presentation.

Vice Mayor Quesada: If you recall, I had asked for peak traffic counts going into the project, coming out, and the surrounding streets. You didn't put anything like -- you don't have anything like that together?

Mr. McWilliams: I mean, I have -- we have that information.

Vice Mayor Quesada: You do? Okay.

Mr. McWilliams: I mean, it's in the report already, so we can...

Vice Mayor Quesada: Okay. I would ask you to -- if you can -- the key ingress points and egress points into the project...

Mr. McWilliams: Sure.

Vice Mayor Quesada: Both from the north side near the school, because we saw a lot of letters and emails related to that, so I would like you to address that.

Mr. McWilliams: Absolutely.

Vice Mayor Quesada: Whether within the presentation or before or after, as you see fit.

Mr. McWilliams: Sure.

Vice Mayor Quesada: So, I want to see that on the north side, on the south side, on the east side, I think where the majority of the concerns that I've heard and what I've experienced in driving in those areas as well.

Mr. McWilliams: So, are you concerned more with the traffic from the new project or the traffic that's already there today?

Vice Mayor Quesada: Your anticipated peak hour counts.

Mr. McWilliams: Okay, total. Our...

Mayor Cason: Whatever...

Mr. McWilliams: Project plus...

Mayor Cason: Impact...

Vice Mayor Quesada: Because typically what we -- I apologize.

Mayor Cason: Yeah.

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Vice Mayor Quesada: Typically what we see for new projects or when we're looking at traffic studies in general, we see the peak counts sort of going in both directions when we see those reports. Are you familiar with what I'm referring to?

Mr. McWilliams: Yeah, yeah.

Vice Mayor Quesada: I just want it to be consistent with what we're used to seeing...

Mr. McWilliams: Sure.

Vice Mayor Quesada: If you can just help us out with that.

Mr. McWilliams: Okay. Let me walk through the previous presentation. And I'm going to skip over a few slides, but to give the public the general summary. So -- we used to have a monitor here, but bear with me -- since the last presentation. Alright, this is just a summary slide of the traffic impact analysis. We did meet with your staff and developed a methodology. That methodology was approved. What you can see here, the green dots indicate the intersections that were approved to be studied. We looked at three different scenarios. You look at existing conditions. You look at future without the project, so you look at the background projects that have been approved by the City in the area that add traffic to the network, and then you look at future with project. And so, you're really trying to determine the project's impact by comparing future with project versus future without project because that's the delta. Based upon that analysis, we determined that the intersections within the study area do meet the City's level of service standard. So, we had no issues with capacity from those intersections.

Commissioner Lago: Let me just interrupt you for one second. I'm a novice when it comes to traffic impact analysis. And I don't think anybody on this Commission or anybody in this room is really an expert when it comes to this. When you say that the City approved your

methodology and that the study concludes that there isn't really an impact, can you give me a little bit more..?

Mr. McWilliams: Sure.

Commissioner Lago: Just a little bit -- you'll get -- I don't want you to get into the weeds...

Mr. McWilliams: Sure.

Commissioner Lago: But I really would like for you to kind of explain what does that mean.

Mr. McWilliams: So, the way the City of Coral Gables handles traffic impact studies is we actually -- we present a methodology to your City staff. And the City staff reviews it, provides comments. They add intersections within the study area. They basically confirm whether they feel like what we are going to study is adequate, and often send that to a third party reviewer to help the City review it. And so, once we have that, we go out and we collect traffic data at those intersections. We go and physically count them. We typically count them for two hours in the morning and two hours in the afternoon, the morning peak and the afternoon peak. Then we say, okay, those are our existing conditions. Then we set that aside. We look at background growth, you know, general growth in the area, you know, people passing through the area, and we also look at those committed developments. And then we call that future background conditions. And then what we do is we estimate how much traffic the project's going to generate. And we also estimate the directions the traffic will flow into the site from different areas.

Commissioner Lago: And that's my main concern. It's not my concern...

Mr. McWilliams: Sure.

Commissioner Lago: But that's what I really want to understand. I want to really understand how many people currently live at the location where the proposed project is going to -- if it's approved today -- happen. And if there -- if the project does occur, what would be the increase in regards to traffic and congestion.

Mr. McWilliams: Sure, sure. So...

Commissioner Lago: Just by -- you know, by the simple fact that obviously currently, how many people do you have? I think we said it was about 30 units.

Mr. McWilliams: Correct, 30 dwelling units. Thirty apartments is what we were given as...

Commissioner Lago: And what would -- and how many people would you consider live there? Would it be 60...?

Mr. McWilliams: Well, we don't -- in traffic speak, we don't really use the number of people. What people -- how we come up with the rates we use is like they'll go out and take an apartment complex and they'll count how many people come -- how many cars come in and out of it. So, I can tell you how much traffic -- vehicular traffic 30 units generate, but that doesn't necessarily correlate to the number of people living there. Because you know some people live there and don't drive. Some people, you know, have children that aren't of driving age, you know, things like that. So, I mean, I can tell you that based upon the national standards that we applied, the 30 units generate about 18 trips in the morning and 34 trips in the afternoon within a single hour, so that one peak hour in the morning and the afternoon. And then the project itself generates 189 in the morning and 181 in the afternoon, so the delta is 155 and 147 of trips per hour.

Commissioner Lago: So that's an increase.

Mr. McWilliams: So, 155 in the morning and 157 in the afternoon.

Commissioner Lago: So, that would be the increase.

Mr. McWilliams: Correct.

Commissioner Lago: As proposed.

Mr. McWilliams: I'm sorry. No, it's -- let me rephrase that. Seventy-three in the morning, 147 in the afternoon. That is the increase.

Commissioner Keon: Over what was...

Commissioner Lago: Over what's existing.

Commissioner Keon: Over what was existing.

Mr. McWilliams: Correct, over what's existing. Correct.

Commissioner Keon: And that's consistent with the proportions and the way the...

Mr. McWilliams: Yeah. All that comes from the...

Commissioner Keon: It's all consistent with what you have.

Mr. McWilliams: It's called the Institute of Transportation...

Commissioner Keon: Okay.

Mr. McWilliams: Engineers trip generation.

Commissioner Keon: Right.

Mr. McWilliams: It's a national report.

Commissioner Keon: Right.

Mr. McWilliams: It comes straight from there. There's rates and equations for every type of land use. So, I'm guessing -- I'm going to keep going a little bit on this, because there's interest in the distribution. So, how -- once we know how much traffic a site generates, we actually have to figure out how -- what roads they'll use to travel into the site, what streets they'll use, what turns they'll make. And we base that upon -- on the Miami-Dade MPO's model. So, they have a model for the -- actually, for the tri-county area that model -- that you can physically model and say, okay, if I put a development here, based upon all the socioeconomic information and lifestyles -- it's a whole industry in and of itself, this modeling. And they produce a model -- the County -- the MPO produces a model that's called the cardinal distribution. And it's -- if you could imagine a pizza. It's going to give you -- let's see, it's going to give you eight slices of pie. And it's going to say X percent of people are going to come from the north by northwest. So, I have a percent that adds up to a hundred that tells me based upon what we're building at this site, this is where the traffic's coming from. This site sees a lot of traffic coming to and from the east, which kind of makes sense if people are, you know, employment center, things like that, if people are coming either from that side of Coral Gables or even further. So, what we see relative to -- and I can start with percentages. What we're really seeing from a traffic perspective is that traffic coming down Galiano Street is about a little less than a third, about a quarter of the traffic comes up and down Galiano Street from north of -- well, from the point of Majorca down to Navarre. Then the remainder of the traffic, which is about, let's see -- another third is coming from the south up Alhambra, because the driveway is on Navarre, so they're coming up Alhambra making a left on Navarre. And then the other third -- or a little bit more than a third is

coming south from Douglas down Alhambra Circle. So, we take that model and then we have to apply it to the roadway network, and that's actually how we determine how much traffic -- you know, the direction the traffic's coming to and from the site.

Commissioner Keon: So, again, could you say the -- what percentage of it is coming from the east? Where is the -- what is the principal amount of traffic coming from?

Mr. McWilliams: The majority of traffic's coming directly from Alhambra Circle. So, a third of its coming from the south...

Commissioner Keon: Okay.

Mr. McWilliams: And a third is coming from north. And then there's another third that's coming kind of from the west northwest down through Galiano.

Commissioner Keon: Okay.

Mr. McWilliams: Okay. So, if you think about it, traffic actually doesn't -- the project's traffic's not anticipated to drive in front of the school, because as they come...

Commissioner Keon: Right.

Mr. McWilliams: South, they're going to make a left on Navarre.

Commissioner Keon: Right, yes.

Mr. McWilliams: You had a question about the volumes.

Vice Mayor Quesada: Correct.

Mr. McWilliams: You want...

Vice Mayor Quesada: And you know, I'm going through everything that we received. We never got your traffic report.

Mr. McWilliams: Okay.

Vice Mayor Quesada: Do you have an extra copy?

Mr. McWilliams: I have one copy.

Vice Mayor Quesada: Okay.

Mr. McWilliams: In terms of volumes on that street, I can give you some examples of some numbers, and there's a lot of numbers. In terms of our driveway...

City Attorney Leen: Excuse me. Do you have it in computer form? Because you could email it to me and I could print it out for the Commissioners.

Mr. McWilliams: I do not have a PDF with me. I think staff would have...

City Attorney Leen: Well, after you're done speaking, if you give me that, I'll make copies for everybody.

Mr. McWilliams: Okay. You know, the driveways, as I mentioned before, if you can imagine -- we only have one driveway, so if you think about what I mentioned is, you know, in the morning 73 vehicles are coming in and out total, so some of them are come -- most of them are leaving in the morning.

Vice Mayor Quesada: Okay, let me -- I'm sorry. Let me stop you for a second, just because it's kind of tough. I just pulled up the map in front of me. So, if you can just bear with me and sort of answer these questions. If I'm coming north on Galiano on the project and I'm coming up on Majorca, what are the volumes that your report says are going to be, you know, coming towards the project, you know, heading south and then heading north? What are the peak numbers? Because that's what I'm looking for.

Mr. McWilliams: Our -- well, our project -- I only anticipate a very minimal amount of our project coming up Alhambra and making a left on Majorca and then up Galiano, only really...

Vice Mayor Quesada: Coming up Alhambra -- okay, so coming off of 37th Avenue going slightly southwest on Alhambra Circle? You don't have a map in front of you?

Mr. McWilliams: Okay. I'll point it out to you (INAUDIBLE)...

Vice Mayor Quesada: Because without having a copy of your report is the only way I can...

Mr. McWilliams: Can I approach?

Vice Mayor Quesada: Yeah, yeah, please.

City Manager Swanson-Rivenbark: Just make sure so -- the City Attorney's going to say that we need to make sure that that's on the public record.

City Attorney Leen: Yes.

Vice Mayor Quesada: Can you grab the microphone?

City Attorney Leen: I'm going to be making a copy of the (INAUDIBLE)...

Vice Mayor Quesada: So whatever we discuss...

Commissioner Lago: Wasn't that submitted -- that was submitted for the City's approval, correct?

City Attorney Leen: I've been told that the Commission didn't receive it.

Mr. McWilliams: It was.

City Attorney Leen: Well, we should ask Mr. Trias. Mr. Trias, is that in the record, the public record?

Planning and Zoning Director Trias: Yes, but I don't know if the Commission received it (INAUDIBLE)...

Vice Mayor Quesada: It wasn't in our packet, and it's not online.

Planning and Zoning Director Trias: I don't believe it was in the packet.

City Attorney Leen: Okay, so then you can consider it, but I will make copies once you're done speaking, during the public hearing.

Vice Mayor Quesada: So, the volumes coming north on Galiano, what do you anticipate for the volumes?

Mr. McWilliams: What I was trying to explain is what happens is they come up Alhambra and then we only expect about three percent of our traffic to make a left and come up Galiano in

front of the school because our entrance sits way over here to the east. So, they're more likely to continue up Alhambra and make a left into the site and right into the driveway.

Vice Mayor Quesada: So, you anticipate -- just so -- for the benefit of the people that aren't looking at what Commissioner Slesnick and I are looking at -- you anticipate the majority of people visiting the project to go north on Alhambra and make a left on Navarre and enter the project that way?

Mr. McWilliams: Correct. The majority of traffic will either come up or down Alhambra and use Navarre to access the site. If they're coming from Galiano on the north, they would come south and make a left on Navarre towards the site. So, this block in front of the school right here, we're not going to see a lot of project traffic, because they'd be going the long way around their building.

