

City of Coral Gables City Commission Meeting
Agenda Item I-2
October 12, 2021
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Vince Lago

Vice Mayor Michael Mena

Commissioner Rhonda Anderson

Commissioner Jorge Fors

Commissioner Kirk Menendez

City Staff

City Manager, Peter Iglesias

City Attorney, Miriam Ramos

City Clerk, Billy Urquia

Parking Director, Kevin Kinney

Public Speaker(s)

Shamim Ahmadzadegan

Dylan Jones

Agenda Item I-2 [12:11 p.m.]

A conceptual design presentation of the Mobility Hub Project located at 245 Andalusia Avenue by M. Arthur Gensler Inc. architects.

Mayor Lago: Moving on to Agenda Item I-2, time certain for 12 o'clock.

City Manager Iglesias: Mayor, this is a conceptual design presentation for the Mobility Hub at 245 Andalusia and -- by M. Arthur Gensler, Inc., our consulting architects. Again, this is a

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conceptual design, and it deals with quite a bit of programming. And so, with that, I'll turn it over to the design architects.

Shamim Ahmadzadegan: Good morning. Thank you for the opportunity to present this very exciting project to you. If you could give us maybe a minute just to set up. We're also going to have someone joining us through Zoom. He is going to give what I would say is kind of the background on the future of mobility and what prompted this project in general. I think it puts it into a great context for the City to consider, and then we'll move on to the design. So, again, bear with us for a couple of minutes here.

Mayor Lago: Okay.

Mr. Ahmadzadegan: So, do we know how we're looping in Dylan?

Dylan Jones: Can you hear me?

Mr. Ahmadzadegan: Oh, wonderful, so you're actually here. Okay, great.

Mr. Ahmadzadegan: Thank you.

Mr. Jones: I'm here.

Mr. Ahmadzadegan: So, we're just going to plug it in here. And is everyone able to hear it appropriately? Maybe just test the microphone one more time, Dylan.

Mr. Jones: Testing, testing. It's an honor to be here, everybody. Thank you very much.

Mr. Ahmadzadegan: Excellent. So, I think we can get ready, unless we'd like to wait for...

City Manager Iglesias: Let me do this -- just...

Mr. Ahmadzadegan: One more second.

City Manager Iglesias: (INAUDIBLE) please.

Mr. Ahmadzadegan: Got it.

City Manager Iglesias: Thank you.

Mr. Ahmadzadegan: Okay.

City Manager Iglesias: I would like the entire Commission to be -- if possible.

Mr. Ahmadzadegan: Understood, just give us a minute, Dylan.

Mr. Jones: No problem.

City Manager Iglesias: Mayor, if we can wait a minute just to get...

Mayor Lago: No worries.

City Manager Iglesias: Thank you. Thank you, Mayor.

Mayor Lago: I have no concern. It's fine. I'd rather have everybody here.

City Manager Iglesias: We're waiting for one more Commissioner.

Mr. Ahmadzadegan: No worries, no worries.

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Mayor Lago: Let's begin.

Mr. Ahmadzadegan: Thank you. So, my name is Shamim Ahmadzadegan, and I'm representing Gensler. We're going to be presenting the design for the Mobility Hub. My colleague, who is on the phone, is Dylan Jones. He is our global mobility expert, a firm-wide expert on the future of mobility, both within the United States and globally. And I'd like to turn it over to him to kind of begin to set up the context for this Mobility Hub. Go ahead, Dylan.

Mr. Jones: Thank you very much. And again, it's an honor to be here to share ideas with you. So, you know, Coral Gables has a very, very forward-looking vision of what a Mobility Hub is, and that's fantastic. Just quickly, is there a way I can see the actual presentation? There we go. So, mobility, as everybody knows, you know, is changing very quickly. I mean, I grew up, I was told don't get into strangers' cars. Don't talk to strangers on the Internet. With Uber and Lyft, now we do that all the time. The very basis of mobility is changing. You know, it's going electric, it's going micro. You know, people are aging in place and looking for new ways of getting around more locally. People are looking to connect. And ultimately, it's important to remember mobility is about connecting from Point A to Point B. Why do we do that? We go to Point B to connect with people and with experiences, and the way in which we connect and consume experiences is changing in our technology and post-COVID age. Next slide, please. So, traditionally, mobility really has always been about auto mobility. Of course, there's always been public transit, you know, the brave pedestrians and bicyclists. But we've known about mobility through kind of auto mobility, how we move around in our cars, and we build parking garages to support that auto mobility. In the past, cars have all always been and up till -- you know, a little bit till today, they're full of gasoline and they spit noxious fumes. And all we can really do in a parking garage is store cars. And we don't do anything else in a parking garage other than store cars. It's not holistically a Mobility Hub, if you will. Next slide. So, the parking garage, it's very efficient at storing cars. You know, you can take a footprint and we pack them in as tight as we can. They're really not people-friendly. It's not a place you want to be hanging out at night or you want your grandmother

or your daughters hanging out, you know, late at night. They're scary places. They're banal. You don't go there to have a good time. You don't go there to connect with people. You just go there to store your car. Now, sometimes they can be uncomfortable even just, you know, in the way they're designed, and the way they're -- you know, the low floor to floors, the big beams, the dark spaces. They're good at storing cars. They're not good at doing much else. Next slide, please. Well, this is a Mobility Hub, and this is kind of what we're talking about. It's about supporting experiences. It's about connecting people to each other and to experiences. Next slide.

Mayor Lago: Would you go back to that slide for a second? The sculpture on the left-hand side. Do you know who the artist on that sculpture is or no?

Mr. Jones: I do not. I believe this is in Scandinavia.

Mayor Lago: I think that's an artist by the name of Tony Craig, which is an artist that we're going to have now in the City of Coral Gables too.

Mr. Ahmadzadegan: Oh, that's great.

Mayor Lago: Yeah, and...

Mr. Jones: That's fantastic.

Mayor Lago: I think so.

Mr. Jones: That's fantastic.

Mayor Lago: From a distance, I -- I mean, don't quote me on it. It just looks like it. I thought maybe you would know.

Mr. Jones: No, that's great; I didn't know. It's great to know that. So, what are Mobility Hubs? So, you know, first off, Mobility Hubs are for charging. We're seeing electric scooters, electric bikes, a huge interest in these kind of micro-mobility devices that battery technology is expanding, and anything that's wheeled -- wheeled shoes, wheeled scooters, you know, wheelchairs, anything that can support local mobility is being electrified. Cars are also going electric. At the Super Bowl, we saw the Ford F-150 and the Hummer going electric. You know, with the kind of mainstream American truck going electric, we can see the writing on the wall. All cars are going electric. It's exciting because it moves cars into the space of consumer electronics and away from a space of gas cans, lawn mowers and everything else that lives in a garage. We think about charging your life. How do we recharge ourselves? How do we get back and collaborate with others coming out of the pandemic? How do we, you know, find the experiences that are vibrant and enrich our communities? How do we connect to those experiences? And how do we connect to the City? How can we support a city that is dealing with technology disruptions and change in evolutions? So, Mobility Hub is about moving people around, about connecting residents and communities to experiences. It's not just about storing one kind of mobility, i.e., cars. Next slide. So, we started off the project, you know, really being clear about this. Is it a Mobility Hub or a parking garage? And we've decided, clearly, everybody wants this to be a Mobility Hub. It wants to support local businesses. It wants to support local communities, and it wants to help support kind of the movement of people connected to each other and experiences. Next slide. So, we came up with just some big statements that frame our project and help us make decisions. Coral Gables Mobility Hub achieves a number of key goals by. Next slide. Providing a multi-modal mobility solution for the community. The Hub needs to help support fleets of micro-mobility devices, and keep the streets and sidewalks from being cluttered, and provide a safe home for recharging and maintenance and organization, a place where local shuttle services and buses and Ubers can drop off and connect with each other, and a place where people can find their way around in more than just one way. Next slide. We want to provide a community destination and connection point. Again, mobility is about connecting people to each other and experiences. What else can happen in a garage that's electrified and clean? What else can happen on the roof? Can we activate that? What about the ground floor? So, we want to make sure we think about how we

actually connect to the experiences at the Mobility Hub itself and the surrounding businesses and community where people are looking to get back out and shop and engage and explore. Next slide. We want to advance Coral Gables mobility vision that's supportive of the whole community, you know, the folks that are aging in place, the young children who are too young to drive, but want to get out and explore safely, people that choose not to own a car, but maybe you want to rent one from time to time, or connect with a rideshare service. We want to advance a Coral Gables mobility vision that is holistic and integrated and supports the community overall. Next slide. And we want to provide a near future platform for mobility with the flexibility to meet long-term trends. Now, this is one of the big challenges. If we meet the world where it is today, we're going to build a garage that's outmoded in the near future. If we go too far out in the future, we might miss the mark. So, we want to be careful to look at the future where it's going, just around the corner, and meet that so that we can be flexible. And we might have to give up a little bit of efficiency today to create a really great experience and platform for Coral Gables mobility in the future. So, these are some big statements that help us frame our decision-making as we look to design and plan this really fantastic project that we're really excited about. And Shamim is going to start walking you through now. Thank you.

