

City of Coral Gables City Commission Meeting
Agenda Items E-12 and E-13 are related
May 20, 2025
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Vince Lago

Vice Mayor Rhonda Anderson

Commissioner Melissa Castro

Commissioner Ariel Fernandez

Commissioner Richard D. Lara

City Staff

Acting City Manager, Joe L. Gomez

City Attorney, Cristina Suárez

City Clerk, Billy Urquia

Planning and Zoning Director, Jennifer Garcia

Police Chief, Ed Hudak

Public Speaker(s)

Jorge Navarro

Timothy Plummer

Agenda Items E-12 and E-13 are related [12:44 p.m.]

A Resolution of the City Commission approving receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 14, "Process," Section 14-204.6, "Review and approval of use of TDRs on receiver sites," for the receipt and use of TDRs for a Mixed-Use project referred to as "299 Minorca" on the property legally described as Lots 45 through 48, less than North 12 feet thereof, Block 17, Section "K", Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an

effective date. (12 17 24 PZB recommended deferral, Vote: 7-0) (01 15 25 PZB recommended approval, Vote: 7-0.)

Lobbyist: Jorge Navarro

Lobbyist: Devon Vickers

A Resolution of the City Commission granting Remote Parking (Section 10-109) Conditional Use approval pursuant to Article 14, "Process", Section 14-203, "Conditional Uses," for proposed Remote Parking associated with the commercial project referred to as "299 Minorca" on the property legally described as Lots 45 through 48, less than North 12 feet thereof, Block 17, Section "K", Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and an effective date.

(12 17 24 PZB recommended deferral, Vote: 7-0) (01 15 25 PZB recommended approval, Vote: 7-0)

Lobbyist: Jorge Navarro

Lobbyist: Devon Vickers

Mayor Lago: Moving on to Items E-12 and E-13.

City Attorney Suárez: Mayor, E-12 and E-13 are related, so I ask that we consolidate for purposes of the public hearing. E-12 is a resolution of the City Commission approving receipt of Transfer of Development Rights pursuant to Zoning Code Article 14, "Process," Section 14-204.6, "Review and approval of use of TDRs on receiver sites," for the receipt and use of TDRs for a mixed-use project referred to as "299 Minorca" on the property legally described as Lots 45 through 48, less than north 12 feet thereof, Block 17, Section K, Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. E-13 is a resolution of the City Commission granting Remote Parking (Section 10-109) Conditional Use approval pursuant to Article 14, "Process," Section 14-203, "Conditional Uses," for proposed remote parking associated with the commercial project referred to as "299 Minorca" on the property legally described as Lots 45 through 48, less than north 12 feet thereof, Block 17, Section K, Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and an effective date. These are quasi-judicial items. Mr. Clerk, please swear anyone -- swear in anyone who will be testifying today.

City Clerk Urquia: Those who will be appearing on this item, please stand and raise your right hand. Do you swear or affirm that the testimony you'll provide today will be the truth and nothing but the truth?

(COMMENTS MADE OFF THE RECORD)

City Clerk Urquia: Thank you.

Vice Mayor Anderson: Good afternoon. Would you like to proceed with your presentation?

Jorge Navarro: Yes, we're just trying to get it uploaded right now.

City Clerk Urquia: I can't hear you. Did you send it in, or are you looking to plug in your computer?

(COMMENTS MADE OFF THE RECORD)

City Clerk Urquia: Okay. I'll get somebody from IT.

Unidentified Speaker: Thank you.

Mr. Navarro: While we get our technical difficulties worked out.

(COMMENTS MADE OFF THE RECORD)

City Clerk Urquia: They're on their way down.

Mr. Navarro: I'll give a little bit of history while we get started on this. So, good morning, Commissioners. My name is Jorge Navarro with offices at 333 Southeast 2nd Avenue. I'm here this morning or afternoon, I think now, on behalf of Minorca Ventures. I'm joined by our project architect, Hamed Rodriguez, and our traffic engineer, Tim Plummer. We're here to present the 299 Minorca project, which is located at the northeast corner of Salzedo and Minorca in downtown Coral Gables. This site is -- I'm sure many of you are familiar with it. It's across from Bachour, the 2020 Salzedo office building, Sofia residence, and the Coral Gables police station. This is the surface parking lot that is directly across from

Bachour. It's a privately owned surface parking lot, and we're proposing to revitalize this prominent corner with a new boutique mixed-use project. One of the things I just want to highlight is that this property is an 11,000 square foot lot, so it's smaller than, you know, the larger development sites that you're used to seeing where lots are aggregated. It's currently zoned MX2, and it's located in your Central Business District. And this project is designed 100 percent in accordance with those regulations. We're not asking for a rezoning; we're not asking for a variance. All we are asking for today is for the use of remote parking and the use of TDRs, which are allowed by your code in this area of the City within the CBD. So, before I get into the project -- and hopefully, we'll have our PowerPoint presentation up soon -- I'd just like to quickly take you back in time to 2021 and why 2021. Well, that is when the City created its remote parking regulations for downtown and Merrick Park, and these regulations were carefully crafted at the time. They were done through multiple planning studies by design professionals that looked at this. They involved multiple public workshops, and they involved input from residents and stakeholders in the community. And the goal of these regulations was to support the development of more thoughtfully designed and aesthetically appealing projects. That's what the goal of this was. The idea was by shifting parking off-site when you have nearby parking available, you can now have the flexibility to create meaningful ground floor retail and a more walkable pedestrian-friendly environment. That was not possible at the time. And the reason is if you go around downtown and you look at some of the smaller lots that were developed in accordance with the regulations at that time, what you find is a development trend that's characterized by large surface parking lots, little to no active uses or retail at the street level, you have blank walls or just multiple curb cuts into a property that interrupted the sidewalk, so it created a very uninviting and unsafe environment for a very walkable area. I think the City recognized that their downtown is very well planned. George Merrick did a great job. He planned this very well when it was platted with the sidewalk connectivity. You have one of the most successful trolley systems, I think, probably in South Florida. Everybody uses the trolley to get around downtown. It's a very walkable area. You can get the trolley; you can get all the way to the mass transit system from it. And this all with the abundance of public parking that's in that area, whether it's even either private garages that are open to the public or the City's garages, you had a lot of surplus parking available for use. And this is the perfect recipe to promote remote parking. And since remote parking was adopted, I think we've seen the creation of more thoughtfully designed projects that prioritize the pedestrian and the streetscape. And you've seen this not only in downtown with the projects that have been done with remote parking, but also in Merrick Park, you've seen a lot of projects done in that area. So, hopefully, we have our presentation so I can show you this beautiful project that we've

worked so hard on and show you how we're using these regulations in order to create something truly special for downtown that is -- that is not the way that sites used to be developed.