Vice Mayor Quesada: Can I flip through this...

Mr. McWilliams: Sure.

Vice Mayor Quesada: While you're finishing your presentation?

Mr. McWilliams: So, this kind of goes back to some of the few emails that I received relative to the school concerns. And as I mentioned before, we heard about the school concerns and we went out and did observations both in the morning and in the afternoon. And I think it's important to remember that based upon the school schedule, really the morning is really the only time of overlapping traffic for a residential building, because the school lets out about 3 and you think about folks that are working, they're not going to be coming home at 3. They wouldn't really hit the road until 5 or so. So, we're really focused on the morning. What we looked at is, you know, what's going on on Galiano Street right in front of the school. What's going on with parking? How are students crossing? And what is the overall operations? And what we found is

there's minimal bus traffic. There's only two or three buses that come and drop the students off in the morning, and they have designated areas along the curbside. Parents tend to drop off in all different locations. They try to find on-street parking and try to -- you know, some of them want to walk their child into the school. Some of them, if they can get on the curb closest to the school, they'll pull over and there'll be someone there to somewhat escort them into the building. What we really saw was there's really only about 30 minutes in the morning of school-related congestion. And I've observed a lot of schools, and I'm going to be very honest with you. This is not one of the most congested schools I've seen. I've seen larger schools with much bigger congestion issues. The one thing we did see was that folks would come down Galiano because they wanted to drop their student, their kid off on the passenger side of the car, and then they wanted to head back north. So, what they would do, because the road is so wide is they'd actually make a large U-turn in the middle of the street, because there really was no restriction to not do that. So, that's one thing that concerned me about safety -- from a safety perspective is with students crossing, cars making this unorthodox U-turn. So, you know, one thing when I started to look at the site plan was, you know, how are we trying to -- how are we making that situation better? Well, the first thing is -- and this kind of ties into one of the comments about parking is, you know, there's 30 units there, but not all the units that are there today have their own parking. They utilize on-street parking. And so, you generally have less parking supply for parents to pick -- you know, to drop off and pick up their students. Because we're going to be building our own parking internal and we're actually going to exceed Code, I expect to see more on-street parking available, you know, to parents to drop their and pick their student up, because there should be less vehicles on the street. The other thing is is through the planning requirements, we're actually going to be doing, you know, streetscape along our property, along Galiano, which means we're going to build bulb-outs, and we're going to designate parking spaces. One of the other issues we saw out there was because there's no bulb-outs that define where the parking is along the curb, people park illegally, so they'll park -- part of their car will be sticking out into the street. Once we build the bulb-outs, the actual curb bulb-outs will identify exactly where those parking spaces are. And the other benefit, which is the yellow and red arrow up there, which is the bulb-out right on Navarre, is we actually helped that pedestrian

crossing for students who want to cross there, because when we build the bulb-out, we actually reduce the crossing width and the students and the parents are more visible to traffic coming down the street because they're out beyond where the car that is parked is sitting. So, there are some indirect benefits to the street improvements, you know, that we are doing. I just want to look at this memo real quick. I think I covered some of the improvements we're making to the street relative to pick up and drop off. You know, and the parking issue that folks have concerns with, the fact that we're building parking for our development, whereas the development that's there doesn't have parking should be a plus. There's concerns overall about traffic calming and traffic impacts in the area, and I believe there's a condition already agreed to -- correct me if I'm wrong, Ramon -- but there's a condition that says that the applicant will participate in future studies after the project is built to determine what the appropriate traffic calming method should be in the area. So, we anticipate and are a willing partner in solving any of the issues that may come up after the fact. So, I think we talked about parking. Just to highlight, we are ten spaces above Code for the site, so we anticipate actually creating more supply for the public user.

City Attorney Leen: Excuse me. The Mayor has provided you 15 minutes. You're about up. So, if you need more time, you should ask the Mayor.

Mr. McWilliams: No. I'm actually -- I'm fairly complete. These were just site plan modifications we made. This is the driveway on Navarre where we reduced the width, which helps with pedestrians and cleans the site up a little bit. And then if you recall, we made some changes to the colonnades so that we provided -- we didn't have any pinch points in the sidewalk. So, I think that's...

Mayor Cason: Let me ask you one question.

Mr. McWilliams: Yes, Mayor.

Mayor Cason: It says the -- you're going to have an average of 735 square feet per residential unit. So, presume -- what is the likelihood you're going to have a lot of elementary school aged kids in those small units...

Mr. Guilford: Mr. Mayor, the way our program is set up, it is very unlikely that we'll have elementary school children at our project. The project is designed to the young professional who has a job who's just gotten out of college. They're looking for an affordable place to live, and that's what we're trying to provide here, so we're not really expecting any children.

Mayor Cason: So, the worry that this project, with 186 units, would contribute to overcrowding the school or somehow traffic related to the school, you don't see that...

Mr. Guilford: No, absolutely not.

Mayor Cason: Based on how you plan to market this?

Mr. Guilford: Again, to the young professionals or the retired who want to downsize, that's who our project is being marketed to.

Mayor Cason: And your studios and two-bedroom units are 650 to 850, so they're still small.

Mr. Guilford: Yes.

Mayor Cason: I have six grandkids in my house right now.

Mr. Guilford: They're not fitting.

Mayor Cason: I can't imagine they'd live -- and that's 3,000 square feet. I can't imagine in a smaller...

Commissioner Keon: You need to move to a studio.

Mayor Cason: Yeah, maybe they won't be there then, alright.

Commissioner Keon: They won't come visit you.

Mr. Guilford: Mr. Mayor, I know time is limited, but really, as Mr. Trias told you and in light of the holidays, you know, we -- this project is still a work in progress. I know this is late. I don't want to ask for a continuance without the neighbors speaking, because you know, what I'm really hoping is that their feedback will help us...

Mayor Cason: Understand.

Mr. Guilford: In building this.

Mayor Cason: So, why don't we do this? Why don't we -- two minutes, please. There's going to be a light. Two minutes strict. And...

Vice Mayor Quesada: Let me understand something.

Commissioner Keon: Can I ask one question, too, from the traffic engineer also?

Mayor Cason: No, we can...

Commissioner Keon: You had one also?

Vice Mayor Quesada: No. It's just procedural to Mr. Guilford.

Commissioner Keon: Oh, okay.

Vice Mayor Quesada: Are you asking for a continuance?

Commissioner Lago: The answer's yes.

Mr. Guilford: Yes.

Vice Mayor Quesada: Okay.

Mr. Guilford: Yes. After the neighbors because I think that will definitely facilitate us in our ...

Vice Mayor Quesada: Got it.

Mr. Guilford: Again, progress of...

Mayor Cason: So, you want to hear from -- what their concerns are...

Mr. Guilford: Yes.

Mayor Cason: And then you can adapt or not your project.

Mr. Guilford: Exactly.

Mayor Cason: Okay.

Commissioner Keon: Can I ask one question of the traffic engineer?

Mayor Cason: Yes.

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Commissioner Keon: Is your entrance or your exit from your parking garage choked to be able to go to one direction or the other, or can it go either direction?

Mr. McWilliams: No. It allows for left turns in and out. You can go in either direction.

Commissioner Keon: It goes for either direction? Alright, would you -- do you have a problem with having it be right turns?

Mr. McWilliams:

Commissioner Keon: Or do they have a problem with the right turns?

Mr. McWilliams: I don't want to speak...

Mayor Cason: Alright.

Mr. McWilliams: You know, I mean, I'm an engineer, so anything's possible from an engineering perspective, but I don't want to speak for, you know, my client. They'd have to speak whether they would be comfortable restricting certain movements.

Mayor Cason: Alright, let's hear...

Commissioner Keon: Okay.

Mayor Cason: Two minutes each, please. Let's start with Haydee Polo.

City Attorney Leen: So, one thing -- at the beginning of the hearing, Mr. Mayor, if I may. We have -- a number of you filled out speaker cards. I looked through them all and I gave to the

Mayor the ones that indicated that you would like to speak, that you checked that, or that you have been requested to speak. Some of them were blank, so I have them in terms of that. But at the end of -- when the Mayor's done, if you had wanted to speak and filled out a card and weren't called, please let the Mayor know at that time.

Commissioner Lago: Or maybe what you could do also if -- just save the time for everybody, you can mention the individual's name, whether they're in favor or against the project.

City Attorney Leen: Yes.

Commissioner Lago: Maybe they didn't want to speak.

City Attorney Leen: So, one thing I can do is once everyone's spoken, if it's okay with the Mayor, I can just read the names and what position...

Mayor Cason: Yeah.

City Attorney Leen: They have.

Mayor Cason: That's fine. And the important thing is -- I mean, if -- we want to hear the arguments. It's not the volume. If everybody says the same thing, it doesn't help us. So, we're looking for the totality of your arguments for or against this project. So, if somebody's already said what you plan to say, either you can say I pass or add the new part. That would really help us.

City Attorney Leen: Yes.

Commissioner Lago: And Mayor, if I may. Also, please feel free to provide qualities that you really feel that this project should take on and what you would like to see in your neighborhood.

What do you want as individuals who are stakeholders in this neighborhood? What do you want this project to look like? So, give us ideas as we mentioned in the first reading, that this is important. Thank you.

City Attorney Leen: And lastly, remember, your name, your address and then look at the lights. And when the light turns red, please conclude your remarks.

Vice Mayor Quesada: One last thing. Mr. Mayor, this is the traffic report so...

Commissioner Lago: Well, why don't we -- can we get a copy of that and...

Vice Mayor Quesada: Of course. But if you want to flip through it now, I'm through with it. I took some notes, so just in case you guys want to see it.

Commissioner Keon: I'll look at it when it comes...

Planning and Zoning Director Trias: Mr. Mayor, the traffic report is in Tab 10 here...

Vice Mayor Quesada: Tab 10?

Planning and Zoning Director Trias: In the...

Vice Mayor Quesada: Okay, thank you.

Mayor Cason: Go ahead.

Haydee Polo: My name is Haydee Polo. I live at 443 Aragon Avenue. I moved to Coral Gables in 1984, and I moved to 21 Alhambra Circle, which is directly across the street from this project. One of the thing -- I support this project and projects like it because I have been dismayed at how

many of these small, little apartments that are in the North Gables area are getting knocked down and replaced by million dollar walkup townhouses. I moved here as a single woman, brand new graduated from college. I didn't know anybody in Miami-Dade County at all. And that little apartment gave me a place to live for four years that I could afford on my salary and that was safe, and it was my entre into Coral Gables. Now, I've lived here for almost -- for more than 30 years. I've had a house for twenty something years. My kids were born and raised and went to Coral Gables Elementary. So, I'm a little bit dismayed about the bulk of the building and how big it is, but we have to have rental units for young people. If we want to employ them -- I work at the University of Miami. If we want our graduates to stay here and have jobs and work in our City and work in all these wonderful companies we have in Coral Gables, they have to have a place to live. And we're worried about traffic, but if they're driving in from Doral or Broward or Kendall, they're just adding to that -- our traffic roads. So, I want small rentals where they can start off and then when they get married and have kids that are going to go to Coral Gables, they will move someplace else. And then the other side of the spectrum is not everybody who retires and sells their house can afford to live at the Palace. A lot of them need small places where they can live close in the city. Thank you.

Mayor Cason: Thank you very much.

Commissioner Keon: Thank you.

Mayor Cason: Stuart Rich.

Commissioner Keon: He's outside, I think. He's out in the hallway.

Mayor Cason: I'll give him time.

Commissioner Keon: Here he comes. Yeah, he's here.

Stuart Rich: Hello. My name is Stuart Rich, address, 1222 Adwana Avenue, Coral Gables. Just wanted a couple of remarks, because I know this project is a little bit away from my home, but it's going to affect us. And you've probably been hearing a lot about smart development, the new urbanism. And what it boils down to, for those that aren't familiar, means high-rise, high density. The theory is that then you won't need a car. This is totally nonsense. Traffic is just going to go up. The only thing smart about this is it's smart for the developers. They get to keep the money, move to their gated estate in Costa Rica and retire. They don't have to worry about the traffic; the rest of us do. This project is much too dense, many too many units. There's no reason why these people should get a variance. Thank you very much.

Mayor Cason: Thank you.

Commissioner Lago: Thank you.

