

1 better just to erase the board and start again
 2 and look at it differently.
 3 I think Staff would be able to do that, but
 4 I don't think that trying to straighten a bent
 5 nail and re-drive it is going to be the right
 6 thing to do.
 7 CHAIRMAN AIZENSTAT: All right. We have a
 8 motion. We have a second, unless anybody
 9 changes their second or their motion, which I
 10 don't hear such, so let's go ahead and -- yes,
 11 Chip.
 12 MR. WITHERS: No, I'm getting ready to
 13 vote. I think I'm going to be called first.
 14 CHAIRMAN AIZENSTAT: You were just -- Jill,
 15 will you call the role, please?
 16 THE SECRETARY: Julio Grabiell?
 17 MR. GRABIEL: No.
 18 MR. SALMAN: Wait a minute. Wait a minute.
 19 Wait a minute. A point of order, are we voting
 20 to deny --
 21 MR. COLLER: So a yes vote is a
 22 recommendation of denial. We don't deny things
 23 here. We make recommendations.
 24 MR. SALMAN: I understand.
 25 MR. COLLER: And then it goes to the City

129

1 Commission. So a yes vote is to deny, a no
 2 vote means to -- sounds like a double negative,
 3 not to deny, and then we move on to another
 4 motion.
 5 CHAIRMAN AIZENSTAT: Correct. So we have a
 6 no vote. Continue.
 7 THE SECRETARY: Sue Kawalerski?
 8 MS. KAWALERSKI: Yes.
 9 THE SECRETARY: Felix Pardo?
 10 MR. PARDO: Yes.
 11 THE SECRETARY: Javier Salman?
 12 MR. SALMAN: Yes.
 13 THE SECRETARY: Chip Withers?
 14 MR. WITHERS: Yes.
 15 THE SECRETARY: Robert Behar?
 16 MR. BEHAR: No.
 17 THE SECRETARY: Eibi Aizenstat?
 18 CHAIRMAN AIZENSTAT: My vote is, no,
 19 because I think it should be worked on and not
 20 just denied. Thank you.
 21 MR. COLLER: Okay. So the item is
 22 recommended for denial on a four-three vote,
 23 right?
 24 CHAIRMAN AIZENSTAT: Yes, sir.
 25 MR. COLLER: May I suggest -- we've gone

130

1 now from 6:00 to 8:15 -- we take a five-minute
 2 break, because you have the last item and you
 3 need to announce that you're --
 4 CHAIRMAN AIZENSTAT: Before we take a
 5 five-minute break, let the record show that --
 6 MR. BEHAR: I'm going to recuse myself,
 7 because the item coming up is Publix, and
 8 Publix is a client, so I want to make sure that
 9 there's no conflict. I will recuse myself.
 10 CHAIRMAN AIZENSTAT: Thank you, sir.
 11 MR. COLLER: Okay.
 12 CHAIRMAN AIZENSTAT: Thank you. We're
 13 going to take just a five-minute, please.
 14 (Short recess taken.)
 15 CHAIRMAN AIZENSTAT: Let's go ahead and get
 16 the meeting resumed. The next item is E-2 and
 17 E-3. Mr. Coller, if you'd read them in
 18 together, but we'll vote separately.
 19 MR. COLLER: Item E-2, an Ordinance of the
 20 City Commission of Coral Gables, Florida
 21 approving a Planned Area Development (PAD)
 22 pursuant to Zoning Code Article 14, "Process,"
 23 Section 14-206, "General Procedures for Planned
 24 Area Development" for a proposed Publix grocery
 25 store and liquor store on the property legally

131

1 described as Lots 1 through 48, Block 8, Coral
 2 Gables Crafts Section (2551 Le Jeune Road),
 3 Coral Gables, Florida; including required
 4 conditions; providing for a repeater provision,
 5 severability clause, and an effective date.
 6 Item E-3, a Resolution of the City
 7 Commission of Coral Gables, Florida approving
 8 Conditional Use Review of a Site Plan pursuant
 9 to Zoning Code Article 14, "Process" Section
 10 14-203, "Conditional Uses," for a proposed
 11 Publix grocery store and liquor store on the
 12 property legally described as Lots 1 through
 13 48, Block 8, Coral Gables Crafts Section (2551
 14 Le Jeune Road), Coral Gables, Florida;
 15 providing for required conditions, providing
 16 for a repeater provision, severability clause,
 17 and an effective date.
 18 Items E-2 and E-3, public hearing.
 19 CHAIRMAN AIZENSTAT: Thank you.
 20 MR. GARCIA-SERRA: Good evening, Mr. Chair,
 21 Members of the Board. Mario Garcia-Serra, with
 22 offices at 600 Brickell Avenue, here this
 23 evening representing Publix Supermarkets, Inc.,
 24 the owner of the site at 2150 South Le Jeune
 25 Road. I'm joined today by Hank Porcher, who's

132

1 the fee developer for Publix, as well as Brian
2 Fisher, our project architect, along with our
3 civil engineering and traffic consulting team.

4 If I could have the presentation up on the
5 screen, please.

6 So here's the project site. I think that,
7 at this point, almost every resident of Coral
8 Gables has entered this store at one point in
9 time. It has been a Publix store since 1962.
10 It has served both, Publix and the community,
11 well, but Publix feels strongly that it is time
12 to upgrade this location and build a new store,
13 and not just any new store, but a new store
14 that will become Publix's flagship location;
15 its greatest store, both, aesthetically and
16 functionally.

17 This site, as I'm sure Jennifer will
18 explain to you later, is a significant site.
19 It's a whole city block, about three acres in
20 size, Le Jeune Road on the west, Salzedo on the
21 east, Andalusia on the north, Valencia on the
22 south.

23 It is important to note that Publix has
24 approached this project with the mindset of a
25 community grocer and not the mindset of a

133

1 property, which we would be willing to convey
2 to the City. This will be more than a grocery
3 store. It will be a building where the
4 community can meet many of its daily needs, in
5 addition to grocery shopping and serve almost
6 as a community center or community focus.

7 With that said, I'll ask Brian to come up
8 now and walk you through the project.

9 MR. FISHER: Brian Fisher, 2315 Bellad
10 Road, Brevard, Florida, Fisher Architects.

11 The project, like Mario said, is the city
12 block. We are entertaining a grocery use, a
13 liquor use, and we also have some additional
14 retail, which is on the west end -- west
15 side -- I'm sorry, east side of the project.

16 The Publix store is going to be very
17 unique. We have multiple entry points coming
18 into the store. We have a cafe entry. We have
19 a main entry, which I'll call it, off of
20 Andalusia, around the elevator core, and then
21 we also have a secondary entry off the south
22 side of the building, which comes through the
23 cafe area, as well. We have a liquor use,
24 which is on -- would be the northwest corner of
25 the project. And that gives us many

135

1 developer. As you can see from the graphic up
2 on the screen, the property is an entire city
3 block. It is located in the Central Business
4 District. And it is zoned MX3. This is the
5 most intense zoning in the City of Coral
6 Gables, and Publix has been courted by many
7 developers, to join venture with it and build a
8 high-rise or several high-rise towers, but
9 Publix has rejected those attempts and is
10 focused on doing what it does best, providing a
11 high quality grocery store.

12 On a property where up to 190 feet in
13 height and 18 stories is allowed, Publix is
14 only proposing three stories and 36 feet.
15 Where there could be 400,000 square feet of
16 usable floor area, only 66,000 square feet is
17 proposed.

18 What will be happening on this site is a
19 great new state-of-the-art supermarket, with a
20 sit down cafe, ready to serve both, residents
21 and officer workers, a liquor store, to meet
22 that need, a public -- a considerable public
23 recreational and open areas, which you have
24 never seen before as part of a grocery store,
25 including a public park on the east end of the

134

1 opportunities to interact with the street
2 frontages, entry points, glazing, things like
3 that, which is kind of unique for a grocery
4 store like this. They tend to be, you know,
5 more of a mass, that doesn't really interact
6 with the street.

7 We have all of our service entries -- we're
8 entering off of Valencia and then exiting on to
9 Andalusia with trucks. All of our truck
10 movements and deliveries and unloading and
11 loading will be internal to the building. So
12 there will be nothing external taking place.

13 Then, we have some large open spaces on the
14 east and the west end of the project, one being
15 labeled as a park, which seems to be a hot
16 topic tonight, that we're looking at
17 introducing it to the project, and we're not
18 needing, you know, an extra 29 feet of height
19 or anything. So we're -- you know, we're much
20 shorter and still have the open space.

21 Some of the main features of this project
22 are multiple entry points into it, the uses
23 that we have, the fact that we are down at
24 street level. We're not introducing parking at
25 the street level. All of the parking is going

136

1 to be above the store. The second level would
2 be an internal parking deck, and then the top
3 level would be as a rooftop parking deck.

4 This is a rendering, looking from the
5 street level, from what would be the northwest
6 corner of the project. What you're looking at
7 there with the glazing and the barrel tile
8 roof, sloped roof, is the liquor store
9 component. We have an arcade that is going off
10 towards the left, which would bring it into the
11 main entry on the north side of the building.
12 And, then, if you go around to what has been --
13 in conversation has been labeled as the cafe
14 entry, we have two additional entry points into
15 the store, with some outside street cafe
16 dining.

17 At the east end of the project, we have a
18 large green park space, that there's to be some
19 large trees. We have a lot of grass area that
20 will help support those trees, the growth and
21 maturity of them. We have an opportunity for
22 two retail components down here. We're seeing
23 it as being restaurant type uses. The square
24 footage of those spaces, we've done some market
25 research and feel that that is a good size for

137

1 the architecture.

2 This is a closeup view of the cafe area,
3 that is at the other end of the project, on the
4 west side. That's one of the entries into
5 Publix. And inside, this area would be deli,
6 and an opportunity to buy sandwiches and things
7 like that, for lunchtime breaks for office
8 people, as well as retailers that are walking
9 around the area. And we see a lot of
10 interaction with people coming and going from
11 some of the office buildings in this area,
12 coming through these entry points. And so that
13 will happen all of the way around the building.

14 Just in the scale of the project to what's
15 going on around the project and what will be
16 going on, you can see it's going to be a fairly
17 low piece of architecture. We have some
18 significant open areas on either end to really
19 address some of the interaction of the outside
20 dining and leisure type components that can
21 happen around this building. And that's
22 coming -- looking at the other side, and you
23 can see some of the scale of the projects and
24 buildings around us.

25 That's it.

139

1 those uses, for what we want to try and get
2 there and see. On this end of the building, we
3 also have an elevator and a stair connection to
4 the parking decks above.

5 This is looking at the same park area, from
6 the south corner of the project, and as you
7 see, we're thinking that has to be more of a
8 retail resident -- I'm sorry, restaurant type
9 of use, with outside activity and cafes.

10 This is the entry coming into the main
11 elevator core, coming down from the garage into
12 the store, and, then, all of these storefronts
13 you see here are actual storefronts into the
14 store. So you'll be seeing interaction between
15 the street and the interior of the store.

16 This is one of the arcades that's going
17 down the same street there, and like we're
18 saying, all of these streetfronts will be
19 looking into different departments of the
20 store, and some of the interior dining areas,
21 some of the delis and things like that.

22 This is the dining area for the two
23 restaurant spaces at the far end of the
24 project. This shows an arcade that goes
25 through that area, that separates the park from

138

1 CHAIRMAN AIZENSTAT: Thank you.

2 MR. GARCIA-SERRA: Thank you very much
3 Brian.

4 Mr. Chair, Staff is recommending approval,
5 and we very much appreciate that recommendation
6 for approval. That recommendation, however,
7 does come with certain recommended conditions
8 of approval that we do take issue with and we
9 would ask for you to consider perhaps some
10 modification to that.

11 If I could have the presentation back.

12 Okay. So based on this drawing, City Staff
13 is recommending that we increase the size of
14 the park on the east side to approximately
15 19,000 square feet, so an increase from
16 about -- we're at 10,800 right now, to about
17 19,000 square. That is Condition 1-A-2. We
18 are fine with that condition of approval, in
19 regards to just increasing the park from the
20 approximate 10,800 square foot size to about a
21 19,000 square foot size. What is complicating
22 the situation is the next condition of
23 approval, 1-B-3, which is difficult for us to
24 accept, which requires that, aside from
25 removing the retail to make the park bigger on

140

1 that end, it requires that we move the building
2 further west, and then add more, sort of, let's
3 call it, substitute retail space on that east
4 end of the property facing the park.

5 We feel that that in particular is asking
6 too much. Moving the building further west
7 eats away from the plaza on the west side,
8 which is the feature of the project, the
9 outdoor dining area of the cafe. Similarly
10 that substitute retail space, which City Staff
11 is requesting on the east end, we feel, in our
12 opinion, would be too small and too shallow to
13 be good quality retail space. Per the
14 presentation, it's about 4,800 square feet of
15 retail space as proposed to right now. We feel
16 that that would be of sufficient size and depth
17 to have an active use, such as a restaurant or
18 other use -- other similar use. By moving --
19 by increasing the park and moving the building
20 further west, we're estimating it would be
21 about half that size of the retail space in
22 there, and we feel that that's just a
23 substandard retail space, really, for what
24 we're looking to do.

25 The park, whether it's 10,000 square feet

141

1 of 20,000 square feet, is a considerable
2 concession for a project of this scale. We are
3 fine with a larger park, as I mentioned, but
4 the additional concessions of moving the
5 building and adding retail space, which we feel
6 will not be high quality, is not appropriate,
7 in our opinion. That's on the, let's call it,
8 retail space on the enlarged park condition.