Mayor Lago: How are we doing, Mr. Clerk?

City Clerk Urquia: We're waiting on them.

(COMMENTS MADE OFF THE RECORD)

Mayor Lago: Look, why don't we do this. Why don't we take -- you want to take a five minute?

Mr. Navaro: Yeah, I will. Yes, I think that'll be good.

Mayor Lago: We're having a five-minute break.

Mr. Navarro: Some technical difficulty.

Mayor Lago: Okay.

Mr. Navarro: I've given you the whole history of remote parking, and then now you go with the second novel on the project.

Vice Mayor Anderson: I appreciate the break.

Mayor Lago: If we could, before I adjourn, we're going to take a -- literally a five-minute break, but I have the Commissioner here for District 7, and I want to make sure that...

Mr. Navarro: Of course.

Mayor Lago: We complete your presentation and then we...

Mr. Navarro: Yes, I don't want to keep the Commissioner waiting.

Mayor Lago: Okay, thank you.

Mr. Navarro: No problem.

[Later...]

Mayor Lago: Mr. Navarro, we're back.

Mr. Navarro: Thank you. So, in the spirit of creating projects that are pedestrian friendly, I would now like to present you the 299 Minorca Avenue project. So, just -- we're going to just fast forward ahead. This project is a very small project in terms of intensity from what you normally see in downtown. Devon, if you go to the next slide. And the one after. So, here we go. This project's only 45 units. It has 4,500 square feet of ground floor retail. So, it has a significant retail presence in terms of the pedestrian environment. It is eight stories, 97 feet. And we are proposing through remote parking to park 56 spaces offsite. Your zoning code for residential requires only 50 spaces. However, the Planning and Zoning Board, when they reviewed this, wanted us to provide some additional spaces for remote parking just to make sure we had plenty of parking, even though we don't suspect we're going to need it with a project like this in a downtown where it's a very walkable area. But we are proposing 56 remote parking spaces, which I'll go into in my presentation. So, let me walk you quickly through this project. Devon, if you could go to the next slide. So, the plan on your left is the December 2024 plan as opposed to the plan that's before you today. These two dates are key. The plan on the left is the first plan that we went before the Planning and Zoning Board to. The one on the right is the one that the Planning and Zoning Board unanimously recommended approval of. And I'd like to walk you through the ground floor site plan and also the changes that the Planning and Zoning Board recommended. So, one of the things that we did is on the right side of your screen on the east side, even though it is not required, we have provided a -- I'm going to call it a paseo. I don't think it's technically a paseo, but for ease of reference, I'm going to call it a paseo. We created a vehicular thoroughfare through our property that connects to the existing alley in order to make sure that any vehicles that are coming to this site, even though there's no parking on this site, but those that do are taken off of Minorca considering that the police station and the public parking garage are directly to the south of this. So, during the Planning and Zoning Board presentation, I know that the Police Chief mentioned concerns with loading of vehicles on the right-of-way along Minorca. It's not allowed, but it appears a lot of people in Coral Gables do it. So, what we did is, at the direction of the Planning and Zoning Board, we widened that paseo in order to have a dedicated lane for drop-off vehicles, rideshare, and visitors coming to this property. That way there is no impact on any traffic circulation along Minorca from this project. Another change that we did -- and

it goes to this creating that street life for downtown -- is that we increased the width of the sidewalk from 10 feet to 15 feet along Salzedo, and we created additional landscape and planting areas. So, we're really beautifying that corridor, continuing with the great work the City did on its frontage to the south. And those are two key changes I think really made this project better. Devon, if you could go to the next slide for us. So, this is the ground floor, and you can see it's a double height building. So, we have a mezzanine where there is storage to serve the retail below, fully internalized, but it's also fully activated at the ground level. You could see, you know, the retail goes along Minorca up through Salzedo. All of the back-of-the-house uses are fronting the alley. So, there is no dead space along any of the street frontages. As you go to the upper levels, this is something that usually, here's where you're going to have the parking. This is a fully activated building along all the street frontages. So, you're going to have light. You're going to have activity, a really pedestrian-friendly design. One of the things you can see is normally in these mixed-use buildings, you have the step back occurring at 45 feet, creates a much larger podium. Our step back, we've been able to provide it at 36 feet at the third level, you could see it here, and that creates a much smaller podium for this building. It reduces the massing. It allows more air and light to get to the pedestrian at the street level. I'll walk you quickly through the other floors. You know, these are typical floors, four through seven. At the rooftop, we have a very small amount of units with an amenity area, a lounge for the residents, and the rooftop deck. So, I think we have some renderings of the project coming up next here. This is facing on Salzedo across from Bachour, directly across the street. You can see the change in the streetscape with the landscaping and the active retail uses and what a difference that makes than a surface parking lot or ground level parking as you used to find without remote parking. If you could go to the next slide. This is the -- another view from the intersection. You could see all the glazing and glass. And in order to create this activation of the building, we are requesting the use of 9,000 square feet of TDRs. Those TDRs, we are proposing to purchase from the City. If this project is approved, we have an item on the agenda to purchase these TDRs from the City in the amount of \$360,000 for the City to use towards its historic preservation efforts. The 56 spaces that we're parking for this project are going to be located at the 255 Alhambra garage. So, as you can see, this is the garage on the other side of Alcazar, south of the police building. But your code requires for this to be within a minimum of a thousand feet. We are half of that. We're only a block away. We're 500 feet. There's great sidewalk connectivity there. So, this is a perfect location for remote parking. We've done a parking study that was reviewed by your staff. It shows that there are over 215 spaces available in this garage, which our project will only require a quarter of that. So, this is a garage that, you know, when the City did its remote parking ordinance and was studying the -- these underutilized garage,

this is probably the poster child for that. This location was also reviewed by your Parking Advisory Board, who identified this garage as their preferred location for remote parking. Your code outlines three requirements to qualify for remote parking. As discussed in your staff report, we meet all of these requirements. I mentioned the distance being less than 500 feet away when a thousand feet is required. Secondly, if approved, we will be making a \$700,000 monetary contribution to the City's Parking Trust Fund at a time of building permit for the use of remote parking. So, collectively this project is contributing over a million dollars in public benefits to the City for the use of TDRs and remote parking. Lastly, we have an agreement with the owner of the 255 Alhambra Garage to enter into a lease for these spaces. That lease is for a minimum of three years. So, your code normally requires a one-year lease, and then it gets renewed. We have committed to a three-year lease. This was another recommendation from your Planning and Zoning Board. It provides additional certainty, not just to the project, but to the City. And if we could go to the next slide. This project has gone through a very lengthy review process. It has been well received at all levels. I don't recall if there's one board that has not unanimously approved it. There may, but this project was approved by your Board of Architects, by your Historic Preservation Board, by your Parking Advisory Board, and by your Planning and Zoning Board. Staff is also recommending approval of this project. We reviewed the conditions and are in agreement with that. And we would kindly ask for you to approve this project in accordance with the staff rec. I apologize for technical difficulties earlier. With that, I'll conclude. And I'd kindly like to reserve a few minutes for rebuttal.

