

**City of Coral Gables City Commission
Special Meeting
Miracle Mile and Giralda Avenue Streetscape Project
February 18, 2015
City Commission Chambers
405 Biltmore Way, Coral Gables, FL**

City Commission

Mayor Jim Cason

Vice Mayor William H. Kerdyk, Jr.

Commissioner Patricia Keon

Commissioner Vince Lago

Commissioner Frank Quesada

City Staff

City Manager, Cathy Swanson-Rivenbark

City Attorney, Craig E. Leen

City Clerk, Walter J. Foeman

Public Works Director, Glenn Kephart

Public Speaker(s)

William (Bill) Kenworthy, AIA, Partner, Cooper, Robertson & Partners

Earl Jackson, Partner, Cooper, Robertson & Partners

Agenda Item: Miracle Mile and Giralda Avenue Streetscape Project
[Start: 9:10:16 a.m.]

Mayor Cason: All right, if we could get started. This is Special Session of the Commission to discuss the Miracle Mile/Giralda Streetscape Design Concept Process and Community Outreach, and I'll start off with the City Attorney.

City Attorney Leen: Thank you, Mr. Mayor. Good morning, Mr. Mayor, Commissioners, Madam City Manager. Today we have a Special City Commission meeting to discuss the Miracle Mile Streetscape project. And so, because this is a Special Commission meeting, all comments have to be limited to that topic. And it's my understanding from the Mayor that there's no

legislative action that is contemplated; although, it has been noticed, so if the Commission wishes to act, it can on that topic. Also, this is not a public hearing. It's more for the Commission to hear comments. It's up to the Mayor, if he wishes to recognize any other speakers. Of course, if any legislative action were to ensue, at that point public comment has to be taken. And also, one other thing. The Mayor has indicated that this meeting would end by 11 a.m. And with that, I turn it back to the Mayor.

Mayor Cason: All right, Madam City Manager.

Ms. Swanson-Rivenbark: (UNINTELLIGIBLE).

Public Works Director Kephart: Thank you, Mayor, City Manager, Vice Mayor, Commissioners. It is our pleasure to come to you today, and I thank you very much for accommodating a special meeting to talk about this important project, because your input and your feedback in the process is so important as we move forward. We have with us today the design firm, Earl Jackson and Bill Kenworthy from Cooper Robertson in New York, and they have a presentation they want to go through and discuss where we're at. We've been working on this. It seems like, a long, long time, but it's really been only a little over a month. The beginning of the presentation. So, this is the Miracle Mile Streetscape. And just as a reminder for those, and I know you guys know some of this stuff, but for those who may be watching this for the very first time, this project includes Miracle Mile, between Douglas and LeJeune, and also Biltmore Way and Merrick Park, to integrate that also into the Miracle Mile and also Giralda. And the purpose of the project is to create a civic promenade and become a focal point for the region, develop a garden feel for extensive landscaping, furniture lighting and public art, build space for sidewalk cafés and gathering places, and certainly last but not least is to fix some of the issues that we have out there, including efficiencies and the drainage and the existing infrastructure critical to the project, and this project is designed to accomplish that. So we've talked about realizing the vision, and how do we get to where we are today? Because this project has been discussed by this community, and the board says more than 20 years, but I was quickly reminded that the public meeting last night, from some of the residents said they've been working on it for more than 30 years, so we missed a decade there. And during that time, the community has been coming

together to discuss this, to study it, to really try to come to some consensus on what Miracle Mile could be. And we were excited to say that it's not 30 years ago, it's not 20 years ago. It's today, and this is real, and it's moving forward, and it's moving forward at a rapid pace, thanks to your leadership and the methodology and the processes that you set up last summer. In August, you approved the funding mechanism for this project. In September, you approved a project delivery methodology that was a little bit different, that allowed this project to move forward with tremendous community involvement, but at the same time, a move forward at a quick pace. That included establishing a world-class design team, engaging the public, establishing a Steering Committee, meetings with the Boards and Committees, special meetings with the Boards and the Committees. I don't know if we've ever done that before, where we brought them all together at one time, preliminary discussions and issuing an RFP (Request for Proposal) for a Construction Manager at Risk. And if you remember, the Construction Manager at Risk is the way to bring a contractor on board during the design phase, so that the contractor can become part of the community dialogue and help to resolve issues as we go along and work with the community; and by the time this thing gets to construction, the intent is that they'll know all the businesses out there. They will have established the liaisons that are going to work with the businesses and be available 24/7 and have staging plans at work in concert with that. I have this slide, and there's a lot on there, but the purpose of this: this is something that you had approved last September when we talked about the project delivery methodology. And I just want to highlight that the project really is moving, and there's a lot happening through your leadership. Build a world-class design team: We've done that, and you'll see that in Cooper Robertson and the team that they've put together. Establish a Steering Committee: We've done that, and I'll show on the next slide who that Steering Committee is, but I will say that, through your leadership, you've helped to put together really an outstanding team and a dedicated team. Our first Steering Committee was scheduled for two hours; went a little over two hours, so we scheduled the next one for three hours. And after three and-a-half hours, they were telling us it's time to move on and get out of the room. We scheduled the next one for four hours. This is a very dedicated team that is very engaged in helping to try to get this right. The meetings with the Boards and the Committees that you recommended bringing all them together: That happened. Meeting with the public: We had a general meeting last night with the public that was pretty well attended; 40 to 60 to people in attendance and good comments. Preliminary discussion and any recommendations that you have

with us before the Commission: And that was scheduled to happen about now, and here we are. Also then issue an RFQ (Request for Qualifications) for the Construction Manager at Risk. And all these things you see check marks beside, because all those things have happened already. I will say on the Construction Manager at Risk, that we have scheduled to interview two firms next week and are optimistic that we'd be able to bring to you a recommendation on that within the next month or so, so we're on target for that. I would like to recognize the Steering Committee that has been working so hard on this today. Stephen Bittel, Chairman of Terranova, and property owner and manager in the Mile; Dr. Charles Bohl, Associate Professor and Director of Master and Real Estate, and Development and Urbanism program for University of Miami; Wayne Eldred, Chair and Elect of the Chamber of Commerce and owner of Tarpon Bend; Marina Foglia, Executive Director of the BID (Business Improvement District); Jorge Kuperman, Architect and Member of Historic and Environmental Preservation Board of Miami and a property owner on Giralda; Toby and Victor Richards, a tag team of husband and wife, and depending on who's available, they're always there and sometimes both of them are there; the owners of 76-78 Miracle Mile; Carlos Rossi, owner of Angelique Euro Café; and Michael Sotelo, who is a resident and also represents Facebook for Latin America, and he's also on the Board of Adjustment; and then staff members of Carmen and myself. So the committee has been working very diligently. And with that, what I'd like to do is get into what I think you'll find is a very interesting presentation that Cooper Robertson will be bringing before you. We'll also discuss some of the comments that we've been hearing from the community. And we'll say, at the Boards and Committees meeting, about 60 people in attendance, representing 12 Boards and Committees. There was really good discussion at that meeting, and there was not one person who objected to the process. There was like unanimous support, and I've never seen that level of support for any public project in all of my years. And even last night at the public meeting, there was good comment about parking and those sort of things, consistent things that we've been having, and we can have more discussion on, but I didn't hear any objection to the project either, and the Steering Committee is full steam of helping to move this forward too. So what we've seen so far is a very, very high level of community support for this project, notwithstanding that some people have different opinions on different issues. So with that, I'd like to ask Bill to come up and begin their presentation. And certainly, any questions along the way, please interrupt us.

