



## **A VISION FOR DEVELOPMENT ALONG THE US NO. 1 CORRIDOR**

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## Peer Review Agenda

Tuesday, May 19, 2015

1:30pm

Holiday Inn Coral Gables

Upon the direction of the Planning Director for the City of Coral Gables, NP International facilitated a peer review and visioning session proposing positive development strategies along that portion of the US-1 corridor between Maynada Street and Red Road. This section of the corridor is across from and includes the frontage and main entrance of the University of Miami, the University of Miami Metrorail station, the soon to be built pedestrian bridge across US-1 and the widest section of the future Underline Project, a visionary park under the Metrorail right-of-way. The visioning session was held on May 19, 2015. The three professionals which led the session were Elizabeth Plater-Zyberk, Principal of DPZ Architects, founder of New Urbanism and former Dean of the University of Miami School of Architecture; Charles Bohl, Ph.D., Director of the Graduate Program in Real Estate and Land Development at the University of Miami School of Architecture and Meg Daly, visionary and founder of the Underline Project. In attendance were other stakeholders and near neighbors including Janet Gavarrete, Associate Vice President, Campus Planning and Development, University of Miami. What follows is a transcript of the discussion and diagrams that illustrate planning principles recommended during the visioning session for the corridor.

### Attendees

Liz Plater-Zyberk – U. of Miami – School of Architecture	Gene Kluesner – Gensler, Architect
Chuck Bohls – U. of Miami – School of Architecture	Brent Reynolds, NP International
Meg Daly- Friends of the Underline	Jorge Arrizurieta – Neighbor
Ramon Trias – Planning & Zoning Director	Mendy Fellig – Neighbor
Janet Gavarrete – University of Miami, Planner	Henchi Fellig - Neighbor
Jorge Hernandez – JLH Architect	Jorge Ortiz – Neighbor
Adam Pinter – JLH Architect	Peter Turner – Neighbor
Juan Espinosa – David Plummer & Assoc.	Jeff Bass, Esq. – Shubin & Bass, P.A.
Daniel Balmori – Hogan Lovells, Friends of the Underline	Laura Russo, Esq – Laura L. Russo, Esq. LLC
	Gita Shamdasani – Friends of the Underline

### Attendee Intro

Brent Reynolds, NP International

### Presentation and Vision

Jorge Hernandez, JLH Architect

### Region and Transit, Comprehensive Plan

Jeff Bass, Esq., Shubin & Bass, P.A.

### Location and Area Zoning

Laura Russo, Esq., Laura Russo Esq. LLC

### Design Overview and US 1 Visioning Session

#### Key Community Components

1. Current Project Programming
2. Underline
3. University of Miami: Main Street
4. Future Projects
5. Global Corridor Vision

# TRANSIT STATIONS ALONG US NO.1 CORRIDOR

DADELAND SOUTH STATION

DADELAND NORTH STATION

SOUTH MIAMI

UNIVERSITY

DOUGLAS ROAD

COCONUT GROVE

VIZCAYA

BRICKELL GOV'T CENTER



TRANSIT STATIONS- DADELAND SOUTH TO GOV'T CENTER  
SCALE 1:2000

\*FIVE MINUTE WALK (1/4 MILE RADIUS) AND TEN MINUTE WALK (1/2 RADIUS) SHOWN



DADELAND NORTH STATION

SOUTH MIAMI STATION

UNIVERSITY STATION  
(AREA OF STUDY)

DOUGLAS ROAD STATION

TRANSIT STATIONS- DADELAND NORTH TO DOUGLAS ROAD  
SCALE 1:750

\*FIVE MINUTE WALK (1/4 MILE RADIUS) AND TEN MINUTE WALK (1/2 MILE RADIUS) SHOWN

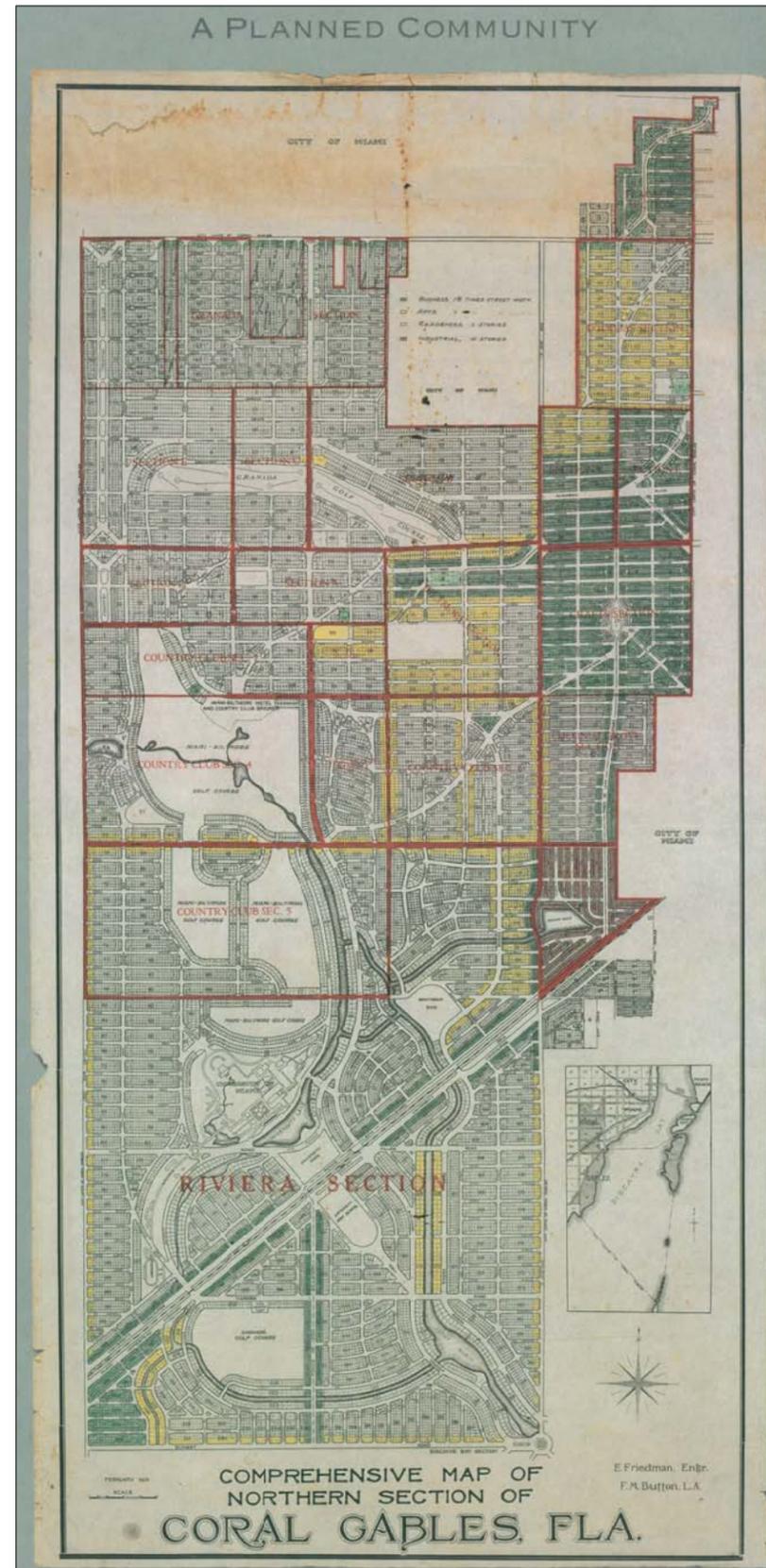
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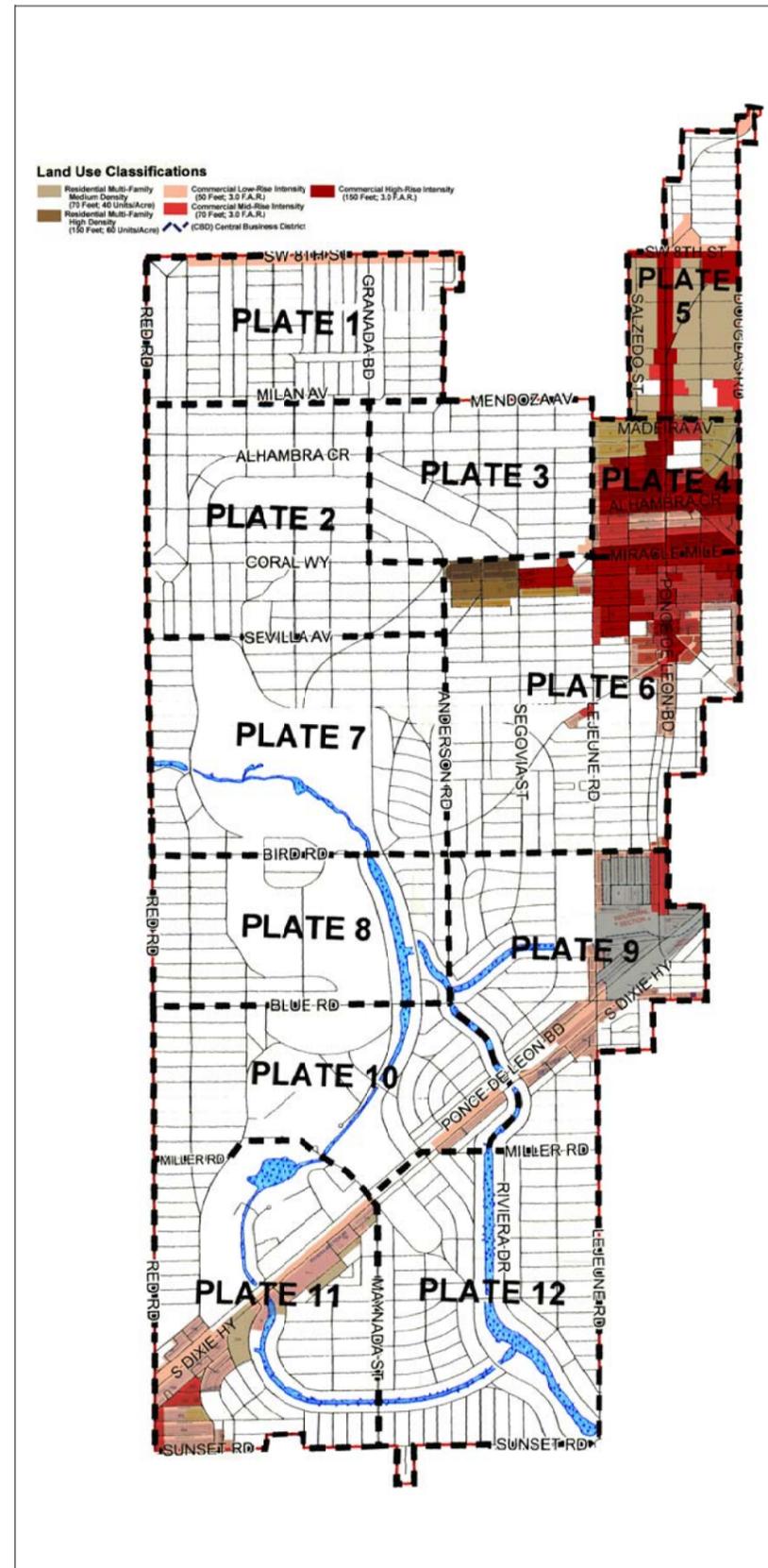
DRAWING:  
METRO RAIL STATIONS  
US NO. 1 CORRIDOR  
DATE:  
05.20.15  
SHEET: SP-1.0c

**A COMPARISON OF URBAN CONNECTIVITY IN CORAL GABLES AS PROPOSED BY GEORGE MERRICK IN 1926 TO PRESENT: FROM US NO.1 TRANSIT CORRIDOR NORTH THROUGH DOWNTOWN CORAL GABLES TO SW 8TH STREET**