Mayor Lago: Jennifer, good afternoon. Thank you for being with us.

Planning and Zoning Director Garcia: Of course. Good afternoon. Jennifer Garcia, Planning and Zoning Director. If I could have the PowerPoint. Wow, you guys are fast. All right, so we are here for two requests for 299 Minorca. It's a conditional use for remote parking, as well as TDRs, the Transfer of Development Rights receiving site. As we know, the location of this is on the northeast corner of Salzedo and Alcazar -- I'm sorry, Minorca. Looking at the site, you can see that it's surrounded by our Central Business District. We have restaurants, apartment rentals, condos, more offices, the police station, it's surrounded by, you know, our built downtown. The future land use is commercial mid-rise intensity. It's just south again at CBD, the central business line, just south of that line. And the zoning is MX2. This is a picture, an image of what the site looks like right now. It's a surface parking lot. And the first request is for the -- the remote parking. So, as you can see, the right -- the red part on the very right side of the site plan is where the pickup and drop-off activity will happen. The queuing, of course, has been studied by their traffic

engineer to make sure it's not going to impact Minorca. The existing alley will remain as westbound. The on-street parking will remain on Salzedo, and there's going to be ground for commercial -- that's shown in yellow -- to face both Salzedo and also Minorca. So, the density in the CBD is unlimited. They're proposing 45 units with 4,500 square feet of commercial space. They have 35 one-bedroom units and 10 two-bedroom units. So, they're requesting 56 remote parking spaces. So, the request is 330 feet away from the property line just south, very quick walk to retrieve your car. The location, I should say, location at 255 Alhambra Circle. The second request is for the TDRs, for a receiving site. So, they received Med Bonus, Mediterranean Bonus back in last -- last year, last summer, I think, from the Board of Architects, so they have 3.5 FAR. They are requesting to receive a little over 9,000 square feet to maximize the amount of TDRs and square footage should be 4.375 FAR or 44,000 rough change of square footage for the building itself. So, again, as a reminder that the TDRs do not impact the height of the building, it's really just to make the building larger as far as the square foot goes. So, they are only requesting, of course, the eight stories, which they're allowed by code as at the 97 feet in height. This is a rendering of that building, so you can see that they are meeting all their step back and height requirements. The square footage for the TDR is at 9,000 -- or sorry, 9,049 square feet, is just for -- to fill up that building envelope. You can see that meets the context. It was approved by the Historic Preservation Board for not impacting the historic structures that are within 500 feet of this building and also approved -- I'm sorry, recommendation of approval by the Planning and Zoning Board. So, the project started at DRC, Development Review Committee. Staff reviewed this back in last June of last year, 2024. The Board of Architects reviewed this and approved it for both preliminary review design as well as a Mediterranean Bonus in September of last year. The Historic Preservation Board approved the project in October of last year. Neighborhood meeting, they had later that month in October, and those meeting minutes and summary are found in your staff report as one of the exhibits in your packet. The Parking Advisory Board reviewed it in November as well as in January again. I believe they recommend approval of the project as well as it didn't impact the public parking system of the area. Planning and Zoning Board recommended approval in January of this year, and then it was reviewed by the School Community Relations Committee in December of last year as well, and here we are today. So, they have sent out mailers within a thousand feet as required by the Zoning Code, and that was done six times. Neighborhood meeting, Historic Preservation Board, two Planning and Zoning Board meetings, as well as these two Commission meetings, one in February that was deferred by the applicant, and the one that we are here for today. Property is posted five times, website was eight times, as well as advertisement in the newspaper was five times as well. So, staff has determined that they're as consistent with

the comp plan as far as redevelopment infill in our downtown and creating more units and residential spaces in our downtown. So, we recommend approval with conditions. Those conditions are outlined in your two ordinance for the TDRs as well as for the remote parking. But in summary, they are required to maintain sidewalks and alleys to be clear during construction. They can't block those pedestrian and vehicular spaces on the alley and the sidewalks. They are going to work with the County at gain of crosswalks and build a four-way stop at Salzedo and Minorca, as well as landscapes and trees along Salzedo and Minorca and bump outs. Alley improvements as far as undergrounding adjacent utilities and signage cleanup. The alley, if you are familiar with it, is in bad repair, so they're going to help take as far as making sure that the flow of traffic in the alley is westbound, and then also being very clear that deliveries and loading and pickup and drop-off are prohibited in the alley itself. That's all I have. Thank you.

Mayor Lago: Thank you very much. Madam City Attorney, do we have any other comment from staff? Anything else?

City Attorney Suárez: From staff? Not that I'm aware.

Mayor Lago: Okay. Mr. Clerk, do we have any public comment?

City Clerk Urquia: No, Mr. Mayor.

Mayor Lago: Okay, I'll entertain a motion.

Vice Mayor Anderson: I'll move it, but I have some questions.

Mayor Lago: So, we'll just start the conversation.

Vice Mayor Anderson: I'll move it.

Commissioner Lara: Second.

Mayor Lago: Okay, perfect. Madam Vice Mayor?

Vice Mayor Anderson: Yes, I have a few questions for the applicant. Google Maps is a wonderful thing, so...

Mr. Navarro: It's a dangerous thing.

Vice Mayor Anderson: It is a dangerous thing. Took a look at the parking garage and its height at the entrance is 6.25 feet and...

Mr. Navarro: This is the 255 Alhambra Garage.

Vice Mayor Anderson: The one, you know, that 500 feet away?

Mr. Navarro: Yes, that one, okay.

Vice Mayor Anderson: On Google Maps, I can drive, and I can look at the -- you know, the minimum -- you know, the maximum height going in because there's a little bar at the top.

Mr. Navarro: You do, it's very handy.

Vice Mayor Anderson: Yeah, and it's at 6.5 feet. So, my question to you has two parts. One, knowing that a high-top van for an accessible van is seven feet tall and individuals with disabilities drive sometimes vehicles that only have hand controls, which valets are not necessarily trained to handle, and some folks are very protective about their vehicles. Is your applicant willing to take one of the spaces that the City has and put the handicapped, you know, signage on there? There's already a curb cut, I noticed, on one of the locations, optimize its location, keeping in mind you have drainage there, and provide the City a handicapped spot that it kind of needs to put in that neighborhood anyway.

