

**City of Coral Gables City Commission Meeting  
Agenda Items F-2, F-3 and F-4 are related  
February 13, 2018  
City Commission Chambers  
405 Biltmore Way, Coral Gables, FL**

**City Commission**

**Mayor Raul Valdes-Fauli  
Vice Mayor Pat Keon  
Commissioner Vince Lago  
Commissioner Frank Quesada  
Commissioner Michael Mena**

**City Staff**

**City Manager, Cathy Swanson-Rivenbark  
Assistant City Manager, Peter Iglesias  
City Attorney, Miriam Ramos  
City Clerk, Walter J. Foeman  
Deputy City Clerk, Billy Urquia**

**Public Speaker(s)**

**Mario Garcia-Serra  
Willy Bermello  
Tim Plummer  
Debra Register  
Maria Cruz  
Sue Kawalerski  
Hector Lombana  
Rabbi Mendi Felig  
Paul Savage  
Anibal Duarte  
Raul Carreras**

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**Agenda Items F-2, F-3 and F-4 are related [0:00:00 p.m.]**

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City Commission Meeting  
February 13, 2018

Agenda Items F-2, F-3 and F-4 are related - Ordinances of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables and requesting a change of zoning, and a resolution requesting mixed use site plan review for the mixed-use project referred to as Venera on the property legally described as Lots 11 thru 25, Block 203.

An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, "Development Review", Division 15, "Comprehensive Plan Text and Map Amendments", and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Residential Multi-Family Medium Density" to "Commercial Mid-Rise Intensity" for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14 (1515 San Remo Avenue), Coral Gables, Florida; and, providing for a repealer provision, severability clause, and providing for an effective date. (LPA Review) (10 11 17 PZB recommended approval, Vote 5-0)

An Ordinance of the City Commission of Coral Gables, Florida requesting a change of zoning pursuant to Zoning Code Article 3, "Development Review", Division 14, "Zoning Code Text and Map Amendments", from Multi-Family 2 District (MF2) to Commercial District (C) for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14 (1515 San Remo Avenue), Coral Gables, Florida; and providing for a repealer provision, severability clause, and providing for an effective date. (10 11 17 PZB recommended approval, Vote 5-0).

(This Resolution is not for consideration at this time and will be included with the above ordinances on Second Reading if approved on First Reading.)

A Resolution of the City Commission of Coral Gables, Florida requesting 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 (MXD)", for the mixed use project referred to as "Venera" on the property legally described as Lots 11 thru 25, Block 203, Coral Gables Riviera Section 14 (1500 Venera Avenue, 1515 San Remo Avenue, and 1537 San Remo Avenue), Coral Gables, Florida; including required conditions; providing for an effective date. (10 11 17 PZB recommended approval with various conditions, Vote 5-0)

Mayor Valdes-Fauli: Alright, we're going to take up F-2 and F-3 now, ordinance on first reading. F-2 and F-3 -- Madam City Attorney, will you introduce the subject?

City Attorney Ramos: Yes, sir. F-2, an Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, "Development Review", Division 15, "Comprehensive Plan Text and Map Amendments", and Small Scale amendment procedure, from "Residential Multi-Family Medium Density" to "Commercial Mid-Rise Intensity" for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14, Coral Gables, Florida; and, providing for a repealer provision, severability clause, and providing for an effective date. Since they're being heard together, I will also read F-3 into the record. An Ordinance of the City of Coral Gables, Florida requesting a change of zoning pursuant to Zoning Code Article 3, "Development Review", Division 14, "Zoning Code Text and Map Amendments", from Multi-Family 2 District to Commercial District for the property legally described as Lots 17 thru 24, Block 203, Coral Gables Riviera Section 14, Coral Gables, Florida; and providing for a repealer provision, severability clause, and providing for an effective date. Both items are public hearing items.

Mayor Valdes-Fauli: Thank you. Ramon.

Planning and Zoning Director Trias: Thank you, Mayor. May I have the PowerPoint, please? Thank you. The project that you have before you has three requests, a Comprehensive Plan amendment, a zoning map amendment, and a mixed-use site plan. Now, the project has changed for the past year, and I'm going to try to explain some of the latest changes so you can see where we are at this point. The site, as you can see, is right in that commercial area that is east of 57<sup>th</sup> Avenue, and it's the balance of the block where, for example, the Whole Foods building is at the corner. So, the rest of the block, all of the property, is included in the request. As you can see, the project faces the park that is at the edge of the Riviera neighborhood, along Yumuri and also has frontage on Venera and San Remo. San Remo is the frontage that you see here and Yumuri. Now, at the very last minute, there has been an addition to the site. There's a little lot -- Lot 25, which is right at the west end of the original project, and that has become part of the request. Now, that is not being a change in terms of the zoning or land use. It's only being changed in

terms of the mixed-use site plan, so that will be technically taken over in the second reading, not today. So, that is the request. So, this was the original site plan that was reviewed by the Planning and Zoning, and that is the addition to the site plan. So, it's another 14 units. Let me show you, again, back and forth, very simply, just that little parcel right there. As you can see, the project has commercial downstairs and then residential upstairs. There's a paseo down the middle of the site. There's significant widening of the sidewalks to create more public space along Yumuri. And there has been a significant redesign of the public right-of-ways in terms of landscape and in terms of the bulb-outs that are required to organize parking in a more urban way. The elevation, as you can see, has incorporated the new parcel into the same overall aesthetic of the design and it follows the Mediterranean bonus and the Mediterranean parameters of architecture. Now, as I said, there are three requests. Today, you're dealing with two, which are the Comprehensive Plan and the zoning map amendments. And should the project proceed to second reading, you will deal with the mixed-use site plan. That's the way that the process is set up.

Commissioner Lago: Ramon, before you move any...

Planning and Zoning Director Trias: Yes.

Commissioner Lago: Move further, in regards to 1537 San Remo, you're going to be dealing with that issue separately, correct, from this project? It's going to be going through its own process, Planning and Zoning, DRC...

Planning and Zoning Director Trias: That's up to you. That's up to you. Basically, the project is before you as one project, including the Lot 25, which is the one that you're speaking of, and there are reasons for that. The reason is that the parking, for example, for those 14 additional units is within the parking garage of the overall project, so it's one project. Now, the only distinction is that that lot is currently zoned commercial already, so there's no change of zoning for that lot, as opposed to the rest of that frontage on San...

Commissioner Lago: But let me ask you a quick question. I mean, if you're talking about a completely different, freestanding building from what I saw, it doesn't have parking, so how are you going to -- you're going to obviously share parking with the adjacent building?

Planning and Zoning Director Trias: That is what the applicant has proposed. And again, that's before you to consider, and there are multiple options that you have. You could send it back to Planning and Zoning, for example, if you choose to, or you could proceed to second reading.

Commissioner Lago: But it's going to be one project or is it going to be...

Planning and Zoning Director Trias: Yes.

Commissioner Lago: Two different projects?

Planning and Zoning Director Trias: One project.

Commissioner Lago: Two buildings.

Planning and Zoning Director Trias: One project and -- no, but let me...

Mayor Valdes-Fauli: Well, it's already zoned commercial.

Planning and Zoning Director Trias: Explain.

Commissioner Lago: I understand, but...

Planning and Zoning Director Trias: A mixed-use allows to have multiple buildings. It's the only type of approval -- now, the issue is that it's one project, so it has to be -- it has to have first

the approval by the Commission, as one project, then any legal documents that need to show that it's one parcel, and then any changes, any changes in the future would have to come back to you, so there's no option of saying, no, you know, we're going to deal with...

Commissioner Lago: My concern is -- just to the Mayor's comments, commercial -- it's commercial, I understand that, but commercial still requires parking, number one. Number two, I like the fact that it's articulated in the sense that there's two separate buildings, so it breaks up the massing, which is, in my opinion, better. It's not just a wall, but I want to make sure that the large structure is not sold, they keep the smaller building and they don't have parking.

Planning and Zoning Director Trias: Absolutely.

Commissioner Lago: That's what ends up happening.

Planning and Zoning Director Trias: Absolutely. And then...

Commissioner Lago: How are we protecting ourselves and also protecting the developer from that now occurring in the future? Because then what ends up happening is they'll come back to us and say, listen, we stayed with this building and we don't have any parking. Now it becomes our problem. Help us find parking. What do we do?

City Attorney Ramos: Commissioner, it's approved as part of this -- it will be approved as part of the site plan, number one. That's the way that they're...

Commissioner Lago: No, no, the development agreement.

City Attorney Ramos: Literally being approved.

Commissioner Lago: I understand that.

City Attorney Ramos: And then the second thing is there will be a restrictive covenant on the property that will require basically that they'll...

Commissioner Lago: I understand that, but...

City Attorney Ramos: Stay together.

Commissioner Lago: That, I don't have any issues with. I understand that completely. But I've never been -- I've sat here for four years. I've never had a situation like this, and I don't think anybody else has, where you're talking about two different structures and a portion of it hasn't been approved by P&Z or DRC, you know. Again...

Commissioner Quesada: You're correct.

Commissioner Lago: So, this is completely different, so I don't -- we're not talking about development agreement. We're not talking about -- I want to understand and make sure that we're following the right process, number one. And number two, that I don't have a hot potato in my hands in two or three years when this project is built and says, hey, I'm keeping this 14-unit building. I sold this project off or whatever that may be; I don't have parking. And then I'm taking parking away from the little buildings -- from the residents and from the commercial that are in the area. Because, as you know, there's already limited parking in that area because there's not a public parking garage in that area.

Planning and Zoning Director Trias: Right, and those are very valid concerns that the applicant is ready to explain in detail their parking plan. However, like I said, they're not changing the zoning for that particular parcel, and the only time that you deal with the mixed-use site plan, the whole overall site plan, is on second reading. So, from a technical point of view, that's the

reason we're here. Now, you certainly have the authority to send it back to Planning and Zoning or any kind of process that you choose to do.

Commissioner Lago: But when you're saying they're not changing the zoning on that particular parcel, are they allowed to build -- how many square feet is that parcel?

Planning and Zoning Director Trias: Do you know exactly the square footage?

Mario Garcia-Serra: For 1537 San Remo we're discussing?

Mayor Valdes-Fauli: Why don't we listen to the applicant explain...

Mr. Garcia-Serra: The phase 2 building? That's about 5,200 square feet.

Commissioner Lago: Can you build 14 units on that building (sic) as-of-right right now, as per the Code?

Mr. Garcia-Serra: That lot area, at 125 units per acre, which is what's permitted by the mixed use, yields 15 units. We're proposing 14. Now...

Commissioner Quesada: Yeah, but with...

Commissioner Lago: Yeah.

Commissioner Quesada: Parking because it just seems so small?

Commissioner Lago: Yeah.



Mr. Garcia-Serra: Now, of course, in order to accommodate the parking and so forth, that's why we need to enter into this covenant and unity of title to ensure that...

Commissioner Quesada: Yeah, but I think the Commissioner's question is assuming no building -- no other building next to it, just that lot alone...

Mr. Garcia-Serra: You'd probably be limited by parking.

Commissioner Quesada: There's no way 14 or 15.

Commissioner Lago: And that's -- and by the way, again, and you're -- don't forget, I proposed and I mentioned this to Ramon and Ramon told me he was bringing it to P&Z, that the MXD has an issue very similar to this, where little lots like this get caught in the middle and there's no resolution for it. And like I mentioned to you and I think we all asked Ramon to move forward with this, where we wanted to see some commercial on the bottom, two floors to, you know, start sprucing up a lot of the buildings, especially the ones adjacent to Merrick Park. Remember we talked about that and he said he was going to take it to P&Z and then bring it Commission? This is the same situation that they're in.

Commissioner Quesada: Yeah.

Planning and Zoning Director Trias: And Commissioner Quesada and Commissioner Lago, the additional issue is that you cannot go beyond 45 feet with the small parcel by itself. Okay, so unless he had 20,000 square feet, it was just something that is related to what Commissioner Lago is saying, a building, a small building like this one is not allowed. So, what happens is that they...

Commissioner Quesada: Yeah. It's only allowed with this adjacent property...

Planning and Zoning Director Trias: Right.

Commissioner Quesada: If there's -- what did you say, a covenant in lieu, is that what you said?

Mr. Garcia-Serra: Right. The building that we're proposing right now as phase 2 needs to be part of the greater site in order...

Commissioner Quesada: Yeah.

Mr. Garcia-Serra: To be realized for parking, for height.

Commissioner Lago: And the issue while it's being brought -- and I brought it up -- and you told me you were going to bring this to P&Z, correct?

Planning and Zoning Director Trias: Right, right.

Commissioner Lago: Is it going to P&Z this month or no?

Planning and Zoning Director Trias: March.

Commissioner Lago: March. Okay, you told me February, so now we're in March, okay.

Vice Mayor Keon: They cancelled February. It was Valentine's Day.

Commissioner Lago: I work on Valentine's Day.

Vice Mayor Keon: Apparently, they don't.

Commissioner Lago: So, okay, so the point is -- thank you, Vice Mayor. The point is you told me that this is -- and I'm bringing it up because I have two or three other people who have the same issue, so we got to get this on the P&Z so that we can correct this. If you're telling me it's going to be part of the same site plan, then I don't have an issue with it, as long as...

Planning and Zoning Director Trias: And Commissioner Lago, I would not describe it as a correction. I would say that's a policy decision that the City needs to be make because it's significant, and I think it's very beneficial.

Commissioner Lago: We're doing it on Giralda.

Planning and Zoning Director Trias: Yes.

Commissioner Lago: We're applying the same standards we're applying to Giralda, and we talked about it in regards to the MXD. But the issue with the MXD and Merrick Park was the simple fact that there is public parking accessible, you know, within a certain feet from these properties. This is a different scenario. There isn't a public parking in that area, so I have to make sure that this is not -- we're not going to run into a problem in the future.

Mayor Valdes-Fauli: When we listen to the presentation...

Mr. Garcia-Serra: On that point -- on that specific point, ensuring that that smaller building is going to have sufficient parking into perpetuity, under the City Code, the City Code anticipates this sort of situation, where you have multiple buildings, perhaps under multiple ownership. It permits what we mentioned earlier, the covenant in lieu of unit of title. Whenever you do a covenant in lieu of unity of title, you need to also, required by Code, enter into what's called a reciprocal easement and operating agreement, basically ensuring that whatever each building needs from the other is granted in that document that's recorded in the public record so that they continue to operate as one for purposes of building, zoning, land use, subdivision compliance.

Mayor Valdes-Fauli: Okay. Do you want to make your presentation?

Mr. Garcia-Serra: Are you finished with...

Mayor Valdes-Fauli: Are you finished, Ramon?

Planning and Zoning Director Trias: I need to finish, just to put it on the record. Can I have the rest of the PowerPoint? So, the three requests, the property owners were notified within 1,500 feet. However, that last parcel was not part of the original notice because it happened very late in the process. There were public notices; three times, letters to property owners; four times, posting of the property on site; five times, a website posting; and two times, newspaper advertisement. The request for the Comprehensive Plan is to change from residential to commercial, which is the lower half or the southern half of the property. The northern half already has that designation. Staff recommends approval and the project complies with the findings of fact required in the Comprehensive Plan and the standards of review. The Planning and Zoning Board also recommended approval. This request does not affect that little parcel that was added at the end. This is simply the same exact request that was before the Planning and Zoning Board. The second request, the zoning map, is to change to commercial, which is the same zoning that is in the northern half of the property already. Now, the significance of this -- and this is probably the most significant fact is that this would allow the mixed-use request. What that allows is a significant increase in density. The maximum density, when it's the residential land use and zoning is 50. The mixed-use density would be 125. Now, they're not going that high, but that is the reason why all of this request has been proposed. This has been before you in different projects, and you have seen the same type of request because that is the way that the Code allows for the mixed-use, by allowing additional density. Staff has reviewed the request and recommended approval, as it complies with the requirements and the standards of review for the zoning amendment. And Planning and Zoning also recommended approval of the

change of zoning, so those are the two requests. Now, the third request is here for you for information...