Mr. Ahmadzadegan: Thank you, Dylan. So, I'll walk you through from a macro to a micro scale in terms of the overall design. We'll start with the site plan and the existing conditions. And obviously, you're aware of the site, but just to reiterate, it's obviously bounded by Andalusia on one end and Salzedo, Ponce de Leon. And of course, for us, what was important is that it does form a background from Miracle Mile. And you can see that we've also shown that there's a -- two paseo connections that exist already from Miracle Mile into that alleyway, so just something to keep in mind as we discuss the design. Again, I'm not going to dwell too much on the site pictures because you're all aware of what it is. But looking at these surroundings, for us, looking at the alleyways and trying to understand ultimately how we could actually activate that space as a people space, and we'll get to that in the design. Let's keep going. Again, obviously, for us, it's important to understand the context -- Andalusia Avenue in this case, looking at it from the rooftop views that we're going to have, and we'll get into that in a little bit of detail later, but just seeing

the context of what's around us, and of course, the views from Miracle Mile and understanding that this building will be a backdrop to Miracle Mile. Okay, next. So, we just started by putting this building into context, kind of raising it up into the overall massing. And again, so you can see that the building does ground itself off of Andalusia Avenue, that becomes the main frontage of the building. And then the next slide really shows the fact that it does become part of the urban context of Miracle Mile, even though it doesn't front it. So, we've always thought of this building as a very strong backdrop to Miracle Mile. Next. So, thinking through the massing concepts, the program basically started with an activation at grade, so think about the retail component. Then we have basically eight levels of parking, and we have an activated community space and rooftop at the top, and we'll get into the detailing of that later, but this kind of provides the basic concept. The other thing that I'll point out early on -- and we can get into the details of it later -- is the fact that instead of a ramped slab, we actually have flat slabs. So, flat slabs with basically a parking ramp on the inside of the project allows the building to have a more normalized façade facing the street, and we'll get into that in a little bit of detail later on. It also takes it further away from looking like a typical parking structure, and we've decided this is a Mobility Hub, so it reinforces that fact. So, the big ideas here besides the massing is how can we showcase sustainability as part of this building. And what we've designed is basically a rooftop canopy that doubles as a photovoltaic cell area. You can see that. There's a large area that will actually be able to give energy back into the system in this case, and at the same time, provide shading for the rooftop. Number three, the idea of a kinetic façade. This is important because, obviously, this project is a Mobility Hub. It's about mobility, it's about movement. So, the idea of how we can showcase movement in all its forms becomes something that we're going to look at, and you'll see that later on in the concept. And lastly, biophilia, the idea of how we can incorporate nature and biophilia into the project to kind of soften the project up and also give this idea of health and wellness. So, those are the big overarching ideas. Now, our kind of stance here is that, you know, we really wanted to create a design that is both distinctive because this building is truly one of a kind, yet at the same time, harmonious within the Coral Gables context. And you'll see that a little bit later on. And of course, this building really needs to capture the aspirations that the City has for its future and beyond. So, those are kind of our guiding principles there. So, I don't want to beat a

dead horse here, but you know, we've decided, you know, this is a Mobility Hub, not a parking garage. Therefore, it's not going to look like a parking garage or have references to a typical parking garage. So, this was kind of the beginning of our thought process, okay. At the same time, we talked about harmonious, so we wanted to be inspired by some of the local architecture that we see, the idea of the geometry with these kinds of arches that we begin to see all around Coral Gables. Again, the idea of the forms and the scalloped shapes, and of course, the idea of the repetition that you also see. These are all things that, as we began to conceptualize the architecture, it became a way to kind of inform us how to reinterpret these things. Next. So, this is a view -- a conceptual view that I think you've already seen from Andalusia that kind of shows it in the basic entry level -- right? -- so you can see that you have the parking ramp right at the left over there. As you go down Andalusia -- and you'll see better details of this later -- we're going to have a colonnade that has setback and shading. Sorry, if you could -- yeah, setback and shading. You can see that we have also created areas that strategically have this idea of biophilia and green that we talked about. So, this works both functionally because the corners are kind of where the cars aren't able to park, so we're taking advantage of that by creating green spaces. But it's also slightly higher, so that even from a distance, you're able to see the green in the overall context of Coral Gables, so this softens the overall architecture quite a bit. The other thing that we've done is created a green right at that first level, as you're kind of walking by the project towards the colonnade, so again, an idea of softening the project in general. So, this was our kind of conceptual rendering. Now, if you go to the next slide, this really kind of puts it into the overall context. And what I think is interesting about this is that it's a very harmonious way that it blends into the rest of the overall landscape here. You can see that the tonality is something that we're picking up on. So, you know, what we found interesting in the overall context of this area of Coral Gables is that there's this tonality of these lighter colors -- or let's call them pastel shades -- the idea of the red from the roofs that we're actually packing up both on the actual roof of the project, but also even in the signage on the front. So, in these ways, we're really trying to connect the project harmoniously within the overall context. Okay, next. Now, we talked about the backdrop of Miracle Mile. The elevation from Miracle Mile for us is probably the most critical because it's going to be the one that's most visible for most people, especially visitors that are coming into the

City. So, thinking about the concepts that we've talked about, so the idea of biophilia -- again, you can see that we've kind of opened up certain areas of the project with green, so that as people are kind of looking at the project, they get this idea of nature and wellness. The idea of opening up the ramp, you can see over here, and having an art wall behind it that kind of becomes the prominent feature, again, facing Miracle Mile. It celebrates the idea of this building, which is all about the movement, so you can imagine the choreography of the cars as they're kind of going up and down the ramp. And of course, we're showing just a little bit of it, but that hint of dynamism I think is what really sells this idea. And then the backdrop of that would be an art wall, which for now we just have a placeholder in yellow, but the idea is that, again, this becomes a way of commissioning a piece of art for the City. What you're also seeing in this particular rendering are the scalloped shapes on the façade. So, you can see the long-scalloped shapes on the façade. This is something that we were inspired by as we looked at some of the local architecture, the idea of the geometry, the idea of the repetition. And you'll see that when we get into a little bit more detail, these things actually have a slight shift vertically to them, so even the architecture fenestration on the façade has a little bit of that kinetic movement. Okay, next. So, this particular view was something we were really excited about. So, this puts it into the context of Miracle Mile. Our idea was that this is basically a veil. This fenestration that we've created is something that during the day begins to hide some of the things that are happening, but at night, it actually becomes alive. So, the idea is that the building begins to glow, the activity behind it actually begins to suggest the ideas that we're talking about in terms of movement. You can see the green is still very prominent. You could see that the ramp and the artwork is still very prominent there. And in a way, it actually blends in very well. It is harmonious, yet at the same time, completely distinct. You can also see that what we've done at the rooftop still begins to celebrate the idea of what we typically see is these Mediterranean tiles reinterpreted into a slightly more contemporary way. And of course, what you're not seeing is the photovoltaics on the top. But this image for us was really something that I think sells the idea of how this building actually changes from day to night. Okay, next. This is another view from Andalusia and Ponce de Leon. You can see that the entire architecture, the entire veil is still there. What I'd like to point out is that we also showcased the staircase on the corner. This again is the idea of movement. So, the movement of vehicles,

we've opened up with this kind of transparency and at the ramp, and the movement of people up and down the building is celebrated through these glazed staircases. Of course, the glazed staircase is also a way of protection -- right? -- so that people don't feel afraid going down a dark staircase. So, in that way, it also deals with that. You can also see that the building has a canopy right at the entrance that's also based on those idea of the scalloped shapes. And I'll also point out there's kind of a marker on the top right-hand corner, which is also a place that we thought would be a great location to have a sculpture, again, on display, commissioned for the City of Coral Gables right there, and you'll see it in the next rendering. So, this is the day shot, and if we go to the night shot, this kind of puts it into context. Again, the idea of this building works very well as a backdrop to all of the existing conditions. And you can begin to see on that right-hand corner, the idea of a location on the top for the sculptures. And again, that's something that will be commissioned later, but it does become a very, very prominent area. And again, instead of it being on the ground, it's elevated so that you can see this sculpture from all over the City. And we're also highlighting that staircase -- if you could point it out -- that's going to be glazed, that again, you can see the movement up and down. And of course, this shows the rooftop event space all the way at the top. You're also able to see at the ground this kind of colonnade that extends the overall architectural feel of Coral Gables. It's set back at least, you know, 10 feet to allow for that shading, but also to allow for that retail environment. Okay, next. So, this is just a close-up detail that just kind of shows the idea of the scalloped shapes that we've been talking about, the idea of these areas for biophilia. One thing I didn't mention is that even on the interior where we're trying to highlight nature, we're actually putting in a wooden ceiling and (INAUDIBLE), again, warming this thing up, so it doesn't look like a typical parking garage. Okay, next. So, that was the overall architectural design. This is slightly more technical, but just putting it into the context, understanding that we had a taller retail base for the retailers to actually function properly. We have eight levels of parking, and then we have a rooftop park and an event space, and we'll get into that in a little bit of detail. You're seeing on the left-hand side, we also have a terrace on the top of the park, and also a place even for future drone deliveries. But we'll get into that in a little more detail later. This one really just shows the relationship between the ground floor and the existing paseo towards Miracle Mile. Again, that's something that's extremely important for us is