Mayor Cason: As I read your cards going forward, please indicate whether you live within a thousand feet -- your best guess -- of the project. Magda Granda.

Magda Granda: My name is Magda Granda. I live at 49 Majorca Avenue, Apartment 203, Coral Gables, Florida 33134. I'm here representing 37 Majorca and 49 Majorca. We are two condominiums, 16 units on each building. No, excuse me. 37 has five; 49 has sixteen. I was listening to the traffic expert. The bulk of the traffic, I have lived there for almost 30 years. The bulk of the traffic is in Galiano north and south, both ways. Also, on Majorca Avenue from Douglas Road and also from Ponce de Leon. And he never mentioned Minorca. Minorca gets a lot of traffic from the parents dropping off the kids, okay. I live there, I know. I walk my neighborhood. I know what goes on there. So, this -- I'm not against a building on Block 15. But this is too big, too much for the area. So, the future of our small residential neighborhood is in your hands. I just want you to please care about the residents of the area. We support Coral Gables. I work and I live in Coral Gables since 1980. I don't want my neighborhood to suffer the consequences of such a big building. It is too massive. A hundred and eighty-nine units

means 189 more cars. Everybody has a car. There are plenty of rental buildings in Coral Gables. Those Moderna projects across from the Metrorail station on Douglas Road.

Mayor Cason: Thank you.

Ms. Granda: Happy New Year to all of you.

Mayor Cason: Thank you very much.

Commissioner Lago: Thank you.

Mayor Cason: Ana Hernandez. Lower the mike.

City Attorney Leen: It doesn't start until you arrive, so you don't have to run up, if you don't want to.

Mayor Cason: Start now.

Commissioner Lago: Take your time, take your time.

Ana Hernandez-Bravo: Well, Happy New Year.

Commissioner Lago: Happy New Year.

Ms. Hernandez-Bravo: My name's Ana Hernandez-Bravo. I live at 20 Alhambra Circle, been there in the area all my life, which is a long time. I'm here to speak about the 33 Alhambra project, and I represent four buildings in my block, a total of about 76 or 80 people or so. We think the building is too big for the area. We think going from 30 units to 184 is just -- it's going to impact every facet of quality of life, including, of course, the traffic, which is the big issue

here. I see the traffic every day. By the way, the traffic analysis was done -- there was this young girl sitting in my front lawn with a little clicky there, and I saw how it was done. I think it was during the summer months at one time. There was no school there. She missed the funeral processions that go by there every day. We have a lot of trucks that go through there making deliveries and a lot of people getting lost all over, and people get mixed up between Alhambra Plaza and Alhambra Circle. So, the traffic there, I can attest to it. That's one facet. But also, the sewer system. This is a no-flood zone. And for the past ten years or so, I see water coming up my street and I live on the corner of Alhambra and Navarre. And the drains are not taking up all the water. I think -- actually, the main line going through Alhambra is made of terra cotta. It's not even, you know, like metal. So, the sewer, the crime, break-ins, anything you can think of that impacts the quality of life. From 34 homes to 184, it's got to impact it somewhere. Another thing that we're concerned about is -- I know this was done before the building or whatever, but the -- what do you call -- the planning or the zoning of it stops the residential area for the North Gables area stops on Navarre and not to Minorca. Navarre's a street that goes from Ponce to Galiano, then it breaks up, then it starts again in the middle of the school field, then it goes around the corner like that. And there's a little area where this building's being built that was left out of that residential area. We think it should have been brought -- Well, I was going to go show you a picture of George Merrick selling the residential lots that go all the way to La Palma building. I think that was his intention, residential from Douglas and Alhambra to Galiano and not, you know...

Mayor Cason: Thank you.

Ms. Hernandez-Bravo: Okay.

City Attorney Leen: Thank you.

Commissioner Lago: Thank you very much.

Commissioner Slesnick: Ma'am, can I have your name again?

Ms. Hernandez-Bravo: Ana Hernandez-Bravo.

Mayor Cason: We'll give you the cards. Rosa...

Unidentified Speaker: Can you leave the picture?

Ms. Hernandez-Bravo: Oh, yeah.

Mayor Cason: You can leave it with...

Commissioner Lago: Leave it with the Clerk.

Mayor Cason: The Clerk.

Commissioner Lago: And then...

Mayor Cason: Rosa Hanchett (phonetic).

Vice Mayor Quesada: Can you pass it down? I want to see it.

City Attorney Leen: Are you okay if that is -- do you need that back? Pardon me, ma'am. Do you need that back, the...

Ms. Hernandez-Bravo: Yeah, I'd like it back (INAUDIBLE).

City Attorney Leen: Okay.

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Commissioner Keon: We'll just look at it.

City Attorney Leen: So, we'll just look at it and take a picture.

Rosa Hanchett: Hi. My name is Rosa Hanchett. I live at 918 Sorolla Avenue, in Coral Gables. My mother lives at 2030 South Douglas Road, Coral Gables, which is very close to this project. Initially, this project was presented by Zyscovich in 2007 and it was quite smaller. The height limit on Alhambra Circle was supposed to be only three stories to complement the townhouses that were built directly across the street. Now, I'm not a traffic engineer, but I'm going to tell you the Minorca building has an exit into -- from the residential buildings into Navarre Street. Minorca is 156 units, commercial and residential. I don't know exactly how many parking spots they have, but they have plenty. And they're all taken, and they're always asking for empty parking spots. You have a building being built at 100 Alhambra that has over 1,000 parking spots that will empty into Minorca. And Minorca comes from 37th Avenue to Galiano as a two-way and then a one-way, that's where the kids get dropped off to Ponce. Now, that's over 1,000 parking spots that I will imagine will be full of cars emptying out to Minorca. And then you have this building of 184, plus the Minorca building, plus all the buildings that have off-street parking. Now, if that's not a traffic situation, I don't know what is. The other thing is that the height limit of this building, what are you going to do to the light coming into Alhambra Circle?

City Attorney Leen: Time is up.

Mayor Cason: Thank you.

Ms. Hanchett: Thank you.

City Attorney Leen: I think the bell had stopped.

Mayor Cason: Tere Seifert.

City Attorney Leen: I'll let you know when it turns red.

Tere Seifert: So, good afternoon. I first want to say that Vicky Rua gave me her two minutes, just in case.

City Attorney Leen: That's something that the Mayor has to approve.

Ms. Seifert: Okay, do you approve...

City Attorney Leen: Sometimes when that occurs, the Mayor may give an additional minute.

Ms. Seifert: I'm planning to speak something a little bit over three minutes.

Mayor Cason: Alright, go ahead.

Ms. Seifert: Yeah, it's -- I'm not going to go...

City Attorney Leen: So, Mr. Clerk, would you please give them three minutes, based on the Mayor's direction?

Ms. Seifert: Approved?

Mayor Cason: Go ahead.

Commissioner Keon: Go ahead.

Ms. Seifert: Thank you. So, I'm Tere Seifert. I live at 50 Alhambra Circle, Apartment 105. That's right across the street from 33 Alhambra. So, we're once again here today to stand up for

Merrick's founding vision for Coral Gables, The City Beautiful. As voting owners/residents, when we voted for you, we put our trust in your with confidence that you would be the guardians of that vision. No one here is against growth for our city, growth that respects and honors that vision. When we decided to make Coral Gables our home and bought property here, we took that vision on, a city with green open spaces, with quality of life for all. We trusted that the zoning code and land use that had been established to preserve that vision of quality of life for all would be respected. On numerous occasions, we have expressed our strong opposition to a project that is an overcrowded, massive block of cement that destroys and buries that vision of quality of life for all. I truly do not believe there is a single person in any of the boards that have so far approved this project or sitting up there with you that would want this project in your neighborhood or next to your homes. We welcome and look forward to an architecturally appropriate project that shows concern for what this city and its inhabitants stand for, a zoning code and land use that stays within a maximum of 97 feet in height, a maximum of 57 units, and approximately 114,000 square feet of construction and not 189 units and over 170,000 square feet of construction and 105 feet of height, with little, if any, green open spaces. If you turn your backs on us today and the trust we have placed in you, if you turn your backs on us today, on that founding vision, you're putting an end to the City Beautiful and opening the gates of the continuing overcrowded, architecturally challenged...

City Attorney Leen: Time.

Ms. Seifert: Constructions of building of this nature in the heart of the City Beautiful.

Mayor Cason: Thank you.

Ms. Seifert: We respectfully...

Mayor Cason: Time's up.

City Attorney Leen: Time.

Mayor Cason: Time's up.

Ms. Seifert: Ask that you do not turn your backs on us today. Thank you.

Mayor Cason: Thank you.

Unidentified Speaker: Thank you.

Mayor Cason: John Mc...

Commissioner Keon: Can I ask one question? Is it your understanding -- what is your understanding of the height of this building?

Ms. Seifert: That it's going up to 105 feet.

Commissioner Keon: No, it's not.

Ms. Seifert: What is it?

Commissioner Keon: It's at -- is it 94 or 97?

Unidentified Speaker: Ninety-seven.

Commissioner Keon: It's 97, which is what you had asked for. It is 97 feet.

Ms. Seifert: 97 with 189 units.

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Commissioner Keon: No, but the height is what you're asking. Okay, and we can talk about the other later, but it is that height. I want to make sure that...

Ms. Seifert: And it's 189 units.

Mayor Cason: John McWilliams.

(COMMENTS MADE OFF THE RECORD)

Mayor Cason: Oh, yeah, okay. Neha Dagley.

Neha Dagley: Good afternoon. My name is Neha Dagley, and I'm a resident and a property owner at 50 Alhambra Circle, which is actually currently adjacent to 100 Alhambra Circle. I've been living in Coral Gables for 15 years now. I first moved down here to attend University of Miami School of Law and I loved it so much here that not only decided to live here, but to work here, as well as buy my first piece of property here. I'd like to address two perspectives here, a smaller perspective and a larger perspective. The smaller perspective is what we've been dealing with with 100 Alhambra. The construction that's been ongoing does impact my daily life, and I know it impacts the daily lives of the other residents. The noise, the blockage of the egress from our building, the blocking of the sidewalk. It's something that I have to see and deal with every day, and this is going to now pour over into 33 Alhambra should you decide to vote in favor of that particular development. And this is not something to be dismissed very easily, because, again, it impacts the daily quality of my life and the lives of the other residents.

Mayor Cason: Just a question. Anything that would be constructed would have construction noise, whether it was what you seem to want or what they're proposing. So, construction -- new buildings bring those things.

Ms. Dagley: Yes, and I understand that. I just want to bring it up, because it's a daily thing.

Mayor Cason: Understand.

Ms. Dagley: It's been going on with 100 Alhambra. We're living with it and now it's going to continue. And I just wanted to make -- it's a smaller picture perspective. The larger picture here, as a young professional, I'm not an opponent of change. I'm a firm believer that the only thing that's constant in life is change. However, with this kind of change, we do need to strike a balance. And that's the balance that I urge you to consider when you're voting on this particular development. And I urge you to keep the sanctity of our neighborhood and the place that we call home in 50 Alhambra. And one more thing that I'd like to point out is as far as the traffic studies, I'm not sure if they've taken into consideration the traffic that will be impacted in the neighborhood by 100 Alhambra Circle. And I think that's a very important point for you to consider. Thank you very much.

Mayor Cason: Thank you. And I would hope that the traffic engineer, either later today or if this is...

Commissioner Lago: Continued.

Mayor Cason: Continued, will address these issues on traffic. Robert Ruano.

Robert Ruano: Good afternoon...

Mayor Cason: Hi.

Mr. Ruano: Mayor, Commissioners. Well I'm not as prepared as some others, because I just decided to come here today. For the most part, when we have these projects, I can...

City Attorney Leen: Mr. Ruano, state your address.

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Mr. Ruano: I'm sorry. Robert Ruano, 1544 Mercy Avenue, offices at 221 Aragon.

City Attorney Leen: Thank you.

