Exhibit D

CITY OF CORAL GABLES
LOCAL PLANNING AGENCY (LPA)
PLANNING AND ZONING BOARD MEETING
VERBATIM TRANSCRIPT
CORAL GABLES CITY HALL
405 BILTMORE WAY, COMMISSION CHAMBERS
CORAL GABLES, FLORIDA
WEDNESDAY, FEBRUARY 12, 2014, COMMENCING AT 6:04 P.M.

CITY OF CORAL GABLES PLANNING DEPARTMENT
2014 FEB 18 AM 9:00

Board Members Present:
Eibi Aizenstat, Chairperson
Marshall Bellin
Anthony Bello
Jeffrey Flanagan, Vice-Chairperson
Julio Grabiel
Maria Alberro Menendez
Alberto Perez

City Staff and Consultants:

Ramon Trias, Planning & Zoning Director
Walter Carlson, Assistant City Planner
Scot Bolyard, Principal Planner
Jill Menendez, Planning Administrative Assistant
Craig E. Leen, City Attorney
Charles Wu, Assistant Development Services Director
Dona Spain, Historic Preservation Officer
William Miner, Building Director
Yamilet Senespleda, City Engineer

Susan Lanelle Trevarthen, Esq., Consultant
Weiss Serota Helfman Pastoriza Cole & Boniske
Vivian Caridad de las Cuevas-Diaz, Esq., Consultant
Holland & Knight
Tim Plummer, Traffic consultant

Others Participating in Proceedings:

On 2020 Salzedo Street:
Zeke Guilford, Esq.
Armando Codina
Lawrence S. Cohan, AIA, of BC Architects

Public Speakers on 2020 Salzedo Street:

Luis A. Falcon
Kalle Petrick

On Temple Judea:

Zeke Guilford, Esq.
Raul Rodriguez, AIA

Public Speakers on Temple Judea:

Joe Greenberg

THEREUPON:

The following proceedings were had:

CHAIRMAN AIZENSTAT: Okay, I think we're ready to get started, if everybody's okay.

Call the roll, please.

MS. MENENDEZ: Marshall Bellin?

MR. BELLIN: Here.

MS. MENENDEZ: Anthony Bello?

MR. BELLO: Here.

MS. MENENDEZ: Jeff Flanagan?

MR. FLANAGAN: Here.

MS. MENENDEZ: Julio Grabiel?

MR. GRABIEL: Here.

MS. MENENDEZ: Maria Menendez?

Alberto Perez?

Eibi Aizenstat?

CHAIRMAN AIZENSTAT: Here.

The next item on the agenda is approval of the minutes. Is there a motion?

MR. FLANAGAN: So moved.

MR. GRABIEL: Second.

CHAIRMAN AIZENSTAT: Second. Any discussion?

Call the roll, please.

MS. MENENDEZ: Anthony Bello?

MR. BELLO: I shouldn't vote.

CHAIRMAN AIZENSTAT: He -- Craig?

MR. LEEN: Yes.

CHAIRMAN AIZENSTAT: Mr. Bello is a new member on the Board.

MR. LEEN: Yes.

CHAIRMAN AIZENSTAT: Since he was not here, how should -- What would you say about his vote on the minutes?

MR. LEEN: Say that again, I'm sorry?

CHAIRMAN AIZENSTAT: Since Mr. Bello is a new Board member and was not here for the last --

MR. LEEN: Yes, he can vote on the minutes.

In fact, you're required to vote on the minutes. If you have a reason to believe that the minutes are not correct, you should vote no, but otherwise, you just vote yes.

MR. BELLO: Yes.

MS. MENENDEZ: Jeff Flanagan?

MR. FLANAGAN: Yes.

MS. MENENDEZ: Julio Grabiel?

MR. GRABIEL: Yes.

MS. MENENDEZ: Marshall Bellin?

MR. BELLIN: Yes.

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MS. MENENDEZ: Eibi Aizenstat?
CHAIRMAN AIZENSTAT: Yes.
I'd like to take a moment and welcome Mr. Anthony Bello, who's a new Board member.
This is your first meeting, and if you don't mind, if you'd just take a few minutes and just tell us a little bit about yourself, to the Board, that would great, and to the audience.
MR. BELLO: Thank you, Mr. Chairman.
Tony Bello, a long-time resident of Coral Gables. Last service was on the Board of Adjustment, and nominated by Albert Perez and approved by the Board at their January meeting, and I look forward to serving.
Thank you, Mr. Chairman.
CHAIRMAN AIZENSTAT: Thank you.
If there are any people that are going to be speaking, I would ask if they would stand up to take an oath.
(Thereupon, all who were to speak were duly sworn by the court reporter.)
CHAIRMAN AIZENSTAT: Thank you.
The first item which is on the agenda --
Actually, Mr. Leen?

MR. LEEN: Yes.
CHAIRMAN AIZENSTAT: Do you want to do -- For the first item that's on the agenda, Item Number 5 and Number 6 should be done together?
MR. LEEN: Yes.
CHAIRMAN AIZENSTAT: The TDR transfers, also?
MR. LEEN: What I'd recommend is to do the public hearing together on them, but to have separate votes.
CHAIRMAN AIZENSTAT: But have separate votes, okay.
The first item is a Resolution of the City Commission of Coral Gables, Florida, requesting a mixed-use site plan review pursuant to Zoning Code Article 4, "Zoning Districts," Division 2, "Overlay and Special Purpose Districts," Section 4-201, "Mixed-Use District," for the construction of a mixed-use project referred to as "2020 Salzedo Street" on the property legally described as Lots 13-37 and the east 7 feet of Lot 38, Block 18, Section K, whose street address is 2020 Salzedo Street, Coral Gables, Florida; including required conditions; providing for an effective date.

Also, an Ordinance of the City Commission of Coral Gables, Florida, requesting receipt of Transfer of Developmental Rights, known as TDRs, pursuant to Zoning Code Article 3, "Development Review," Division 10, "Transfer of Development Rights," Section 3-1006, "Review and approval of use of TDRs on receiver sites," for the receipt and use of TDRs for the mixed-use project referred to as "2020 Salzedo Street," on the property legally described as Lots 13-37 and the east 7 feet of Lot 38, Block 18, Section K, whose street address is 2020 Salzedo Street, Coral Gables, Florida; including required conditions; and providing for severability, repealer, codification and an effective date.
MR. TRIAS: Thank you, Mr. Chairman.
I have a brief PowerPoint, if the television folks can -- Thank you very much.
Thank you. As you well said, there are two items before you. One is the mixed-use site plan, and as you well know, the mixed-use provisions are designed to encourage a unified development of a block, trying to encourage all of the pedestrian activities and so on that

allow for a better Downtown.
And the second item deals with the provisions of transfer of development rights from historic properties into a property in the Downtown. Susan Travarthen will speak after I do on the issues with the TDR. I'll give a brief introduction of the project, and then the applicant will hopefully expand on the description.
(Thereupon, Alberto Perez arrived.)
CHAIRMAN AIZENSTAT: If we can just take a moment and recognize that Mr. Alberto Perez has arrived for the meeting. Welcome.
MR. PEREZ: Sorry for being late.
CHAIRMAN AIZENSTAT: Thank you.
MR. TRIAS: Are we okay? Okay, great.
When one looks at the Zoning Code, the purpose of the mixed-use district becomes so clear, and it's based on a design intent of creating a complete, cohesive, unified plan for the project. There's also a lot of emphasis on the walkable areas. There's a great emphasis on making sure that the public spaces are also well designed. There's a promotion of pedestrian amenities. There's also provisions

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to reduce setbacks, to be able to encourage better design. There's also a -- and I'm reading from the Code -- encouragement of landmark opportunities, that the public and the private buildings create a clear edge to the block, all of those very good things, and all of those things are very appropriate for a Downtown location, and this site is -- It's located at the edge, at the very northern edge, of the Central Business District, the Downtown of Coral Gables, and you can see the context in yellow, the site that's highlighted. You're, I'm sure, very familiar with the site.

And if you look at the zoning map and the land use map, you can see that the zoning is commercial, the land use is high intensity, except for a little area in the corner. It's all consistent with the project. There are no other variances or anything being requested, or any rezonings. All of that is in place at this point.

And the general layout of the project, as you can see, includes a paseo through the middle of the block, a patio -- and the lighter peach color are the pedestrian amenities, the

open space areas, and also the walk-through areas in the building. And then generally speaking, in terms of the development, in the lower corner there's a commercial building, four stories. In the northern area of the building -- of the site is a mostly residential building, and then the parking is at the west side of the project.

We have included the applicant's model into the City's working model of the Downtown. This is the first time I'm showing this. It's a work in progress, but it gives you a sense of the overall area and how it fits within the overall development of the Downtown, and as you can see, a lot of care has been taken in the architecture, extremely -- you know, we spent months actually reviewing the design, and then the Board of Architects was able to apply the Mediterranean bonus, that as you know, is very well spelled out in the Code, and it uses the very good landmark buildings from the City as precedent and encourages learning from those buildings and then applying many of those design ideas very specifically to the Downtown.

I'm giving you this information because

that has been done already. The Board of Architects review has taken place and it was approved, and I believe the applicant did an outstanding job in architecture.

And this is the model, and hopefully it's going to work, and this is the animation that we have created for you that allows you to understand the context. All of the masses of the buildings around it are based on the existing buildings. Scot from our office worked on it and the applicant provided the 3-D model.

So, as you can see, the three main components of the building are clearly arranged on the site and create a very high quality urban block.

And that, of course, is the view from Salzedo.

Having said all that, if you have any questions of architecture, I'll be happy to answer, and I would ask now if Susan could give us a brief description of the TDR process and how it affects the design of the project.

CHAIRMAN AIZENSTAT: Thank you.

MS. TREVARTHEN: Good evening, Mr. Chair,

Members of the Board. My name is Susan Trevarthen, from the firm of Weiss, Serota, Helfman, here on behalf of the City this evening to briefly address the Transfer of Development Rights transaction that's a part of this approval.

My understanding is, it's been many, many years since you've seen one of these transactions, so we just wanted to touch on how that works and make sure that all of your questions were answered in that regard.

So the Transfer of Development Rights Program in the City of Coral Gables is limited to the City's CBD. So this is something that only happens within the CBD, and this property is within the CBD. It's also a commercial property, which it needs to be, to be eligible for a TDR transaction, and five historically designated properties have been identified, which together results in 53,356 square feet being available for transfer to the project that's before you this evening.

That process has already been through your City's Historic Preservation Board and reviewed for appropriateness from their perspective

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under your Code, and what the net result is, it brings the intensity of the current project up that additional 50,000 or so square feet of FAR, and the purpose, of course, of having a plan like this is, it adds value to those sites of those historic landmarks, that they can make a different kind of use of their property, and it encourages them to maintain their landmarks in good condition over time and have other ways of benefiting from their property.

So that's what the TDR component of this project is. There are -- in Pages 18 through 20 of your Staff Report, there's a nice treatment of the conditions and criteria that are applicable, and your Staff has found that all of them are met.

So, with that, I'll conclude my presentation. Thank you.

CHAIRMAN AIZENSTAT: Thank you.

MR. TRIAS: If you have any questions, I'm available. Otherwise we can proceed and ask the applicant for a presentation.

MR. BELLIN: Well, actually --

MR. TRIAS: Yes, sir.

MR. BELLIN: -- I have a question. What is

the limiting factor with respect to how many TDRs you can actually get? If you could assemble a million TDRs, could you use them?

MR. TRIAS: No. No. Susan will address that percentage.

MS. TREVARTHEN: Your Comprehensive Plan in your Code anticipated that concern and they placed a 25 percent cap on the use of transfer of development rights on a site, and the calculations that apply to this project prove that the project comes in under that 25 percent additional development, so it complies.

MR. BELLIN: 25 percent of the allowable on the site?

MS. TREVARTHEN: Yes.

MR. BELLIN: An additional 25 percent?

MS. TREVARTHEN: An increment above the otherwise allowable FAR on the site. That's how it works.

Thank you.

MR. LEEN: Mr. Chair.

CHAIRMAN AIZENSTAT: Yes.

MR. LEEN: I just wanted Vivian de las Cuevas to briefly speak about an issue that my office has hired her to work on, regarding the

easement for parking that the City is working out in this regards.

CHAIRMAN AIZENSTAT: Okay.

MR. LEEN: If she could just -- to give you that background, too.

MS. DE LAS CUEVAS-DIAZ: Good evening. Vivian de las Cuevas-Diaz, with Holland and Knight.

We're working with the applicant on an easement where they would grant the City a certain amount of parking spaces for their use. We're working on the details of it, but my understanding is, they're not going to use it as a staging site, so the minute that this is approved, a portion of their property will be granted to the City to use for parking, and the goal is for them to maintain it.

CHAIRMAN AIZENSTAT: Is this the 12 additional spaces?

MS. DE LAS CUEVAS-DIAZ: I don't know the exact number yet, but that's the intent, 10, 12, 15. We've kind of gone back and forth. Obviously, once the easement is finalized, we would know that.

CHAIRMAN AIZENSTAT: Okay. We'll probably

get that information from the applicant.

MR. TRIAS: Mr. Chairman, it's an area on the western end of the project, which is a parking lot, and you will see it in the drawings.

MS. DE LAS CUEVAS-DIAZ: It's in between their property and the Marriott property, to give you an idea.

CHAIRMAN AIZENSTAT: Thank you.

MS. DE LAS CUEVAS-DIAZ: You're welcome.

MR. LEEN: You know, it's interesting because it will be their property and it will be for the use of the City, though, and so it will be maintained by the applicant, by the property, but for the benefit of the City, and we'll be able to use that for parking for our public. So it's just important to note.

CHAIRMAN AIZENSTAT: And then the City, I guess, will make a determination whether that property will be leased back to the City or titled over to the City or whatever is best?

MR. LEEN: No, it will be -- My understanding is, it will be titled, and we won't receive the title. It will be an easement for benefit of the public.