Mr. Navarro: Would this be on the Salzedo frontage or the Minorca frontage? I think the spaces are on the Salzedo side if I'm not mistaken.

Vice Mayor Anderson: They're on the Salzedo side. So, that dovetails in one other question. Where is the entrances to the -- you know, where's our door to get inside the building? Are they on -- is there one on a corner of Salzedo, is there one near the alley?

Mr. Navarro: There is an internal door for -- where we have the drop-off area, internal to the building. On the external, we don't have the retail spaces drawn out yet, but the way that they're currently oriented is that the entrances -- the entrance doors are proposed along

Salzedo, so we're mirroring the retail that's currently on the west side of that street, so you'll have doors entering into the retail along Salzedo.

Vice Mayor Anderson: So, if this was your mother in a wheelchair, where would you -- where -- and she had a high-top van, where would you want her to park other than giving the keys over to the valet?

Mr. Navarro: I would say along Salzedo, probably central to where those doors are. So...

Vice Mayor Anderson: Would you want her to --? Is there a pathway other than the alley for her to travel through that would be a safe path?

Mr. Navarro: They would be getting out of the driver's side, right?

Vice Mayor Anderson: Well, not necessarily. If you're -- if you have a van, typically what the driver does, and some phones are good for pretending it's a van, the driver's here, and you turn around in your chair, and you transfer into a wheelchair, or you unbuckle the wheelchair, and you come out the side door with a lift. That's for that type of aspect. So, wherever that parking spot is, that's what they could do.

Mr. Navarro: So, if you look...

Vice Mayor Anderson: I mean, all of us should enter off the passenger side of the vehicles, but few of us do.

Mr. Navarro: So, I think what makes it very convenient is if you look on the left side of that screen, that is Salzedo.

Vice Mayor Anderson: Right.

Mr. Navarro: We are doing additional landscape areas, but there is surface parking proposed within those spaces. If the City were to allow us to, you know, donate as one of those spaces, we as part of our improvements can make those ADA modifications to one of those spaces that's going to be there on Salzedo.

Vice Mayor Anderson: Yeah, I mean, it wouldn't be dedicated to the building, but it would be...

Mr. Navarro: No, it would just be to the public.

Vice Mayor Anderson: It will be...

Mr. Navarro: Yeah.

Vice Mayor Anderson: To the public in general, so at least we have within a radius (INAUDIBLE)...

Mr. Navarro: No, I think that's a great idea because I don't -- I can't think of -- because I frequent Bachour often, but I can't think of another handicapped space for the public within that area that is street friendly.

Vice Mayor Anderson: Right, that's within, you know, 100, 200 feet. As opposed to having to go all the way down to the City Minorca garage.

Mr. Navarro: Yes, that would not be convenient. So, yeah, I think we would be okay with that. I think I got a nod from my client that that's something we could definitely do.

Vice Mayor Anderson: Okay. So, the next thing I wanted to bring up to you in order of priorities is having a four-way stop at that corner. Good markings for pedestrian walkway, maybe some textured pavers in the middle of the box to help alert people that this is a pedestrian area.

Mr. Navarro: Yeah, we know there's a lot of foot traffic through that. And I know that the City is -- their public garage is right there. I think it's starting to -- probably going to get a lot of customers. So, definitely we see that intersection. I know that one of the conditions in your staff report is we have committed voluntarily to construct the four-way stop. I believe your Public Works Director -- I spoke with him just the other day. The County has finally completed their trip generation or their trip calculation for that intersection, and we should be hearing back shortly. So, one of the conditions in your staff report is that we would, you know, once we get the okay from the County, construct that four-way stop at that intersection.

Vice Mayor Anderson: If you're unable to get a four-way stop -- because we always have to deal in hypotheticals, right?

Mr. Navarro: Correct.

Vice Mayor Anderson: Can we get...

Mr. Navarro: We should have asked the Commissioner when she was here.

Vice Mayor Anderson: That's true. Can we get the button for pedestrians to cross, you know, with the flashing yellow lights?

Mr. Navarro: Yeah.

Vice Mayor Anderson: Okay. I've also heard a number of concerns about the amount of traffic with now, as you may have heard, we have a Tax Collector coming with the driver's licenses, et cetera. Is that something your traffic study has addressed?

Mr. Navarro: So, we have -- I know Tim Plummer has worked on several studies of this area. I'm going to have Tim come up as our, you know, go-to traffic expert to address that.

Vice Mayor Anderson: Thank you.

Timothy Plummer: Good afternoon, Mr. Mayor, Commissioners. Tim Plummer, President of David Plummer & Associates, with offices at 1750 Ponce de Leon Boulevard, here in the City Beautiful. Commissioner Anderson, a traffic study wasn't required for this project. The code was changed a couple years ago where if a project has less than 50 peak hour trips, no traffic study is required. This project has about half of that threshold. In order for there to have been a requirement for a traffic study, the development program would have had to double. So, we have not taken that into account because there is no traffic study other than a trip generation study. When the City did the public service building, they certainly took into consideration all the different uses that could be coming forward in that building.

Vice Mayor Anderson: Okay, I don't know if staff has anything to add to that before -- but Mr. Plummer, thank you...

Mr. Plummer: Sure.

Vice Mayor Anderson: For being here.

(COMMENTS MADE OFF THE RECORD)

Mr. Plummer: Okay, so Jorge asked me to -- is there a difference between a tax collector's office and a general office? There -- in the ITE trip generation manual, there is no category for tax collector's office, so we would do that under a general office. So, it would be considered a general office use.

Vice Mayor Anderson: Okay. Thank you.

Mayor Lago: Anything else?

City Attorney Suárez: Excuse me, just one...

Mayor Lago: Go ahead.

City Attorney Suárez: Mayor, I'm sorry. Just one -- was Mr. Plummer sworn in?

Mr. Navarro: I think he was, but I don't think he put his name and address for the record. He just did? Okay, perfect.

Mayor Lago: So, Madam Vice Mayor, any other further questions?

Vice Mayor Anderson: One last thing. I noticed that you have some of the older versions of the landscaping and our department no longer -- or I should say our landscape department no longer recommends the green island ficus. Could you please work with Ms. Deena Bell-Llewellyn and find an appropriate plant other than green island ficus?

Mr. Navarro: Definitely. We'll try to bring in some native species in there.

Vice Mayor Anderson: Okay. Thank you.