9 Then there's the Condition 1-B-1, and that
10 is City Staff requesting a two-way bicycle lane
11 on the south side of Andalusia, on the west
12 side of Salzedo. Similar to the previous
13 discussion, we're okay with some of that, but
14 not okay with other parts. We're fine with
15 Salzedo. We're fine with the idea of a bicycle
16 lane on Andalusia. We feel strongly that it
17 should be on the north side, as we're
18 indicating in this drawing.

19 The two-way bicycle lane is going to
20 require a minimum of at least ten feet in
21 width. A bicycle lane on the north side of
22 Andalusia would have it running along the
23 municipal parking garage immediately across the
24 street, which is appropriate, considering
25 people may utilize it. A bike lane on the

142

1 north side can continue along the north side of
2 Andalusia also, to connect with the proposed
3 mobility hub, which is a block away.

4 Importantly, a bike lane on the north side will
5 not interfere with the bus stop, which exists
6 today and is proposed to remain on the south
7 side of Andalusia, on the northwest corner of
8 our property, where there's a bus stop right
9 now.

10 On the same note, a bike lane on the south
11 side is not the safest condition for cyclists
12 or pedestrians. We will have both, customers
13 and delivery trucks accessing the site of the
14 property, increasing the possibility of
15 collision. And the impact on the public
16 sidewalk that would be available on our side of
17 the street, it would reduce it until about a
18 five-foot width, which is the sort of width
19 that is relatively small. We're trying to get
20 away from having that narrow of a public
21 sidewalk pretty much in every project that is
22 done in the City. So that's the discussion on
23 the bicycle lane.

24 Lastly, Conditions 4-K and 5-B require the
25 undergrounding of utilities, not just adjoining

143

1 our property, but also a block north and a
2 block south on Salzedo. Again, similarly, we
3 are fine with incorporating utilities
4 underground which adjoin our property, but
5 going a block north and a block south, is, in
6 our estimation, about a cost of \$750,000 per
7 block, for a total additional cost of 1.5
8 million, again, a request that we just feel is
9 excessive.

10 A nearby project, The Regency, which was
11 approved some time last year, if you look at
12 its conditions of approval, they're required to
13 install underground adjoining and abutting
14 their property, but not off-site. This is sort
15 of making that requirement go outside.

16 We have been working on this project for a
17 long time. I mean, a lot of effort has gone
18 into it. These comments which we're making to
19 the Staff's recommended conditions are not
20 being done to be difficult or to be miserly.
21 They're being made to ensure that we have a
22 viable project that Publix would build. We
23 want to continue making shopping a pleasure in
24 Coral Gables, and just need your help to make
25 the recommended conditions work for both sides,

144

1 so that we can have a project here that's
2 acceptable to Publix and can be built and will
3 continue to serve the community another 70, 80,
4 90 years, a good quality grocery store.

5 With that said, I'll reserve some time for
6 rebuttal, and open it up to the rest of the
7 crowd present.

8 CHAIRMAN AIZENSTAT: Thank you.

9 MR. SALMAN: Mr. Chair, noting the time,
10 I'd like to extend the period of this meeting
11 until 9:30 time certain.

12 CHAIRMAN AIZENSTAT: We have a motion. Is
13 there a second?

14 MS. KAWALERSKI: Second.

15 CHAIRMAN AIZENSTAT: I think we just do it
16 by voice.

17 MR. COLLER: Yeah.

18 CHAIRMAN AIZENSTAT: Everybody in favor
19 say, aye.

20 (All Board Members voted aye.)

21 CHAIRMAN AIZENSTAT: Anybody object? No?
22 Thank you. Continue.

23 MS. GARCIA: Okay. Jennifer Garcia, City
24 Planner.

25 Could I have the PowerPoint, please? Thank

145

1 both lanes of Andalusia, landscape in the cycle
2 track. That was approved by the Commission, I
3 believe, last year.

4 So this is the summary of the project. It
5 is about, like he said, three acres or 132,000
6 square feet. The open space they're providing
7 is 33.49 percent of open space. Their FAR is
8 well below the 3.0, at 65,000 square feet.
9 They're meeting all of their setbacks and step
10 backs. And they're, of course, meeting their
11 parking, and the building height is well under
12 their maximum height at just 36 feet.

13 So, for a Planned Area Development, as you
14 know, is providing flexibility for a
15 development -- providing flexibility of the
16 Zoning Code. So the Zoning Code right now is
17 basically designed to regulate and provide
18 provisions for your more typical mixed-use
19 building, right, with lots of windows and doors
20 and transparency, minimal curb cuts. Publix,
21 however, is a large scale grocery, and so they
22 have their own needs that they need to have, to
23 be able to function and be able to serve the
24 community well.

25 So their public benefit, like I said, was

147

1 you.

2 So these are two requests for a Planned
3 Area Development, PAD, with also a conditional
4 use for a site plan review.

5 So, as we know, the location of Publix,
6 it's South Andalusia, between Salzedo and Le
7 Jeune, the entire block. The aerial, you can
8 see that it's comprised right now mostly of a
9 surface parking lot, with the Publix structure
10 on the east side. The future land use is
11 commercial high-rise and the zoning is MX3.
12 This is a picture of what is there now, the
13 Publix building, and also the parking lot to
14 the west.

15 The request is for a Planned Area
16 Development, the PAD, and also the conditional
17 use for a site plan approval. So the first
18 request, for a PAD, what they're providing is
19 the Salzedo undergrounding of the powerlines,
20 the trees, and on-street parking and the bike
21 lanes on Salzedo to connect Miracle Mile to the
22 new featured park on Almeria, Salzedo Public
23 Park, which is, more or less, recommended to be
24 19,000 square feet, and also streetscape
25 improvements on Andalusia and on Valencia, in

146

1 the public park, the Salzedo improvements,
2 Andalusia and Valencia. The idea here is that,
3 as the building is really only facing a couple
4 of key points, Salzedo, with the retail space
5 to the north, Andalusia the main entrance to
6 the store, into the cafe that's facing Le
7 Jeune, there's not a lot of transparency,
8 there's not a lot of access through the block,
9 to the store on Valencia and throughout the
10 entire block. So this is made to -- the intent
11 of the conditions of approval and for the
12 improvement to the street, is to basically have
13 that nice streetscape, even though the building
14 itself can't function as your typical mixed-use
15 building.

16 Second request is a site plan review. As
17 you can see, this is Le Jeune Plaza, they're
18 going to have on the west side. The Publix
19 entrance, like I said, is off of Andalusia to
20 the north. The vehicular entrance also is on
21 the north, as well as the loading egress. The
22 retail is facing the park, on Salzedo. The
23 loading ingress is off of Valencia, and then
24 Publix itself is about 56,000 square feet, with
25 a cafe and a liquor store facing Le Jeune Road.

148

1 This is another aerial looking -- I'm
2 sorry, another view looking down, of 285
3 parking spaces. Again, the grocery store is
4 about 56,000 square feet and the liquor store
5 is 2,500 square feet from Le Jeune.

6 The timeline is that the DRC reviewed it
7 back in November of last year. It went to the
8 Board of Architects several times. They went
9 to the Board of Adjustment to get their
10 approval to have a liquor store close within a
11 religious use. The Neighborhood Meeting, they
12 had was in June. And here we are for Planning
13 and Zoning in November.

14 Letters to property owners were mailed
15 within a thousand feet of the property, and
16 that was mailed two times, the Neighborhood
17 Meeting, as well as Planning and Zoning. The
18 property was posted twice, as well as on the
19 website twice and it's been advertised in the
20 newspaper once for this meeting.

21 So Staff determined that, with the
22 conditions of approval, it is consistent with
23 the Comp Plan, the goals, objectives and the
24 policies, and we recommend approval, with
25 conditions, and those conditions are two-fold.

149

1 proffered, the conveyance of the completed park
2 to the City of Coral Gables, again, the public
3 realm improvements on Andalusia, Salzedo and
4 Valencia, underground utilities on Salzedo,
5 between Miracle Mile and Almeria, again, to
6 connect that future park to Miracle Mile, the
7 crosswalk on Le Jeune, and also signal
8 adjustments as to the traffic impacts, if
9 there's any.

10 And that's it.

11 CHAIRMAN AIZENSTAT: Thank you.

12 MR. WITHERS: Can I have one just quick
13 question?

14 CHAIRMAN AIZENSTAT: Yes, sir.

15 MR. WITHERS: When I printed my packet,
16 there was an unloading and loading restricted
17 off hours, and it was removed from that.

18 MS. GARCIA: The loading and --

19 MR. WITHERS: On the conditions of approval
20 -- maybe I missed it right now.

21 MR. PARDO: Yeah, that's changed.

22 MR. WITHERS: It's changed. It says,
23 unloading and off-loading.

24 MS. GARCIA: Oh, yes, yes, yes.

25 So, working with Publix, the intent of that

151

1 Part of the conditions are to be completed
2 before First Reading before the City
3 Commission, and that's to revise the ingress
4 and egress for the loading area. There were
5 some concerns about how the large trucks would
6 be going into Andalusia. So they're going to
7 work with Public Works and their consultant to
8 revise that a little bit, to widen that, to
9 make that curb a little bit larger; to increase
10 the Salzedo Park to about 19,000 square feet,
11 to reduce -- to do that, to reduce the retail
12 depth to be consistent with the smaller scale
13 retail of our Downtown, and then to revise the
14 park design with Public Works' input.

15 As far as the public rights of way, we're
16 asking to see that two-way cycle traffic on the
17 south side of Andalusia and the west side of
18 Salzedo, between Miracle Mile and Almeria,
19 again, to connect that corridor from Miracle
20 Mile to the Almeria Park that's going to be
21 built in the coming years, continuous concrete
22 sidewalks on the right-of-way and a crosswalk
23 Le Jeune, on the south side of Valencia.

24 Going further, the conditions of approval
25 also include the conveyance, as they have

150

1 was to have the unloading and loading happen
2 off hours and not during high traffic volumes.
3 They have some loading --

4 MR. WITHERS: That's fine.

5 MS. GARCIA: -- times that happen during
6 those times, so that was too restrictive. We
7 were just trying to help --

8 MR. WITHERS: Is that the only change? I
9 didn't follow you. Is that the only change
10 that was made?

11 MS. GARCIA: I believe so, from the
12 conditions of approval, yes. I think that's
13 the only thing that changed, from what I
14 remember.

15 CHAIRMAN AIZENSTAT: Jill, do we have any
16 speakers in here? Okay.

17 THE SECRETARY: No one has raised their
18 hand to speak and no one from the public is
19 here.

20 CHAIRMAN AIZENSTAT: So we have no
21 speakers, either in Chamber, Zoom or on the
22 phone platform?

23 THE SECRETARY: No.

24 CHAIRMAN AIZENSTAT: Okay. So let me go
25 ahead and close it for public comment at this

152

1 time.

2 Sue.

3 MS. KAWALERSKI: I have questions for
4 Staff. So, on Andalusia, there was talk, at
5 one point, during the mobility hub discussion,
6 of taking away the parking on the south side of
7 Andalusia. I see it's here and with bump outs.
8 Wasn't there a plan to remove parking on the
9 south side of Andalusia altogether?

10 MS. GARCIA: Yes. That's part of the
11 conditions of approval, for them to revise
12 their drawings for having that cycle track on
13 the south side and moving those bump outs,
14 before First Reading at the City Commission.

15 MS. KAWALERSKI: Okay. So the revised plan
16 would not have the bump outs and parking on the
17 south side?

18 MS. GARCIA: Uh-huh. It will have the
19 cycle track --

20 MS. KAWALERSKI: Okay. Andalusia is one
21 way, correct?

22 MS. GARCIA: Yes.

23 MS. KAWALERSKI: And why is Staff
24 recommending a bi-directional cycle track?

25 MS. GARCIA: Because what the Commission

153

1 track -- I don't want to design on the spot,
2 but you probably we want to have it raised.

3 MS. KAWALERSKI: Okay. So, you know,
4 obviously, you know, we want some continuity on
5 either side of the project, when it comes to
6 cyclists, right? So how are you going to put a
7 bi-directional on Biltmore Way? I mean, I
8 think that's been nixed altogether by the
9 residents.

10 MS. GARCIA: Well, right know, Biltmore Way
11 has a very significantly wide sidewalk, that
12 many people bike on, as well, right now.

13 MS. KAWALERSKI: Okay. So let me ask you a
14 couple of things, so this is the old, no bump
15 outs, no parking on the south side.

16 MS. GARCIA: Correct. Uh-huh.

17 MS. KAWALERSKI: Okay. On the west side of
18 Salzedo, is that also a bi-directional --

19 MS. GARCIA: I should clarify. That's what
20 Staff is recommending, that they take out the
21 bump outs and trees and put in the cycle track
22 there. They have concerns about that location.
23 I think Mario went into detail about that.

24 MS. KAWALERSKI: Okay.

25 MS. GARCIA: So there's discussions.

155

1 approved, I believe, last year, at some point,
2 that's the direction they've been giving Staff.

3 MS. KAWALERSKI: Really?

4 MS. GARCIA: Uh-huh. It connects, you
5 know, the Biltmore Way area across Le Jeune --

6 MS. KAWALERSKI: Yeah. No, I understand,
7 but bi-directional is a very funky design,
8 especially on a one way street, where, you
9 know, you're going to be facing traffic if
10 you're heading west. You're facing oncoming
11 traffic. A cyclist would be facing oncoming
12 traffic. That's very disconcerting for a
13 cyclist.

14 I mean, you're a cyclist. Would you agree?

15 MS. GARCIA: Yeah. So I believe we're
16 going to have some kind of buffer, preferably
17 some kind of low landscape, to separate that
18 movement.