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CHAIRMAN AIZENSTAT: Okay.
MS. DE LAS CUEVAS-DIAZ: A perpetual easement.
MR. LEEN: A perpetual easement.
CHAIRMAN AIZENSTAT: A perpetural easement. Okay.
MS. DE LAS CUEVAS-DIAZ: Thank you.
CHAIRMAN AIZENSTAT: Thank you.
Mr. Guilford?
MR. GUILFORD: Good evening, Mr. Chairman, Members of the Board. For the record, my name is Zeke Guilford, with law offices at 400 University Drive.
It gives me great pleasure to be here this evening, representing Codina CG, LLC, relative to the two applications you have before you.
Before I begin, I'd like to introduce some of the team that we have with us and then just mention some of the other ones that are here if there's going to be any questions.
We have Mr. Armando Codina, who actually needs no introduction. We have Andy Burnham, from Codina CG, who will be answering any questions. We have Mr. Larry Cohan of BC Architects, who will be walking you through the

site plan and elevations. We also have with us the traffic engineer, landscape architect and civil engineer.
Now, as you know, you actually have two requests before you today. You have a request for a mixed-use site plan, and as you know, any mixed-use project must come before you for your approval. We also -- which we haven't had in a number of years, I think 10 or so years, is the receipt of the TDRs, transfer of development rights. This has been the first project in a long, long time to do that. So those two items are actually what is before you today.
What I want to do is actually kind of -- which Ramon has already done a little bit, but kind of walk you through the aerial and give you a little bit of information on the property.
All right, the property is located right here. It fronts on Salzedo Street. We have Minorca to the south and Navarre to the north. The property is exactly -- is 1.6 acres, a little bit more than 71,000 square feet.
It has a Comprehensive Master Plan of high-intensity commercial, and what that does

and what that means is that this project is not asking for a change of zoning, a change of Comp Plan. What we are building complies with the zoning and Comprehensive Plan.
We're also not asking for any variances for this project. So, essentially, without the two items before you, this is, in essence, an as-of-right development.
Now, what I want to do -- and Staff had mentioned it, and I just want to very, very briefly touch on it. In 2002, there was another site plan that was approved for this project. What that site plan consisted of was approximately 3,500 square feet of retail, 123 extended-stay hotel units, and 99 apartments. And what's interesting about that project is that it actually segregated the parking. The apartment, the parking for the apartments went in and out of a garage on Navarre, and basically, doing the calculations, you would have had 124 cars entering and exiting off Navarre. We have a third of that amount. We only have 42 cars.
What's also important here is, when you look at that project, it was one mass that took

up the entire site. There was no breaking up of the project. It was just a box. What we believe we have before you today is a far, far, far superior project than what was approved in 2002.
So what I'd like to do at this time is turn this over to Mr. Codina, let him explain to you how he obtained this piece of property, and when he obtained it, what he envisioned to be built on this piece of property.
MR. CODINA: Mr. Chairman, Members of the Board, Armando Codina, 50 Casuarina Concourse.
Thank you for your time. I know you're all volunteers, so I'll be short and sweet and to the point. I think this parcel is a very special parcel. What makes it a special parcel is the size and the fact that it has no alleys. I believe that there are three that I know of, three parcels in Coral Gables, that have those characteristics. One would be the Allen Morris site that got recently purchased. The Publix site also has that, and this site. This is the only -- This is the largest vacant site in Coral Gables.
I tried to buy this site in early 2000. It

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was owned by a gentleman by the name of George Goldblum, and he called me one day in early 2000, and said, "Armando, I have an offer for my property, I'm going to sell it, but I prefer to sell it to you. Why don't you come over and take a look at this contract?"

So I went over, looked at it, looked at the amount, and I said, "George, you need to sell it, but thank you for calling me," and I passed on the property in the early 2000.

In 2011, it had gone through several variations of ownerships, and we bought it from Wachovia, Wells Fargo, with the owners of the property at the meeting, and we gave them an option to buy the property back for a year. They wanted to develop the hotel, which I'm going to show you in a second, and that Zeke described.

When we began the process of thinking about this building, the owners of the hotel had given the right to about eight people, some parking, because they were taking some parking away, and the Manager expressed a desire that not only do we -- that any of the parking spaces that we're taking away be replaced.

When I built 355 Alhambra, by the way, without any alleys on a large parcel -- I also built the Bacardi building in a large parcel without alleys -- and in the case of the Alhambra building, for instance, the parkings that we replaced, we replaced the income from those meters. In this case, the City preferred not only -- not that we replace the meters, but that we provided additional parking. So we bought -- in October of 2000 (sic), we bought an additional parcel on Minorca, next to our site, and that's the so-called spaces. So we are, in essence, providing more spaces back for metering than we're taking away.

So I'd like to show you, that's what the hotel looked like, on the right, the St. George. That was the elevation. That's what you would have been looking at. And the site plan, I'm afraid that you can't see it very well -- I'm okay here. The site plan, you can't see very well, but it's a solid parcel on Salzedo. It was kind of a wall, and it did not connect Navarre with Minorca, which was also something that the City voiced a desire.

So we wanted to replace the parking; we

wanted to connect; we wanted to build it without any variances. We did use TDRs. By the way, the last time TDRs were used, they were used by me on 355 Alhambra. It doesn't change setbacks. It doesn't change the height. So all it provides is more -- an ability on parcels that can use those TDRs, I think it makes a lot of sense. We bought the Coconut Grove Bank building on Alhambra and Salzedo to purchase some of those TDRs, to give you an idea.

So I'll show you what our building looks like. You saw an image of it up there. I'll show you the elevation first. And I'm often asked, why is the little building so little, and the big building? And the reason is that I'm going to occupy the little building, so that's my little building, and the residential building for rental, to make institutional sense, just like to attract Bacardi or attract Merrill Lynch, you need to have a large footprint, about 25,000 feet, which doesn't exist, the way that Merrick platted Downtown Doral -- I'm sorry, Downtown Coral Gables. This residential building needs that kind of

numbers to make a first-quality -- first-class building, with all the amenities that it should have. And the little building is a building that we occupy.

We're particularly proud of the ground floor. If you look at it, we're connecting -- Andrew, maybe you can point it out. We're connecting Navarre with Minorca, and that courtyard is three times the size of Books and Books. So, rather than creating that single mass building that was the St. George, that's a very large courtyard that we're providing there. So you see the little building on the right and you see the residential tower on the left.

We have endeavored not to put the buildings on top of the garage, because we also think that doesn't look -- and it's not real Mediterranean, even though it's often done here, so both buildings come to the ground and we have the courtyard in the middle. A little piece of the tower sits on the parking garage.

The little parcel that you see on the left is not part of the building. It's just a lot, and we are -- we've come to the City and said,

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"You do with it whatever you like. They're yours. Put parking meters on it, do anything that you would like." So we're open to how the City wants to handle that, but we're replacing more than the spaces that we're taking away by our entries into the building.

So that's pretty much the history of the site. I think this is one of the large few sites -- By the way, we have one other rendering of the courtyard, so that courtyard would look like that, between the two buildings. So we thought that that was a much better solution than to do a massive -- We think that courtyard will be used a lot by the citizens of Coral Gables.

So I thank you for your time, and I'm going to get our architect.

CHAIRMAN AIZENSTAT: Thank you.

MR. COHAN: Does this one work?

Okay, so now I'm on an island, without my boards. Can somebody at least give me the laser pointer? Okay.

My name is Larry Cohan, principal with BC Architects. Our offices are located at 4942 LeJeune Road.

Thank you. Is that okay? Can I use the traveling mike? Great.

This is an important project for several people and several reasons. First of all, us as the architects, we opened our offices here in Coral Gables in 1991. We've remained there ever since, been residents of the Gables. It means a lot to us.

Second, to our client, Mr. Codina, he has a long-standing reputation of excellence in this City and elsewhere in the County, and this building has to meet that reputation.

And third, for you, the City and Staff. This project is on the northern border of the Central Business District. It is going to be a high-profile project as you drive south and really even north on LeJeune Road, due to where it is and the other buildings in the vicinity. So it needs to be a good example of a mixed-use project. It needs to be a project that meets the goals of the Central Business District and your Comprehensive Plan.

I'm going to go back a second, and there's our site, bordered by Navarre on the north, Minorca on the south, and our east face is

Salzedo. That's our site, and as previously mentioned, it is zoned for high-intensity commercial use.

To our north, across the street, is residential. It is mid-rise density, mid-level density residential, mid-rise density, and to our south and immediately across the street to our east are commercial, also medium-intensity commercial. And so in the planning of this, it really makes perfect sense to have residential face residential, commercial face residential -- commercial face commercial, and that's what you'll see.

So let me move over to our site plan aerial, so you can see the surrounding blocks and neighborhood. The first thing I might want to mention is, because we are in the Central Business District, I'd like to talk a little bit about access to the site, via bus, private, public transportation. There is a bus stop located on LeJeune Road and Navarre, and then there's two other bus route stops that are down on Aragon and Ponce. And then we're going to have a trolley; there is a trolley stop right now on Ponce and Navarre.

Here's our site. To our immediate west is the Marriott. There's LeJeune Road. Again, this is residential. This is commercial. And this is commercial. And so later, the historic building -- the TDRs, we're within 500 feet of a historic or the landmark, and that's that building right there on the corner of Alcazar and Salzedo.

If we can go to the site plans.

There's basically four components to the site plan. There is the residential building, at 16 stories. It's basically a gentle U-shape, and it is on the north side on Navarre and it is opposite residential.

On our southeast corner is the four-story office building. It's a Class A office building. We know who the tenant will be, and it is facing commercial.

On the interior and commercial side of the property is our parking garage, which is seven stories. The eighth level is an open-air pool deck, which is the pool deck for the apartments, and then in the middle is our courtyard that has a covered component and an open-air component.

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We go to the courtyard. This is the rendering that you previously saw, and as mentioned, that courtyard is approximately 50 feet wide, in this direction, and about 80 feet long. For scale purposes, it's about two and a half times the size of the Books and Books courtyard, which is a very pleasant space. This is going to be a beautiful space, and similar to that, it will be public/private use. This rendering is actually standing right at that spot, looking down towards Salzedo, and you get the feel of what will be there. Because it is part of that pedestrian passage -- It's not just a normal pedestrian passage. Midway through the building, you're in this open-air courtyard. So not only are we allowing cross block through there, but we're also allowing three entrances into the public courtyard.

The covered area is about 21 feet tall, so similar in scale if you've been over to Cibo or Tarpon Bend, that height as you first come in there. It's a wee bit taller, but very, very similar in scale.

I'll move on to the rendering. As also

talked about, a mixed-use project, very important that it look like it belongs together By the same token, we have two different types of building uses. On the north side is our residential tower, facing residential units, so what we have on the corner of Navarre and Salzedo, that is our residents' entrance, and that is marked by this feature signature tower that runs through the building.

Coming down the north side is the lobby. Beyond that is the mail room. After the mail room is a fire command room, leasing office, then the entrance into the courtyard. Then there's our fitness center, that's facing the street, and then that small -- well, it's not small, it's a normal driveway size, but it's only serving 43 cars. So although we do have some garage access on that residential side, it is quite limited.

The arcade, though, does wrap around to give this project a total project feel. I mean, there's the office building right next to the tower, and they do belong together, but they do read separately.

Above the two-level arcade, we have six

floors of units that are one architectural style, the base of the Mediterranean. That is the garage, and is screened. Then we have six floors above that, where we step back and also play with the massing. The top two floors have roof lines that are varied in both their size and their height off the ground.

Along Salzedo, we've got the courtyard entry, right at that point, and then the office building.

Our last board is the building from the southeast. Here, we're now on commercial facing commercial, so the office building has retail along Salzedo and has retail along Minorca. Here's our seven-story garage. Right up there is the pool and pool deck. The south side units of the building overlook that pool deck, and being on the south side, they get nice light, and also the pool on the south also stays in sunshine most of the day.

So this is our project. Again, I believe that it is a very good example of a mixed-use project, that it does fulfill the goals of the Central Business District, that it does fulfill the goals of your Comp Plan, that it has the

necessary massing transitions and the varied roof lines. It's elegant. It has the Mediterranean appearance that the City is known for. And also, and it needs to be said, we have passed Board of Architects. They've approved the project. They have seen it, granted us the Level 2 Mediterranean bonuses. Because of our proximity to the historic building and the TDRs, we've been to the Historic Board. They've approved it. We've worked very closely with Staff, they've worked really nicely with us, and they've recommended approval.

So, with that, I am available to answer any questions you may have.

MR. GUILFORD: Mr. Chairman, that kind of concludes our presentation, but I just want to let you know that this project has been to the DRC, it has been to the Board of Architects for preliminary approval, we have the Mediterranean approval, and I think what's interesting and very important here, and we've kind of glossed over it, is that we also have Historic Preservation approval.

Now, in most cases, Historic only looks at

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the sending sites, but if there is a historic building within 500 feet of the receiving site, they also look at the receiving site, and the Historic Preservation Board has voted for approval. So you've already had one Board take a look at this.

I think it's also important, and I think Ramon did a spectacular job of going through and pointing out how we comply with the Mediterranean style, and we have worked diligently with Staff to get this project to be an exceptional, fantastic project.

Also, your Planning Staff has recommended approval of this project, and we would ask that you favorably recommend approval of this project to the City Commission. Again, our people, our group is here to answer any questions that you may have regarding the project, and Mr. Chairman, I believe there may be a couple neighbors here, so I'd like to reserve five minutes for rebuttal. Thank you.

CHAIRMAN AIZENSTAT: Thank you.

Let's go ahead and wait for questions. Let's take public comment first, if that's okay with the Board, and then we'll proceed.

Do you have a list of people to call?

MS. MENENDEZ: Yes. Luis Falcon?

MR. FALCON: How are you doing, Commissioners? I live here --

CHAIRMAN AIZENSTAT: Could you state your --

MR. FALCON: -- in Coral Gables.

(Thereupon, Ms. Alberro Menendez arrived.)

CHAIRMAN AIZENSTAT: Could you state your name and address, please?

MR. FALCON: Luis Falcon, 1606 Salzedo. I own a couple of properties in the Gables, and I have been very aware of how this site has been. I came to see when it was going to be a hotel, and obviously, it didn't go through.

My problem is, I see a lot that has highest and best use, and it's an eyesore, literally, a vacant lot, with nothing bringing in to the City, any revenue or nothing that can help us increase our revenues. By the other way, we have the Fire Department and all the other departments trying to get revenue from us. Here we have a gentleman that is coming -- I don't have no interest or nothing in regards to him, but he is bringing us a tax base that is

going to increment our Coral Gables lifestyle.