City Manager Swanson-Rivenbark: Just as clarification, when the Planning and Zoning Board recommended approval, they didn't have the benefit of the additional building that was later proposed, correct?

Planning and Zoning Director Trias: Right, right.

City Manager Swanson-Rivenbark: I just wanted to make sure that the Commission...

Planning and Zoning Director Trias: Absolutely.

City Manager Swanson-Rivenbark: Was aware.

Planning and Zoning Director Trias: Absolutely. And as I said before, that additional building does not apply to request one and two. It does apply to request three. The project becomes part of the overall mixed-use site plan, which you will deal with on the second reading, should you choose to approve the first reading. Okay, so that's here before you for information. As you can see, residential units on top, a paseo in the middle, ground floor retail, a typical mixed-use project, like many of you have seen before, and the kind of development that is called for in the Comprehensive Plan in the areas such as downtown or in this area, right next to Red Road. The - - again, the way that the site plan was organized is that there's a garage entrance from Venera, and then the loading from San Remo, trying to split the impacts of the traffic. A paseo down the middle, and then some buffering with the property next door, and then, of course, as we said, some significant enhancement of the public spaces all around the perimeter of the site. So, the final numbers of the site with all of the parcels included is 1.78 acres. The FAR is at 3.49; 3.5 would be allowed, which, again, is one of the benefits requested by the applicant once the change of zoning is made. Eleven thousand square feet of commercial, a residential density of 106 units

per acre; 125 would be allowed. Originally, they requested more. Through the design process, it has been reduced to 189 units. A hundred and eighty-nine is the number at the end, which is fourteen units more than the Planning and Zoning reviewed. So, that's 106 units per acre; 97 feet, which is the same height as the Whole Foods building.

Commissioner Quesada: I mean, that obviously doesn't include the 14 that they're discussing for...

Commissioner Mena: One eighty-nine doesn't include the fourteen.

Planning and Zoning Director Trias: Yeah, yeah. The 189 includes...

Commissioner Quesada: It does?

Planning and Zoning Director Trias: It, yeah, yeah.

Commissioner Lago: So, that 189 request was made in between the Planning and Zoning approving the project...

Planning and Zoning Director Trias: Yes.

Commissioner Lago: And today presently before the Commission?

Planning and Zoning Director Trias: Yes. It's something that was finalized maybe a week ago or so, very recently. And the difference is 14 units -- 14 additional units.

Commissioner Lago: But the Code allowed for 125 or 135?

Planning and Zoning Director Trias: 125 per acre.

Commissioner Lago: I thought it said more. I thought it was 135.

Planning and Zoning Director Trias: No, the 125 per acre is for mixed-use, everywhere except for downtown, where there's no limit.

Commissioner Lago: Okay, but I'm saying but the project size, obviously, would be 135 because it's over an acre. It's 1.7.

Planning and Zoning Director Trias: The total units, yes, sir. It's over an acre, yeah, sure. Now, the height is the same as the Whole Foods, 97 feet. The -- and the required parking is 336 and they're providing 356. Now, that has some shared parking component to it, and the issue of the parking being located in the parking garage and so on. The applicant will explain it in detail, if you have any questions on that. Staff has recommended approval, with conditions, as the site plan complies with the findings of fact. And the staff has determined that the application's consistent with the Comprehensive Plan. Planning and Zoning also recommended approval with conditions. And these are some of the improvements in terms of sidewalks and bulb-outs, et cetera, that had been proposed. So, some significant improvements in terms of the traffic flow, which is one of the concerns, I believe, of some of the neighbors and in terms of access and in terms of safety.

Commissioner Mena: That's the Whole Foods building on top and the Baptist building on the bottom, correct?

Planning and Zoning Director Trias: Yes, yes. And then what happens is that the intersection with San Remo and then -- and the intersection with Venera have some opportunities to enhance the sidewalk that also enhance traffic circulation. So, that's what we're working on right now, trying to finalize all that. So, the conditions of approval are -- they're fairly typical, and I think that we can probably discuss some -- later on in some detail after the applicant makes their

presentation. But they include, of course, the improvements to the right-of-way and open space and the restricted covenant, which is significant, which is to make sure that it's one parcel and it's not going to change unless the Commission or a future Commission were to make some determination later on. And there's a contribution to neighborhood planning that has been proffered by the applicant. There's also a need to have additional reviews by the Board of Architects. You may choose to send it back to Planning and Zoning. We believe that that's appropriate prior to second reading or even without taking any action. Those conditions can be certainly incorporated in the -- some of the typical conditions about traffic flow and bicycle amenities and car sharing facilities. The building will have to be LEED silver, as required, and we are recommending some ongoing monitoring of traffic also as time goes by. So, that's the request. If you have any questions, I'm available to answer.

Commissioner Quesada: Let me ask you a -- yeah, I got a few. Just really just one question. Monitoring studies. You know, the monitoring studies on traffic is sort of a newer thing that we've been doing. I mean, we've discussed it in the past. I mean, we've discussed it with a few different projects more recently than -- I mean, when I was -- first started like seven years ago, we didn't really do that as much. Do we have any results from any monitoring -- traffic monitoring studies from any other projects? I got -- what I really want to know and I think it'd be helpful for all of us is, I would love to go back 10, 15, 20 years, and I would love to see if a traffic report was submitted with developers, if they are consistent. Like what -- I mean, are they a hundred percent on point? Are they ten percent off? Are they a hundred percent off? I don't know the answer to that. And I think that'd be very telling for us, and it'll help us know, I guess, how good our traffic consultants are at predicting the future, for the lack of a better phrase.

Vice Mayor Keon: I think there were follow-up...

Commissioner Quesada: I'm sorry?



Vice Mayor Keon: I think there were follow-up studies to Merrick Park, and I think that we have those...

City Manager Swanson-Rivenbark: There were, Commissioner.

Vice Mayor Keon: You know, which is -- because at the time, there was tremendous concern about traffic or whatever and they did follow-up studies. And I think they pretty...

Commissioner Quesada: Well, what I would like to...

Vice Mayor Keon: And I think they pretty much followed what the original traffic studies indicated would happen.

Mayor Valdes-Fauli: Yeah.

Vice Mayor Keon: But I think it could -- you know, I think it would help, you know, maybe to show them to you.

Commissioner Quesada: Yeah.

Mayor Valdes-Fauli: Yes.

Vice Mayor Keon: You know, what the initial one was and then what the follow-up ones indicated. Those did hold true. And I can't -- I don't know of a project that we've done that has been in existence long enough to really -- that we've asked for follow-ups because more -- it's more recently...

Commissioner Quesada: Yeah, but why can't...

Vice Mayor Keon: The ones that have been built.

Commissioner Quesada: What I want to do is...

Vice Mayor Keon: I don't think we've had that period of time, but that is...

Commissioner Quesada: And it's probably a bigger project.

Vice Mayor Keon: One you can look at.

Commissioner Quesada: Go ahead.

Mayor Valdes-Fauli: I was here with Merrick Park, and my recollection and my experience is that the traffic studies did hold to them.

Vice Mayor Keon: Yeah.

Mayor Valdes-Fauli: There were a lot of discussion or complaints about high school children getting killed and access to the high school and wherever, and traffic studies said that that's not going to happen and that's not true, and it is not going to impact the traffic because the traffic is coming in through LeJeune, I guess. And the traffic studies did hold true.

City Manager Swanson-Rivenbark: So, Mr. Mayor, I can add to that conversation. There was a trigger that was placed on the approval for Rouse that if the traffic -- that over the next five years after the project was operational -- so not from the beginning, but when it was fully leased and operational, if the traffic was more than 10 percent over the projection from the traffic study, they would have to redo a traffic study with additional improvements. When that study was done, the traffic studies were consistent with what the projections were, so I wasn't at the

opening of the project, which was not a realistic measurement. It would be underestimated. It was after the project was fully operational, and yes, sir, you are correct in your recollection.

Mayor Valdes-Fauli: Yes.

Commissioner Quesada: Is it possible -- so, I guess this is just a separate request coming out of this. I would like to go back 10, 15 years, look at projects that have come up -- and even if there wasn't monitoring that was requested, let's look at what was anticipated and let's see if that -- the experience that we've had subsequent. I think this would be very helpful for all of us moving forward, maybe not only for this project, but in other projects in the future. I realize that's a more lengthy task and maybe it's not timely for this, but I think it's something we should do.

Mayor Valdes-Fauli: Alright. Let's hear from the applicant now, please.

City Manager Swanson-Rivenbark: I'm sorry, just for clarity, is that the instruction of the Commission because you'll recall, we have six traffic engineers now on contract so we can assign one of those traffic engineers to assemble that, test it, and report back to the Commission, if that's the will of the Commission.

Commissioner Lago: I would like to see that. And also...

Commissioner Quesada: I don't know if everyone else agrees with that.

Commissioner Lago: I would. And I'd like to add onto Commissioner Quesada's comments. I'd like to see what our requests have been. For example, I think for Paseo was three to five years that we requested for monitoring. I want to see how much monitoring are we asking. If this project is one year, are we doing it based on the scope or the magnitude of the project or is it just arbitrary?

City Manager Swanson-Rivenbark: And your other monitoring was Paseo, which, obviously, (INAUDIBLE)...

Commissioner Lago: Yeah.

Mayor Valdes-Fauli: Let's make sure that our expenditure for...

Vice Mayor Keon: Mediterranean Village.

Mayor Valdes-Fauli: If we have six traffic consultants or six traffic studies going, let's not have a seventh, or let's see how much it's going to cost.

Commissioner Quesada: True.

City Manager Swanson-Rivenbark: Understand.

Vice Mayor Keon: Yeah.

Mayor Valdes-Fauli: Alright, sir. The floor is yours.

Mario Garcia-Serra: Good morning, Mr. Mayor and Commissioners. Mario Garcia-Serra, with offices at 600 Brickell Avenue, here today representing Sunset Place Luxury Holdings, Shoma San Remo and MAS San Remo, who all collectively either own or are under contract to purchase the properties at 1500 Venera, 1515 San Remo, and 1537 San Remo, which are indicated on this aerial photograph. And I am joined today by Masoud Shojaee and Anibal Duarte, the principals of those companies; Willy Bermello and Raul Carrerras, our project architects, and Tim Plummer, our traffic engineer. Let me start off by discussing the big picture, and what do I mean by the big picture? For over 20 years, the stated goal of this city has been to introduce the mixed-use concept of residential uses in commercial and industrial areas. So, it's to put people

residing in areas where they can walk to retail and entertainment, and perhaps, even work. And this idea is what brought us the Village of Merrick Park. It was subsequently further implemented in the Central Business District and the Industrial District to considerable success and good reception. It has now been introduced in the North Ponce Mixed-Use Corridor. The one commercial area where it has not been introduced is the commercial area roughly bounded by US-1, Red Road, Sunset Road, and Kerdyk Family Park. This area of the city has historically served as the commercial node or center for the southern part of Coral Gables. There's a good amount of office use in this area, but not many residences. Indeed, the only residential buildings in the entire area are the two existing buildings on our site. I have pictures of those buildings. On the top is 1500 Venera, down below is 1515 San Remo. Both of these buildings are over 50 years old and have outlived their usefulness. They have relatively small and dated, with no amenities of any significance. They do not represent what Coral Gables is today, nor do they represent Coral Gables' future. This part of Coral Gables should be an area with high-quality apartment units, far superior to what exists today and with complementary retail, which serves the entire neighborhood, including the single-family residents on the other side of Kerdyk Park. The approvals which we are seeking today are justified on multiple levels. This board indicates how the Future Land Use Map looks right now in this area of the city. You realize that on the northern half of our site, we already have the commercial medium designation, and that's the designation which would enable this project. We are now asking for that commercial medium designation to be expanded south through the area right now which is designated residential medium. So, as far as levels of intensity, which are low, medium and high in the city, we are already at medium on both parts of this property. What we're doing or proposing to do is change the southern residential part to the commercial medium designation, which is consistent with what the balance of the property is with the blocks to the -- with the two blocks to the north, as well as the blocks to the west on the frontage of Red Road. Here is the zoning map. And here, the need for the rezoning is even more well-defined. When you look at this entire area, which is pretty much completely zoned commercial, that red color, the only portion left not red is the southern half of our property, which is zoned MF2. These maps are supposed to make sense. These maps are supposed to follow a certain pattern, and it's not happening right now with the

current situation. Assembled sites should have uniform land use and zoning designations. That's not the case here now that these sites are assembled. These properties should have an orderly pattern of use and development. They should make sense. There shouldn't be any spot zoning. If you look at it, the southern half of this property is the only, again, portion anywhere in this whole area bounded by South Dixie, Sunset, Red Road, Kerdyk Family Park that is zoned MF2 and not commercial. These land use and zoning designations do not make sense for the southern half of this property, and I would assert that failure to rezone that part of the property, southern half of the property, which is right now MF2 to a commercial zoning designation would constitute reverse spot zoning. Now, we all know what spot zoning is. When there's something zoned not consistent with anything else that's around it and it gives a higher density. Now, what is reverse spot zoning? Well, there is an excerpt from a legal case here, which I think describes it pretty well. Since I know this is probably difficult to read, I, of course, will read it myself here. The highlighted portion from the Third District Court of Appeal case of Miami Beach versus Robbins, reverse spot zoning occurs when a zoning ordinance prevents a property owner from utilizing his or her property in a certain way when virtually all of the adjoining neighbors are not subject to such a restriction, creating, in effect, a veritable zoning island or zoning peninsula in a surrounding sea of contrary zoning classification. Reverse spot zoning is invalid as it is confiscatory.

Commissioner Quesada: So, are you saying that our current zoning for that site is invalid. Is that why you're showing us this case?

Mr. Garcia-Serra: I would say failure to rezone it in a manner which is consistent with everything else around it would constitute reverse spot zoning. So, in other words, I'm asking for that action.

Commissioner Quesada: I don't know the facts of that case, but when your client purchased the property, it had the existing zoning, correct?

Mr. Garcia-Serra: Of course.

Commissioner Quesada: Okay.

Commissioner Mena: Can I ask you to clarify something as well, which I think is important...

Mr. Garcia-Serra: Sure.

Commissioner Mena: For everybody to understand. Can you put the map back up with the zoning designations, either one of the two. The northern portion of the block which your client owns was originally also brown on this chart, but MF2.

Mr. Garcia-Serra: Correct.

Commissioner Mena: And when you came in and upzoned that to what it is today, it was with a proposed 65-unit building at that time in 2014, correct?

Mr. Garcia-Serra: That's correct.

Commissioner Mena: Okay, so I just want to make clear that the half of this portion which is now red on that map was voted 5-0 in 2014 to increase the zoning, but it was done with a proposed 65-unit building at the time. That portion of the property today would be 94 units, based on what I'm seeing from the Planning and Zoning report, correct?