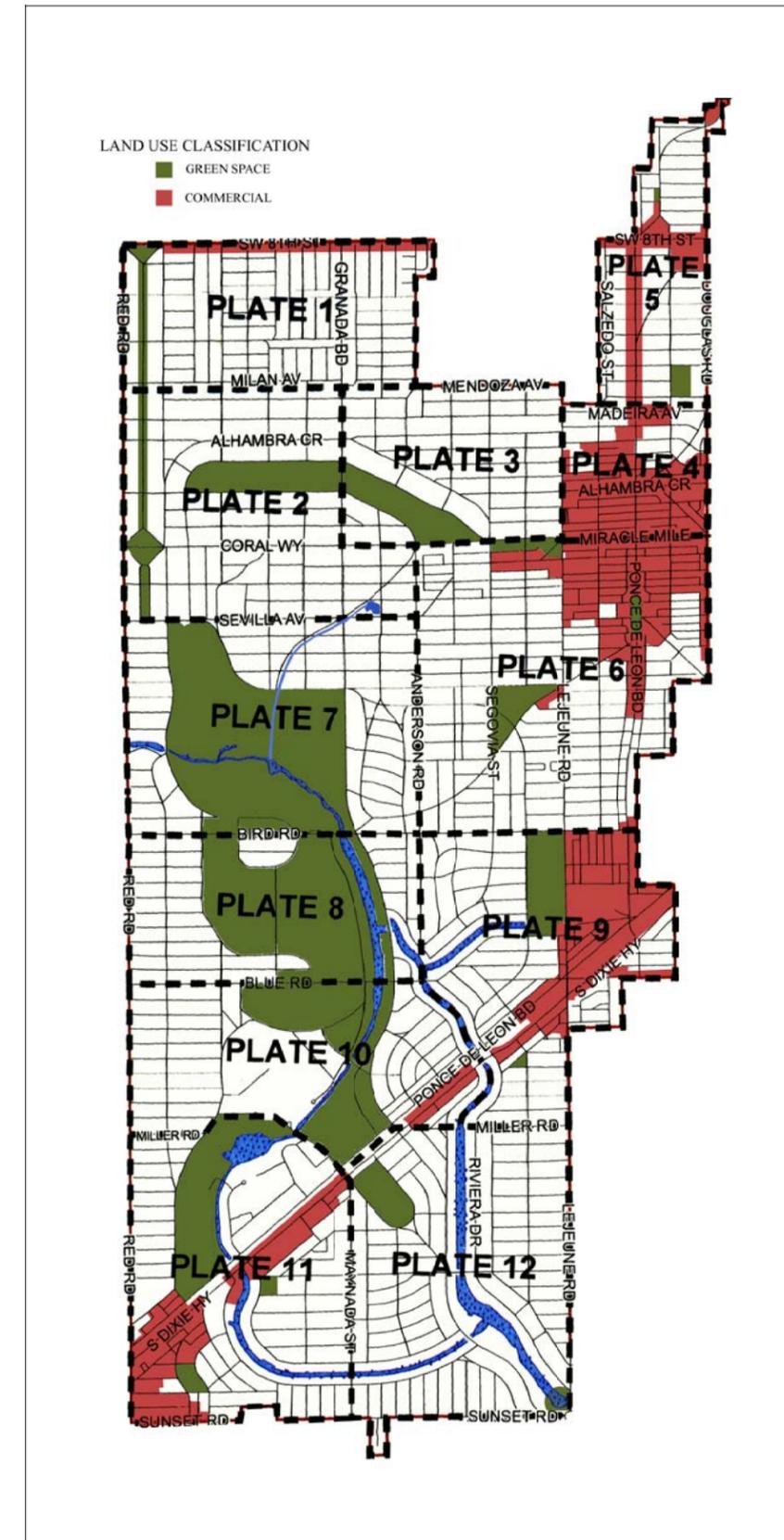


1926 MERRICK LAND USE VISION

\*COMMERCIAL AREAS ALONG US NO.1 WERE PLANNED BY GEORGE MERRICK FOR 150'-0" OF HEIGHT



FUTURE LAND USE CLASSIFICATION



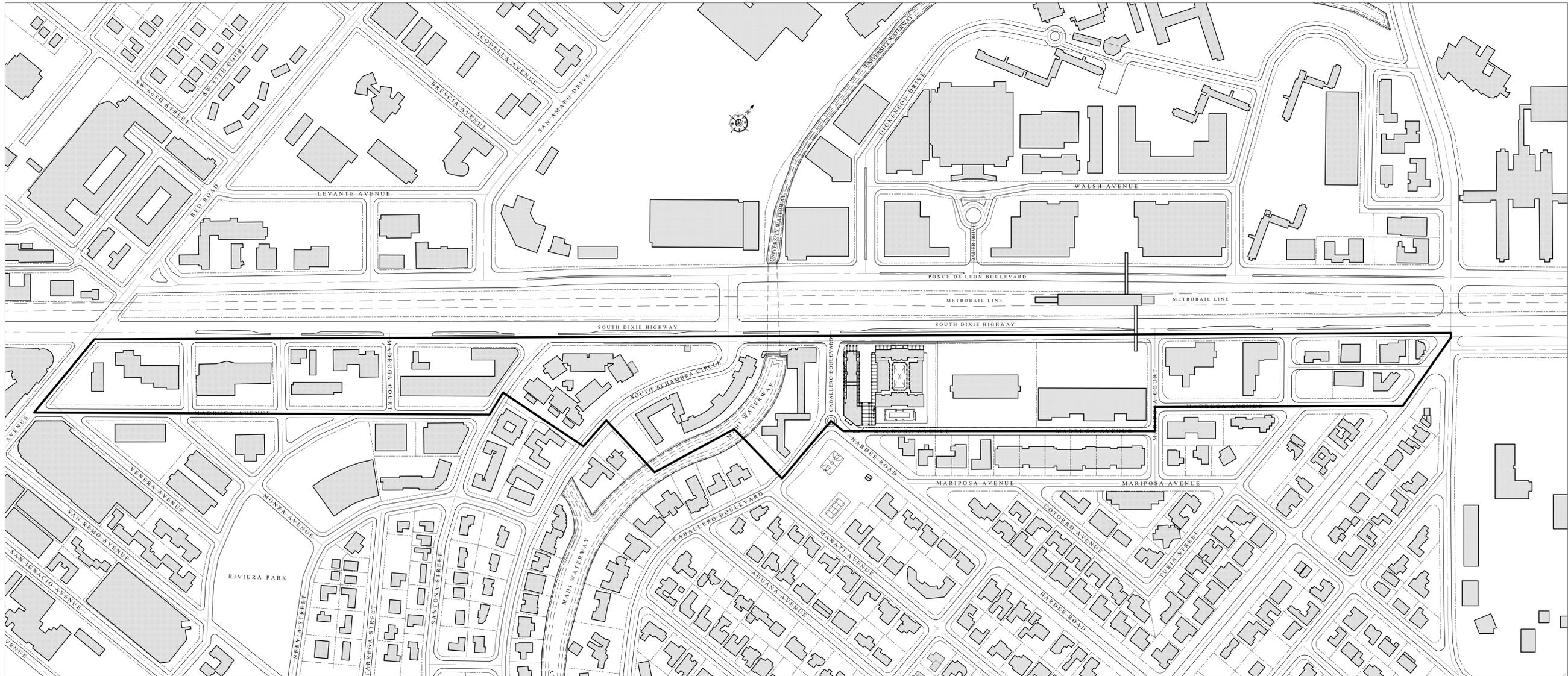
URBAN CONNECTIVITY TO US NO. 1 CORRIDOR

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DRAWING:  
 DATE:  
 SHEET:



**PLAN OF STUDY AREA FOR DEVELOPMENT ALONG US NO.1**

SCALE: 1/200" = 1'-0"

DRAWING:  
 NOLLI PLAN &  
 SITE SECTION  
 DATE:  
 08.18.15  
 SHEET: SP-1.0a

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**STUDY AREA FOR DEVELOPMENT ALONG US NO.1**

SCALE - 1:150

(YELLOW CIRCLES OUTLINE THE RADIUS OF A FIVE MINUTE WALK)

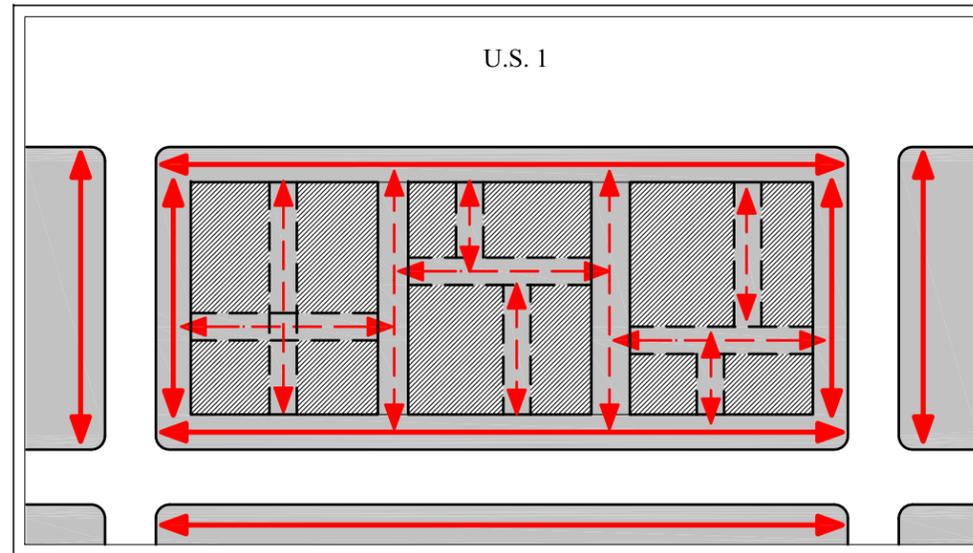
**GEOMANTIC  
DESIGNS, INC.**  
LANDSCAPE ARCHITECTURE  
ROBERT PARSLEY A.S.L.A.  
6803 A.W. 8 STREET MIAMI, FL 33143  
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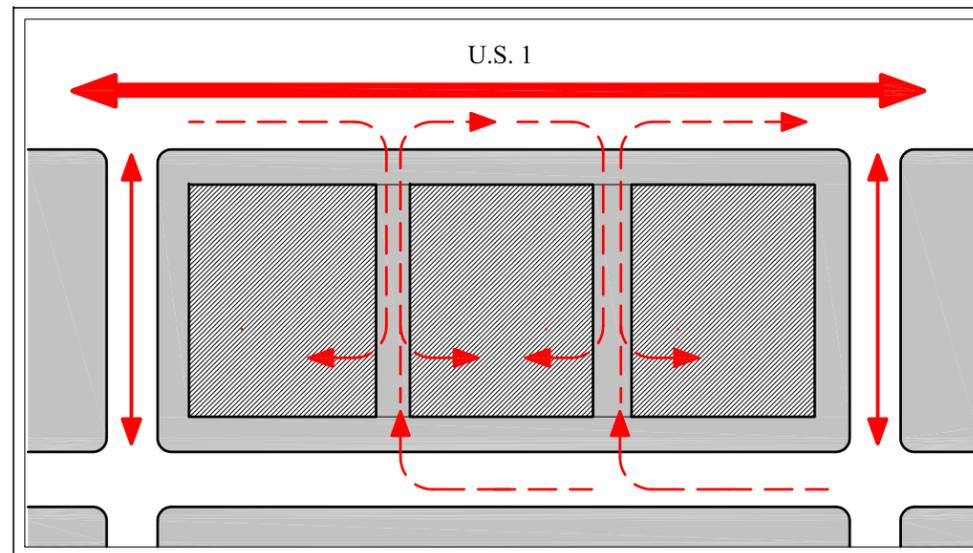
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DATE: 06.08.15  
SHEET:



**PEDESTRIAN, VEHICULAR, AND SERVICE ACCESS;**  
THROUGH A TYPICAL BLOCK IN THIS STUDY AREA

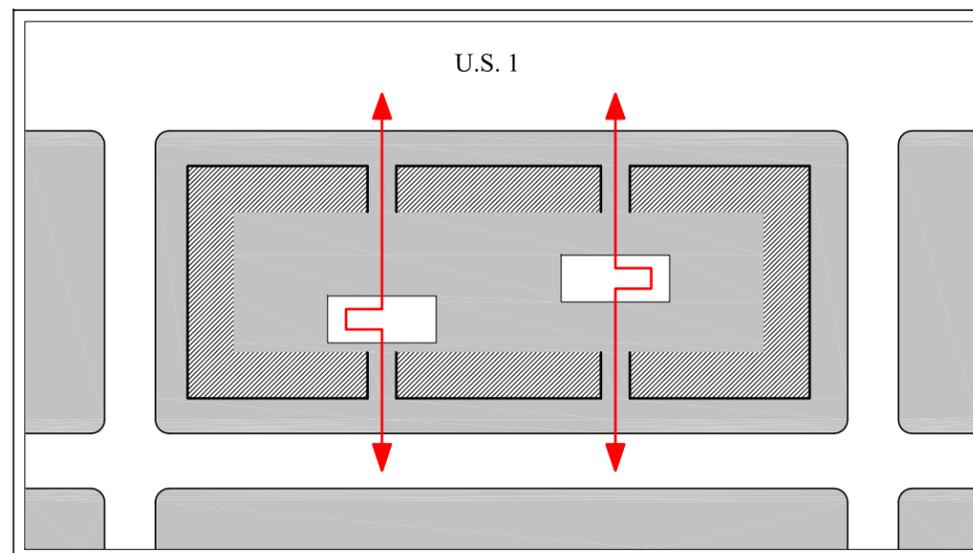
PEDESTRIAN CONNECTIVITY

- Pull buildings forward to the street front to encourage the creation of wide, planted sidewalks and arcades fronting the streets and public realm
- Create internal thru block pedestrian passages to encourage connecting thru block.



VEHICULAR ACCESS

- Direction of traffic should enter and exit from U.S. 1. Minor entries can occur at rear if appropriate.