So I just came here as an innocent bystander, and I want to try to see that -- when developers do projects, sometimes you put them jumping over loopholes, and you should try to be a little bit more lenient and more accepting in regards to what he's bringing to us. Thank you very much.

CHAIRMAN AIZENSTAT: Thank you.

If you will, please note that Maria Menendez has arrived.

MS. ALBERRO MENENDEZ: Yes, I apologize. It seems our Vice-President is in town, and all of 57th was closed down for like 30 minutes.

MR. LEEN: Mr. Chair, I'd just like to note for the record that I checked with the applicant's counsel. He has no objection to Ms. Menendez sitting in, even though she missed the first part.

MS. ALBERRO MENENDEZ: Thank you.

MS. MENENDEZ: Kalle Petrick?

MR. PETRICK: Good evening, Commissioners, and thank you for the opportunity to speak. I'll Kalle Petrick. I'm a private citizen, with no financial interest in this project

whatsoever. I've been a resident of Coral Gables for 15 years and currently reside at 338 Majorca Avenue, two blocks from here.

It's certainly an impressive and ambitious project. If you allow me to consult my notes here. Some might say that the sheer scale of it is rather intimidating when you consider the nature of the neighborhood. At 16 stories high, this project would literally dwarf all surrounding buildings, the tallest of which is the hotel on LeJeune, at six stories. All the other buildings go no higher than five stories.

I note from the proposal that there's provision for 559 parking spaces. I think it's worth noting that the project faces three local streets, Salzedo being the north-south avenue, with one lane of traffic in each direction. One block north of the project is a traffic calming circle, and so I'm a little concerned about what the effect on local traffic would be, as well as the effect of the towering over local buildings.

Thank you very much.

CHAIRMAN AIZENSTAT: Thank you.

MS. MENENDEZ: We have no speakers, no

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additional speakers.
CHAIRMAN AIZENSTAT: No other speakers?
MS. MENENDEZ: Uh-huh.
CHAIRMAN AIZENSTAT: Okay, at this point, I'll go ahead and close the public comment.
Any discussion?
MR. BELLIN: I'd just like to make a comment and a question. I agree with the gentleman that just spoke. I think the building, at 16 stories right on the street -- and I don't know what drove that decision, maybe it's the courtyard in the center, and so -- Can I talk to the architect a little bit and get his thinking about how that came to be?
MR. COHAN: I guess there's two different philosophies in planning. One is tall, and one is fill out the site. One of the objectives was to have a courtyard. It is part of what makes a mixed-use vibrant. It allows people, pedestrians, to walk on the street and utilize a courtyard. We might have been able to lower the building by filling in that base. Architecturally, we believe that's not the right decision. We looked at the existing zoning, it allows it, and so we believe this is

the right answer to how to design this project.
MR. BELLIN: Okay. Also, in a mixed-use, an MXD overlay, there's a requirement for so much retail in a building, and what are those requirements and does this meet those requirements?
MR. GUILFORD: Yes, we meet it. I believe the retail ground floor is eight percent.
MR. BELLIN: Uh-huh.
MR. GUILFORD: So I believe we have it, and we've gone through the zoning analysis and commented on that.
MR. BELLIN: Okay.
MR. FLANAGAN: Mr. Guilford, I don't remember -- I was paying attention to the site plans, but I think one of the comments was, were you counting the fitness center as retail to meet that requirement?
MR. GUILFORD: Yes. The answer is yes.
MR. FLANAGAN: Yes? And the fitness center is open to the public to join, or it's purely for the residents?
MR. GUILFORD: It's private, but it's not just -- it doesn't define it just as retail. It's more than just retail. I don't have the

Code sitting in front of me, but it's retail, it's office, it's two or three things, and we believe the fitness center complies with that requirement.
MR. FLANAGAN: Okay.
MR. PEREZ: But the fitness center will solely be for the purpose of the residents?
MR. GUILFORD: For the residents, right. And what we're trying to do by putting it on the street is actually -- you know, one of the things you try to do in these buildings -- and actually, in the old one, it was basically a blank wall. So what you're trying to do is create a pedestrian experience, so there's some give and take, from the inside to the outside. So that's what we're trying to create, is a pedestrian experience, so you're not walking down essentially a blank facade.
CHAIRMAN AIZENSTAT: Ramon, is there a way to get that clarification on the fitness center, whether it -- if it's not a commercial, if it falls within?
MR. TRIAS: Yeah, that was counted. That was counted, and it was a result of an extensive discussion with the applicant, and it

was part of the design that they provided. I mean, all of those issues, taken as a whole, in our opinion, was that it met the Code.
CHAIRMAN AIZENSTAT: So, according to the Code, then, the way the fitness center is structured, it meets the commercial requirement?
MR. TRIAS: Yes.
MR. CODINA: The fitness center is a very small part. The footage of the fitness center is 2,000 feet. So most of what the retail is in the ground floor of that office building, and we've elected -- We could have put a lot more by closing up that courtyard, but we felt the courtyard was important. So between the ground and -- the ground retail and the office building, we have about approximately 40,000 feet of nonresidential usages there, just on that building.
CHAIRMAN AIZENSTAT: Counting the courtyard?
MR. CODINA: Excluding the courtyard.
CHAIRMAN AIZENSTAT: Excluding the courtyard?
MR. CODINA: Excluding the courtyard. So

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you have ground on all of them, all retail on the ground floor.

To be blunt with you, I -- Retail, to me there, would be -- it won't be the kind of retail that you see on Miracle Mile, because I don't think that a retail tenant would do well there. So it would be a soft retail, but retail, nevertheless, a bank -- And on the 16 stories, I appreciate what you said. Someplace in Coral Gables, the zoning allows for this high density, high intensity. This is the only place that -- very few places that you could put it in, according to Code, and this is one of them, and we tried to do it as gracefully as we could.

Again, we wanted to do the office building at a smaller scale and we did want to preserve that courtyard, which is -- So it's the best that we could do with the Code and to put in the building that we thought belonged here.

MR. TRIAS: And I want to emphasize that the priority of the mixed-use regulation of the Zoning Code is to create high quality pedestrian areas.

CHAIRMAN AIZENSTAT: Friendly.

MR. TRIAS: And that's the design intent of the layout as you see it.

CHAIRMAN AIZENSTAT: Alberto, please finish.

MR. PEREZ: This is probably a question for the applicant or for the architect. What's the plan to abide by the new Art in Public Places Ordinance?

MR. GUILFORD: We're just starting that process now. We met with Cindy Birdsill, that heads up the Art in Public Places, the Economic Sustainability. We have located a couple areas, which I believe is shown on your site plan, of where we intend to put the Art in Public Places, and again, that will have to go through the City's process, and we cannot pull a building permit until that's been approved by the Commission.

MR. BELLIN: Can you indicate where those places are?

MR. CODINA: I feel very strongly about that, and long before there was a Code requiring it, we have done those in our buildings. I built the Museum Tower in Downtown Miami, and we had that Mona Lisa for

the opening, that was shown all over the world, and the construction fence was done by Richard Haas. That was the construction fence that you see at the bottom there, and it later became a gazebo at the Architectural School at the University of Miami. And the last thing that we did is in Downtown Doral, by Michele Oka Doner. There's no requirement in Doral for Art in Public Places. We spent a million dollars on that canopy that was done.

So we were waiting for your approval so that we could concentrate on where and how to do something special on a building that I'm going to occupy, so --

MR. PEREZ: But the intent would be to have it --

MR. CODINA: Yes, sir.

MR. PEREZ: -- as something within the building?

MR. CODINA: Yeah, and it's now a requirement of the City of Coral Gables.

MR. TRIAS: The applicant has already located the places for the art, and maybe they can point in the site plan.

MR. BELLIN: I'd like to see where the

locations are.

MR. CODINA: Yes, on the courtyard. We want to -- This is going to -- We don't want to box the artist, but we're looking at the potential of a sculpture on the corner, and we're working on that courtyard. We have two places that will receive a sculpture, both on the corners, that one in particular, but both that one and the one in Navarre and that entrance to the courtyard.

CHAIRMAN AIZENSTAT: Ramon, at this stage, when it's before the Planning and Zoning Board, is that when the Art in Public Places has to be defined as to where it's going to be?

MR. TRIAS: Well, actually, that's reviewed by the Board of Architects, the location, which they already did, and then there's a process of review that the Department of Economic Sustainability will have to go through for the selection, the actual selection of the artist and the work. But the location is reviewed by the Board of Architects.

CHAIRMAN AIZENSTAT: But they can go ahead, and if the people from the City feel that it's better in another location, or Mr. Codina

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agrees, it can be moved?
MR. TRIAS: It can be moved.
CHAIRMAN AIZENSTAT: It doesn't have to stay where it is now?
MR. TRIAS: Upon review by the Board of Architects.
MR. LEEN: Well, it is part of the site plan that you're reviewing.
CHAIRMAN AIZENSTAT: Right. That's why I'm asking.
MR. LEEN: It's a conditional use review. You can also recommend whatever conditions you would wish.
CHAIRMAN AIZENSTAT: Okay.
MR. LEEN: Generally, though, the Board of Architects is the primary Board that looks at that.
CHAIRMAN AIZENSTAT: Okay.
Susan, can I ask you a question, please, about the TDRs? You mentioned that the money that's received -- that a historical-designated building receives from the TDRs is used to improve that property. Does that make -- How does that work? Does that mean that that money is earmarked specifically for improvements, or

can the property owner do as he wishes with that money?
MS. TREVARTHEN: Actually, what I meant to say, and I'm happy to clarify, because it sounds like maybe it didn't get fully across, is, there's a requirement for a maintenance plan for the sending site, and so, no, it's not the kind of accounting that you're talking about, of the money.
CHAIRMAN AIZENSTAT: Okay.
MS. TREVARTHEN: It's more a focus on the landmark and is the landmark being maintained appropriately. So this is an opportunity created by this transaction, which has already happened. Your Historic Preservation Board has looked at these five sites, which are listed on Page 18 of your Staff Report, and approved that component.
CHAIRMAN AIZENSTAT: So, in other words, those five sites, if the Historic Preservation Board sees that certain items need to be addressed, they can specify that, "We need these items addressed before we grant the TDR transfers"?
MS. TREVARTHEN: They have the purview over

the adequacy of those maintenance plans, and they've already ruled that those plans are sufficient and we have your Historic Preservation officer here, if you have any detailed questions to ask.
CHAIRMAN AIZENSTAT: Yes, Dona, maybe, if you don't mind -- Thank you.
Thank you, Susan.
MS. SPAIN: For the record, Dona Spain, Historic Preservation Officer. Each of these properties provided a maintenance plan, and that maintenance plan has been approved by the Historic Preservation Board, and in fact, on some of the properties, they added conditions because there were certain items that were in the photographs that weren't on the maintenance plan, so that's been taken care of.
CHAIRMAN AIZENSTAT: Okay, perfect. Thank you.
MS. SPAIN: You're welcome.
CHAIRMAN AIZENSTAT: Mr. Guilford, just a question, if I may. When the St. George was approved --
MR. GUILFORD: Yes.
CHAIRMAN AIZENSTAT: -- how many feet was

the St. George?
MR. GUILFORD: It was 97 feet.
CHAIRMAN AIZENSTAT: So the St. George was originally 97 feet?
MR. GUILFORD: Correct.
CHAIRMAN AIZENSTAT: With what you're coming before us now, you're saying that you can do as-of-right?
MR. GUILFORD: Right. Well, that ordinance required us, in order to have additional height, to come back to you, as well. So that's the reason we -- but that ordinance will go away once -- if we're approved for this one. So that basically gets put to the side.
MS. ALBERRO MENENDEZ: And you're going -- I'm sorry, could I just ask a question on that same note?
You're going from 97 feet to how many feet?
MR. GUILFORD: 189, I believe. I think it's -- you know, a lot of things have transpired since that approval. In fact, if you could put up the future land use map, Andrew.
It's actually the block to the south, which is the City's parking lot -- actually, right

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there. That lot was actually mid-rise, and a couple years ago it was changed to high-rise intensity. So, as we continue to evolve, we're going to see a different City. We're not a snapshot in time, and we heard the massing, but what's allowed to the south -- I mean, to the north of us is eight stories, again, 97 feet.

We don't have an intermediate, like a high mid-rise. It's 16; the next level is eight. So, ultimately, what you're going to see is this building up against an eight-story building.

CHAIRMAN AIZENSTAT: And then my other question is, the parking lot that you're doing, where you're going to have 12 parking spaces --

MR. GUILFORD: Yes, sir.

CHAIRMAN AIZENSTAT: -- that you're giving to the City, you are using the FAR from that property into your project?

MR. GUILFORD: Correct.

CHAIRMAN AIZENSTAT: If that property is subsequently bought, after you've purchased this property, are you tying -- How are you doing it to be able to use those FARs into this property?

MR. GUILFORD: Well, what's going to happen is, and what we tried to do is, we lost a certain number of parking spaces due to the master landscaping plan. That basically tells you, every two parking spaces, you need to do a bulb-out.

CHAIRMAN AIZENSTAT: Right.

MR. GUILFORD: So what we said is -- and as a matter of fact, in 2002, one of the things I emphasized to Mr. Codina was that those commercial buildings to the north are a lot of two-stories and they don't provide adequate parking, and one of the things they said in 2002 is, "Guys, we really don't have enough adequate parking on the street. What can you do to help us?" Well, we didn't create the master landscaping plan, but since we know what the concern is, we said, "Hey, let's try to help out a situation." So we're going to keep ownership of it, and as we discussed with the City Attorney, we're going to give an easement to the City. So we retain ownership; they have the right to go and use that piece of property. So they will be using those 12 spaces.

CHAIRMAN AIZENSTAT: The FAR that you're

using from that is what, about 50 some odd thousand square feet?

MR. GUILFORD: No, the 50 -- No, it's a lot smaller than that. It's probably --

CHAIRMAN AIZENSTAT: The additional FAR that you're gaining from that block.

MR. GUILFORD: Oh, very small, probably -- What is it? It's probably a 5,000 square foot lot, so you're talking fifteen, seventeen five.