Mr. Garcia-Serra: That's right. It was capable of achieving that density back then also. We were proposing a lower density...

Commissioner Mena: Right.

Mr. Garcia-Serra: Similar to what we're doing now.

Commissioner Mena: But at the time, the project under consideration was a 65-unit building?

Mr. Garcia-Serra: Correct.

Commissioner Mena: Okay.

Commissioner Lago: But the agreement that was made -- correct, was it -- I mean...

Commissioner Mena: That's what was approved.

Commissioner Lago: If that's my memory, I mean, it came to the Commission, it was approved...

Mr. Garcia-Serra: Correct.

Commissioner Lago: But were you -- what was approved was 65 units.

Mr. Garcia-Serra: Right. What was proffered at that point in time was a site plan that had a 65-unit project. I would submit that even if we reversed time and were back in a situation where both these properties were zoned MF2, it would still be potentially a case of reverse spot zoning because everything is...

Commissioner Mena: Right. You're saying if that whole peninsula was MF2, it would still be subject to the same...

Mr. Garcia-Serra: Right.



Commissioner Mena: Analysis you just provided...

Mr. Garcia-Serra: Right.

Commissioner Mena: As to this half. Okay, I understand.

Mr. Garcia-Serra: Because of the zoning around there. We've talked about all the benefits of mixed-use. What I think we need to do here is stay the course with introducing these sort of residential uses in our commercial areas, and that this project, in particular, is the right project for this area. I'm going to ask Willy Bermello, project architect, to walk through the plan so he can introduce it to you and indicate to you all the benefits we think the plan has.

Willy Bermello: Thank you, Mario. Willy Bermello, with an address at 2601 South Bayshore Drive, and also, resident of the City Beautiful, 2601 Granada. Mr. Mayor, Mr. Commissioner, Manager, City Attorney, it's a daunting task to follow Mario Garcia-Serra on any presentation as an architect, but thankfully, he left five little items that I will cover very briefly with you. You know, if you walk around this building and you go outside and you see the funny monument signs with the Spanish signs of cities from Spain and you see our tree-lined streets and our open spaces, our arched entrances and our fountains, it comes down to one word, and it's inspiration. And nobody captured it best than our historian, Arva Parks, when she wrote the book, Coral Gables: The Miami Riviera, where castles in Spain become reality. And George Merrick was influenced by a movement at the end of the 19th Century with the exposition of the Columbus Exposition in Chicago. At that time, there was a great movement in architecture and in design and in planning, and in landscape architecture, both in Europe, with the garden city movement, and here in this country, with the City Beautiful movement. Now, George Merrick might not have been the best businessman and he might not have been the most creative guy, but there's no doubt that he was gifted and he was certainly an inspired individual. So, the five things I want to leave for you is that in our design of 1600 Venera -- at least, the design that you're seeing today for approval -- our inspiration was what we believe in the Garden City movement was the most

beautiful, the most elegant residential response when you have a major open space right in front of it, and that's the crescent design that you find in the City of London, within London and the City of Bath, which you see in this phase right here. Now, what's important about that is you'll see in our design we could have gone up, like most people and most clients ask you to do. They say go to setback to setback, get as much as you possibly can out of the property, right? I mean, that usually is our task, not here, not here. And I want to take you over that very quickly. This is the inspiration. I think a picture tells a thousand words. This is the resolution of that, and our goal was to respond to Kerdyk Park by basically responding to the circular shape, creating an ellipse that creates that grand -- it's almost like taking your hand and creating a cup. We're simply embracing an open space. The idea here was not just to create another building, but really, to add to the community a design that we believe is inspired. Not only is it inspired, but that it gives back. We could have gone, like I said, setback to setback. We could have gone up to this point. Instead, we created, between our property and the right-of-way, one-fourth acre of open space because we wanted to have a presence across Kerdyk Park. We felt important enough that this building was not just about the building. It was about the community that it was being a part of. Second, we took to heart the concept of paseos. I mean, a paseo can simply be a breezeway going through a building connecting Venera with San Remo. But in fact, all of the lobby areas, all entrances to the residential portion are through that paseo, which means that paseo is not just a walkway. It's an activated, active place. We talk about retail. What we're really talking is about animated the streetscape. And what we've did here is that we have, along the entire line of the property, we have 698 linear feet of retail because we think that's important. We think that's what the neighborhood needs. The next thing that we did, which we also think is simply being a good neighbor, is that Whole Foods has its vehicular access point right over here on San Remo. And what that told us was that we had to be on the opposite so that we would mitigate the traffic trips as much as possible on the City streets. So, all of our access and egress to the parking garage is at this point. Last, but not least, the other thing we were worried about was not to have driveway cuts that would interrupt the pedestrian flow. So, the second thing we did was we said if we're entering all vehicular traffic on Venera, we're going to have our back-of-house on San Remo because we don't want to have two driveway cuts within the same street

frontage, creating a non-pedestrian street. At the tail end of the story, my client did something that typically I don't see clients do. I mean, typically, clients will enter into some kind of covenant. They will try to do something aesthetically to appease a neighbor. I think here they kind of went over all expectations and they acquired the property which was now part of the subject of discussion. I am joined today by my partner, Raul Carreras, and project designer, Daisy Fernandez, and we'll be here to answer any question you may have regarding parking, regarding the height, the entrances to the building. But we believe that this project, with what we call inspired architecture, that it's more than just about Mediterranean, but simply, it is about leaving a mark that creates a sense of place. And I know the address is 1500 Venera. In reality, in reality, Yumuri, the Yumuri elevation is what gives this building its signature. The wow effect is going to be this façade here, this crescent façade facing the park. And we've made sure that the ground floor area retail gives it a sense of quality that we believe will be second to none and very appropriate for the neighborhood. We have worked with staff -- and I want to take this time simply to thank Mr. Trias and all of his staff. They've been terrific in working with us and particularly addressing the issue of the property next door and integrating that in a handsome way that makes it part and fitting. And obviously, the comments from Commissioner Lago and Commissioner Quesada, by way of the joint easements and covenants, we believe that these two properties basically are tied at the hip and they will always go hand in hand together. If they're sold, they'll be sold together and -- because they, obviously, are using the same common parking and some of the infrastructure services also. So, with that, I thank you, and if you have any comments, questions, I'm...

Mayor Valdes-Fauli: Thank you very much. Before -- go ahead.

Commissioner Mena: I had a very quick question.

Mayor Valdes-Fauli: Yeah.

Commissioner Mena: The new building, for lack of a better word, you know, because we haven't fleshed that out as much, I had a question. You have the loading for the larger building.

Mr. Bermello: It's right here.

Commissioner Mena: Right. Is there going to be -- and then on the other side of the new building is the Whole Foods, the entrance and exit, which you described.

Mr. Bermello: Correct. It's right over here.

Commissioner Mena: Will this smaller building have like valet, some -- obviously, some kind of, you know, driveway on the front side here. I mean, some sort of ingress and egress? I understand their parking won't be there...

Mr. Bermello: Yeah. There -- right now, we don't have -- let me go back so we can see the -- and that's one of the improvements that we agreed to as one of the conditions with the City was the streetscape improvements and enhancements along both San Remo -- one second. Let me get the other board. So, basically, what we have along these areas, we have on-street parking and on-street parking also right in front of the property. We don't have a drop-off or portico share per se. This is -- it's totally a pedestrian streetscape. We don't say on-street parallel parking streetscape, but no driveways, no turnarounds. And the only access for vehicular cars, private vehicles, is on Venera. In reality, this property -- I mean, had this not been made part of this project, that property would have remained like that for kingdom come. There was -- it's squeezed in between us and, on two sides, from Whole Foods. I mean, this property has a garage all around it. It's really -- this is the best, I think, option available to the City, to the prior owner, and to this applicant. So, I think it really brings -- it creates something much better than when we even started.

Mayor Valdes-Fauli: Thank you. Thank you, Mr. Bermello. Before we undertake discussion amongst us, let's listen to -- there are three members of the public that wish to...

Commissioner Mena: Does Mario...

Mayor Valdes-Fauli: Speak. What?

Commissioner Mena: Does Mario have...

Mayor Valdes-Fauli: Yeah, Mario, I'm sorry.

Mr. Garcia-Serra: We do have a short presentation by Tim Plummer, the traffic engineer. I don't know if you want to take it now or later.

Mayor Valdes-Fauli: No, let's take it now.

Mr. Garcia-Serra: Okay.

Mayor Valdes-Fauli: I'm sorry.

Tim Plummer: If I could get the PowerPoint up, please. Good morning. Tim Plummer, with David Plummer and Associates, with offices at 1750 Ponce de Leon Boulevard. I'm going to try and make just a brief presentation about the traffic impact study that was done for the City of Coral Gables. First, I'm going to start with the project location, which is in the Gables Redevelopment Infill District, also known as the GRID, which means there are no -- there is no traffic concurrency or level of service standards. If you look at this aerial, you'll see that we are in a commercial district. To our east is some residential areas, and at the right side of the picture there, you'll see the canal, which serves as some protection for the neighborhoods to the east of the canal...

Mayor Valdes-Fauli: Where is the canal?

Mr. Plummer: The canal is on the right side.

Mayor Valdes-Fauli: Okay.

Mr. Plummer: The only way to cross that canal is through Maynada, so it does provide this area some protection. There's a Metrorail station within a third of a mile of the project, and of course, the project is very close to a major arterial, US 1. As Willy had mentioned earlier, one of the things about this project is the access on Venera. It was very important. We worked with the architects on this, knowing that we have Baptist Health, as well as the parking garage that's coming for Baptist and for the Whole Foods, we wanted to better distribute traffic to our roadway network so all access is to and from Venera. We did a very thorough traffic impact study. We looked at eight intersections throughout this traffic impact study. All of the intersections meet level of service standards. We do have an increase in traffic from the existing use, about 50 in the morning and about 80 extra trips in the afternoon. Very important to note that the City's had in process for a couple years peer reviews, so we have been reviewed by a City traffic consultant to make sure the project meets all the standards, methodologies and accepted practices from our industry. So, we go through that process and it's been reviewed and approved and our conclusions have been agreed with by the City's consultant, Atkins.

Commissioner Lago: Quick question, when was the study performed?

Mr. Plummer: The date -- I'll have to look that up. That was in '17, 2017.

Commissioner Lago: Can you give me that date?

Mr. Plummer: I'll have to go get some notes for you, but I'll get that for you.

Commissioner Lago: I appreciate it. It's important.

Mr. Plummer: So, we also had a comparison for an as-of-right project. The architect developed a potential as-of-right project for a commercial use, about 109,000 square feet of office and about 40-some odd residential units compared to the Venera project. As you can see in the morning peak hour, the as-of-right project has nearly three times more traffic in the morning peak hour. And the Venera project only has about half of the traffic impacts compared to an as-of-right project.

Commissioner Mena: As -- when you say as-of-right -- sorry, again, I think this is important. The -- you're going off as-of-right with the original approval from 2014 for the northern side of the block, right?

Mr. Garcia-Serra: No, actually, we're not.

Commissioner Mena: Okay.

Commissioner Lago: Yeah, and I think that's a problem. That's a problem.

Commissioner Mena: Can you explain that?

Commissioner Lago: Because we've got to be very clear with the numbers here because now you're talking about as-of-right and you're labeling something as-of-right, which is not actually as-of-right. And so, it's -- we've got to be very, very certain that the numbers that we provide here today and exactly what is stated here is correct because now you're talking about our -- the individual who's before us, our traffic consultant, is talking about it's an as-of-right project versus what is being proposed today by the applicant and it's not as-of-right. Let's be -- let's...

Mr. Garcia-Serra: Well, the program that Tim was using for what he calls as-of-right is the amount of residential density that would be permitted on what's currently zoned MF2, the amount of office that would be permitted on what is currently zoned commercial.

Commissioner Lago: But -- sorry, go ahead.

Commissioner Quesada: No, no. It's a different topic. I don't want to interrupt this flow.

Commissioner Mena: Sorry, Mario. Explain that again for me.

Mr. Garcia-Serra: The program that Tim utilized for as-of-right...

Commissioner Mena: Right.

Mr. Garcia-Serra: Amount of residential density that is permitted on the MF2 zoned portion, the amount of office that's permitted on the commercial zoned portion.

Mayor Valdes-Fauli: Okay, go ahead.

Commissioner Mena: But the commercial zoned portion being...

Mr. Garcia-Serra: Commercial zoned portion is both 1500 Venera and 1537 San Remo.

Commissioner Mena: Right, but...

Mr. Garcia-Serra: Those are zoned commercial.

Commissioner Mena: But the Venera portion is commercial...



Mr. Garcia-Serra: Was...

Commissioner Mena: Because it was approved in 2014 as such.

Mr. Garcia-Serra: Correct.

Commissioner Mena: And I guess my question is, you're saying as-of-right, but that's without consideration for what was proposed at that time when that approval occurred. I just want to make sure that's...

Mr. Garcia-Serra: Correct.

Commissioner Mena: Not the...

Mr. Garcia-Serra: If we were to...

Commissioner Mena: That's not a 65-unit building that was proposed...

Mr. Garcia-Serra: Right.

Commissioner Mena: When the zoning was changed on the north side. It's a 87- or 88-unit...

Mr. Garcia-Serra: Whatever it is the amount of office that's permitted...

Commissioner Mena: Okay.

Mr. Garcia-Serra: On that site right now.

Commissioner Quesada: And Commissioner Lago, I'm looking at your report, Exhibit B, the methodology, your report from August of 2017. It looks like all the dates of the studies occurred in September 22 through September 26, 2016. Does that sound about right? That's what I'm seeing...

Mr. Plummer: It could be. I'll have to go back and verify.

Commissioner Quesada: Yeah. I'm looking at Exhibit B of the methodology portion of your report.

Mr. Plummer: Okay. Can I get the PowerPoint back up, please? Thank you. And then, through the process, the City also sent the applicants some sketches for some potential pedestrian improvements in the area. We developed those into concept plans and submitted those to the City, and the applicant is willing to move forward with some of those improvements -- with these two improvements. We also went out and looked at some of the pedestrian issues that are occurring in the area, and we've submitted to the City some additional improvements that the applicant's willing to do related to pedestrians as it relates to improvement-enhanced crosswalks, signage, pedestrian countdown signals at the signalized locations to make sure everything is safe for the pedestrians. So, to conclude, we did a very thorough traffic impact study. The project is in the GRID. We meet -- we have minor traffic impacts. This project does meet the City's level of service standards, reviewed and approved by the City's consultant, significantly less traffic than an as-of-right project, and the applicant is willing to do the proposed improvements off-site that I mentioned. I'll be here to answer any questions you might have.

Mayor Valdes-Fauli: Thank you, sir.

Commissioner Lago: Frank, so you said September 22?

Commissioner Quesada: 2016.

Commissioner Mena: No, but he should confirm that. I just want to...

Commissioner Quesada: Yeah.

Commissioner Lago: Yeah.

Commissioner Quesada: Yeah.

Commissioner Lago: Through what day was it? Was it through...

Mr. Plummer: Yeah. I'll confirm it.

Commissioner Quesada: There's a number of different dates. But this is the Venera Traffic Analysis Methodology from August 25, 2016 is the report. I could be looking at the wrong one. I'm looking at Exhibit A, Part 2 of the applicant's submittal, and it's dated -- well, it's dated for today's hearing. But yeah, the dates I'm seeing are September 22 through the 26 of 2016.

Commissioner Mena: Why don't we have him confirm...

Commissioner Lago: So, you're talking about...