how does this building not only connect to its surroundings but to Miracle Mile as well. Next. So, let's not talk about, you know, the difference been a parking garage, and of course, a Mobility Hub. We talked about how it connects to the City. The idea of an active, vibrant ground floor is critical, and so we're going to go through some plans that show the idea. Now here, you know, our overall concept about this ground floor plan is that it has to be an activator. It has to enliven the surroundings and bring activity to the street, where currently it doesn't have any. The idea of this building is a connector, so at the ground, it's a connection point for people to meet, but it's also a connection point to the roof terrace, and for us, it's a connector back to Miracle Mile. And then, of course, the idea of incorporating art and community into this ground floor became something important. Next. This is just a roof plan that you can see in the context of surroundings. Next. So, this was important to us. Really, the only thing I want to highlight here is that you can see that we've tried to connect through the alleyway to Miracle Mile. Again, this connection even at the ground floor becomes a way to activate that environment all the way surrounding the alleyways as well, so that not only are we creating something on Andalusia Avenue, but we're creating a very unique environment within the alleyways, but also very direct connections into Miracle Mile. And that way, the building really becomes a part of the surroundings, but even greater than that, part of Miracle Mile. Next. So , the ground floor -- what you're going to see in a little more detail here - - very quickly, what you're seeing in pink is basically the idea of these activated liners. So, these could be retail spaces, they could be community spaces, but all of these things are spaces that are facing Andalusia Avenue. You can see that on the right-hand side, we have the main connection and connector through to Miracle Mile through to the alley, and you can see that that connection becomes a very strong identity point and entry point for the project. That's also where the basic vertical circulation of the parking structure happens, and you can see that on the left. Next. So, this basically shows, again, a conceptual idea of what that could look like, so we're standing kind of right at the entryway, looking all the way through. Again, the fact that this project is 18 feet tall at the ground creates a spacious feeling at that ground level. It doesn't feel like you're going through a tunnel at all. Now, you can see that we've created a plaza in the front with enough area for outdoor seating for restaurateurs or cafés. Again, places for artwork and nature, that can also happen at this ground floor. But what I want to point out is you can actually see very clearly where

that paseo is to Miracle Mile, so I would just point that out there in the yellow. There you go. So, it's very clear how this thing connects to Miracle Mile and on the other way back. So, this was something that was very important for us. Next. The idea of the landscaped community serving roof terrace. So, this became a very interesting and unique space for us. Next. Basically, this rooftop is connecting to wellness. It's bringing the community together and connecting to each other, but also connecting to the City because we have magnificent views of the City, 360 and all the way down to the high-rises in Miami. And we're going to be taking advantage of all of those. Next. So, on the rooftop plan, we've basically created three areas. A place for gathering on the right-hand side, so you can see we've created an event space. What that ultimately becomes, we're still kind of deciding, but the idea is that it's a space that we've created for events to happen. It could be F & B in the future. That's still up in the works. You can see that we have a public patio to the north of that. And basically, that is the area that has the best views to Coral Gables, but also all the way to downtown Miami. So, we're going to be encapsulating all of those views. We've created a play area in the middle, and we've worked with the Parks Department to come up with a lot of these concepts, and we'll get into the details of that a little bit later. But it's basically an area for gathering and for play for kids. And then all the way on the left, where we also have the terraces, is kind of a wellness zone, where there's going to be equipment for exercise as well. Next, So, this basically is the same thing, just without all of the big ideas on top of it. This is an overall conceptual rendering of what that space looks like. Looking at that terrace -- and we'll get into the design of the terrace -- but you can see the idea here is really a park, especially geared towards kids, but really geared towards all demographics. You can see that there's a running track on the top that has a shaded zone, and that's what you're seeing over here where the canopy is. And we're also taking advantage of the beautiful views in this is particular...

Vice Mayor Mena: Is that --? Can I just ask a quick question? Is that scaled to that building in the background, 2525 Ponce?

Mr. Ahmadzadegan: You mean the building to the right?

Vice Mayor Mena: The one in the background. There's only one building in the back -- right? -- the closest one.

(COMMENTS MADE OFF THE RECORD)

Mr. Ahmadzadegan: Yeah, the one on the pink, right?

Vice Mayor Mena: Yeah.

Mr. Ahmadzadegan: Yes, it's relatively close. We have to double check it, but again, this is just a quick rendering, but it's pretty close, yeah.

Mayor Lago: So, we're talking about nine floors, correct?

Mr. Ahmadzadegan: We're talking about eight floors of parking with a ground floor and a rooftop terrace, that's correct.

Mayor Lago: Nine floors.

Mr. Ahmadzadegan: Yeah.

Mayor Lago: So, if we consider the current zoning that's permissible...

Mr. Ahmadzadegan: Correct.

Mayor Lago: As a result of the rezoning of these properties -- I think it was 12 years ago when this happened, 10 years ago -- you could potentially build a building of how high on these properties right now?

City Manager Iglesias: This is 132 feet.

Mayor Lago: But you could a hundred and...?

City Manager Iglesias: 90.

Mayor Lago: 190.

City Manager Iglesias: 90.5.

Mayor Lago: So, I just want to make sure we put that on the record, okay. The current zoning -- this key. Current zoning allows 190 feet. The City is proposing 132 feet. Proposing -- this is conceptual.

Mr. Ahmadzadegan: Correct.

Mayor Lago: Nothing today is being built, nothing today is being...

Vice Mayor Mena: Right.

Mayor Lago: Just we're having a discussion here. So, before they send out thousands of emails saying that this is, you know, going to be built tomorrow, let's -- we're having a discussion in the Sunshine, 60 plus feet less than what's being considered that could be built by the Zoning Code, okay, so let's not scare people. Let's have a conversation, a collegial conversation with community stakeholders to see how we can figure out, you know, what's in the best interest of the City.

City Manager Iglesias: To answer the Vice Mayor, that was in context (INAUDIBLE).

Vice Mayor Mena: Yeah. No that's -- obviously, we're all familiar with that building in the background, 25, so it helps to have sort of the context of the size. Like you showed other renderings, but that gives me an actual landmark that we're familiar with.

Mr. Ahmadzadegan: Yeah. Okay, next. This is a view looking at the other direction. Again, so both are activated ends on the building, one of course has the terrace. This is actually going to house that event space. And again, you can see that there's ample space for activity and shaded areas for rest and relaxation as well. Next. This just shows the conceptual idea behind the terracing, so this becomes a very unique feature on the project. You know, we've created a terrace. It's a place for play, but also for rest. The idea is that we've integrated green as part of the steps that can actually double as seating as well, so that if there's an event happening on the lawn, like a Screen on the Green, or some kind of play, people can actually sit on those terraces. When it's not being used, you can see that we actually have a slide that's part of that terrace so that kids can continuously go up and play. If you're jogging -- and you can also just kind of go up and down the stairs as well. So, the idea is that this terrace space is something that's going to be activated all the time, and it's not just going to be activated when there's events happening. So, just to put that out there. The other thing that the shows, you can see that we have three circles on the top. We've -- for now -- put a location for the potential of having future drone deliveries at this particular spot. And there's actually a service elevator right there as well that can connect all of these things together. So, this is kind of part of the future-proofing of the design. Okay, this one, you know, we're not going to get into too much detail of this unless people want. But this is kind of what we're calling the sandwich, which is really the majority of this structure, which is the -- what we're calling a resting and charging place for multiple types of vehicles, right. Next. This is basically just a very conceptual rendering that shows, you know, when you have a flat slab, it's actually a much easier environment to navigate as opposed to this kind of typical scissor stair ramps that you have in a lot of the parking structures that you're familiar with. It's better for not only wayfinding, but also for future-proofing. So, when you have flat slabs -- and we have slightly taller ceiling heights here; we're going with 12 feet -- the idea of capitalizing some future use on parts of this ramp become viable. So, in that way, we're future-proofing the structure for events that may take

place in the future. So, this is, again, another interesting component to this building that it stays viable for the next 20, 30, 40 years.

Mayor Lago: You know, an interesting opportunity could be -- for example, on the 10th floor, as hopefully -- if what they say comes to fruition, where parking is needed less and less, which we're not there anywhere near that, because, obviously, we need the parking; if not, we wouldn't be building this structure. But in the near future, 10 years, let's say parking has been significantly reduced, and we're not using portions of the building, you could go floor by floor and potentially either rent the space or move City offices, you know, a block away from City Hall, two blocks away from City Hall. I think there's an opportunity to use the building in a way that we can reconfigure it to best suit our needs instead of just having an antiquated parking garage, which only serves one purpose.

Mr. Ahmadzadegan: Exactly right, yeah. And just a couple of things to highlight here. You can see that the floor plate accommodates areas for micro-mobile charging of scooters. We're also going to look at Level 3 plus EV chargers. Again, that's a huge source of revenue. There's not that many of these types of EV chargers, even within Coral Gables. So, the idea of having a bunch of these located within this Mobility Hub is a great opportunity and a great asset for the City. We know how many people in this City -- and I don't remember the percentages. I think you had shared it with us, Peter. But there's a high usage of electric vehicles in Coral Gables.

Mayor Lago: Yeah, it's only growing.

Mr. Ahmadzadegan: Right.