CHAIRMAN AIZENSTAT: So it's minimal?

MR. GUILFORD: Yeah.

MS. ALBERRO MENENDEZ: I have questions.

CHAIRMAN AIZENSTAT: Maria?

MS. ALBERRO MENENDEZ: I wanted to ask, from the City, who reviewed the traffic study?

MR. TRIAS: Public Works reviewed it and we also had Tim Plummer as our consultant, and Tim is here to answer any questions.

MS. ALBERRO MENENDEZ: Tim, can I -- Mr. Plummer, can I ask you a couple of questions, or actually, just one question. Or we'll see.

MR. PLUMMER: Sure. Tim Plummer, of David Plummer Associates, 1750 Ponce.

MS. ALBERRO MENENDEZ: Hi.

MR. PLUMMER: Hi.

MS. ALBERRO MENENDEZ: I wanted to ask you, you know that Salzedo is a two-lane highway?

MR. PLUMMER: Two-lane roadway.

MS. ALBERRO MENENDEZ: Or a two-lane roadway, right. Then you know that Navarre is the same situation, and then what's the -- Minorca?

MR. PLUMMER: Minorca to the south.

MS. ALBERRO MENENDEZ: To the south is the same situation.

MR. PLUMMER: Uh-huh.

MS. ALBERRO MENENDEZ: I read the study, and the engineer concludes that the project will not impose a negative traffic impact within the study area. Did you review the study? Do you agree with that comment?

MR. PLUMMER: I did review the study, and my comment to the City was, the intersection of Minorca and Salzedo, I think, is a good candidate for a mini roundabout because the level of service for the westbound approach goes from Level of Service C to a Level of Service E. So, with the access occurring on Minorca Avenue for the project, the ability to

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cross Salzedo Street, I think, is going to be important, and a mini roundabout there will help that.

On top of that, it will also help with controlling speed on Salzedo.

MS. ALBERRO MENENDEZ: Do you know, as far as how the trips are going to be coming in and out of the project? Are they going to come from LeJeune? Are they estimated to come from -- you know, from Salzedo? I mean --

MR. PLUMMER: The vast majority are going to go through the intersection of Minorca and LeJeune and Minorca and Salzedo, because that's where the access to the parking is. There's 41 parking spaces, access to that, on Navarre, so a very small amount. That represents about seven percent of the overall parking spaces, so a very small amount on Navarre, and the vast majority has to use Minorca to gain access to the parking garage.

MS. ALBERRO MENENDEZ: Okay.

MR. PLUMMER: And that's the commercial street, which was the reason why they put the access there, to try and keep it away from the residential side.

MS. ALBERRO MENENDEZ: So you basically feel that with your circle that you're proposing, that this will not have a negative traffic impact to the area?

MR. PLUMMER: Yes.

MS. ALBERRO MENENDEZ: Okay. Thank you.

MR. PLUMMER: Sure.

CHAIRMAN AIZENSTAT: Mr. Plummer --

MR. TRIAS: Ms. Menendez, if I could point out, Condition 6 in the Staff Report reflects the testimony from Mr. Plummer.

CHAIRMAN AIZENSTAT: There was a gentleman that stood up and said that he was concerned with the three streets that are around the properties. So do you feel that it won't affect the traffic because the parking garage is mainly centered off of one side and that's where you feel most of the traffic is going to be, your ingress and egress out of that property? Is that your reasoning?

MR. PLUMMER: That is correct, and it's on the commercial side, which to me is very important.

CHAIRMAN AIZENSTAT: So, if they would have gone ahead and, let's say, done as before, a

parking garage, and then built on top of that, with different ingress and egress through different streets, then that would have been more burdensome within that neighborhood?

MR. PLUMMER: Yes, to the residential side, absolutely.

CHAIRMAN AIZENSTAT: Okay. Thank you.

MR. PLUMMER: Thank you.

MS. ALBERRO MENENDEZ: I have another question, if I may. In the Staff Report, Mr. Planning Director, there's mentioned about this building being compatible to other buildings in the area. Where is it? Where is the closest 16-story building in that area?

MR. TRIAS: If you look at the overall area of the Downtown -- I'm sure that the applicant may have an illustration for that -- but the compatibility is not only in terms of stories. The Code very clearly speaks of the pedestrian areas being important, the first two stories of the project being very important. So compatibility has to do with the architectural design, the specific design of this project, which the applicant spent many months fine-tuning, to make sure that the scale would

be appropriate with the context.

Now, the building is taller than some of the structures that are around. However, it's designed on a very fine level of detail, and they can show the elevations and speak more towards that.

MS. ALBERRO MENENDEZ: If you don't mind, can you show me the closest --

MR. COHAN: The closest would have been -- I don't think we have the board. There was one on the PowerPoint that the City had shown.

MR. TRIAS: There's some on Ponce de Leon. There's some a couple of blocks away, towards Alhambra, that are very tall buildings. The PowerPoint showed the model in context. You were not here for that part of the presentation, but you would have seen the illustration that showed the buildings.

MS. ALBERRO MENENDEZ: I think there's one here. It's just not very clear to me --

MR. TRIAS: Right.

MS. ALBERRO MENENDEZ: -- where the closest -- that type of -- you know, I mean, we're talking about 16 stories, and I'm very familiar with that area. I live very close by

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to that area, and I'm kind of wondering where the closest 16-story building there is.
MR. TRIAS: Well, let's say 355 Alhambra Circle, which is a block away, it looks to me like -- I don't know if it's 16 stories exactly, but it looks very tall.
MS. ALBERRO MENENDEZ: On Alhambra?
MR. CODINA: 355 Alhambra, I built.
MS. ALBERRO MENENDEZ: Yes, I know.
MR. CODINA: It's 16 stories, and it's one block away.
MS. ALBERRO MENENDEZ: Right.
MR. CODINA: So --
CHAIRMAN AIZENSTAT: How many stories is it?
MR. CODINA: 16.
CHAIRMAN AIZENSTAT: And it's one block away?
MR. TRIAS: Yeah, it's a block south of the -- it's south.
MR. FLANAGAN: It's two blocks.
MS. ALBERRO MENENDEZ: No, it's two blocks away.
MR. BELLIN: It's off in a circle.
MR. CODINA: No, we are -- well --

MS. ALBERRO MENENDEZ: You're between --
MR. CODINA: Crossing to the back street, it's 16 stories all the way to -- if you're going from Alhambra up to -- What is the back street?
MS. ALBERRO MENENDEZ: You go from Salzedo to LeJeune, is where your building is.
MR. CODINA: No, I'm talking about my Alhambra, 355, going from Alhambra --
MR. TRIAS: There's a full block in between the two, so -- yeah.
MR. CODINA: It ends where Francesco, that restaurant, is. That's 16 stories.
MS. ALBERRO MENENDEZ: Okay.
MR. COHAN: And everything you see --
CHAIRMAN AIZENSTAT: Can you take the microphone, please?
MR. COHAN: I'm sorry.
CHAIRMAN AIZENSTAT: That's okay. It will just be easier to --
MR. COHAN: Planning -- Well, the reason is about the future. There's a snapshot today, there is a vision of the future. And so when you look at what is there today, you also have to balance it to what is allowed, in any of the

colors. The burgundy color, that is the allowable zoning, the same as ours.
MS. ALBERRO MENENDEZ: Right, I understand that.
CHAIRMAN AIZENSTAT: If we take a look at the properties that are surrounding this project, would you say that those buildings are older, meaning have any of those been developed in the last five years, or built?
MR. COHAN: Not that I'm aware of, certainly not on the residential side.
CHAIRMAN AIZENSTAT: Not on the residential, but on the CBD.
MR. COHAN: I think they've been refurbished. I don't believe any of them are new, but I can't tell you that I am positive.
CHAIRMAN AIZENSTAT: Now, Ramon --
MR. TRIAS: Yes, sir.
CHAIRMAN AIZENSTAT; If somebody wanted to go ahead and build, within that vicinity, a 16-story building, are there any properties that you know of there that they can go ahead and erect that size of a project, or would they have to put together parcels to do it?
MR. TRIAS: Well, they would have to have a

20,000 square foot lot, typically, and --
CHAIRMAN AIZENSTAT: Are there any parcels there now that fit that criteria?
MR. TRIAS: I have not studied that issue. I mean, certainly we could, but I could imagine that it's possible, and there's some buildings already there that are 16 stories, and the zoning and the land use allow it. This is not a rezoning. This is not a change of land use. This is what's allowed.
CHAIRMAN AIZENSTAT: Okay. Could you put your facade back, the board? Could you put the board with the facade back up there, please?
MR. COHAN: The north or the south?
CHAIRMAN AIZENSTAT: The residential. The other one. Perfect.
When I take a look at it, I basically see three towers that are there, meaning on the residential. You've got your first -- or three layers is the best word. You have your first layer. Then you've got a break. No, go all the way up. Lower, I'm sorry.
MR. COHAN: From the top down --
CHAIRMAN AIZENSTAT: Go down.
MR. COHAN: Okay.

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CHAIRMAN AIZENSTAT: Further down, please. Right there. That's your first layer, where it breaks, for me. Then, if you go further up, you've got a second layer that breaks right about there, where your pinkie is. What's that height to that layer from the ground?
MR. COHAN: That's the 14th floor, the 14th floor.
MR. FLANAGAN: 150.
CHAIRMAN AIZENSTAT: Would that be about 150?
MR. COHAN: 14, yes.
CHAIRMAN AIZENSTAT: And then --
MR. COHAN: Yeah, 150.
CHAIRMAN AIZENSTAT: It was Mr. Flanagan, by the way, that guessed it perfectly.
Above that, the apartments that you have, how much FAR is there? How much square footage do you have --
MR. COHAN: On the top two floors?
CHAIRMAN AIZENSTAT: -- between that 150, going to the 189, or the 190?
UNIDENTIFIED MAN: FAR?
MR. COHAN: The top two floors.
UNIDENTIFIED MAN: Top two floors?

(Inaudible comments)
CHAIRMAN AIZENSTAT: So there's only two floors within 40 feet?
MR. FLANAGAN: No, I think you've got cupolas in there.
CHAIRMAN AIZENSTAT: Okay, so you've got your Mediterranean bonuses.
MR. COHAN: Oh, I see where you're coming from.
(Inaudible comments)
MR. COHAN: 25 to 26,000. So it's about 13,000 per floor, plus or minus, for those top two floors --
(Inaudible comments)
MR. COHAN: -- because it's stepping back, right.
CHAIRMAN AIZENSTAT: And these are going to be rentals?
MR. COHAN: Yes.
CHAIRMAN AIZENSTAT: For the residential.
MR. PEREZ: You know, guys, as a point of reference, I mean, for compatibility purposes, you also have the 2020 Ponce building, which is directly to the east of this building --
CHAIRMAN AIZENSTAT: Right.

MR. PEREZ: -- which is also 16 stories, and then you also have the old Coral Gables dry cleaning site, which is multi-story. So, from an overall planning perspective, I mean, it's -- you know, you have compatibility to the south, to the east, and then in the future you will have, you know, compatibility between Ponce and the site. I just wanted to make reference to that.
MS. ALBERRO MENENDEZ: But yet across -- I guess you were directing that statement to me, and I have a question, or a statement --
MR. PEREZ: No, no, I was directing it to both of you for some reference.
MS. ALBERRO MENENDEZ: Across from the property, in the -- Is that multi-family?
MR. TRIAS: Yes.
MS. ALBERRO MENENDEZ: Okay. What is the maximum --
MR. TRIAS: Towards the north, right?
MS. ALBERRO MENENDEZ: What is the maximum height that you can have in that area?
MR. COHAN: 97.
MS. ALBERRO MENENDEZ: 97? Okay, and the elevation of the building, the highest part of

the building, is that facing that area? So --
MR. COHAN: Yes and no. I mean, the highest part is on the corner.
MR. ALBERRO MENENDEZ: Okay, I know, but I'm talking about massing-wise. The 189 -- Okay, let me not say that. That area, the highest part, omitting the tower --
MR. COHAN: This area here?
MS. ALBERRO MENENDEZ: -- is that facing the multi-family area?
MR. COHAN: Yes.
MS. ALBERRO MENENDEZ: Which has a maximum height of 97 feet, and what is the maximum height of the -- of that? Is that --
MR. COHAN: The height of the top floor or the height of the roof?
MS. ALBERRO MENENDEZ: Not -- Of the roof.
MR. COHAN: 175 feet.
MS. ALBERRO MENENDEZ: 175?
CHAIRMAN AIZENSTAT: Julio?
MR. GRABIEL: Yeah.
CHAIRMAN AIZENSTAT: I'd be interested to hear -- You're an architect, so --
MR. GRABIEL: Well, I'd like to commend the developer and the architect. I think the

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building is very nice. I like a lot of things about it. I have a couple of questions.

On the courtyard and the paseo, how -- Are those open to the public, in perpetuity, 24 hours a day, seven days a week?

MR. CODINA: I would describe it similar to Books and Books, where it will be open until very late, but sometime at night it would be closed, late at night. But it would be open all day, seven days. You know, we have a residential tower and we have the retail on the ground, and we're looking in the courtyard, there may want to be a restaurant, just like Books and Books. So we meant this courtyard, which Larry is putting up, to be an activated, open space, open to the public. It would only be closed, I don't know, 2:00 or 3:00 in the morning or -- at some point in time it would be closed, until early in the morning.

MR. GRABIEL: But as far as, all of a sudden the area becomes very successful for retail --

MR. CODINA: Yeah.

MR. GRABIEL: -- could you come in and fill that space and create a retail space there

or --

MR. CODINA: No.

MR. GRABIEL: The City would not --

MR. CODINA: The City would not allow it and --

MR. TRIAS: No.

MR. CODINA: The City wouldn't allow it. I've maximized the FAR. Besides, that's my building, my office building that I'm talking about. But yes, the answer is no, we could not do that.

MR. GRABIEL: Okay.

MR. CODINA: Yes, we could not do that.

MR. GRABIEL: Okay.

MR. CODINA: And Ms. Menendez, I struggled with where to put the tower, and we could have put it on the other side, and we had many back-and-forth, and we ended up saying the office wants to be with the commercial side and the residential wants to be on the residential side, and maybe that -- you know, I can appreciate that somebody may view it differently. And what is there now is very different than what it's zoned for now. All of those little multi-families next to this

building will be able to go up almost a hundred feet, so that --

MS. ALBERRO MENENDEZ: Right.