Commissioner Quesada: Yeah.

Commissioner Lago: No, the reason why I'm asking is because, again, I wanted to confirm that it wasn't over the summer and that date, September 22 of 2017 is a Friday. It was done over the weekend.

Mr. Plummer: No, no, no, 2016, Commissioner Quesada.

Commissioner Lago: 2016? Oh, I just want to clarify.

Mr. Plummer: And I will go verify that.

Commissioner Lago: 2016 -- oh, 2017 -- let me go back.

Mr. Plummer: And we always do Tuesday, Wednesday, Thursday is when we do our traffic counts on a weekday, when school's in session.

Commissioner Lago: So, you said the 22nd through the 26th, correct?

Commissioner Quesada: There could be other dates. That's what I'm seeing.

Mr. Plummer: I'll go look it up on the traffic count.

Commissioner Quesada: It's 200 pages.

Mr. Plummer: I'll go look it up.

Commissioner Mena: Let's not guess. Let's have him take a look and we could keep...

Commissioner Quesada: Yeah.

Commissioner Mena: Talking.

Commissioner Lago: Yeah, but I think it's important to have those dates.

Commissioner Mena: No, no. Have him...

Mayor Valdes-Fauli: Let's...

Commissioner Mena: Why don't you get us the actual information.

Mayor Valdes-Fauli: Why don't you look it up. Let's go on. Mr. Garcia-Serra.

Mr. Garcia-Serra: I'll wrap it up, Mr. Mayor. Your staff is recommending approval with conditions, which are acceptable to the applicant. Every City board which has reviewed this project has endorsed it. We ask that you follow these recommendations and vote to approve this project. I'll reserve some time to rebut, and of course, the whole team's here available for questions. I will also submit a petition signed by over 60 neighboring residents supporting the project. I'll submit that to the Clerk now. Some of them are here today in support of the project.

Mayor Valdes-Fauli: Thank you. Alright, we will now hear from members of the public. Debra Register, please. Debra Register.

Debra Register: I wasn't sworn in.

Mayor Valdes-Fauli: I'm sorry?

Ms. Register: I was not sworn in to testify -- to speak, so do I need to get sworn in?

City Attorney Ramos: This portion of the hearing, ma'am, is not quasi-judicial. Therefore, we don't need to swear you in.

Ms. Register: Okay, just want to make sure. Okay, my name is Debra Register. I am coming here not as a resident, but a business owner. My office is located at 1430 South Dixie Highway. That's the Santana building. First, I want to speak -- I know Paul Savage has taken -- is not

going to speak against this project. But if you go back to his letter, which is part of the records, I want to read some of the things that he said in that one. What the applicant actually seeks is to bring more cars and congestion by changing a future land use map to commercial midrise intensity and bringing 13,000 square feet of retail to the end of San Remo and adjacent to the park. The application actually destroys the goals and objectives instead of protecting neighborhoods, open spaces and natural resources and destroying and protecting the natural environment. Another thing is...

Mayor Valdes-Fauli: Mr. Savage is here for him to...

Ms. Register: Yeah, I know.

Mayor Valdes-Fauli: You know...

Ms. Register: But this is as of record, okay. I walk this area. I drive this area during the day, and what is being proposed, I don't care what the traffic studies say, is not correct. When there is going to be commercial resident -- individuals leaving and they're going to be exiting Venera, they're going to either have to go to Yumuri or they're going to have to go to Madruga. Madruga backs up because it takes forever to get onto Red Road. Also, the only part that you can make a left-hand turn is on -- yeah, Santona -- I think it's Santona -- because where the Publix is going to be, that's only a right-hand turn to go north. So, all of the traffic which wants to go -- can't get off of Red Road, are going to go down Madruga, go in front of my office where the garage comes down, which stacks already from US 1 to Madruga to make a left-hand turn. I work there every day. I don't come there two, three days a week. I'm there every single work day. The other thing is is they talk about the height and Whole Foods. When Whole Foods was approved, they had a stepdown from Red Road towards the park. There was a reason for that approval, okay, to blend with the park. Now, we have this massive structure. When you approved this -- and the developers are pretty smart. They come for one parcel, get that, then buy another. And that's in my email, which I did at 1 o'clock this morning to you all.

Mayor Valdes-Fauli: Thank you, ma'am. Thank you. Thank you very much.

Commissioner Quesada: Let me ask you one question, Ms. (INAUDIBLE) because you stated also at the Planning and Zoning Board -- I read what you discussed. You talked about stacking and you mentioned it again on Yumuri. And I know the area, but I'm not in the area all that often. The stacking you talking about Yumuri, are you saying going south towards Sunset, or you're saying going in a different direction that you experience?

Ms. Register: It's actually right now going towards Sunset. It stacks, okay...

Commissioner Quesada: Going towards Sunset.

Ms. Register: Sunset, okay.

Commissioner Quesada: Got it.

Ms. Register: But if you're going to have more people coming off of Venera and you're going to go -- they're going to go Yumuri to Madruga, or they're going to go up to Madruga and they're going to come and go north. So, that area right now has problems.

Commissioner Quesada: Got it.

Mayor Valdes-Fauli: Thank you.

Commissioner Quesada: Okay, thank you.

Mayor Valdes-Fauli: Thank you very much. Maria Cruz, please, 1447 Miller.

Maria Cruz: That's me.

Mayor Valdes-Fauli: Yep.

Ms. Cruz: Let me start by saying I do not live there, but I live close enough that I drive around there all the time. That's the Publix that I go to. That's the park that I take my kids to. And let me tell you, once again, he who pays for the traffic study gets the results that he wants. I've seen that too many times. It's impossible for anyone to believe that this is not going to affect the traffic. Yesterday, I was going from my house to Publix on Red Road. I don't know how many traffic changes I sat through. It's impossible. There's not enough -- any time of the day that you try to get into that area, it is a problem with the traffic. That's number one. Number two, there is a school around there, and they're not accounting the traffic going in and out of the school in the morning and the afternoon. This is ridiculous.

Mayor Valdes-Fauli: Thank you, ma'am.

Ms. Cruz: We need to really think what we're doing to our residents. They are our residents that live there. They're people that go there for business. This is completely out of whack.

Mayor Valdes-Fauli: Thank you, ma'am. Sue Kawalerski, Riviera Neighborhood Association. I realize that, you know, you have your opinion, but try to be brief. Thank you.

Sue Kawalerski: I know. I will try.

Mayor Valdes-Fauli: Thank you.

Ms. Kawalerski: But I represent a lot of people...

Mayor Valdes-Fauli: I know you do, and I still ask you...



Ms. Kawalerski: So, give me my time. My name is Sue Kawalerski. I'm president of the Riviera Neighborhood Association. I live at 6830 Gratian Street, in the Riviera neighborhood. I came here specifically to tell you the Riviera Neighborhood Association is totally against this project. That was a project that we saw originally. Now, we're hearing today that there is an additional -- in addition to the project, which hasn't even passed Planning and Zoning. And Mr. Trias is saying that it is in the hands of the Commission to decide now whether to approve this project with an addition that hasn't passed through the proper channels. This is absolutely ridiculous. What are we doing here in Coral Gables? We're not only changing all of our zoning, we're now changing the process.

Vice Mayor Keon: Sue, that hasn't happened yet.

Mayor Valdes-Fauli: That hasn't happened.

Vice Mayor Keon: It hasn't happened yet.

Ms. Kawalerski: I'm saying Mr. Trias suggested that that happen.

Vice Mayor Keon: Whatever Mr. Trias is saying, fine.

Ms. Kawalerski: Okay, so...

Vice Mayor Keon: Okay, in reality, it hasn't happened yet.

Ms. Kawalerski: Okay, and I hope it doesn't happen because...

Vice Mayor Keon: The decision hasn't been made.

Ms. Kawalerski: This would very much speak to not only the change in the Code, but a change in the process. So, I hope that you understand that we are totally against the original project...

Vice Mayor Keon: It hasn't happened yet.

Ms. Kawalerski: Let alone what we're hearing today. Why are we against this project? We're against it because we have a 32 percent increase in density with the original application, 32 percent increase in density. Regardless of what Mr. Kinney says about there's adequate parking, that's a shared parking experience. We truly believe that there is not adequate parking and it will spill over into neighborhood swales. The traffic, we have all heard about the traffic. Right now, it is congested. It is going to be paralyzed with this project, and this is one of many that will be rimming that project -- rimming the park in the future. We cannot see this. Let me talk a little bit about misrepresentation on this project, and Vice Mayor Keon, you brought this to the attention of the Riviera Association Board, that in 2014, these applicants represented that they had spoken with the Riviera Neighborhood Association and we approved of the upzoning of the original parcel. Not only were we never included in this process, we never even knew about it. And all of a sudden, we find out that our name is being mentioned as having approved the original project. Thank you for bringing that to light. Another misrepresentation, Mayor, you spoke to the Riviera Neighborhood Association about this project was going to be for young professionals. Well, let me just cite -- and you can Google this...

Mayor Valdes-Fauli: No, no, wait, wait. I spoke about bringing young professionals to Coral Gables, not specifically about this project.

Ms. Kawalerski: Okay, alright.

Mayor Valdes-Fauli: Let me correct that.

Ms. Kawalerski: Thank you for that clarification.

Mayor Valdes-Fauli: Okay.

Ms. Kawalerski: And let me just say that the owner of this property is Landmark Properties. Let me tell you what their -- on their website, they say. Landmark Properties is a fully-integrated real estate firm specializing in the acquisition, development and management of high-quality student housing communities, period. That's all they do. That's the owner of this project. If we think that young professionals are going to be moving in there, maybe, but their specific goal is to build student housing, off-campus student housing. This is the first -- we had to research this to find this out. This is serving the University of Miami. It is not serving the single-family home residences surrounding that park. So, without further ado, I hope you take all that I have said into consideration and all my colleague's comments because we have misrepresentation from kingdom come going on here.

Mayor Valdes-Fauli: Thank you, Ms. Kawalerski. Thank you very much. Alright, Hector Lombana. Hector.

Hector Lombana: Good morning.

Mayor Valdes-Fauli: Morning.

Commissioner Mena: Morning.

Mr. Lombana: It's an honor and a privilege to appear before this Commission.

Mayor Valdes-Fauli: Hector, can you...

Mr. Lombana: Sure.

Mayor Valdes-Fauli: Yeah.

Mr. Lombana: Is that better?

Mayor Valdes-Fauli: Better.

Mr. Lombana: It's an honor and a privilege to appear before this Commission. I know many of you personally. I know, Ms. Keon, I haven't really dealt with much, although we've had some communication. And of course, as an ex-president of the Cuban-American Bar Association, we have a star, which is your City Attorney.

Vice Mayor Keon: We think so, too.

Mr. Lombana: Huh?

Vice Mayor Keon: We think so, too.

Mr. Lombana: Okay. But having taken that moment of privilege, I've lived in that neighborhood since 1986. It's a beautiful project. It's got plenty of parking. The traffic flow is going to be fine. The problem to that neighborhood -- we walk that every day, my wife more than I, as you can see, does it a lot more. And the truth is that's not the problem. The problem is Riviera Day School. If you go down there at 2 o'clock in the afternoon, there are cars blocking all the streets. They're just standing there, and there's no traffic control. You can control traffic by making the streets go westward -- and I'm no traffic engineer. I haven't reviewed all the stuff. So, you can just make it all go westward. Riviera Day School, they block every -- they're all over the place. They're blocking all the streets. Okay, what's destroying the neighborhood? Sunset Elementary School and their parking which comes into the neighborhood and destroys all the swales. There are no swales in the neighborhood. It's destroyed. It looks terrible. Okay, these are the problems, okay. It's not a well-thought-out project with ground retail -- and there's

a lot of people that walk there. And you would get more people to walk there because a lot of people in the neighborhood that go around -- I mean, if we had some place to go get, you know, right there -- I mean, there's people who walk down to Sunset and go to the other -- so, it's a nice project. It's a beautiful project. It's going to look great. It's going to make it look nicer. Okay, none of these people -- I mean, I've lived there since before Riviera Neighborhood Association even existed, okay. This is a nice project with ground retail that's going to look good. It's integrated with the park across the street. People use the park, and there are people in those buildings back there, okay, Baptist, the people that work at Publix that use the park and they work there and they eat and stuff like that. So, it's going to -- in my opinion, my humble opinion, it's going to enliven the neighborhood. There's nothing wrong with this project. It's a great, little project. And I think it'll -- not only that, it'll increase the value of the homes in the neighborhood. Thank you.

Mayor Valdes-Fauli: Thank you very much, Mr. Lombana.

Commissioner Lago: Thank you, sir.

Mayor Valdes-Fauli: Next one is Rabbi Wendi or Mendi Felig. Rabbi. Sorry if I massacred your name.

Rabbi Mendi Felig: Good morning.

Commissioner Lago: Good morning, Rabbi.

Mayor Valdes-Fauli: Good morning.

Rabbi Mendi Felig: Thank you for the opportunity.

Mayor Valdes-Fauli: What's your name?

Rabbi Mendi Felig: Mendi Felig.

Mayor Valdes-Fauli: Mendi Felig. Thank you, sir.

Rabbi Mendi Felig: So, I've been living in the area since 2002 -- 2005, 1251 Hardy, and we also now own 1220 Hardy, so we're here and invested in the area. And I have five children, the oldest being 18, so any project which allows more walking in the area is better. It's quite frustrating. There's really not anywhere for them to go by foot at the current moment for where we are. You can go to CVS and Starbuck's and that's about it. They do walk down to Sunset when they can, and anything in between that's going to add to the walkability of Coral -- of that section of Coral Gables and the ability for them to maneuver and hang out in a safe environment that's close to home without having to get into the car is a project that's well worth supporting. So, I'm very happy that they're -- that they've taken this initiative. It's an area we know well. We shop in that area. We pass it every day. And it's really just empty space at the moment. So, making that, you know, a walkable, friendly area with the stores and the park and all that that's going on is something that's very exciting, so I really hope that we can get this done. Thank you.

Mayor Valdes-Fauli: Thank you very much, Rabbi. Paul Savage.

Paul Savage: Thank you, Mr. Mayor. My name is Paul Savage. I have law offices at 2121 Ponce de Leon Boulevard, Suite 900, in Coral Gables, Florida. I'm here representing San Remo Office Associates, LLC, who is the property owner at 1537 San Remo Avenue, which is the smaller piece that you saw depicted on the applicant's presentations today, as well as that by Director Trias. You may know me from this matter and other matters. I typically like to come up and give bombastic presentations and talk a lot about myself, if possible, even better. Today, many of you are attorneys yourselves. You understand the dynamics of a settlement agreement. I'm here happily to report that my client and the applicant have amicably resolved their issues on this matter. And by way of a settlement, and more specifically, by way of the purchase of our

property. Because of all that, I'm a little constrained in what I can say today. There is an exhibit on an Item number G in the applicant's submission in the record today, where I have a letter formally withdrawing our prior -- all prior lodged objections by myself on behalf of the -- on behalf of my client. And just to read some of that again, I apologize for the stilted language, but just to read some of that into the record. San Remo Office Associates, LLC, hereby formally withdraws its prior objections to the application and the project with the qualification that if the City's ultimate approval is materially changed from that which is presently reflected in the pending application, San Remo Office Associates, LLC reserves all rights and ability to object to the application. So, we have no objection to the application as it is presented before you. And in my final two seconds, I just want to take a moment to thank all of the hard work of the applicant and Mario Garcia-Serra, their counsel. I want to especially thank our Planning and Zoning Director, Ramon Trias, who really went above and beyond his typical role of just reviewing applications. He met with us and heard from us frequently, as well as all of the members of the City staff who patiently listened to my concerns, and including all of you members of the Commission, who received all my letters and emails and the like. So, with that...