Mayor Lago: So, another thing that we talked about a long time ago, we had some meetings with Tesla, and we tried to find an opportunity for them to come in to do those rapid charging stations. We even talked about potentially Merrick Park, but we couldn't find a location. We talked about

the rooftop. I know that Director Kinney was involved in those conversations. It was probably, what, three years ago?

Parking Director Kinney: Yes.

Mayor Lago: And I tried desperately to try to find a location for them to come in and we weren't able to find a location. Well, we did, but there wasn't -- they didn't like the location on the top of the roof on areas that we had available. We tried to see if we could do it in Merrick Park. We weren't able to figure that out. So, maybe this is an opportunity where we could potentially fit them here.

City Manager Iglesias: And Mayor, we intend to have the space and the vertical accessibility to be able to provide that. That's part of the flexibility of the building.

Mayor Lago: So, what I'd like to see is maybe we could speak with Tesla. Who knows, maybe they could be a partner in paying for a portion of electricity, or paying for a portion of the build-out, who knows? Maybe they want to engage in this type of building.

City Manager Iglesias: We're happy to look at that because right now we have a building that can accommodate that. And as you know, Mayor, that's a lot of amperage. This building has the ground floor, the back-of-house has sufficient space for that, and we're also providing that vertical conduits to have vertical accessibility. So, the idea is to have a building that can really adapt to future mobility needs...

Mayor Lago: So...

City Manager Iglesias: And that is one of them.

Mayor Lago: So, in a building like this, would we have a generator, or would we have batteries?

Mr. Ahmadzadegan: Dylan, do you have any thoughts on that?

Mr. Jones: I think it's something that we need to look at in more detail. There's some kind of future EV charging stations that are using mega-pack batteries in order to mitigate some of the power, you know, the core in power infrastructure. I just don't know enough about what power infrastructure is available on that particular site.

Mayor Lago: I think that -- I think the issue is not the infrastructure because we're willing to figure out a way to bring whatever power is needed there. I mean, we have the team. But for example, my home runs 100 percent on solar and I have full batteries. I just recently installed them a year ago. While others in my neighborhood lose power, I don't lose power, maybe for half a second. I don't have to maintain my generator because I don't have a generator. It's not sitting on a slab in the middle of my yard. You know, my batteries are against the wall next to my meter, excuse me. So, there's a lot of -- not only does it pay for itself, not only is it out of mind, out of sight, but you also don't have to maintain it. You don't have to turn the machine on on a monthly basis or a weekly basis, which makes significant noise. You don't have to continue to either put, you know, petrol or gas or whatever it is that you're going to be -- you know, when a hurricane comes and you're out for two or three weeks out of electricity, you have to have them visit you possibly once a week or once every two weeks, depending on the size of your tank, to make sure that you have enough gas in place to get you through. The noise, obviously, is nonexistent. There's no noise and there's no pollution. So, to me, if we're going to spend this money, I'd like to see what the cost is of a generator versus a battery. The technology already is there.

Mr. Ahmadzadegan: Yeah.

Mayor Lago: So -- and Commissioner Anderson can tell you. She also has solar in her house. You know, we are the city that's leading by example, so I want to make sure that we do not have some massive generators spewing carbon monoxide and, you know, burping every time they test

it, you know, black smoke out into the street when we're trying to build a Mobility Hub of the future.

City Manager Iglesias: If you notice, Mayor, the upper roof...

Mayor Lago: Solar, yeah.

City Manager Iglesias: It's all solar.

Mayor Lago: No, I love it, but I don't want to do just solar. I want to do the batteries.

City Manager Iglesias: And we will be looking at that to see if we can capture that the most efficient way possible.

Mayor Lago: Perfect.

Mr. Ahmadzadegan: Great. Just some numbers here. So, basically, 626 cars overall is what we're planning for (INAUDIBLE).

Mayor Lago: Is that enough? Because I had heard numbers of 800, 850.

City Manager Iglesias: Mayor, instead of going with the scissor design, we're going with a flat plate design.

Mayor Lago: Yes.

City Manager Iglesias: The Mobility Hub is not quite as efficient, but as you can see, it gives you a much better product.

Mayor Lago: Yes.

Parking Director Kinney: So, many of you remember our conversations three years ago when I stood here and I told you, 700. No, we need 700. One of the conversations we had just a couple of weeks ago was the impact of the pandemic, and what some of those impacts may mean for the future. I can tell you, these guys, when we started, got the same discussion from me as the current demand that we expect. "I need about 700 spaces." But I will tell you the current design, I think, I like it. And what we've settled on is because we're building it, we can kind of watch what's happening in the marketplace with mobility, and we can keep the garage that we were going to tear down right away across from Publix until we see the change in the mobility. And once we see a change in the mobility, then we can move to what the plan is for the garage across from Publix. Initially, this was supposed to replace both facilities at the same time.

Vice Mayor Mena: Right.

Parking Director Kinney: And so now, we've decided that it might be better to kind of be more deliberate.

Vice Mayor Mena: How many spaces are on this site now currently?

Parking Director Kinney: 282.

Vice Mayor Mena: And the other site?

Parking Director Kinney: 346.

Mayor Lago: This is more than we have now.

Vice Mayor Mena: Do the math for me on that.

City Manager Iglesias: And let me say that...

Parking Director Kinney: So, it gets close to the 626.

City Manager Iglesias: All the spaces...

Parking Director Kinney: We're almost -- we would almost be breaking even. But there -- remember, we've done a lot of zoning things with Miracle Mile, so future demand on the Mile can't be satisfied on the Mile, so there needs to be a place for that increase in demand.

City Manager Iglesias: These are 626 covered spaces though because the roof is -- these are all covered. So, I believe what the director is talking about is also rooftop spaces. So, this is 626 under roof.

Mayor Lago: Yeah, my two points -- and I can kind of see the wheels turning in the Vice Mayor's head. It's two points. Number one, now's the time to make a decision if we need to add an additional floor.

Vice Mayor Mena: Correct.

Mayor Lago: And by the way, go back to it, the property is zoned for 190 feet in height. We're not rezoning the property. So, if you tell me that we may need an additional floor, I don't have a problem moving in that direction to make sure that we give staff what they need. That's number one. Number two, we've worked very hard over the last 10 years, this Commission and previous Commissions, to assure our bond rating, to assure our strong financials. Money is cheap, very cheap right now. So, if we're going to take advantage of it, I'd like what you just said, something probably more -- almost as much, if not more in this presentation, which is very good, that we will not be selling the other lot currently. Because to me, that is an incredible asset in our downtown

that we should do everything in our power to control, especially with money being so cheap right now. Because I know that we talked about potentially selling that lot. I'm not a big proponent of that. I think that that lot has so much value, and it's only going to get more valuable.

Parking Director Kinney: That's...

Vice Mayor Mena: Well, and that's also an important part of the discussion, right?

Mayor Lago: Yeah.

Vice Mayor Mena: Because with this -- we don't have a final price on this.

Mayor Lago: Yes.

Parking Director Kinney: Right.

Vice Mayor Mena: It doesn't look like a...

Mayor Lago: Cheap.

Vice Mayor Mena: Budget project, and that's a compliment to the architects. But, you know, it's a nice project and it should be, and so -- but we got to pay for it. And there's a variety of ways to do that. One of them is selling that lot, which we've talked about...

Mayor Lago: A portion of it, yeah.

Vice Mayor Mena: Right. One of them is, you know, a bond or something. You know, there's a lot of different ways to approach it, but that's going to have to be part of the discussion as well. And I hear you on whether or not we need another floor or not. I'll -- going back to our discussion

three years ago, I disagreed with you then that we need 700 spaces, and I still do. We need 700 spaces like twice a year...

Parking Director Kinney: Well...

Vice Mayor Mena: From what I recall. It was like when we had Carnival on the Mile, or like those type of events.

Parking Director Kinney: But we knew that there was going to be a future increase in demand because of some of the projects and infill that's...

Vice Mayor Mena: Right.

Parking Director Kinney: Going to happen.

Vice Mayor Mena: And we also have more parking coming online.

Parking Director Kinney: North.

Vice Mayor Mena: Right, but still.

Parking Director Kinney: It's quite a way north.

Vice Mayor Mena: If you have an event on the Mile, like Carnival, that's perfectly...

Parking Director Kinney: Right.

Vice Mayor Mena: Suitable.

Parking Director Kinney: But the other issue with this site, this location is the most in-demand location in the City. This is where everybody would like to park.

Mayor Lago: Of course.

Parking Director Kinney: And I think...

Vice Mayor Mena: But you're going to have...

Parking Director Kinney: The opportunity...

Vice Mayor Mena: Almost three times as many spaces (INAUDIBLE) now.

Parking Director Kinney: No, no. And I see all of that, and that's why because we now -- as we move forward with mobility, we know there's going to be changes. There's a big debate in the industry whether that's 10 years from now, whether it's 20 years from now, but it's coming. It will happen, and it may be a generational thing, and it may be our kids that have to see it through, or my grandkids that have to see it through. But since we have this asset of the garage across from Publix that we can use as that placeholder, at five, ten years from now, the Commission can decide it's time to get rid of that.

Vice Mayor Mena: As long as that other garage is there...

Mayor Lago: Yeah.

Parking Director Kinney: We're safe.

Vice Mayor Mena: You're overparked. I mean, we're fine.

Parking Director Kinney: Yes, we're fine.

Vice Mayor Mena: And I hear you on that point.