MR. CODINA: I think that's going to change, and I think logic will tell me, even what I have seen in Coral Gables over many, many years, that it will happen there, because it's an under value. What is next to me, it is under value, and this will make it more likely that it will be built at 97 feet.

MS. ALBERRO MENENDEZ: Okay.

CHAIRMAN AIZENSTAT: Yes, Julio?

MR. GRABIEL: I like the arcade going around the building. I have a question. I don't know if, Ramon, this is for you or it's the architect. The landscaping that sits between the arcade and the sidewalk -- If you could put the site plan up for a moment, please?

Those planters that are edging the arcade, all around the building, are they there because it's a Code requirement or because you like the planters? Is it a design feature or is it a zoning feature?

MR. GUILFORD: No, actually, what you're

seeing are part of the bump-outs.

MR. GRABIEL: No, not the bump-outs.

MR. GUILFORD: Huh?

MR. COHAN: These rectangular strips along the side.

MR. GUILFORD: Okay.

MR. GRABIEL: I'll tell you why I'm saying that. I love arcades. I think Coral Gables is benefiting from having those arcades. I commend that the arcade is two stories high, versus a lot of the other arcades in Coral Gables, which are only one story, but then we're putting these planters, separating the public sidewalk from the private arcade, and it kills the idea of the arcade being a permeable, open space, accessible to all pedestrians. So that's why I'm asking if it's a zoning requirement or a design requirement.

MR. CODINA: It's not a zoning requirement. To tell you the truth, I don't have a great answer for you, because I think what you're saying makes sense, so I'm open to looking --

MR. TRIAS: Mr. Codina -- Yeah, if I could, I'm going to correct you slightly --

MR. CODINA: Okay.

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MR. TRIAS: -- because there is a zoning requirement for landscape, and I agree with you, that's a mistake and that's in the Code, because that certainly interferes with the quality of the arcades, and I think that's a very good comment and I would encourage you to pursue that comment.

MR. GRABIEL: So would the applicant have a problem if we were to require that those planters be eliminated, and can we do that?

MR. TRIAS: The detailed design of the arcade, I will be happy to meet with the applicant again and we will work on it.

MR. CODINA: We do not have an objection, and my people are telling me the same thing that Mr. Trias said, that it was a part of --

MR. TRIAS: These kinds of issues are in the Code constantly, and that's one of the challenges that we all have, the fact that there's some requirements that actually work at cross purposes and interfere with the quality of the public space.

MR. LEEN: My view is that the Code does give you the authority to approve conditions -- to approve with conditions if the condition

serves another purpose that mitigates some problem, like, for example, here the condition helps access to the arcade, which you view as something important. If so, I think you have the authority to do it. That would be my opinion, and that's what I would tell the Commission; you could eliminate those planters.

MR. TRIAS: And there are other ways.

MR. LEEN: Ultimately, the Commission would have to approve it.

MR. TRIAS: There are other ways to meet Code, also. I mean, we don't have to just ignore the Code, but that's a very good observation.

MR. CODINA: We have no objections.

MS. ALBERRO MENENDEZ: Could I ask a question?

Mr. Planning Director, the properties to the south, which is commercial --

MR. TRIAS: Yes.

MS. ALBERRO MENENDEZ: -- not as intense, I think, as perhaps the dark purple or the dark red -- how high can that go up?

MR. TRIAS: Well, it depends. If it's the high intensity and the land use, it can be just

like this one; the one that is not, it's 97 feet, and what happens is, it also depends on whether or not they go for the Med bonus. There are many -- I mean, that's a --

MS. ALBERRO MENENDEZ: Right. If they were to have everything, how high -- the Mediterranean bonus, how high would it --

MR. TRIAS: Well, if he had the same zoning and the same land use as this property, it can be just like this property, because this property is not asking --

MS. ALBERRO MENENDEZ: Well, this property has TDRs.

MR. TRIAS: No, no, but that has nothing to do with the height, ma'am. That has to do with -- as Mr. Codina explained clearly, that only has to do with the bulk of the building. The height doesn't change, even if you have the maximum amount of TDRs. That has nothing to do with the height.

MS. ALBERRO MENENDEZ: Okay. What --

MS. CODINA: Ms. Menendez, the TDRs allow you to transfer up to 25 percent of the allowable density, but it doesn't change setbacks, it doesn't change height --

MS. ALBERRO MENENDEZ: You're right. I misspoke. Right.

MR. CODINA: Yeah, and the limiting factor, oftentimes it's hard to put TDRs in a place where parking -- after you provide for the parking deck and you have the height limitation, there's a lot of limitations to transferring TDRs. This happens to be a property that is very, very large.

You know, the other comment that I would make to you about the height is that we did also struggle with, do we put a courtyard, where we could have lowered this building and provided quite a bit of FAR on that space, or do we -- That courtyard is open all the way up, and as we said, it's about two and a half times the size of Books and Books, the courtyard.

So we -- The height was not an issue with us with the TDRs.

CHAIRMAN AIZENSTAT: Just out of curiosity --

MR. CODINA: Yes.

CHAIRMAN AIZENSTAT: -- now that you mention that, if you would fill in courtyard, how much lower would this building be,

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considering the same FAR that you're using, the square footage?
MR. CODINA: So, if you take --
CHAIRMAN AIZENSTAT: Approximately.
MR. CODINA: That's about 4,000 feet, and if you go up 15 stories, that would be about 50,000 feet of FAR. So that's quite a bit of --
CHAIRMAN AIZENSTAT: So you would reduce the height of the building, then, by about 50 feet?
MR. CODINA: Three stories? We could chop off the building for about at least three stories, three or four.
CHAIRMAN AIZENSTAT: So 50 to 75 feet, you reduce the height, or I'm wrong?
MR. TRIAS: Mr. Chairman, if I could make a suggestion. I mean, certainly you could do that --
CHAIRMAN AIZENSTAT: No, I'm just asking a question.
MR. TRIAS: But it cannot be quantified precisely without a design. I mean, that's an unfair question to ask, that precisely. The choice has been made, and it's a choice. You

can certainly go the way that Mr. Codina is proposing, and the benefit of that, the public benefit of that choice, is that public space that is created at the ground floor, which is what the purpose of the mixed-use district is, if you read the purpose in the Zoning Code. So Mr. Codina is trying to enhance that with that approach.
CHAIRMAN AIZENSTAT: No, I understand that, but Mr. Codina had brought -- oh, four stories, okay.
And just, Ramon, one other question. On the conditions, you gave us that Condition Number 5 was removed. Has it been removed?
MR. TRIAS: That is the --
CHAIRMAN AIZENSTAT: Passenger valet parking? Can you explain that to me?
MR. TRIAS: That's the preference of the applicant, and it's a suggestion for you to consider. That's in the Code. That's something that it doesn't have to be restated as a condition because it's already required by the Code and they have expressed to me that they would prefer not to have it as a condition.

CHAIRMAN AIZENSTAT: Zeke, can you tell us why?
MR. GUILFORD: Because essentially, what you're doing by making a condition of a restricted covenant, you're doing a belt and suspender type situation. The Code doesn't allow it, so you don't need to make it a condition. So, you know, you're overkill. So just let the Code prevail, and you don't have to worry about the condition.
CHAIRMAN AIZENSTAT: Thank you.
Mr. Flanagan?
MR. FLANAGAN: I don't know if it's a question as much as it is, really, a comment. I think it's a beautiful building. I also appreciate the open space of the courtyard, the paseo, and the various architectural detail on the facades. I think it looks very nice from the east and the south. I struggle tremendously with the height on the north, and even though the Zoning Code allows it and it's consistent with the Comp Plan, I think there's a compatibility problem with the residential across Navarre, and even though, if somebody could max out the development envelope on each

of those parcels, you can get up to the 97 feet or eight stories, I don't know how big those parcels are, but I think at least on some or most of them, they're probably not big enough to accommodate all the Code requirements to come in with an as-of-right project and still hit eight feet (sic). So, unless somebody could assemble a third or a quarter or a half of that block, whatever it would take in order to have the sufficient quantum of land, I don't think anybody is going to get there. So, even though it's a possibility and it may happen in the future, I think the chances are very low.
I always view it as, when you are -- to me, you're on the edge. You're the northern boundary of the CBD. You're abutting the residential. This is -- I'm not going to use the word "sore thumb," but you have a very massive project right there at the edge, rather than something a little less intense, a little softer, to help blend in with what exists today and what probably may exist at some point in the future. Even if they go a little bit higher as they get redeveloped or get older, again, I think the chances of those hitting

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eight stories is probably fairly slim, and even then, the northern facade -- and I do appreciate the stepping back. I'm not sure how much each of the various levels steps back more and more, but from the renderings and everything I've seen, to me, it's almost a straight wall up, the 175 feet.

So I'm struggling with that design, and I've heard you and you're sensitive to it. I know it's difficult to accomplish. There's always the tradeoff. I'm just not sure.

MR. CODINA: I appreciate your comment and, you know, the City had a density designation that we abided by. I will disagree with you about the likelihood of an assembly. I assembled the land to do the Bacardi building, right next to residential, and I did 355 Alhambra, and that was an assembly, too.

So there would be, in my opinion, a lot of financial pressure for an assembly there. It would happen much easier than with the designation that it now has, and I have been through three assemblies. Here we bought that other piece on the back too, and George Goldblum, before me, assembled. So, you know,

we've complied with all of the requirements of the City and thought this was the best way to deliver the project that we had in mind, but I can appreciate your view --

MR. GUILFORD: Mr. Flanagan, let me just tell you, we went through a lot of different gyrations on this. We actually, at one point, took a look at removing some of the mass and putting it on top of the garage. However, one thing that we've been made aware of is that there's a potential development coming back in between the Courtyard and our property. So, once you do that, you then are going to put units right up against another building that both have zero setbacks. So, when you start looking at it from a planning standpoint, you don't want to do that. What you want to do is put it right where it's located, and that's the reason we did it, and again, we tried to be sensitive with the architecture in order to soften it for that north side.

MR. TRIAS: Yeah, Mr. Chairman, I also want to reiterate that there was extensive discussion at the Board of Architects reflecting exactly your concerns, Mr. Flanagan,

and the massing and many options. So this was studied extensively, and I think that the applicant worked very, very diligently to try to come up with a good solution, and I think that the drawings speak for themselves.

CHAIRMAN AIZENSTAT: Do you know anything about the project that Mr. Guilford mentioned?

MR. TRIAS: Which project?

MR. GUILFORD: The Marriott.

MS. ALBERRO MENENDEZ: The Marriott?

MR. TRIAS: Oh, the Marriott. I'm sorry, I couldn't hear. I have met with the owners and the applicants. Nothing has been submitted, but yes, I've had some discussions about a project that would deal exactly with that site in the way that Mr. Guilford described, yes.

CHAIRMAN AIZENSTAT: How many square feet is that property?

MR. TRIAS: I don't know, off the top of my head, but that's the bulk of the -- the rest of the block, the other half of the block.

CHAIRMAN AIZENSTAT: Maria?

MS. ALBERRO MENENDEZ: There's just no possibility of bringing that north elevation a little bit lower, and then transitioning up? I

mean, I think your point, as far as being residential next to residential, is a great point. My concern is similar to what has been expressed, that it's just so massive compared to what potentially could be built. I know that there's a possibility of assembly, but until that's done, it's going to look big.

MR. CODINA: You know I would try to accommodate you in any way that we could, but that's not a change that, at this stage, that we could make, so I'm sorry, that's not one that we could contemplate at this stage.

MS. ALBERRO MENENDEZ: Okay.

MR. CODINA: But thank you.

MR. GRABIEL: If I may --

CHAIRMAN AIZENSTAT: Yes, please.

MR. GRABIEL: I don't have a problem with the height. Coral Gables has a history of having very tall buildings next to very low buildings, the Biltmore being probably the best example of that, albeit there's green area around it, but it is the tallest tower in the City, and it's right next to one-story single-family residential.

One side of LeJeune is -- What's the height

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of your Bacardi building?
MR. CODINA: 16 stories.
MR. GRABIEL: 16 stories. Across the street is maximum two stories, and they're only divided by LeJeune. So it's not a City that has tried to blend height. On the contrary, they kind of go from one site to the other, making heights, and so architecturally, I personally don't think that's a problem with this particular building. It could have been flipped, maybe, I don't know, but --
MS. ALBERRO MENENDEZ: My concern is the distance, though. You know, you cite the Biltmore, but there's such a distance from those houses, the single-family homes, to the Biltmore, and from the street even. Here, you're going to have -- I would think the right-of-way there is, what, Tim, about 60 feet?
MR. PLUMMER: Maybe.
MS. ALBERRO MENENDEZ: 60 feet, 60 feet, and boom, you're going to have, you know, almost a 200-foot wall.
MR. GRABIEL: The David William is sitting in the middle of a single-story --

single-family residential area. It's just something that has been part of our urban part of the City of Coral Gables.
MS. ALBERRO MENENDEZ: Okay. Thanks.
MS. CODINA: Ms. Menendez, we had -- as part of the requirement for a mixed-use, we had a neighborhood meeting.
MS. ALBERRO MENENDEZ: Uh-huh.
MR. CODINA: And we were very well received. I think people would much prefer to have this development, the type, the courtyard, than what was even approved before, a hotel, that would be seven hours -- seven days a week, 24 hours a day, and a solid -- So we did not get -- When the neighbors saw the quality and the connection and courtyard, we were well received. But it is a --
CHAIRMAN AIZENSTAT: What type of attendance did you get at that meeting?
MR. CODINA: We had -- well, a couple of the people are here. We have the list.
CHAIRMAN AIZENSTAT: No, just --
MR. GUILFORD: We had about 20 people. 16 signed in and some other people didn't. I've got to tell you, it was interesting, because

when we first got there, there was a woman who basically hated this project. She was, like, "The traffic's going to kill us," et cetera. Once we walked through the project and explained that the traffic was going on Minorca, because you had a light at the end of -- at LeJeune, the issues went away. So it was well received.
CHAIRMAN AIZENSTAT: Thank you. I mean, from what I see, you know, there's one -- there's a couple of letters, and they all talk about the same, with the traffic circle. I don't see other residents that immediately live in that area.
MS. ALBERRO MENENDEZ: You reminded me of something.
Mr. Planning Director, we used to get comments, you know, the -- We used to get comments from the neighbors in the area. We used to get -- like I think it was online. Do we get any of those anymore?
MR. TRIAS: Yes.
MS. ALBERRO MENENDEZ: Because I noticed in the two applications, we didn't have them.
MR. TRIAS: Well, you did. Those are the

comments. We only got comments about the traffic -- the proposed traffic roundabout at Salzedo and Navarre.
MS. ALBERRO MENENDEZ: Okay.
CHAIRMAN AIZENSTAT: And nothing has changed from the Planning and Zoning view? The web site hasn't changed?
MR. TRIAS: No, no, it's all the same, and we always give you everything we've got, certainly.
CHAIRMAN AIZENSTAT: Yes, Marshall.
MR. BELLIN: Yeah. The design of the building is not going to change. That's a given. Whether the buildings across the street to the north are going to be 97 feet, probably not, and I think the limit is probably six stories over there, when you start at the 45 feet, but none of that really matters. The building is not going to change. So I think we need to move a little quicker, move on, and just take a vote and see where we're at.
MS. ALBERRO MENENDEZ: What is your opinion, as an architect?
MR. BELLIN: I gave my opinion. I think the 16 stories on the street is not something

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that I'm very comfortable with, but, you know, there were reasons that they did that, and one of the reasons, I think, is a good one. It's to have that area in the center that's open. So, if you leave that open, you necessarily have to push the building to the street side.