Mr. Ruano: So, I don't live a thousand feet, but I'm very close. My office is very close to this project and I go by there every day. But as I was going to say, I usually don't come and speak against these type of variances, because I think that I trust in the Commission kind of deciding and giving people what they're allowed to, but not just giving them things away for free. Very quickly, I'll say I have a couple of issues with this. 184 units with 289 parking spaces for millennials doesn't make sense to me. Why would you put so many parking spaces? That increases the scale of the property -- of the project and I'm not sure why. Why so many parking spaces? Right there, you could decrease it. The green space is far too low. From my understanding, the paseo is being used in the calculation for green space. That's an issue. And are these units actually going to be affordable to these folks? I don't know, and there's nothing that shows that they're going to be able to do that. The scale and density needs to be reduced. I hope you'll do that. And finally, I think that we should stop giving these variances away on projects. We're doing it too often, and the traffic in the downtown is just unbearable. And it becomes unbearable -- it becomes worse every day. And as some of the people say, like 100 Alhambra and other projects going on, we're looking at these traffic impact studies kind of on their own, but when you put them all together, we're getting gridlock in the downtown. I'm okay with this project in theory, but the scale really needs to be reduced and I hope you'll do that. Thank you.

Mayor Cason: Thank you.

Commissioner Lago: Thank you, Robert.

Mayor Cason: Joseph Cacioppo.

Commissioner Keon: You know, before we go further, as she's (sic) coming up, I think it's important that you all recognize that these are not variances. We're not giving variances. I don't know -- I think sometimes the verbiage and the words that you hear and the words that you use are not correct. This is a change in legislation as to land use. They're not variances.

City Attorney Leen: Yes. So, the difference is -- and it's important to know because a variance is a quasi-judicial procedure. So, if you have an existing code provision, you're granting an exception to one property; that's a variance, and that goes through a separate procedure that goes to the Board of Adjustment and then to the Commission by appeal. What is being considered here are two items. One is a change to the land use map of the City of Coral Gables, and one is a change to the Zoning Code, so it's a legislative item. It's a change to the law.

Mayor Cason: Go ahead.

Joseph Cacioppo: Joseph Cacioppo.

Mayor Cason: Hi.

Mr. Cacioppo: I moved from Brickell to 50 Alhambra Circle seven years ago. I thought I was moving to a class city. I think that for the reasons mentioned by people before me, this is not a class project. This is not going to help the city become a better city. The only people that are going to benefit from this type of thing are the developers. They're the only ones. You want to have a class city, don't do things like this.

Commissioner Lago: Thank you, sir.

Mayor Cason: Thank you. Rita Gross.

Rita Gross: Rita Gross, 2030 South Douglas Road. I live also very close to the project at hand. So, I've spoken a lot during all of the different sessions, and I just want to say that we've been at this for about three years and you see the residents with the commitment. We are not against change. We're not against development. What we're against is the density of this building. And I have some pictures here that I'd be more than happy to share. Yesterday, I stood -- and I respect the traffic report, but yesterday I stood on the corner where I live and I took pictures. And I blew them up under our own cost just to share with you what we're going through. I agree that construction brings all sorts of noise and everything. But what I'm here for is to say I oppose and I think some of the Commissioners here and you yourself, Mayor, are aware of that. I oppose this project because of the density. We were asked the question -- and I do keep up and I am engaged. I also volunteer at Fairchild, so I love this community and I want to keep it as it is and improve it in a different way. So, the strategic plan talks about -- and this is what really stood out to me -- preserving and enhancing the beauty of our city, considering all interests, and residents was the first item there. So, we're here and we've been here all along for three years. And the last one was sustainability. And I know that the Mayor has a big item on global warming, but it's not just the coastal lines. It's also the emissions that we put in our city that impact us. Now, we were asked a question: what do you want for your city? So, this is my personal, but it's also something that I believe that the residents share. This is what we don't want for our area. Specifically our area, this is what we're living with. Whatever -- to your point, whatever you agree to right now, what will happen is this will be right across the street from 50 Alhambra.

Mayor Cason: Thank you.

Ms. Gross: This is what we would like. What they're eligible to build, something similar to this, according to Code. This will sustain the quality of our life. This will keep us and this will sustain us here in Coral Gables. We are long-term residents. Thank you very much for your time.

Mayor Cason: Thank you.

Ms. Gross: I hope that you make the right choice for our city.

Mayor Cason: Thank you very much. Paul Savage.

Paul Savage: Good evening, Mr. Mayor. Thank you -- and ladies and gentlemen of the Commission. Thank you. I just want to start by thanking you for -- I understand this is a special set hearing or legislative item rather at a time where everyone can come out. And that's really important and you can see all the participation.

City Attorney Leen: Mr. Savage, your name and address. And are you representing somebody today or are you representing yourself?

Mr. Savage: Sorry, absolutely. My name is Paul Savage. I have an office at 2121 Ponce, Suite 900. And I am here only on my own behalf. I have no client and no lobbyist registration on file.

Vice Mayor Quesada: I want to say thank you for this morning.

Mayor Cason: Yeah.

Vice Mayor Quesada: That's a separate issue, but we received your letter. We read it into the record and I think that worked out perfectly. So, thank you so much.

Mr. Savage: Thank you, Commissioner. And I think that's a great segue. I mean, that is really a victory lap for all of us, not to say that anybody won or loss. We all won on that one. We started out -- and just so everybody in the audience knows, the Commissioner is referring to a project on Valencia. I think it's now called Villa Valencia. It started out some years ago over a hundred -- well over a hundred units. The end product had 38 units, and it's going to be a beautiful project

with a small park area on one end and a lot of great things. And I don't want to go into it too much, but it's the kind of -- it's really a model to follow in terms of engagement and concessions by a developer who really worked with the community over some years.

Vice Mayor Quesada: And the key point was, the developer was happy, all the neighbors were happy, and you were a pivotal part of that, so thank you.

Commissioner Lago: There wasn't one neighbor that came out and spoke against the project. As a matter of fact, they were a unified front and they spoke in favor of the project, so it was a benefit. And for example, that project -- I think they could build about 60 units as per the size of the property and they ended up building 38.

Mayor Cason: I'll give you two minutes to start all over again.

Mr. Savage: Okay, thank you.

City Attorney Leen: Mr. Clerk, the Mayor is giving him two minutes starting now.

Mr. Savage: Thank you so much. And so, because I only have two minutes, I just want to make a couple of very brief points. One is a lot of people are mentioning the density is just too much at 189 units. I did want to make a clarification in the record. By some technicality that I'm sure our City Attorney can better explain, there was not a full recommendation, because of the number of participants -- there's not a technical recommendation in this record from the Planning and Zoning Board. I would like to incorporate that record and transcript, which is in your package. And whether it's a technical recommendation or not, Craig will explain. But I did want to bring forward some of the flavor that Chairman Flanagan had in that proceeding on page 53, talked about -- you know, that he wanted an amendment that the applicant would try to work on massing before the first City Commission hearing. And in fact, Mr. Guilford, the attorney, said, yeah, that's the way the condition was written. And Mr. Trias talks about it on page 25 of

the staff report that the applicant shall continue to explore opportunities to reduce building mass and bulk and create a transition to residential properties to the north. So, the members -- whether there's a proper recommendation or not before you, I'm just trying to communicate that the members of the Planning and Zoning Board were quite concerned with the massing and had a condition there that they were going to be working towards reducing that, and that apparently has not been done. So, I just want to add my voice to everyone else's that I think the massing, or particularly, the density, is too high for this area. My office on the ninth floor looks down over Minorca, which is the drop-off location of the school. That's very backed up already every day at 2:30 or 3 o'clock when they let out. And I think those traffic concerns are also valid. With that, I will conclude, and I again thank you for your time.

Mayor Cason: Thank you.

Commissioner Lago: Thank you, sir.

Mayor Cason: Appreciate it.

City Attorney Leen: Mr. Mayor, just to answer what he said, the Planning and Zoning Board voted 3-1. And the Commission has an ordinance that was passed several months ago which indicates that when there is a positive vote or a negative vote or whatever vote but it doesn't receive four votes, it comes to the Commission -- four votes one way or the other, it comes to the Commission without a recommendation. So, it is a 3-1 vote, which is a positive vote, but it doesn't constitute a recommendation because it does not have four votes in favor.

Mayor Cason: Got you. Lee Marrero.

Lee Marrero: Hi, guys. How are you? My name's Lee Marrero. I'm a business owner here in the Gables, 55 Merrick Way. I drive to the Gables every single day. I'm here all the time. I'm looking now for a place in the Gables. My ultimate -- I'm representing myself, obviously. I

approve the project. I like the project. My ultimate gain for myself would be to live in a place where I don't really need a car, where I can just drive -- walk to my business every day, go home, buy what I need to buy, my essentials, locally. And I think the same would go for the students that are graduating that want to live in the Gables that work in the Gables. Basically, that I approve the project. I like the project. And for me, it's a good project, to live in something like this where I could just walk home, walk to work. And that's what I believe that this city should, for the future, maybe consider having something similar to that, especially in the downtown area, where people can come -- they can live; work and they don't really need a vehicle to drive around. It's something nice. So, I approve the project. I like the project.

Mayor Cason: Thank you.

Commissioner Keon: Thank you.

Mayor Cason: Brian Gale.

Brian Gale: Mayor, Commissioners.

Commissioner Lago: Good afternoon.

Mr. Gale: My name is Brian Gale. My address is 355 Alhambra. I'm here representing myself. Coral Gables is a live, work and play city. It's how it was originally designed. I believe this is the right product for this market. There are millennials -- if we ignore the millennials who are coming, okay, we're all going to be left behind. They are coming. This is the right type of project for the millennials. They do tend to walk to work, as the last gentleman spoke about. And it's really what the city needs. The city doesn't need any more three-bedroom and four-bedroom units. There's plenty of homes that can accompany that. It's good for Coral Gables business. I represent three major office buildings in Coral Gables, over 750,000 square feet. I talk to tenants all the time. As a matter of fact, we just did one of the largest leases in Coral

Gables in the last two years for a new to market tenant coming in from Spain called Contantino (phonetic). And they are -- they're hiring a lot of millennials, and there's really not a lot of places for their employees to work (sic). If we're going to stay competitive in the business world, we're going to have to build units that are accounted for for the millennials, not three- and four-bedroom units. That's the big picture for our City Beautiful, and I hope you'll reconsider. Thank you.

Mayor Cason: Thank you.

Commissioner Keon: Excuse me. Could you repeat your address?

Mr. Gale: 355 Alhambra.

Commissioner Keon: You live in a commercial building?

Mr. Gale: I work in -- I lease the building.

Commissioner Keon: No. We asked where you lived.

Mr. Gale: I live in North Miami.

Commissioner Keon: In North Miami.

Mr. Gale: But I'm here -- I work in Coral Gables.

Commissioner Keon: Okay.

Mr. Gale: And I have three...

Commissioner Keon: But you don't live in Coral Gables, okay.

(COMMENTS MADE OFF THE RECORD).

Mr. Gale: I'm here every day.

Commissioner Keon: I'm just surprised when you gave your address as your home address as 355 Alhambra...

Mr. Gale: It's not my home address. It's my business address.

Commissioner Keon: Because that's a commercial...

Mayor Cason: It says mailing address is what's on the card.

City Attorney Leen: I'm sure it was a mistake.

Commissioner Keon: Oh, okay. I'm sorry.

Mr. Gale: I didn't mean to...

Commissioner Keon: Okay, thank you.

City Attorney Leen: In the future, though...

Commissioner Keon: Thank you.

Mr. Gale: I wasn't trying to mislead. I'm just...

Commissioner Keon: No, no, no. Okay.

Mr. Gale: Letting you know that I'm here 65 hours a week.

Commissioner Keon: Okay. Thank you.

City Attorney Leen: Going forward, please state your residential address. If you're going to state your commercial address, be very clear it's your commercial address and the Commission may ask you for your residential address.

Mayor Cason: Yeah, because if you look on...

City Attorney Leen: Because that's per Code what you're supposed to provide.

Mayor Cason: If you look on the card, it says mailing address, so people could be confused on that. But J. Bruce -- I can't -- is it Behrenhaft?

J. Bruce Ehrenhaft: Good afternoon. My name is...

Commissioner Lago: Good afternoon.

Mayor Cason: Hi.

Mr. Ehrenhaft: Bruce Ehrenhaft. I live at 2221 Country Club Prado. And therefore, I'm about 15 blocks away. I'm not within a thousand feet. But I have the same concerns about traffic. My wife and I -- my wife is a Gables native. I'm a transplant since 1978, and we've lived in the Gables in a single-family home since 1991 together. I'm -- I have two concerns. One is the mass and the density of the project. It's adjacent to the school. And from an aesthetics point of view, I have concerns because I've always taken joy in the fact that the elementary school, which

is an architectural jewel, has room to breathe. And my wife and I are becoming increasingly distressed with the massive numbers of projects that are tall, blocky buildings, okay. But in addition, we find ourselves, in the last four or five years, increasingly avoiding coming into the core -- as residents, coming into the core of Coral Gables, because of traffic and being able to -- unable to find parking. I can tell you there are many times when we drive around for 10, 15 -- and I've even had times where I've been looking for parking for 30 or 45 minutes, where I plead resistance to going into parking ramps. But I think that these concerns are, you know, things that bother many people in the community. I don't come into the Gables to shop anymore and we come less and less for restaurants, because of this reason. I think that a less dense project would better serve the area.