Mayor Valdes-Fauli: Thank you, sir.

Mr. Savage: With that, I will take my seat. Thank you. Thank you, Your Honor.

Mayor Valdes-Fauli: Thank you very much.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Thank you. Any other members of the public that wishes to -- that wish to be heard that have not been heard yet? Okay, so the public hearing is closed. Mr. Garcia-Serra.

City Attorney Ramos: Sir, we...

Commissioner Mena: There's somebody back...

Commissioner Lago: Somebody wants to speak.

Mayor Valdes-Fauli: Do you wish to speak?

(COMMENTS MADE OFF THE RECORD)

City Manager Swanson-Rivenbark: This isn't...

Mayor Valdes-Fauli: No, this is not that item. Alright, Mr. Garcia-Serra.

Mr. Garcia-Serra: A few minutes of rebuttal, Mr. Mayor. Two objections that I think were very significant objections. One has to do with process, and that's multifaceted. Number one, this new phase 2 building, which has been introduced into the project, I want to make clear your staff always abides by the rules. Very concentrated on appropriate procedure. It's up to the Planning and Zoning director, when a revision to a plan comes, to determine what the process should be followed, should it go back through a further review process or can it continue from where it is. We are not changing the land use on that newly acquired property. We're not changing the zoning on that property. We're proposing 14 units, a relatively small amount in any case, especially compared with the balance of density that is proposed on the phase 1 building. He made that decision. I think it was the appropriate decision, and that's how we're here today. It wasn't any sleight of hand or attempt to short-circuit the process. Quite the contrary, we've been trying to do what I think City staff has directed us to do and correct what is very much a sort of planning issue in that if that property would have remained under separate ownership, it would have essentially been a hole in the doughnut, one small building surrounded by two much larger projects, which would not have made for the best situation from an urban design perspective. Secondly, the issue of process also has to do with the previous approval that there was for the rezoning on the north side of the parcel. At that point in time, we were proposing a 65-unit



project. It was our intent to build that 65-unit project. It was a condominium project. The condominium market, as many of you know, died around that point in time. The opportunity came up to acquire 1515 San Remo. That's why we're here before you today with a new consolidated site and a new project which we think is responsive to today's market. The other objections which were raised were traffic. I know it's hard for commuters to understand that this situation -- to make sense of a situation that they're in. The situation that they're in is in great part not created by Coral Gables, which I think has usually attempted to do the right thing as far as development and management of traffic, but by the fact that Coral Gables is located in the middle of the county, where many people live to the west, work to the east and drive through Coral Gables every day to get to work. The answer to traffic in great part, of course, is mass transit and it's also mixed use. It's introducing this sort of concept not only in the City of Coral Gables, but countywide so that people have to rely on cars less and can be closer to mass transit. With that, I'll conclude our presentation.

Mayor Valdes-Fauli: Tell us -- clear up the dates where the traffic study were made. I mean, there are allegations that they were made on Friday, Saturday and Sunday.

Mr. Plummer: The traffic counts were taken on Thursday, September 22, 2016.

Mayor Valdes-Fauli: Thursday, okay, thank you.

Commissioner Lago: Just one day?

Mr. Plummer: Yes.

Commissioner Quesada: Mario, if you can come back up. So, this is a point of contention in the Paseo analysis. I had never heard of this Dodge Data Analytics. And I just -- you saw me whisper over to Cathy and I was asking her if this is reputable source or not, and she tells me it's like a Black's, which is -- for those of you who don't know, in real estate, they keep of just

brokers, realtors, projects that are going on, construction, that kind of thing. So, I -- because I had never heard of Dodge. I looked it up on my computer and I didn't find the Venera, but maybe it just is out of date, but this seems to be like an authentic document, I don't know. That's just background for the people that are watching in the audience to understand what my reasoning is coming from to ask this question is, is this project intended to be a student housing project?

Mr. Garcia-Serra: No.

Commissioner Quesada: Then, are you telling -- so then Dodge Data Analytics took this down improperly or -- just explain that to me.

Mr. Garcia-Serra: I'm not familiar with the website, but they give a description there as a proposed project being for student housing?

Vice Mayor Keon: Yeah. Do you want a copy?

Commissioner Quesada: Yeah, so it says -- here, you can take my copy. It says Venera student housing, retail, swimming pool, parking garage, and then it discusses -- it lists many of the people that are in the room right now as working on the project. So, I realize it's maybe the first time you're seeing it. I just want to know if the intent is for this to be a student housing project because when we were discussing Paseo, even though it passed, I mean, there were some -- we had some lengthy discussions that -- and we had representations by a developer that it was not going to be a student housing project. And I know that there has been a lot of interest in student housing in Coral Gables because of the success of Gables Residential project near Merrick Park, so I am making an assumption here that other developers look at this area of Miami-Dade County as potentially a profitable location for student housing, again, based on the success of the projects near Merrick Park. So, are you telling me that it's not going to be a student housing project, not going to be targeted to student housing? I know it's impossible to prevent some

students from moving into any project. I think that's a rational understanding, but you know, what's the target of this?

Mr. Garcia-Serra: You'll look at all the materials that we've submitted and nowhere in any of those materials...

Commissioner Quesada: I haven't seen it anywhere.

Mr. Garcia-Serra: Right. It doesn't.

Commissioner Quesada: But then I see that.

Commissioner Lago: And who also put this ad? Did you put this ad? Did the...

Mr. Garcia-Serra: I certainly did not.

Commissioner Quesada: That's not an ad. They call around to find out what's going on.

Commissioner Lago: I know. I know, but I mean...

Commissioner Quesada: Because it could have been -- no, because it could have been realtor with the wrong understanding.

Commissioner Lago: Frank, I deal with this every day. I know exactly what this is.

Commissioner Quesada: Oh, okay. Alright.

Commissioner Lago: So, the reason -- I do this every day. This is how you find construction bids in the private sector. So, but what ends up happening is that Dodge Report calls the client and says, hi. How are you? Would you like to place an ad?

Commissioner Quesada: So, is that an ad?

Commissioner Lago: Hold on. And we would also like to clarify the scope of your project. Can you please clarify it? So, that's why I'm asking -- that's why I wanted to ask the owner, you know, did they put this out there because, if not, obviously, it's false representation if that's not the case. But I mean, if they're -- it's out there as Venera Student Housing, retail, swimming...

Mayor Valdes-Fauli: It's student housing.

Commissioner Lago: Pool, so...

Commissioner Quesada: Yeah.

Mr. Garcia-Serra: I certainly did not. I just asked my client right now. They did not ever make a representation that this would be a student housing project.

Mayor Valdes-Fauli: They what? I'm sorry, say that again.

Mr. Garcia-Serra: They -- my client has not made a representation at any point in time that this would be a student housing project, nor have I, nor -- if you look at the materials -- is student housing mentioned anywhere. We could ask them, you know, if you'd like what sort of is the target audience, but it generally has been the idea of young professionals, recently married couples, empty nesters.

Commissioner Mena: What's the -- out of curiosity, what's the price point on a one-bedroom unit given the square footage that's proposed on -- in this building?

Mr. Garcia-Serra: That -- let me defer to -- actually, Anibal, you're coming in at a good time. Asking about price points on the standard, let's say, one-bedroom.

Anibal Duarte: It's approximately \$3 to \$3.25 a square foot.

Mayor Valdes-Fauli: What, I'm sorry?

Mr. Duarte: Three to three twenty-five a square foot.

Commissioner Mena: So, on this particular project, the one-bedrooms are...

Mr. Duarte: Approximately 800 square feet, so...

Commissioner Lago: \$2,400, which is the going rate right now. It's about \$3 a foot right now in the city for new construction in reference to rentals.

Mayor Valdes-Fauli: Okay. Any other questions for Mr. Garcia-Serra before we talk among each other?

Commissioner Quesada: I --yeah. I wanted to have a traffic conversation. Page 8 -- Mr. Plummer, if you could come on up. Page 18 of your report...

Mr. Plummer: Let me go get my report.

Commissioner Quesada: Yeah. And that's Exhibit A. Oh, it's -- okay, so it's Exhibit A to all of our documents. It's Exhibit 8 to your document. And for the Commissioners, I'd ask you to take a look at that, page 18 of Exhibit A in our packet.

Mr. Plummer: The project trip generation?

Commissioner Quesada: Yeah, project trip generation summary. So, I've gotten very used to reviewing reports. I feel like I'm an expert in reading Plummer reports. And this one actually, I noticed you put more methodology than you have in others, so thank you for that. I appreciated that.

Mr. Plummer: Sure.

Commissioner Quesada: So, what I'm looking at is a summary page, and I think this might make more sense if I can get this up on the TV, so Coral Gables TV, if you can bear with me. It'll be better for everyone if we can -- can we aim at this one? Where do you want me to -- which one? I think they want this one, okay. Can we zoom in a little bit? Tim, can you step -- can you see yourself? Can you just get your head out of the shot? Can we zoom in a little bit more?

Vice Mayor Keon: You can't.

Commissioner Quesada: No? I'm assuming no.

Vice Mayor Keon: No.

Commissioner Quesada: That's not going to work, huh? Okay, I'll just summarize it then because you can't read it. So, you have on here peak trips in the AM, peak trips in the PM, and

it's comparing what is existing and what is proposed. So, on the second chart on the bottom for the AM peak hour, if you can remind us, Tim, peak hour is what time?

Mr. Plummer: It generally falls between 7 AM and 9 AM.

Commissioner Quesada: So, between 7 AM and 9 AM, coming out of the apartments, residential condominiums and the office that are existing, about 54 vehicles that are coming in and out. Is that a correct statement?

Mr. Plummer: Correct, based on the planning numbers, right.

Commissioner Quesada: Alright, so then proposed -- and so, assuming this project is completed with 189 units and the retail of 31,000 and change, the same time you projected to be about 113 trips, so a little bit more than double the vehicles. Is that correct?

Mr. Plummer: Correct.

Commissioner Quesada: And then on the existing PM hour peak hour -- and what is that? What time is that?

Mr. Plummer: It's generally between 4:30 and 6:30 PM, generally.

Commissioner Quesada: It's 75 trips total, and the proposed is 199. Alright, so is that accurate? I mean, I didn't hear...

Mr. Plummer: Yes. Those are gross trips, yes.

Commissioner Quesada: Yeah, so I didn't hear that in today's analysis. I think it's important for all of us to hear that and consider that.

Mr. Plummer: In my presentation, if you go all the way down to the bottom of your chart, those are the numbers that I cited...

Commissioner Quesada: Oh, it's in there? Okay.

Mr. Plummer: Yes, it is in there. So, in the PM peak hours...

Commissioner Quesada: Well, I apologize that I missed it then.

Mr. Plummer: That's okay. Compared to what's there today on those three parcels, compared to what's being proposed, it would be 80 more trips in the PM peak hour and 51 more trips in the AM peak hour.

Commissioner Quesada: Got it.

Mr. Plummer: Then I compared that to the potential as-of-right.

Commissioner Quesada: Got it. And when you say peak hour, that's one hour?

Mr. Plummer: One hour within that two-hour period, the highest consecutive four 15-minute period. We count by 15-minute periods.

Commissioner Quesada: Got it.

Commissioner Mena: When you looked at one of the conclusions on your prior presentation was that there was a minor traffic impact, I think were the words you used. Are you looking at the gross number of increased trips, or are you looking at relative to what there is now? In other words, because you're saying 50 and 80, but it's actually double what there currently is.



Mr. Plummer: Right. What I'm looking at is relative to the timeframe. So, in the morning, Commissioner Mena, we're talking about less than one trip per minute.

Commissioner Mena: Gotcha.

Mr. Plummer: And then in the afternoon, we're less than one and a half per minute.

Commissioner Lago: And if I may ask just a quick question. On the 22nd of September when you performed this study, correct...

Mr. Plummer: Yes.

Commissioner Lago: Did you check -- I mean, because I don't live in this area of the city, so did you check to make sure that Riviera Day School was open?

Mr. Plummer: Yes. We checked for -- we generally do not count when schools are closed. It could be the University of Miami on their period. We try and avoid those. Or it would be the public school. We always go in the public school system to make sure that the school is open.

Commissioner Lago: Okay.

Mayor Valdes-Fauli: Okay, any other questions?

Commissioner Quesada: The question really becomes -- I mean, because really the only variance that's being asked -- I don't know if that's the right term. But the only exception that's being asked for here is the additional units. So, really, the question becomes, for me, is the difference between what's allowed -- what is it, 120 -- I forget the number. Ramon said the number of what's allowed as-of-right.

Commissioner Lago: My understanding was it's 135. Is that correct, Ramon?

Commissioner Quesada: I thought he said 120 something.

Commissioner Mena: It's 86 and 49, so 120, 135, yeah.

Planning and Zoning Director Trias: This is 50 units per acre versus 125 per acre.

Commissioner Lago: It's 135, so your FAR is 185,000 as-of-right and your units are 135.

Planning and Zoning Director Trias: And if I could correct you. The request is a change of land use and a change of zoning, so it's significant.

Commissioner Quesada: Got it.

Planning and Zoning Director Trias: Yeah.

Commissioner Quesada: Yeah, got it.

Commissioner Lago: So, with the changes, you're going to 253,000 square feet, 175 units, and a reduction in parking to 366.

Commissioner Quesada: The principal concern I've heard...

Commissioner Lago: And now, by the way, it's not 175. Now, it's 189. And I want to make sure -- does that 189 include the building next door?

Planning and Zoning Director Trias: Yes, correct.

Commissioner Lago: Just want to make sure.

Planning and Zoning Director Trias: The building next door is 14 units and the total is 189.

Commissioner Quesada: Ramon, let me ask you -- and this may almost be an academic question. So, Mr. Plummer, I think we're talking about 125 to 189, so the difference is what's the traffic impact with an additional 60 units that are being proposed -- that are being requested by the applicant. And then something interesting that was told to me that was, well, you know, if they reduce the number of units, then there could be more two-bedroom or three-bedrooms, so the number of vehicles difference, whether it's 100 percent as-of-right on the units as opposed to with the additional units that are being requested would really be negligible. It really wouldn't be that big of a difference. Is that a correct statement? Again, it's more of an academic question.

Mr. Plummer: So, the answer to that question is the studies that we use for trip generation do not take into account number of bedrooms per unit.

Commissioner Quesada: Of course not. You're just looking at the actual vehicles. I understand.

Mr. Plummer: No. No, they -- so, when the traffic studies are done to do the trip generation, there's -- I'm going to make it up a little bit -- a hundred condos that have been looked at where they count the driveways for a 24-hour period, seven days a week. They take that information and they need a variable. The variable is the number of units, not the number of one-bedroom units, not the number of two-bedroom units or three-bedroom units. That information is going to be a little hard to get, so it's just based on the number of units. So, they'll take a condo, do a seven-day count for 24/7 and have the variable be the number of units, and then they'll be able to get a count per number of units. And then they take multiple condos and put them in the database so that you start to get an average for what it would be. That's how it works.

Commissioner Quesada: Got it.

Mayor Valdes-Fauli: Okay. Any other questions for Mr. Plummer?