Mr. Navarro: And if we don't show it now, you've got a great landscape team here that catches us during building permit so.

Mayor Lago: Thank you.

Vice Mayor Anderson: Thank you.

Mayor Lago: Anyone else on the Commission have some comments?

Commissioner Castro: Through the Mayor.

Mayor Lago: Yes, ma'am.

Commissioner Castro: First, I want to congratulate you because you have a very, very nice building structure, architecture, very nice. I also want to thank you for bringing this type of project to the Commission. I am very appreciative of the type of developers that you guys are. And I want you to know that. However -- however, the Chief has brought up several concerns to me, and I'm glad that he's here to clarify some of them. But I think that there was a -- and maybe you can go ahead and clarify, but I think there was something done on a Thursday, an analysis of traffic on a Thursday. What was it that was done on a Thursday, on just one day?

Mr. Plummer: So, again, there's no traffic study, so what we did was a parking occupancy study for both the Public Safety Building on a weekday and on a Saturday, and the 255 Alhambra parking garage on a weekday. Since that's mostly office, there's no -- was no reason to do anything on a weekend to check what parking was available.

Commissioner Castro: Okay.

Mr. Navarro: But yeah, I think from what I recall the industry standard is to do it on a Tuesday, Wednesday, or Thursday as opposed to a Monday or Friday.

Commissioner Castro: Given the fact that we have a public safety building where Fire and Police is, I mean, do we not think it's adequate to go ahead and given the fact that we have emergency vehicles coming in and out all the time and it's unpredictable, it's not a fixed schedule of cars coming in and out. Did we not think maybe that it was appropriate from the City's perspective, I would say, to go ahead and, even though it's not required, to do one?

Mr. Navarro: So, I'll address that because I think your colleagues at the Planning and Zoning Board had a similar question. So, this project only generates 25 trips during the

peak hour. It's half of the number of what you would need to even trigger traffic studies. So, we're talking about a very small amount of traffic. Second of all, it's in downtown. You know, it's reasonable that no matter what you build in downtown, there is going to be traffic. You know, it's just part of the nature of developing in an urban environment. But to show you the things that we have done, right, I mean, we're talking about property that is doing everything per code, but we have tried to be a good neighbor, and we've talked to the Police Chief many, many times. The first thing we did is we dropped the number of units. We started the project with 57 units. We dropped it down to 45, you know, just to try to reduce any potential impacts with what we were doing. Second -- secondly, the -- almost, you know, a few months into submitting this project, we had chosen the City public parking garage as our preferred choice. It's right across the street. We thought it was very convenient. The Chief did raise concerns with if we had that type of circulation going across Minorca, it could impact the ability of police vehicles from exiting the garage, which either way there's going to be traffic there. It's a public garage. It's going to be happening. We didn't think it was going to be that significant, but we moved our garage and started working with the 255 Alhambra Garage. So, we have -- you know, from a traffic perspective, what generates the traffic is the parking podium. And we've picked up the parking podium across from the police station and moved it a block away. And that garage has multiple access points. It also has an exit and entrance on Alcazar. But the difference is that Alcazar has a dedicated emergency signal light there that in the event a vehicle needs to come out, that light triggers. And it's a very good traffic moderator. We also, you know, got all the cars off of Minorca. Those few that are going to be coming there, we've created this huge pickup and drop-off area. It's probably as big as our retail area, committed to the four-way stop. You know, so we've done on our end everything possible to mitigate any potential traffic impacts, knowing that those traffic impacts from the get-go were very, very small.

Commissioner Castro: Okay. It's not very -- I think it's not many times that the Chief comes to me to address concerns that he has, especially when it comes to public safety. And I think I take those concerns very seriously. I don't know if maybe he could put some of his concerns on the record so maybe people understand what I'm worried about.

Police Chief Hudak: I need to be sworn in.

Commissioner Castro: Does he have to be sworn in?

Police Chief Hudak: Yeah, if I just -- I didn't swear, yes.

City Clerk Urquia: Do you swear or affirm the testimony you'll provide today will be the truth and nothing but the truth, sir?

Police Chief Hudak: So help me God, yes.

City Clerk Urquia: Thank you.

Police Chief Hudak: Yes, Mayor, here's the concerns that we have had and we -- I say we, the Police Department, talked about this from DRC on because these conversations were had at the Development Review Committee and the concerns of the Police Department. That does not change the recommendation. Here's my issue as the Chief, and having sat here for a few years and sat on DRC. The Aloft Hotel was something that we went through the process, and it became a problem. I have all the respect in the world for Plummer & Associates. I have all the respect in the world for all the engineers in the world. Because if we listen to engineers, everything that we've ever approved should work perfectly, except when we insert humans. Once we insert humans, the perfect engineered issue becomes unmanageable. And when it becomes unmanageable, then it becomes a police public safety issue. The delivery trucks that we see on this area now, and not specifically about their project, this area now is that if you are actively unloading or loading a tractor trailer, you can stop in the middle of the street and continue to do that. This happens every day in and around the Police Department. The issue that we have from the Police Department, when I say we, is we do need to look, in my professional opinion, to look at what is the impact going to be, even to move this pedestal you're now going to either somebody get dropped off and that car has to get moved to the south side of the station. The south side of the station is where the Fire Department automatically always leaves from, from the south -- from the south end to everything in the north end, so that automatically becomes a problem. We know that because before the garage was built, we had to off-site park employees from the Police Department and leased spaces in the exact same 255 Alhambra. So, we know what the impact was of that. Going forward, the only way to go north for a police vehicle or anybody else from Minorca to the north end of the city is on Salzedo, which is going to be the exit part of this alleyway that comes out because at Minorca and Ponce is a right turn only into a school zone. So, the reason why I'm bringing this up is during those drop-off days, during those high impact days, the School Board automatically, for safety reasons, stops one of those lanes going northbound on Ponce and then again in the afternoon for pickup and drop-off at that school. The issue that we are seeing is that when the congestion starts, any kind of addition to that area