INTERNALIZED POINTS OF SERVICE

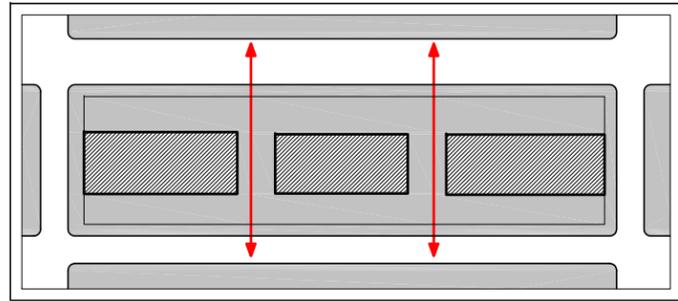
- Internalize services

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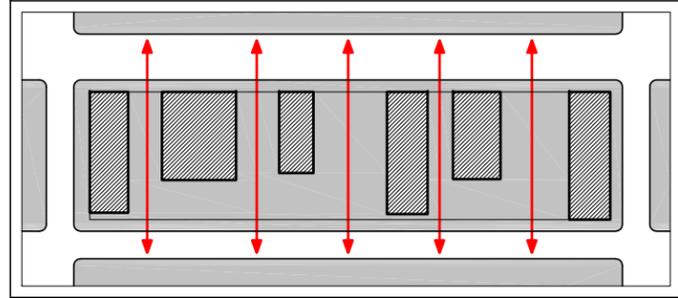
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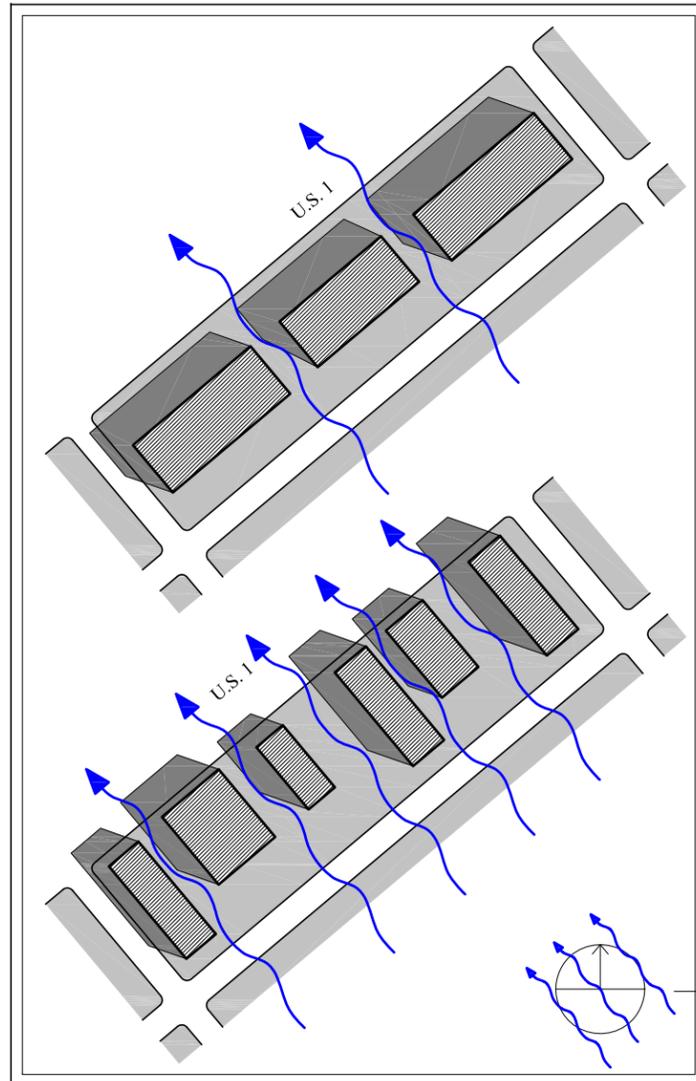
**URBAN GRAIN- Permeability**

\*Both plans contain same floor area

- **PARALLEL-** Building orientation (Grain)  
Creates a canyonesque condition of monolithic long faces along on the street frontage.



- **PERPENDICULAR-** Building orientation (Grain)  
Breaks up the street frontage into smaller units and allows permeability of light, shade, breezes, and pedestrian access through the blocks.



**SUNLIGHT AND SHADING**

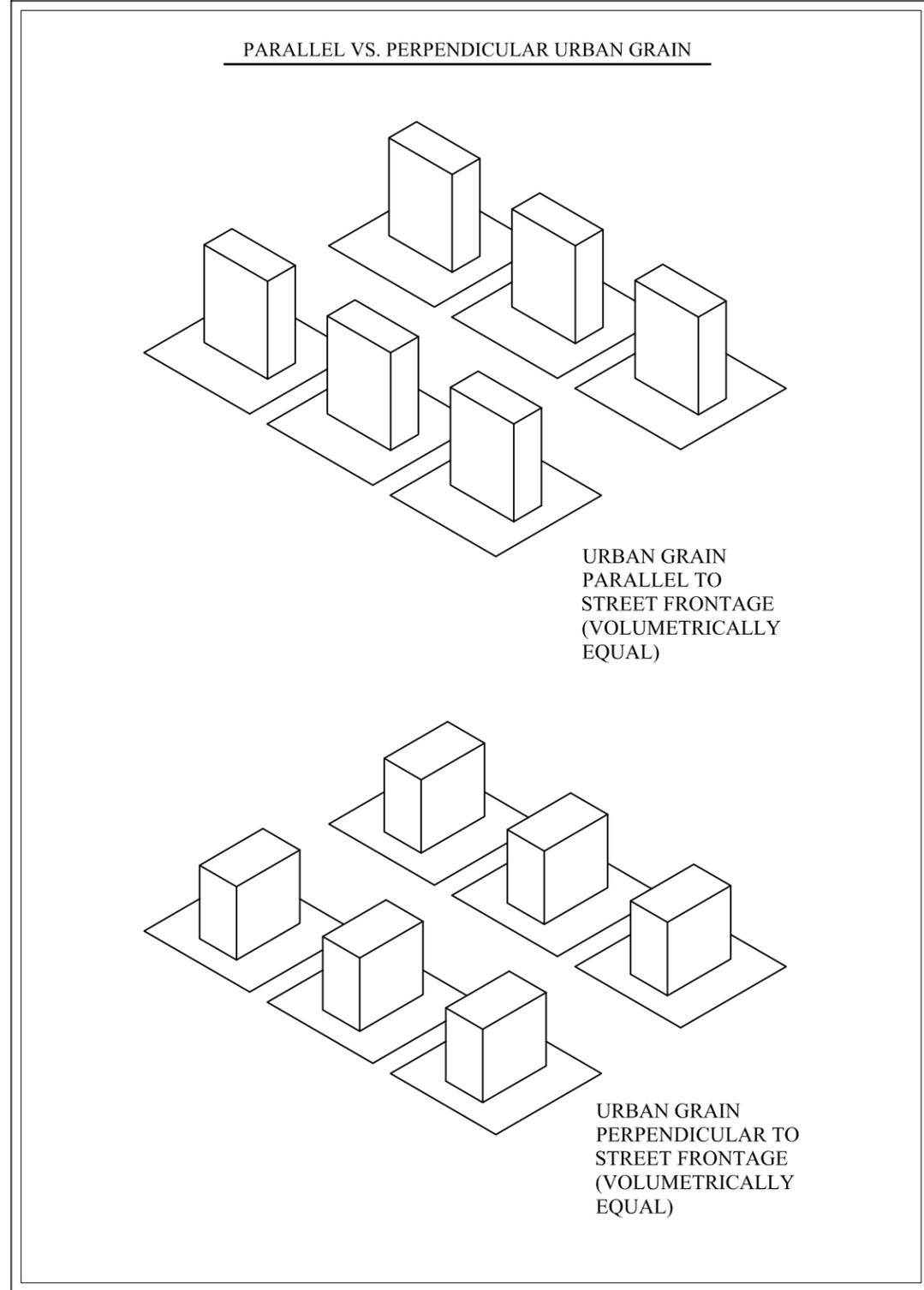
- **PARALLEL GRAIN-**  
Produces two long faces, one perpetually shaded and one always in sunlight; hot.

- **PERPENDICULAR GRAIN-**  
Produces a diversity of light and shadow; both long faces receive shade and sunlight throughout the day.

Prevailing Southeasterly breezes

**URBAN GRAIN**

GIVEN THE NATURE OF THE US NO. 1 CORRIDOR, A PERPENDICULAR ORIENTATION OF BUIDLINGS ON BLOCKS FRONTING US NO. 1 IS PREFERABLE TO A PARALLEL ORIENTATION. THIS WOULD INCREASE THRU BLOCK CONNECTIVITY, LIGHT, SHADE, AND PREVAILING BREEZES AND GIVE A MORE DIVERSE AND SPATIALLY OPEN MASSING OF BUILDINGS ALONG US NO. 1.



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DRAWING:  
DATE:  
SHEET:

# CONNECTING COMMUNITIES TO DOWNTOWN CORAL GABLES

 JAYCEE PARK

 THE UNDERLINE BIKE + PEDESTRIAN TRAIL

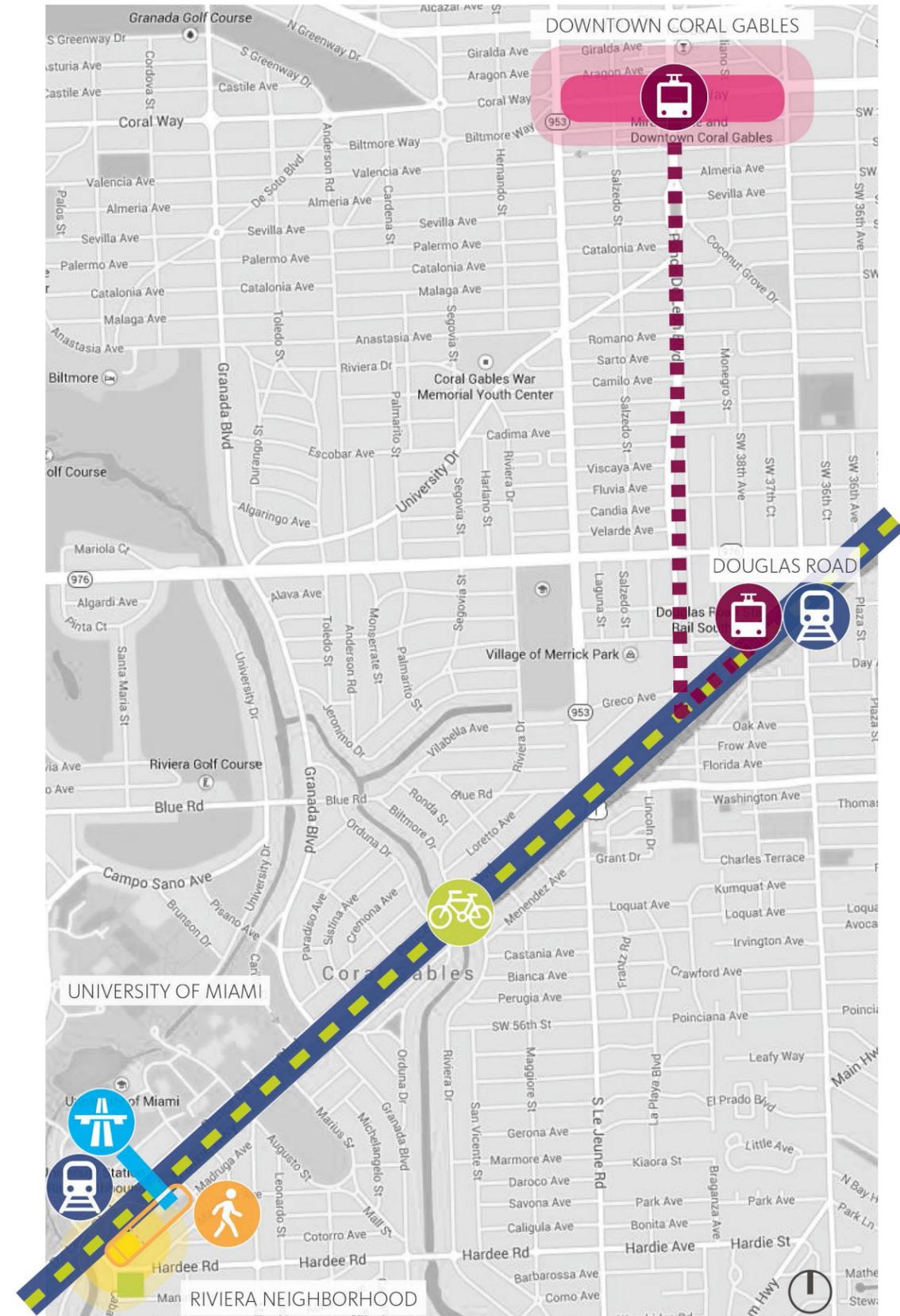
 PEDESTRIAN WALKWAY TO METRO STATION

 METRORAIL LINE + STATION

 PLANNED PEDESTRIAN BRIDGE OVERPASS ON US1

 CORAL GABLES TROLLEY ROUTE

 DOWNTOWN CORAL GABLES



PEER REVIEW MEETING

Holiday Inn  
1350 South Dixie Highway  
Coral Gables, Florida  
Tuesday, May 19, 2015  
1:39 p.m. - 3:15 p.m.

ATTENDEES

- Liz Plater-Zyberk, University of Miami School of Architecture
- Charles C. Bohl, University of Miami School of Architecture
- Meg Daly, The Underline
- Hilario Candela, Architect
- Ramon Trias, Planning & Zoning Director
- Jane Gavarrete, University of Miami, Planner
- Jorge Hernandez, JLH Architect
- Adam Pinter, JLH Architech
- Juan Espinosa, David Plummer & Associates
- Gene Kluesner, Gensler, Architect
- Brent Reynolds, NP International
- Jorge Arrizurieta, Neighbor
- Mendy Fellig, Neighbor
- Jorge Ortiz, Neighbor
- Peter Turner, Neighbor
- Jeffrey Bass, Esq., Shubin & Bass, P.A.
- Laura L. Russo, Esq., Laura L. Russo, Esq., LLC
- Daniel Balmori, Esq.
- Gita Shandasani

(The following proceedings were had:)

MR. REYNOLDS: So first and foremost, I appreciate everybody coming. We're looking at this exercise as a peer review of our project and how that could potentially parlay into a larger vision along the corridor. There's a lot of exciting opportunities coming on-line. I think one of the most important one that's complimentary is the Underline, and those efforts and I think a lot of other visioning aspects will come into play as time evolves, so again I appreciate everybody coming.

I think I'll just quickly go around the room and make some introductions so we know who is here. Obviously, I'm Brent Reynolds with NP International. We are the developers of the Paseo project. A twenty second overview for those who don't know who we are. Our company is a family business, four generations, in excess of 126 years. We have basically covered the full spectrum of real estate, residential, retail, hospitality, commercial, industrial. Our core focus is developing and creating places and involving our footprint in markets that we envision being part of for a long time. We've evolved into this particular project with a greater vision of some other opportunities

1 within the Coral Gables area; got involved in our  
2 communities on a number of aspects and look to grow  
3 our footprint and foundation.

4 So with that being said, I'm just going to walk  
5 around the room. Laura Russo is part of our team  
6 and has been instrumental in helping us with the  
7 review and zoning analysis.

8 Jorge Hernandez is the architect of record  
9 along with Gene Kluesner. Jeff Bass is in the back.  
10 He is working with us as well on the process. Chuck  
11 Bohl with the University of Miami. Jorge Ortiz is a  
12 near neighbor to this project as well, Peter Turner  
13 as well as a near neighbor. Janet is with the  
14 University of Miami. Mendy is a near neighbor as  
15 well -- I apologize.