Commissioner Lago: Thank you.

Mayor Cason: Thank you.

Bill Kenworthy: Good morning.

Mayor Cason: Good morning.

Mr. Kenworthy: I'm Bill Kenworthy. I'm a partner at Cooper Robertson, partners and project manager for the design team. I'm going to briefly walk through the scope of details on the design team and the schedule that we're going to have with this project going forward, and then I'm going to turn it over to my partner, Earl Jackson, to talk about some of the design issues and concepts that he'll walk you through. The scope for the project, for the streetscape design is focused on Miracle Mile, as I mentioned, between LeJeune and Douglas, as well as the one block of Giralda, between Galliano and Ponce de Leon. That includes the planting, the paving, the lighting, the signage, all the details that were followed in the public right-of-way in terms of the streetscape design. We're also working closely with the overlay district team in making sure that issues related to the private property in the storefronts is carefully coordinated with whatever we're doing for the streetscape design going forward. The arrows that go beyond, we're also doing concept designs for Merrick Park and Biltmore Way, with influences of the Miracle Mile design that we're going to be employing. The yellow and orange arrows that go beyond the Mile are really the influences beyond that, because the streets don't just end where the streetscape end; it's really about issues tied to the whole district we're going to be looking at overall, and that includes how people come to the Mile and find parking, which we understand is an issue today. It's helping to create traffic issues in a lot of ways, so we're hoping to clarify how people come to the Mile and be able to find parking quickly so they're not driving around looking for spaces. So way-finding is going to be an important part of a downtown district scope that we're going to be looking into. In addition to that, we're going to be closely at the valet system with the operations, the locations of those stations, how they're working today; possibilities for expansion in the future, if they're needed, and making sure that the streetscape can accommodate any of those future stations that might be needed down the road. In terms of the design team, we've got a great design team. It's made up

of professionals that are local to Miami, with regional practices. We've got folks that are from New York City. They'll be coming down to have national practices and national expertise. That include landscape architects, like Geomantic Designs from here in Coral Gables; Rodriguez and Quiroga, also here in Coral Gables, is an architect; Coastal Systems International as a civil designer, helping some engineering and utility connections that we're going to be making. We have Fisher Marantz Stone, as a lighting designer, and 212 as a signage and way-finding consultant that are coming from New York City to help us out here, as well as local office landscape design to help with some of the higher level garden designs for the Mile. We've also got Dan Euser, water architecture, who's a fountain designer, who's going to implement a fountain element into the Mile somewhere, so that's an important part of the scope; and we've got Adkins, who's going to be assisting us with cost estimating, so that we are on budget. They'll be looking at cost estimates for three different phases along the course of those projects through the end of the summer. In addition to that, we have Via, which is going to be an art consultant, that's going to be helping us with an art strategy to the Mile. In terms of schedule, we're just a month or so into the project at this point. We have some initial concepts, some initial issues that we've uncovered, that we're going to talk to you about today. We had a public meeting last night. We can talk to you about some of those details. We're working through preliminary design, which will be completed at the end of March. At that point, we're going to have a cost estimating exercise, and I will be coming back to both you and the public at that point to get input on where we were preliminary design and moving forward into a final design process, which will be completed by the end of May, which we'll then do a another cost estimating exercise review with you; and then we'll go on to construction documents, which will be complete by the end of August, and that'll be a package of drawings that we can then turn over to the builders, that are going to implement the Mile when the City's ready. With that, I'm going to turn it over to Earl Jackson.

Earl Jackson: Hi. Good morning. Thank you for having us again. What you see in front of you is a presentation that is in progress. We showed it two weeks ago to the Boards. We showed it last night to the community. It's basically 10 parts of different kinds of chapters and different ways to think about what the Mile is and what it can become. We added a chapter, which is a series of very loose initial design sketches for different elements on the Mile, which has not been seen by anybody outside of this room yet, but it's our work-in-progress, that we are continually in

preparation to show the Steering Committee next week when we're back to work with them in the meeting that Glenn described. It starts with history, and history comes to us in two ways: There's a history of the land and there's the history of the place, and its founding and how it's matured since. So we've worked with our landscape architects to develop a few maps that date back to the 1800s, that look at what the land was like before there was settlement here, understanding where high ground is, where the ridge is, how the water wants to move naturally based on where, you know, the coral rock cap is and some other features. And though we don't see it present on the Mile today, it's there, and it will influence the way that we design and manage the work that happens from the infrastructural standpoint. The second approach to history is really just digging into the books and working with great people, like Dona Spain and others who are helping us understand all the great stories about George Merrick. How he came with his family from the northeast, sight unseen, bought land; waited for that land to mature as a cultivated grapefruit Orchard, and that this sort of like origins of working with the land and Coral Gables coming from the land is really born of the success of that orchard and their ability to purchase more and assemble enough land to create this place. We're tying thoughts about the project into the fact that Merrick was a poet, and when he wrote about Coral Gables was what inspired people. It inspired his uncle to make beautiful drawings that then gave people a way to visualize what the place might be, and that these two things in tandem are really the essence of what Coral Gables is, because they've then hired architects to build the images that they were both painting verbally and visually through perspectives and use of the brush. The second chapter is really to dig into how and why Miracle Mile is the way it is today, in its context of regional competition from a commercial standpoint. When we started the project, we asked the question: "Well, why do we need the project? Is it any more than just making it more beautiful?" And one of the things we heard was that it may be losing its foothold in the region in terms of having to compete with people going to air conditioning space at Aventura Mall or walking Lincoln Road or visiting Merrick Park. We have since gone up to Bal Harbor and looked at the outdoor shops there. So we did a study, windshield study, on-foot study; took photos, looked at material, looked how shops are working with space, looked at planting. All those things that we'll be addressing here, we've looked at elsewhere. We kind of grouped the competition in three categories. There's a retail street, which is the Mile; there's the outdoor mall, which is a cross between the Mile and Lincoln Road; and then there's the indoor mall type. And we sort of plotted them in the region, understanding the context,

how accessible they are from highways, with populations they may serve; and we've taken a scalar approach to say, "Okay, believe it or not, Aventura Mall is about as long as Miracle Mile is, so what are the differences between the two? It's about the same distance to walk from one end to the other. Miracle Mile doesn't have anchors like the mall has; it's tempered environment; the walking zones are a different size; there's seating in different arrangements. So we're looking at all these things and asking ourselves in a critical way "what are the things that add up to success in making a great place?" We've gotten into the street sections. The section that you have today -- and stop me if anybody isn't familiar with how to read a section. Not everybody does. It's like a MRI (Magnetic Resonance Image) cut through the length of the Mile, so it's a slice looking at how the street layers itself between building fronts. You have walking space, you have parking space, driving space, median. We've taken a look at what you have today in your 120-foot-wide right-of-way. And we've started to say, "Okay the critical part of this project is really what happens between the storefront and where traffic is, and we think that there's at least three layers, and we talked about this in our interview with Glenn and the team from the City, and we think that there's in this first layer, which is kind of small, maybe it's three feet or so, but it's where you stop to look in a window, where you stop to open a door. It's not where the fastest moving traffic is. If you're moving there to get from point "A" to point "B," you expect a stop, because there's the event of coming and going in from stores. The next layer is a six-foot band next to that, where people are really moving. That's where you can talk to somebody and not necessarily pay attention to your surroundings as much, you're in the stream of traffic, and that's kind of like the thing that seems most challenged today. Paving's not great. You're grinding it down to keep it safe. It's imposed upon by the next layer, which is that planting layer where you have the broken terracotta tile; it's affixed to the concrete. The trees are growing out of their pits. There's no grates to help people expand that walking area, where you have to get around someone who may be slower or with a stroller or something like that. So these three layers are the starting point for the project. The one that's falling under the most critical review those days is what to do with the next layer out and how that can help us, and that next layer out is really the 45-degree parking layer. That's another 16 or 18 feet today. So we think that there's space there, and we've heard from the team that there's been a great decision to sort of transition 45-degree parking to parallel parking. When you do that, you can pick up at least 8 feet out of the 16 that's there now; and with some lane squeezing, you can get the sidewalk typical dimension, probably up to about 23 feet,