becomes a public safety matter someplace else in the city if we are starting our locations there. It's a 24/7 operation. Fire guarantee starts from the south end of the station. They do not go out to Le Jeune Road going out Alcazar. They have to go down to Alhambra and to try and get across Le Jeune Road. We cannot go out Minorca about -- during rush hour times from 9 -- from 7 o'clock in the morning until 5, 6 o'clock in the afternoon. We cannot get on -- we cannot get on Le Jeune from Minorca because of just the traffic congestion and the parking that's there. I understand -- when I say, you know, speaking for the Legal, I understand this is an issue of right or however you want to say it. But looking in the totality of the public safety for the rest of the city, I do believe we as a government need to do our best due diligence, so to speak, to see what is the impact of people coming into -- maybe it's not offsite parking. Maybe if this body decides to put all the parking on this location, I'm dealing with one or two trips in, but it's all coming by. There are four parking garages right now that enter and exit on Minorca. So, it's the Police Department, the municipal garage next to it, and there are two other high-rises that enter into Minorca. And if you want to go north from those locations, you have to go to Salzedo. You have to queue up in front of the emergency entrance and exit of the Police Department. The second thing on the traffic counts are -- and I know we have been working. I actually put in my official request to get a stop sign at Salzedo and Minorca three years ago, even before we opened. And again, it was held off by the County, rightfully so, until we got the traffic counts, and the garage was done, construction. On average, in talking with the City Clerk, and we do a great job with passports, we were averaging 100 passports a day, I believe was our average appointments. That's 200 trips a day on Minorca. Today, this body approved the tax collector. I understand the tax collector. Driver's licenses along with other things are going to come for the Tax Collector's Office, which is by appointment for the most part. I -- if that changes, if they do 150 appointments, that's 300 trips a day into our public garage coming in and out while we're still trying to respond. So, our concerns -- and this is just the traffic side. I'm not even talking about some of the other security issues. But my -- you know, our recommendation to be rock solid would be we need to take a look at this entire area and how does it affect the traffic. When we start putting in -- and later on today, we're talking about how we're going to be able to use speed enforcement on Ponce because that's a school zone. How is that going to impact during the school zone area as we look at everything else? So, you know, saying something this gravitas would be I'd like to make sure we get it right. Because if we don't get it right -- and I'm not saying anything about the engineers. I've known Plummer & Associates for many, many years. I was also involved as a Major when the Mayor and I, when he was a commissioner, and we realized that traffic accidents went up on Ponce de Leon Boulevard 170 percent. If it wasn't for the Mayor getting involved, where we were able to adjust what

was being built there. So, you know, we can't put this genie back in the bottle, so to speak, after the fact. And that's why I just want everybody to be aware of what our concerns are of coming in and out of that building.

Mayor Lago: Thank you.

Commissioner Castro: And Chief Hudak, thank you so much. As much as I do love the project and I really do appreciate the developers, I cannot put a development before public safety, given your concerns. This is the first time you've approached me when it comes to a development with your concerns, and I don't take it lightly. As I said before this item, safety to me is a priority, especially the safety of all my constituents. So, that's really -- that's really where I stand right now. Thank you so much for your comments.

Mayor Lago: Thank you. Anyone else on the Commission?

Commissioner Fernandez: Thank you, Mr. Mayor. I share the concerns of the Chief. In fact, in the conversations I had with the Chief recently, we spoke about two pedestrian incidents we had at that intersection in the last year; one was a member of our staff, another one was a resident that was walking on that intersection. So, I do share those concerns. This is where the residents of this building are going to be walking through on a regular basis. Chief, you mentioned that you had put in the request to the County for the stop sign three years ago. Has that stopped? Is that still in process?

Police Chief Hudak: My understanding is that we've resubmitted it again. We started originally with the Police Department. It's brought up several times. The first, not denial, but the first extension from my side was they were waiting for the traffic counts, which is important, until the garage was done, the Minorca Garage was done. Once that was done, and then we instituted it again on some of the issues and near misses that we're seeing at that intersection. So, my understanding is it was turned over to Public Works and where they're at.

Commissioner Fernandez: Maybe we can enlist the tax collector to see if they can apply some pressure in the County to get that accomplished as well.

Police Chief Hudak: Yeah, and I guess this is -- and here's the dance. Until we know when the tax collector's up and operational, what kind of traffic counts we're seeing, we don't know what the impact of even 67 cars, employees, and that's just people parking

there. Commissioners, I've talked to every one of you about the way -- and this is not on the developer -- how Uber drivers stop, drop off, you know, the queuing issues, we see it on Miracle Mile and the complaints we get just for our own contracted valets when they start stopping in the road. That's minutes. That's what we're concerned about, especially on Minorca. Especially on Minorca. But moving that queuing or going to the other side, as the Vice Mayor put out, as far as from the Fire Department stations, much bigger apparatus trying to leave, much more of it.

Commissioner Fernandez: Yeah, I think that's my main concern. I agree with Commissioner Castro. I think the developer has done a great job of designing something that fits in with this neighborhood. But my concern would be the safety of the pedestrians who are going to be walking to and from this building. If you were in my shoes, Chief, what can we do to address the concerns?

Police Chief Hudak: Look, I would feel much more comfortable to give you all a recommendation if I knew exactly what the traffic flows are and were going to be. We know that there's another construction three blocks up, right? We do -- here's what we do know. We know after today that we need to see what the increase in the traffic counts on Minorca specifically are. How the traffic or how Solid Waste is going to be getting. The Solid Waste is on average every other day a 30-, 35-minute blocking of trying to get the dumpsters out. If there is a large encompassing traffic study, because I know it wasn't required, I understand that, once that's up there and we know school is in session and we're seeing what's happening in that area, that would probably be the best. I mean, I hate to say to delay anything moving forward, but that way we would have the data to say, listen, this is what we have to worry about. This is just about the traffic issue. That's all I'm, you know, addressing now. So, if we were to get that done, I think that would give us the data of what we would see happens every day of the week. Because I'm a 24-7 operation, as is the Fire Department.

Commissioner Fernandez: Is that something that you're...?

Mr. Navarro: I just need to put some things on the record because I think your City Attorney will know why, but I just -- this project does not generate traffic. It doesn't have a parking pedestal. It generates 25 trips. A lot of the issues that the Chief has mentioned is what happens when you build a police station in downtown. It's unreasonable to think there will not be traffic in downtown when you build a police station around a bunch of privately held properties that are zoned for mixed-use development. I mean, this is nothing

new, you know, just thinking the City of Miami Police Department is in the middle of downtown, and they are surrounded by high-rise buildings. The fact that the police station was constructed here and the fact that the City has moved to move a tax collector here should not be a reason to deny or think about this application differently. There are certain inherent rights that someone who buys a property in downtown has to expect that they will be able to develop their property in accordance with the criteria that the City has. And we have satisfied every element of that criteria, and there has not been one inclination that there will be a traffic issue here. In fact, all the studies and reports that we've done and that your professional staff has done, and your Parking Advisory Board has looked at, all the professionals, no one has said there's a traffic issue. There is a traffic issue because this police station is in downtown and that will not change regardless. But property owners have certain rights to be able to get in and out of their property and to be able to develop in accordance with the existing zoning. And just to give you just an idea, on this property today, if we get rid of remote parking, we could build a 10,000 square foot restaurant with a surface parking lot there with zero parking, by right, it's in your code, below the FAR threshold, below the minimum lot size requirement. Can you imagine in terms of traffic what a 10,000 square foot restaurant would do? I mean we don't need a traffic study to know that of all the uses you could do here, 45 units with a small amount of retail at the ground level is probably the best use you could have for this particular property, especially since it has no parking. And that -- we all know what generates traffic on a street is a parking garage. And just to close out, when this police station was built, there is a 400-space parking garage parked next door. Why would there be traffic on Minorca? Because cars are going on Minorca to go into the parking garage. This has nothing to do with this project. This project is not generating traffic on Minorca. Downtown is because of its inherent nature and the fact that there's a 400-space parking garage next door. So, I don't see what a traffic study would do and how this discussion is actually relevant to where this project meets the criteria. And that's all I want to put on the record because I think it's important.