19 MS. KAWALERSKI: Okay. So you're talking
20 about a protected bike lane or a buffer --

21 MS. GARCIA: You have to have some kind of
22 buffer for a two-way cycle track.

23 MS. KAWALERSKI: A landscaped buffer?

24 MS. GARCIA: Right. I think recommending
25 it, you would probably want to have that cycle

154

1 MS. KAWALERSKI: Okay. But Staff is
2 recommending the bi-directional buffer bike
3 lanes?

4 MS. GARCIA: Uh-huh.

5 MS. KAWALERSKI: Is that a bi-directional
6 on the west side of Salzedo or a single?

7 MS. GARCIA: I'm sorry -- oh, sorry,
8 bi-directional.

9 MS. KAWALERSKI: That's also
10 bi-directional? So you maintain a
11 bi-directional on Salzedo?

12 MS. GARCIA: On the west side, uh-huh.

13 MS. KAWALERSKI: Okay. And that's it.

14 What about the rest of the perimeter? What
15 about on Valencia?

16 MS. GARCIA: On Valencia, trees and bump
17 outs.

18 MS. KAWALERSKI: Okay.

19 MS. GARCIA: On Le Jeune, we can't have
20 anything.

21 MS. KAWALERSKI: Okay. So you have bump
22 outs on Valencia now, because there's no bump
23 out -- yeah, there are bump outs here. So
24 you're maintaining the bump outs on Valencia.

25 MS. GARCIA: Yes.

156

1 MS. KAWALERSKI: And no accommodations for
2 bicycles on Valencia?

3 MS. GARCIA: Correct.

4 MS. KAWALERSKI: Okay. All right. Thank
5 you.

6 CHAIRMAN AIZENSTAT: Thank you, Sue.
7 Felix.

8 MR. PARDO: First of all, Mr. Fisher, I
9 think you've done a magnificent --

10 MR. COLLER: I'm sorry, you're going to
11 need to speak into the mike.

12 MR. PARDO: Mr. Fisher, I think you've done
13 a magnificent job on the design of the
14 building.

15 MR. COLLER: I think it's off.

16 CHAIRMAN AIZENSTAT: I think your mike is
17 off.

18 MR. COLLER: Or it's dead.

19 MR. WITHERS: I can hear him perfectly.

20 MR. COLLER: Of course you can.

21 CHAIRMAN AIZENSTAT: Chip, would you go
22 ahead and just turn your mike over to him, if
23 you don't mind.

24 MR. WITHERS: Do you have five bucks,
25 Felix? What?

157

1 which you don't presently have. You just have
2 the Post Office which is dead at night. You
3 have a very large development that's being
4 built immediately to the south. So the
5 activation of this street is more important
6 than additional square footage for a park.
7 This is really more of a plaza than a park, and
8 I think that you hit it right on the head.

9 The other thing is that, you pushed -- by
10 pushing the building toward the west, toward Le
11 Jeune Road, you've also identified that
12 corridor very, very cleverly and you've
13 provided just enough push and pull there, where
14 you have both, the liquor store and you also
15 have the eating establishment, where people
16 from the offices, from the multi-story office
17 building to the south of you, can walk over,
18 and that resolves an issue there, too, for
19 them.

20 The other thing is that you eliminated the
21 cross parking, illegal parking, in that parking
22 lot, which doesn't allow customers to park
23 there at this grocery store. So all of the way
24 around, the improvement is sensational. I
25 think -- there's no doubt in my mind that you

159

1 MR. PARDO: All right. As I said,
2 Mr. Fisher, you should be commended for the
3 design that you did. Number One, it's very
4 sensitive. Number Two, let me tell you what
5 you did right. You took out all of the
6 parking -- and I know Craig will take some of
7 the credit, but you took all of the dangerous
8 ingress, egress into the surface parking lot
9 that exists there, right next to the traffic
10 light, which is just a nightmare when people
11 are trying to exit. You moved it over to
12 Andalusia and you put the ramp on that side,
13 and, of course, you got the loading and
14 unloading, very correctly, coming in through
15 Valencia, going through, and then the trucks
16 can back up and take their time in backing up.
17 I really don't understand what Staff's concern
18 is with that. I think you've done a superb job
19 with that.

20 The second thing is, I agree with you,
21 because on the retail space that you have on
22 Salzedo, they are the right size for retail
23 spaces, for restaurants. And when people come
24 out of the theater, they have another
25 restaurant. There's activity now on Salzedo,

158

1 also worked with the Board of Architects. I
2 saw the markups that were in the packet, and
3 you also listened to them very carefully, and
4 I'm sure it was very constructive, and you --
5 based on the comments that were in the packet,
6 you could see that you had hit every single one
7 of those points.

8 The other thing is that, I disagree a
9 hundred percent with Staff's comment about
10 providing any type of bicycle lane on two of
11 the most dangerous streets that there are,
12 which were made -- years ago, were made one
13 way, to be able to try to control the volume of
14 traffic going westbound and eastbound, because
15 most of the people in Miami-Dade County cut
16 through Coral Gables, because that's just the
17 way we are. Putting a bicycle lane there is
18 like giving a loaded gun to a kid. It's just a
19 matter of time before it goes off and someone's
20 going to get hurt.

21 When, the City, you know, incredibly put in
22 a dedicated bicycle lane on parts of Salzedo,
23 south of this, and down University, it was a
24 complete failure. The reason is that these are
25 high traffic areas, which are very dangerous,

160

1 and most cyclists try to avoid these dangerous
2 things, because normally it's a losing
3 experience.

4 I think that, at the end of the day, I
5 don't have any comments, except one. We do
6 have a County owned bus stop, which is located
7 on the northwest corner of the property, and it
8 really is heartbreaking to see people that work
9 hard for a living, can't own a car, and they're
10 waiting for the bus, and it's a torrential
11 downpour, and the amount of cover that they
12 have from the County-provided bus, is terrible.
13 You know, I would hope that Publix, having a
14 very big heart, would provide a bigger shelter
15 there for people that are hard-working, that
16 are waiting for the bus, especially during
17 inclement weather, since it only rains here
18 about 95 percent of the time during the summer.

19 And, lastly, I cannot say enough about the
20 way that you maintained the scale, and, also, I
21 have to commend you on not being greedy, and, I
22 mean, Publix, as a company. I know, for a
23 fact, that they have been approached by
24 developers for years, and years, and years.
25 Keeping the scale of the property down the way

161

1 that you've done it, and also making sure that
2 the primary use is exactly what you've done, I
3 attest to the fact that the liner that you're
4 providing on Salzedo, although you're not in
5 the business of being landlord, because you
6 usually are self-using, when it comes to your
7 properties, it's still going to be a great
8 addition to the area.

9 So I want to thank you. I want to make
10 sure that I'm clear in saying that you've done
11 everything that I think is humanly possible to
12 make this a better place and it serves the
13 community, and I really appreciate it.

14 And I do not understand the comment from
15 Staff about revising the ingress, egress
16 driveways, unless it's to be able to
17 accommodate the bicycle lanes. I don't agree
18 with that. And I don't agree with adding any
19 more square footage for the park, and -- which
20 would reduce the depth and obviously make it a
21 disadvantage to be able to get something that
22 can give back to the City.

23 So, as far as all of the other conditions
24 -- and I was a little confused, and maybe Staff
25 can explain, because I remember, years ago,

162

1 Publix did have a liquor store on that site.
2 It was an independent, small building on the
3 north side of the surface parking lot, which
4 eventually was torn down, and Publix had a
5 liquor store or it was a liquor store. I
6 thought it was owned by Publix. And I don't
7 understand why it had to go to the Board of
8 Adjustment for the use.

9 So I'm all in on the project.

10 MS. KAWALERSKI: May I rebutt something
11 that my colleague just said about bike lines?
12 Cyclists have a different experience when
13 there's a line in the road versus when there is
14 buffering, and buffering, in this case, is
15 landscaping. It's a much different experience.
16 It is much more safer, when you have the kind
17 of buffering that you are talking about.

18 And we have to start somewhere with bike
19 lanes in this City. We are a car-centric city
20 right now. We have to start thinking about
21 better mobility in this City. This is a
22 perfect project. Where shopping is a pleasure,
23 we should be able to shop there on our
24 bicycles, and this is one of those projects
25 that I think demands a bicycle lane, if not

163

1 lanes, around that project.

2 So thank you.

3 CHAIRMAN AIZENSTAT: Thank you.

4 Chip.

5 MR. WITHER: Let me get my microphone back.

6 So I was a bag boy in that store, 84, is it
7 or is that 94? 84.

8 MR. GARCIA-SERRA: Your memory is
9 excellent. It is Store Number 84, in a system
10 now that has almost 2,000 stores.

11 MR. WITHERS: Herb Chancy was the manager.
12 Raul Rodriguez was the third man. I know all
13 of the Publix lingo, so I know. I enjoyed that
14 time in my life. And I also have to tell a
15 story about Publix, on Store 94, when they had
16 the opportunity to develop that lot off of
17 Monza, and they came to the City in good faith
18 and decided that they were going to ask for
19 closure of the alley, which they didn't have to
20 ask, and they brought a site plan in at the
21 time to show that we're planning to build a
22 larger store there, and as a result, they were
23 denied, because -- you know, reasons be what
24 they may, but they were a hundred percent
25 professional on that. So I never really

164

1 publicly thanked Publix for that, but I think
2 that was very high integrity.

3 Now, a question, has there been any
4 discussion about, what are you going to do with
5 all of those air rights above this site? I
6 mean, there's millions of dollars sitting on
7 top of that site.

8 MR. GARCIA-SERRA: You know, there is more
9 development potential on this site, but Publix
10 is not proposing to utilize it, you know, in
11 any way right now.

12 MR. WITHERS: I'm just curious. I'm not
13 asking for any commitment. I'm just wondering,
14 is this it? I mean, this is Publix's, you
15 know, dream store and nothing more?

16 MR. GARCIA-SERRA: Yes. It's not like
17 they're coming back any time soon to propose a
18 tower on top of this building or anything like
19 that.

20 MR. WITHERS: Okay. That's all I have.

21 CHAIRMAN AIZENSTAT: Thank you.
22 Javier.

23 MR. SALMAN: I actually had the privilege
24 to serve as the Chair of the Board of
25 Adjustment when this project came through, and

165

1 that's just my personal opinion.

2 Ultimately, it's something that needs to be
3 looked at carefully and worked out, because I
4 think that you've got some major conflicts and
5 traffic flow issues and a six-inch curb or a
6 bush is not going to stop a 5,000 pound car.
7 It's just not going to happen.

8 MS. GARCIA: Right. Yeah, the issue is
9 crossing Le Jeune. As you know, Le Jeune is a
10 major divider between --

11 MR. SALMAN: Yeah, I've seeing cars in the
12 intersection get hit and end up, you know, in
13 the parking lot for Publix, and I, too,
14 remember when there was a liquor store, as well
15 as a fresh bakery there, a couple of other
16 little small retails.

17 MR. WITHERS: Yeah, I remember that.

18 MR. SALMAN: Remember that?

19 MR. WITHERS: Yeah.

20 MR. SALMAN: My wife worked there. She was
21 16.

22 MR. WITHERS: Really?

23 MR. SALMAN: Yeah.

24 I disagree completely and I want to find
25 out what your logic is for the increase of the

167

1 at that time, we did not have the issue of the
2 bike lanes being discussed as a possibility.
3 So my question is to Staff, when did that
4 happen?

5 MS. GARCIA: I think, Melissa, from Public
6 Works, is going to look that up really quick.
7 I know there's been discussions related to the
8 mobility hub. I'm not sure when that decision
9 was made, to have a two-way cycle track.

10 I don't need the PowerPoint.

11 Do you have an approximate time of year?
12 Last year sometime.

13 MR. SALMAN: Is the City engaged in
14 conversations with the County in regards to
15 that bus drop-off, because that's in direct
16 conflict with what you're trying to do, if
17 you're planning to put in a bicycle lane -- a
18 double bicycle lane there?

19 MS. GARCIA: I'm not sure.

20 MR. SALMAN: What I'm getting to, is that
21 it's kind of half baked, okay. So you need to
22 look at that. And I would be more in favor if
23 it were divided, in that you maybe have one --
24 so that it goes with the traffic, one on the
25 north side and one on the south side, but

166

1 park on Salzedo from ten to nineteen thousand.
2 I'm sure you have a very good reason. I'm
3 dying to hear it.

4 MS. GARCIA: The Commission, as you know,
5 is really interested in having larger park
6 spaces.

7 MR. SALMAN: Uh-huh.

8 MS. GARCIA: And that's kind of the
9 reasoning, that they -- they see that the plaza
10 on Le Jeune is not going to be well used, just
11 because of the traffic and the noise on Le
12 Jeune. I think they're proposing some kind of
13 raised planter between the store and the
14 sidewalk which is next to Le Jeune --

15 MR. SALMAN: Yeah, there's a seating and a
16 buffer, which means the errant cars --

17 MS. GARCIA: So the idea is not to fully
18 get rid of that, but just to move it over -- I
19 think it was five or ten feet over, to be able
20 to have a 20-foot liner facing a larger park.

21 MR. SALMAN: Okay. But we've got about six
22 thousand square feet or seven thousand square
23 feet on the front, about ten or eleven thousand
24 square feet on the back. You want to move
25 eight thousand square feet back. So you're

168

1 going to reduce the front setback to like close
2 to zero. Is that what you're suggesting?