Mayor Cason: Thank you.

Commissioner Lago: Thank you, sir.

Mayor Cason: Marcia Borden.

Marica Borden: My name is Marcia Borden. I live at 2030 South Douglas Road, Coral Gables. I was first introduced to the City Beautiful at the age of nineteen. I had come to visit my Cuban family that I had not seen from Australia, my homeland.

Mayor Cason: You're from Australia?

Ms. Borden: Yes, I am.

Mayor Cason: No, I'm just kidding.

Ms. Borden: And there began the biggest love affair that I have had, including the men that I have loved. It would take me a number of decades to acquire a home in the Gables. And I am

perhaps going to give you a different view because I lived part of my life here and part of my life in Australia. So, every time I come home to the Gables, I am saddened, because I see less and less sky. The city's becoming skyless. I'm seeing less and less trees. I am seeing less and less sunshine.

Mayor Cason: Fewer trees?

Ms. Borden: Yes. I am seeing fewer trees and buildings that are so high, way above the treetops. So, I live in a country half of my life that is a jewel in terms of culture and in terms of nature. So, nature is something that I notice everywhere I travel. I chose to retire young and retire part here and part there. I am losing that, which at the age of nineteen I fell in love with. And it's disappearing for generations to come. I am unequivocally opposed to any change in the slightest to the current building code. Thank you.

Mayor Cason: Thank you.

Commissioner Lago: Thank you.

Mayor Cason: There is no name here, but I get from the email, something Fadel.

Commissioner Keon: Fadel, Joe.

Joseph Fadel: Thank you for the opportunity to speak. I live at 905 Sorolla Avenue. I have a temporary speech impediment, so I'm going to be very brief. I own a unit at 1 Alhambra Circle, which, incidentally, the entire building is not three- and four-bedrooms, but two bedrooms. And I'm also representing the association for the building. I just want to be very clear that we're opposed to the change in land use allowing the number of units that they're requesting. The way -- the impact that this is going to have is going to change the quality of the neighborhood, and we don't agree with that. Thank you.

Mayor Cason: Thank you.

Commissioner Lago: Thank you, sir.

Mayor Cason: Jorge Alvarez.

Jorge Alvarez: Good evening.

Mayor Cason: Hi.

Mr. Alvarez: I'm Jorge Alvarez, president and owner of 3410 Ponce de Leon. It's a fourplex. I am in full support of this project. I believe Coral Gables, especially in our downtown area, needs...

Mayor Cason: Could you speak up a little bit?

Mr. Alvarez: I believe Coral Gables, especially in the downtown area, needs to be more of a city where young professionals can live, work and play, go out to restaurants, eat and spend money. I think as more of these people come, better companies come, more companies come and more jobs, higher paying salaries. And the professional field need to be living somewhere close where they can walk, Uber, and take the train. So, I'm in full support of this project. Thank you.

Mayor Cason: Thank you. Kenneth Garcia.

Kenneth Garcia: Good evening. My name is Kenneth Garcia. I'm a resident and property owner at 20 Alhambra Circle. I first want to say that I fully support the goals that the applicant has stated, but the application not so much. I think we need more smaller, affordable units, especially in the downtown area that are walkable, that are bike-able. In this particular instance,

I think there's too much parking for the number of units, and there's just -- the massing is not appropriate. There's a big lost opportunity to appropriately transition from the Central Business District to the neighborhood. This is a block that's at the very edge of the CBD. And the staff report recommends a reduction in mass towards the north and east. And the applicant's made a tiny, little adjustment on one floor in the back that begins to answer that question but doesn't go nearly far enough in getting us somewhere. So, I would hope to see further refinements before supporting this project.

Mayor Cason: Thank you.

Commissioner Lago: Thank you, sir.

Mayor Cason: Drew -- I think it's Masington. Does that look like Masington?

Commissioner Lago: Washington.

Mayor Cason: Washington. I can't -- it's...

Unidentified Speaker: She left.

Mayor Cason: She left? Okay.

Commissioner Lago: Thank you.

Mayor Cason: She had some questions about the project. Geraldine Perez.

Geraldine Perez: Hello. My name is Geraldine Perez. My mother lives at 2030 South Douglas Road, and I own the building, 16 (INAUDIBLE). Pretty much been in and out of Coral Gables and the surrounding area, which is Coral Gate, next door to it. I happen to have worked for

many years in 100 Alhambra Plaza. I moved from a bigger house to something smaller so I could walk or bike to work, except, great idea, Miami-Dade County is not a walking city beyond your day to day that you go to work and come back. You have to go and do a lot of things of life, which you need a car and you got to put that car somewhere, and normally, that would be a parking space. Part of the challenge that I have as a homeowner in that area of Coral Gables is making sure that my tenants have parking spaces, that there is enough. And I actually have the building across another school nearby, so I have a concern overall. From the perspective of the 2030, meaning the Minorca condo, I have a bigger concern, because I see what they did with the expansion. They took kind of that 100 Alhambra Plaza, which is going to be a monster in there fitting into Minorca, impacting the traffic -- it's funny to hear the traffic study that was being done not considering all the cars that will be coming out of there in I don't know which direction, because Alhambra Circle happens to be a very pretty street. I don't know what will happen at the end of these two constructions. And actually, going up Galiano, that's becoming a bigger and bigger nightmare to the point where they have had to do a four-way stop in just about every corner in there, because of the traffic and what's going on there. So, I see the idea. I love it. I've done it myself way before there was any strategy of the city, okay. But, you still have cars in here. You see it in Brickell. Brickell, I -- many of my tenants are coming from Brickell, because of the nightmare of the population of building to building, tons of young people working nearby and they still have to own a car to do all the other basic things beyond going to work, okay. So, I please ask you to consider declining any of the exception -- any of whatever you want to call it legally that they're requesting. Thank you so much.

Mayor Cason: Thank you. Sandra Kfourri.

(COMMENTS MADE OFF THE RECORD)

Mayor Cason: Okay. Olga Huerta.

Vice Mayor Quesada: Can you repeat that one?

City Commission Meeting
January 10, 2017

Agenda Items E-1, E-2 & E-7 are related – Ordinances requesting amendments to the FLUM of the City of Coral Gables Comprehensive Plan, requesting a change of zoning, and requesting mixed use site plan review for the mixed use project referred to as “33 Alhambra” on the property legally described as all Page 52 of Block 15, Coral Gables Section “L”.

Mayor Cason: Olga Huerta. It's the last card that was just turned in. Did anyone else want to speak? We have some other cards.

City Attorney Leen: Yeah, Ms. Ebbert. We don't have it checked that you want to speak. Do you want to speak?

(COMMENTS MADE OFF THE RECORD)

City Attorney Leen: Okay.

Marlin Ebbert: Good evening. Happy New Year to you all.

Vice Mayor Quesada: Happy New Year.

Ms. Ebbert: For the record, I'm Marlin Ebbert, and I live at 6935 Almansa Street, definitely not in this neighborhood. But this neighborhood is very dear to my heart. I had two of my children going to Coral Gables Elementary. And when my husband was trying to woo me to move to Miami, he took me to La Palma. So, we always liked La Palma Restaurant. And this morning, I was at a cinema board meeting. And after that was over, I decided to drive around this area to see what all the hoopla was about. And I didn't know anything about 100 Alhambra. It is separated from La Palma Restaurant by maybe the width of a car, a tiny little alley. I don't know how high 100 Alhambra plans to be, but it really just sucked the air out of me. It is just massive. We talk about the hotel that's going up on LeJeune, the Aloft Hotel. This is building that's right up to the sidewalk. I think it looks like about nine stories now. Somebody told me it's going to be sixteen. And this is just all basically across the street from where 33 Alhambra is going to go in. That little elementary school, that beautiful, little old building is never going to see the morning sun again, you know. It's just going to be in a shadow. You know, I'm going to change the subject here. We've all heard about the numbers and how many units are allowed and not

allowed. Right now, I'm building a house in the south part of the Gables, and it's a beautiful 11,000 square foot lot. And when I saw my architect for the first time, there was a big rectangle and he had a small rectangle in the middle of it. He said this is what we're allowed to build. And we tried -- you know, we -- that's what we really kept to. I don't understand why we're making residents keep to the rules when the developers just don't follow the rules at all, you know.

(APPLAUSE)

City Attorney Leen: Please, no clapping.

Ms. Ebbert: Enough. Thank you.

Mayor Cason: Thank you, Marlin. The City Attorney will read -- those who didn't want to speak, just read the cards for the record, and then we'll close the public hearing and then ask the developer what they would prefer to do.

City Attorney Leen: Yes, Mr. Mayor. We have Marcos Azar, who was in favor of the project. He lived at 15 -- he lives at 15 to 21 Alhambra Circle. We have Teresa Cacioppo at 50 Alhambra Circle #112, opponent of the project. Robert English, who lives at 535 Aragon, opponent of the project, opposed to more density. We have Valerie MacLaren English at 535 Aragon, opponent of the project, opposed to more density. Magdalena Rodriguez, who lives at 50 Alhambra Circle #412. She does not list a position. Do you have a position, Ms. Rodriguez, for the record?

Unidentified Speaker: Opposed. Magdalena Rodriguez?

City Attorney Leen: Yes. She's opposed. We have Ellen Kellner, at 1036 South Greenway, no variance without approval of neighbors. We have Leon Kellner, at 1036 South Greenway Drive;

no variances should be permitted if opposed by the neighbors. We have Christina Meirner, at 50 Alhambra Circle #306. I'm a resident at 50 Alhambra Circle, and I have always loved living in Coral Gables, best city in Miami. This will impact one neighborhood tremendously. We have Patricia Button, at 1245 Obispo Avenue, opponent. Ada Holian, at 641 Palermo. Congestion on Ponce is already reaching complete gridlock. This is only going to exacerbate an already frustrating situation with traffic, pedestrians and overcrowding. You have Ernesto Velazquez, 50 Alhambra Circle, Apartment 303. Support traffic impact on Alhambra. We have Maria Rosa Velazquez, 50 Alhambra Circle, Apartment 303, supporting changes on the construction of this condominium and its impact on Alhambra. We have a name I cannot read (INAUDIBLE) -- can you read that?

Commissioner Keon: Muriel? Is it Muriel?

(COMMENTS MADE OFF THE RECORD)

City Attorney Leen: Muriel? What's your last name, Muriel?

Muriel Maus: Maus.

City Attorney Leen: Muriel Maus. I'm sorry about that. 2030 South Douglas Road. We need to reduce the density and not change the Zoning Code. We have Delia Florez, at 49 Majorca Avenue #402. It does not state a position. Did you want to state a position for the record?

Delia Florez: I am a resident of the area. I live across the (INAUDIBLE).

City Attorney Leen: Are you in favor or against?

Ms. Florez: Against.

City Attorney Leen: Okay. So, she's against it, for the record. And then finally, Vicky Rua, 50 Alhambra Circle #304, who granted Teresita Seifert two minutes of her time.

(COMMENTS MADE OFF THE RECORD)

City Attorney Leen: Oh, and there's on more.

(COMMENTS MADE OFF THE RECORD)

Commissioner Keon: Did you speak?

City Attorney Leen: Did you speak?

Mayor Cason: You spoke.

(COMMENTS MADE OFF THE RECORD)

City Attorney Leen: Okay.

Mayor Cason: We've already...

City Attorney Leen: Yours is in the record. It's in the record. And finally, we have Nicola de Delva, at 50 Alhambra Circle, Apartment 402. The size and number of units planned for this building is too massive and will disrupt the quality of life of this community. She's an opponent. That's everyone. And Mr. Mayor that would close the public...

Mayor Cason: Anyone else have a card?