Mayor Lago: Thank you. Thank you. Is there anything else from the Commission? Commissioner Lara.

Commissioner Lara: Well, thank you, Mr. Mayor. So, Chief, is there anything you wanted to say in, I would call it like surrebuttal, I guess, to what Mr. Navarro said?

Police Chief Hudak: I can appreciate everyone's right to develop. And I can appreciate what people want to build. My job and the oath that I took is to make sure people in this

entire city can get there safely and efficiently. I have a concern about this project across the street, one, from the Police Department, as a mixed use or there aren't going to be -- it's not like a condominium, my understanding. There's going to be short-term rentals, whether that's irrelevant to this issue of the parking, but if we're going to add 67 cars, why not just put the 67 cars in one parking lot in and out instead of now affecting the south side where the Fire Department is? I don't -- and again, I'm the novice here. I don't understand why I have to do that. If everything fits on this property, and if it's a 10,000 square foot restaurant, they're parking in the City garage across the street, the pedestrian friendly, it still takes that vision or that trip off my equation of when we get out. There is going to be a lot of other uses or visitors to this project as it's drawn. That's what I'm concerned about. I'm not talking about the 67. I'm talking about 40 whatever units that's getting either picked up, dropped off, ordering things that is going to -- and we've seen this because we've been there for three years -- congest the area. I think we need to, as a city, look at a traffic study in the area and what that impact is. Do we need to look at one-way streets? Do we need to look at other areas? Whether we were here -- or that we, being the Police Department, was put there first, this was a decision by this Commission to put it there. So, I think time, I think we need to do what it makes -- whoever does it, and I'm not saying put it on them. I mean, I'm as frugal as anybody with what you allow me to have. We need to look at a -- do a traffic study. Something that I can come back and say, well, Commissioners, if we do this, the way this is drawn, we're good. But I have been around a long enough time where we build the Aloft and things like that right next to neighborhoods, and there's a huge impact for years to come. And years later, you know, the original thing that I objected to was the Publix renovation many years ago on Salzedo, that they wanted to do things on Salzedo. We had a problem when I was on the traffic side, and it's still coming now later only because I've been here so long. So, that's why I think we can take -- if the Commission desires to take a pause on this decision, and I'm not saying say no to it, and let us at least look at what the impacts are so we can come back and say, if we're moving these 67, because we may end up having to come back and talk to the tax collector about what the lease is, whether that's all you.

Mayor Lago: Commissioner, do you have anything else you'd like to say?

Commissioner Lara: No.

Mayor Lago: Okay. So, I'd like to say a few things.

Commissioner Lara: Thank you.

Mayor Lago: Please, no, no, don't leave.

Police Chief Hudak: Okay.

Mayor Lago: I was never afforded a meeting with you to say there was a concern in regards to Police. I never got a meeting. I would have liked to have gotten a meeting because I think it's good to have that information coming in here. People have property rights. What we knew when we were doing -- we built this facility in the middle of our downtown. It's very simple. If the developer would like, they can build it with parking in the same location. They can fill it all into the box, and they can just build it as a right. They can do it. They're not asking for anything additional. They're using existing items in the code which allow them to do off-street parking, which in my opinion, like the building that was built in front of Neiman Marcus, is a much nicer quality product instead of having a parking pedestal. If we're going to do this to this building, then the next building that gets redeveloped across the street, and the next building that gets redeveloped across the street, it's going to be -- nobody's going to have development rights in the neighborhood. Everybody's going to have to basically stop construction and basically, they cannot build within a few block radius of the Public Safety Building. I didn't know there was an issue here in regards to that. This has gone through all the different boards and has met all the criteria; Madam City Attorney, am I wrong? It's passed with flying colors, correct?

City Attorney Suárez: It's received the approvals necessary through the process, and staff's recommendation is approval.

Mayor Lago: Okay. So, is there something here outside of the Chief's concern that warrants a no vote on this? Is there anything you see, Mr. Manager, that I -- that I'm not privy to?

Acting City Manager Gomez: No, Mayor. I think the -- obviously, the Chief raised his concerns, and I think the issues of traffic, we can come back at a later date and look at a traffic study of the area, that's something that we can do. To the Chief's point, I don't think that should be on the developer. I think that as a city, something that we can undertake at a later date and look at operations overall. And that's always inherent upon our city to look at in order to improve the circulation and all that so.

Mayor Lago: What I want -- what I want to understand for the future is I had a pre-agenda meeting. We had it at 8 o'clock in the morning on Friday. Multiple people in the Commission said they had meetings with the Chief, that they were concerned, that they had conversations with the Chief about this issue. I don't know -- I don't know anything about this. I'm learning about it on the dais. So, if this is an issue that's going to affect the Public Safety Building, then we should know. Then we should know. Are you talking about potentially down zoning the entire -- the entire adjacent neighborhoods? Is that what's going to end up have to -- happening, all the way let's say to Le Jeune and to Ponce so there's no more traffic on Minorca? I'm trying to understand what is going to be the end goal here because, when you look at the project in itself, I don't see why not to approve this project. This project is within -- within the confines of the Zoning Code.

Acting City Manager Gomez: Absolutely.

Mayor Lago: It meets all the criteria. It's not asking for any special variances. Am I --? Jennifer, am I correct? Correct. It's not asking for anything outside of the code. It's not asking for additional FAR, intensity, density. So, that's what I'm a little bit concerned about. Yes, sir.

Commissioner Lara: May I?

Mayor Lago: Of course.