and that's going to give or take 6 or 12 inches, one way or the other, as we get further into design, but that's the ballpark you're in right now. When we put the slide together for the interview, we said, "Well, all the space that you gain is for spill out for shops, because that would create a more vibrant street life, more activity, and you get more people stopping to do things on the Mile. The reality is through our spirited stakeholder meeting two weeks ago, that space probably wants to be maybe a little bit less, because the Mile is a mixture of food and beverage and retail. So if you make it too thick with tables and chairs, then arguably, people are doing an in and out to get the storefront. So we all got out of our seats and we pretended one wall of the room in the museum was the storefront and we layered tables, and certain members of the stakeholder group acted like waiters and others acted like patrons at those tables and others acted like people walking by, and we literally paced it out and got our heads around what felt right. And I think everybody in the room, when we left, was pretty comfortable that 23 feet was a pretty good place to be. If it gets bigger than that on the everyday occurrence, you may start to feel like it's over scaled. There's room to grow, and I'll show you in the next slide how that happens for special events, special days. Well, we like this six- or seven-foot layer where tables can be, where retailers can put goods on the sidewalk. And last night at the Commission's meeting, or at the public meeting and the reason why we had it last night before this, was so that we could bring to you some of the comments we heard. We heard that there's currently some issue with putting goods out on the street, from either a permitting standpoint. I'm not sure exactly what it was, because it came in an informal way, as a community comment. But I think it would be one thing that I would put on your list to look into. What are the current limitations for a retailer, to put either dresses on sale out in front of their shop or books on the sidewalk, or if it's a furniture store and it's a nice day, you know, elements that represent what's happening in the store, on the sidewalk. Again, just to create more of that granular activity kind of like zoned for the stretch of the Mile. So in the next slide, here's what may happen in the event scenario, and you're already doing this. The great cities all over the world are also doing it. So I think it started the San Francisco, the idea of taking away parking on Saturdays or Sunday or special days, holidays, so that food and beverage and retailers can actually use that space. So if it's a day when you expect more foot traffic on the Mile because it's a shopping day, you might take some of that parallel parking away and give it over to what's called "a parking day scenario," and you could expand seating there, you could set up a display there, you can have promotions there. And it's just another way to breathe life in event into the place. And

all of our designs are being set up to make this kind of like a seamless thing to do so, that you have control over how you manage and curate those events and how you allow them to operate for the best of the Miracle Mile's commercial success. The cross section that we're working with looks like this. This is the transition between 45 to parallel parking. You can see the parallel parking looks like another driveway. And in the image, we need about eight feet for that. We squeezed the drive lanes down to about 10 and-a-half feet. We've got a little buffer couple feet so that door swings can occur where parallel parking is for the driver to get out safely without being in the stream of traffic. We're not neglecting Giralda. Miracle Mile is such an icon that the first two presentations we gave, we actually limited our title to Miracle Mile, and we're constantly reminded that, "Hey, what about Giralda?" So we were at "Giralda First Friday" a couple weeks ago, and it was fantastic. Giralda's a great street. The cross section that we're looking at here is one that, in our minds and in this state of progress, is without curbs. So you have storefront-to-storefront strategy for paving and plaza that doesn't limit the access for emergency vehicles or traffic to some degree, which hasn't yet been determined, but it makes the place more of a European street, kind of shared street real place, and I think that that's going to help throughout the week, as well as during those events, like "First Fridays", "Giralda Under the Stars." That little stretch, that six feet or seven feet, ten feet, and six feet we've been looking at in terms of how you might approach it from a retailer or food and beverage layout. Now, that seven feet, one of the questions has been, "Do you want it right against the front of the store, or do you want to push it out and gather seating a little bit more?" So this is where we are today, seven foot. You can see a couple tables sitting there. The ten feet where people can walk and you can see about the scale. It was four to six people can easily pass shoulder to shoulder, and then this planting strip, which is going to add to the micro calming effects, like a lush environment, you know, like more shade, all those things, places to sit that aren't tied to an establishment. But we looked at two options. The photo you see is obviously the Mile as it is today, and it's not necessarily the dimensional properties we're talking about in this image, but more the way that they're using it. If you notice, there are a few tables that spill out right from the establishment in a thin layer; there's the walking zone; and then if you look just beyond the tree on the left side of the frame, you can see another table and a server attending to that table. So the idea that you have table servers on both sides of the walk is what we're representing in this section. The other way to do it is a bit more like they're doing it at Lincoln Road in some places where the restaurant front and shop front are right next to the walking

aisle, and you gather all of the seating on the opposite side of it. And we're discussing, you know, from a management standpoint, which is best, which is best for your servers, which is best for the success of the place, and how do you gather those things. And the fact is, you may have a mix at this from block to block, but I think you want to keep that one point "A" to point "B" walk as clean and as free-moving as possible. So this is one of things we're pushing around right now. We did the same for retail. More so, we looked at how great the shop fronts are, so the traditional little low-knee wall so that retailers can get their goods up at high level and the shop front is great. The fact that some of the shop walls kind of camp back, gives you better viewing angle on what the storefronts are, instead of it being a clean straight line where you have to look perpendicularly into each shop. We like the model that dates itself a little bit, but it's really great where you have an inset, where a shop owner increases the amount of storefront they have by (UNINTELLIGIBLE) also the sight line you can see walking down the sidewalk is like directly in control of the design of your backdrop, you're good. So we love the fact that there's variation in the storefronts in the Mile. It's something that's not necessarily within the control of this project, but that we would recommend that the City take seriously in terms of maintaining. The more variation there is, the more texture and the more activity and variety. I think, you get for the Mile, which is a good thing for the quality of place. The design toolkit actually came before a lot of this. What are those layers as they stretched from storefront to storefront, not just from storefront to traffic. And the toolkit includes things like a trolley; it includes things like varying degrees of parking; it includes bike lanes. We've heard a lot about bike lanes from that constituency, and we've looked at what it means for them to be included or not included. We've looked at the facilities that they require in terms of locking your bike or storing or creating changing rooms, and the consensus to date on that has really been to take the idea that people should be going to the Mile and not through the Mile and that bikes should come and settle here, as opposed to flying through here. It's a commercial environment. So we really think that the storage of bikes at any facility should happen actually on the north/south streets, as you turn the corner. I think there's a lot of valuable real estate in terms of like dollars per square foot in a commercial environment, that probably is inappropriate for a lot of bike storage on the Mile. So turn the corner, keep them on Ponce, keep them on Salzedo, keep them on Galliano; maybe even where the alley is, there's some room for a changing station or things like that, but that's where the group's mind is on bikes at the moment. Of these elements, there are some that are all squeezed into that six-foot strip of planting, so I kind of grouped those