City Manager Iglesias: But if we look at where we're moving here -- because this starts our Coral Gables Parking Authority, once we finish this. And as mobility changes, we've had a lot of parking garages that are below buildings that are seven feet high, that you either store cars or store refrigerators because they're seven feet high. And so, the idea is to start capturing those in our Coral Gables Parking Authority and capturing all the parking within the City that will allow us maybe to look at our other parking garages, other than Parking Garage 7, which is really a public safety initiative and this Mobility Hub, and looking at those -- are they better served as mixed-use buildings, as things that are going to bring more business to our Central Business District than truly storage. Because a parking garage is storage. So, this really starts that move next -- in '23 towards the Coral Gables Parking Authority, and then starting to look at this really holistically and for the future.

Vice Mayor Mena: Right, but my -- you know, the fundamental point is, if you're going to keep the other lot so that you have that...

Parking Director Kinney: 626 is enough.

Vice Mayor Mena: Peace of mind for some period of time, or to the Mayor's point, perpetually, then we need to be clear on how we're paying for this one.

Parking Director Kinney: Yes.

Vice Mayor Mena: And so, that's going to -- we don't have to answer that question today, but that's going to have to be part of the discussion.

Parking Director Kinney: It's absolutely part of the calculus.

Mayor Lago: And I think another thing, part of the discussion that maybe you can re-educate us - I know we brought this up several times, but refresh us, is where we stand in comparison to other cities in regards to our rates, both at the valet, both at surface parking, both at our parking garages. Maybe we can provide us that information to show that we're very competitive, and I think we're cheap in certain fronts.

Parking Director Kinney: Just so everybody's aware, 2023, in the pro forma, even when we were discussing this with the previous developer -- in the pro forma, 2023 was one of those years where we looked at rates. Now, because of the pandemic, we'll see what happens next year, but we know in one of the next two or three years, we do need to review rates. And we are still extremely competitive in the marketplace as far as rates in the City. So, I would just respond to the Mayor's comment. We thought about the extra floor, but to be honest, we don't think it's worth the extra money at this point, especially since we have a safety belt.

Mayor Lago: I thought maybe that -- maybe an extra floor could be potentially used to bring in a very high-end tenant. You know, who knows? Maybe a big law firm, maybe a big technology company, something that could add significant value.

Vice Mayor Mena: I don't necessarily think we need it either. But again, I hear the point he's making loud and clear. And not to belabor the point, if we're not going to sell the other lot, we need to -- that's going to -- that may impact our decision on whether we think we -- if we are going to sell the other lot -- let me do the inverse -- if we make that decision -- I understand that we haven't agreed to that at all -- but if we were to, that might impact our decision on whether to have an extra floor here to have extra spaces. So, those are all things we need to kind of discuss and at least...

Parking Director Kinney: Yes.

Vice Mayor Mena: Have an idea...

City Manager Iglesias: This is a...

Vice Mayor Mena: Of what the plan is, even if it's not an immediate decision, maybe a long-term, you know, one way or the other.

Parking Director Kinney: Current...

Vice Mayor Mena: But that's -- again, we're getting I think ahead of ourselves, but you know, I...

Mayor Lago: Which is a discussion we need to have right now...

Vice Mayor Mena: It's a good discussion.

Mayor Lago: Conceptually.

Vice Mayor Mena: Yeah.

Mayor Lago: Because if you look at -- for example, one of the examples, Mr. Manager, that they used was the parking lot on Lincoln Road that has a live/work component to it, that has actually living on the rooftop, and it has actual commercial on the -- it has retail on the first floor. It has living -- it has like a...

Vice Mayor Mena: (INAUDIBLE).

Mayor Lago: A residence at the top, and it actually is attached to the neighboring commercial building.

Vice Mayor Mena: Yes.

Mayor Lago: So, if we do sell the lot, okay, well, maybe we can -- again, we're 60 feet below the Zoning Code. So, if you tell me that we're going to build this foundation, and we're going to build this incredible, maybe we build one floor, maybe we build two floors of commercial that could bring significant money, and you know, attraction to the community that we could bring a world-class tenant that would want to be in such a facility like this one.

City Manager Iglesias: We -- I'm sorry.

Mayor Lago: I just want to keep our options open and just show that we're interested in doing whatever staff can dream up, you know. Let's just talk about it.

Vice Mayor Mena: Yeah. And the cost benefit of that. You know, we need to understand -- again, we're not saying we absolutely want to do that. But hypothetically, if you were to add a floor of commercial, what kind of income will that generate? What's the cost of it? You know, you're already incurring the cost for building the existing proposed structure. You know, how much more is it to build another floor, and how much can you generate from that?

Mayor Lago: Yeah.

Vice Mayor Mena: Those are all things we need to factor.

Mayor Lago: And you're building this massive foundation, which by the way -- and the Manager will tell you because he knows this better than anybody else -- the foundation that's being built for the structure is so massive as a result of the load that it's carrying. So, I mean, how much more is another floor, you know, going to cost you? You already built an overexaggerated probably foundation.

City Manager Iglesias: We have the constructor manager on board, and they are working with the cost as we speak. So, we should be able to answer all those questions. What we wanted to make sure is that from a conceptual point of view, that the Commission agreed in the process that we're going, at the programming that we're doing and the overall design. And our construction manager is working on those costs right now. We can certainly ask for an additional cost in the -- an additional floor. That wouldn't be much of a problem, and maybe the cost of activation, as you mentioned, Mayor. So, those are issues that we can discuss. What we're looking at here is a parking -- and it's a very unique structure. This is not a normal structure, as we have discussed. We've talked about what is a Mobility Hub. Well, we're looking now at what that type of structure is. And so, what we're looking at in the future is really eliminating our parking garages, except for the public -- the one at Garage 7, which is a public safety issue. And this -- the Mobility Hub, and the activating the private parking, which we're going to have -- it has seven-foot ceilings. You can't really do much if you have four floors of seven-foot ceilings and 10 floors of office space. So, we either store cars, or we store refrigerators, or we store pianos, but it's basically a storage facility, unless we start activating it and using it much more effectively in our Coral Gables Parking Authority.

Mayor Lago: Yeah.

City Manager Iglesias: And our smart parking plan.

Mayor Lago: Commissioner, what were you saying?

Commissioner Menendez: No. I think the presentation was phenomenal. Conceptually, I'm not a big fan of parking garages, sorry. I just don't find them inviting. I think that's part of the reason why people are always looking for a surface parking lot in front of the stores on Miracle Mile. It's just, once you're in there, you've gone sort of into a cave. This is quite the opposite. This is open, natural light, inviting. That concept, I think, will draw people from street parking to that facility.

I agree with the Mayor, and I believe, with the Vice Mayor, we're on the same page that I see this -- whatever the City does with this property is potentially a game changer for Miracle Mile. It could redirect the trajectory in the past that it's gone and sort of reinvent itself in the next 50 years. So, I do think we have to be very careful, but have an open mind, be forward-thinking, as the Mayor's proposing, and to maximize the opportunity that presents itself. With regards to the parking garage at Publix -- sorry -- it's funny, I asked folks, residents, what they think. They sort of like that one because it is sort of open space, open air. So, your concept is in line with what people are looking for. But being a game changer, I support pushing the envelope to what's allowed to see what can be done. It's better to make decisions forward thinking, and then -- instead of looking back, sort of wishing you had taken the next step. So, great presentation, and I look forward to do it. But like Vice Mayor Mean said, you know, I'm looking forward to see the price tag and how we're going to do it, but definitely we need to do something. Our Miracle Mile area needs it.

Vice Mayor Mena: By the way, were you guys done with the presentation? I wasn't sure. I know we kind of jumped in and...

Commissioner Anderson: Hurried it up.

Commissioner Menendez: I would quit while you're...

Mr. Ahmadzadegan: Yes, yes.

Commissioner Menendez: Ahead.

Commissioner Anderson: Right.

Mayor Lago: There you go.

Mr. Ahmadzadegan: And thank you for your comments, by the way. Thank you.

Commissioner Anderson: Got a few comments for you as well. From my time on the Planning and Zoning Board, everybody knew that I was the one who's going to bring up ADA accessibility items. And I applaud the number of spaces that you have. It for exceeds what the Code requires. Van accessibility, the roof heights, ceiling heights in each area are how high?

Mr. Ahmadzadegan: So, right now, the floor to floors for the typical parking are 12 feet.

Commissioner Anderson: 12 feet.

Mr. Ahmadzadegan: So, they're extra high to allow for that flexibility to change the programming from parking to other functions, whether it's office or -- yeah.

Commissioner Anderson: It should be noted too that that also will even take your transit van because, you know -- well, Google is a wonderful thing. 8.3, 8 feet...

Mr. Ahmadzadegan: Is the minimum.

Commissioner Anderson: Eight and a half feet...

Mr. Ahmadzadegan: Yeah.

Commissioner Anderson: Yeah, would accommodate that. But also from my tenure on the Planning and Zoning Board, you're going to -- and I know you've gone for a conceptual review already for the Board of Architects. The screening of the car lights is going to be one of the items that you're going to have to address because although this is nice and visible and you can see that it's a Mobility Hub and so forth, we do have residential components within our downtown area. So, we may need to rethink that thing as well. And as far as softening it a little bit, you know, the

solar panels can be built into lots of different things. I've seen trellises used, where you put the solar panels in quite creatively, and they help address some of those things. But I'm going to leave the rest of that to the Board of Architects to address.