Yeah, if they wanted to build a tall building and push everything in, you eliminate the courtyard, and so it's just a matter of choice and I think their choice is to have a courtyard. Maybe mine would have been different, but it doesn't matter.

CHAIRMAN AIZENSTAT: Would you like to make a motion?

MR. BELLIN: I'd like to make a motion to approve.

CHAIRMAN AIZENSTAT: As is, or --

MR. TRIAS: The conditions are in your Staff Report, and you may want to make that part of the motion.

MR. GRABIEL: Could I add a condition?

CHAIRMAN AIZENSTAT: Yes, of course.

MR. GRABIEL: I would like to add the condition that --

CHAIRMAN AIZENSTAT: Well, it was his --

MR. GRABIEL: If you could add to your motion the condition to eliminate the planters that are within the -- between the sidewalk and the arcade.

MR. BELLIN: Okay.

MR. GRABIEL: So that there's free flow of pedestrian between the arcade and the sidewalk.

MR. BELLIN: Okay. Put that in as a condition.

MR. TRIAS: Do you want to eliminate the valet parking condition?

MR. BELLIN: Yes.

MR. TRIAS: Okay.

CHAIRMAN AIZENSTAT: Because of Mr. Guilford's explanation.

Now, Craig --

MR. LEEN: Yes.

CHAIRMAN AIZENSTAT: Removing those planters, I'm just concerned about going -- for us to do something against what is Code. As the City Attorney, you're comfortable following that process?

MR. LEEN: Well, there's a couple of thoughts there. First of all, there may be a way to still comply with the Code, and I think

that that's what --

MR. TRIAS: That's my view on this. We can comply with the Code in a different way.

CHAIRMAN AIZENSTAT: Okay.

MR. LEEN: But second, my view is, like for example -- Let me just -- Wait one second.

I've always taken the view that when you're doing a conditional use approval and you're determining, in a broader perspective, whether this is consistent with what the City of Coral Gables should be doing under our Comprehensive Plan, et cetera -- and here, for example, with the TDRs, one of the provisions you're looking at, you're finding exists, is that this is compatible in terms of spacing, size, the free flow of people from the road, about the bulk of the building, I believe you have more authority and that the Code permits you to impose conditions to meet those requirements, even though it might not be consistent with another portion of the Code. I've always taken that view. We've done it on a couple of instances that I can recall.

Nevertheless, the goal is always -- and ultimately, it's the Commission that decides

and you're just simply making a recommendation. Staff will attempt to make this compliant, I'm sure, when it comes before the Commission. So will the applicant. That's my interpretation of how those provisions interact.

CHAIRMAN AIZENSTAT: And Ramon, the roundabout is a part of this conditional approval?

MR. TRIAS: The condition --

CHAIRMAN AIZENSTAT: How does that work?

MR. TRIAS: Yeah, the condition actually says that in the future, it may be studied, and maybe Mr. Plummer can explain that a little bit better, so -- and that also applies for a roundabout at Navarre and Salzedo. If the neighborhood wants to apply for that, they can.

CHAIRMAN AIZENSTAT: So that's something that's done through Public Works?

MR. TRIAS: Yes, through Public Works, professionally designed, professionally reviewed.

CHAIRMAN AIZENSTAT: Okay. So it's something through Public Works.

We have a motion.

MR. LEEN: Mr. Chair, just to read more

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into the record, one of the conditions in particular I think applies is, under the TDR, C, "The physical design of the proposed site plan and the manner in which the design makes use of adequate provisions for public services, provides adequate control over vehicular traffic, provides for and protects designated common open areas, and furthers the amenities of light and air, recreational and visual enjoyment.

It's directly on point, and you're seeking to preserve that, and that's why you're imposing this condition.

CHAIRMAN AIZENSTAT: Thank you.

We have a motion. Is there a second?

MR. GRABIEL: Second.

CHAIRMAN AIZENSTAT: We have a second. Any further discussion?

MR. PEREZ: Just a quick question relating to the valet. That obviously applies to the entire project, correct, office and residential?

MR. TRIAS: That applies to all mixed-use projects.

MR. PEREZ: Okay.

CHAIRMAN AIZENSTAT: And it's in the Code already.

MR. TRIAS: It's in the Code.

CHAIRMAN AIZENSTAT: And I just want to make sure that the 2,000 square foot for the gym, you've taken a look at, you're comfortable that it does meet the requirement of the commercial part of it?

MR. TRIAS: Yes.

CHAIRMAN AIZENSTAT: Okay.

Any other discussion? No?

Call the roll, please.

MS. MENENDEZ: Julio Grabiel?

MR. GRABIEL: Yes.

MS. MENENDEZ: Maria Menendez?

MS. ALBERRO MENENDEZ: Yes.

MS. MENENDEZ: Alberto Perez?

MR. PEREZ: Yes.

MS. MENENDEZ: Marshall Bellin?

MR. BELLIN: Yes.

MS. MENENDEZ: Anthony Bello?

MR. BELLO: Yes.

MS. MENENDEZ: Jeff Flanagan?

MR. FLANAGAN: Yes.

MS. MENENDEZ: Eibi Aizenstat?

CHAIRMAN AIZENSTAT: Yes.

Thank you for your time.

MR. LEEN: Mr, Chair, I do still recommend two separate votes --

CHAIRMAN AIZENSTAT: I'm sorry.

MR. LEEN: I'm sorry, two votes --

MR. CODINA: One more vote.

MR. LEEN: -- two votes.

MR. GUILFORD: Yeah, two votes.

MR. LEEN: We recommend the same.

CHAIRMAN AIZENSTAT: That's right. You're right, the TDRs.

Is there a motion for the -- I was being preemptive.

MR. BELLIN: I'll make a motion for approval.

CHAIRMAN AIZENSTAT: For approval of the transfer of the TDRs?

MR. BELLIN: Yes.

MR. LEEN: I recommend the same conditions be imposed.

CHAIRMAN AIZENSTAT: With the same conditions imposed.

MR. BELLIN: Yes.

CHAIRMAN AIZENSTAT: Is there a second?

MR. PEREZ: I'll second.

CHAIRMAN AIZENSTAT: Any discussion?

Call the roll.

MS. MENENDEZ: Maria Menendez?

MS. ALBERRO MENENDEZ: Yes.

MS. MENENDEZ: Alberto Perez?

MR. PEREZ: Yes.

MS. MENENDEZ: Marshall Bellin?

MR. BELLIN: Yes.

MS. MENENDEZ: Anthony Bello?

MR. BELLO: Yes.

MS. MENENDEZ: Jeff Flanagan?

MR. FLANAGAN: Yes.

MS. MENENDEZ: Julio Grabiel?

MR. GRABIEL: Yes.

MS. MENENDEZ: Eibi Aizenstat?

CHAIRMAN AIZENSTAT: Yes.

MR. CODINA: I just want to thank you. I know you're all volunteers. A lot of the comments that you've had, we struggled with, so they were valid comments. I hope it wasn't lost on you that we ended up with the residential on the residential side and the commercial on the commercial side. However, the entry to the residential parking is on the

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commercial side.
MS. ALBERRO MENENDEZ: Oh, okay.
MR. CODINA: And we put in a little bit of parking on the residential side, 43 cars, so we really -- we struggled with this and we struggled with, do we do the courtyard or not, and that's where we ended up. And I want to tell you that your Staff, they really had a lot of positive input. That connector from Navarre to Minorca is something that Mr. Trias insisted on. So there was a lot of back and forth, and it did take months, literally.
So I wish I could have accommodated you, and we didn't have a perfect solution, but thank you.
MS. ALBERRO MENENDEZ: Thank you.
CHAIRMAN AIZENSTAT: Thank you for your time.
CHAIRMAN AIZENSTAT: Let's take a five-minute recess to let them clear out before we take on the next item.
(Thereupon, a brief recess was taken.)
CHAIRMAN AIZENSTAT: Okay, are we ready to resume?
MR. TRIAS: No, just a minute.

CHAIRMAN AIZENSTAT: The next item on the agenda, an Ordinance of the City of Coral Gables, Florida, requesting conditional use with site plan pursuant to Zoning Code Article 3, "Development Review," Division 4, "Conditional Uses," and Article 4, "Zoning Districts," Division 2, "Overlay and Special Purpose Districts," Section 4-204, "Special Use (S) District," for an addition to an existing religious institution within a Special Use, (S) Zoned District," for the property commonly referred to as "Temple Judea" and legally described as Lots 1-31, Block 135, Riviera Section Part 9, whose address is 5500 Granada Boulevard, Coral Gables, Florida; and including required conditions; providing for severability, repealer, codification and an effective date.
Ramon, I'd like to hear the applicant first, please.
MR. TRIAS: Sure.
CHAIRMAN AIZENSTAT: Thank you.
MR. GUILFORD: Good evening again, Mr. Chairman and Members of the Board. For the record, my name is Zeke Guilford, with law

offices at 400 University Drive. It gives me great pleasure to be here today representing Temple Judea.
Here with me today is Raul Rodriguez, who's the architect for the project. We also have Mr. Tim Plummer, who is our traffic consultant. We have Joe Greenberg and Debbie Siegel from the congregation here with us, as well.
What I'd like to do is, what we have before you today is a site plan approval. When you have an S zoning designated property, any change to that property must come before the Planning & Zoning Board and the City Commission, and what we're actually doing here today is, we are adding additional classrooms. What has happened is that the whole congregation -- We have a pre-school, we have youth, and we have adult classes, and right now they're using the same classroom.
So what we want to do is have pre-school classrooms that are dedicated just to the pre-school, youth just dedicated to youth, and adult just dedicated to them.
So what I'd like to do is just kind of -- so what's happening is, we're serving the

current needs of the congregation; we're not expanding those uses. What I want to do is just very, very briefly walk you through the site plan that we have.
Essentially, we have it broken down into three parts. We have the existing temple and synagogue here. We have the existing classrooms which are going to get remodeled. Basically, they're not up to current Code. The classrooms need a bathroom in them. We're putting bathrooms, we're changing out the windows, and then at the end, over here, we're building a two-story addition.
Again, the synagogue, the existing, and the new. What we're going to do here is keep the same drive-ins. We're creating a new porte-cochere to keep off the rain when you drop off your children. We're adding four classrooms on the ground floor. Then on the second floor, we're adding five additional classrooms.
In essence, here's a rendering of what it looks like. This, what's interesting is that when we originally applied to move forward with this, we had to get a letter from Historic

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Carlson, Walter

From: ricardo herran <ricardoherran@yahoo.com>
Sent: Tuesday, February 11, 2014 9:17 PM
To: Planning
Subject: Fw: 2020 Salzedo

Good evening, please share the following correspondence with Planning and Zoning Board members attending the 2/12/14 meeting.

Thank you.

----- Forwarded Message -----
From: ricardo herran <ricardoherran@yahoo.com>
To: "Tompkins, Jane" <jtompkins@coralgables.com>
Cc: "jimcason@coralgables.com" <jimcason@coralgables.com>; "pkeon@coralgables.com" <pkeon@coralgables.com>; "wkerdyk@coralgables.com" <wkerdyk@coralgables.com>; "vlago@coralgables.com" <vlago@coralgables.com>; "frank@coralgables.com" <frank@coralgables.com>; "psalerno@coralgables.com" <psalerno@coralgables.com>; "rtrias@coralgables.com" <rtrias@coralgables.com>; "epino@coralgables.com" <epino@coralgables.com>
Sent: Tuesday, February 11, 2014 9:14 PM
Subject: Re: 2020 Salzedo

Ms. Tompkins, thank you for your correspondence. First, I must clarify that the letter that was sent to the City requesting a traffic circle on the intersection of Salzedo Street and Navarre Avenue was triggered by the existing conditions at that intersection. The 2020 Salzedo mixed-use development was mentioned to point out that traffic will undoubtedly increase with the completion of that project. Currently, in the AM peak hours cut-through traffic overwhelming chooses to turn east on Navarre from LeJeune Street because it is the path of least resistance to the Central Business District. Traffic counts taken By Richard Garcia and Associates in the Traffic Impact Study dated January 24, 2014 indicate that between the peak hours of 7:00 and 9:00 AM 177 cars turn onto Navarre Avenue from Lejeune and Salzedo Streets, compared to 69 cars turning onto Minorca Avenue from Lejeune and Salzedo Streets. Additionally, the peak PM hours show 292 cars turning onto Navarre Avenue from Lejeune and Salzedo Streets, compared to 209 cars turning onto Minorca Avenue from LeJeune and Salzedo Streets. The difference in cut-through traffic on these two streets results from the signalized intersection on Minorca Avenue and Lejeune Street. The installation of a mini-roundabout on Minorca Avenue and Salzedo Street, although mitigating traffic on this intersection, will reinforce Navarre Avenue as the path of least resistance and further increase cut-through traffic.