together, and the walking one is the thing that comes next to it; but seating, planting, all of the utilities for the Mile, if you're out there today, you're ultimately aware of the big gray boxes that run the traffic lights, the electrical covers. All of that stuff needs to be seamlessly integrated into this place, and we think that six-foot strip where the planting is, is probably where we're going to find the best opportunities to do that, so that those things aren't like your body's out there. Right now you go out there, you can put your arm around the big gray box, and it's like a person in that space. It's a spatial condition. So we're going to try and fix some of that stuff for you the best degree we can. We've taken a look at the sections and just started to stripe them, according to the toolkit. There's not much to say about that one right now. Our largest chapter in this right now is the streetscape elements, and I'm not going to kill you with the details of this, so it would be like a slow death by PowerPoint if I did that, but I'll walk you quickly through the things we're doing and just hit on what the topics are. Curb. We're having discussions about do we need a curb. Right now the curb helps us manage storm water, to some degree; and you know, as well as anybody, that after a good rain, there's a lot of standing water out there today, so we're going to try and solve for the standing water. We're going to try and get that to do double duty from a sustainable standpoint and use planting to gather water, filter water, clean water before it gets back into the natural ecosystem.

Commissioner Keon: So, would that mean you wouldn't have curbs, or you would reduce the curb?

Mr. Jackson: We're studying, I think reducing the curb doesn't do much, because once you drop it below that six inches, you start questioning whether it's a step or not a step and it could be a tripping thing. But there are other ways of handling, you know, the limiting of cars getting on the sidewalk through either sculptural pieces of coral stone or other sculptures, art, planting, landscape, other facilities and things that we need.

Commissioner Keon: So you could have a curbless,

Mr. Jackson: We could have a curbless environment, and it sounds like that's being favorably received right now. We went as far as studying what it meant to close the Mile from street front to

street front. We know that you do that for special events today. And one of the things we heard was that, “Hey, wouldn't it great that when you have those special events, it really kind of felt like one place?” So we're trying to design with a range of uses in mind, not just the everyday, and one of the things that would be great is this curbless environment. I think the curbless environment also opens the door on how the landscape in that zone, not just the trees, but if there's any like ground cover or like low planting, how that stuff can act to absorb and store rain water, before it filters off into the Mile. So I think it's a real option. There's a lot of details that need to be worked out. Pavement material. You know what's out there today with the paint concrete. You know the big slabs of concrete and gum spots and the broken terracotta tile. We're looking at a range of options. We're hearing right now that there's not a lot of favor for very small sets and a mosaic, but we're looking at that like, much like the (UNINTELLIGIBLE) stuff at Lincoln Road with the black and white, but we're stretching that up to even like large size, kind of like potentially quarry tile slabs of real materials in terms of what we're starting to study. We've got some good people who are thinking about stone for us. We've heard a somewhat negative opinion of like stained concrete, colored concrete, just that it fades and it starts to look old kind of quickly. So we think that at the core of this material, study is using something authentic, something that is natural and consistent from top to bottom, so that as it wears, it doesn't lose its value and it doesn't lose its quality.

Mayor Cason: Is there any material out there that resists chewing gum? I mean, if you look at the streets, it's so ugly because you got those black spots and they're tough to get off, and it just sort of ruin the looks. Is there a chemical? Is there anything that somebody has invented that will help?

Mr. Jackson: My thought about resolving the chewing gum issue, I mean, there's certainly the BID's ability to create a team that cleans and scrapes and does that kind of thing, and that would be where you get into like product selections, or what helps and what works, but I think that we can actually help it. We can reduce maintenance, and we can help the impression of that by using tile-size materials, that kind of mask it. If you notice, we walked Alhambra just a few minutes ago between our hotel and City Hall; and if you notice on Alhambra, they have a granite that it has aggregate and texture in it, very varied colors, and it's hard to find the gum in that. The tile sizes

are a bit smaller and there's color and texture, so the gum kind of...it's there, but you don't see it as much as you do when you see a big, pink slab of concrete with black spots in it. So there's a strategy from a design standpoint, and there's a strategy from a management standpoint, and we're trying to work with both. And we think that from a design standpoint, if you use a smaller unit, and if you allow that unit to have an authentic figure in it, then you're going to hide a lot of that stuff. It's no different than making a decision between buying a black sink for your bathroom or a white sink. Black sinks show every speck of any kind of dirt or anything. You know the white sink; it's still just as dirty, but you don't see it. So how can we live with a material that actually lives with realities of how the place is going to weather, is one of the things we're thinking about.

Commissioner Lago: Is it also a positive of using units that are smaller, the ability to repair them and do less damage when the repair has to occur also?

Mr. Jackson: Yeah, that's exactly right. You can pull them up, you can pile them on the side.

Commissioner Lago: It's less invasive.

Mr. Jackson: Yeah, yeah. And you can reuse them. You know, one of the things we're talking about is what's the thickness? And an inch and-a-quarter thickness for a 12 by 24 piece of quarry stone is a great dimension. It's easy to use. If a maintenance guy's out there, one guy can take that stuff apart, pile it up, put it back together. It's not like you need a team of four people to lift something heavy and move it and you have a big hole. So those things, they're all spot on in terms of the benefits of using a smaller unit. Pavement material. Again, storm water management. I think we've talked a little bit about this in terms of the reference to the curbsless street and how landscape and planting can help us catch, capture, filter, clean, and move stormwater from the Mile to the places where it needs to, ultimately be before it goes back into the bay. Street lighting. And this is always a good place to just mention that all of the elements we are designing, we are trying to design with an opportunity for art in them. We're trying to be as artful as we can in every element that gets considered in the design for this. Now, some may be things that we pick off the shelf; some may be things that come off the shelf but have modifications; and some may be things that are custom design, and we're going to prioritize those things in terms of their impact and

experience and budget as we move forward with this. For street lighting, you know, street lighting, historically, came on a pole, right, and that pole then became your partner in crime on the street, as you waited for the light to turn green and it was there in the present. There are options where the lighting could be held in a web just above your head and create an environment that's much like stars or fire flies above you at night. So we're looking at all the options and thinking about how to create an environment for Miracle Mile that's clean and refined and graceful without a lot of impediments; and where we do have impediments, they should be, you know, a better version of that on the street, something that's great, tactile, good to engage, and a real player in the experience of the place. Walk lighting and traffic lighting. Right now, one thing you'll notice if you tune your eye to it, there's a real color shift. So if you look at the quality of light at the storefront and where you're walking, and the quality of light just a few feet to your right or left of road side of that environment, the road side lighting is low sodium, kind of like orange light. So we're going to look with our lighting designers and work with your City traffic people to sort of understand color and quality of light, because that's going to be another thing that distinguishes this place as special among others. Street furniture. Again, that range of off the shelf, off the shelf modified and custom we'll be looking at. We think that materiality is a big issue. The ones you have today woodened, they're weathered. You might worry, if you have a great dress on, about sitting on them. Because if it has recently rained, it might be a little damp, and they don't and it looks like something may come off on you, so we're looking for things that you want to engage, things you want to sit on, things you want to touch, and things that last the test of time. Trash bins. We're looking at bike racks. We're looking at, we mentioned, probably more on the north/south streets than on the Mile. Parking meters, way-finding the parking is one thing. Two Twelve is fantastic. You're going to love what these guys are thinking about and what they're doing in terms of creating signage that helps people find parking and helps them navigate their way around the Mile.