Mr. Ahmadzadegan: Okay.

Commissioner Anderson: I'm very, very happy with the number of parking spaces you have in there, and I'd like to see some trees along the sidewalks.

Mr. Ahmadzadegan: Of course, yes.

Commissioner Anderson: Shade.

Mr. Ahmadzadegan: Yes, yes.

Commissioner Anderson: We need shade.

Mr. Ahmadzadegan: Absolutely, yeah.

Commissioner Fors: I have one quick point design-wise. Obviously, the -- I too hate parking garages with a passion. And I'm one of those unreasonable people, and I'll drive around 15 times looking for street parking to avoid it, and I'm thankful that most people are not that way. But, one of the traits -- which I thought was very interesting -- was the sort of translucent candescent -- right? -- of it, the light coming through.

Mr. Ahmadzadegan: Yes.

Commissioner Fors: One of things I hate most about parking garages is the lighting in parking garages, right? And one of those renderings had very warm steakhouse-like lighting, parking garage.

Commissioner Menendez: You're thinking of lunch, aren't you?

Unidentified Speaker: We can offer steaks if you'd like.

Commissioner Menendez: It's lunchtime. He's hungry.

Commissioner Anderson: He's hungry. Yes, he's hungry. I want a steak now.

Commissioner Fors: So, I mean, my concern was if it's going to be translucent like that and candescent...

Mr. Ahmadzadegan: Yes.

Commissioner Fors: Is it going to -- is the lighting really going to look like that, or is it going to be a giant bulb of that horrific or that dreadful traditional parking garage lighting?

Mr. Ahmadzadegan: Right. The whole idea is that we would calibrate the lighting appropriately so that you get that overall effect. So, part of it is the warmth, but also part of it is calibrating it so that at night we get that translucency that you see in the overall renderings. So, that's something that as we're looking into the lighting design of the interior, we can get that overall look.

Commissioner Fors: And do we have --? Is there a reason why all parking garages tend to have that light? Is it required by some Code? In other words, are we sure that we're going to be able to calibrate it? Because then, if we can't, then you know, I would think that we would want to maybe rethink the translucence, even though it's a very neat idea.

Mr. Ahmadzadegan: No. I think there's no Code issue that's limiting the warmth of the lighting. It's really more about visibility...

Commissioner Fors: Okay.

Mr. Ahmadzadegan: And also security.

Vice Mayor Mena: Safety, right.

Mr. Ahmadzadegan: Yeah, and I'll say one more thing, that when you allow light to filter through into the parking structure during the day as well, it also reduces the electric load on the project. Again, it's also a sustainability feature that I would look at, so instead of just having small framed openings and solid that just allow light to come in through certain areas, this actually allows light to flood through the entire structure. So, it's a sustainability thing, but again, it's a security thing as well.

City Manager Iglesias: It's also the ...

Mr. Ahmadzadegan: (INAUDIBLE) the experts (INAUDIBLE).

City Manager Iglesias: The walls are quite transparent, and the way that the structure is going to be designed with cable barriers and that transparency, so you don't have these rigid walls and rigid -- and so forth. So, safety is incorporated, but through the transparency. So, I do think it'll be a very interesting garage from the inside where -- because of the height and because of the transparency of the walls and the way that we're providing safety. It will be a totally different effect, and that's not only from the exterior, but also from the interior, right?

Commissioner Menendez: I have a quick safety -- I know you want to mention -- regarding safety, with regards to -- lately, one of the -- we've a lot of news stories on people driving through parking garage walls. I think, in the last six months, at least two cases have happened. I want to make sure, despite, you know, regardless of what we do with natural light, I want to make sure that we prevent that from happening.

City Manager Iglesias: That's a Code issue, Commissioner. That will not happen.

Commissioner Menendez: Right. Because during Carnival...

City Manager Iglesias: However, we are doing...

Commissioner Menendez: Having a car (INAUDIBLE) would not be good.

City Manager Iglesias: Instead of -- what we're doing is instead of with walls, we'll be doing it with cables.

Commissioner Menendez: Okay.

City Manager Iglesias: So that -- to enhance that transparency.

Commissioner Menendez: My only other question, safety, the panels that -- you know, for the rooftop, since we do on occasion have hurricanes, how do they hold up?

Parking Director Kinney: We have a good engineer.

Commissioner Anderson: No pointing of fingers, right?

Parking Director Kinney: Yeah, not mentioning who it is, but we have a good engineer. So, yes, that is a high-level concern, not only for that, but also the sheeting panels, so...

Vice Mayor Mena: Right.

Parking Director Kinney: You know, that kind of safety issue is paramount. I just wanted to make a little bit of a comment about lighting. Historically, yeah, lighting in garages is one of the things that make people uncomfortable, historically. There have -- in the last decade -- been a lot of improvements on lighting. And one of the things that we will be going through is just a study on the lighting. And these guys know that one of the things I talked about the first meeting we had was passive security measures, being able to see everything and having the right level of light and high ceilings. All of those things are things that create passive security and make people feel comfortable. So, it will not be headlights shining out of the Mobility Hub, but the level of lighting from the Mobility Hub -- I think Shamim called it a glow -- that's probably the level we're shooting for, but it will have to be something that they study. We no longer in the industry use high-pressure sodium lights that are like the spotlights that shoot down on you, that's gone. The lighting that you now put in modern garages gives you the ability to set the level so that people are comfortable, and that would our goal in this facility also.

Mayor Lago: So -- go ahead.

Vice Mayor Mena: I just want to kind of address -- well, this is going to be an ongoing discussion -- but I think one of the elephants in the room on this discussion is going to be the subject of Mediterranean architecture.

Mr. Ahmadzadegan: Yes.

Vice Mayor Mena: We'll be discussing it later today in a different context. I have no doubt there will be people who will articulate that they would prefer a type of aesthetic. From my perspective,

where -- this is not a project that is seeking the Mediterranean bonus. It's under what's allowed for the zoning for this property. And I actually commend you guys on what I view as, from my perspective, really a world-class design. It's very beautiful. It's the type of -- it's a place-making building. It's a building that will bring people to it because of the different activations, because of the aesthetic of it. I think throughout the world you see modern architecture in classic settings. You know, you can go to sort of world-class examples like the London...

Mayor Lago: Bilbao.

Vice Mayor Mena: The London Egg, or one of the Bilbao museums, or you know, you can stand in front of the Louvre and see a glass pyramid in front of one of the most classic buildings in the world, and I think that's okay. I think you can marry the two if you do it tastefully.

Mr. Ahmadzadegan: Yeah.

Vice Mayor Mena: And from my perspective, I think this is actually, I think, a pretty cool -- aesthetically, could be a pretty cool addition to our urban core because, you know, we have a Mediterranean parking garage over by Books & Books. It's boring, and some people want that. You know, that's okay. I don't -- people have different tastes, you know, and I respect all of them. But for me, for a parking garage, this is not an office building or a condo. It's a parking -- it's a Mobility Hub, excuse me. I know that we're not allowed to say (INAUDIBLE).

Commissioner Anderson: You misspoke.

Vice Mayor Mena: For a Mobility Hub, you know, that is looking to be forward-thinking, adaptable to the future, you know, battery-powered cars, spots for potential drones one day, that doesn't really marry well with that Mediterranean aesthetic, if I'm being honest. And so, for what it's worth, from my perspective, I'm not as worried about that aspect of this, I think the -- in other

words, I'm -- I like this general design like this. Obviously, I'm sure there'll be things that are adjusted...

Mr. Ahmadzadegan: Tweaks, yeah.

Vice Mayor Mena: And fine-tuned over time, but from my perspective, I think it's kind of a breath of fresh air and exciting actually for our downtown, which is cool to see. You know, we're having -- I'm sure you guys are not totally in tune with these things. I know you've probably heard about it. I'm sure our staff has mentioned it to you. We have a meeting this afternoon about our Mediterranean bonus. And one of the criticisms of the current program we have is that it results in the same type of -- you know, the critics would say it results in the same type of cookie-cutter kind of Mediterranean architecture. This is not that, obviously, and so, you know, I think it's a good thing. I think the bigger discussions about this are going to be what we talked about earlier, obviously the cost, first and foremost, how we're paying for it, you know, what can we do to mitigate those costs and plan for them. So, that's just my two cents on the design. I really thought it -- I really frankly enjoyed your presentation.

Mr. Ahmadzadegan: Thank you.

Vice Mayor Mena: You did an excellent job, all of you, in presenting it.

Mr. Ahmadzadegan: Appreciate it.

Vice Mayor Mena: And I think it's an exciting thing. And I think there's just a lot of cool things that we can do with that rooftop, the park, event space, you name it. It's exciting, so thank you guys for putting that together.

Mr. Ahmadzadegan: Thank you.

Mayor Lago: Very well done.

Mr. Ahmadzadegan: Thank you.

Mayor Lago: I comment you on your presentation. It's a beautiful building. I think, again, there's an opportunity moving forward to start gathering ideas, and you know, possible concepts so that this concept that you basically showed up today evolves into something which makes us all proud. So...