3 MS. GARCIA: No, I believe the nine --

4 MR. SALMAN: Or you're leaving the design
5 and just moving it over --

6 MS. GARCIA: The diagram that he had
7 showed, with the arcade, I think is a very
8 generous arcade, plus the sidewalk that's
9 facing the arcade, that's on the rendering that
10 Mario had showed -- the idea is that that
11 arcade would be widened, while the building is
12 scooting over, just enough so you have about 20
13 feet for a nice -- for a better liner.

14 MR. SALMAN: Okay. This project has been
15 through the Board of Architects, Board of
16 Adjustment in this particular orientation and
17 this particular configuration, with the size of
18 the park on Salzedo and the size of the retail
19 on Salzedo approved all of way through, and now
20 we're looking to make a change. At this late
21 stage of the game, I don't think so. I don't
22 think so. That's not right. That's acting in
23 bad faith. And I'm not going to be part of
24 that discussion, because that's wrong.

25 I worked with Publix. My first project

169

1 ever was working with a developer to develop
2 their first 40M store -- 60M Store, forgive me,
3 and it was on 107th and 16th, and they were
4 complete gentlemen about it. They were always
5 men of their word. And the developer was able
6 to work with them, because of that, and they
7 were able to get the concessions that they
8 needed, including the oversized parking spaces,
9 that you need a clear view to 107th --
10 everything that they wanted -- because they
11 were Publix and they live up to their side of
12 the bargain always.

13 So I cannot be part of a City that doesn't
14 live up to its side of the bargain, because
15 this is too late to come in for that kind of a
16 change for me to support. So I'm kind of
17 upset, but -- also, I think it's completely
18 unviable to reduce the retail area -- you know,
19 from forty by sixty, to what, twenty by sixty?
20 That doesn't make any sense. That's just not
21 usable space. You can't rent that out. What
22 are you going to have, balloon store sales --
23 you know, there's nothing that's going to be
24 there. It's going to be dead.

25 MS. GARCIA: The idea is that there would

170

1 be access from the north and the south side.

2 MR. SALMAN: No, that's not going to
3 happen. You need to have a certain amount of
4 depth for retail or a restaurant to work. You
5 barely have that with the 2,400 square feet,
6 and it's perfect for a restaurant, because it
7 has access to a service alley right behind it.
8 You know how hard that is to find in Coral
9 Gables? It's almost impossible. So, yeah, a
10 high end restaurant or restaurants coming in
11 there, because it will be so easy for them to
12 do it, and I look forward to it.

13 I agree with what my colleague said, that
14 that's not a park, that's a plaza, and if you
15 want a park, we've got other options, rather
16 than holding a gun to somebody who's almost
17 done, to try and get more out of them.

18 So those are my opinions, and that is
19 indicative of probably how I'm going to vote.

20 CHAIRMAN AIZENSTAT: Thank you.

21 Julio.

22 MR. GRABIEL: Yeah.

23 Could you put up the City's requirements,
24 conditions of approval?

25 MS. GARCIA: Conditions of approval? Okay.

171

1 Yeah. Could I have the PowerPoint, please?

2 So this is the conditions of approval prior
3 to the City Commission, because it's more about
4 the site plan, change of site plan, and
5 reflecting the rights of way, the plans for a
6 two-way cycle track on Andalusia, as well as
7 the concrete sidewalks and the tweaking of the
8 right-of-way.

9 MR. GRABIEL: The revised ingress and
10 egress driveways to loading area, what does
11 that entail?

12 MS. GARCIA: Yeah. So the traffic study
13 came back with a vulnerability study, showing
14 that -- how do I explain this? Yes, thank you.

15 We have the consultant right here.

16 MR. COLLIER: Have you been sworn in?

17 MR. RODRIGUEZ: No.

18 MR. COLLIER: Okay.

19 (Thereupon, the participant was sworn.)

20 MR. RODRIGUEZ: Yes.

21 Hi. My name is Javier Rodriguez, and I'm
22 working as a City Consultant.

23 CHAIRMAN AIZENSTAT: Can you state your
24 address, please, for the record?

25 MR. RODRIGUEZ: Yes. I wish I could

172

1 remember. I'm so sorry. It's in 25th -- 87th
2 and 95th Lane or 25th Street, Doral.

3 MR. COLLIER: All right. That gets us
4 close. That's good enough.

5 MR. WITHERS: Remind me never to ask you
6 directions to your house, okay.

7 MR. RODRIGUEZ: At least I'll be safe.

8 Oh, man, so regarding the question that you
9 guys had about the ingress, so that's based on
10 a swale path analysis that we perform based on
11 DOT standards. This was performed from a WB 67
12 large truck vehicle, and that's on the east
13 side of where the development is, where the
14 trucks are either coming in or coming out, and
15 so the analysis came back that the turning
16 radius, currently it's not sufficient for them
17 to be able to do a safe turn outside of the
18 loading area, or to inside of the loading area.

19 If they turn currently, the way that the
20 provided space is, they'll be hitting a column
21 or they'll be hitting some part of the
22 building. So that's pretty much where that
23 recommendation comes from, from the results of
24 the analysis.

25 MR. SALMAN: The current radius for the

173

1 consultant. I apologize.

2 MR. GARCIA-SERRA: It's the City's
3 consultant, but we do have our own traffic
4 consultant and this is supposed to be a science
5 or sort of engineering. We actually had a
6 pretty extensive call about it, both, with our
7 traffic consultant and theirs, and if there's
8 any level of re-design, it's a question of how
9 much pavers and so forth are going out of the
10 walkway and how much of it is just going to be
11 pure driveway. It's not like an actual retail
12 space is being affected.

13 MR. RODRIGUEZ: Yeah, I don't think so, either.

14 MR. GARCIA-SERRA: And so, you know, within
15 that, I think there's even a little bit of an
16 internal debate, within the City, as to, okay,
17 now, really, how much driveway do we need for
18 aesthetic purposes and so forth. You know,
19 from our point of view, if you look at that
20 store right now, those truck drivers pull some
21 miracles off, okay, by being --

22 MR. WITHERS: I'm sure Publix has a few
23 tractor-trailer drivers on the road every
24 night, and I'm assuming they drive in and out
25 Public stores all of the time, and I would

175

1 egress.

2 MR. GRABIEL: How does it affect the floor
3 plan?

4 MR. RODRIGUEZ: The east side.

5 MR. GRABIEL: How does it affect the floor
6 plan?

7 MR. RODRIGUEZ: They might have to
8 re-design to provide the sufficient radius.
9 Granted, it shouldn't be too much of an issue.
10 It should be something that should be feasible
11 to do, I would say, based on the results, but,
12 yeah, they will have to re-design to provide
13 the sufficient radius which we stated in the
14 traffic report.

15 CHAIRMAN AIZENSTAT: To just ask, if you're
16 stating that they have to re-design something,
17 what's the implication of that?

18 MR. RODRIGUEZ: Well, to be able to provide
19 the sufficient radius. That will be --

20 CHAIRMAN AIZENSTAT: I understand that,
21 but, Mario, if your consultant is saying that
22 you may have to redesign something --

23 MR. GARCIA-SERRA: He's actually the City's
24 consultant.

25 CHAIRMAN AIZENSTAT: I'm sorry, The City's

174

1 think Publix would want their drivers to have
2 plenty of room to make turns and back in.

3 MR. GARCIA-SERRA: Agreed.

4 MR. WITHERS: So no offense to the City and
5 you, but, I mean, I'm thinking, these folks
6 over here deliver a lot of groceries every
7 night, and I would think that they want to make
8 sure that their access and egress is pretty
9 solid. That would be my only --

10 MR. GARCIA-SERRA: It's the key to our
11 business. If that doesn't get in, we're not
12 making money. So, you know --

13 MR. RODRIGUEZ: Oh, yeah, you know, we're
14 always going to go based on results. So, you
15 know, we're always going to, you know, make
16 sure -- you know, if our results show
17 something, then we're not going to go back on
18 that, you know. We're going to make sure that
19 we give you --

20 MR. WITHERS: I get it.

21 MR. RODRIGUEZ: -- it straight forward, so
22 everybody is, you know, able to see --

23 MR. GRABIEL: Could we go through the list
24 again -- the list of the City's --

25 CHAIRMAN AIZENSTAT: Jennifer, if you could

176

1 put up a list of your --
 2 MR. GRABIEL: Of your requests, your
 3 changes.
 4 CHAIRMAN AIZENSTAT: Of the conditions.
 5 MS. GARCIA: Could I have the PowerPoint,
 6 please?
 7 MR. GRABIEL: The other ones -- we talked
 8 about the Salzedo Park increasing to nineteen
 9 thousand from what it is right now.
 10 CHAIRMAN AIZENSTAT: Ten thousand.
 11 MR. GRABIEL: Reduced proposed retail
 12 depth, why is that?
 13 MS. GARCIA: To be able to meet that
 14 nineteen thousand square feet --
 15 MR. GRABIEL: Okay. So if we leave the
 16 park the way it is, that's a moot point.
 17 MS. GARCIA: Correct.
 18 MR. GRABIEL: Revised proposed park design,
 19 because of the increased square footage, is
 20 that why? Is there some other reason for it?
 21 MS. GARCIA: No. I believe there was some
 22 discussions about incorporating some design
 23 features in the park that the Public Works
 24 Landscape Division was interested in seeing --
 25 MR. GRABIEL: Okay.

177

1 MS. GARCIA: -- and tweaking the design. I
 2 don't think it's a real big deal, but --
 3 MR. GRABIEL: Big deal. And Publix is okay
 4 with changes on the design of the --
 5 MR. GARCIA-SERRA: Sure. No, we know we
 6 have a process to work with the City to get
 7 that park to be what the City wants.
 8 MR. GRABIEL: Okay. Then two-way cycle
 9 track -- and what's the change in that one, on
 10 the --
 11 MS. GARCIA: It's not being reflected on
 12 their plans right now. So the request is that
 13 they would reflect those public rights-of-way
 14 improvements on their plans before it goes to
 15 the Commission.
 16 MR. GRABIEL: Okay. And Publix is okay
 17 with that change?
 18 MR. GARCIA-SERRA: Well, no. The two-way
 19 cycle track is one of the objections that we
 20 have.
 21 MR. GRABIEL: And why is that?
 22 MR. GARCIA-SERRA: In our opinion, if
 23 there's going to be a bicycle lane, it should
 24 be on the north side of the street, as opposed
 25 to the south side of the street.

178

1 MR. GRABIEL: Why is that?
 2 MR. GARCIA-SERRA: Connectivity with the
 3 mobility hub that's on the north side of
 4 Andalusia, further to the east. There's less
 5 possibility for interference with traffic
 6 movement from the customers and the trucks that
 7 are going to be coming in and out of the store,
 8 the overall sort of streetscape.
 9 MR. GRABIEL: Okay. And why does the City
 10 want to move it to the south side?
 11 MS. GARCIA: To connect across the street
 12 from Le Jeune Road. On the north side of Le
 13 Jeune, at the intersection, it's a weird
 14 connection, and then there's the park. So it
 15 does only connect past that. So many people
 16 who bike connect to go into Downtown from that
 17 sidewalk on Biltmore Way and Le Jeune and cross
 18 there, because that's the only way you can
 19 cross.
 20 MS. KAWALERSKI: And, also, I recall,
 21 during the mobility hub discussion, that on the
 22 north side, there was going to be access for
 23 rideshare, so there would be a lot of traffic
 24 on the north side of Andalusia.
 25 MR. GRABIEL: Okay. And why do you object

179

1 to moving the bicycle path?
 2 MR. GARCIA-SERRA: The bicycle lane?
 3 MR. GRABIEL: Yeah.
 4 MR. GARCIA-SERRA: We feel that it should
 5 be on the north side, because it's going to
 6 take a lot from our side, including reducing
 7 the sidewalk on our side to a five-foot width,
 8 the public sidewalk in our site to a five-foot
 9 width, which we feels is really a sort of
 10 substandard situation, and we feel that the
 11 connectivity would be better on the north side,
 12 overall, for the bicycle lane. You know, it's
 13 a considerable width and impact on our side.
 14 MS. KAWALERSKI: Well, you know, the
 15 reduction to five feet for a sidewalk is
 16 perfectly fine, if you have a cycle track,
 17 because you're taking bicycles off the
 18 sidewalk, okay, and the last thing you want to
 19 do is put bicycles together with pedestrians.
 20 So five feet is fine for bi-directional foot
 21 traffic.
 22 MR. FISHER: Another thing -- Brian Fisher,
 23 again -- with our planners, we thought the bike
 24 path on that side of the street, since it's a
 25 one way road, the outside lane of that bike

180

1 path would be traveling in the same direction
2 as vehicles. That's just a little conversation
3 we had with our planners in our office.

4 CHAIRMAN AIZENSTAT: Thank you.

5 MR. GRABIEL: Okay.

6 CHAIRMAN AIZENSTAT: That's it?

7 For me, I also -- I feel that the size of
8 the retail, the 4,000 square foot retail, lends
9 to having a better tenant there than a smaller
10 tenant.

11 Do you have something in mind already for
12 that space?

13 MR. GARCIA-SERRA: A specific tenant, no,
14 but the use -- the idea of the use has been
15 some sort of a restaurant type of use.

16 CHAIRMAN AIZENSTAT: And they would be able
17 to utilize the area of the park and so forth?

18 MR. GARCIA-SERRA: Well, we specifically
19 have reserved some area around that, which
20 would not be part of the park, but would be an
21 outdoor dining area.

22 CHAIRMAN AIZENSTAT: And for the liquor
23 store, is there a reason that you put the
24 liquor store directly on Le Jeune, as opposed
25 to somewhere that's more concealed?