Mayor Cason: Do you think that meters are necessarily something that needs to be on the Mile? Or is there other solutions maybe with Sun Pass or sensors on the ground that sort of know when you're coming and charge and when you leave, because those meters are pretty ugly too, when you think about it.

Mr. Jackson: Yeah. I noticed Kevin walking just from the last parking sign was up, so we're working with Kevin and we're also working with Walker Parking, to talk about what the range of options are. The ability to incorporate technology is fantastic. Right now you can phone in your time on the Mile, right, and you give them your meter number and that works pretty well. I think we have the right people thinking progressively about how that moves forward. You still have a population and a population's ability to either access that technology, or feel comfortable with it that you struggle with. So some people might not know how to use a smart phone in a way that tells them exactly where the parking spot is or anything of that. So we're probably going to be dealing with at this point some range, that allows people to park traditionally and people to use technology. Now what that means for physical infrastructure, like meters, I honestly don't know yet, because it's an exploration, and I don't know if many people have really undertaken the way we're thinking of it. So we're counting on the dialogue between our team and the smart local people you have working on it, and our consultants from Chicago and Walker Parking to sort of bring like a more worldly and global view to this issue, and it's going to be to some degree, unsettling, but also cool. It's going to be a surprise, because it's going to be totally new and original when we arrive at a solution for you.

Mayor Cason: Are you going to be looking at manhole covers? I mean, there's a lot you could do with those, instead of this gray slab of metal. I've seen things in Europe, Slovakia, and elsewhere, which are just fabulous, and bronze and I mean, they're whimsical. There's a lot of things that can be done in that.

Mr. Jackson: Manhole covers, utility covers, the street sides, fire hydrants. Fire hydrants, you know, it's a pretty utilitarian thing, but even painting them, so that they can be a little bit more is like an option. So everything we're looking at, the idea is how can it be artful, and then we're going to test the degrees with Cindy, who's been great also, we're going to test the degrees to which we can actually engage that within the time constraints and the budgetary constraints of the project. The manhole covers, I think, is a great suggestion. You know, when the millennium came, New York City incorporated a big like effort to redesign manhole covers. Because if you remember, everybody is welding them down so that you couldn't have a terrorist attack and all those kinds of things, but because there was attention on them, they hired world-class designers to

come up with patterns so not only bronze, but the fact that the pattern or the emblem that sat on them was more than just the iron workers' company branding. It was like new ground. And casting new ones is definitely within the realm of what we can do.

Mayor Cason: In Bratislava and also Budapest there are some wonderful examples.

MULTIPLE SPEAKERS: (UNINTELLIGIBLE)

Mayor Cason: And you can possibly even have them have a historical theme on each one; would be a different figure in the development of Coral Gables. I mean, there's all kinds of possibilities.

Mr. Jackson: Yeah. Where your head is on that is exactly right. How to layer history, how to layer information; more importantly, how to layer experience into all these things, not only from a tactile, but also from an intellectual standpoint is a great place to have our minds in this thing, and we're all thinking the same way or, actually, coming at it with different senses of priorities about what those things can be. Street aids and billboards. There are your tree grapes that help surfaces become more walkable. Again, this has a message in it also, so you might find Merrick's poetry somewhere in the landscape when this comes online; having somebody engrave something, or having a piece custom set should be a part of how people discover a little oddities in a streetscape, make them want to come back, make them tell their friends, "Hey, I just noticed the other day, after sitting there for 10 years, that there's this little piece;" gives people a reason to go back and it gives people a reason to share their experience with the place, and so I think that that's great. Planters, raise, or anything on the ground, utility boxes; there's all our friendly gray partners. Utility covers, right. So there is drainage, there is manhole. There's electrical boxes. There's a lot of things out there that can benefit from this more artful approach to what those plates can be. Newspaper stands and boxes. We keep saying that we're not going to be able to probably change the blue US Federal Post Office box, but the other ones can certainly be attended to sort of like muted, beige newspaper stands. We should think about who the partners are in that, and how they contribute and what kind of identity we want to give them, among other things. And wherever we can do double duty, like if we're building a structure for valet, could one corner of the valet have a place to pull out a paper so that's not a new free-standing box, but then you have

to worry about clutter and all kinds of other things.

Mayor Cason: I think some cities also have solar powered garbage cans that compress them and don't have to be emptied as much and the possibility's there.

Mr. Jackson: Yeah. And I think one of the things that we neglected to say, there's an image of the solar panel on our lighting slide. The fact that you have generally one-story buildings that line the mall, with a few exceptions, and that those buildings are open to the sun. Those rooftops are all prime candidates for some solar panels that could help power the streetlights and could help power things like that. So the more we can be sustainable and thoughtful from that.

Mayor Cason: And we started off with commercial and then went residential, something called the PACE Program, where buildings can put up solar power and get credits and so on. I don't think it's been used that much, but that might be a natural.

Mr. Jackson: Sure.

Commissioner Lago: I mean, just so you know, I was going to give you an update at the next Commission meeting. But I attended our, it's usually quarterly. It's been quarterly. We haven't met for about six months, but we just had our quarterly meeting, and Coral Gables, I think, is second or third among all the municipalities that are involved with PACE, in reference to the residents or commercial users that are buying into PACE. So you're seeing a lot more movement in regards to the program. And in regards to solar, I think you were talking about solar right now. There's a program, a symposium that's forthcoming in the month of March, which I brought the information to the City Manager, and I know that she has Mr. Kephart and some of the other individuals from staff attending, which is going to discuss solar panel implementation; it's going to discuss how to permit solar panels, and a multitude of other issues that are in relation to just getting more solar panel uses as mainstream options.

Mr. Jackson: Yeah. I mean, we haven't gotten to it, but the BID has been such a great partner in the project to date. If the people on the Mile are part of that BID, you know, I can't see it hurting

them, or the City to use unused space on the rooftop for something like this. It just needs to be discussed and negotiated.

Commissioner Keon: Excuse me, when you look at the valet issue, would you look at the feasibility of actually having valet from the garage? So many people complain about not wanting to drive into a garage and whatever. I always wondered if that's feasible to valet at a garage.

Mr. Jackson: I mean, New York City, that's all you have, right. You pull up and you drop your car at the booth and they take your car to the garage, so you don't have to do that looping through. And the fact is in New York, the constraints are so tight, they don't want anybody doing it.

Commissioner Keon: Right. But I think people would be more willing to use a garages, if you could maybe just have a commentary on that issue, if you integrate the garages into the whole streetscape program.

Mayor Cason: And picking up on valet, are you going to have some recommendations about pricing for valet? Because it seems to me that the lower you go with valet, and the more you centralize it for the whole downtown, you have fewer people driving around looking for a parking spot, maybe drop it off; maybe gain a lot more space, pick up whatever you lose in the way of parallel and diagonal, but that should be a key element in the parking problem.