The traffic impact study by Richard Garcia and Associates reviews the "loading area driveway" and "parking garage driveway" on Minorca Avenue, but seems to be silent regarding the garage entrance located on Navarre Avenue. While this portion of the garage, as I understand it, is only for a limited number of spaces (around 50-60) reserved for ground floor tenants and their visitors, it merits review as these users tend to have a higher parking turnover rate. The study concludes that after the completion of the 2020 Salzedo project the level of service on the intersection of Navarre Avenue and Salzedo Street will be adequate. From a traffic engineering perspective this is accurate, but from a quality of life and safety filter, this conclusion leaves much to be desired.

Traffic calming measures in this area should be focused on Navarre Avenue, a residential street. Thanks in advance for taking all of this into consideration.

With much appreciation,

Ricardo Herran

From: "Tompkins, Jane" <jtompkins@coralgables.com>
To: "'ricardoherran@yahoo.com'" <ricardoherran@yahoo.com>
Sent: Tuesday, February 11, 2014 6:01 PM
Subject: FW: 2020 Salzedo

From: Tompkins, Jane
Sent: Tuesday, February 11, 2014 6:01 PM
To: 'icardoherran@yahoo.com'
Cc: Commissioners; Salerno, Patrick; Trias, Ramon; Pino, Ernesto
Subject: 2020 Salzedo

Mr. Herran:

Your letter to the City has been forwarded to me. The Public Works Department and their consultant reviewed the 2020 Salzedo project. The installation of a mini-roundabout is recommended at the intersection of Salzedo Street and Minorca Avenue to provide the appropriate traffic mitigation for the project. It is important to note that all project traffic access, including truck loading, will occur on Minorca Avenue. There are no project access points on Navarre Avenue or Salzedo Street. Salzedo Street and Minorca Avenue is the appropriate location for a mini-roundabout because all project access points are on Minorca Avenue. Additionally, there is a traffic signal at the intersection of Salzedo Street and Almeria Avenue (one block south) and a traffic circle at the intersection of Salzedo Street and Majorca Avenue (two blocks north), which currently help control speed on Salzedo Street.

A mini-roundabout at this location will help improve the safety of vehicles travelling east-west on Minorca Avenue needing to cross Salzedo Street. Also, this mini-roundabout will further help control speed on Salzedo Street and improve pedestrian and bicyclist safety.

Regards,
Jane

Jane K. Tompkins, AICP
Development Services Director
405 Biltmore Way
Coral Gables, Florida 33134
Phone: 305-476-7231
www.coralgables.com

Please Note: Florida has a very broad Public Records Law. Most written communications to or from State and Local Officials regarding State or Local business are public records available to the public and media upon request. Your email communications may therefore be subject to public disclosure.

February 9, 2014

Planning and Zoning Board
City of Coral Gables
405 Biltmore Way
Coral Gables, FL 33134

Members of the Planning and Zoning Board:

The residents bordering the Central Business District are increasingly concerned about the danger posed to pedestrians and bicyclists by the amount of traffic and speed of vehicles passing through the intersection of Salzedo Street and Navarre Avenue. This intersection is located at the end of the Central Business District and the beginning of the residential district; currently there are no traffic calming devices that signal this transition. Heading north on Salzedo Street from Alhambra Avenue, cars begin to speed and hit their peak as they approach Navarre Avenue before the traffic circle on Majorca Avenue. During peak traffic hours, this creates a dangerous situation for pedestrians, bicyclists, and children heading to Coral Gables Elementary on Ponce de Leon Boulevard.

Of additional concern to the neighborhood is the 2020 Salzedo project that will be built on Salzedo Street between Navarre and Minorca Avenue. This project consists of over two hundred (200) residential units and an office building; both served by a garage with over four hundred (400) parking spaces. The project expects to break ground in August and is surely to increase the level of traffic on all surrounding streets.

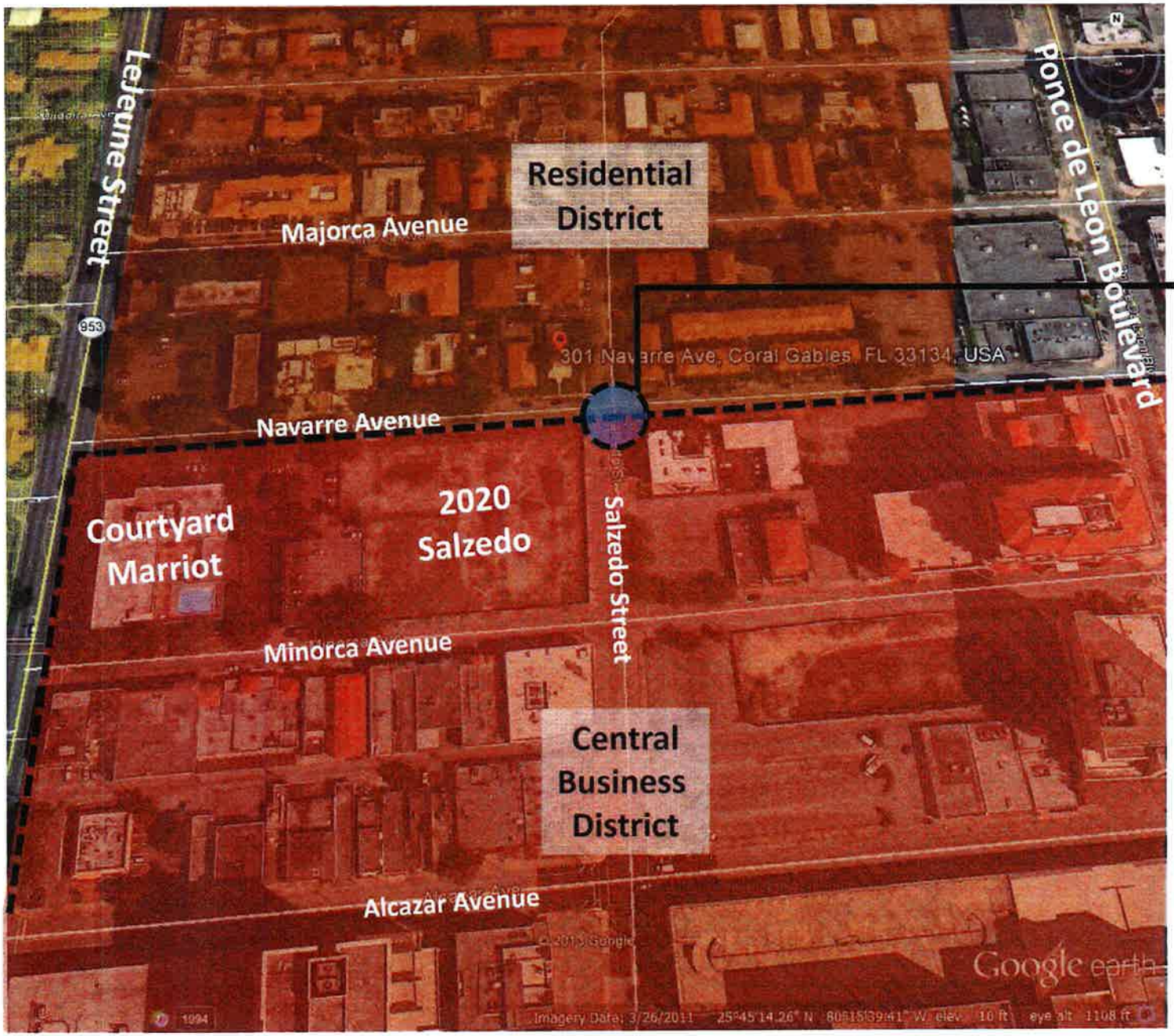
For the reasons stated above, the neighbors bordering the Central Business District respectfully ask that the City seriously consider the installation of a traffic circle on Salzedo Street and Navarre Avenue (see attached exhibits). A traffic circle at this intersection would accomplish the following:

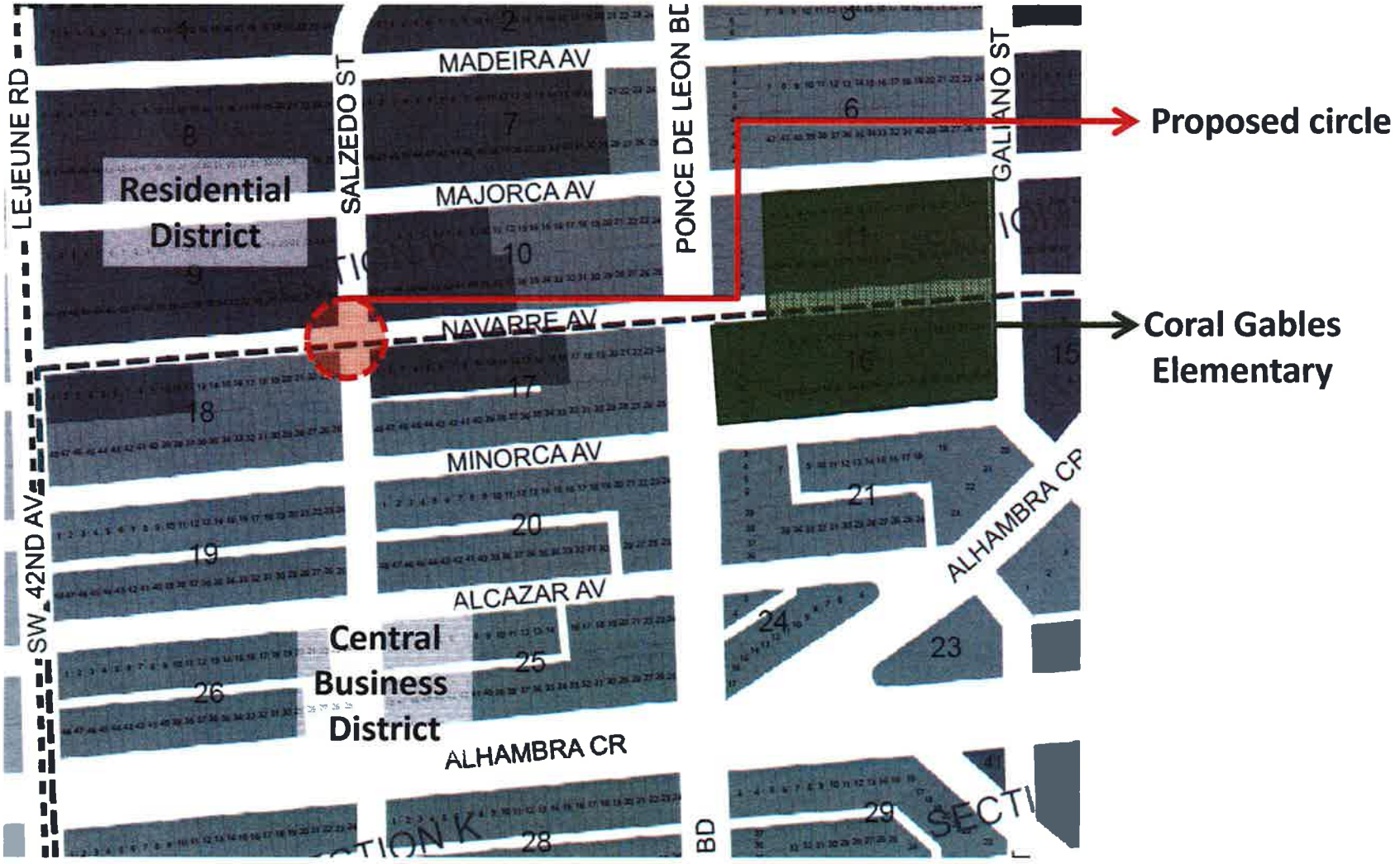
- create a clear demarcation between the Central Business District and the residential district;
- effectively control traffic and reduce speed;
- improve pedestrian and bicyclist safety; and
- enhance neighborhood aesthetics.

We thank you in advance for helping make our neighborhood a better and safer place to live.

Respectfully,

Ricardo Herran
323 Navarre Avenue, #404
Coral Gables, FL 33134


Residential District
Majorca Avenue
Ponce de Leon Boulevard
Proposed circle
301 Navarre Ave, Coral Gables, FL 33134, USA
Navarre Avenue
Courtyard Marriot
2020 Salzedo
Salzedo Street
Minorca Avenue
Central Business District
Alcazar Avenue
Google earth


LEJEUNE RD
SALZEDO ST
MADEIRA AV
PONCE DE LEON BD
GALIANO ST
Residential District
MAJORCA AV
NAVARRE AV
MINORCA AV
ALCAZAR AV
SW 42ND AV
Central Business District
ALHAMBRA CR
Proposed circle
Coral Gables Elementary

CITY OF CORAL GABLES
PLANNING DEPARTMENT
2014 FEB 11 AM 8:57

February 7, 2014

Planning and Zoning Board
City of Coral Gables
405 Biltmore Way
Coral Gables, FL 33134