181

1 MR. FISHER: Working with the Board of
2 Architects, they wanted to create that activity
3 and storefront entries, and the liquor store is
4 one of the items that we had that could
5 introduce another entry point and also glazing
6 and things like that.

7 CHAIRMAN AIZENSTAT: I'm just thinking, you
8 know, you're driving down one of the busiest
9 streets and you look over and instead of seeing
10 a Publix, you see a liquor store. That was my
11 only --

12 MR. FISHER: It is going to be Publix. It
13 will be very defined as it's Publix. It's not,
14 you know, a seedy liquor store in a dark street
15 type thing. So it will have the same -- it
16 will say, liquor, as far as signage, but it's
17 going to --

18 CHAIRMAN AIZENSTAT: Integrated?

19 MR. FISHER: And the cafe next door is
20 going to be a similar storefront and entries,
21 things like that.

22 CHAIRMAN AIZENSTAT: I share also a similar
23 concern, as Felix does, with the two-way for
24 the bike path. I know my colleague Sue likes
25 the two-way bike path, but, for me, especially

182

1 on a one way street, I am concerned.

2 I'd like to ask Jennifer, is there a
3 two-way bike path anywhere around there
4 currently or is this going to be the first of a
5 two-way?

6 MS. GARCIA: This will be the first one.

7 CHAIRMAN AIZENSTAT: So this will be the
8 first two-way --

9 MS. GARCIA: This is the first bike lane, I
10 think, in that entire area.

11 CHAIRMAN AIZENSTAT: In the entire area?
12 So you're assuming that everybody else that's
13 along that street somehow will develop or the
14 City will or the DOT or whoever it is, to
15 incorporate a two-way bike path that will be
16 contiguous?

17 MS. GARCIA: I think the City will probably
18 develop it, as part of the mobility hub plans,
19 that connect to it, for those two blocks.

20 CHAIRMAN AIZENSTAT: Okay. But for me, my
21 concern is, really, on a one way street, having
22 the bike path go two ways, and I understand
23 that there's a buffer, but I just want to
24 express my concern.

25 MS. KAWALERSKI: And I agree with you, had

183

1 there not been any kind of landscape buffer,
2 had it been a line on the road, not a good
3 idea. It would be very disconcerting and
4 dangerous, but if you have a landscape buffer
5 of approximately anywhere from about, what,
6 eighteen inches to two feet -- is that what
7 you're --

8 MS. GARCIA: I think that would be advised.
9 If we can't do landscape, it has to be some
10 kind of raised --

11 MS. KAWALERSKI: Right, it has to be a
12 raised bed, curbing, the whole thing.

13 MS. GARCIA: Right.

14 MS. KAWALERSKI: That, as a cyclist, would
15 be perfectly okay.

16 CHAIRMAN AIZENSTAT: Before I continue, I'd
17 just like to see -- we're at 9:20 -- if there's
18 just a motion no extend a little bit.

19 MR. WITHERS: I'll move to ten o'clock. I
20 tried this the last time and I remember --

21 CHAIRMAN AIZENSTAT: We have a motion until
22 ten o'clock. Is there a seconds?

23 MR. PARDO: Second.

24 CHAIRMAN AIZENSTAT: Felix second.

25 Everybody in favor say aye.

184

1 (All Board Members voted aye.)
 2 CHAIRMAN AIZENSTAT: Anybody opposed?
 3 Go ahead.
 4 MS. KAWALERSKI: No, I'm done, but I do
 5 want to comment that I agree with the increase
 6 in the park -- I do not want to sacrifice the
 7 increase in the park at the expense of the
 8 retail, provided that those restaurants do not
 9 start encroaching into that park with tables.
 10 CHAIRMAN AIZENSTAT: Also, if we can, Jill,
 11 I didn't mention, but I want to make sure that
 12 the e-mail that you gave all of us is entered
 13 into the record.
 14 THE SECRETARY: Yes.
 15 CHAIRMAN AIZENSTAT: Thank you. All right.
 16 MR. WITHERS: Has the City actually done
 17 any studies on how many bicycles there are
 18 really Downtown? Maybe I'm just not cognizant
 19 of the fact, but I don't ever see people riding
 20 bikes Downtown, anyway.
 21 MS. KAWALERSKI: There's a reason for it.
 22 It's dangerous right now, because there are no
 23 bike lanes.
 24 MR. WITHERS: No. I mean, I'm talking
 25 about other areas. I'm not talking about

185

1 Andalusia or whatever. I mean, is that -- do
 2 we really think people are going to start
 3 riding bikes?
 4 MS. GARCIA: So the City adopted a Bike
 5 Master Plan some years ago, and this is part of
 6 that implementation of that Bike Master Plan.
 7 MR. WITHERS: So can those electric
 8 scooters go on those bike paths, too? Is that
 9 going to be allowed?
 10 MS. GARCIA: I believe that they go similar
 11 -- I think the --
 12 MR. WITHERS: But is the City going to
 13 allow that?
 14 MS. GARCIA: -- the company ones, what's
 15 the name -- Bird --
 16 MS. KAWALERSKI: Bird.
 17 MS. GARCIA: -- I think they're capped at a
 18 certain speed that would probably be
 19 comorable.
 20 MR. WITHERS: So are they going to be
 21 allowed to go in these bike lanes?
 22 MS. GARCIA: Do you know the regulations of
 23 this --
 24 MS. KAWALERSKI: There is none. You know,
 25 it's a work in progress for micromobility, so

186

1 electric bicycles, electric scooters, no one
 2 knows where to put them, but there's proposals
 3 out there not to call these bike lanes anymore,
 4 but to call them mobility lanes. So that
 5 anything, at a certain speed, can use that
 6 lane. So a bicycle could, in fact, be in the
 7 same line as an electric scooter.

8 MR. WITHERS: Yeah, or a runner from
 9 Nigeria, something like that.

10 MR. GARCIA-SERRA: Mr. Chair --

11 CHAIRMAN AIZENSTAT: Yes.

12 MS. GARCIA-SERRA: -- no, I was going to
 13 say, on that topic, throw in an idea that might
 14 help to figure out a solution, because I've
 15 heard a lot on the bicycle lanes, right. We
 16 would be amenable to a condition where you say,
 17 a certain amount of monetary contribution, for
 18 the sake of furthering the cause of bicycle
 19 lanes, but not necessarily having us have the
 20 obligation to figure this out and build it --

21 MS. KAWALERSKI: We'll never have enough
 22 money to actually build the bike lanes just
 23 with a contribution. That has to be part of
 24 the design, in my opinion, and not only that,
 25 in order to beautify a mobility lane, you paint

187

1 it green, like you see on the Rickerbacker
 2 Causeway, all of those are green lanes. It's a
 3 visual signal -- an additional visual signal to
 4 motorists, stay off the green, get out of the
 5 green.

6 CHAIRMAN AIZENSTAT: How many accidents
 7 have we had on the Rickerbacker?

8 MS. KAWALERSKI: No. No. No. Not many.
 9 Not many, and let me tell you why we have
 10 accidents on the Rickerbacker. We're open
 11 twelve months out of the year, versus living in
 12 Minnesota. We have a lot of tourists down
 13 here, et cetera. This is a heaven for fitness
 14 cyclists, okay. So when you're talking about
 15 six cyclists that have gotten killed over
 16 twelve years, it's pretty darn good considering
 17 the volume of cyclists. That is the most
 18 widely used cycling venue in South Florida.

19 MR. PORCHER: Hank Porcher, 804 Eyrie
 20 Drive, Oviedo, Florida. I'm the fee developer
 21 for Publix. And we would be willing --

22 MR. COLLER: Have you been sworn in, sir?

23 MR. PORCHER: Yes, I have.

24 MR. COLLER: Okay. Great.

25 MR. PORCHER: We'd be willing to contribute

188

1 to the green painted drive for you, as long as
2 it's on the north side, and I'm a cyclist,
3 also. I cycle four to six days a week, so I
4 know what you're talking about. I understand.
5 But maybe to move this along, if that would
6 help --

7 MS. KAWALERSKI: Well, the problem is, how
8 does this intersect with the plans for the
9 mobility hub, because that mobility hub had
10 plans for rideshare on that north side? If
11 that's the case, and that stands, you can't
12 have a bike lane on the north side.

13 MR. PORCHER: But if you put it on the
14 south side, were running into the bus stop that
15 already exists.

16 MS. KAWALERSKI: Yeah, I understand.
17 That's a bus, versus a lot of rideshares, okay.

18 MR. WITHERS: So I had one last question,
19 when did the 1.5 million dollar utility thing
20 pop up?

21 MR. GARCIA-SERRA: That was included on the
22 copy of Staff's draft recommendation that came
23 out last week.

24 MR. WITHERS: I mean, but did that just --
25 that was just a quid pro quo type of deal

189

1 that --

2 MR. GARCIA-SERRA: Well, yeah -- no, that
3 was -- it was a surprise to us, let's say. You
4 know, in other words --

5 MR. WITHERS: Yeah, I'm just curious to
6 know, when did that -- when was that presented,
7 last revision, or has that been talked about
8 for a while?

9 MS. GARCIA: So the intent of that, again,
10 is to connect that future Almeria Park, that
11 will be part of The Regent residence project on
12 Almeria, that park, and connect it to Miracle
13 Mile. That's the intent of including --

14 MR. WITHERS: No, no. I understand.

15 MS. GARCIA: So since they're already
16 improving that street between Miracle Mile and
17 Almeria with the other -- two-way cycle track
18 and some street trees and there's no on-street
19 parking, the intent is you would also -- since
20 you're already constructing the street anyway,
21 you would just underground the utility lines
22 instead of leaving them up there, to be able to
23 have your trees around it or not --

24 MR. WITHERS: I thought the utility lines
25 were going down Salzedo from Miracle Mile.

190

1 MS. GARCIA: Yes.

2 MR. WITHERS: Is there a bike path going
3 along Salzedo, as well?

4 MS. GARCIA: Yes, to connect down to
5 University Drive.

6 MR. WITHERS: On both sides of Salzedo or
7 on one side?

8 MS. GARCIA: No, just on the west side.

9 MR. PARDO: That thing is a huge failure.

10 MR. COLLER: Wait.

11 CHAIRMAN AIZENSTAT: Felix, we can't hear
12 you.

13 MR. COLLER: Sorry.

14 MR. WITHERS: Yeah, that was when they had
15 those little white --

16 MR. PARDO: Yeah, they put the big white
17 concrete things throughout. It was a disaster.
18 And now we're going to make it permanent,
19 because it was a disaster?

20 MS. GARCIA: Yeah. So the intent is to
21 connect down to University Drive
22 (Unintelligible) -- from my understanding is
23 implemented on their side of their property,
24 abutting their project, to connect all of the
25 way up the north.

191

1 MR. PARDO: I'm sorry, I'm ready to make a
2 motion, Mr. Chairman, whenever you --

3 CHAIRMAN AIZENSTAT: Sir, if you'd like to
4 make a motion.

5 MR. PARDO: And I love bicycles and I think
6 we have to have safe areas to --

7 MR. COLLER: We need to get you into the mike.

8 MR. PARDO: I'm sorry.

9 MR. WITHERS: You can borrow mine again.

10 MR. PARDO: So I'm going to make a motion,
11 and the reason is, I think that these people
12 are owed a decision by this Board, and the
13 motion that I'm making is specifically
14 approving the site plan as presented by the
15 applicant, which includes all of the ingress
16 and egress as shown by the applicant, including
17 the loading and unloading of areas off of
18 Valencia and Andalusia, including the retail
19 spaces that's shown on Salzedo, providing a one
20 lane bicycle track on the north side of
21 Andalusia, and providing one, in the reverse,
22 which is the south side of Valencia, in the
23 direction of east on Andalusia and west on
24 Valencia.

25 MR. SALMAN: Does that retain the park in

192

1 its original configuration?
 2 MR. PARDO: Yes.
 3 MR. SALMAN: Okay.
 4 CHAIRMAN AIZENSTAT: What about, how will
 5 you deal with Staff's recommendation? Could
 6 you talk about -- oh, I thought you were done.
 7 MR. PARDO: I'm sorry, Mr. Chairman. What
 8 I was doing is amending Staff's recommendation
 9 in my motion. That's my intent.
 10 CHAIRMAN AIZENSTAT: I just want to be
 11 clear on that.
 12 MR. PARDO: Would you like me to start
 13 again?
 14 CHAIRMAN AIZENSTAT: No, I would not.
 15 Please, continue.
 16 MR. PARDO: Yeah. The striking of the
 17 term, completed park, because we're adapting
 18 the site plan --
 19 MR. COLLIER: I'm sorry, I didn't follow
 20 that part.
 21 MR. PARDO: Mr. Attorney, the Staff
 22 conditions say conveyance of completed park.
 23 This is their land. They're not conveying it
 24 to the City. It's under Conditions of
 25 Approval, Page 10.