Mr. Jackson: Yeah. The pricing, it should have been something we discussed. We sat with Kevin and the team two weeks ago for a couple hours in his office and talked about what annual revenues were and how many people are using parking. I think it's a great suggestion to add that just drop off at the front of the garage kind of option, because one, it creates job for a guy who's going to drive the car up into the deck, and it makes it easier for people to stay on the street, where they want to be, so I think all those things are...

Commissioner Keon: But the garage would have to be...because we're redoing the garages and there's RFPs out for them, if there's a particular design element that needs to be incorporated into that garage to allow for that, we should talk about that; you know, now is the time to begin that

before we start getting proposals on the garages.

Mr. Jackson: It's the right thing to say, and I think our signage team would be the first guys to tackle it, because making a distinction between what valet parking is on the Mile and valet parking is on the garage, they want to make that stuff feel cohesive, but they want to allow you to understand the difference. So there's parking on the Mile. There's valet parking on the Mile.

Commissioner Keon: Right.

Mr. Jackson: There's parking in the garage. There's potentially valet parking for the garage.

Commissioner Keon: Right.

Mr. Jackson: I understand that there's already benefit for businesses who validate for certain number of spaces in the garage. I think taking another certain block like for instance, if you had a valet operator, you might take the first hundred spaces of the lowest level and give them to the valet guy, so he doesn't have to run all the way up to 6th and back every time he drops a car off and just set him off.

Commissioner Keon: They drive me nuts that when the valet takes the best parking.

Mr. Jackson: Yeah. Yeah, yeah.

MULTIPLE SPEAKERS: (UNINTELLIGIBLE)

Mr. Jackson: Well, the logistics could be worked out.

Commissioner Keon: But the Manager and Mr. Kinney and you can talk about that if you think that is something you may want to look at for that RFP for the garages.

Ms. Swanson-Rivenbark: And we'll absolutely look at that flexibility as a part of that. Several

garages have valet sections.

Commissioner Keon: Right.

Ms. Swanson-Rivenbark: And also self-park and how you avoid the conflict.

Commissioner Keon: Yeah. I mean, you could do either, but for all the people that complain about not wanting to go in and particularly, women don't like parking in garages and whatever else.

Vice Mayor Kerdyk: Speaking of parking garages, is your scope looking at the alleyways that are between the parking garages and the pass-throughs, which is another one of my questions. Are you looking at the pass-throughs and how to make them more inviting? Is that part of your scope?

Mr. Jackson: It's not necessarily part of our scope, or scope of what the project is going to address from a construction standpoint. There's certainly no way to do the project without talking about it. We're working with Ramon and his team on overlay district, with Chuck Bohl and those guys to try and get these things to work together. I think we had a very productive conversation two weeks ago when we were here with them. That just says, you know, alleys are actually kind of cool. There could be the more exclusive restaurant, that has a door with no name on it, that you have to know about, and you kind of build this culture of like have to find it on the Mile, for like a culture where you have pass-throughs and things like that, so we started that discussion. That experience, if the experience of arriving at the Mile is one that's meant to be of grace and of dignity, getting from the garage to the Mile is a critical piece of it. It's not necessarily in our scope right now, but we're talking to the guys who are working on it and we're trying to get those things along.

Vice Mayor Kerdyk: You know, we do have a couple of retailers. I'm thinking of one for sure in South 300 block, that has a display that fronts the alleyway there, and you know, it's pretty cool. If you could fix that alleyway up and maybe bury those power lines, which is a problem, it would add a lot to it, I think. And then of course the pass-throughs is a big issue. You know, how those pass-throughs look. And as you very well know, we talked about that. Some of those are private

pass-throughs, and you got to somehow integrate those into this whole issue.

Mr. Jackson: If you thought about the Mile as having to scale, like London for instance, right, London just, I'm going to say and my direction might be off just east of High Park between the museums and High Park. They have a few streets where you just literally is pedestrian only. It's a pass-through from street to street. It goes up a hill --

Commissioner Keon: Very archaic.

Mr. Jackson: Yeah.

Mr. Jackson: Totally covered, and there are probably no more than 12 feet wide in some cases and they're great. And people have little shops. They sell custom-made chess sets and just kind of like cool little things, that get people into the game and add texture.

Vice Mayor Kerdyk: Also, it gives value to that property that probably precludes the owner expanding out onto that thing, so if are making additional revenues from those like little boutique shops in their alleyway, then you have more of an opportunity of them not closing in at some point which can happen.

Mr. Jackson: It has a cool factor. You have a situation today that has a cool factor and it can be developed to be cooler.

Vice Mayor Kerdyk: Right.

Mr. Jackson: It's something to be mindful of as you move forward. Because as I understand it right now, most of them are still private property, so you have to...

Vice Mayor Kerdyk: So what you're saying is, basically, allow stuff to be sold out in the public setting, which is what you talked about earlier.

Mr. Jackson: I think so, yeah.

Vice Mayor Kerdyk: The dresses and...we've never done that before in Coral Gables, but that's not a bad idea.

Mayor Cason: Yeah. I was recently in Aix-en-Provence in France. I mean, you just look at the streets there and the alleys and the really great cool factor there. We got to be cooler if we're going to keep our 30 and 40 year olds here away from Lincoln Road to spend all their hundreds of millions of dollars of disposal income in the Gables. I mean, right now I mean, you come to the Gables principally to eat and get married. But I mean, if you can make it cool and have those people stay after they eat at all of those restaurants, that's going to be tremendous.

Mr. Jackson: Yeah.

Commissioner Keon: But it's interesting too. It makes you want to wander when you have those kind of surprises around the corner. It really encourages you to keep walking and to keep looking. Great.

Mr. Jackson: You know, the slide that Bill showed that the front end, which was the scope and had the red and yellow arrows that went everywhere, I mean, the way we think of this is, there is never a line that says, "Okay, here's where we stop and here's where something new happens." We kind of bleed into everything, because this is the commercial heart of this community, and there's no way to separate it from any of those other systems. So the conversation constantly crosses boundaries between what our scope is and what our scope isn't. And you know, the next chapter is actually, Chapter 8 is actually all the beginnings of all the issues that are coming up and things we're talking about with others, that we can just highlight for you guys to be aware of. I mean, here's something we noticed. Here's something, who's working on it. And to be honest, you guys are pretty, you're doing a pretty great job, because almost everything we've noticed, whether it be traffic or use of paseos or that experience between the garage and the Mile, every time we bring it up, Glenn is like, "Oh, yeah, there's a team working on that. It's Chuck and this guy and this guy." So it seems like you have a lot going on, and it's just this communication

process of us talking together, so that we're all aware of how the influences are occurring together that I think it has been real positive experience so far.

Commissioner Keon: We are well managed these days.

Vice Mayor Kerdyk: Yeah, yeah.

Mr. Jackson: I mentioned art again. Art is going to spread its way through everything we do to the greatest extent possible; not available on the Mile. There was some question, I think, in some of the conversations with you a few weeks back also about Wi-Fi on the Mile.

Vice Mayor Kerdyk: Yeah.