(COMMENTS MADE OFF THE RECORD)

City Commission Meeting
January 10, 2017

Agenda Items E-1, E-2 & E-7 are related – Ordinances requesting amendments to the FLUM of the City of Coral Gables Comprehensive Plan, requesting a change of zoning, and requesting mixed use site plan review for the mixed use project referred to as "33 Alhambra" on the property legally described as all Page 56 of Block 15, Coral Gables Section "L".

Mayor Cason: You want two minutes?

Unidentified Speaker: Sure.

Mayor Cason: Sure, go ahead.

Commissioner Keon: You have to give him your card, though. Give up your card.

Mayor Cason: Fill it out afterwards. We trust you.

Commissioner Keon: Fill it out afterwards.

Commissioner Lago: Just give us your name and your address, and if you live within 1,000 feet of the project -- of the proposed project.

Robert Carballo: My name is Robert Carballo. I live at 50 Alhambra Circle, Apartment 411. I've been working here in the Gables for -- since the early '90s. And I just moved into that building about a year ago, just before construction on 100 Alhambra Circle began. I am all for, you know, development and doing things proper. It's what I do for a living. But I think that the scale of the proposed development is a little high. I fully agree that there should be some sort of transition between where we're at and the neighborhood behind it. The reason I moved into 50 Alhambra Circle was I liked the scale of the building. I very much like the fact that I don't have to touch a car on the weekends. I can walk around the Gables. I really like the Gables, been here for a very long time. But I do feel that development needs to be properly done and it needs to be properly scaled. And I think that this proposed development is a little too big. I think that the community could actually work with the developer to develop something that actually works very well within the community and it's developed properly. And I think that's what we really should do here.

Mayor Cason: Thank you.

Mr. Carballo: Thank you.

Mayor Cason: Appreciate it.

Commissioner Lago: Thank you, sir.

Mayor Cason: Alright, with that, we'll close the public hearing. And Zeke, do you want to tell us what you want to do next?

Mr. Guilford: Mr. Mayor and Commissioners, I have to tell you, hearing from the neighbors was very informative. I think it's important to note that before the first hearing before the Commission, we had taken off the -- one story off the rear of the building, so we're not at 189. We're less. And the plan that was shown to Mr. Trias earlier today even had less units. So, what we would like to do is to continue this matter, keep redefining our project and come back to you with something that everybody understands, neighbors, as well as ourselves, and the Commission.

Mayor Cason: Okay, and particular attention to the question about the traffic.

Mr. Guilford: Absolutely.

Mayor Cason: The other developments that are contemplated, what the impact will be. Make sure that our traffic study is accurate...

Mr. Guilford: Absolutely.

Commissioner Slesnick: Mr. Mayor.

Mayor Cason: With the methodology we use.

Commissioner Slesnick: Zeke, was the traffic study done in the summer? Because there's a big difference with the summer. And also, was 100 Alhambra counted in?

Mr. Guilford: Yes. Commissioner, the way that the City requires is that all known projects that that traffic be put into our traffic study. You want to answer when the traffic study was done, John?

Commissioner Keon: It's dated May 2016. Is that right? No?

Mr. McWilliams: I lost my copy, but I can tell you what we originally...

Commissioner Keon: It says May.

Commissioner Lago: Revised, revised.

Mr. McWilliams: Yes.

Commissioner Keon: Revised, May 2016.

Mr. McWilliams: Yeah. We originally did the study and we did counts in the summer. And your staff directed us that we needed to do counts when school was in session.

Commissioner Keon: Thank you.

Commissioner Slesnick: So, one was done when school was in session?

Mr. McWilliams: Correct.

Commissioner Keon: Yes.

Mayor Cason: Okay. Ramon.

Planning and Zoning Director Trias: The traffic study you received was the one that was provided for the planning and zoning hearing, which is the last one we received.

Mayor Cason: Do we have a -- our own traffic analysis?

Planning and Zoning Director Trias: Yes.

Mayor Cason: Usually we do two. We look at it and say we agree or don't agree.

Planning and Zoning Director Trias: Yes. That was reviewed by Public Works with a consultant they have. However, as the project has less units, what I would ask is that they revise the traffic study accordingly, and they have not done that.

Vice Mayor Quesada: And this is just a procedural item for staff. You and I realize that some of the items didn't make it into the physical report, don't make it into the electronic version, which is the version I rely on.

Planning and Zoning Director Trias: I will personally make sure that happens...

Vice Mayor Quesada: Well...

Planning and Zoning Director Trias: And you have all the information.

Vice Mayor Quesada: I guess the comment is probably more for the City Clerk in the future. Mr. City Clerk there were some documents in the physical version that were not included in the electronic version. Just keep in mind that's primarily what the residents refer to and what I refer to as well. So, could we just make sure in the future that -- because, again, I found out after the fact the traffic report was in the physical file. But I guess since I don't request a physical version of the documents, I didn't have a chance to review...

Planning and Zoning Director Trias: We've had some technical challenges with the (INAUDIBLE), but we'll fix it.

Vice Mayor Quesada: That's fine. That's just a reminder to make sure that we catch that.

Mayor Cason: And also, if you reduce the number of units, if that's where you're going, whether you can reduce the number of parking and the massing that's related to the parking so...

Vice Mayor Quesada: And...

Planning and Zoning Director Trias: Mayor, if I could make one request. We need some clear direction given to the applicant. There are some applicants that are very easy to work with. There are other applicants that are less -- in this case, I believe that the applicant needs some clear direction of your expectations in terms of the size of the project and the reductions that you would like.

Mayor Cason: Where are you now in terms of density?

Vice Mayor Quesada: What I -- well, hold on one second.

Commissioner Keon: Well, I think we should -- we know where they are.

Vice Mayor Quesada: I think just like we've all met with residents and we've all met with the developer and we've all met with staff, I think it -- well, it's -- I guess, it's whatever you guys want to do. I think the developer knows where we stand on the outstanding items. Look, I've had conversations with so many different people on...

Commissioner Keon: I know.

Vice Mayor Quesada: All sides of the table.

City Attorney Leen: And I would just like to say for the record, like I did earlier today, most of this item is legislative in nature, because it's a change in the law, which is why the Commissioners are allowed to speak to residents and to the developer. There is a quasi-judicial component, but everyone is well aware that they're not supposed to speak about the site plan, because of the -- that's where they're acting as a judge. But in the legislative change, they are, by law, allowed to speak to developers, and often, it leads to -- it can lead to better outcomes. That's more of a policy issue. But they're also allowed to speak to residents and they do. And my office has opined that that's permissible.

Mayor Cason: Okay.

Commissioner Keon: But I think then it's important that you understand that the reason that we're here tonight and the developer has asked for the opportunity to listen to what is being said and asking for direction -- clear direction from the Commission is because there is concern about this project. I -- are we going to talk about this? I don't want to take over your meeting, but...

Mayor Cason: No, go ahead.

Commissioner Keon: Go ahead? You know, but for a lot of the -- some of the issues that have come up and some of the things that you have said, I think that should be clarified. One, I think that 50 Alhambra and 100 Alhambra happen to be in the Central Business District. The Central Business District has its own designation, its own height restrictions and its density, and it is quite large. The building that is being built behind 50 Alhambra is being built in accordance with the land use that it sits on. You know, that happens sometimes. You move into a place, there's nothing there. But you know what? The thing that could go there is something you may not like, but it is the thing that is okay to go there, and it's going to go there. So, every time -- all of your life just because what is next to you, in front of you, near you or behind you at the moment you move in, you know, isn't exactly what you would have put there doesn't mean that it's not okay for it to go there, because whoever owns that property has the right to develop that property in that manner. So, for a number of these things, there isn't -- they're doing what they're supposed to do and that is -- the -- you know, everything that is south of Alhambra is in the Central Business District, so it has much greater heights, much greater density and can be built to a much larger standard

(COMMENTS MADE OFF THE RECORD)

Commissioner Keon: Yeah.

City Manager Swanson-Rivenbark: I'm sorry, ma'am. You're going to have to come to the microphone...

City Attorney Leen: Yes.

City Manager Swanson-Rivenbark: For the record.

Commissioner Keon: Just say your name again.

City Attorney Leen: To ask a question, you have to ask the Mayor.

Commissioner Keon: Yeah.

Ms. Hanchett: My name is Rosa Hanchett. In reference to 100 Alhambra, though...

Commissioner Keon: Yes.

Ms. Hanchett: Didn't -- because of the size of the lot, didn't you transfer some of the FAR from the existing building to 100 Alhambra, so they could build that density? Didn't the developer buy that whole block of Alhambra and transfer some of that density?

City Manager Swanson-Rivenbark: We're happy to research that. And if you -- we have your name and our staff will research it...

Ms. Hanchett: Okay.

City Manager Swanson-Rivenbark: So that you have the exact information.

Ms. Hanchett: Okay, thank you.

City Manager Swanson-Rivenbark: And this is on the 100 Alhambra property. We'll find out.

Ms. Hanchett: On 100 Alhambra.

Commissioner Keon: Right. I think that that is -- it's allowable what was there. I also -- you know, a number of people have asked why there's so many car -- you know, why there's so many parking spaces. And parking spaces and parking contributes to the size and the mass of buildings. And you have asked why there are so many parking spaces. Because our Code

requires a certain number of parking spaces relative to the number of units. That's in the Code. It's so that there is parking within the establishment and it doesn't take up street parking. So, the size of the parking -- and a number of you mentioned parking. Parking is a requirement in the Code that is relative to the number of units. The other thing, you know, I really -- I would like to talk about for a minute with my colleagues and I want -- and I hope you will listen and understand. I have a far greater concern about what's called FAR, which is the Floor Area Ratio. That means how big that building can be for the property that it sits on. So, it means how much green space is left around that building. Just like Ms. Ebbert said when she had her lot and it was this big square and you put the square in the middle, that's what you can build on. That's FAR. So, that's the Floor Area Ratio. I am more concerned about Floor Area Ratio. I -- it's hard for -- I -- the issue of density is not as -- I am not as concerned with density, because whether I have a three-bedroom unit that accommodates five or six people or I have a studio apartment -- you know, I have four studio apartments that accommodate four people, it accommodates the same number of people. It's more units, but it accommodates the same number of people as if you had a three-bedroom unit. So, you may increase density, but it's because then you have more people living here. You have the ability to have smaller units, and you have the ability to rent them or sell them at a better price point. That is the issue of density.

(COMMENTS MADE OFF THE RECORD)

Commissioner Keon: Come up.

Commissioner Slesnick: Yes.

Commissioner Keon: Yeah. I think so. Ask the Mayor, please.

Commissioner Slesnick: Ask the Mayor. Ask the Mayor

Commissioner Keon: That's up to the Mayor, I'm sorry.

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Ms. Gross: Is it okay?

Mayor Cason: Yeah, go ahead.

Ms. Gross: Okay, so I spoke earlier. Rita Gross...

Commissioner Keon: Yes.

Ms. Gross: 2030 South Douglas Road. And I know we're supposed to address the Mayor, sorry. So, Mayor and Commission, we're not here to stop, obviously, 100 Alhambra. We understand that, for some of us, that building was there and we understand that. What we're here to do is actually support the developer in what they can build, okay. Now, I'm in IT and I'm about data, so I need my data to be able to sustain things. With that said, I've heard a lot of different numbers on what the developer by Code, by law can build. I've heard in writing read from 57 to 70. So, my question here is, by law today how much -- how many units can the developer build? We know they can build 97, right. But our understanding is -- and we're not law -- you know, we're not attorneys and so forth. Our understanding is that if they build 97 that could be a huge tower, right. That restricts them to a number of units. So, if they want to build ten stories and build that number of units...

Commissioner Keon: Okay, let me explain to you. It is -- it's a matter -- it's the number of units that are in the Code is by acreage. It depends on the plot that you are building on, and it's 50 units per acre. They have, I think, just over an acre. Is that right?

Commissioner Lago: That's an...

Commissioner Keon: They have...

Commissioner Lago: That's an MF-2 designation.