16 MR. FELLIG: Fellig.

17 MR. REYNOLDS: Fellig is a near neighbor. Juan  
18 is with David Plumber & Associates and is  
19 responsible for the traffic. Everybody, I think,  
20 knows Ramon with the City of Coral Gables. And Meg  
21 with the Underline, and Liz with the University of  
22 Miami. And I apologize --

23 MR. BALMORI: Daniel, also with the Underline  
24 and attorney at Hogan Lovells.

25 MR. REYNOLDS: Gita with the Underline as well.

1 And Stephanie in the back is with NP International  
2 as well.

3 So again, I appreciate everybody coming. I  
4 don't want to take up more of your time. I think a  
5 couple of us have a hard stop, so with that, I just  
6 want to have Jorge give a quick overview of our  
7 project and then we can kind of dive into the  
8 process from there.

9 MS. PLATER-ZYBERK: As part of the  
10 introduction, can we note whether the near neighbors  
11 are homeowners or commercial property owners or  
12 what?

13 MR. REYNOLDS: Absolutely. So Jorge is a near  
14 neighbor. He owns the commercial property known as  
15 the Waterway. Peter is residential.

16 MR. TURNER: This is my house (indicating).

17 MR. BOHL: And they're back to back with the  
18 property.

19 MS. PLATER-ZYBERK: Across the alley.

20 MS. RUSSO: It's not really an alley.

21 MR. REYNOLDS: Great.

22 MR. BASS: Just if I may. We do have a court  
23 reporter here. The goal of this would be to have  
24 our comments reflected in minutes that become part  
25 of our application, so for the benefit of the court

1 reporter, if and when you speak, if you could just  
2 state your name so we don't test her memory beyond  
3 the breaking point.

4 MR. HERNANDEZ: Thank you for being here.  
5 Ramon had a good idea of doing this. This would be  
6 the second such peer review in the city. The first  
7 one, I believe -- wait, I broke the first rule. I'm  
8 Jorge Hernandez -- the first one being used for the  
9 Mediterranean Village and we're happy to join in  
10 that tradition.

11 As I mentioned to Liz and to Chuck, Meg, I  
12 couldn't get you; maybe it's Rome. But we are also  
13 here to look and see if we can extract certain  
14 principles about this project that could be germane  
15 to the corridor, and that came about as a result of  
16 a conversation at the end of last week. So really  
17 looking at the project and then trying to see if the  
18 project has some DNA in it that would be good for  
19 the corridor.

20 So I'm going to try to go very quickly. You  
21 have a little cheat sheet behind your agenda and I'm  
22 just going to stick to it so that we could move  
23 quickly. If you would turn -- most of you I think  
24 have a book. If you don't, we can get you to grab  
25 one, or you could share. The book has been

1 submitted for planning review. It's our application  
2 for planning review which is in process, but on  
3 Pages 22 to 26 of the book, they're just views of  
4 the project and you can look at those as I give you  
5 some basic facts about the project.

6 The property has 360 feet of frontage on U.S. 1  
7 and 256'-6" of depth that goes from U.S. 1 to  
8 Madruga Avenue which Liz previously referred to as  
9 an alley because it kind of functions that way now.  
10 It's not our intention to keep it as such.

11 Also, I'm not going to use north, south, east,  
12 west references because they're very confusing here  
13 because we're tilted from true north. So I'm going  
14 to use U.S. 1, Caballero which is the street if  
15 you're standing in front of the property on the  
16 right of it bounding it on the right and Madruga  
17 Avenue which is on the back of it. And it is  
18 bounded, the property is bounded by those streets.  
19 It is 2.653 acres. That's the size of the parcel  
20 and it is classified as a parcel that can be  
21 developed as a planned area development. The  
22 minimum acreage required for a planned area  
23 development is one acre. We're well in excess of  
24 that. The project has been designed as a planned  
25 area development and it is a mixed-use project with

1 Mediterranean bonuses, Level 1 and 2. And in case  
 2 you-all want to know generally what a planned area  
 3 development is, and Ramon may add to what I'm about  
 4 to say, but generally it allows the shaper of the  
 5 project a slight bit more license so long as that  
 6 liberty is taken for the creation of public realm  
 7 improvements, so for clear benefits to the project  
 8 that benefit the public and the public realm, so  
 9 you're given some license in this sort of orthodox  
 10 language of the code. A Mediterranean village has  
 11 taken advantage of that and it is a very good  
 12 provision in the code, if you read it actually.

13 So the properties surrounding the subject  
 14 property are zoned commercial, multifamily and  
 15 duplex zoning and all of the single-family  
 16 residential properties are, in fact, buffered or  
 17 separated from the subject property by Jaycee Park,  
 18 by the local neighborhood park. So far the reviews  
 19 that we have gone through have been the Development  
 20 Review Commitment in October of last year. The  
 21 Board of Architects which approved us for  
 22 Mediterranean bonuses Level 1 and 2 on January 2015,  
 23 and the project was filed with the planning  
 24 department on November 14th of last year. So that's  
 25 a typo on the handout. I'm sorry. It says "2015,"

1 it's actually 2014.

2 We have also conducted, and Brent has really  
 3 spearheaded this. We've all been a part of it, but  
 4 Brent has kept an open-door policy in his office,  
 5 we've conducted over 48 meetings with neighbors; two  
 6 of them being two large town haul-style meetings in  
 7 this room actually. And the difference, all the  
 8 other 46 have been individual meetings at his  
 9 office. Some of them have included some of the team  
 10 members, other have been with him and the neighbors  
 11 and those groups have been as few as one and as many  
 12 as six neighbors meeting with him over the course of  
 13 the last eight or nine months.

14 As a result of that, we have modified and  
 15 refined our traffic patterns and we have also shaped  
 16 the height and some of the articulation of the  
 17 residential building. If you refer to Pages 8 and 9  
 18 in your booklet, you might see the connection. It's  
 19 that board there on the easel where you see the  
 20 project in relationship to the neighborhood and you  
 21 see a section through the U.S. 1, Ponce corridor  
 22 which cuts through the boulevard. You'll see the  
 23 Underline under the infrastructure of transit and  
 24 then you'll see the Jaycee Park on the left of the  
 25 drawing. That drawing which actually Ramon

1 suggested that I make has become a signature drawing  
2 for discussing the project because it shows for  
3 once -- and Meg, I believe you know this, this is  
4 the part where that corridor swells to its greatest  
5 size and there's a coupling, there's a possible  
6 coupling of U.S. 1 and of Ponce where they read as  
7 two sides to one large boulevard and the green space  
8 is the largest, I think along all of the rail which  
9 is where you're talking about one of the bike  
10 destinations here.

11 MS. DALY: Yes, it goes to 138 feet.

12 MR. HERNANDEZ: Yeah. The whole corridor is  
13 about 350 or more. Yeah.

14 And there's diagrams behind me. For example,  
15 that is a very simple diagram where we see on the  
16 far right the 37th Avenue station, then the  
17 University station and then the South Miami station,  
18 then Dadeland north station and the circles  
19 represent five and ten-minute walks. It's the two  
20 in the middle: University and South Miami that  
21 actually touch in terms of the distance it would  
22 take to traverse those spaces on foot. So there's a  
23 lot of confluence here, you know, the proximity of  
24 the two stations, the swelling of the boulevard, et  
25 cetera, et cetera which makes this a unique and

1 special site.

2 Let's talk for a moment about the types of uses  
3 in the project and the sizes of those uses. It's a  
4 mixed-use project. There's a hotel. It's one of  
5 the two key functions of the site. It's a 252-key  
6 hotel and it has a square foot area of  
7 129,760 square feet. So approximately 130,000  
8 square feet. There's a 220-unit residential  
9 building which has 246 square feet approximately and  
10 19,218 square feet of ground floor retail.

11 The parking requirements for the project are  
12 met and exceeded. We are providing 838 spaces, so  
13 the project is over parked by a function of 17  
14 spaces.

15 The next topic I'd like to talk about, and if  
16 you turn to sheet 21 and just for the people that  
17 are looking at the easel, that is the drawing  
18 immediately to the right of the perspective, to the  
19 right, Meg.

20 MS. DALY: Jorge, may I interrupt you? What's  
21 the current room -- how many keys in this hotel  
22 currently?

23 MR. HERNANDEZ: 152. So the sheet that I  
24 referred to which is sheet 21 is actually the  
25 ground, the plan of the urban ground plane, if you

1 sort of look there, if you don't want to flip  
2 through the book.

3 So the project is a mixed-use project, like I  
4 said and it uses the mixed use of Mediterranean  
5 bonuses and mixed use provisions in the code and the  
6 planned area development provisions of the code. So  
7 if you look at that board which is sheet 21 and you  
8 look at sheet 48, which I don't believe is up, but  
9 it's the front cover of your booklet, you see the  
10 elevations off of U.S. 1. It's the project's face  
11 to U.S. 1 and this is the project's footprint to  
12 that board.

13 So the project is designed essentially as two  
14 large and complimentary buildings in terms of their  
15 massing and their details, one of them, the hotel is  
16 a very long, thin building, almost what architects  
17 call a slab or a bar building. And the other  
18 building is a courtyard-style building. In fact,  
19 there is some scale comparisons on sheet 27 that you  
20 don't have to turn to right now. If you want to,  
21 you may, that shows that the courtyard has a  
22 residential building that is approximately two times  
23 the size of the courtyard of the Biltmore Hotel. So  
24 I'm just using this so you have a sense of  
25 reference, a scale of things we know.

1 So the residential building is built as a  
2 courtyard-style building and the hotel building, as  
3 I said earlier is a long, thin building what  
4 architect sometimes call a slab or a bar building.  
5 The urban grain of the project is turned  
6 perpendicular to U.S. 1. And this creates a series  
7 of spacial channels or spacial corridors that you  
8 can see on that map. If we begin with the left,  
9 it's the covered Colonnade that is adjacent to  
10 Madruga. Then the large feature that is the  
11 signature feature in the project and lends its name  
12 to the project which is this elongated courtyard or  
13 mall-like space -- I have a plug here -- this  
14 mall-like space, which is approximately 72 feet wide  
15 and 325 feet long. And it is open to the sky until  
16 this line right here, approximately three-quarters  
17 of the way and then there's a very large open  
18 breezeway with a covered public stair that leads you  
19 up to a roof terrace. All of that is accessible to  
20 the public. It's planted and it has public art in  
21 it.

22 The height of the hotel building -- in fact,  
23 the height of all of the buildings on this site  
24 essentially match the height of the Gables 1 Tower.  
25 We use Gables 1 as an actual physical marker or

1 limit in the way buildings used to be planned.  
2 Nothing higher than the capital. So we've used that  
3 as a limit, but you'll hear later about the code  
4 issues. We're just using that physically as a limit  
5 of height. The difference, the best way to describe  
6 the difference between this grain, this kind of  
7 perpendicular grain that these buildings foster is  
8 to compare them to the Gables 1 Tower where these  
9 buildings are thin to the road and create channels  
10 of space from road to neighborhood. That building  
11 is broad shouldered to the road. If you sum a  
12 series of broad shouldered buildings on the road,  
13 you kind of get an unbroken wall. In this case, the  
14 wall is more diaphanous and porous and spacial  
15 channels come through it. So that's the main  
16 difference in terms of massing of the buildings.

17 The residential building also sits entirely  
18 over this part which parts the project. This was an  
19 interesting and certainly worthwhile challenge  
20 freeing the hotel building of any parking underneath  
21 it, allowed it to be as thin as it is. And if you  
22 look again at the site plan sheet, which is 21,  
23 you'll see that it allows it to be very porous at  
24 multiple places. So there's a porous quality to the  
25 hotel that activate the Paseo, whereas this

1 building, of course, is lined with retail along the  
2 face, but it's more of inert and chunky and large  
3 because it's built over the parking planes. It's  
4 designed as a courtyard-type building which I said  
5 earlier. The pool terrace is on the fifth floor.  
6 Where the hotel building pool terrace is on the  
7 third floor for the appropriate separation between  
8 the use and its height also matches Gables 1.

9 So in terms of public realm improvements, the  
10 positioning of two of the buildings create the  
11 signature space of the project, the Paseo which I've  
12 already talked about. It's 72 feet by 325 feet and  
13 includes cafes, restaurants, shops, landscaping,  
14 fountains and public art. It will be a large public  
15 living room and it connects from U.S. 1 to Jaycee  
16 Park, so it really ties into the neighborhood, but  
17 scaled it down to the neighborhood.

18 Throughout the project there are arcades which  
19 are a height of 19 feet and some of us who just came  
20 from the old world, we understand the importance of  
21 that level of scale. There are over a thousand  
22 linear feet of arcades because the arcades actually  
23 thread themselves through all of the fronts of the  
24 building.

25 There is also an inner block lane which is the

1 rightmost edge of that diagram which is the sheet  
2 21, because we created an inner block lane for  
3 stacking, so all of the entrances -- all of the  
4 exits from that lane and some of the entrances enter  
5 from that lane and the reason I'm not saying all of  
6 the exits and all of the entrances come in from that  
7 lane is that with the neighborhood, the neighbors  
8 actually helped us devise a plan where some of the  
9 entrances come from Madruga, but most of the  
10 entrances come from U.S. 1 and all of the exits go  
11 out to U.S. 1. This was a neighborhood desire and  
12 we studied it and I'm sure that the traffic engineer  
13 can speak about that. But the point is to get --  
14 the trash, the loading and the garage entrance and  
15 exit are all stacking into that lane.

16 Also, the drop off for the hotel has been  
17 pulled towards Madruga, back towards Madruga as far  
18 as possible for the same purpose, to get stacking  
19 off from the U.S. 1 corridor.

20 There is an average width between 18 and  
21 24 feet when you combine covered under uncovered  
22 portions of sidewalks and the last -- well, there's  
23 many, but the last primary -- let's say, element of  
24 public realm improvement is that portico visible to  
25 the rendering just to the left of the site plan, and

1 those are in sheets 22, 23, 24, and 25, and you have  
2 it there in front of you and that is nearly a  
3 40 foot height open portico at the entry point of  
4 Caballero which we feel will be a kind of urban  
5 marker or urban landmark. Many of you may remember  
6 what it was like to drive U.S. 1, roll down your  
7 windows and smell the bread baking from the old  
8 Holsum bakery factory. It's not going to be an old  
9 factory sensorial market, but we think it will be a  
10 visual one.