Mr. Jackson: It was interesting that on Saturday morning after “Giralda Under the Stars,” I went to the “Farmers Market.” And after I left the “Farmers Market,” I just went and just spent as much time on the Mile and in Giralda as I could, and as I was standing there like looking at the difference between the height of tree and the height of the building, I noticed a woman come and sit at one of the pedestrian crossings on one of the wooden benches, and she got on the phone, and then she got on her laptop, and I went over and I sat next to her and I said, “I hate to bother you, but I’m working on this project. Do you have a second?” And she’s like, she was annoyed that I was bothering her. She said, “if it’s just a second, that’ll be fine.” She was out of my league; that’s why I think she was like maybe thinking I was a...But I said, you’re using this exactly the way we would think that people would use it, and that actually got her talking. So she said, “Yeah, I’m here because I’m in a bridal party, and I’m meeting some people to look at dresses before we go to lunch, and I have some time, so I’m working.” And I asked her, I said, “Well, do you come here often?” She said, “Yeah, we come here for lunch a lot.” And she’s like, “I would use this space a lot more if I just had a table.” So the ability to put a laptop on a table and have 15 minutes or 20 minutes, or half an hour of like down time that’s productive, I think is one of the things that we’d like to add to these little pocket parks and little nooks and crannies along the Mile as we go. And I asked, I said, “You know, what about infrastructure? Like, do you need Wi-Fi or anything like that?” And she said, “You know, I have my phone. I don’t necessarily need Wi-Fi.” So one of

the things we should talk about, as we work with your IT (Information Technology) guys is like, to what extent do you need infrastructure to support this kind of cultural place?-because right now a lot of people are using their hand-held device as a mobile hot spot to do that. If you look at a great example of this is Continental Airlines. I say Continental. It's United Airlines. But they've taken all the screens out of their planes, so you can't get on a plane and look at the screen and watch whatever they're showing anymore. They expect everybody has something that they can then click in, pull from their menu they provided, but they don't provide the infrastructure. So I think there's some way of looking at that model in terms of technology and infrastructure as we move forward.

Vice Mayor Kerdyk: When you were at the Farmers Market, and I hope you were looking at Phase Two of this project, which is how you're going to integrate the park and City Hall, is that something that you study after you finish?-or you're looking at how that integrates or how are you doing that?

Mr. Jackson: We're good on time. I'm going to show you a couple more slides, and then this back end where we made some new sketches hits exactly that.

Vice Mayor Kerdyk: OK.

Mr. Jackson: Hits exactly that issue. Okay, so existing activity, we're spending as much time as we can in trying to see how diverse the people are and how diverse the uses are in all areas of the project. Material pallet for shop fronts complement the material pallet for the street. The role in the context of the City, is the place where we're identifying traffic issues, the connections between the garages and the Mile. Section 9 is kind of like the fun...this is the fun part where we're starting to think about what kind of concepts might drive the design and aesthetic character for the project, and right now we have four avenues that we're beginning to go down. The first avenue comes from the land and our understanding of how Merrick and his family cultivated the land, and we're thinking that there's probably a pallet of materials that honor and reflect the kinds of colors and things that you saw in the traditional plantation area before there was development, earth tones, nude colors, like that rich kind of like the places of the earth pallet. And then finding ways,

like the pulp of a grapefruit, which is a brilliant sort of essential beautiful color, to introduce some color into that as a way of creating some excitement and some moments of punctuation, I would say probably. The second looks at how Denman Fink had his influence through its paintings on the project. We're starting to make sketches that are more three dimensional, like you saw a lot of planning things; how did we layer the street?-what are the dimensions? All that stuff is critical to get right. But at the end of the day, we actually design the same way where we create hand sketches, perspectives of how it should feel, and then we work back and forth between infrastructural constraints, dimensional constraints, and how they should feel to get the project right, so not only in the process, but maybe in the way that the place shows up. There could be images of the original Denman Fink paintings as mosaics, or as part of the streetscape as we move forward; complementing the paintings or the poetry, so making this place a place of a certain degree of literary quality, like you go there to read poetry, to find poetry. Books and Books is a "stone's throw" from the mile, right? It's basically on the Mile. This idea of spending time reading in a place means that you're committed to being there for more than a pass-through, and you have more chance to run into your neighbors, or have them run into you. You have more staying power on the Mile if you create an event, something to do there. So the seating that offers that kind of like environment, is going to be one of the things we think about. In addition, to the things that come with the food and beverage operator is you're going to have public seating that can encourage or discourage that kind of use. So we're looking for a way to fold that in and maybe use like a hyper graphic, like you can think of using text for elements and things like that. And then the last one, which is the one that I think has the most...coupled with the land, has the most sort of romantic character, is the fact that the South Florida skies are gorgeous, right; deep blues, punctuated by full, amazing white clouds. That blue sky, if there's a way to capture blue sky and quality of the street and to hold it there as the sky changes in the afternoon when you get a storm, like we had this morning, and all the skies go gray, is there not some presence of like that deep beautiful blue sky that maintains itself. As the day moves on and you get the brilliant colors that are captured by the clouds at sunset, you know, having some reference to that blue sky and on into the evening, when it goes black and you're under the stars, this idea of a brilliant blue aspect that honors what I think is the most romantic quality of southern Florida those rich skies, I think, is one of the things we want to try and weave into the design of this. Tennis construction. So, you know, we're fully aware that this is going to be inconvenient for some people when it's being built,

and we'd like to foot that. As a kid, you loved playing in the dirt, building things, stacking things; you loved going to see. I have three-year-old twins. They love seeing excavators parked on the side of the street or bull dozer. You know, there's some part of us as human beings that love this construction process, so we want to celebrate it. We want to make it an event. We want to set it up so that people want to come and see the place change, see how it's being put together. And that's going to weigh in in a way we get people to cross work areas to storefronts. We don't want to close any storefronts. So we're trying to think about how this occurs as an event, as a draw. It'd be great if the population on the Mile was increased during construction instead of decreased like people expect it to be because of the inconveniences. And we looked to places like Venice, you know. There's a whole culture about the flood. I went three or four times and missed the flood every time I went, and it got to the point where I was like, I don't want to go back to Venice again unless it floods. That's what I want to see next in Venice. I've seen everything else at least once. And when I finally got there to see the flood, I was amazed, you know. I went to bed at night. I woke up in the morning. The planks were out. People were using it. There was no hesitation. It's just a part of the place. So we want to sort of develop an attitude toward construction that has that quality.

Mayor Cason: And you said they have a lot of places in Europe where they're doing excavation, Roman ruins, and you have the walkway over and then you can look down and see all the work that's being done, so the same concept.

Mr. Jackson: Yeah. And to be honest, we're in the process, I think...Glenn is in the process of finding a great contractor and getting them on board, like the people who built the Mile, they're going to own it in a way that brings them back. They're going to bring their kids. They're going to bring their grand kids. Their grand kids are going to bring their kids and say, "Your grandfather built this." You know, this is the kind of thing that you want to engage fully and that you want to sort of like get people who are working on the Mile to sort of like buy into the significance of this project, because it has a lasting quality beyond the material sense, beyond the commercial sense; it has a lasting quality to the community and the people who put their "blood, sweat and tears" into building it, and it should be celebrated, I think. Okay, so here's the messy stuff that we're working on for next week's meeting with the stakeholders. Nobody's seen this yet

and, basically, what it is a strategy for like getting into the design details of the project. We did a study that looked at the mix between retailers and food and beverage. We're finding on the Mile, there's probably 50 percent retail, about 30, plus or minus percent, in F&B (Food & Beverage), and then there's another balance at almost 20 percent in services, like your travel agent and the pharmacy. Well, I guess the pharmacy is retail, other things that are more service driven. We're looking at that space where people set back from the right-of-way, so it's easy to pick a right-of-way out when you're on the Mile, because there's a line in the concrete and then the shift for the apron, and we're starting to think about what it means to have that space potentially outside of our control because it's on private property between the storefront and where we're investing, and we're going to come up with a framework for engaging property owners, so that they have some control or some ability to participate in the continuation of the paving, whether it's the same size, smaller size, but some coordination efforts so that you really do get more of a seamless connection despite laws of ownership or issues of ownership and property lines.