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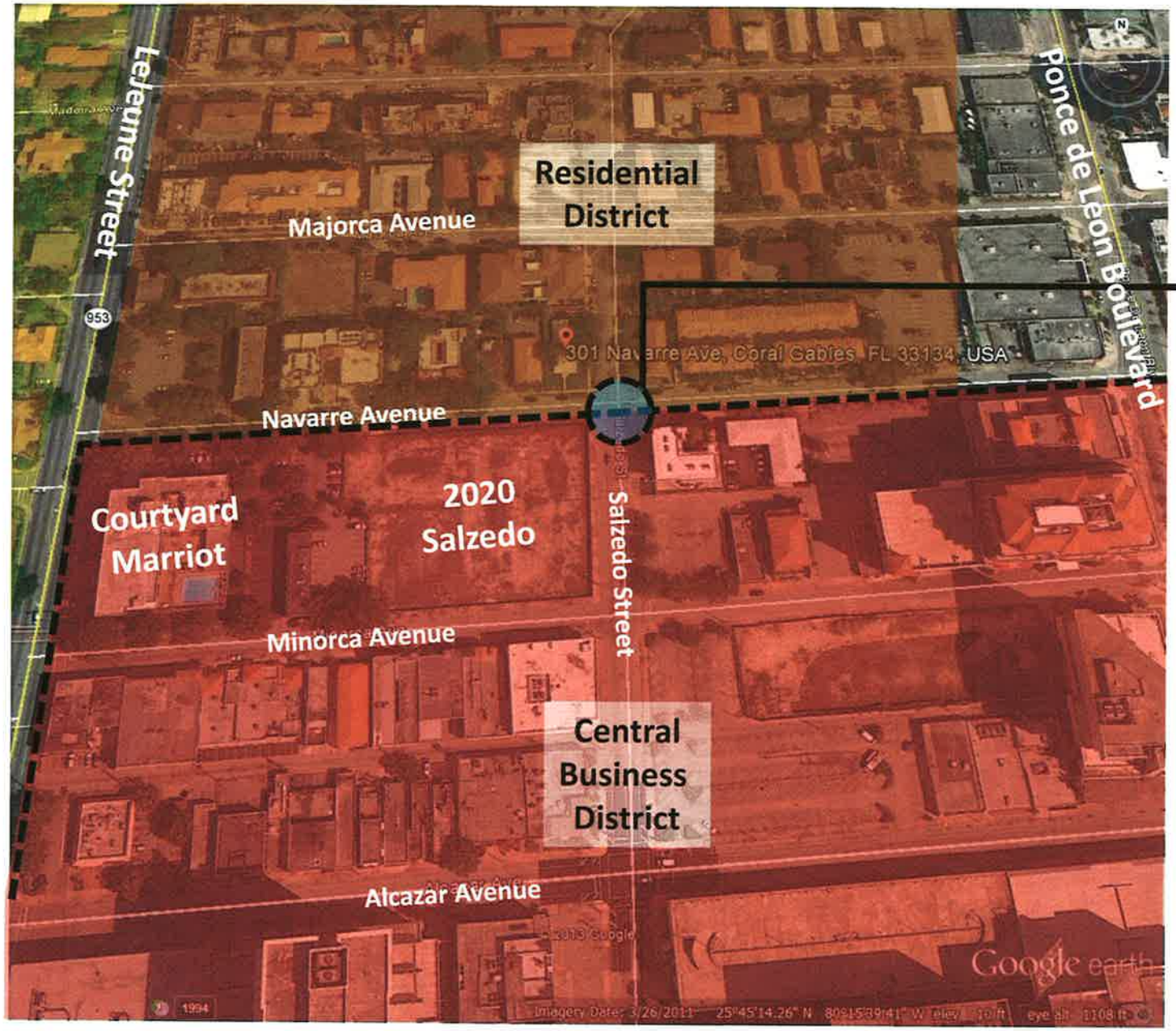
Respectfully,

Lizette Maldonado


Ponce de Leon Boulevard
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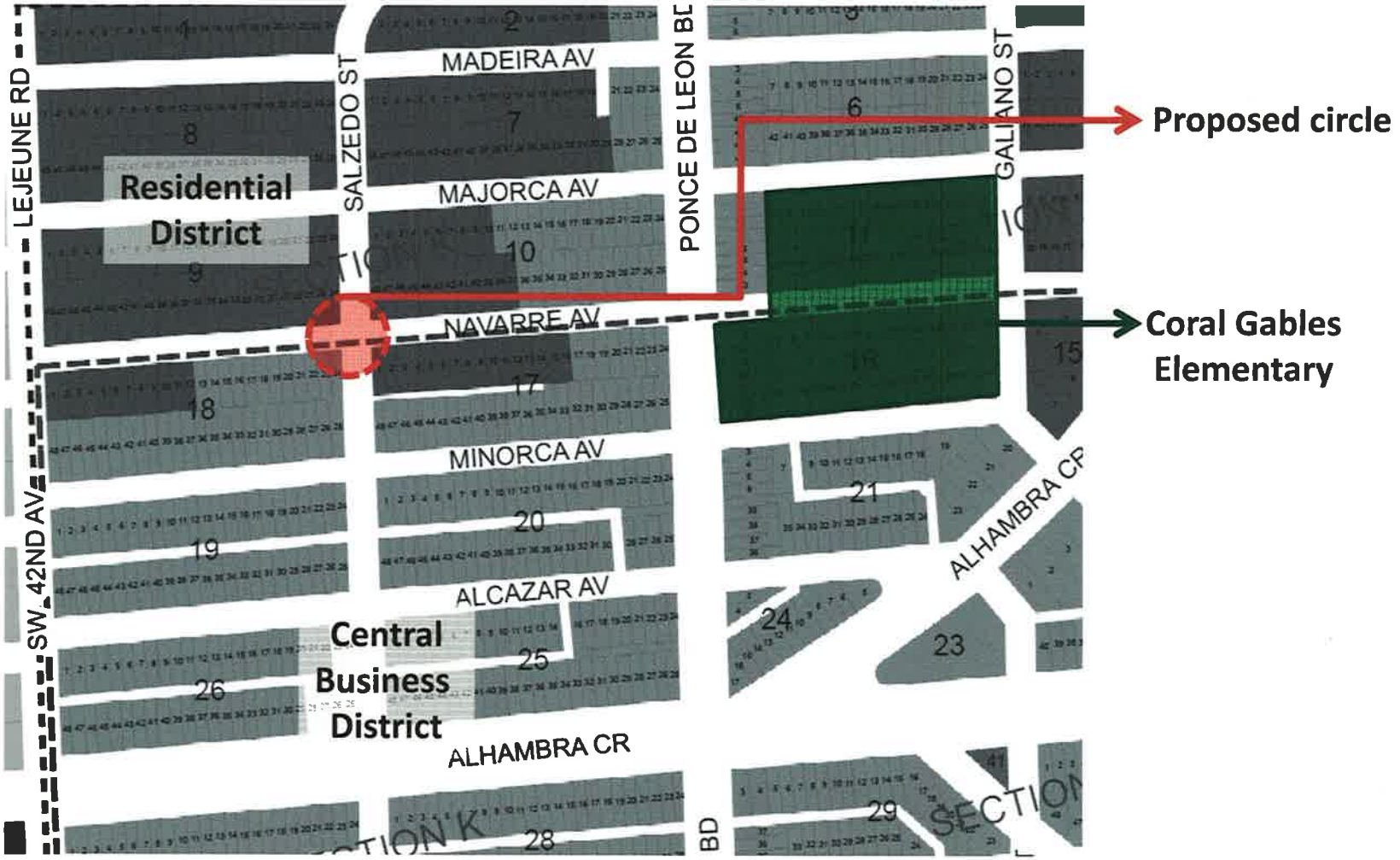
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CITY OF CORAL GABLES
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February 7, 2014

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City of Coral Gables
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Coral Gables, FL 33134

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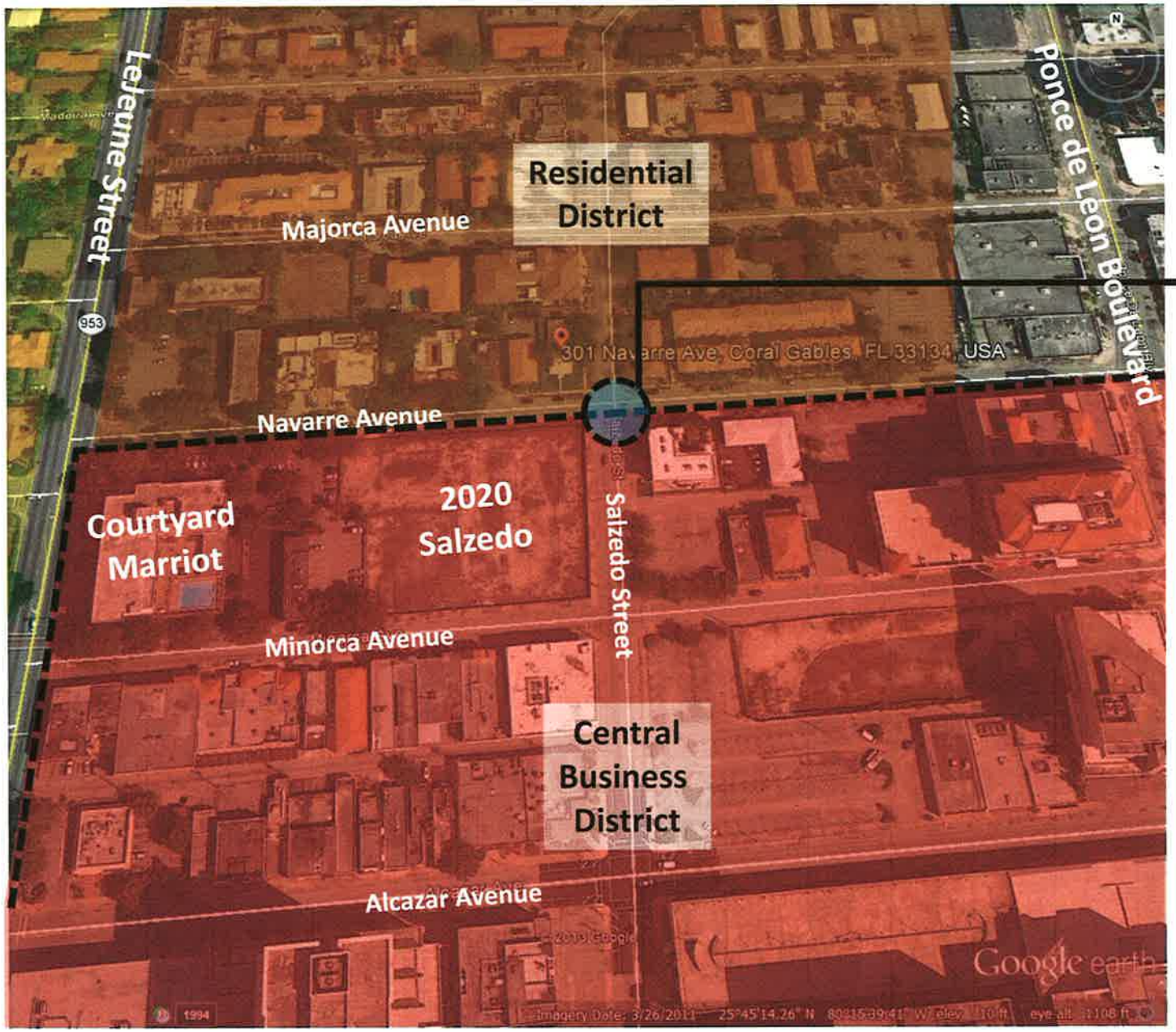
Respectfully,

Jun Inomata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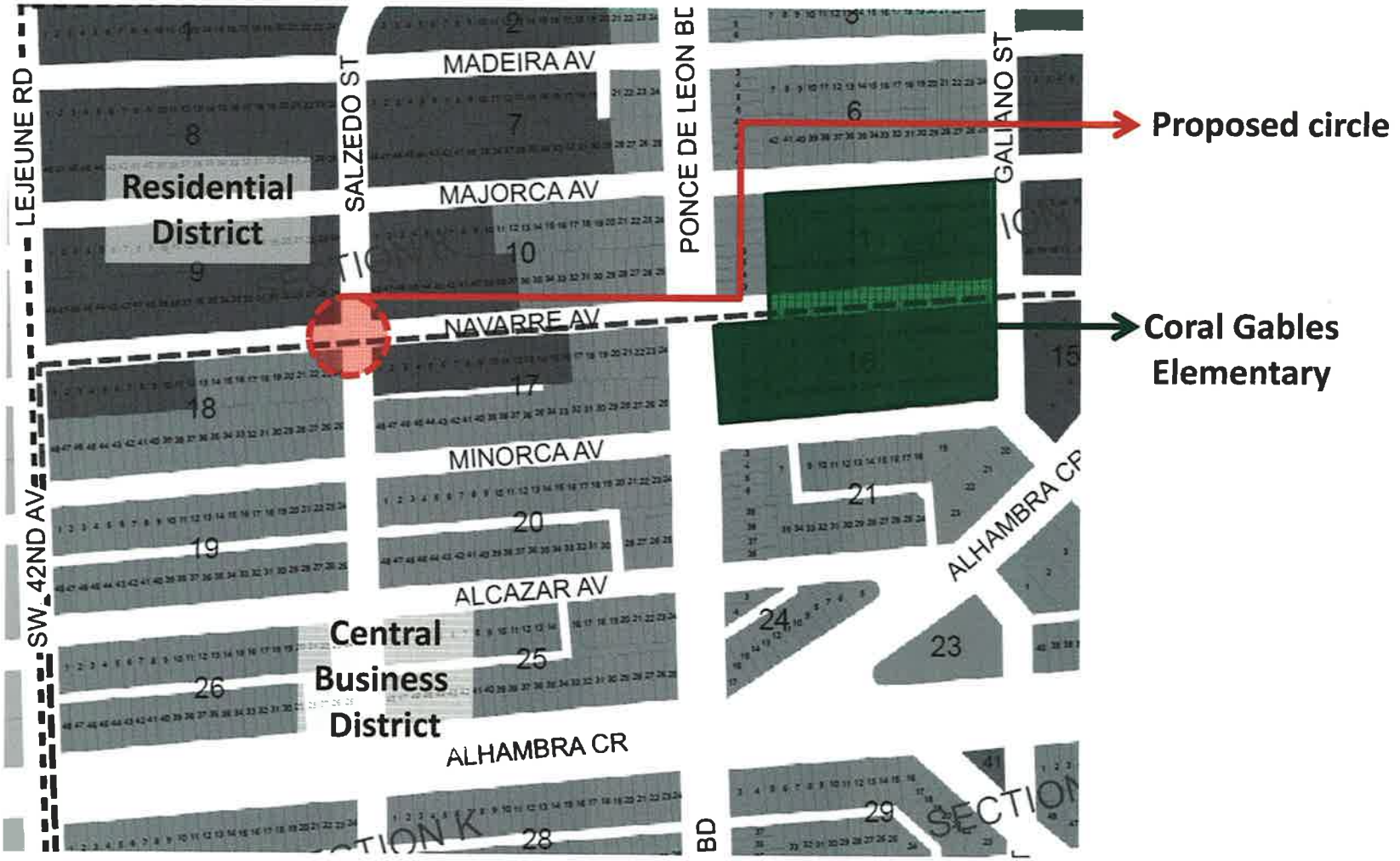
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