Mr. Ahmadzadegan: Thank you very much.

Mayor Lago: There's a lot of opportunity here, and you know, I'm really excited about the -- just the retail component of it, the rooftop, the possibility of kind of retooling the parking garage when it's built in five, six, seven, eight years into something that, again, will make us all proud and we could potentially be the first city to take a structure of this magnitude and say, "Hey, listen, we haven't used the ninth floor," we haven't used it, "Let's retool it," and potentially make an office out of it for City staff, or an amenity for the downtown. Who knows what it may be?

Vice Mayor Mena: And listen, you were talking about rates earlier. Like parking is like anything else to me, it's a product. People will pay for a quality product.

Mayor Lago: Yeah.

Vice Mayor Mena: They don't want to pay the highest rates in town to park at our current garages because they're dated. They're outdated.

Mr. Ahmadzadegan: Right.

Vice Mayor Mena: You know, when I go to Miami Beach and -- I will park at the Lincoln Road Garage because it's a nice experience to park there. It's a beautiful building, and you get down and you walk right out, and it's well designed. And there's another lot a block away that's, you know, old and disgusting, right? But you go there because -- you know, and just the renderings, like when you're driving downtown, you see the building. You know, that's a place I can go park and I want to park there, right? That's what this needs. And so, I think this achieves that from my perspective, and now it's just a matter of figuring out...

Mayor Lago: Yeah, I want to see the evolution.

Vice Mayor Mena: Yeah, the evolution of...

Mayor Lago: See the evolution and continue the discussion. And yeah, the Manager, we had a discussion, and he asked me, you know, "Vince, what do you think about the design?" I said, listen -- the Vice Mayor stated it very clearly. Not everything can be Mediterranean. There has to be a little bit of different...

Vice Mayor Mena: I didn't see it...

Mayor Lago: Taste.

Vice Mayor Mena: Until -- I hadn't seen it until you put it up.

Mayor Lago: And I asked the Manager, put it on the agenda. Let's have an open candid discussion about the project and see how it evolves from there. But we have to put this out there and show people what we're considering because this is an opportunity to do something world class.

Mr. Ahmadzadegan: It is also a one-of-a-kind building, I'd like to add. And it is not a parking structure; it's a Mobility Hub, for sure. And so, I think that takes it out of the realm of why it

deserves to be slightly different because this building is really about the future and the vision of the future, and how Coral Gables sees itself as part of that vision. And so, we're really excited about it. And I think, Peter, you have...

City Manager Iglesias: Well, I think that not only is this building unique from the outside in, but it's also unique from the inside out. It's going to -- it really is going to be -- as you said, Vice Mayor -- it's going to be a very enticing building. It'll be a very unique building, and it's a very unique building. And really, it's something that I think is going to be unique to Coral Gables.

Commissioner Fors: And for those listening, this is not putting all our chips on the table as to the future, going in one direction or the other. It's actually trying to create something that's versatile and that we can adapt to one way or the other. Sometimes people criticize these types of projects by saying, "Well, nobody's going to give up their cars any time soon," et cetera, et cetera. And here, really, we're preparing for that possibility, but also reserving the flexibility to still have a very useful and active building, even in the event that it does not.

Mayor Lago: What I'd like to see also -- I mean, I think you touched upon it on kind of the site plan, but I'd like to see something done with the neighboring alleyways.

City Manager Iglesias: We are working on that, Mayor. That what you saw there, the back-of-house, is still a work in progress.

Mayor Lago: Okay.

Vice Mayor Mena: And is that --? And -- sorry, I don't...

Mayor Lago: I mean, you could spend all the money you want on a beautiful building...

Vice Mayor Mena: Yeah.

Mayor Lago: But when you step out into that alley and you're crossing into...

Commissioner Anderson: Yeah.

Mayor Lago: The paseo, you know, it's...

City Manager Iglesias: The idea, Mayor, is that eventually, those building are going to get remodeled on the north side on the Mile, and we can start asking for the activation on the rear.

Mayor Lago: And I have to put this on the record too because it's something that I adamantly oppose. Thank God we didn't allow somebody to use our alley and take over our alley.

Commissioner Anderson: Yeah.

Mayor Lago: Thank God. Thank God that was stopped, even though there was massive, massive amounts of lobbying to the Commission and to this community. Thank God that we stopped the ability to potentially have somebody take over our alley and use it as their own private drop-off, which would have been the first, in my opinion, in the City, adjacent to our proposed parking garage. So, to me, like I said before, this is something -- and I always said it from the beginning, over two years -- this is something that we can do. We can build this. We don't need anybody else to build this. We have the team. We have the staff. We have the great architects -- because I've worked with Gensler. I just did three projects with Gensler. And we have a team that is going to deliver something exceptional. It's going to evolve. It's going to evolve, you know. It's going to be ever-changing over the next few months, but it's something that's going to be exciting. And I think that people are going to be very proud of the product.

Vice Mayor Mena: I think we have to be proactive about the alley though because you're going to have this -- whatever this ends up being and however it ends up being, it's going to be state-of-the-art. To walk out of that kind of state-of-the-art facility into a dumpy alley -- for lack of a better...

Mayor Lago: We're going to have to be...

Vice Mayor Mena: Vocabulary...

Mr. Ahmadzadegan: Yeah.

Vice Mayor Mena: It...

Mr. Ahmadzadegan: That captures it pretty well, actually.

Commissioner Anderson: Yeah, it does.

Mayor Lago: Yeah, but you're going to -- but the Vice Mayor made a good point.

Commissioner Anderson: Yeah.

Mayor Lago: It's about being proactive, and what are you going to have to do? You're going to have to engage with the landlords...

Vice Mayor Mena: Yep.

Mayor Lago: And you're going to have to say, "Listen, you own this property." Like, for example, Cheesecake Factory is adjacent, and they have -- they take care of the building.

Vice Mayor Mena: Yeah.

Mr. Ahmadzadegan: Yeah.

Mayor Lago: It's landscaped, they're very proactive. But you have neighboring landlords who do not take care of their building.

Mr. Ahmadzadegan: That's right.

Mayor Lago: Like one was just painted vomit green...

Mr. Ahmadzadegan: Yeah.

Mayor Lago: For example.

Mr. Ahmadzadegan: Yeah.

Mayor Lago: I think it was intentional, in my opinion, to make a lot story short, just like it was vacated and left empty for two years, you know, on purpose.

Mr. Ahmadzadegan: Yeah.

Mayor Lago: But I think that we need to speak to these landlords, and we need to hold them accountable, and we need to say, "We're here to work with you. We want to work with you. We want to invest. What do we need to do?" But to spend the money we're about to spend on this building, and then you walk out to the alley, and then you see the disaster that it is, where the garbage cans are thrown all over the place -- there has to be dedicated areas for these garbage cans.

Mr. Ahmadzadegan: Yes.

Mayor Lago: Maybe we take those out of the alley, and we include them in our building somehow, someway. I'm just thinking...

Mr. Ahmadzadegan: Yep.

Mayor Lago: Because if not...

Vice Mayor Mena: (INAUDIBLE).

Mayor Lago: There has to be ways because you just can't have those garbage cans sitting in the middle of the alley. They have to be tucked away into a location. They have to be refrigerated so that it doesn't smell. They have to -- there has to be a plan.

Vice Mayor Mena: And to sit -- and I understand your point, and I don't mean to criticize you for that point, but to wait around for all of those properties to develop or not...

City Manager Iglesias: We have...

Vice Mayor Mena: You know, that could be a few years, it could be 20, (INAUDIBLE) so...

City Manager Iglesias: We do have a plan...

Vice Mayor Mena: That's not really a...

City Manager Iglesias: We do have -- in the back-of-house, we do have a plan for that. But eventually, when we build this and those stores do get remodeled, they'll see that the back activation makes sense.

Vice Mayor Mena: Right, right.

City Manager Iglesias: And that's what I was trying to say.

Vice Mayor Mena: Well, we just...

Commissioner Anderson: One...

Vice Mayor Mena: Yeah, just -- you know, obviously, I'm sure you guys are thinking about it, but...

Commissioner Anderson: I'll give you one last...

Vice Mayor Mena: I think we need to be proactive about it.

Mayor Lago: I agree.

Commissioner Anderson: I'll give you one last comment. And I know that Commissioner Menendez can come up with a movie name for us. But every movie you go to where there's dumpsters in there and you have the bad guy around, okay, we don't want that to be the picture that people have of our...

Mr. Ahmadzadegan: Understood. And that's kind of why you saw on the overall site plan, what we proposed is actually a new paving that actually extends all the way from the paseo, starting from the Miracle Mile side, through the Paseo, surrounding the entire project, so that even at the ground floor experience, everything looks to be new, updated and upgraded. And there's also ways to control servicing so that it all happens at a specific timeframe. And what that does is it allows that activation to occur within the back alley in a more controlled way.

Vice Mayor Mena: And at least from that one rendering you showed us where it had the picture of the sort of paseo to the Mile...

Mr. Ahmadzadegan: Correct.

Vice Mayor Mena: In the background...

Mr. Ahmadzadegan: Yeah.

Vice Mayor Mena: You're basically funneling your pedestrian traffic...

Mr. Ahmadzadegan: Connect the foot track...

Vice Mayor Mena: To those -- directly to those paseos.