11 MS. DALY: Cinnamon.

12 MR. HERNANDEZ: In terms of public realm  
13 improvements outside the project boundaries, Brent  
14 has enthusiastically agreed to, in fact, introduce a  
15 round point. I think we should stop calling them  
16 traffic circles. A round point at the Caballero and  
17 Madruga intersection, it handles very well the  
18 stacking for the hotel and also helps in terms of  
19 neighborhood traffic and he is contributing through  
20 a public arts program through investments in Jaycee  
21 Park -- and there's a drawing of some of the tree  
22 planting improvements there on the table in front of  
23 you. And probably most importantly, he's a citizen  
24 very much in favor and is wanting to set correct  
25 behavior and investing in the Underline project.

1 So I think that concludes my presentation.

2 Thank you.

3 MS. RUSSO: Good afternoon, everybody. Laura  
4 Russo. So I'm going to talk to you a little bit  
5 about the location and the surrounding property and  
6 the current zoning which we are trying to change in  
7 order to build this project.

8 This particular property was developed in 1960,  
9 and if you look from -- I'm going to call it  
10 Maynada, Augusto, what used to be the old Burger  
11 King for those of you who've lived here long enough.  
12 Sun Moon next to Book Horizons, if you start there  
13 and work your way southwest towards 57th, the  
14 majority of the properties were built in the late  
15 '50s and early '60s and I can go back. The Burger  
16 King was 1959. Book Horizons '58, the Starbucks  
17 building '55, the Computer Village '56. The  
18 McDonald's there with the parking and the drive-thru  
19 is the newest. It's one of the newer ones in '94.  
20 The Denny's '63, the CVS, and redo of the CVS  
21 project there is '62, the University Shopping Center  
22 '53. Gables 1, 1971. The Holiday Inn was 1962.  
23 The Gables Waterway which was redone, but it was  
24 originally built in 1952 and then redone in the late  
25 '80s. The University and condo actually took out

1 University of Miami graduate student housing which  
2 apparently --

3 MR. HERNANDEZ: It was the Barry Manley  
4 building.

5 MS. RUSSO: And took those down and built what  
6 you have now is the university and condominium.  
7 Then another new project is that -- what used to  
8 be -- for those of us who've lived here -- the  
9 Howard Johnson's which is then adjacent -- which was  
10 2004. The gas station in '53. The Bank of America  
11 building '61. Sir Pizza '56. Dry cleaner '45, '52,  
12 '55. And what's interesting is the few buildings  
13 that actually are placed along U.S. 1 were buildings  
14 that were done in 1939, so pre-war. Everything  
15 post-war focuses on the car and surface parking  
16 lots. So most of these, other than a couple of  
17 buildings, all have surface parking in the front  
18 along U.S. 1. Some have drive-thrus and then they  
19 have a lot of parking behind U.S. 1.

20 Our property, in particular, along with a lot  
21 of other properties dotted along the way are  
22 affected by a site specific zoning regulation. And  
23 in this particular case, we are proposing to amend  
24 the site specifics by removing our property, track  
25 A, from the site specifics. And what the site

1 specifics do is limit height to four stories and  
2 this is without adding any Mediterranean bonuses  
3 which would take us to 72 feet. It limits the FAR  
4 to 1.5, but with the Mediterranean bonus you could  
5 go to 2. It creates a 125-foot front setback on  
6 U.S. 1, and creates a 50-foot setback on the back of  
7 the property which is on Page 7 of your booklet.  
8 And what that does is obviously encourages sprawl.

9 Our property is also particularly affected by  
10 -- I had the page here -- the plat. This property  
11 was originally platted in 1925, very much a Merrick  
12 plat which were blocks with an alley bifurcating it,  
13 usually equal distance. So you had lots -- the  
14 20-foot alley and you had equal size lots on both  
15 sides of the alley.

16 In 1949, 1950, what we know --

17 MR. HERNANDEZ: Page 18.

18 MS. RUSSO: -- what we know is this particular  
19 track, which includes this building, the Gables 1  
20 and the university shopping center was replatted to  
21 eliminate the alley. There were also some other  
22 changes in the surrounding neighborhood of that plat  
23 which was in 1949, 1950.

24 Then our property was not replatted, but the  
25 surrounding property was replatted in 1964, and the

1 actual effect of that was to create and turn  
2 Madruga, which had been a 60-foot-wide-right-of-way  
3 into a 30-foot-right-of-way. It actually had no  
4 impact on the subject property.

5 It's the one on the following.

6 MR. HERNANDEZ: Page 20.

7 MS. RUSSO: The next one to the next page.

8 This subdivision in 1964 made some changes to the  
9 multifamily that is in that L shape, but it also  
10 took part of Madruga which is why Madruga basically  
11 has the appearance of an alley because it lost  
12 30 feet of its width.

13 So we have filed application with the City of  
14 Coral Gables to amend the site specific text  
15 amendment. We have asked to change the underlying  
16 land use from commercial low-rise to commercial  
17 high-rise, not for anything other than the height.  
18 City of Coral Gables governs its height not by the  
19 zoning code, but by its comprehensive plan.

20 And we also submitted a mixed-use application  
21 in order to avail ourselves of the mixed-use overlay  
22 and allow residential to be mixed in and then as  
23 Jorge said, the PAD, the planned area development  
24 which allows some flexibility in terms of setbacks  
25 and building locations and design when it comes to

1 having a better interface with the surrounding  
2 neighborhood and to create a better design. And so  
3 we filed those with the city and we are now waiting  
4 to go before the planning and zoning board.

5 Jeff.

6 MR. BASS: Thank you. My name is --

7 MS. PLATER-ZYBERK: Can I ask a question? So  
8 the Mediterranean bonus gives you another .5 of FAR.  
9 You said there's no height. Talk to us about the  
10 height again. There is no height limit?

11 MS. RUSSO: Well, no. The current height is  
12 45 feet under the site specific and if you get  
13 Mediterranean bonuses, you can go up an  
14 additional --

15 MR. HERNANDEZ: 70 to 72.

16 MS. RUSSO: You get 13.5 feet per each category  
17 of bonuses that you qualify. So you get an  
18 additional 27 feet. So that could be built as of  
19 2.0 FAR, 72 feet. You still have your 125-foot  
20 setback.

21 MR. HERNANDEZ: From U.S. 1.

22 MS. RUSSO: And you'd have a 50-foot setback  
23 for your loading. I mean, it's basically the  
24 perfect zoning for a strip mall shopping center. We  
25 are asking to change that and we are asking to

1 eliminate our property from that site specific and  
2 then to avail yourselves, not to create a new zoning  
3 code, but instead to avail ourselves of the existing  
4 zoning code which has the mixed-use overlay which  
5 allows you, if you are a commercially zoned  
6 property, to have residential uses in a commercially  
7 zoned property. But in order to do that you have to  
8 provide a lot of public realm improvements which are  
9 the improvements Jorge took you through and it does  
10 require a site plan review as does the planned area  
11 development application require a site plan review.  
12 So there's a change in zoning -- I mean, a change in  
13 land use which is in order to get the height. We  
14 want to be able to match the height of the Gables 1  
15 Tower which was built before there was Mediterranean  
16 bonuses and the height limitation was 150. So if  
17 you choose not to do Mediterranean, 150. If you do  
18 Mediterranean, you can actually have bonus height to  
19 190-6".

20 MS. PLATER-ZYBERK: Under that specific zoning.

21 MR. HERNANDEZ: We're not going to that height.

22 MS. DALY: So you're going to 150?

23 MS. RUSSO: 142. We're going to match the --

24 MR. HERNANDEZ: Match the height of the Gables

25 1.

1 You didn't tell them the date of the overlay  
2 zoning.

3 MS. RUSSO: Well, it's in different areas  
4 from -- let's call it from Maynada all the way west,  
5 properties at different times had different site  
6 specific zoning and some of them it's hard to tell  
7 because the zoning provisions were by subdivision.  
8 So when you were developing in the Gables, you'd  
9 have to check in your subdivision to see if there's  
10 any site specific. This particular site specific  
11 that included our block and some other blocks along  
12 U.S. 1 came about in 1989 and it came about as a  
13 reaction to the Gables Waterway. People from --

14 MR. HERNANDEZ: Gables 1.

15 MS. RUSSO: No, it was not. It was the fear  
16 that if you had --

17 MR. HERNANDEZ: I got it.

18 MS. RUSSO: And so there was a decision made  
19 and so they took all of these properties in and they  
20 made the change in 1989 under George Corrigan who  
21 was the mayor.

22 MR. BASS: My name is Jeff Bass. It's nice to  
23 see everybody. I'm painfully aware of how people,  
24 particularly skilled professionals like you, don't  
25 like to hear lawyers speak. So I'm going to try to

1 keep my comments very brief and hopefully somewhat  
2 informative.

3 And for purposes of context what we're really  
4 here to do is to elicit your best thinking about  
5 should we, and then how should we transition as a  
6 community from the strip shopping mall, automobile  
7 centered design-type that dominates this area of  
8 U.S. 1, how should we transition into and should we  
9 transition into a more modern urban-type of building  
10 form with a mixture of uses in this area.

11 Part of that and a very important part of that  
12 conversation involves the question of whether or not  
13 this is an appropriate location to have higher  
14 density mixed-use development. And we would submit  
15 that that question was largely asked and answered in  
16 the '70s and '80s when this community committed  
17 itself to rapid transit and an interesting little  
18 factoid. The groundbreaking for the Metrorail  
19 system for the entire system occurred at the  
20 University of Miami station. That's where the birth  
21 of rapid transit was really celebrated and we  
22 believe, to a large extent, the conversation about  
23 whether or if this is an appropriate place to have  
24 more dense urban forms was asked and answered as  
25 part and parcel of a very comprehensive

1 community-wide multi-constituent conversation that  
 2 led to, at the time, the largest bond issue for a  
 3 Public Works project that the country had seen in  
 4 the quote, "decade of progress" for those of you who  
 5 were around, that's what the bond was called.

6 A couple of facts that I think also are  
 7 important for this conversation about appropriate  
 8 density and those facts come from the statements  
 9 already made by the City of Coral Gables in its  
 10 comprehensive plan. And when speaking in its  
 11 legislative capacity, there is an area called the  
 12 Gables Redevelopment Infill District, the grid, and  
 13 I think it's important to note this property sits  
 14 within the grid which is an area that transportation  
 15 planners have said is where we should be putting  
 16 increases in development.

17 MS. PLATER-ZYBERK: Can you identify what the  
 18 outline for the grid is? Is that on that map by any  
 19 chance?

20 MR. HERNANDEZ: Portions of it are. Let me  
 21 pull it up. This map is essentially taking the  
 22 existing zoning, Liz, and mapping it. So this is  
 23 where the code already says this is multifamily and  
 24 commercial and it produces, of course, the downtown,  
 25 our section of the downtown which is known as South

1 Miami downtown, Merrick Park and the connected  
 2 tissue between it.

3 MS. PLATER-ZYBERK: So all of that is the grid?

4 MR. HERNANDEZ: No. There are two different  
 5 issues. The grid is one issue and this is  
 6 existing --

7 MR. BASS: I don't have the entirety of that,  
 8 but I can certainly get it to you and I can  
 9 represent to you that we are squarely within --

10 MS. PLATER-ZYBERK: I've never heard of it  
 11 before.

12 MR. HERNANDEZ: There are two things; some of  
 13 which overlap.

14 MR. BASS: So the grid is what we call in the  
 15 Gables a transportation concurrency exception area.  
 16 That's what it's called at this stage level and  
 17 Coral Gables adopted the grid in 1995, again another  
 18 consistent statement about whether, or if this is  
 19 the appropriate place for a new --

20 MS. PLATER-ZYBERK: Grid stands for Gables  
 21 redevelopment?

22 MR. BASS: Infill District. Connectivity and  
 23 the ability to access rapid transit is a relevant  
 24 part of the conversation and, of course, that  
 25 conversation now includes the connectivity provided

1 by the pedestrian bridge, which we hope to have, I  
2 guess, concluded by the summer of 2016-ish. So that  
3 will bring a whole new level of connectivity between  
4 the rapid transit at the Gables station and the  
5 neighborhoods on this side of U.S. 1.

6 Coral Gables has adopted a comprehensive plan  
7 and that plan has numerous elements relevant to  
8 promoting development near transit centers and  
9 promoting development near employment centers and  
10 expressly recognizes the University of Miami as an  
11 employment center and, of course, recognizes the  
12 university station as a transit center. I have a  
13 sheet where I've culled for you-all the relevant  
14 aspects of the city's comprehensive plan. I'll just  
15 share with you two before I wrap up. There's a  
16 policy: Locate higher density development along  
17 transit corridors near multi-mobile stations. I  
18 think that is policy MOB 1.1.3.

19 And then policy 1.1.2 encourages land use  
20 decision that encourage infill redevelopment and the  
21 reuse of vacant or underutilized parcels that  
22 support walking, bicycling and public transit use.  
23 There are multiple similar policies that say the  
24 same thing which we'll give to you, of course. Meg  
25 is here and in terms of connectivity and bicycle and

1 pedestrian, the Underline is the most celebrated of  
2 new developments that brings into a palpable state,  
3 you know, the great visioning of these concepts. If  
4 you need to look at old policies and objectives in  
5 the comprehensive plan, it's another thing to put  
6 your hands on something that you can actually touch  
7 and feel and say, yeah, that's it. Jorge mentioned  
8 the word "confluence" and we would suggest that the  
9 conversation about the appropriate scale and density  
10 and intensity of development here occurs at the  
11 confluence of this location and its proximity to the  
12 University of Miami, its proximity to Metrorail, the  
13 Underline and the connectivity that it promotes  
14 between itself and Jaycee Park and the fabric of the  
15 residential neighborhood behind it, as well as  
16 connecting to U.S. 1 in a way that represents, we  
17 would submit, a welcomed departure from the strip  
18 mall building type that had dominated this area for  
19 over 50 years.