Commissioner Keon: Okay. That's in the MF-2. So, they're a multifamily district, so -- and buildings. That number is a number that has been in existence for a very, very long time. We know that as the city evolves and as the cost of building evolves, and as the market evolves, that there are times and there are places where we should and could increase density. Maybe not FAR, not the size of the building, not the mass of the building, but maybe more people can live there because maybe instead of that three-bedroom apartment that rents for \$3,000 a month, maybe we want smaller, you know, one-bedroom apartments that can rent for \$1,500 a month or \$1,200 a month, because we have to look at our workforce. We have to look who's going to come there. We -- I mean, you know, yes, it would be nice to say we only want to build -- you know, only want to house, you know, families with two children. But, you know, we're not going to -- we have to look at what's here. We know we have almost a million square feet of office space coming online in our city, in our downtown. A million square feet that are going to bring numerous workers into our city. We know every day how many -- 700,000 cars come through our city from west to east every day. You know what? We're trying to stop that flow of traffic from west to east through all our city all the time and build units in that downtown area where people can walk to work or take the trolley to work. And they're likely to work or they're likely to bike, or they're likely to take the trolley, because the cost to them to get out -- to drive their car the few blocks and park to go to work is an expense that they can't incur and don't want to incur. So, they will walk. So, you know, yes, you're right. Does it say 50? But that is why we're here and that's why we are in a position to look at and say is that really the best thing we should do for our city. Does that really meet the needs of our city now in this day, at this time for how our city has grown? Should we allow more units? And the general thinking is probably.

Ms. Gross: And what I'd like to share is I work for an employer that has 130,000 employees globally, okay, a very well-known company. I don't want to say the name, but I'd be more than happy to have a one-off conversation. Millennials work for me. I have 50 people around the globe that work for me in the IT field, very advanced, changing all the time. I have people in

São Paulo. I have people in Manila. We're changing operations to Manila. The trend right now is to work from home. Walking to work is not that attractive to people anymore. So, all I say is this because I read a magazine which is Florida Trend. Florida Trend has an article on Tallahassee, Florida that has taken 25 years for them to actually build a circle around them, which is basically the advantage of two universities and the resources that they have including businesses there. They have taken 25 years and they have built and invested in their infrastructure. And the reason why is because they're learning from the growth that South Florida has and that West Florida -- western Florida has in the Tampa/Hillsborough area. Our company has just opened up an operations building that is going to employ 300 employees in Tampa. So, my...

Commissioner Keon: On site?

Ms. Gross: On site. Okay, now I don't disagree with you about walking and I don't disagree with you with millennials. But I would love to have that conversation -- and I can give you testimonials of what's happening in New Jersey, what's happening in Miami, what's happening in Tampa, what's happening around the world. I have a vice president in my office here that is from São Paulo. He's Brazilian. He does whatever he can not to get transferred back to São Paulo. And the reason for that is it takes what should take a 20-minute drive -- it takes two to three hours to get to the airport and I go there once a month. So, I'm not comparing Miami to São Paulo, of course. But what I'm saying is that trends are an average of five years, okay. And I know this because in the IT field when you're starting to implement, especially in large corporations, they basically -- by the time that you've implemented, a new package has come out. So, what I'm saying is is the same thing here. We're residents. We have invested here. We want to work with the developer. We genuinely do. They may not think so, but we do. We understand the trend and we understand the millennials, but things have changed a lot from 2011 to 2017, which means that it'll change again for us, okay. So, all I'm asking is -- I really -- I'm asking this as a resident. I'm asking this as a long-term -- I've been here for about seven years now, especially four years in that area. All I'm asking is what the strategic plan says, which is

balance, right. Balance, considering all interests. Residents is number one, right, because we're here, we're investing. We want to bring people in and I get it. I really do, but let's be smart about it, okay. Let's keep our city beautiful. Let's keep our traffic low. Let's take a look at what Tallahassee did. It's really a good model. It really is a good model, 25 years in the making, not that we need to take 25 years, but they've invested in their infrastructure. Navarre, Alhambra, Minorca, Galiano, none of those roads can support the growth that we're putting in here. Honestly, it's not about stopping development. What it's about is we love this city. We want to invest in the city. Some of us volunteer in places. I think that should show some of our love and our commitment, so thank you very much.

Commissioner Keon: And I -- no, I agree with you. I agree with you. But what I'm asking you to look at and to understand is that the number of 50 units per acre may -- it may be a good thing to change that. It may not have to stay at 50 units. It doesn't change the overall size, scale or design of a building from the outside, but it allows smaller units where a workforce can live, where secretaries can live, where teachers can live, where people that come in or college graduates that come out of school and they're earning 50 to \$60,000 a year have a place where they can live when they work in our city. And if we want to attract businesses to our city and they want -- they need a workforce, it's better that we have that workforce locally than we have it driving from east to west or north to south through our city streets to come here. So, I think the issue of density for me is I am comfortable with an increase in density. To that extent? No, but more than 50 units per acre, yes.

Mayor Cason: Thank you. Thank you. Okay, Vice Mayor.

Vice Mayor Quesada: I believe you have two cards to read into...

Mayor Cason: We have two cards that do not want to speak, but want to be put into the record. They live on Biltmore...

City Attorney Leen: We have Ana Albiro, at 4801 Biltmore Drive. She's an opponent. We have Adriana R. Muiños, at 4804 Biltmore Drive. She's an opponent. We don't need any more buildings. We need more green areas, less traffic and better public transportation.

Mayor Cason: Vice Mayor.

Vice Mayor Quesada: So, I'm going to move to continue the second reading to a time certain date as to be laid out by staff for a future date, obviously, so it's amenable to everyone. I'm not saying it's got to be the next meeting, but whenever staff sees fit after they've continued along.

Mayor Cason: Do we have a second?

Commissioner Keon: I'll second it.

Mayor Cason: Commissioner Keon seconds.

City Attorney Leen: As a point of clarification, what that will...

Commissioner Keon: I really think that it's important, though, that we give direction to this developer...

City Attorney Leen: Regarding the motion...

Commissioner Keon: From the dais.

City Attorney Leen: Regarding the motion, what that will mean -- and then we have a question. But what that will mean is that it will be continued to a time that will be set in the future, which means that we will have to re-notice everyone within a thousand feet. However, there will be no further public hearing, because it's being continued. So, it's going to be continued to another

date. People within a thousand feet -- well, actually, this is a comp plan, so it'd be 1,500 feet -- would receive notice. And then when you come to that meeting, the Commission would continue as if they ended it right now. So, the public hearing's already occurred. They would have their debate and then they would take action.

Commissioner Lago: Did you fill out a card? Did you...

Unidentified Speaker: I only have one request.

Commissioner Lago: Okay.

Unidentified Speaker: Thank you.

Commissioner Lago: Okay.

Unidentified Speaker: Can we make the public hearing at 5?

Mayor Cason: Yeah.

Commissioner Slesnick: Yes.

Commissioner Keon: It would be set at 5.

Unidentified Speaker: And we would all be noticed?

Commissioner Keon: It would be here at 5.

Unidentified Speaker: Thank you.

Mayor Cason: Okay, so we have a motion from the Vice Mayor. Commissioner Keon seconded. City Clerk. And this is on E-1. We'll do it on each one, E-1, E-2 and E-7.

City Attorney Leen: You can do it on all three together.

Mayor Cason: Oh, all three together.

Vice Mayor Quesada: The motion is for all three.

Mayor Cason: All three together.

Commissioner Slesnick: And to have it at 5:01.

Mayor Cason: Yeah.

Vice Mayor Quesada: Included.

Commissioner Slesnick: Okay, yes.

City Attorney Leen: There's another card?

Unidentified Speaker: Yes. (INAUDIBLE)

City Attorney Leen: Mr. Clerk, could you read the card into the record briefly -- quickly? Do you have it?

City Attorney Leen: Supposedly, there's another speaker card there, Mr. City Clerk.

Commissioner Keon: Did you get an additional speaker card?

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City Clerk Foeman: Oh, yes.

City Manager Swanson-Rivenbark: Mr. Mayor, as clarification, we're going to send out a re-notification for 1,500 feet.

Commissioner Keon: Right.

City Manager Swanson-Rivenbark: But if you're not within 1,500 feet, you're not going to receive official notice from us.

Commissioner Lago: And Madam City Manager, if you would be so kind -- and I know Mr. Savage could probably give us a little bit more information and clarity on this issue, the City goes above and beyond what any other city in Dade County goes. City of Miami notifies about 250 feet. We're notifying residents up to 1,500 feet. I don't think there's another city that goes to 1,000.

City Manager Swanson-Rivenbark: But we have changed -- at the Commission's request, we have changed eNews, which does a special announcement on the Commission meetings, so if people are registered for eNews, they'll get notification that way also.

Commissioner Lago: The reason why I'm mentioning is I want to, you know, memorialize the fact that we try to be as transparent, as open to as many of the residents as possible so everybody has the opportunity to get notified.

Commissioner Keon: Yeah.

Commissioner Lago: In most other cities, they don't offer that luxury.

Commissioner Keon: Yeah, I...

Mayor Cason: And what we'll do is at that -- when this comes back to us, if it's changed, we'll take more public input.

Commissioner Lago: Okay.

Commissioner Keon: Okay.

Mayor Cason: City Clerk.

City Clerk Foeman: Okay. It's Mariana Caballero, at 49 Majorca Avenue.

Commissioner Lago: What was her comment?

Vice Mayor Quesada: In favor or opposed?

City Clerk Foeman: She just says she's opposed.

Commissioner Lago: Okay.

Mayor Cason: Okay, perfect. Alright.

City Attorney Leen: Mr. Mayor, I spoke with the applicant. They're required to pay for the notice, so they'll be notifying the residents within 1,500 feet. Obviously, the City has to approve the notice.

Mayor Cason: Okay. City Clerk, please call the roll.

Commissioner Slesnick: Yes.

Commissioner Keon: Yes.

Commissioner Lago: Yes.

Vice Mayor Quesada: Yes.

Mayor Cason: Yes.

(Vote: 5-0)

Mayor Cason: And with that...

Commissioner Slesnick: I would just like to make...

Mayor Cason: You want to say -- Zeke, do you want to say anything first?

Mr. Guilford: No... (INAUDIBLE)

Mayor Cason: Okay.

Mr. Guilford: I just want to thank everyone for their time.

Commissioner Keon: I think we should really -- I mean, I really would like us to give them direction now.

Commissioner Lago: Okay. I mean, I can give you some -- you want some...

Commissioner Keon: Direction.

Commissioner Lago: You want me to speak first, or what would you like? Ladies first?

Commissioner Slesnick: Can I just make one comment?

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Commissioner Keon: It's up to the Mayor.

Mayor Cason: Yeah.

Commissioner Slesnick: Commissioner Lago, may I just make one comment just for the staff? I talked to our new School Board representative, Marta Rojas, today, and she would really like to be included in the notices, because it is a historic building next door. And since she's a new School Board member, she has not been on the mailing list.

Mayor Cason: Sure.

Commissioner Keon: I'm glad that she's interested in the historic nature of that school, because maybe she will help us resolve the window issue within that school...

Commissioner Slesnick: Yes, I hope so.

Commissioner Keon: That they have so much ignored.

Mayor Cason: Alright, let's start with Commissioner Lago.

Commissioner Lago: My comments are very brief. Ramon, could you come up here one second, please. And I just want to clarify something, again, to memorialize it so everyone who's in attendance can really understand. Because I've heard several comments in reference to -- I think it was 100 Alhambra Columbus Center...

Planning and Zoning Director Trias: Yes.

Commissioner Lago: And whether it's out of scale, whether it's received variances, whether they received special treatment. My understanding was that it's an as-of-right project and it came before the Commission, because it's mixed use, and that's required by the Code.

Planning and Zoning Director Trias: Right. So, it's not as-of-right. It's a mixed use site, yes.

Commissioner Lago: But they did not receive any special bonuses.

Commissioner Keon: Or anything.

Planning and Zoning Director Trias: I'm going on my recollection. I think the City Manager...

City Manager Swanson-Rivenbark: We're -- Mr. -- Commissioner; we are going to research it. We have the person's inquiry.

Commissioner Lago: Okay.

City Manager Swanson-Rivenbark: And we also put did they receive any transfer of development rights because that was a question. We added density and we added height. So, we'll get a full research on it. I am not aware, but we will get informed and we will provide that.

Commissioner Lago: Alright. Let me -- let's go back to my comments on the first reading here, which have not changed. Again, like Commissioner Keon mentioned so eloquently, this is an MF-2. You know, you have 50 units per acre. What is the exact number that is permissible for this project in regards to units?

Planning and Zoning Director Trias: Fifty-six.