Commissioner Lara: So, I just wanted to say, Chief, that you're absolutely doing your sworn duty, right? You're bringing to us, the Commission, concerns you have about public safety and the ability for you to discharge your mission leading the police. That said, and you've done that exemplary, but that said, what I have heard today is extraordinary on the development side, that being unanimous, if I understood it correctly, on all the boards that reviewed this process and are a tough crowd to get unanimity in the review process. So, my view is, I don't want to come across as somebody who is not giving you full credit for what you've been sworn to do because you've been doing it very, very well. But what I see is that perhaps what your concerns come from is something else that has already been approved by prior commissions and through our legislature concerning what can be done within the commercial business zone, you know, the commercial business district. The developer has met and exceeded in some instances what our requirements are for building there the project that they want to bring. So, it would be difficult to see this particular vote be one that is going to result in the developer having to go back on the belief, the suggestion

that there may be a problem because we don't know it yet with respect to traffic. But if there were to be one down the line, I'm not saying an increase in traffic, that's to be expected, but a problem with respect to traffic, then I think it's upon all of us here to be addressing that at that time should and if it arise in the future. But again, I don't want you to mistake what I'm saying as somehow not giving you full credit and appreciation for what you're doing coming forth and saying what your safety concerns are. I appreciate that very much.

Police Chief Hudak: Thank you, Commissioner. Our concerns about this project were last year. So, I want to be clear that when this project went in front of Development Review Committee, the Police Department documented their concerns very early on. Whether that got extended, I don't know.

Vice Mayor Anderson: So, through the Mayor.

Mayor Lago: Yes.

Vice Mayor Anderson: A couple things, Chief. Looking at the parking garage, the existing parking garage that's directly south of the fire station, okay, you have one entrance for access card holders only, and there's a direction on there that visitors must use Salzedo Street, okay. This parking garage clearly has been there for a very long time, clearly predated our fire station going in. So, the concerns about traffic in and out of that parking garage, they're utilizing existing capacity for parking. The number of spaces that are there are the same number of spaces that have always been there, and the potential for generating trips has always been there. I did not hear you express this concern, however, when the tax collector was here. Something that, you know, potentially is going to generate more than 20...

Police Chief Hudak: The tax collector's parking was in Minorca. This group was not going to be parking in Minorca. (INAUDIBLE).

Vice Mayor Anderson: I understand that, but you're talking about traffic on Minorca. Okay, because I've already addressed the existing potential for parking and traffic.

Police Chief Hudak: Sorry, I thought you were talking about Alcazar at this time.

Vice Mayor Anderson: Alcazar, Alcazar, that parking garage pre-existed the building of the Public Safety Building, pre-existed the entrance and exit choices for the fire station there. Concerns for that should have been addressed in the design of our Public Safety Building. It's difficult to understand why trip generation of 25 more vehicles is going to tip the scale, especially when there's zero parking that's going to be happening on the south side of that property. None whatsoever. So, you have the complete street there on that side, sans any parking whatsoever. And the only parking space on Salzedo that I've, you know, added in there that they have to have a handicapped space, it's not going to be filled all the time. So, you're moving essentially one more car at that point. That parking lot that currently exists looks like it takes a lot more than 25 parking spaces, okay.

Mayor Lago: So, Madam Vice...

Vice Mayor Anderson: So, I'm having -- I'm having difficulty understanding why now, now that we've already approved the Tax Collector's Office.

Police Chief Hudak: It's not the parking. Vice Mayor, what we're saying is there's more traffic by moving -- if they're dropping off on one and going around, it's the traffic circulation of the area, that's it. The parking spaces -- we use those same parking spaces before the Minorca job -- garage was done. We have more people in the Public Safety Building now than we would have if we didn't have other departments in the building. So, that was part of it. Part of the traffic on Minorca is we can't get a definitive answer until we see what's coming in the future. My concern is, and that's what I voiced throughout, is the egress and ingress from both sides of the Public Safety Building and what does that do. That's it. And if nobody else...

Mayor Lago: So, you have something else you want to say, Madam...?

Vice Mayor Anderson: No, no.

Mayor Lago: Okay.

Vice Mayor Anderson: Just wanted to bring up the fact...

Commissioner Castro: Through the -- through the Chair.

Mayor Lago: Yes, ma'am.

Commissioner Castro: I just want to put on the record and to be fair, that I was the one who called you. You didn't set up a meeting with me. I was the one interested in the safety of our Public Safety Building. Let me just put that on the record. And I think our responsibility as a body, as a Commission here, is not only to look at what is before us, but also to see if it harmonizes, and it's in the best interest of the neighborhood, right? We cannot just say, okay, check the box here, check a box here, let's check a box. That's -- that's not realistic. I know that -- I know that we're only looking at this case right now, but at the end of the day, we also have to have a broader image of what's happening surrounding the neighborhood. And I think that's when the concerns come in. The project is beautiful. I love it. The developers are amazing. But your concerns I don't take lightly. And I think -- I think the best idea moving forward here would be to -- and it would make me probably be a yes vote not today, but in the near future, if we were to do a traffic analysis and actually see how the concerns that you have are not as substantial as maybe what we think they are. So, where I stand and when we do come for a vote, my vote could be yes in the future when your concerns are cleared, but for right now, I cannot put a development above public safety.

Mayor Lago: Okay. So, does the Commission have anything else they'd like to express? Now, we have a motion and a second on the floor.

City Clerk Urquia: We do, Mr. Mayor.

Mayor Lago: Can I get a roll call vote, please?

Commissioner Castro: No.

Commissioner Fernandez: Just for clarification as well, I reached out to the Chief after hearing that he had concerns that were brought up to Planning and Zoning Board. So, that's the reason that the Chief and I spoke. I think it's a great project, but I would like to see these concerns addressed. So, I'm a no vote today.

Commissioner Lara: So, I think the project is great, and I think everybody involved in it did very difficult and successful work in trying to get the approvals necessary to not only comply with what our code requires, but as we sit here today, there are no present safety concerns known. And while I respect the Chief immensely, without limit, frankly, I

appreciate your commentary on this, which is valuable. But on balance, I believe that this project should be given an affirmative yes and proceed. So, yes.

Vice Mayor Anderson: For similar reasons, yes.

Mayor Lago: Yes.

(Vote: 3-2)

Mayor Lago: Moving on to Item G-2 before we go to lunch.

City Attorney Suárez: Mayor, we had two items. So, that was E-12, which was on the TDRs. And the next one is E-13, which is the remote parking.

Mayor Lago: Can I have a motion?

Vice Mayor Anderson: Move.

Mayor Lago: Can I have a second?

Commissioner Lara: Second.

Commissioner Fernandez: No.

Commissioner Lara: Yes.

Vice Mayor Anderson: Yes.

Commissioner Castro: No.

Mayor Lago: Yes.

(Vote: 3-2)