20 So we would like to hear from you about these  
21 things and what might be the appropriate common  
22 denominators of the conversation about our project  
23 that we could connect to a bigger conversation about  
24 development in what I'll call the precinct of Coral  
25 Gables.

1 MS. DALY: I'm Meg Daly, founder of Friends of  
2 the Underline. You know, it's sort of interesting  
3 because we spent a lot of time looking at, you know,  
4 what could happen and then when you have the  
5 opportunity for things to happen organically about a  
6 green space, it gets dumped into, you know, next to  
7 a road and connects to a university, and then you  
8 start to go, oh, these are the things that should be  
9 happening, but one -- because I'm a neighbor, I'm  
10 not a near neighbor, I live just off of Hardy in the  
11 French Village. And one of the things I've  
12 discovered for our neighborhood is really the lack  
13 of services. You know, I have to get into my car to  
14 go to Publix. I have to get into my car to go to  
15 South Miami for a restaurant. As a neighbor, I'd  
16 love to be able to walk to a decent place to get a  
17 meal. That hasn't really been discussed.

18 One of the things we hope for with the  
19 Underline and it is to be proven is that if you give  
20 people an alternative way to move, other than  
21 driving, hopefully we'll get cars off of roads. So  
22 if I'm arriving at the airport and I need a place to  
23 stay and my kids go to UM, I can stay at the hotel  
24 across from University and maybe not even have to  
25 rent a car. Like I could just go from the airport,

1 go to the University, do all of this stuff with my  
2 children and not have to get in the car and be able  
3 to walk to my destination. That is really one of  
4 the shortcomings for me as a resident that, you  
5 know, I wasn't able to do that.

6 So you talked about connectivity. Certainly  
7 having the pedestrian bridge is very important. You  
8 know U.S. 1, crossing it is a problem. And what I'd  
9 love to be able to see is a stronger connection in  
10 south Alhambra which is just that way, to get to the  
11 university. All of the cross streets of U.S. 1 are  
12 very, very difficult, very challenging and we're  
13 having to look at 28 intersections from Brickell  
14 down to Dadeland south, but if we can't get people  
15 use east to the west side, whatever direction it is,  
16 you know, it's a problem. I know it's not the  
17 problem of this particular parcel or project or  
18 development. But I think it's an ongoing problem  
19 we're going to have for development is the  
20 connections to both sides.

21 One of the first things that I saw, you know,  
22 about this project was, you know, the movement  
23 through it. You know, you didn't have that, you  
24 know, huge mass on one side of the street that  
25 blocks you from the other and I'd like the

1 connection to the park across the street, you know.  
2 So you have -- if I'm walking or biking finally down  
3 the future Underline, I would love to be able to get  
4 across U.S. 1 to get to another park space. So one  
5 of the things we're being pushed for is to make sure  
6 all of those connections happen at the municipal  
7 level. And so we're taking on a big job because we  
8 thought we were just building a bike path and we're  
9 actually working on connectivity throughout the  
10 community which is a problem, but one of the things  
11 that resonates with me is that Bloomberg said to  
12 Amanda Burton over a decade ago: How are you going  
13 to plan for a million new people in New York City?  
14 And one of the first things they did was they really  
15 oriented their focus on development near a transit  
16 station.

17 In order for Miami to grow sustainably, we have  
18 to be able to develop near transit stations so that  
19 the system can do what it's supposed to do. And  
20 we're so sprawled that we can't get that delivery  
21 because we're so far away from transit. And so how  
22 do you do that in a balanced way that doesn't impact  
23 the local community, the neighborhood? I think we  
24 have to say this is in theory how it works: You  
25 develop it near transit and you plan it so it

1 continues to do what it's supposed to do, meaning  
2 not needing a car to go to where I have to go and  
3 this is certainly within that, you know, circulation  
4 area. You know, right across the street from UM we  
5 have the Bagel Emporium. The kids from UM have to  
6 cross Ponce. There are no bike lanes on Ponce, and  
7 then they have to go through the transit station and  
8 they have to cross U.S. 1 again, that really  
9 difficult intersection which is why we now have the  
10 bridge because of the mortality rates.

11 So with all of that said, you know, in theory,  
12 this is the story for us to be more walkable,  
13 bikeable, likeable and sustainable is developing  
14 with an orientation to transit. So that's kind of  
15 my take on it.

16 MR. BASS: Thank you.

17 MR. HERNANDEZ: Thanks.

18 MS. DALY: But I'm not an urbanist, you are.

19 MS. PLATER-ZYBERK: I don't have anything else  
20 to say.

21 Well, you know, I think Meg has certainly given  
22 the background for it falling on Jeff's reference to  
23 its location relative to transit. I think things --  
24 maybe it's a big thing, but things like the Royal  
25 Palm are a great addition. I, in fact, in receiving

1 the book yesterday or whenever I did, I sat down as  
2 a designer to say, well, what would I have done?  
3 Would I have run the road in a perpendicular  
4 direction and what are all of the possibilities here  
5 and I think that really this is quite a good job of  
6 distributing the program. I would be interested --  
7 I'll give a few comments and then I'd love to hear  
8 what the near neighbors have to say.

9 MS. DALY: I'm not so near.

10 MS. PLATER-ZYBERK: In your presentation I  
11 thought of one thing, I think it was when Jeff was  
12 speaking. If you imagine that there might be a good  
13 number of people here walking to the train station  
14 hopefully or down to Alhambra to cross to the  
15 university, then I think -- then I would propose  
16 that you actually design those connections for the  
17 pedestrians very specifically.

18 So the arcade on Dixie Highway, all the arcades  
19 are lovely, but the one on Dixie Highway is a very  
20 nice protector from the hustle and bustle of that,  
21 but it's probably not the way to keep going from the  
22 train because that's a horrible sidewalk. The rest  
23 of the way -- and maybe what you could do is work  
24 with the university to imagine that -- you know,  
25 there's actually a paved path, could start as paint,

1 which kind of guides you through the middle of the  
2 block to get over there. And so, you know, whether  
3 it's the front or the back of Gables 1, somehow  
4 you've got to give them a jump over to the sidewalk  
5 in front the stores and then down to the bridge,  
6 but --

7 MR. REYNOLDS: So you're saying direct the  
8 traffic along Madruga?

9 MS. DALY: Pedestrians.

10 MS. PLATER-ZYBERK: So you're not walking on  
11 Dixie Highway because who wants to do that? You're  
12 going to do that under duress only. And, likewise,  
13 we don't know what will happen here, but right now  
14 there's at least a small setback and the whole thing  
15 of getting across Dixie which will be part of your  
16 work also.

17 MS. GAVARRETE: This is Janet Gavarrete. So as  
18 part of the Metrorail overpass, there are some  
19 proposed improvements that go with that pedestrian  
20 bridge that extends the green chain-link fence all  
21 the way to south Alhambra, so it prevents people  
22 from bleeding through -- walking through, and then  
23 what it does is, I believe we had requested some  
24 time ago when they built this overpass and they put  
25 the picket fence, they strengthen the connectivity,

1 the pedestrian arcade, the physical attributes  
2 across south Alhambra.

3 MS. DALY: But no discussion of expanding that  
4 sidewalk. It's so narrow.

5 MS. GAVARRETE: I just wanted to say that, the  
6 connectivity for what you-all had said.

7 MR. BASS: I would simply say, not to  
8 interrupt, but this is the important type of  
9 predicate conversation that upon which we can build  
10 as we go to the city to talk about the design  
11 principles that this project sparked, that might  
12 merit incorporation into a more formal --

13 MR. HERNANDEZ: The main goal here is to  
14 promote with an overall vision for the area, so  
15 these comments are very valuable.

16 MS. PLATER-ZYBERK: You know, I know that when  
17 you do the traffic studies, Public Works and D.O.T.  
18 and everybody is always there saying: We want more  
19 turning lanes and we want you to improve the  
20 intersection five miles away which your project is  
21 going to set, so why shouldn't the same be done for  
22 pedestrians? And I think pedestrians, in effect,  
23 need more help to be pedestrians. You've got to  
24 really make this a beautiful walk, you know, and put  
25 in trees and pots on top of the parking garage or

1 something to kind of entice people to go there. So  
2 that's probably enough said about that.

3 MS. DALY: The only pedestrians I see on this  
4 area of U.S. 1 are kids brave enough to do it,  
5 usually college students.

6 MR. TURNER: Or people going to the university.

7 MR. BOHL: This is Chuck Bohl, University of  
8 Miami. So the pedestrian path, you're just looking  
9 at the existing one and forget about the insert now,  
10 it's really a line around this tremendous block.  
11 It's a circumference around a very large strip  
12 center and other developments on the site. So what  
13 was it called? Not spot zoning, but site specific  
14 that was done at the time.

15 MR. BASS: Either name would apply.

16 MR. BOHL: And if you look at it in the context  
17 of 20, 30 years of numerous discussions and  
18 drawings, this is the illustration of how a place  
19 evolves from suburban to more urban walkable  
20 conditions, from automobile dependent, and it was  
21 done many, many times theoretically, but now we're  
22 at a point where the market will support this  
23 evolution to take place and it's being proposed  
24 through the most intensive corridor, certainly for  
25 traffic, but we're fortunate we have transit to

1 build on here at this time.

2 So it's the right place for this evolution to  
3 occur. It's the right time in terms of the market.  
4 But now the question becomes, as you want to look at  
5 the overall corridor, how might this set a precedent  
6 or introduce some ideas for the whole corridor to  
7 evolve over time. Certainly on this site you can  
8 see each of those three chunks developing and  
9 becoming more porous, more connected, each one of  
10 them and that the relationship of the building to  
11 the street and to the public spaces become more  
12 urban and walkable in terms of defining the street  
13 as this project is proposing and/or define public  
14 spaces, instead of sitting in the middle of a  
15 parking lot and being squished away from everything.  
16 So it's kind -- it's the theory being implemented  
17 and it's the region growing up and most of the  
18 region is at its first or second reiteration of the  
19 site, so we're really a young place and this is the  
20 next evolution.

21 MS. PLATER-ZYBERK: So as part of that -- Liz  
22 Plater-Zyberk again, the perpendicular street that  
23 this is making one is probably a good way at the  
24 larger block scale that might be happening in both  
25 directions along this corridor breaking up that long

1 block, which at one point was probably -- you know,  
2 the D.O.T. probably wants to eliminate all of those  
3 driveways that now go into Gables 1 and there used  
4 to be one into the shopping center.

5 MS. GAVARRETE: It was closed and now they've  
6 reopened it.

7 MS. PLATER-ZYBERK: But some of that  
8 consolidates. So you're consolidating two or three  
9 cuts into this one street which is probably good for  
10 the highway, but also good for connectivity because  
11 it's more of a street. That's the alley. That's  
12 your service side and it could become that for  
13 Gables 1 at some point, but I think that since Chuck  
14 raised this to the level of principles for the  
15 corridor, that might be one of the principles, that  
16 you take a look at the multiples. As you keep going  
17 in both directions, you take a look at multiple  
18 properties and you say what's the appropriate place  
19 if the parking lots are land banks are going to be  
20 developed, where do we want the connecting?

21 MS. GAVARRETE: Set up those frameworks, so  
22 that --

23 MR. BASS: I think on the principle level of  
24 this, Jorge described it as designing against the  
25 grain. And when you look at the as-built

1 conditions, they're all showing they're broad  
2 shoulders to U.S. 1. And we've seen that play out  
3 on Miami Beach and some of the hits that these  
4 developments get along Miami Beach is that it  
5 creates a canyon effect. And so we would submit  
6 that this perpendicular approach is a design idea  
7 that merits waiting consideration as a principle for  
8 how buildings should orient themselves to U.S. 1.

9 MS. PLATER-ZYBERK: It's less of a wall to the  
10 neighborhood as well. So that will lead us into the  
11 building. But before we do that, I think part of  
12 the perpendicular connectivity that Chuck brought up  
13 is also the pedestrian one that I was bringing up  
14 because I think no matter what, walking along Dixie  
15 Highway is not going to be pleasant, so having the  
16 secondary -- I mean, I think while there were  
17 suggestions that we should avoid too much of that in  
18 downtown Coral Gables, here actually it's saying  
19 there should be some kind of pedestrian access  
20 through the site in the opposite, at 90 degrees to  
21 the other connectivity would probably make sense  
22 because right now the only way to do that is on  
23 Dixie Highway. So there's probably people who work  
24 in one building and drive to eat in another when  
25 they could walk just because it's unpleasant. So if

1 you can set up some vehicular perpendicular to  
2 Dixie, then parallel pedestrian through the site --  
3 I mean, you could do kind of a map of the plan of  
4 intention for that.

5 MR. REYNOLDS: Did you have a comment?

6 MR. TURNER: I guess a lot of it has been  
7 brought up already.

8 MR. BASS: Your name?

9 MR. TURNER: I'm sorry. Peter Turner.

10 So I have two little kids, a four and a  
11 five-year old and anywhere we want to go, we have to  
12 completely avoid U.S. 1. I don't even like -- the  
13 few times I've taken the train to the city, you  
14 know, you're kind of looking over your back because  
15 you know everyone is texting as they're driving.  
16 And no matter what anyone does, you can make it  
17 wider, but the fact is a car is going to go off the  
18 road at some point. You're talking about a six,  
19 eight inch curb, maximum. I'm not looking to raise  
20 costs or anything, but if the City of Coral Gables,  
21 at least in these areas where they're trying to  
22 promote crossing could put some sort of concrete  
23 structures, whether it's pilings.

24 In Europe they do it all over the place and it  
25 looks great, something that is going to stop the car

1 from killing someone because that will really  
2 encourage people.