Commissioner Lago: Fifty-six units. I -- and I just speak for myself. I don't speak for all my colleagues, but I think that my colleagues agree with me. As, for example, the 5-0 vote that happened this morning with the other project that was approved, where we provided a bonus in regards to the FAR, but their unit count fell below what was permissible. Their parking count fell below what was permissible, and they added a 10,000 square foot park on the corner of the project. I think that these are the type of bonuses that I'm in favor of. I don't have a problem adding an additional, you know, component of FAR or adding even more units to the project. I think it's -- I think adding three times the amount of units is out of scale. That's number one. Number two, if you're going to provide some sort of bonus, you need to provide some public good that is tangible. I keep going back to this morning, because now when that project is completed, the residents on Valencia are going to have a corner 10,000 square foot parcel of land that will be -- that they'll call home, that they can enjoy. They can walk their dog. They can sit under a tree and read a book. They can do as they please, but it's something that will remain in that neighborhood forever. Instead of putting -- I think it was about fifty-something units in that building -- in the one on Valencia this morning...

Commissioner Keon: Yeah, the old one.

Planning and Zoning Director Trias: Yeah, it was a hundred and something before, yeah.

Commissioner Lago: No, but they scaled back...

Planning and Zoning Director Trias: They scaled back to 36, I believe, yeah.

Commissioner Lago: They scaled back. We provided them with a little bit of additional FAR because they were scaling back. They made larger units and they gave us -- they gave the City, obviously, that open space. So, my statement from first reading to second reading is not going to change. And when you asked for guidance, like Commissioner Keon is stating right now, I'm being very clear. It hasn't changed. It is come to this Commission with something, which is

beneficial for the community. I think that everybody here, all the residents understand that we are transitioning in the city, that people don't want to drive, that people want to live and work in a -- you know, adjacent to each other. So, the goal is to maybe not have a building that's 54 units. My it's 64 units. Maybe it's 74 units. But I think 180 -- what did they proffer?

(COMMENTS MADE OFF THE RECORD)

Commissioner Slesnick: Eighty-four.

Planning and Zoning Director Trias: A hundred and eighty-four (INAUDIBLE).

Commissioner Lago: One hundred eighty-four is, in my opinion, unacceptable and is way too much.

Commissioner Keon: Well, but I think that that's driven by the FAR.

Commissioner Lago: I understand that.

Planning and Zoning Director Trias: The...

Commissioner Lago: But you could have units that instead of it all being one-bedrooms, they could be two-bedrooms. Your unit count could go up.

Planning and Zoning Director Trias: Yeah, and the two big changes are the number of units, which is from 56 to 184 in the latest calculations.

Commissioner Lago: And the FAR is going from 2.25 to 3.5.

Planning and Zoning Director Trias: 2.35, with Med bonus, to 3.5, yes.

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Commissioner Lago: Alright, which, again, I hate to go back to the project this morning...

Commissioner Keon: But the...

Commissioner Lago: I understand, but again, if you're going to provide -- we provided a bonus on FAR on that project. We all voted. It was 5-0. That was a 5-0 vote by this Commission, and we provided a bonus on FAR as per what's permissible by the Code. They were within the height limitations, but there was a public good that is tangible. So, let's just take that into account. And if staff needs direction, I think my statement and my request have not changed. I think Commissioner...

Planning and Zoning Director Trias: The applicant needs direction in the sense that every time I had an opportunity to discuss this issue...

Commissioner Lago: Okay, I'll give you the direction.

Planning and Zoning Director Trias: Yes.

Commissioner Lago: I would love nothing more to see a bit of real open space. I would like a significant reduction in regards to the density. I have no issues with the intensity, if you bring it to about a 3.0. I will give you a bonus in the FAR, like we did this morning, but I need a reduction in density, significantly.

Planning and Zoning Director Trias: Okay.

Commissioner Lago: But I would like to see a reduction in the parking count, and I would like to see open green space.

Planning and Zoning Director Trias: Very good.

Commissioner Lago: And not to the tune of -- again, please, this is why I asked this morning and why we -- this is critical and I've been talking about it for six months. This is why I came up with really having a discussion -- I know we're discussing it now in the parks discussion probably next week or so. What is it, Madam City Manager?

City Manager Swanson-Rivenbark: The 27th.

Commissioner Lago: The 27th and I welcome you all to be there. We need to address the open space issue. You know, just because, you know, you're counting certain areas of a building which are not open space, they're concrete. They shouldn't be counted. Shouldn't count open space on second floors. You shouldn't count, you know, open space on -- again, it's allowed by the Code and they take advantage of it. But if you have an arcade, again, why does that count towards open space? That's not really open space. What I consider open space is tangible green space where someone can sit down under a tree and walk their dog or just enjoy, you know, their breakfast.

Commissioner Keon: Then we need to change the definition of open space...

Planning and Zoning Director Trias: At the ground level.

Commissioner Keon: In the Code.

Commissioner Lago: Well, again, I've been saying it. I said it this morning. That's one of my comments, and we're going to discuss that at the -- what is...

City Manager Swanson-Rivenbark: Twenty-seventh.

Commissioner Lago: What is the actual title of the event that we're having?

City Manager Swanson-Rivenbark: It's the open -- parks and open space workshop.

Commissioner Lago: We'll get you -- if you're...

City Manager Swanson-Rivenbark: It's from 2 to 5.

Commissioner Lago: From 2 to 5.

City Manager Swanson-Rivenbark: It's a Commission workshop.

Commissioner Lago: Yeah.

City Manager Swanson-Rivenbark: Public is invited to observe, but it's not a...

Mayor Cason: It's for the Commission.

City Manager Swanson-Rivenbark: Interactive.

Mayor Cason: And you've got 249 parking spaces. I'm sure you can reduce that and help...

Commissioner Lago: So, that will reduce the massing of the building and not make it look so bulky.

Mayor Cason: Okay.

Planning and Zoning Director Trias: Very good.

Mayor Cason: Anything else?

Commissioner Keon: Yeah. I mean, I don't have a problem with them having, you know, small units. There is a need in this city for small units.

Mayor Cason: I agree with that.

Commissioner Keon: There is a need for studio apartments. There is a need for -- I mean, I think your studio apartments are what?

Mayor Cason: 650 to 8...

Commissioner Keon: 650 square feet?

Mayor Cason: 650 to 850.

Commissioner Keon: Right. Your one-bedroom apartments are 750, and your two-bedroom apartments are 850. A one-bedroom apartment at 750 square feet for one individual is a relatively generous apartment, and it -- and because it is of that size, it is affordable for the person coming out of school or that's been out of school for a couple years, or the individual that maybe is a widow or a widower who gives up their home and says I can't do this anymore. I'm going to rent, you know, because maybe I'm going to go to North Carolina in the summer or whatever. I'm going to rent a unit or whatever. And you know, that is -- it's a good size and it is affordable. So, you know, whatever it is -- I think that, you know, wanting -- you know, dictating to a developer that you have to build three-bedroom units, I don't think it's appropriate. I don't think that we should do that. They will build what the market demand is. They will build what they can rent.

(COMMENTS MADE OFF THE RECORD)

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Commissioner Keon: The other -- the individual...

Mayor Cason: Please don't. We're not having any debate from the audience.

Commissioner Keon: Individual...

City Attorney Leen: (INAUDIBLE) interruptions.

Commissioner Keon: The building we spoke about this morning also sat directly across the street from single-family residential neighborhoods. So, that particular project needed to be smaller, because it transitions from the high-rise down into single-family residential neighborhoods. This is a multifamily residential neighborhood we're talking about. So, by its nature, it is going to be a little bit bigger. But we also, from the North Ponce -- the whole North Gables and the North Ponce study and visioning workshops that we have done -- and many of you have attended -- we have said that we want to retain that garden look to our city. It is important that we create and that we keep green space around our buildings, that there are plantings, that we don't see a lot of hardscape, that it's not just concrete. But, yes, we will have buildings. Yes, this building can be built to 97 feet. I think it can have more density than what is allowed. I think it certainly can be more than 50 units to the acre or 56, which would be appropriate. I think they could have more than that. No, I don't think it should be 184. I think it's 184, because of the FAR that they've gone to. I think we can reduce -- the FAR doesn't need to be that. But you know, I do think that what they are providing is a very good product for our city. We don't have that. This is the first opportunity to look at live/work units in our city. We don't have that. And we have talked about that for a very long time, about introducing live/work units, where your work space is on your ground floor and your living space is above. And it can go from any one such as, you know, we know that there's a lot of pressure on artists and different ones that are in Wynwood, because of the property values. But you know, you can have someone that is an artist that lives upstairs and their studio is downstairs or their small

gallery is downstairs. That is the type of thing you can see in a live/work unit. There are 20 live/work units in this project. You know, as the unit -- as the project gets smaller, you'll probably reduce the number of live/work units, but I do think it's a good product for us to have and to look at and to see how it works within our city. So, I think what the community has told you is that it's just too big. It doesn't have -- it's not tall, but it's too massive. It spreads out too far across the block. We'd like more green space around it. And, you know, I think that's, you know, primarily what you're looking at. It needs to be a smaller building that is more (INAUDIBLE) and serves as a transition into this multifamily residential area because this is a residential community in the North Gables.

Mayor Cason: Zeke, you -- anything else you want to say? Anything else?

Commissioner Slesnick: I would just like to say I appreciate this. There's 30 units there, and to go to 180 units is six -- 30 units right now, 30 apartments there on the block now. And to go to 180 units is six times the amount of density that would occur right next to a two-story historic school that's been there since the 1920s. And I hear my fellow Commissioner talking about the need for having workplace -- work -- live/work places and so forth and places for young people to come in. I do know we're building thousands of places on US-1 between Douglas and Red Road. There's going to be thousands of places of single people, millennials, to live, and they just could take the trolley to downtown from there instead of from this area. I feel it's just too massive. I like -- I find the building very attractive. I like the architecture and I like the covered arcades and so forth. But it's the density in that building that's going to affect this poor little Coral Gables Elementary School with traffic and unending traffic. I looked at the traffic report and it seems like there's only a smidgen in the report -- like Vice Mayor Quesada also looked -- it just goes up a smidgen on the number of trips per day from that location. But if you have 180 units, it's going to be a tremendous number. It doesn't even reflect 180. I don't know where -- if these people are just going to walk out of there and leave their cars, because that traffic report does not really reflect, in my mind, what is actually going to happen there. And with the 100 Alhambra right across the street, it's just massive, massive traffic in the area already and it's only

going to get worse. I drop off kids there at Coral Gables Elementary School, and they come between 7:30 and 8:30 -- 7:15 and 8:30, because they have before school programs. And they're picked up between 1 and 2:30, 3:00 every day. It's just a nightmare already. You add rain. You add other things and you add even just having the 100 Alhambra project stop the curve of the traffic going in there to Galiano, I guess, is just very congested already. So, to me, I would never approve of 180 units. I mean, it needs to come down tremendously. I'd like to see it below a hundred. But I want to protect our Coral Gables Elementary School. And this is the place where you should have two-bedroom units so that young families can come and send their kids to Coral Gables Elementary School. The school is not opposed to more children coming in there. People want in that neighborhood and there's a lot of single-family -- there's a lot of families out there that don't want to buy. They want to rent and they want to be in the Coral Gables school district. And I don't think the developer has taken into consideration that two-bedroom units would be more appropriate for this building and bring down the density. So, I'm just -- I'm totally opposed to 180 units, and I would consider something less than a hundred. And again, I find the building attractive, but it's just overdone. And we keep giving up rights and rights and rights. And one other thing is that the North Ponce corridor is where we want to have more reasonably - - more reasonable housing for our police and our fire and our school teachers who would actually teach at Coral Gables Elementary and some of the other schools up in that area. Just along Ponce, there are several sites that are going to be developed and there are some more places up along Ponce between Navarre and 8th Street where you could put more massive high-rise buildings with a lot of singles in them who would be right on Ponce, so they can take the trolleys and not have to worry about having it in an area where the neighbors themselves are protesting the density in the building. So, I'm always in support of the neighbors. And I think if you moved up to Ponce where you have commercial buildings and townhouse -- I mean, more commercial apartments behind that, that it would not affect the residents so much as this one particular building affects the neighborhood.

Mayor Cason: Okay. Alright, I think you've got your guidance.

(APPLAUSE)

Mayor Cason: So, you'll come back -- well, thank you all for coming out. Thank you for your civility, and thank you for all your great comments.

(COMMENTS MADE OFF THE RECORD)

Commissioner Keon: You know, before we go, I would like to thank the Manager for initiating the eNews with the announcement of the Commission meetings with the link to the agenda. Thank you very much. That was a recommendation from a resident at a meeting in the North Gables, so thank you.