193

1 MR. COLLIER: So you're not requiring the
 2 conveyance?
 3 MR. PARDO: Right.
 4 MR. COLLIER: But you're requiring them,
 5 then, of course, to maintain the park -- for
 6 them to maintain the park?
 7 MR. PARDO: Right, they have to, because it
 8 belongs to them.
 9 MR. COLLIER: Right. But it's open to the
 10 public, correct?
 11 MR. PARDO: I'm sorry?
 12 MR. COLLIER: But it's open to the public?
 13 MR. PARDO: Yes, it's open to the public,
 14 but the --
 15 MR. COLLIER: But they're not conveying it?
 16 MR. PARDO: Correct. In the legal term,
 17 ownership.
 18 MR. COLLIER: I get it.
 19 MR. PARDO: The undergrounding utilities,
 20 can Staff clarify exactly what that entails?
 21 Are we talking about power, are we talking
 22 about other types of overhead utilities,
 23 undergrounding which utilities?
 24 CHAIRMAN AIZENSTAT: And I apologize, but
 25 there are two motions. So you're talking on

194

1 E-2 first?
 2 MR. COLLIER: Well, I think this goes more
 3 to the site plan --
 4 CHAIRMAN AIZENSTAT: Correct.
 5 MR. COLLIER: I'm not sure. Maybe we'll
 6 just add it to both, in an abundance of
 7 caution. Let's do it to both items.
 8 CHAIRMAN AIZENSTAT: I just want to be
 9 clear --
 10 MR. PARDO: If you don't mind --
 11 MR. COLLIER: We'll vote on them separately,
 12 but your motion -- you really have to make a
 13 motion on one item. So what we'll do is, we'll
 14 say this is your motion on E-2, and all of the
 15 items that you mentioned, will repeat on E-3.
 16 MR. PARDO: Okay.
 17 MR. COLLIER: So we can avoid being
 18 duplicative.
 19 MR. PARDO: Okay. No problem.
 20 MS. GARCIA: I believe most of those
 21 utilities are power lines. There may be other
 22 utilities involved, but the idea is that you
 23 would bury all of them, underground all of
 24 them, to be able to plant street trees. So
 25 whatever would block a tree from being able to

195

1 be planted there, would need to be
 2 undergrounded.
 3 MR. PARDO: Right. And just to understand,
 4 because it throws me off, you're going from --
 5 you're on Salzedo, from Miracle Mile, all of
 6 the way to Almeria?
 7 MS. GARCIA: Correct, to the extent of the
 8 street improvements.
 9 MR. GARCIA-SERRA: That's what we feel is
 10 excessive.
 11 MR. COLLIER: So their position is, they're
 12 willing to underground, but they're only
 13 willing to underground on what they believe is
 14 their property. They're not willing to
 15 underground one block north and one block
 16 south; is that correct?
 17 MR. GARCIA-SERRA: Correct.
 18 MR. COLLIER: So if you don't want them to
 19 have to do that, then your motion would be
 20 limited to undergrounding on their site.
 21 MR. PARDO: I mean, I think that would only
 22 be fair --
 23 MR. COLLIER: Okay.
 24 MR. PARDO: -- and normal.
 25 MR. GARCIA-SERRA: Consistent with what's

196

1 been done in other projects.
2 MS. GARCIA: But just to clarify, the
3 project that's down south, by Almeria, was a
4 mixed-use building that had doors and windows
5 facing the street. This park does not. So the
6 intent of improving that street is to provide a
7 public benefit from the lack of doors and
8 windows and accessibility from the street,
9 especially on Valencia.

10 MR. PARDO: You know, I can see, being on
11 the north side of the street, on Almeria, on
12 Andalusia, I could see going across the street,
13 the intersection to the corner, on the south
14 side of Valencia, but, I mean, not, you know,
15 going down a block or two or whatever. And if
16 they were bringing in water or sewer, that's
17 one thing, but this is not it. I don't think
18 that they should be burdened with that.

19 So on these altered conditions, I would
20 say, from the north side -- on Salzedo, from
21 the north side of Andalusia, to the south side
22 of Valencia, the undergrounding of the
23 utilities.

24 And since I have you here right now, the
25 crosswalk on Le Jeune, on the south side of

1 permissible, but we're sort of leaving it up to
2 FDOT.

3 MR. COLLIER: So you're in agreement if FDOT
4 says it's okay?

5 MR. PARDO: If it's acceptable by DOT.

6 MS. GARCIA-SERRA: Right.

7 MR. PARDO: That condition would be, the
8 crosswalk on Le Jeune Road, on the south side
9 of Valencia, if accepted by FDOT.

10 MR. COLLIER: That's Staff's recommendation
11 anyway.

12 MR. PARDO: Well, it didn't say if accepted
13 by FDOT, but, yes.

14 CHAIRMAN AIZENSTAT: He's changing all of
15 Staff's recommendations.

16 MR. COLLIER: Well, I don't know. I can't
17 imagine Staff would make them do a sidewalk if
18 FDOT, who has jurisdiction, is not going to
19 allow him to do it.

20 MR. PARDO: Stranger things -- and, then,
21 the signal adjustments that were not discussed
22 in any detail, do you mind telling me what
23 intersections? Are you talking about several
24 blocks or are you talking about a specific
25 signal? It says signal adjustments and repairs

1 Valencia --

2 MS. GARCIA: So that came from the traffic
3 study. They studied that intersection, as well
4 as the intersections, I believe, in the area,
5 preparing some --

6 MR. PARDO: Sorry, who studied it?

7 MS. GARCIA: The traffic study. The
8 traffic study included looking at
9 accessibility, from a pedestrian point of view,
10 to access the site.

11 MS. KAWALERSKI: The City's traffic study
12 or the consultant for the applicant?

13 MS. GARCIA: Yes. The applicant paid for
14 the consultant for the City to conduct a
15 traffic study.

16 MR. PARDO: So we would have them build
17 another crosswalk across DOT Le Jeune Road?

18 MS. GARCIA: Correct.

19 MR. COLLIER: Do you have an objection to
20 that?

21 MR. GARCIA-SERRA: Well, there's -- part of
22 that condition says subject to FDOT approval,
23 and so a lot of it is riding on that. You
24 know, we have our traffic consultant here. He
25 has his doubts as to whether that really is

1 from the traffic impact study, which I don't
2 think we were provided.

3 MS. GARCIA: I believe it's in that binder.
4 I believe it's part of the applicant --

5 MR. PARDO: Oh, in this binder?

6 MS. GARCIA: Uh-huh.

7 MR. PARDO: I didn't get the binder, but
8 that's fine. I mean, do you know off-hand what
9 the signal adjustments and repairs are?

10 MR. RODRIGUEZ: I honestly thought it was
11 the company address. I was like, what --

12 Okay. Yeah. So it's basically along Coral
13 Way. So it's Le Jeune, westbound on Coral Way,
14 just a few adjustments to the all red clearance
15 intervals. We did a quick review, that we do
16 as part of the traffic study, to add a few of
17 like point one, point two seconds to that.

18 On the other side, along Salzedo, it's for
19 the east and the west, same things, just a few
20 clear adjustments. And, then, there was -- one
21 thing we noticed in the field, I think it was
22 in the southwest corner at Salzedo and Coral
23 Way, that one of the signals wasn't working.
24 So we noted that as a repair.

25 Also, in that intersection, for Le Jeune

1 and Valencia, there's damage on like, you know,
2 the pavers -- not the pavers. What are these
3 called? The curb ramps for, you know, the
4 handicap, the ADA, one of them is lifted off.
5 So it's missing. We noted that in the study.

6 MR. PARDO: Let me see if I get this
7 straight, okay. Your scope of work now is
8 basically about a quarter of the CBD area. I
9 mean, you're all over the place. I mean, look,
10 you could ask for these things, but, I mean,
11 are we talking about, you know, \$50,000 or, you
12 know, five million dollars?

13 MR. GARCIA-SERRA: Juan, if you could come
14 up here and just help out a little bit. Our
15 traffic consultant, Juan Espinoza. I think
16 this is manageable, but let's hear it from him.

17 MR. PARDO: Mr. Chairman, I'm very sorry
18 that I'm taking this time, but, I mean, the
19 conditions were very specific and I just want
20 to make sure we're fair.

21 CHAIRMAN AIZENSTAT: I'm going to ask for a
22 reduction in your salary.

23 MR. PARDO: You got it.

24 MR. ESPINOZA: Juan Espinoza, with David
25 Plummer and Associates, 1750 Ponce de Leon

1 going to make it -- all right. Thank you.

2 CHAIRMAN AIZENSTAT: Felix, do you want to
3 continue on your --

4 MR. PARDO: Thank you.

5 So, adding the condition, the signal
6 adjustments and repairs from the traffic impact
7 study.

8 MR. COLLER: To make this easier, it's all
9 of the conditions of Staff, other than the ones
10 that you've modified?

11 MR. PARDO: Yes, sir.

12 MR. COLLER: So why don't we do it that
13 way, rather than go through each one of the
14 recommendations? You've indicated the ones
15 that you want to have modified in your motion.

16 MR. PARDO: Yes.

17 MR. COLLER: And the balance of the
18 conditions would be in accordance with Staff's
19 recommendation.

20 MR. PARDO: In fact, let me ask the
21 applicant's attorney, did I miss any?

22 MR. GARCIA-SERRA: You know, I just need a
23 clarification on one. So bicycle lane, north
24 side of Andalusia, one way.

25 MR. PARDO: One direction, one lane.

1 Boulevard.

2 So the signal timings are minor
3 improvements. They have to be conditioned that
4 Miami-Dade County will approve -- the County
5 has to approve those conditions.

6 The signal head, that's really maintenance
7 from the County. It has nothing to do with
8 Publix. And the ramp is a minor improvement.
9 I don't think Publix will mind paying for the
10 -- it's those yellow pads that they put on the
11 ramps, that is broken. So I'm pretty sure
12 Publix will pay for that.

13 MR. SALMAN: A quick question, on these
14 intersections, what is the service rating?

15 MR. RODRIGUEZ: The LOS?

16 MR. SALMAN: What are their service rating?
17 Are they A or F?

18 MR. RODRIGUEZ: Yeah, the LOS. Okay. So,
19 for along Le Jeune Road, if I can recall
20 correctly, I think currently it's an F along Le
21 Jeune.

22 MR. SALMAN: I would think it's an F.
23 Okay. So what we're doing is, we're gilding
24 the lily of -- you know, we're trying to bail
25 out the Titanic with a bucket. It's just not

1 MR. GARCIA-SERRA: Then the one on
2 Valencia, did you say north or south side of
3 Valencia?

4 MR. PARDO: I said, south side and one
5 direction --

6 MR. GARCIA-SERRA: Okay. Okay. Okay.

7 MR. PARDO: -- going westbound.

8 MR. GARCIA-SERRA: Okay. So we covered --
9 the big three for us was park, bicycle lanes
10 and underground utility and we've covered them.

11 CHAIRMAN AIZENSTAT: And the size of --

12 MR. SALMAN: And the reduction of the
13 retail.

14 MR. COLLER: Are you in agreement with the
15 concept of the alternate bicycle lane?

16 MR. GARCIA-SERRA: They're on the sides of
17 the streets which work for us, so, yes.

18 MR. COLLER: Okay.

19 CHAIRMAN AIZENSTAT: And if I may, the
20 other thing is ownership of the park --

21 MR. PARDO: Right.

22 CHAIRMAN AIZENSTAT: -- which is presented
23 as the City having ownership. Mr. Pardo is
24 saying that the applicant retain ownership.

25 MR. SALMAN: I think that's a mistake. I

1 think it's to Publix's advantage, actually, to
2 transfer and convey the land, so that they
3 don't have to have it as part of their
4 liability areas, because that's a City area and
5 that's a different issue.

6 CHAIRMAN AIZENSTAT: Let's see where the
7 motion goes.

8 So we have that motion by Mr. Pardo.

9 MR. PARDO: Right. I think we want to make
10 sure that they keep the land, because the City
11 gets the taxes from it.

12 CHAIRMAN AIZENSTAT: So that's the motion
13 of Mr. Pardo. Is there a second?

14 MR. WITHERS: I'll second it.

15 CHAIRMAN AIZENSTAT: We have a second.

16 MR. SALMAN: Second for discussion or
17 second?

18 CHAIRMAN AIZENSTAT: We have a second on
19 the motion. Is there any --

20 MR. COLLER: Okay. So just so we're clear,
21 right now we're doing E-2, but we're going to
22 adopt, by reference, when we get to E-3, all of
23 those conditions.

24 CHAIRMAN AIZENSTAT: Correct. That's the
25 motion.

205

1 the case of trees being -- as opposed to palms,
2 you know, we want to have a palm tree with at
3 least, you know, fourteen feet of great trunk,
4 because that's a good size palm, and if you
5 want a tree, you want a tree that's going to be
6 something at a fourteen-inch canopy or greater.
7 I think those are two things that I think would
8 be reasonable, given the size of the park and
9 the scope that you're looking to do and the
10 second thing is that the light stands that you
11 have, since this is going to be an open area,
12 and it's going to be part of the public area of
13 the City and it's going to be Publix's
14 showcase, and it's going to be the City's
15 showcase for a wonderful location and project,
16 can we change the light standards to match the
17 original City's light standards, which are
18 those unfortunately named Great White Way light
19 fixtures? And they are reproducing them, and
20 you can have them reproduced, for the number
21 that we have.

22 I mean, given the photometrics, I
23 understand you can probably make it work. It's
24 fine. It's just that if you go up and down the
25 parks here, you'll see along the way --

207

1 MR. WITHERS: The only thing I feel is
2 that, even though I think it's a little
3 overreach on the City to have all of the
4 utilities paid, I know the City is trying to
5 get infrastructure done Downtown, improve it.
6 I don't know what else is going on that street,
7 but, I mean, I do think it's a little bit of an
8 overreach on the City to go so far, but I don't
9 know, maybe they can negotiate that a little
10 more. Felix, that's the only --

11 MR. SALMAN: Felix, would you accept two
12 friendly amendments?

13 MR. PARDO: Sure.

14 MR. SALMAN: And, then --

15 MR. WITHERS: No, go ahead. Help me out on
16 this.

17 MR. SALMAN: My first is, you know, that
18 the applicant specify the size of the trees,
19 because you have the location, you have the
20 species, you have their frequency, but you
21 don't have like their trunk height, their
22 canopy. I just didn't see it. If I missed it,
23 then it's okay, but I saw, from the schedule
24 that it was a line item missing. It just needs
25 to get filled out, and that they be of -- in

206

1 MR. COLLER: Wait. Wait. You can't -- I
2 can do this off the record. One person at a
3 time. She can't take it in stereo.