3 And I sort of see the University of Miami, this  
4 project and Jaycee Park very interlinked. I live  
5 across and I'm in the park often. There's lots of  
6 University of Miami kids there. When they have the  
7 tournament for, I guess, the Easter Bowl, there's  
8 kids that practice on the court there, they're  
9 playing basketball. So it is really all intertwined  
10 in a lot of ways. A lot of parents stay at the  
11 Holiday Inn, I'm sure. And I'm sure a lot of  
12 parents wished there was a nicer hotel as well. So  
13 I think part of the density that some people might  
14 say is created by this -- sort of offset by this  
15 giant campus of 100 acres with loads --

16 MS. GAVARRETE: 439.

17 MR. TURNER: There is no -- there's anywhere  
18 else along the corridor, and if you're going to try  
19 to put large residential, there's a lot more  
20 residential. Here, right across the street it's  
21 basically empty. You also have a medical building  
22 going up where in theory, a lot of the people that  
23 may be working there, could either live in this new  
24 building or, you know, people that are going to be  
25 here, living here are certainly not going to deal

1 with this traffic for very long. You do that  
2 commute a few times, and it's pretty clear it's not  
3 worth it. So unless you have to go to South Beach  
4 which is maybe another conversation, connectivity to  
5 South Beach or something like that, but I see this  
6 as a flow through between these two areas and  
7 they're all rather interconnected.

8 I live right here in the corner. My kitchen  
9 window has a clear view of the project, so if anyone  
10 is going to have an issue about it -- I mean, it's  
11 right there and I'm in the park every day and I see  
12 this as a benefit.

13 Someone had mentioned where to go. You had  
14 mentioned there's nowhere to go. Where are you  
15 going to go? Starbucks?

16 MS. DALY: The Kitchen Chicken place closed  
17 too.

18 MR. TURNER: There's nowhere to go. So my wife  
19 will say, "Hey, do you want to go to Sunset?" You  
20 want to walk to Sunset with two kids and a stroller?  
21 You've got to go through lanes of traffic to try to  
22 cross. There's diagonal streets. This area needs  
23 something and certainly University of Miami, I'm  
24 sure the kids are saying, "I'm tired of walking all  
25 the way to Sunset for something, to do anything."

1 And I think the area desperately needs something and  
2 if it's going to be a good project, it will spur  
3 good projects. If it's going to have another strip  
4 mall, that's what we're going to have for the next  
5 50 years.

6 MR. BASS: Janet, did you want to speak?

7 MS. GAVARRETE: I'd like to take an opportunity  
8 to say a few words only because I have a 4 o'clock.  
9 But I'd just like to ask what happens -- what is by  
10 right, what can happen on this property? I mean,  
11 what are the other uses that can happen here?

12 MR. REYNOLDS: You can do a 75-foot high strip  
13 center.

14 MS. RUSSO: 72-foot high strip center, 2.0 FAR  
15 which is about --

16 MS. GAVARRETE: You can have a grocery store,  
17 warehouse or a Home Depot?

18 MR. BASS: One side --

19 MR. REYNOLDS: To answer your question, yes,  
20 it's a 72-foot high strip center that could be used,  
21 as you mentioned, a grocery store. It could be a  
22 massive wall.

23 MR. HERNANDEZ: The setback -- in other words,  
24 the setback --

25 MR. REYNOLDS: You can do basically this

1 footprint, take it from this property limit, cross  
2 here, loading in the back, parking in the front,  
3 grocery store.

4 MS. GAVARRETE: So we can't get it worse than  
5 what we have now. What I see in this site plan  
6 which is what Laura said, really from Stanford all  
7 the way to South Miami, this is a critical segment  
8 that really connects in various ways to dense areas.  
9 That's those two stations and everything that  
10 happens in between. You know, the Douglas  
11 station -- I mean, I'm sorry. The university  
12 station and the South Miami station, that's a really  
13 intense area. So from an area-wide perspective,  
14 it's very smart to watch how time has passed, okay.  
15 And there's all this older stuff that's up and down  
16 this segment and now we're in the smart times. So  
17 now smart says what are we doing? So we're looking  
18 at how we connect, how we build, how we respond to  
19 pedestrians, to traffic, to uses for us who are the  
20 big neighbor, UM, we would like nothing more than to  
21 see a change in the development regulation of that  
22 entire area going back to what Lamont's task is, is  
23 to look at the broader area and see how any  
24 development that happens in that entire area gets  
25 articulated in a much smarter fashion so you can

1 bring the parking down, you can bring the pedestrian  
2 family fabric all the way out to the street and have  
3 people come in and go through it. I think the uses  
4 that are proposed are absolutely great for the  
5 university. We've had a longtime association with  
6 this hotel. It's been here because it's afforded us  
7 the opportunity to house students, parents,  
8 visitors, dignitaries that either stay here or at  
9 the Biltmore, but it's been a very good neighbor to  
10 us, so I think having a hotel -- continued use of a  
11 hotel is very good.

12 I think the additional housing that's being  
13 proposed is in keeping with all of the other good  
14 residential developments that have been taking place  
15 around the Gables and the South Miami area that have  
16 brought people closer to the university, whether you  
17 are a student or a faculty or a staff member.

18 This year we've started the University of Miami  
19 Lennar Medical Center. We expect that's also going  
20 to drive some interest in the housing and in the  
21 hotel stays there. Again, the way that you've  
22 proposed the project that wraps around to the  
23 residential area is very friendly in a very  
24 European-type of way how it meets the street and  
25 greets the park and I think addresses well the

1 residential area.

2 The Underline that's in process, all of these  
3 things are well placed to work together for a very  
4 good program. I mean, we think this is a very good  
5 development. It's a smart time for all of us and  
6 this is a smart approach to the redevelopment of  
7 that site. And we would look for these kinds of  
8 same attributes all up and down the corridor because  
9 if they apply to us, they would apply to our  
10 surrounding communities.

11 MR. BASS: Mendy.

12 MR. ORTIZ: We have a unique perspective  
13 because we actually share alleys or streets and --

14 MR. REYNOLDS: Soon to be.

15 MR. FELLIG: It is Madruga Avenue, I believe,  
16 but cars zip through there. Homeless people walk  
17 through there at night and people don't think it's a  
18 big enough hot stuff. They look and hey, it's an  
19 alley and because it's an alley, they're supposed to  
20 treat it that way. So we have people in the  
21 dumpster nightly. If you go through the back and  
22 walk through quickly or drive through it, it is very  
23 confusing because on one end you have the back end  
24 of the university shops and then here on this end  
25 you have just a gate at night. It's sealed off and

1 then the university building kind of goes both ways.  
2 You know, if you turn the building around, you  
3 wouldn't know which one is the entrance or the back.  
4 And so having a project like this really -- it makes  
5 it what it is. It's supposed to be a street. It  
6 should be treated like a street. It should be cleaned.  
7 The cars should be going at a regular pace. Our  
8 kids go out of the back of the garage and they've  
9 got to look 40 times because there's probably going  
10 to be a car coming out in one direction and because  
11 people just don't understand what that is. It's  
12 just a regular street. So that's number one.

13 The other thing is I'm a chaplain at the  
14 University of Miami and for the past 13 years and  
15 one of the great frustrations of parents that come  
16 for family weekend or whatever it is, is that this  
17 hotel is always booked. You try to get a room in  
18 this hotel, and it is so hard and prices have gone  
19 up. They've gone up. I think the price is \$250 and  
20 this hotel has done a great job. They are  
21 constantly fixing it, but it's not a \$250 a night  
22 hotel. And what happens is inevitably, in Miami  
23 where you have thousands of hotels, the parents are  
24 all going somewhere else and they're not enjoying  
25 Coral Gables and they're not enjoying South Miami,

1 they're all in South Beach. So it's just a shame  
2 that it's just such a beautiful place and we've put  
3 so much effort in our community and people come and  
4 A, if they want to, it's really hard to stay here  
5 and even -- I mean, aside from that, if they wanted  
6 to stay here, there is no room for them to go, it's  
7 just a hotel. So you know, that to me is just --  
8 the development is really going to change the way  
9 people look at this little piece and kind of, you  
10 know, bring it all as one. The backside is going to  
11 turn into a street and there'll be better lighting,  
12 better police and I think people will start,  
13 especially with traffic, it will make it into -- it  
14 will feel like I'm living on a street, not on an  
15 alleyway.

16 MS. PLATER-ZYBERK: So since I'm going to  
17 depart pretty soon, I figure if I could have a few  
18 minutes to talk about the building design, the  
19 surfaces of the buildings.

20 MR. BASS: Of course.

21 MS. PLATER-ZYBERK: Overall I think they do a  
22 very nice job of massing and responding to the  
23 different sides, the highway and Caballero and the  
24 entries and so on.

25 I like the hotel better because I have a few

1 questions about the courtyard building and so I'll  
2 ask about those.

3 First of all, I think the variety of balconies,  
4 the texture of the buildings is good. It works well  
5 in terms of dealing with the scale and also that  
6 kind of tripartite organization of vertical pieces.  
7 It's almost like separate buildings, but a  
8 residential building. But I must say, given that  
9 and given the kind of classical organization of  
10 base, middle and top, I wonder about the multiple  
11 bands above in the residential part of the building,  
12 but also about the horizontal expression of the  
13 parking. So I'll go out on a limb and say that I  
14 think that the best urban designs are those that end  
15 when people say what is the right density for some  
16 place -- for anyplace? It is as much as you can fit  
17 hiding the parking. And so if you were to really  
18 hide the parking, you would have a reduction in the  
19 area here and I'm not sure that that's necessary in  
20 all directions, but I do think that the degree to  
21 which the parking garage plays a role in this design  
22 is -- makes it less good than it could be. And I  
23 suspect that that kind of sets you up for those  
24 bands afterwards where the parking garage -- that  
25 plinth could be one piece of building that has its

1 own bottom, middle and top, at the same time it  
2 plays a role as the bottom. Then the upper part  
3 would have a middle and a top, and then those things  
4 sometimes become further subdivided with their own  
5 middle and top, but there's kind of a hierarchy that  
6 it sets up. And that same thing happens running it  
7 latitudinally or longitudinally and the edges are  
8 treated as one thing, the center is something else.  
9 It could be five bays, instead of three, but that  
10 seems to be in large traditional buildings because  
11 I've looked at them very carefully, especially  
12 Central Park West which has a great catalog of them.  
13 That kind of tripartite organization which might get  
14 broken down to even further; three pieces within  
15 each one is an effective way to do a building. So I  
16 think that -- you know, I don't -- I think the mass  
17 of the buildings, because they are big can be  
18 handled and in large part, they're already doing it,  
19 but I just had questions about those two aspects.

20 MR. HERNANDEZ: I should say, Liz, that the  
21 blank wall is a place for a mural, but there was --

22 MS. PLATER-ZYBERK: I have no problem with the  
23 blank wall.

24 MR. HERNANDEZ: But there was no consensus on  
25 which mural. Another rendition of Bacardi --

1 MS. PLATER-ZYBERK: Be very careful with that,  
2 it's going to be seen from a long distance.

3 MR. HERNANDEZ: So the portico would support a  
4 large piece of public art that is visible down the  
5 highway.

6 MR. BASS: And, Liz, before you go into any  
7 sort of broad comments about those design principles  
8 that the city should be thinking about as part of  
9 its conversation about this segment --

10 MS. RUSSO: And corridor.

11 MS. PLATER-ZYBERK: I think Chuck already  
12 mentioned that the perpendicular massing, massing  
13 perpendicularly to the road helps the porosity. I  
14 mean, I think it helps the neighborhood in the back.  
15 I don't think these walled buildings necessarily  
16 shield you from sound in any way, but the whole  
17 thing of shadow and light operates differently and  
18 gives you the opportunity for the connections  
19 through pedestrian.

20 And not to go backwards too much, but I think  
21 when we talk about pedestrians, we're thinking -- I  
22 think certainly that there's a bicycle or a  
23 wheelchair or something, a segue, some other thing  
24 that needs to be on that path as well.

25 MS. GAVARRETE: Skateboards.

1 MS. PLATER-ZYBERK: And besides that, I think  
2 things like the molding, they all seem to be scaled.  
3 There's kind of proportioning of scale which seems  
4 to be happening well here. You know, I don't know  
5 why, but somehow the hotel feels more graceful,  
6 maybe because it's narrow, but I think the scale of  
7 the trim is better because it's happening with more  
8 hierarchy. It's not happening repetitively. It's  
9 happening big at the top where it should be and big  
10 at the bottom where it should be and so I think  
11 there's kind of a scale, maybe banality or  
12 repetition that is not helping you as much as it  
13 could because this could be -- you know, if you  
14 treated the top deck of the parking as part of the  
15 rest, you know, there's that transparency that you  
16 see between the base and the middle sometimes that  
17 allows you to read the middle as -- in this case, it  
18 may be a golden section or a double square.

19 MR. HERNANDEZ: So she's talking about the  
20 proportioning of the plane of the facade?

21 MS. PLATER-ZYBERK: The surfaces. And the  
22 other one can become more of a square. I think  
23 there's just a lot of fun that can be had there.

24 MR. BASS: Thank you.

25 MS. PLATER-ZYBERK: Sorry to be departing

1 quickly.

2 MR. BASS: Chuck has some closing remarks about  
3 the takeaway, the moral of the story for this  
4 corridor and what we should be thinking about as we  
5 think about its evolution from what it was to what  
6 it should be.