Commissioner Quesada: No, not for Mr. Plummer. Thank you.

Mr. Plummer: Thank you.

Mayor Valdes-Fauli: Thank you. Okay...

City Attorney Ramos: Before you begin discussion, I need to address the reverse spot zoning issue. The previous City Attorney gave an opinion on the record at the Planning and Zoning Board meeting. This office stands by that opinion. We're happy to issue a written opinion. And if you allow me, because it's on the record in the Planning and Zoning meeting, I'd like to read some excerpts into the record.

Mayor Valdes-Fauli: Go ahead.

City Attorney Ramos: I do not view this as reverse spot zoning, and I want a distinction to be made between the legal issue of whether something is spot zoning or reverse spot zoning. And the more policy issue as to whether this is an isolated land use or zoning map issue when maybe you want to consider that it should be made more consistent with the surrounding areas. I think they are different issues. I need to address the reverse spot zoning issues because if it were reverse spot zoning, that's considered confiscatory, they call it. It's also considered to be illegal, so it needs to be addressed because it has been raised. So, the issue is that basically a multifamily designation and around it are commercial designations. Now, this is the Comp Plan, and typically, if the zoning complies with the Comp Plan, it cannot be spot zoning because there has been a legislative decision that this should be multifamily. The Commission and this Planning and Zoning Board might take -- might make the decision that you want something to be

multifamily, so I don't view that as arbitrary and capricious. I don't view that as spot zoning or reverse spot zoning. I do want to put on the record what reverse spot zoning is. I did look it up, so just so you're aware, let me read it into the record. Mr. Leen then reads a quote from the Miami Beach versus Robbins case that Mr. Garcia-Serra has referred to. And when you look at what is spot zoning, they're usually talking about very large areas where you have one spot that's different than everyone else as a matter of zoning law, and there is no -- in those situations, there's no reason why the particular property would be subject to additional restrictions than the one around it. And reverse spot zoning is when you do spot zoning and that's when you affirmatively zone a spot differently than everyone else. Reverse spot zoning is when you zone everyone around a spot differently and you leave that spot. So, both of those are illegal and they are not present here.

Mayor Valdes-Fauli: Thank you. Yes, sir.

Mr. Garcia-Serra: Mr. Mayor, just one minor correction to record. Commissioner Quesada mentioned a 60-unit increase in density. What's actually being proposed over what's permitted right now would be 41 units.

Commissioner Quesada: Got it. Thank you.

Mayor Valdes-Fauli: Thank you.

Vice Mayor Keon: You're proposing 41 units more than what would be...

Mr. Garcia-Serra: Than what is currently permitted.

Mayor Valdes-Fauli: Okay.

Commissioner Mena: That's not including the 14, though.

Mr. Garcia-Serra: Correct.

Commissioner Mena: You're doing 135 to the 175, basically.

Mr. Garcia-Serra: 125.

Commissioner Mena: 120 -- okay.

Mayor Valdes-Fauli: Alright, so now, Commissioner Quesada, do you want to address the issue?

Commissioner Quesada: Yeah, yeah, absolutely. A few things, I don't -- you know, this -- I'm sorry if -- I'm going to just grab yours. This document raises concerns for me just because I am sure you guys were paying attention during the Paseo proceedings since we had this property here, when we talked about the student housing aspect of it. I don't know enough about these types of reports. I hear Commissioner Lago, which well -- very deferential to our different professions up here, so -- and I believe that, so, you know, if this is -- the two big concerns here is, we don't want a pure student housing location there. We don't want all of that movement. The residents have spoken and been very vocal about that, maybe not in this proceeding, but in previous proceedings. So, that -- whether this -- I think the only difference is that Commissioner Mena's here and he wasn't here in the past for those proceedings. But that neighborhood has been very vocal about that. So, we just want to be careful with that. So, I'm going to need some assurances that it's not going to be 100 percent marketed towards student housing, if you're going to want to get my vote on this.

Mayor Valdes-Fauli: How can we provide those assurances? I mean, can we have (INAUDIBLE)...

Commissioner Quesada: Well, it's going to come back, so whatever agreement is finalized, if -- assuming we get there. I just want to put that out there. I want to hear from everyone else. So, that's important to me. And also, the traffic aspect of this. The reason I pointed out this Exhibit A, you know, from Mr. Plummer's report is I do drive there every now and again. I do go to that Whole Foods every now and again, and it's tough to find parking. I know it's a little bit off and I don't have the full experience there, but what I see here is I see more than doubling of an increase, and almost a triple of increase in the PM hours, on the gross trips, as what I mentioned there that Exhibit 8 to Tim Plummer's report. So, those are my concerns. As far as the design of the building, I actually like the way the design of the building looks. You know, I wish it wasn't as tall, but we can't control that. It is what it is, but I actually like the bend of the shape and, Mr. Bermello, I like the way they designed the front so that it's really opening to the park a little bit, so I do like that aspect of it. You know, biggest concern here is the traffic aspect of it and the neighbors in that area, again, are very concerned about having student housing so close to them. And again, my concern is -- I know all of you -- I've spoken to all of you, and I also know what's happening at the Gables Residential. That's why I bring that up, so I can see how enticing it could be to have another student housing project there. But a pure student housing project here, I mean, with me, is not going to work. So, I want to see it come down -- I want to see -- really, you got to reduce that traffic somehow. And the only way I see reducing that traffic is coming down on the density of the units there. But then that comes to the question I asked Mr. Trias, which he didn't answer the question and maybe it's not a fair question to answer is, if there were less units, but they built more units with more doors or more bedrooms, are you going to have the same amount of vehicles? And that's almost zoning/land use analysis, which I am not -- I do not have sufficient experience to be able to come to the right determination in my own mind. That's why I need help from someone from staff to answer that question for me.

Commissioner Lago: But a developer wants to build as many one-bedrooms as possible so that it's a lot easier to rent.

Commissioner Quesada: Yeah, but...

Mayor Valdes-Fauli: I lived at 901 University Drive for many years, and sold the house 40 years ago. In that house, a house that has, you know, four bedrooms, I think, and every time you go back there, you see six or seven cars because it's student housing and it is a -- it's illegal, but it's there. What we can get is a commitment from the developer that they will not -- that this will not be student housing and we have to devise a way to make them live up to that.

Commissioner Lago: Yeah, but the problem then, Mayor, I mean, again, there's no real way to...

Commissioner Mena: How do you do that?

Commissioner Lago: You can't -- if someone comes to you and says, listen, I go to the University of Miami. I'm looking for a brand-new building. This is a perfect place to put my child, you know, what's the rent? I mean, this is capitalism at its finest. This is why we live in this country. I mean, you can't stop somebody from living in it. I mean, that, to me, that's a concern because, obviously, you don't want a frat house, but again, this is an investment, so I imagine they're going to upkeep it. I have a few points that I want to make, and I want to defer to Mike.

Commissioner Mena: No, go ahead.

Commissioner Lago: I want to defer to Mike.

Mayor Valdes-Fauli: Okay.

Commissioner Lago: First off, I think the design of the building is spectacular. I think it's a beautiful design. I think it has a lot of positive attributes. I think the developer on this point is spending money. I want to make sure as many of the reliefs as possible are real or actual



material. I don't want things falling off and just, you know, looking cheap, okay. We talked about height here. Ramon, just for the record, this is an as-of-right in the height or no?

Planning and Zoning Director Trias: Well, you are changing the land use and you're changing the zoning.

Commissioner Lago: I know. That's why I want to be clear. I know the answer, but I'm saying, I want to put it on the record.

Planning and Zoning Director Trias: This is the opposite of as-of-right. I mean, you're changing...

Commissioner Lago: Yeah.

Planning and Zoning Director Trias: Everything, so...

Commissioner Lago: Alright, so a few concerns that I have on the project. Number one, shading in reference to the park.

Planning and Zoning Director Trias: But I -- can I -- let me correct myself. The actual -- if you only look at the height issue, it's the same height as allowed in the residential.

Commissioner Lago: Okay. That's what I wanted to put on the record. In reference to -- let's start with the traffic study, and this is dedicated towards the City Manager. Another thing to correct for the future, no more one-day traffic studies, okay, because I'm looking at the calendars online. If I had more time -- and I have Chelsea doing it right now. I'm calling Riviera Day School to find out if there was school on the 22nd of 2016 because there wasn't school on the 21st of 2017 (sic), so I just want to make sure it was a close -- it was a day -- for some reason they had an off day and that has an impact. We need to start doing traffic studies that maybe

we've done them in the past. Maybe this is just one incident that it's not just one day. Who knows?

City Manager Swanson-Rivenbark: I'm not knowledgeable, sir, but I can certainly...

Commissioner Lago: Yeah, I'm not either.

City Manager Swanson-Rivenbark: Find out.

Commissioner Lago: I'm not either. I just want to make sure we cover all our bases because who knows if the neighboring schools have a day off for some Catholic or Jewish holiday, whatever it may be, or they're observing some national holiday. I want to make sure that we take that into consideration so these traffic studies should be more than just one day, especially when you're talking about a, you know, significant project of this magnitude. Second issue, shading. Has anybody done a study in regards to the park? Is there going to be any shading in reference to this piece of property being constructed over Kerdyk Park? Not over Kerdyk Park, excuse me, adjacent to Kerdyk Park.

Mr. Garcia-Serra: We did, sir. As part of our discussions with the Riviera Neighborhood Association, that was one of the first topics that came up. We did shade studies, both existing situation, proposed situation, different times of the year. And the only point in times where there was any shadow cast upon the park was at the end of the day, 6 PM. I forget what -- I think it's in the summer, which pretty much anywhere you go in the City of Coral Gables, there's going to be a shadow.

Commissioner Lago: I stepped out for the bathroom. Did you present that while I was out?

Mr. Garcia-Serra: No, we have not. We...

Commissioner Lago: Okay, I just want to make sure.

Mr. Garcia-Serra: We provided it to City staff. We provided it to the RNA, but we haven't made it -- I don't think it's part of your package.

Commissioner Lago: So, there's no shading whatsoever on the park, or there is only during certain times?

Mr. Garcia-Serra: And late in the day, 6 PM.

Commissioner Lago: Okay, okay.

Mayor Valdes-Fauli: And you'd probably welcome shade at that time in the summer.

Commissioner Lago: I already requested from the City Manager to take a look at our yearly review once we do sign -- put into law these development agreements in reference to traffic studies and traffic patterns post project delivery. I want to make sure we fall -- like Commissioner Quesada mentioned, that we're doing something that's a little more uniform. I think for Paseo it wasn't one year. I think for Paseo it was probably three or four years, if I'm correct.

City Manager Swanson-Rivenbark: Yeah. I think it's important to grab full occupancy as the test, rather than just a...

Commissioner Lago: I agree.

City Manager Swanson-Rivenbark: You know, 20 percent startup.

Commissioner Lago: Third point has to do with the public benefits. My understanding is -- and I know Fred's not here -- that the developer has proffered \$175,000 to be used directly for Kerdyk Park. Is that correct?

Vice Mayor Keon: It's 125.

City Attorney Ramos: It's 125.

Commissioner Lago: 125, excuse me. Maybe I'm hopefully thinking it was 175.

Vice Mayor Keon: I don't think it calls out for Kerdyk Park.

Commissioner Lago: It does not?

Vice Mayor Keon: No. It doesn't come right -- it's not proffered for that. It's proffered for -- I think it's community planning. Would you...

Planning and Zoning Director Trias: Yes. And that's up to you, and that would be...

Vice Mayor Keon: It's to the City.

Planning and Zoning Director Trias: But that will be a condition of approval on second reading for the mixed-use. What the applicant has proffered is \$125,000, at the discretion of the City, to be used for master planning or projects in that area, so that's a condition that you can certainly...

Mayor Valdes-Fauli: 125?

Planning and Zoning Director Trias: Yes. That's what they've offered and you may discuss it further.

Commissioner Lago: So, they proffered 125?

Planning and Zoning Director Trias: Yes.

Commissioner Lago: Did the City counter?

Planning and Zoning Director Trias: I'm sorry?

Vice Mayor Keon: You can't. It's a proffer.

City Attorney Ramos: No. It's a proffer. It's their offer. We have to be careful with contract zoning.

Commissioner Lago: No, but listen, they're coming asking for an additional 41 units. I want to understand what is the value we're getting out of those additional 41 units.

Mr. Garcia-Serra: I could provide some clarification.

Planning and Zoning Director Trias: Yeah. That is one of the conditions of approval of many others that...

Commissioner Lago: The City Attorney starts getting nervous. Okay, I understand that.

Vice Mayor Keon: Yes.

Commissioner Lago: But I want to understand exactly they're proffering \$125,000. They're coming asking for...

Planning and Zoning Director Trias: The applicant can explain that better.

Mr. Garcia-Serra: We originally proffered \$75,000. Then at the Planning and Zoning Board hearing, at the -- let's say, as part of that discussion for the Planning and Zoning Board hearing, the proffer was increased by \$50,000 to the \$125,000 that it is today.

Commissioner Lago: Was that out of just your goodwill or was that because the City made some requests?

Mayor Valdes-Fauli: Yeah, but...

Mr. Garcia-Serra: It was...

Mayor Valdes-Fauli: I think this is a dangerous territory.

Commissioner Lago: (INAUDIBLE)

City Attorney Ramos: Out of good will because we can't...

Mayor Valdes-Fauli: Very dangerous territory...

City Attorney Ramos: Require them to proffer.

Mayor Valdes-Fauli: We're selling, you know...

Commissioner Lago: No, we're not selling. But I mean, again, if the developer's coming before us asking for an additional 41 units...

Mayor Valdes-Fauli: Let's get away from this.

City Attorney Ramos: Mario, can you clarify on page 23 of the Planning and Zoning report, it says \$75,000 in contributions to a future Underline. Is that included in the 125 or is that separate?

Mr. Garcia-Serra: It's -- the 125 was arrived at in this manner. The \$75,000, the initial thought was that it would be used for multimodal improvements. In other words, sort of transit, moving people around improvements. The discussion at the Planning and Zoning Board was sort of an overall neighborhood planning effort, so to have some plan as to, you know, future development of the public realm areas and so forth, and then that \$50,000 was for that sort of planning effort, as well as, hopefully, to be used for actual projects.

Commissioner Lago: Let me get to the point of what I was saying, okay. If we're going to have 150-plus units on this area -- how many units do we have currently there right now, if you include both parcels? How many units would you say?

Planning and Zoning Director Trias: I don't know the exact number.

Vice Mayor Keon: They're offices.

Planning and Zoning Director Trias: Do we have that?

Mr. Garcia-Serra: It's 85.

Commissioner Lago: Eighty-five.

Mr. Garcia-Serra: Correct.

Commissioner Lago: So, let's say we're going to double the density, correct? There's a double of an impact in reference to the people using the park across the street, on the street...

Vice Mayor Keon: Not necessarily.

Commissioner Lago: Not necessarily?

Vice Mayor Keon: No.

Commissioner Lago: No?

Vice Mayor Keon: No.

Commissioner Lago: Or maybe not -- there has to be an uptick if you're having more people living in that area. There has to be, right? Can I say that or...

Vice Mayor Keon: Yeah.

Commissioner Lago: Okay, so the point is that we have to look at these things and make sure that we're taking this into account...

Mr. Garcia-Serra: Correct.

Commissioner Lago: Because that park is already pretty full and there's a lot of people that use that park on a daily basis. So, maybe some of that additional funds that are coming in, that were proffered by the developer, can be used to -- for that area.