4 CHAIRMAN AIZENSTAT: So right now we are
5 off the record.

6 MR. COLLER: We are off the record, because
7 we're waiting for her to plug in.

8 (Discussion off the record.)

9 MR. COLLER: Are you ready? Okay.

10 CHAIRMAN AIZENSTAT: Okay.

11 MR. SALMAN: Those are my two items, for
12 the friendly amendment.

13 MR. PARDO: I accept it.

14 MR. WITHERS: I accept it, too.

15 MR. SALMAN: All right.

16 MS. KAWALERSKI: I've got another friendly
17 amendment.

18 MR. COLLER: Did we get an indication from
19 the applicant if they are okay with the light
20 standards and the calipers? I just want to
21 know what they agree with and what they don't
22 agree with.

23 MR. FISHER: As long as it's something we
24 can find and has the photometrics we need, and
25 the City --

208

1 MR. SALMAN: Double head standard --
2 MR. FISHER: We attempted, with the lights
3 we have there. There are some decorative light
4 fixtures on the street right now, that we tried
5 to tie to --

6 MR. SALMAN: And admirably they're very
7 similar to what I'm proposing. It's just that
8 if they were the same, they would be the same,
9 as opposed to similar.

10 MR. FISHER: If we can get the same, yeah.
11 We're open to that.

12 MR. COLLER: So, if available.

13 MR. SALMAN: If available.

14 MR. GARCIA-SERRA: And the tree condition,
15 also. We pretty much have what's close to a
16 standard condition these days on trees, which
17 requires a certain width at planting. So I
18 think we can use that one, that's been used
19 before.

20 MR. PARDO: Okay.

21 MS. KAWALERSKI: Okay. I have a friendly
22 amendment, and it's regarding the bike lanes,
23 but I need clarification from Staff about
24 Valencia Avenue, because I can't tell by the
25 diagram here what's on Valencia. What's on the

209

1 lane, on Andalusia, one way directional, with
2 the flow of traffic, painted green, with a
3 curbed landscaped buffer. The bike lane has to
4 be five feet in width, one direction, and it
5 has to be on the south side. And the reason,
6 again, if the mobility hub will ever happen,
7 you can never have a bike lane on the north
8 side, not with the current design. You cannot
9 have a bike lane on the north side, impossible,
10 okay. So that's thing Number One, regarding
11 the bike lanes.

12 On Valencia, again, I'll concede to a one
13 way directional, with traffic, bike lake, five
14 feet in width, green paint, landscape buffer
15 curbed -- curbed landscape buffer, okay. And
16 on Salzedo, the same thing. Get rid of the
17 bi-directional, one bike lane only, and, again,
18 just repeat what we talked about on Valencia --
19 excuse me, what we talked about on Andalusia.
20 So it wraps around Publix, basically.

21 CHAIRMAN AIZENSTAT: Is everybody on the
22 same page?

23 MR. COLLER: I'm not clear on it, but I
24 want to make sure Staff understands what the
25 motion is.

211

1 south side of Valencia? I don't know if
2 they're bump outs or -- I don't know what that
3 is?

4 MR. PARDO: There are bump outs.

5 MR. SALMAN: There are bump outs.

6 MS. KAWALERSKI: On the south side?

7 MS. GARCIA: There's some bump outs with
8 streets, there's on-street parking, and there
9 are some access to the garage to the south, as
10 well, I think, a drop-off area.

11 MS. KAWALERSKI: On the south side of
12 Valencia?

13 MS. GARCIA: Yes. Valencia, yes.

14 MS. KAWALERSKI: There's a parking garage?

15 MS. GARCIA: Part of that office building,
16 yes.

17 MS. KAWALERSKI: Oh, part of the office
18 building. Right, okay.

19 So my friendly amendment would be this,
20 with consideration like that, and I'm making a
21 big concession here for a yes vote, a big
22 concession for a yes vote.

23 MR. WITHERS: Let's hear it. Let's hear it.

24 MS. KAWALERSKI: Okay. One way directional
25 bike lane, okay, so no more bi-directional bike

210

1 MS. KAWALERSKI: You know what I'm talking
2 about, right, Staff? So reduced from -- and I
3 know that was your concern, Mario, that the
4 bi-directional would take up too much space,
5 right. That's what you said at the beginning
6 of your spiel. We're reducing it to one lane.

7 MR. GARCIA-SERRA: But the motion right now
8 has it on the north side, which is --

9 MS. KAWALERSKI: I understand that. This
10 is my friendly amendment.

11 MR. GARCIA-SERRA: To move it to the south
12 side?

13 MS. KAWALERSKI: Absolutely. To move it to
14 the south side, saving you space for a wider
15 sidewalk, because now it's only
16 uni-directional, with a buffered -- landscape
17 buffer -- curbed landscape buffer, green paint.

18 MR. PARDO: Let me ask you something about
19 the curbed landscape buffer. I mean, don't you
20 think that it's a traffic hazard and a tripping
21 hazard for people?

22 MS. KAWALERSKI: No. It's like an island.
23 It's like an island in the middle of the
24 street, right. It's never a tripping hazard.

25 MR. PARDO: So then you permanently lose

212

1 all parallel parking on both of those streets.

2 MS. KAWALERSKI: Well, the parking was
3 being taken away anyway, right? On the south
4 side of Andalusia, the parking was being taken
5 away, right, Jennifer?

6 MS. GARCIA: Right. So I believe the
7 on-street parking would be on the north side,
8 and the south side would be the bicycle
9 infrastructure.

10 MS. KAWALERSKI: Right, exactly, because
11 they're taking away -- this is an old drawing.
12 They're taking away the buffered -- they're
13 taking away the bump outs and the parking on
14 the south side. And naturally speaking, as a
15 cyclist, you're always on the passenger side of
16 a car. When you're on the driver side of a
17 car, it is disconcerting to both, cyclist and
18 to drivers. When you're on the passenger side,
19 it's the natural flow.

20 MR. PORCHER: And it's a one way street.

21 MS. KAWALERSKI: And it's a one way street,
22 correct.

23 MR. PORCHER: But the landscape buffer --
24 and I don't know how you irrigate that, I don't
25 know how you do any of that. I don't want to

213

1 tell you we can do something we can't do.

2 MS. KAWALERSKI: Well, what would your
3 suggestion be for a buffer?

4 CHAIRMAN AIZENSTAT: Don't do a two-way.

5 MR. PORCHER: Yeah.

6 MS. KAWALERSKI: Pardon me?

7 CHAIRMAN AIZENSTAT: Don't do a two-way.

8 MS. KAWALERSKI: No, I eliminated the
9 two-way. That's the concession. I'm
10 eliminating the two-way. It's a one lane, five
11 foot bike lane.

12 MR. PORCHER: But having it on the south
13 side interferes with the current bus,
14 interferes with the current parking that's
15 there. If we're doing away with it, we're
16 doing away with it. It also is -- their only
17 ingress and egress is on that side for
18 customers of Publix. As they come in and come
19 out, they'll have to cross that bike lane.
20 Bikers will have to contend with that. Every
21 egress truck, every truck that leaves there,
22 the bikes will have to contend with that.

23 MS. KAWALERSKI: I understand, but --

24 MR. PORCHER: If we moved it to the north
25 side, we wouldn't have that conflict.

214

1 MS. KAWALERSKI: Sure you would, because
2 pedestrians would be going to the mobility hub,
3 crossing the entire street, and, therefore,
4 crossing a bike lane on the north side.

5 CHAIRMAN AIZENSTAT: Sue, if I may a
6 second. We're just about getting to ten
7 o'clock. You know, I'm willing to go ten more
8 minutes past that, but I think rehashing and
9 doing this, to me, does not make any sense.

10 MS. KAWALERSKI: Well, this is very
11 important.

12 CHAIRMAN AIZENSTAT: Is there a motion to
13 extend this past ten o'clock?

14 MR. SALMAN: I'll make a motion to extend
15 until 10:15.

16 MR. GRABIEL: I'll second it.

17 CHAIRMAN AIZENSTAT: Motion to 10:15. We
18 have a second.

19 MS. KAWALERSKI: All in favor.

20 CHAIRMAN AIZENSTAT: All in favor.

(All Board Members voted aye.)

21 CHAIRMAN AIZENSTAT: Would you like to run
22 the meeting?

23 All in favor say aye.

(All Board Members voted aye.)

215

1 CHAIRMAN AIZENSTAT: Anybody against?

2 Okay. Go ahead.

3 MS. KAWALERSKI: So that's my proposal, and
4 you would get a yes vote out of that.

5 MR. COLLER: All right. So who made the
6 motion?

7 CHAIRMAN AIZENSTAT: We have Felix who made
8 the motion.

9 MR. COLLER: Have we had a second?

10 CHAIRMAN AIZENSTAT: We have a second --

11 MR. COLLER: Who was the second?

12 CHAIRMAN AIZENSTAT: -- by Chip.

13 So the question is, does the movant and the
14 person seconding it accept this friendly
15 amendment?

16 MR. PARDO: I'm telling you right now, I
17 feel very uncomfortable with --

18 MR. COLLER: You need to speak, please --
19 Chip, give him your mike, please.

20 MR. PARDO: So I'm very uncomfortable with
21 this, because I don't think that it's been
22 thought out very well past -- you know, past
23 Valencia and Andalusia. There are no bike,
24 paths on either one of these two streets, going
25 all of the way down to Douglas from Le Jeune

216

1 Road. We're forcing these people to put in a
2 bike lane, with a landscape buffer, and a
3 bumper, and I would feel more comfortable if
4 there were no landscaping and no curb, because
5 I think that if you paint the areas, like in
6 most of the County, you don't need to have that
7 curb, when it's just one lane. That's my
8 observation.

9 CHAIRMAN AIZENSTAT: So, Felix, so what
10 you're saying is that you don't agree to her
11 amendment?

12 MR. PARDO: Not the way it's stated now. I
13 do agree with the bike lane and painted, et
14 cetera, but I think that the curb and the
15 landscaping make it a logistic nightmare, which
16 will never, in my opinion, be reproduced
17 anywhere else in the City. So, for me, it's
18 like a waste. But you do see the green
19 painted, you know, areas, demarking the safety
20 area for the person that is on the bicycle,
21 that has to cross every single one of these
22 intersections down the road.

23 I think, providing it and improving it and
24 doing it this way, compared to the logistic
25 nightmare of a landscaped area to be

217

1 side. It's a matter -- in my opinion, a matter
2 of safety. I think it would be better on the
3 north side.

4 MS. KAWALERSKI: And I wish I could agree
5 with you, but I'm telling you, if that mobility
6 hub goes in, there will be a lot more cars in
7 and out of that mobility hub than in Publix.

8 MR. PARDO: I've got a feeling that Publix
9 will be built before the mobility hub.

10 MS. KAWALERSKI: Well, I know, but then we
11 can't reverse what we've already done.

12 CHAIRMAN AIZENSTAT: To move this along,
13 Felix, do you want to accept the way she's
14 proposing it, because it doesn't look like
15 either one of you wants to change that?

16 MS. KAWALERSKI: I've already changed a
17 lot.

18 CHAIRMAN AIZENSTAT: I understand that.
19 It's just Felix's motion.

20 MR. COLLER: So if the movant doesn't
21 accept it, then it's not amended as that, it
22 goes where it is and then the vote is whatever
23 the vote is.

24 CHAIRMAN AIZENSTAT: Correct.

25 MR. COLLER: So you have the opportunity,

219

1 determined, to be maintained somehow, I think
2 it's not going to look good, and I don't think
3 that there's any advantage. I wish you would
4 take that portion of it out.

5 MS. KAWALERSKI: Okay. So let me revise,
6 and my friendly amendment would be, a five-foot
7 green painted one way bike lane, all around,
8 south side, on Andalusia, and a diagonal
9 striped buffer with rumble striping. And I'm
10 looking to Staff, because they're the pros on
11 this, regarding -- you know, we have our
12 transportation people here. So instead of a
13 landscaped buffer, a diagonally striped buffer,
14 green paint, rumble striping on the exterior
15 line. Do you understand what I'm saying?
16 Jennifer is nodding her head.

17 So that solves your issue with any kind of
18 curbing and landscaping, which requires
19 maintenance, but it does adds that second layer
20 of visibility for drivers, in addition to the
21 green.

22 MR. PARDO: I agree, but, you know, also,
23 the only thing I'm saying is, on Andalusia, you
24 have 300 cars that are going to park and come
25 in and out on that ramp, right on that south

218

1 if you don't like the amendments, to vote no on
2 the -- and if it doesn't pass, we'll have
3 another motion.

4 MS. KAWALERSKI: Well, I would hope I could
5 persuade my colleagues here. I'm the cyclist
6 in the group. I do bike safety for Miami-Dade
7 County.

8 MR. COLLER: Right. I'm not arguing for or
9 against what you want to do. I'm just saying,
10 procedurally, it's up to the movant to either
11 accept a friendly amendment. If they don't
12 accept it, then it doesn't get amended, and
13 then we have a motion, as stated. I'm just not
14 clear exactly where the bicycle paths are now.

15 MR. PARDO: Right. Well, in the original
16 motion, they were on the north side on
17 Andalusia and on the south side on Valencia.