Mr. Ahmadzadegan: That's correct.

Vice Mayor Mena: As opposed to emptying out onto the alley, and then going to the paseo.

Mr. Ahmadzadegan: That's right because, for visibility, it's important that if I'm standing on Andalusia, I actually see that paseo...

Vice Mayor Mena: Right.

Mr. Ahmadzadegan: From Andalusia. Now, what this does is it encourages foot traffic through the building, which actually is a way to capture the foot traffic for the retail.

Vice Mayor Mena: Right.

Mr. Ahmadzadegan: But it's also a way of synergizing with all the retail that's happening on Miracle Mile as well.

Vice Mayor Mena: Okay.

Mr. Ahmadzadegan: So, that was kind of important for us.

Vice Mayor Mena: And there's no connectivity to -- there's obviously connectivity to the eastern paseo there...

Mr. Ahmadzadegan: Correct.

Vice Mayor Mena: But not really to the western one, right?

Mr. Ahmadzadegan: Not to the western one as much because...

City Manager Iglesias: But I do think we're working -- the back-of-house is still a work in progress.

Mr. Ahmadzadegan: Yeah.

City Manager Iglesias: We've had discussions on that already.

Mr. Ahmadzadegan: Yes.

City Manager Iglesias: And so, really, this is conceptual, but the back-of-house is something that we're still...

Vice Mayor Mena: No, but...

City Manager Iglesias: The...

Vice Mayor Mena: But it's an important point because if you're funneling me straight to the paseo, that's a good thing -- right? -- because now I'm not really experiencing the alley.

Mayor Lago: What I think you need to also take a look at -- if you want to experience the alley, like the Vice Mayor says, and you want to make it as clean as possible -- go look at the Aragon parking garage. While there are certain things that are done very well, there are certain things that are -- again, it's an older design. But they take the adjacent -- from across the alley, the businesses, they take their dumpsters and they put them inside...

Mr. Ahmadzadegan: Yes.

Mayor Lago: To the parking garage.

Mr. Ahmadzadegan: Right.

Mayor Lago: They're not refrigerated...

Mr. Ahmadzadegan: Yeah.

Mayor Lago: Still a little bit of a mess.

Mr. Ahmadzadegan: Yep.

Mayor Lago: But they're actually outside of the alley, so you have -- you know, cars and deliveries are able to traverse the alley, you know, with a lot less congestion. So, those are things that we discussed. And by the way, if you can get a Yayoi Kusama pumpkin in there, I commend you on that. I'm all in favor of that.

Commissioner Menendez: So (INAUDIBLE)...

Mr. Ahmadzadegan: Just a suggestion.

Vice Mayor Mena: Yeah, just so...

Mayor Lago: Yeah, that's a good suggestion.

Vice Mayor Mena: This was exactly the -- obviously, the visual I was talking about.

Mayor Lago: Great.

Vice Mayor Mena: I guess my only question was, obviously, if I'm parking on the westernmost side of the building, you know, I don't necessarily want to have to kind of walk all the way east to go to this paseo. So, like, I'm assuming I'm coming down in an elevator over on that side of the building somewhere.

Mr. Ahmadzadegan: Yeah. So, there's an elevator where you see the arrows pointing towards the Mobility Hub.

Vice Mayor Mena: Right.

Mr. Ahmadzadegan: So, that's -- so there's two elevators.

Vice Mayor Mena: So, this is on...

Mr. Ahmadzadegan: Correct.

Vice Mayor Mena: The eastern side of the building.

Mr. Ahmadzadegan: This is the one on the east...

Vice Mayor Mena: Right.

Mr. Ahmadzadegan: And on the west. So, this one is on the...

Mayor Lago: But, how do you --? Like, for example...

Vice Mayor Mena: Yeah, but if I come down on the west...

Mayor Lago: Yeah.

Vice Mayor Mena: Where do I --? How do I get to the Mile?

City Manager Iglesias: And Vice Mayor and the Mayor, that's something that we need to work on.

Vice Mayor Mena: Yeah, right, because...

City Manager Iglesias: The back-of-house, really...

Vice Mayor Mena: Right.

Mayor Lago: You need...

City Manager Iglesias: That back-of-house is not really...

Mayor Lago: But you see, if you -- look at what the Vice Mayor is saying. So, if you look -- go to the previous slide.

Mr. Ahmadzadegan: Go to the rendering?

Mayor Lago: Yeah. If you look at where it says, "Miracle Mile," I mean, I imagine that's the façade of those buildings on Miracle Mile, correct?

Mr. Ahmadzadegan: Correct.

Mayor Lago: So, you're going to -- in my opinion, if we're spending this amount of money and we're going to allow that view corridor across, you better be prepared to not only do the floor, but you better be prepared to do the façade of those buildings.

Mr. Ahmadzadegan: That's correct.

Mayor Lago: And hide all those pipes, get rid of the garbage, and do something where it's like a liner.

Mr. Ahmadzadegan: Yes.

Mayor Lago: It's like a liner over those buildings.

Mr. Ahmadzadegan: Exactly.

Mayor Lago: From edge of pavement all the way to the parapet to make sure that you can have something that hides that visual. Look, if we're going to do this, we're going to do this right.

Mr. Ahmadzadegan: Absolutely right.

Mayor Lago: If not, we -- you know, we just build something that is simple.

Commissioner Menendez: And by the way, I agree this can't go online without that resolved. It's like having this beautiful house, you open house, you invite people. "Can I use your restroom?" And it's a porta potty in the backyard.

Mayor Lago: True. No, that's true.

Vice Mayor Mena: True.

Mayor Lago: I mean, look at -- you're looking from Andalusia. You're on Andalusia right now, like at Bulla, and you're looking across and you're seeing a building that has all the piping exposed...

Unidentified Speaker: Yes.

Mayor Lago: Has a dumpster. You have a garbage truck basically picking up garbage. I mean, to me, that's...

Commissioner Anderson: Not appetizing.

Mayor Lago: Visually takes away from the significant world-class investment we're about to make in the downtown.

Mr. Ahmadzadegan: And we were actually thinking about it as potential possibilities for art activation on those walls as well.

City Manager Iglesias: And the fact that we have one waste contractor there allows us a lot of flexibility. We could have that all picked up a five in the morning. We don't have ten companies coming in there, so I think we have a lot of positives to actually get that done.

Mayor Lago: But it has to be -- we have -- we got to -- I know we're ahead of -- we're talking a lot of ahead, years, but it has to be accountability because, you know, when you're going to make this investment on the pavers and really beautifying the alley, they have to treat it with care. We should just -- you should just do some research -- or help us, we'll do the research on what did Lincoln Road do with their back-of-house.

Mr. Ahmadzadegan: Okay.

Commissioner Menendez: By the way, conceptually -- and I know Commissioner Anderson mentioned movies. I don't have a movie for this one, but I do have a theme park. If you go to Magic Kingdom, every street, every alley, blends in with the idea with a vision.

Mr. Ahmadzadegan: That's right.

Commissioner Menendez: There's not one alley, not one turn, where all of a sudden you are faced with a different reality than the concept, the theme that they're trying to project to their visitors. And I think that's what you should keep in mind with regards to this project. And going forward, maybe you could be the model for other opportunities in the City, but not one element is out of place. It all creates that vision, and it all creates that theme that we want people to come here and enjoy.

Vice Mayor Mena: It's funny you say that because I -- and I mentioned this like two years ago. I don't remember when it was. But there's actually a very nice parking garage in Downtown Disney in Disney Springs that I went to a couple of years ago with my kids. And it was like, I went in, and I was like, "Wow, this is like a world-class parking garage." I mean, just the ease of

wayfinding. It's like one ramp. As you got to each floor, there would be a green if there were spaces. If not, you had to go to the next floor. It was just state of the art. And I remember thinking about it because at the time, we were having the conversation about this property. And you know, I think this is very much in line with the aesthetic of that. It's different, but...

Mr. Ahmadzadegan: Right.

Vice Mayor Mena: You know, it's -- and the -- I forget the very fancy word you used for the greenery.

Unidentified Speaker: Biophilia.

Mr. Ahmadzadegan: Oh, biophilia.

Vice Mayor Mena: Biophilia. The biophilia there was incredible because they had all these like hanging plants, sort of like the...

Parking Director Kinney: I thought I was done, but since you mentioned Disney Springs, the...

Vice Mayor Mena: Am I right? Is Disney Springs (INAUDIBLE)?

Parking Director Kinney: Yes. It is Disney Springs. And that company that did the wayfinding and the interiors of that garage is working for us.

Vice Mayor Mena: Okay.

Parking Director Kinney: They are doing the garage at the Public Safety Building, and we believe they will also be doing this garage, but it's for security and comfort level...

Vice Mayor Mena: Right.

Parking Director Kinney: For our passengers, but that's the company we chose.

Vice Mayor Mena: Good.

Mayor Lago: Alright, thank you very much.

Mr. Ahmadzadegan: Thank you.

Mayor Lago: Great presentation. It's a great first step forward. I look forward to seeing what we're -- what this is going to evolve to. So, thank you.

Mr. Ahmadzadegan: Thank you.

Vice Mayor Mena: Thank you, guys.

Mayor Lago: Thank you very much.

City Manager Iglesias: Thank you very much. Thank you.