City Manager Swanson-Rivenbark: Madam City Attorney, I don't believe that proffering is the same as impact fees, and there would be impact fees for the project.



City Attorney Ramos: That's correct.

City Manager Swanson-Rivenbark: And you've already passed a resolution that it be directed to the...

City Attorney Ramos: To the Underline.

City Manager Swanson-Rivenbark: No, not this instance. There was a -- I think Commissioner Mena raised it, that the monies generated in the Venera project would stay on this side of Dixie Highway.

Commissioner Mena: Some portion.

City Attorney Ramos: And not be used, okay.

Commissioner Lago: I want to make sure that we have that in...

City Manager Swanson-Rivenbark: But that's a separate dollar, sir.

City Attorney Ramos: Yeah. They're completely different things. Proffers are additional.

Commissioner Lago: And my final point, in reference to the 41 additional units -- okay, you want to go over it?

Mr. Garcia-Serra: This maybe will provide you a little bit of comfort on some of the concurrency issues. Every project that we do, we need to apply for what's called a concurrency determination. In other words, they put into a computer program how many units are you having, what that impact is, and they look at certain services. Here you look at golf courses,

tennis courts, racquetball courts, playing ball fields, that sort of thing, mini parks, neighborhood parks. And as you could see, the conclusion was, on the far right hand, okay on all those different concurrency categories.

Commissioner Lago: My final point so that we can move on with this issue to the next person. I have a concern with the amount of units -- the additional amount of units that are being requested, that are being offered, that are being proffered, whatever you want to call it. It's 41 units. Again, I think it's a little bit excessive. I'm more willing to bump up a little bit, but I think 41 is a little bit above what I feel comfortable with in reference to this project.

Mayor Valdes-Fauli: Thank you.

Commissioner Lago: And by the way, I made that very, very clear on my multiple times that I've met with the developer.

Mayor Valdes-Fauli: Commissioner Mena.

Commissioner Mena: I mean, I agree with your last point. Here's my issue, and let me say a couple things. First of all, I don't want to beat a dead horse, but it is a beautiful building. I happen to live a block away from this building. I can see it from my driveway, if it were constructed, so I know this area well. I live there. I like the fact that it is, you know, as Mr. Bermello said, embraces the park. I like that. I'm in favor of this area being redeveloped because I think what's there now -- to Mr. Garcia-Serra's point -- is dated and could use redevelopment. So, to me, the question becomes now, what scale? How much redevelopment? What is the added density to the area? And when I think you combine the amount of additional units and the commercial, I do have a little bit of concern there. I've expressed that, I think, pretty clearly. I also -- you know, as you look at how many more units than what's currently permitted, the reason I brought up what was originally approved is because I think we need to be careful because what's currently permitted on the north side, the 86 units or so based on it

already being commercial is permitted because it was approved as part of a 65-unit development. So, when we talk about, you know, how much more is contemplated here, it was originally going to be 65 when it was upzoned. And so, now, we're creeping from, you know, 114 units to 189 or 75, based on the same footprint. So, you know, I'm surprised by some of the conclusions from the traffic study, to be honest with you. You know, I asked Mr. Plummer the question about, you know, how we calculate that. I understand you're saying it's over a two-hour window and it's only -- I forget what number you used -- one more trip per minute of that timeslot. And again, I'm not a traffic engineer, but if most of that increase is not between 7 and 9, but it's between 8 and 8:30, that's where you have backups. And those two intersections, San Remo at 57th Avenue and Venera at 57th Avenue are awful right now. The traffic there is really bad. For someone who, on a regular basis, comes out of my house and tries to make a right to go north on 57th Avenue, they're regularly backed up at all times of the day, on the weekend, et cetera. So, I have some concerns about the impact there. San Remo, you know, is one way going west there, although the ingress and egress for this building is on Venera. I know that there are some contemplated improvements over on the corner of Whole Foods that may help with some of the issues there because it is a -- that intersection is a free-for-all, to put it mildly, right now. So, you know, at the end of the day, the question I ask is what's the impact on the neighborhood. I'd like to see some redevelopment here. I think it would be good for the neighborhood overall. I like the added commercial. I think those are nice amenities for the neighbors in this area, but I'm concerned about the size and scope of the building. And I don't know if -- you know, to Commissioner Lago's point, if there were less units here, then I think we can get to a point where this would work and be a good thing for the neighborhood. I think what's being proposed right now is, for my taste, a bit much.

Mayor Valdes-Fauli: Thank you

City Manager Swanson-Rivenbark: And so, Mr. Mayor, if I can. Commissioner Mena, I know you're very careful on these matters. I know that you had discussed with the City Attorney the

ability for you to vote since you are close in the neighborhood. And I think the City Attorney should put on the record what she has opined.

City Attorney Ramos: I'm happy to. The class of individuals affected is very large. That's one of the tests that's looked at. Otherwise, potentially, none of you would be able to vote on anything near your homes. So, as long as you are not uniquely affected and you're a part of a larger class, you're permitted to vote.

Mayor Valdes-Fauli: Good. Commissioner -- I mean, Vice Mayor, please.

Vice Mayor Keon: Can you give me the counts for a one-bedroom...

Mayor Valdes-Fauli: I can't hear you.

Vice Mayor Keon: Can you give me the counts for a one-bedroom, two-bedroom unit? How many -- what's the largest unit you have? How many bedrooms is your largest unit?

Commissioner Mena: There's -- you want me to give you the counts?

Vice Mayor Keon: Sure.

Commissioner Mena: There's 107 one-bedroom.

Vice Mayor Keon: A hundred and seven.

Commissioner Mena: Fifty-four two-bedroom.

Vice Mayor Keon: Right.

Commissioner Mena: And 14 three-bedroom. This is on, again, the 175 units that are the proposed development from the Planning and Zoning report.

Vice Mayor Keon: Okay. Right, so that doesn't include the 14.

Commissioner Mena: Right.

Vice Mayor Keon: So, you're not at 189 here. You're only at 175. How big are the units in the new building that's being proposed, the additional building?

Raul Carreras: Good morning. Raul Carreras, Bermello, Ajamil and Partners, with offices at 2601 South Bayshore Drive, Suite 1000. What we call the phase 2 with the 14 units, 9 of the units are two-bedrooms and 5 of the units are three-bedrooms. And the counts that were shared were correct for the...

Vice Mayor Keon: Five are three-bedrooms, so they're...

Mr. Carreras: Five 3-bedrooms, nine two-bedrooms.

Vice Mayor Keon: Oh, so they're larger than the other buildings that are in the -- the larger unit.

Mr. Carreras: The other one, I'll read you again.

Vice Mayor Keon: Okay.

Mr. Carreras: There's a 107 one-bedroom, 54 two-bedrooms, and 14 three-bedrooms.

Vice Mayor Keon: Okay, so to the concern that you have about the number of units, I -- you know, I would -- what I would be concerned -- or what I had -- would have concern about is the

envelope. Is the building too big? Is the building too massive? Is it beyond what is appropriate for that area in that neighborhood next to the Whole Foods and the other buildings that are being built in there? As far as the number of units, I mean, they could reduce the number of units by making, you know, a lot of these one-bedrooms two-bedrooms, and then they would have less units.

Commissioner Lago: Yeah.

Vice Mayor Keon: They would have less units.

Mayor Valdes-Fauli: But not necessarily fewer people.

Vice Mayor Keon: But I think they make their decision on what type of unit it is based on the market. I mean, so it's what sells and what doesn't sell or what rents and what doesn't rent. I don't -- you know, I'd rather see a building that -- you know, I think that that's a business decision that people make. So, I don't -- it doesn't -- I'm not terribly affected by the actual number of units because whether it's a one-bedroom with an individual living there with one car or a two-bedroom with two people with two cars, it's -- you know, the -- you're going to have -- the smaller the unit, the fewer people and maybe the less cars, you know, and the square footage isn't one for one. What's the square footage of a one-bedroom apartment?

Mr. Carreras: I believe we're averaging about 800, 850 square feet.

Vice Mayor Keon: And what's the square footage of a two-bedroom apartment, 1,200?

Mr. Carreras: Around 11 -- 1,100 square feet.

Vice Mayor Keon: Okay, 1,100. So, it's not -- you know, it's not a one for one. I mean, it's not -- a two-bedroom isn't twice the square footage.

Commissioner Lago: Yeah, but the...

Commissioner Mena: My issue -- and you know, you know this as well as I do.

Vice Mayor Keon: Yeah.

Commissioner Mena: You could have multiple bedrooms in an apartment and not necessarily all of those bedrooms occupied.

Mayor Valdes-Fauli: Then you'll have more people.

Vice Mayor Keon: It's different when -- this is a -- well, one, this is a rental. So, generally, in rentals, people tend to rent what they're going to use. A house, generally, if you purchase it, you know, it's because you anticipate that you're going to fill those rooms or those rooms were full at one time and kids have grown up. So, but the anticipation is that you're going to use them, where, I think, in a rental, you rent in its -- a rental generally isn't a permanent residence.

Commissioner Mena: But you might fill the room, first of all, with a child...

Vice Mayor Keon: A guest.

Commissioner Mena: Who doesn't drive a car, for example.

Vice Mayor Keon: Right.

Commissioner Mena: Or you may not have...

Vice Mayor Keon: But then it's generally...

Commissioner Mena: Anybody there.

Vice Mayor Keon: Okay. Or if it's a child, it's generally two parents.

Commissioner Mena: Sure.

Vice Mayor Keon: Generally, not necessarily, but generally.

Commissioner Mena: But you could have a young couple who rents a one-bedroom.

Vice Mayor Keon: Yeah.

Commissioner Mena: You have two cars in that one-bedroom now. Or you could have that same young couple rent a two-bedroom...

Vice Mayor Keon: Right, right.

Commissioner Mena: Still two people, still two cars...

Vice Mayor Keon: Right.

Commissioner Mena: But you just -- hypothetically, in that scenario -- it's only one scenario...

Vice Mayor Keon: Right. But that's why it doesn't -- you know, the number of units is -- doesn't concern me as much of the size of a building and the...

Commissioner Lago: Well, the...



Vice Mayor Keon: Appropriateness of the building in that space. And I think for that building -- and I live -- I mean, I don't -- certainly, don't live as close as you do to that, but I go to South Miami and that area a lot. I mean, that's my -- that is more my neighborhood for a drug store and for the grocery store and for those kinds of things. And you are right, that intersection at San Remo and Red Road is terrible because of the amount of traffic now that queues on Red Road. And San Remo is very close toward the light, so it's -- you never get a break. You know, you have to squeeze in. That happens to be -- you know, those are the traffic conditions that exist no matter what, so I don't know that changing, you know, the number of units is going to affect that one way or the other. And it seems, you know, the traffic is more in the peak hours than -- much more in the peak hours than the -- the PM hours, as opposed to the AM hours, which really kind of takes school out of that because the schools are out -- and even -- you know, and I agree with you. Riviera Day School, we do need to work with Riviera Day School to get them off Yumuri. That -- it -- you cannot move in that area during the pickup time for Riviera Day School. You can't move.

Commissioner Lago: It's an issue that's being compounded, obviously, by the adult living facility and also, the construction project that's been going on for the four or five years.

Vice Mayor Keon: Yeah, but no, it's people -- it's parents that actually are just queuing, like at Sunset Elementary, that are just, you know, stopped in the lane of traffic waiting to pick up their children. And you can't -- you just can't -- you don't move there because of it. So, then it pushes the traffic, you know, over to the next street, and then over to the next street on the other side of the park. So, you know, I would say we need to figure out and cure that issue of the standing traffic on Yumuri and the pickup at Riviera Day School. It is a terrible problem. I mean, it's a problem in the morning because it does backup a little. But in the afternoon, it is really a very, very, very bad problem. You know, some of the conditions are existing conditions with traffic in a metropolitan area. And a lot of, you know, trying to get out on US 1 is problematic. I mean, it's hard. There's a tremendous amount of traffic on US 1, and you know, most of it's a right-turn only, so, you know, the only way you can -- or even at Red Road, you

can't turn left. So, they're all going north. Everything goes north off of there. I don't really have a problem with what you have proposed, other than the new building that you have proposed, I understand -- you know, I can see from your ground floor where you -- you know, you can bring things in when somebody moves, they're moving into the apartment or moving out of an apartment, you have a loading bay where moving trucks can come in and out to accommodate them. You don't really have -- I don't see how any of that works for that small building. I think your loading is going to be from the street, so you're going to be blocking that street for that -- any activity that's in that small building. I do think you -- I do think it should go back to the Planning and Zoning Board. I think you should -- you know, I would ask you that you would address that issue. I don't know how you do that.

Mr. Carreras: May I (INAUDIBLE)?

Vice Mayor Keon: Yes.

Mayor Valdes-Fauli: Alright.

Commissioner Lago: By the way, just while -- while Raul just gets ready. I know you were talking about -- we're talking about the unit count, which is very, very important, obviously. But you also have to understand by doing this land use change, we're also jumping up the FAR by close to 35 percent on this project, which is what is -- again, you're talking about the massing of the building, size of the building. That has a lot of impact to it, so it's not only the height. So, I was looking for the floorplate. Like what are you talking about for square footage here per floor?

Mr. Carreras: For the small building or the phase...

Commissioner Lago: No, no, no. For the...

Mr. Carreras: For the large building?

Commissioner Lago: For the large building because you're getting an extra 67,956 square footage as a result of the change.

Mr. Carreras: Let me see if we can pull that number.

Commissioner Lago: The potential -- proposed change, excuse me.

Vice Mayor Keon: You're getting -- say that again.

Commissioner Lago: You're getting an additional square footage -- if we do approve this today, as proposed, it's going to be an additional 67,956 in square footage, 67,956 square footage, along with an increase of 41 units.

Vice Mayor Keon: Okay, what is that? What percentage is of that...

Commissioner Lago: About -- I did it in my head. It's like 30...

Vice Mayor Keon: A 30 percent increase?

Commissioner Lago: A think a little more, like 35, 36 percent.

Mr. Bermello: I think the only thing I would mention, Commissioner Lago, is that that metric really is capped by the overall building height. At the moment that we subscribe to the 97-foot height, which is the maximum building height of Whole Foods, what we're basically saying is that block now has a homogenous building height envelope. Commissioner Keon is totally correct. And you know, density is a tough issue to deal with because you could say I could have a 4,000-square foot home and just live there with my wife and I just have a lot of space and we

have two cars. And you could take a 4,000-square foot floor plate and have four apartments, and in each apartment, you have two persons, and then, all of a sudden, you have eight cars. So, you have a difference -- however, that is not always the case. Many cases, it's actually a parity of almost one to one. So, it's more of an art form. I think, at the end of the day, the biggest concern is whether this building, as designed and presented, is it going to be in keeping or not with the neighborhood. It either pluses that in any way mitigate the issue of traffic because I think it's the number-one concern here. Is the way that we're dealing with the urban environment and the streetscape going to be a plus or a negative? But really, we're capped by 97 feet.

Commissioner Lago: I just wanted to add a final point in reference -- your point was well taken. I mean, you have that additional square footage, and I haven't studied the floorplate, so I can't tell you off the top of my head. But a lot of that also would go to amenities and it will go to common areas that, hopefully, you know, will be benefited by that additional square footage. But I think it's -- you're getting -- that's where you're getting an additional, you know, bulk or mass, but you are capped at 97 feet.

Mayor Valdes-Fauli: Alright.