18 MR. COLLER: Okay. That's your motion.
19 Does the seconder agreed --

20 CHAIRMAN AIZENSTAT: The seconder agreed
21 with it. So we have a motion. We have a
22 second. It's the opportunity now --

23 MS. KAWALERSKI: Is that including the
24 friendly amendment? Are we voting on that?

25 MR. COLLER: Well, he said your friendly

220

1 amendment is unfriendly.
 2 MR. WITHERS: That's a very nice way of
 3 saying it.
 4 MS. KAWALERSKI: That's not what I heard.
 5 I'm just saying, look, I'm looking at this
 6 from a truly safety perspective, Felix. I'm
 7 not just wildly saying, let's do this for no
 8 reason. This is a safety issue.
 9 CHAIRMAN AIZENSTAT: Sue, if this does not
 10 pass, then you can make your motion.
 11 MS. KAWALERSKI: I understand, but I'd like
 12 to persuade my colleagues.
 13 CHAIRMAN AIZENSTAT: Well, we've been
 14 trying for about twenty minutes.
 15 MS. KAWALERSKI: So say yes, then.
 16 CHAIRMAN AIZENSTAT: It doesn't work that
 17 way.
 18 Felix, we have a motion.
 19 MR. PARDO: I'll say, yes. What about you?
 20 MR. WITHERS: No. I think it should be on
 21 the north side. I just think, all of those
 22 people turning into Publix is a lot more of an
 23 -- you know, and let the City deal with the
 24 safety -- with the utility hub issue when it
 25 comes up. That's just how I feel.

221

1 MR. WITHERS: If I would have seconded it,
 2 I would have probably been voting for it, but
 3 since I didn't second it, there's probably a
 4 pretty good chance that I won't be voting for
 5 it. That's how I would look at the situation.
 6 CHAIRMAN AIZENSTAT: Guys, let's do this --
 7 MS. KAWALERSKI: Your only issue is on the
 8 north side --
 9 MR. WITHERS: No, I just think of what this
 10 gentleman said, and I'm sorry I forgot your
 11 name, but there's a ton of people turning into
 12 Publix. I don't know how many trips you said,
 13 but someone said three or four hundred cars --
 14 three hundred cars a day. I think the chance
 15 of -- you know, because we're worried about the
 16 utility hub five years from now --
 17 MS. KAWALERSKI: Mobility hub.
 18 MR. WITHERS: Mobility hub, I'm sorry.
 19 I've got utilities on my mind. I just think
 20 it's practical to put the thing on the north
 21 side, so you're running into -- and I like the
 22 idea that, as you're driving, you know it's a
 23 little more -- you're looking out of your left
 24 shoulder and you see a cyclist and you're not
 25 worrying about the other side of your car. So

223

1 CHAIRMAN AIZENSTAT: So you're not
 2 seconding the motion?
 3 MR. COLLER: No, he's seconding the motion.
 4 He's not accepting the amendment.
 5 MR. WITHERS: It doesn't matter whether I
 6 accept it or not. He didn't accept it.
 7 CHAIRMAN AIZENSTAT: Hold on a second.
 8 Felix accepted the motion. The person that
 9 made the second did not. So we have a motion.
 10 Does anybody else want to second? Is that
 11 procedural --
 12 MR. COLLER: Right, he doesn't wish to
 13 second it, so somebody else would have to
 14 second. So are you accepting her amendment or
 15 you're accepting --
 16 MR. PARDO: I accepted her amendment.
 17 MR. WITHERS: And I denied. So now he
 18 needs a second.
 19 MR. COLLER: So you need a second.
 20 CHAIRMAN AIZENSTAT: Sue, you can second
 21 it.
 22 MS. KAWALERSKI: Let me think about this.
 23 CHAIRMAN AIZENSTAT: It's your motion.
 24 MS. KAWALERSKI: I understand, but we need
 25 a yes from four people, right?

222

1 those are the two safety reasons I would be
 2 voting for the north side. If you want to
 3 paint it green, if you want to put green peas
 4 all along the way for Publix, however you want
 5 to do it, I'm good with that --
 6 MR. COLLER: Mr. Chair, I would suggest, if
 7 you don't get a second, then the motion fails
 8 and you get another motion.
 9 MS. KAWALERSKI: Okay. So I will amend my
 10 friendly motion to the north side, against my
 11 will, because I'll tell you, we're going to
 12 have to change it when the mobility hub is
 13 built, but for the time being, I will change it
 14 to the north side. So green paint, five foot
 15 wide, one direction, right, and it wraps around
 16 Publix, except for the Le Jeune side.
 17 MR. WITHERS: We're wrapping it around
 18 Publix, where?
 19 MS. KAWALERSKI: North side of Andalusia,
 20 the west side of Salzedo and then the -- I'm
 21 still not sure about --
 22 MR. WITHERS: There's no other bike path
 23 from Miracle Mile to Andalusia or from Valencia
 24 down to Salzedo. There's nothing there. So
 25 what are people --

224

1 MS. KAWALERSKI: Chip, the whole purpose
2 is, there's no bike lanes in Coral Gables,
3 period.

4 MR. WITHERS: I know, but do you think --
5 okay, so I ride down Salzedo, okay. I'm on the
6 sidewalk. Now I get on the bike -- I mean,
7 it's --

8 MS. KAWALERSKI: So the next project that
9 comes in, they have to continue what's being
10 built currently.

11 MR. WITHERS: Well, then why doesn't the
12 City do that?

13 MS. KAWALERSKI: Well, ask the City.

14 CHAIRMAN AIZENSTAT: All right. We have a
15 motion. She amended.

16 Chip, are you okay?

17 MR. WITHERS: No. I just don't think it's
18 practical to require the Salzedo wrap around.
19 I mean, I'd like the idea, if it went all of
20 the way, but for a one block area, I think it's
21 just going to be kind of --

22 MR. SALMAN: Could we split the baby and
23 just come up with a cost that they can bond,
24 and the -- if the mobility hub gets built, then
25 they can use the funds to build it -- the City

225

1 can use the funds to build it? It's the way to
2 split the baby.

3 MS. KAWALERSKI: How are we splitting it?

4 MR. GARCIA-SERRA: Determine a cost --

5 MR. SALMAN: Come out with a cost and bond
6 it out, and when the City -- give it to the
7 City --

8 MR. WITHERS: I think we like the idea of
9 the bike lane on Andalusia and on Valencia.

10 MR. GARCIA-SERRA: And on Valencia, on the
11 south side?

12 MR. WITHERS: You know, Valencia, you've
13 got all of the bump outs on the south side.
14 The north side seems more practical for
15 Valencia, to me, but I don't know if we want to
16 wait until eleven o'clock to decide that.
17 Because you've got all -- you've got parking
18 spots. You've got bump outs. You've got
19 parking garages. But on the other side, you've
20 got people exiting from Publix, as well, so I
21 don't know.

22 (Unintelligible.)

23 MS. KAWALERSKI: You know what --

24 MR. PARDO: You don't have anyone exiting.
25 You only have the cars coming in for --

226

1 MS. KAWALERSKI: You're talking about the
2 north side, on Valencia?

3 MR. PARDO: That's right.

4 MS. KAWALERSKI: And there's no parking on
5 Valencia, right, on the north side?

6 MR. SALMAN: There is.

7 MR. PARDO: On the north side, there is
8 parking but there are no bump outs.

9 MS. KAWALERSKI: No bump out.

10 MR. PARDO: Right. And, remember, the main
11 entrance to the huge office building is on the
12 south side.

13 MS. KAWALERSKI: Okay. So let's make it
14 the north side of Andalusia, let's keep it in
15 Salzedo, because there will be connectivity,
16 okay, and let's keep it the north side of
17 Valencia.

18 MR. WITHERS: Let me ask you a question,
19 for the safety of bikers. If you're coming off
20 of Miracle Mile down Salzedo and all of a
21 sudden you've gone one block and there's no
22 bike lane, and all of a sudden you have a bike
23 lane there, or you're turning right off of
24 Andalusia onto Salzedo, is that not a safety
25 hazard?

227

1 MS. KAWALERSKI: You merge into traffic,
2 and it happens all over Miami-Dade County.
3 Miami-Dade County builds little twigs, the twig
4 system. We have no actual network at this
5 point, but you have to start somewhere. So
6 Miami-Dade County builds small sections and one
7 day it will all be connected. That's the way
8 it operates in Miami-Dade County.

9 CHAIRMAN AIZENSTAT: Sue, if you feel
10 strongly about it, second it.

11 MS. KAWALERSKI: Oh, I'm seconding what I
12 just said.

13 CHAIRMAN AIZENSTAT: So he agreed to the
14 friendly amendment. Chip said no. You are the
15 second, Sue?

16 MS. KAWALERSKI: Yes.

17 MR. COLLIER: Are we clear, because I'm not --

18 CHAIRMAN AIZENSTAT: Honestly, I'm not.

19 MR. PARDO: North side of Andalusia, west
20 side of Salzedo, west side of Valencia --

21 MR. COLLIER: Wait. Could you speak into
22 the mike, because I want -- Staff is going to
23 have to figure this out and I want them to
24 hear.

25 MR. PARDO: The bike lane would be, no

228

1 curb, no landscaping. It would be on the north
2 side of Andalusia, on the west side of Salzedo,
3 on the north side of Valencia.

4 MS. KAWALERSKI: And green paint, buffered
5 diagonal striping, rumble striping.

6 MR. COLLER: That's paint.

7 MS. KAWALERSKI: Yeah. That's called
8 buffer. It's a buffer. It's a diagonal
9 buffer. Diagonal striping is a buffer.

10 MR. COLLER: Oh, that's considered a
11 buffer, okay.

12 MR. GARCIA-SERRA: It's already in the
13 recommendation. We want to make sure everybody
14 knows, we don't have to pay for the loss of
15 on-street parking because of these
16 improvements.

17 MR. SALMAN: The loss of on-street parking.

18 MR. PARDO: We're taking the parking away.
19 They're not taking it.

20 MS. KAWALERSKI: Okay.

21 MR. GARCIA-SERRA: That's already there,
22 but I just wanted to make sure, especially
23 since we're changing configuration.

24 MR. COLLER: And for the record, our City
25 Planner is nodding her head that you don't have

229

1 think that the park should be owned by the
2 City.

3 MR. GARCIA-SERRA: Should be, what?

4 CHAIRMAN AIZENSTAT: Should be owned by the
5 City, and because it is not, I'm going to vote
6 no.

7 MR. COLLER: Okay. So now we need a movant
8 for E-3, which is approval with the conditions
9 except for it -- we're adopting the same
10 conditions that were done on E-2.

11 MR. SALMAN: I'll make a motion that we
12 adopt the Staff recommendation for approval,
13 with the changes and the specific conditions as
14 outlined in E-2.

15 MR. PARDO: Second.

16 CHAIRMAN AIZENSTAT: We have a motion and a
17 second. Any discussion? No?

18 Call the roll, please.

19 THE SECRETARY: Felix Pardo?

20 MR. PARDO: Yes.

21 THE SECRETARY: Javier Salman?

22 MR. SALMAN: Yes.

23 THE SECRETARY: Chip Withers?

24 MR. WITHERS: Yes.

25 THE SECRETARY: Julio Grabiell?

231

1 to pay for the off-street parking, when you're
2 required to do this.

3 CHAIRMAN AIZENSTAT: All right. We have a
4 motion. We have a second.

5 MR. COLLER: This is on E-2.

6 CHAIRMAN AIZENSTAT: And we're going to
7 parallel it on E-3.

8 MR. COLLER: Okay, but let's first do E-2
9 and then we need a motion and a second.

10 CHAIRMAN AIZENSTAT: So on E-2. Any other
11 discussion? No?

12 Call the roll, please.

13 THE SECRETARY: Sue Kawalerski?

14 MS. KAWALERSKI: Yes.

15 THE SECRETARY: Felix Pardo?

16 MR. PARDO: Yes.

17 THE SECRETARY: Javier Salman?

18 MR. SALMAN: Si.

19 THE SECRETARY: Chip Withers?

20 MR. WITHERS: Yes.

21 THE SECRETARY: Julio Grabiell?

22 MR. GRABIEL: Yes.

23 THE SECRETARY: Eibi Aizenstat?

24 CHAIRMAN AIZENSTAT: I'm going to say no --
25 it doesn't make a difference -- only because I

230

1 MR. GRABIEL: Yes.

2 THE SECRETARY: Sue Kawalerski?

3 MS. KAWALERSKI: Yes.

4 THE SECRETARY: Eibi Aizenstat?

5 CHAIRMAN AIZENSTAT: No, for the same
6 reason, the ownership of the park.

7 MR. GARCIA-SERRA: Understood. I
8 appreciate it. Thank you very much. Have a
9 good night.

10 MR. COLLER: We need a motion to adjourn.

11 MR. WITHERS: Are we adjourned, Mr. Chair?

12 CHAIRMAN AIZENSTAT: Is there a motion to
13 adjourn?

14 MR. SALMAN: I make a motion to adjourn.

15 MR. WITHERS: Yes.

16 CHAIRMAN AIZENSTAT: Everybody in favor say
17 aye.

18 (Board Members voted aye.)

19 (Thereupon, the meeting was concluded at 10:10

20 p.m.)

232

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STATE OF FLORIDA:
SS.
COUNTY OF MIAMI-DADE:

I, NIEVES SANCHEZ, Court Reporter, and a Notary Public for the State of Florida at Large, do hereby certify that I was authorized to and did stenographically report the foregoing proceedings and that the transcript is a true and complete record of my stenographic notes.

DATED this 28th day of November, 2023.



NIEVES SANCHEZ