7 MR. BOHL: I think this is a great direction  
8 for it. I think you probably already are engaging  
9 in discussion what happens on the other side --

10 MS. GAVARRETE: Well, we can talk about what  
11 happens on the other side.

12 MS. PLATER-ZYBERK: I'm leaving at the wrong  
13 time.

14 MS. GAVARRETE: The same principles that have  
15 been discussed here for this -- let's just call it  
16 this large block area, because the way that you  
17 start to read or what's happening is you have this  
18 area bounded by Mariposa, Caballero and Madruga on  
19 one side and U.S. 1, it's a whole big area. And so  
20 when you flip that across the street where we are,  
21 we have a similar kind of situation that we're  
22 starting to develop. So we've got one large  
23 building which is the Lennar foundation medical  
24 building, and then we have other buildings which  
25 will have probably a total of some 800,000 square

1 feet in time along that corridor as well and what we  
2 plan on doing is having that fenestration or that  
3 ability to connect from Ponce into the campus or  
4 vice versa, from the campus that goes through and  
5 then also throughout the project in between there  
6 are spaces in between these buildings that we're  
7 proposing so that there's connectivity amongst that.  
8 And I see the same thing happening, interestingly  
9 enough that we all see it all together on this side,  
10 with this project being the first one that  
11 redevelops in that fashion and then as time goes by,  
12 I'm sure, 10, 15 years from now, we'll see that side  
13 develop in that fashion as maybe this side gets  
14 redeveloped, but it's all within that principle that  
15 has been discussed here where there's the internal  
16 connectivity that responds to the fabric on both  
17 sides.

18 MR. BOHL: On the university side, this can  
19 evolve into more of a university main street  
20 environment because then all of the neighborhoods  
21 here have the opportunity to come over and engage in  
22 that. You're not limited to --

23 MS. GAVARRETE: As you can see that, you  
24 know -- I mean, in the future you might say that you  
25 would encourage with your zoning or your guidelines

1 that there be cross, you know, paths through these  
2 developments that help connect and reach to the  
3 neighborhoods and that this Madruga then converts --  
4 instead of being like it looks and behaves and is an  
5 alley, it turns, transforms into a real street with  
6 sidewalks and trees and so then you've really  
7 completed the whole circle of connectivity with an  
8 appropriate edge, so your development when it comes  
9 around like this -- and when I look at the park --  
10 you know, you can go to the park and you could go  
11 have ice cream at the, you know, hotel lobby. I  
12 mean, there's a real nice connection there that  
13 isn't there for the other properties. Maybe in the  
14 future, you know, that's something that your overall  
15 zoning starts to speak to and require that it be in  
16 place.

17 MR. REYNOLDS: And we've created those  
18 connectivity elements, something on a very minutiae  
19 scale. We've created this bike storage potentially  
20 for the residents and for the people of the  
21 development itself. So they have the ability to  
22 store that bike, connect, regroup, cross, get on the  
23 Underline and go to wherever they're going and come  
24 back.

25 MS. GAVARRETE: You're going to steel the

1 thunder from the people who congregate in front of  
2 Ponce.

3 Have you seen the bikers?

4 MS. RUSSO: In front of the Ponce school?

5 MS. GAVARRETE: This is in the mornings on the  
6 weekends, they all gather there, so maybe they'll  
7 come over here and you can host them.

8 MR. BASS: Meg, did you have any concluding  
9 remark about the vision for this corridor?

10 MS. DALY: Well, I think looking at it really  
11 on a more global basis, not just one building but,  
12 you know, what we're trying to do along a corridor.  
13 You know, U.S. 1 is part of the problem. So, you  
14 know, we've produced this beautiful Underline, and I  
15 actually discussed with the School of Architecture  
16 the other day, what about if we orient all of the  
17 parking at UM to U.S. 1's side and restore the park  
18 space along Ponce? You're allowed to think out of  
19 the box with this planning, but if we don't get  
20 people across the street, if you can't bring your  
21 kids across U.S. 1 to the Underline, it has no  
22 purpose to you. It has your motility and we have to  
23 have motility, you know, across both roads in both  
24 directions because the campus right now only  
25 speaks to me where I live on my bike because I can

1 get across U.S. 1 fast enough because as soon as it  
2 turns green for me to cross, it's already counting  
3 down. So we have to think of students getting over  
4 here and residents getting over there and it's all  
5 being much more organic which it's not and I think  
6 this is the first time that this conversation has  
7 actually occurred where you have like this  
8 transparency and flow-through of a building instead  
9 of sort of like a road block.

10 But to your question, Ramon, I have a wish list  
11 of what we do with U.S. 1. I'd love to have -- you  
12 were talking about a buffer zone, you know, a  
13 ballast or something. I just came back from Italy  
14 and, you know, they're tasteful. The sidewalks are  
15 still very narrow there. If we can have a little  
16 more setback. If we start to develop, I'd like to  
17 have more room to walk on U.S. 1 to get to Alhambra  
18 to get to, you know, another cross street and it  
19 just seems like I am human, the 5-foot 7 person is  
20 squeezed down, especially when you have all of the  
21 encroachments and utilities. You can't put a bike  
22 on there and you can't put two people walking.

23 MR. TRIAS: I think that's the existing  
24 condition which is awful. The real section of U.S.  
25 1, the way that this should be looked at is the

1 Lennar building sets one end of that section. This  
2 building is the other end and everything in between  
3 is the grand boulevard, which includes the park  
4 which is the bank, it includes Metrorail. It  
5 includes all of the elements you have in any grand  
6 boulevard in any city. So both with the Lennar  
7 foundation building and this one, you have the  
8 beginning of that section. That is the way I see  
9 it.

10 MS. GAVARRETE: That is the new smart  
11 development.

12 MR. TRIAS: If you think that's a good idea,  
13 then this is the opportunity to promote that idea,  
14 to promote the connectivity and the pedestrian scale  
15 and the proper dimension of things because the  
16 problem with the sidewalk is it's too narrow.  
17 You're proposing that; right? So that should  
18 continue.

19 So those kind of ideas I think have to begin  
20 here and we have the opportunity to generate a  
21 master plan for that whole area which is one of the  
22 two or three areas of the city that really needs  
23 some assistance because the current regulations are  
24 very, very detrimental to the vision of the city, so  
25 those are my two cents.

1 MR. BOHL: In terms of the scale and density,  
2 mix of uses, I think this is all good, very  
3 consistent with the transit oriented site and the  
4 importance of this area. So as you start to look at  
5 the corridor, you have an eclectic mix of  
6 properties; right. So you do have to start to work  
7 out -- yes, you can still have a similar scale if it  
8 works on the site, the orientation of the buildings.  
9 How you treat parking on these very different sites  
10 becomes, you know, a challenge and maybe looking  
11 more to raise to share parking the way these two  
12 properties will share parking -- the one property,  
13 but two pieces of it will share parking. What do  
14 you start looking at in areas like this?

15 There's other shopping centers -- I don't know  
16 if in Coral Gables or South Miami, but there's  
17 another one that's just been purchased that is going  
18 to undergo --

19 MS. DALY: Riviera.

20 MS. RUSSO: Riviera Plaza?

21 MR. BOHL: So there's similar conditions along  
22 this corridor that can learn from this and even if  
23 it's not in Coral Gables, if Coral Gables kind of  
24 sets the tone for this portion of the corridor, it  
25 may have a very good influence on those.

1 But I do think it was great. It was brilliant  
2 that you could accommodate the parking just in this  
3 building and allow for a building to actually be a  
4 building, not to be a parking garage, but to be a  
5 part of architecture that touches the ground the way  
6 it does. And I don't know if that was because you  
7 were solving some particular problem or that you  
8 just sought to make it happen, but I applaud you for  
9 doing that because it happens so rarely, even at  
10 this density, even at this mid-rise scale, I don't  
11 know if that's something that could be encouraged.

12 MR. TRIAS: The mixed-use provision encourage  
13 that because they encourages multiple buildings in  
14 one parcel.

15 MR. BASS: If I could perhaps provoke a follow  
16 up in terms of thinking about the obligation, the  
17 affirmative obligation that we give each land owner  
18 to accommodate all of the vehicles on their site,  
19 have we perhaps outgrown that given the constraints  
20 that it produces architecturally, design-wise in a  
21 location such as this that are designed to be  
22 transit oriented?

23 MR. BOHL: So those locations that Jorge  
24 pointed out before, the downtown, we should  
25 definitely be promoting a shared parking approach.

1 MS. GAVARRETE: An area wide instead of site  
2 specific, then you're not affecting the character of  
3 the particular development for unused parking.

4 MR. TRIAS: And that is the way the UM campus  
5 is done and that's the reason why you're able to do  
6 nice buildings.

7 MS. GAVARRETE: That works very well for us.  
8 That would work well for certain wide areas, broad  
9 areas of the city.

10 MR. TURNER: Peter Turner. I guess I realized  
11 that, you know, University of Miami is going to be  
12 married to whatever is put on this spot and every  
13 single president that runs or gets elected comes  
14 through here and we've seen this. Do we want their  
15 last vision of the University of Miami to be some  
16 supermarket or strip mall or something that looks  
17 like dignitaries could be here?

18 And this school is becoming important,  
19 especially in the medical field. One of my son's  
20 classmates parents is big at UM and, you know, they  
21 bring people here and the Holiday Inn is just not --  
22 sorry to say it in these walls, it's not worthy of  
23 the dignitaries that are coming to this area. I  
24 live there and I would certainly say, turn left at  
25 the Hilton where you see that walkway and the

1 fountain, instead of saying yeah, turn left at the  
2 Holiday Inn.

3 MR. BOHL: You had some thoughts on --

4 MR. TURNER: I was asking about the footprint  
5 of the Gables 1, I can't see it from the air, but is  
6 there any space that could be -- could they turn  
7 that into some sort of a park here for the employees  
8 because it's just such a large launch pad? It looks  
9 like a launch pad.

10 MR. REYNOLDS: What are you talking about?

11 MR. TURNER: I don't know if there's any of  
12 that that they could use for green space.

13 MR. BOHL: It's an evolutionary plan.

14 MS. GAVARRETE: When you have a neighbor that  
15 starts to improve, and then you start to look at  
16 yourself and then so on and so forth, then you look  
17 for opportunities for how can I be a better  
18 neighborhood, you know, a resident, if you will, and  
19 so even for our employees who have to walk down and  
20 go somewhere else, I know we can connect to the  
21 shopping center next door because we walk down a  
22 little bit of stairs. I don't know that we do that  
23 to your area and there are all of these  
24 opportunities. I think we have to do that with a  
25 plan where parking isn't affected or if there's a

1 broader vision that you can share parking, you know,  
2 amongst everybody, then that's a whole different  
3 story. Those are in the future conversations, but  
4 they're all smart. They're all smart thoughts. I  
5 think that's when I see what's happening. We're in  
6 a smart place. I like that word now because it just  
7 means that everything is good.

8 MR. BASS: Ramon, thank you very much for  
9 fathering the idea that gave rise to today and thank  
10 you all so much for your time and for your  
11 participation.

12 On behalf of the court reporter, thank you for  
13 stating your name before your remarks.

14 And the team will be here for a little bit  
15 longer on an individual basis, if anybody has any  
16 questions.

17 MS. RUSSO: Thank you, Meg.

18 MR. BASS: Sorry, but I didn't see your hand  
19 raised in the back there.

20 Did you have a comment that you would like to  
21 share?

22 MR. ARRIZURIETA: Absolutely. So 1102 Placetas  
23 Avenue -- you need the address?

24 MR. BASS: The address is good.

25 MR. ARRIZURIETA: As an almost 20-year resident

1 of the area, I think today's discussion has been  
2 very productive and it all points to the opportunity  
3 that the neighborhood has to really bring in a  
4 quality developer. Just this weekend I had to trek  
5 to Coconut Grove because my kids wanted to bring our  
6 dog to breakfast. What an opportunity we would have  
7 to walk to breakfast at a neighborhood friendly  
8 outdoor courtyard, if you will, restaurant without  
9 having to get into a car. I have no doubt if you  
10 were to poll the majority of this neighborhood, you  
11 would get an overwhelming support for a project that  
12 while perhaps more dense than what we would have in  
13 existent, it's quality density. I fear what can go  
14 in there as of right now, that kind of development  
15 would be detrimental to the neighborhood. The  
16 developer deserves a lot of credit working with this  
17 neighborhood to ensure that the project that is  
18 going to go before the commission is a product of  
19 neighborhood input. That's really seen in most  
20 developers and this one, I believe, will be  
21 successful because NPI has gone out of its way to be  
22 inclusive with the neighborhood. That's it.

23 MR. BASS: Thank you so much.

24 Thank you.

25 (The proceedings were concluded.)

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(The following proceedings were had post hearing on May 21, 2015 by Mr. Charles Bohl.)

MR. BOHL: I would like to add the following observation regarding the individual proposal and the interest in studying and potentially rezoning the corridor to guide future redevelopment.

While the re-visioning and rezoning of the U.S. 1 corridor within Coral Gables is an important initiative that I fully endorse, it is likely to take a considerable amount of time. Even with new land use regulations in place, the most important thing needed to establish a new development pattern are exemplary projects: Built example that can influence property owners, developers and architects, provide a basis for new land use regulations on a corridor-scale, and give citizens confidence that redevelopment can deliver a much better built environment and enhance the quality of life for existing and future residents.

Given the development pressures on this corridor, both within Coral Gables and in adjacent properties along U.S. 1 in South Miami, the most important thing that can happen to reset and guide future development is a built example that embodies

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a new vision for the corridor. This peer review and discussion clearly embraces the Paseo de La Riveria project as that exemplary project. The project provides a model to replace the automobile-dependent, low density, single-use commercial buildings surrounded by parking lots along U.S. 1 with a compact, walkable, transit and bike-oriented place of walkable streets and public spaces defined by good, urban buildings in keeping with Merrick's original vision for the city.

(The proceedings were concluded.)

REPORTER'S CERTIFICATE

STATE OF FLORIDA:

: SS

COUNTY OF DADE:

I, Marlene Marban, FPR, Notary Public, certify that I was authorized to and did stenographically report the proceedings; and that the transcript is a true and complete record of my stenographic notes.

I further certify that I am not a relative, employee, attorney, or counsel of any of the parties, parties' attorney, or counsel connected with the action, nor financially interested in the action.

Dated this 21st day of May, 2015.



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MARLENE MARBAN, FPR