Mr. Bermello: I think I will tell you this. I think if you ask the applicant what they really would like to have the most are those residential units, where you see the big increase for us in this project is that we really have included a significant commercial component, which we believe is a response to the neighborhood and to activate that streetscape. That is a lot where the space has gone. The issue of the property next door, there is a small area that's being provided and -- fronting on the street, which is simply an access to it. But really, the parking and back-of-house will be handled at 1500 Venera.

Vice Mayor Keon: How are you...

Mr. Bermello: That's the only place where we have the spaces for moving trucks to park...

Vice Mayor Keon: Right.

Mr. Bermello: Drop-off, and then basically...

Vice Mayor Keon: So, how do...

Mr. Bermello: You cart it up.

Mayor Valdes-Fauli: Let's...

Vice Mayor Keon: How do you service that building?

Mr. Carreras: The idea is that we would enter -- we would still use the main service drive for the phase 1 project, and they could be collected here. We've allowed for a back-of-house area that is not accessed from San Remo. In other words, there's no curb cut off the street.

Vice Mayor Keon: Right.

Mr. Carreras: And that was done at the suggestion of staff, and we wholly agree. It's a 50-foot lot and it's a cut open of 23-, 25-foot driveway would be a disservice. So, we agree that we could -- since the buildings are in such close proximity -- enter here, service in that back-of-house, and their elevator is here. So, any moving activities, they'd just basically dolly their furniture over and up...

Vice Mayor Keon: Because, I'm going to tell you, I would make a condition of approval of this that there's no loading zone in front of that little building, that you are forced to service that

building from inside. There is going to be no loading zone or anything that blocks traffic or parking on that area.

Mr. Bermello: Right. This is not a loading zone. That's simply a covered area, a courtyard as the pedestrian entrance.

Vice Mayor Keon: Right.

Mr. Bermello: All the vehicular is handled through here. Now, given the fact that we're dealing with very few number of units, the idea here is that the loading, unloading, when somebody's moving in and moving out, it's going to be handled the way that you would see it in New York City, where you see somebody going down carting something down the sidewalk, going in, unloading and coming back. But all the parking will be inside, internal. You won't see any trucks outside. It'll be in this entire area here, which his part of the 1500 Venera.

Vice Mayor Keon: Okay.

Mayor Valdes-Fauli: You guys have any other...

Mr. Bermello: Fortunately, we're next door, so it's not like you're going...

Mayor Valdes-Fauli: Comments or...

Mr. Bermello: A long distance.

Mayor Valdes-Fauli: Okay, I think...

Vice Mayor Keon: Well, I would like to see it. I would like to see the process go forward that it would -- that it will go back to Planning and Zoning. I don't think that it will delay you. The

Planning and Zoning Board meeting is scheduled for when, Ramon? That's not going to be cancelled no matter what.

Mayor Valdes-Fauli: Okay, let me -- are you finished?

Vice Mayor Keon: It would go back. It would go back in March, and they would...

Planning and Zoning Director Trias: Yeah...

Vice Mayor Keon: Come back in March, the end of March.

Planning and Zoning Director Trias: Certainly -- yeah.

Mayor Valdes-Fauli: Yeah.

Vice Mayor Keon: Okay.

Planning and Zoning Director Trias: You could do that, yes.

Vice Mayor Keon: Alright.

Mayor Valdes-Fauli: Let me say my comments. And I'm very impressed by the staff recommendations and the unanimous vote of our Planning and Zoning Board. I -- while the mixed-use feature of this project -- the retail on the ground floor and that is sorely lacking here -- if you -- and I do want it, and I do go by there and I go across the street to that bookstore and restaurants around there. The area is horrible. The area is awful, and I think that the retail on the ground floor and the residential component would add a lot, especially substituting or replacing the two residential features that exist in that area. This is one block from Red Road. And yes, the traffic is bad, but it will be bad and maybe this will improve it with the residential feature.

And I don't know, but you mentioned, Vice Mayor, US 1 and the traffic and getting onto US 1. And I remind people that US 1 has 400,000 cars passing through it every day and this really isn't going to add anything to those 400,000 cars. I wish the problem at US 1 was such that this would impact it, but it will have no impact whatsoever, and it will be more infill around US 1, which I think is good for Coral Gables. It will, again, replace the horrible buildings, and it is consistent with the area. And I am very impressed by their adding one-fourth of an acre that they don't have to do in front of the park in order to approve the amenities and in order to improve our building stock in Coral Gables. I would like to make a comment, and you know, we talk about units per acre and how important that is, whatever. Units per acre are not or is not a fixed number. I mean, this is not 212 degrees Fahrenheit, where the water boils or 100 degrees centigrade, or zero, where water freezes. Units per acre is very much of a political decision. And yes, we made -- the Commission, whatever Commission it was, made a decision at one point to have so many units per acre, but that is not a decision fixed in stone, and that is, again, a political decision based on what we want for Coral Gables. I remind you -- and you know, three of us -- or four of us, actually, were up for election in this past election, and there was a slate against us that was against development. And we, who prevailed, were for rational development. And I think that this is rational development. If we lower the number of units per acre, we'll have bigger apartments and maybe more people -- or maybe that will entice more students to share the four-unit apartment than having younger people move to Coral Gables, which is part of the election debate this past election. The slate that was against development lost, all of them lost. We prevailed because we were for smart, rational, sensible development in Coral Gables, in my opinion, bringing younger people with more affordable units to live in Coral Gables, not the bank presidents and the CPA firms' leaders, but bank vice presidents, younger attorneys from downtown firms, younger attorneys from Coral Gables firms. Units per acre to me is not a magic number. It is not 100 degrees centigrade. So, I am for this project. I would like to speak for it. I like the building. I like the architecture. I like the -- facing the park. I like the quarter acre. I think that they have dealt very, very well with loading and unloading, as well as for the parking entrance. I love the paseo feature, the retail underneath -- I mean, the ground floor, and



bringing nice residences to this area that desperately needs it. I will entertain a motion from someone on the Commission.

Vice Mayor Keon: I would move to approve it on first reading, but I would like it to go back to the Planning and Zoning Board.

Mayor Valdes-Fauli: Okay. There's a motion to approve on first reading.

Vice Mayor Keon: On first reading.

Mayor Valdes-Fauli: Is there a second?

Planning and Zoning Director Trias: City Attorney, there are two items.

Mayor Valdes-Fauli: What?

Planning and Zoning Director Trias: There are two items, so they need to...

City Attorney Ramos: Correct. If we could do F-2 first.

Commissioner Lago: What I would do is, I mean, I would second the motion for discussion purposes, obviously, but what I would like to see is I would like to see this sent back to P&Z, done the proper way, especially with the addition of the adjacent building, and have staff -- I don't want to start negotiating up here -- have a reduction in regards to the density, which, again -- second time I want to put this on the record. I've made it very, very clear to the developer that I was not going to accept this number.

Mayor Valdes-Fauli: Alright. So, it's been moved and seconded. Will you call the roll, please?

Commissioner Lago: Well, no, wait. We want to -- my point was to discuss...

Mayor Valdes-Fauli: Well, we have discussed it.

Commissioner Quesada: Oh, no. I just want to say I'm...

Commissioner Lago: Does anybody...

Commissioner Quesada: A hundred percent consistent with Commissioner Lago.

Mayor Valdes-Fauli: Okay.

Commissioner Lago: Commissioner Mena?

Commissioner Mena: I'd like to say two things. One is I agree with...

Commissioner Lago: Say three.

Commissioner Mena: Commissioner Lago. The second thing, because I think it's important, Mr. Mayor, to respond to some of the comments you made. And I think I've been pretty clear. I would like to see this redeveloped.

Commissioner Lago: Yes.

Commissioner Mena: Let me...

Commissioner Lago: I agree with you.

Commissioner Mena: I am not saying stick to the existing zoning and don't go a unit above it, not saying that. What I'm saying is that we talked about running on smart, responsible, reasonable development. All I'm saying is that, in my opinion, I think the scale of this is a little too much for this neighborhood, and I'd like to see it come down a little bit. And I've made that clear, I think, to everybody involved. So -- but I think it's important to make that clear in response to some of your comments about the last election.

Mayor Valdes-Fauli: Alright, thank you.

Vice Mayor Keon: I also think it's not a...

Mayor Valdes-Fauli: Will you call the roll, please?

Vice Mayor Keon: It's not a political decision; it's a policy decision.

Mayor Valdes-Fauli: It is, but a policy decision is a political decision. What else is it?

Vice Mayor Keon: A policy decision, but I would -- yeah, okay. I move it for the purposes of having it go back to Planning and Zoning and all of the comments taken from the Commission with regard to support, that you take them into consideration and it will come back.

Mayor Valdes-Fauli: Alright, will you call the roll, please?

City Attorney Ramos: Mr. Clerk, F-2 first, please.

Vice Mayor Keon: Yes.

Mayor Valdes-Fauli: Yeah.

Commissioner Quesada: Yes.

Vice Mayor Keon: Yes.

Commissioner Lago: Yes.

Commissioner Mena: No.

Mayor Valdes-Fauli: Yes.

(Vote: 4-1)

Mayor Valdes-Fauli: Now, the second item, will you make the same motion with the same motion with the same...

Vice Mayor Keon: I will make the -- the second item is...

Commissioner Quesada: F-3.

City Attorney Ramos: It's the zoning.

Vice Mayor Keon: It's the same thing. Okay, it's the zoning.

Mayor Valdes-Fauli: It's the same.

Vice Mayor Keon: Okay, I will make the same motion.

Mayor Valdes-Fauli: Second?

Commissioner Lago: I'm going to second the motion, but my same comments apply. And I will vote no -- I should have said this the first time. I will vote no on second reading if you do not meet some sort of reduction in regards to the density.

Mayor Valdes-Fauli: Okay, will you call the roll, please?

Commissioner Lago: So, my advice is that staff sit down with the developers and find some sort of common ground. An arbitrary number of 175 because it suits a developer is not what I'm looking for.

Commissioner Quesada: And I agree with that as well.

Mayor Valdes-Fauli: Will you call the roll, please?

Vice Mayor Keon: Yes.

Commissioner Lago: Yes.

Commissioner Mena: No.

Commissioner Quesada: Yes.

Mayor Valdes-Fauli: Yes.

(Vote: 4-1)

Mayor Valdes-Fauli: Thank you very much.

Commissioner Mena: I'd like to clarify one thing really quickly. I agree with what Commissioner Lago just said. I'm only voting no because philosophically I think I'd rather have this dealt with before first reading.

Commissioner Lago: I agree with you.

Commissioner Mena: But I agree with everything you said.

Commissioner Lago: And by the way -- and I've done this before, and I've gone back on second reading, and my colleagues will tell you I voted no on the project...

Mayor Valdes-Fauli: Okay.

Commissioner Lago: To move forward.

Vice Mayor Keon: Right.

Mayor Valdes-Fauli: We are...

Vice Mayor Keon: But I think Commissioner...

Mayor Valdes-Fauli: We have ten minutes...

Vice Mayor Keon: To Commissioner -- right, but to Commissioner Mena's point, if you vote no, it stops the process. It just ends, you know, so I think in a yes vote, it gives them the opportunity to go back, address the issues that have been raised here and come back, knowing that there's strong sentiment over the size of this building. So, they have that opportunity, so I think...

Commissioner Mena: But I think the purpose of having two readings is so that we can have a discussion on what we're actually voting on the first time. Have time...

Vice Mayor Keon: Right.

Commissioner Mena: To reconsider it, think about it.

Mayor Valdes-Fauli: But if we had all voted no...

Commissioner Mena: If I could just finish, just for a second.

Mayor Valdes-Fauli: Yeah, I'm sorry.

Commissioner Mena: You know, I -- what's going to happen is -- and this is fine. This is somewhat semantics...

Vice Mayor Keon: Right.

Commissioner Mena: But if you come back on second reading with a -- basically a new plan, we're discussing that new plan for the first time that day, but we're taking a final vote.

Vice Mayor Keon: Well...

Commissioner Mena: That's all I'm saying, so...

Commissioner Lago: And you're a hundred percent right on that, and that's going to be an issue I'm going to have to deal with on second reading because of the incorporation of the neighboring building. I want to add a friendly amendment to my motion. I want to make sure that the developer meets with the residents who are adjacent to this property and that the residents have all the ability to provide any friendly input in regards to the project, and I want that input given at the next Commission meeting...

Vice Mayor Keon: What's next...

Commissioner Lago: At the next Commission meeting when...

City Attorney Ramos: I don't know.

Commissioner Lago: We take this up again on second reading.

Mayor Valdes-Fauli: Thank you. Thank you very much. We'll...

City Attorney Ramos: Commissioner, I'm sorry.

Mayor Valdes-Fauli: Take a five-minute break.

City Attorney Ramos: That's -- to me, that's a new...

Commissioner Lago: Am I not allowed to do that either or no?

City Attorney Ramos: Of course, you are, sir. That's a new motion. I'd like to hear a second...

Mayor Valdes-Fauli: No, that's not a new motion. Come on.

City Attorney Ramos: I'd like to hear a second and a vote on that.

Vice Mayor Keon: What is the adjoining neighbor?

Commissioner Quesada: To meet with the residents.

Vice Mayor Keon: What is the nearby residents?

Commissioner Lago: Well, look, for example...

Vice Mayor Keon: I mean, there isn't anybody right next to the...

Mayor Valdes-Fauli: Riviera (INAUDIBLE) neighborhood residents.

Vice Mayor Keon: Other side of the park. So, but I'm asking you is that what you're...



Commissioner Quesada: They have a community meeting and they invite...

Commissioner Lago: Yeah, have a community meeting. And when you...

Vice Mayor Keon: Okay.

Commissioner Lago: Have a community meeting, you cast a net that I think is a thousand...

City Attorney Ramos: Within 1,500 feet.

Commissioner Lago: 250 feet or what is it?

Mayor Valdes-Fauli: That doesn't include Riviera.

City Attorney Ramos: One thousand five hundred.

Commissioner Lago: But I never said Riviera.

Mayor Valdes-Fauli: Okay.

Commissioner Lago: Remember, I never said RNA. That's not my -- I'm not the one speaking on behalf of the RNA.

Mayor Valdes-Fauli: Alright.

Commissioner Lago: What I did was -- is a community meeting. And Ramon and the City Manager know exactly what to do. They need to send out notifications, and I think it's what, 1,250...

Vice Mayor Keon: Fifteen hundred.

City Attorney Ramos: Fifteen hundred.

Commissioner Lago: Fifteen hundred, excuse me, which is by far the furthest any city that I'm aware of does, and correct me, if I'm wrong or we're one of the first.

Mayor Valdes-Fauli: Okay, let's...

Commissioner Mena: And they have already met with a lot of the neighbors, so I'm confident you will do that.

Commissioner Lago: One bite at the apple -- another bite at the apple.

Commissioner Mena: No, absolutely.

City Attorney Ramos: Is there a second to the motion by Commissioner Lago to have further community meetings?

Commissioner Lago: Quesada.

Commissioner Quesada: Second.

Mayor Valdes-Fauli: Alright, will you call the roll, please?

Commissioner Lago: Yes.

Commissioner Mena: Yes.

Commissioner Quesada: Yes.

Vice Mayor Keon: Yes.

Mayor Valdes-Fauli: No.

(Vote: 4-1)

Mayor Valdes-Fauli: Alright, we'll take a break. We have a time certain downstairs at 12.

Vice Mayor Keon: Did he say no?