Commissioner Keon: We've asked the City to look at what we can do during this period of time during construction of the Mile to work with property owners; that if they want to update their storefronts, that we can somehow incentivize their ability to do that, whether it's to waive permitting fees or to, you know, move their permitting through a fast tract or whatever, so that it can all be done at the same time. Have you all talked about that?

Ms. Swanson-Rivenbark: And we've also talked about design help and different ways to facilitate the conversation with the property owners.

Commissioner Keon: Oh, good. Yeah, so we can encourage them to...if they're going to do the storefronts and tear up that area or to serve that area, that they can do it while we're doing the Mile itself, so they don't come back and then replace things. So if we can, you know, during that period. And, you know, maybe by waiving fees and maybe by expediting permits or things like that you can encourage them. And if you offer them some design help, we can maybe get a lot of that done at the same time.

Mr. Jackson: Sure. It's the right time to do it. And it's basically if you think about design as an

envelope, it's just a vertical part of the envelope.

Commissioner Keon: Yeah. Would you also come back in the summer to look at how this area lives in the 90 degree heat and humid and swampy and whatever else and get some materials that you might use and it may affect what you use when you realize how hot it is here in the summer and how...

Mr. Jackson: We're scheduled to be back, the bare bones of our time here is every three weeks.

Commissioner Keon: Okay.

Mr. Jackson: We've been every two. We were here this week. We're beginning to be here next week. Aside from the schedule of the project, I mean, I think you've got you and your public have our design team hooked. You have a community that's proud of its history; that cares about its place. I mean, we're "hook, line and sinker" sold on the quality of the people and place in Coral Gables, so despite the project, we're probably coming back anyway, and we're happy to talk with you about how you see...

Commissioner Keon: We just hope that you design like seating that can be sat on in 90 degree weather.

Mr. Jackson: Sure, yeah. Sure. We made a little diagram that was about activity. There's a sense, and this is not scientific in any way. But there's a sense that the activity is heightened at the intersection of Ponce. Maybe because the restaurants there all rock; and, you know, Starbucks and Einstein Bagel is there with a little outdoor place to sit that's under cover, but there's almost like a funny bell curve that sort of drops off at Douglas and LeJeune a bit. So we're thinking that the interesting thing about that curve is that where it drops off, you actually also have the biggest spaces and the most opportunity to actually create like events for public space. So we're thinking that those spots are really important to think about and consider; and the degree to the Phase II things that come on for the park in Biltmore Way and LeJeune Plaza, they all need to be incorporated and picked up, so that you can sort of take that belt curving and flatten it out and raise

it all up to be as active as the...

Vice Mayor Kerdyk: Is the curb from which you site, which is Starbucks and Einstein's being there. I know that's what he said, because let me just tell you, Starbucks is not going to be there in a year or two years from now. They may have already found other space on the Mile. And Einstein's, I don't see them being there either. So that whole dynamic or that intersection is going to change, other than the traffic flow, of course.

Mr. Jackson: I mean, it could be, like I said, we don't have scientific numbers on why that is. It's a sense that when you're on the Mile, you know, that's where the activity...I think it's a combination maybe of those tenants; also the fact that Ponce is the most significant north, south avenues through the Mile. It's also the center point.

Vice Mayor Kerdyk: It's what I call in real estate the "50-yard line."

Mr. Jackson: Yeah, exactly.

Vice Mayor Kerdyk: Basically, it's the 50-yard line and then you work out off that.

Mr. Jackson: Exactly.

Vice Mayor Kerdyk: Yeah.

Mr. Jackson: Actually, it's a great analogy, the 50-yard line, because if you take the football analogy and you want to be on the 50-yard line as a spectator, you want to be in the end zone as a team, right.

Vice Mayor Kerdyk: Right.

Mr. Jackson: And if you marry that with the retail model, which is usually about strong anchors and that supporting the end line, then you sort of create this dynamic discussion about where we

should invest and how.

Vice Mayor Kerdyk: Right.

Mr. Jackson: And that's what we're starting to open up as a point of discussion.

Mayor Cason: Are you're looking at European style bollards that pneumatic underground and then they come up?

Vice Mayor Kerdyk: For Biltmore Way.

Mr. Jackson: Yeah, yeah.

Mayor Cason: For whatever.

Mr. Jackson: They have those out in front of my old office. Like on Wall Street, they redid that street three times in the time I worked there and had different versions of it, so I got pretty good sense of what those things are and can show you some case studies. We also did some work for the Port Authority for retractable bollards, which can help us help inform that process. There are retractable bollards for the eventful days, and then there's also this bit that I mentioned a little earlier with the curbless street. There could be also some permanent pieces that help with the curbless environment create those distinctions in definitions in the space. But retractable bollards are definitely in the mix, moreso, I think, for Giralda. I'm not sure if you guys are ready for retractable bollards on the Mile, given the way that that traffic corridor is being used, but it's definitely worth looking at. And we'll put numbers to it, and you can ask yourself is the one event every three months or every six months worth the investment in doing that. Also, the question on the Mile might be is not just the ends but also all those north/south streets, so we might pick a spot, and I think all those things are totally within the realm of consideration.

Vice Mayor Kerdyk: I think the retractable bollards would go on Biltmore Way, where you would. I mean, my vision, not that it is the right vision, but the fact is that you would want to

close that street every Friday afternoon at whatever, 12 o'clock, and reopen it Sundays at whatever time so that people knew that was a place to come to and do whatever on a continuous basis, you know, and not just Farmer's Market, put a fountain or something that galvanizes that space as a local space.

Mr. Jackson: It makes a lot of sense. And when you look at the way that that whole intersection has been cut up with the three right-hand turns into Coral Way from the north there's also a weird one coming westbound that cuts into...

Vice Mayor Kerdyk: I don't think I've ever seen anybody use that street going west of the...or I guess it would be south of the park there.

Commissioner Keon: Right

Mr. Jackson: Yeah. I have the slightest...

Vice Mayor Kerdyk: OK, I'm sorry. I'm sorry.

Mr. Jackson: I'm trying to be mindful of time, because I want to give us enough time to talk at the end of this. So we're about 25, 35 minutes left. I think I can quickly move through. This is a framework sketch. What this framework sketch calls that is three things.

Commissioner Keon: Did it switch or is this still the one that you want?

Mr. Jackson: This is the one that I want. So the framework sketch is plazas, LeJeune and Douglas Parks, Merrick, and Lot 22 and Pitman Park, we are seeing as an opportunity, and then typical conditions, and the typical conditions are mid-block, vehicular intersections, and pedestrian on the intersections on the Mile and then the same for Giralda Avenue. And that's how we're organizing things. So, for the LeJeune Plaza, we're starting to make some sketches and we're starting to look at where there's opportunity for design, and it's all starting with this idea that Merrick had a vision for what the plaza was supposed to be. I think they designed nine of them.

They started building seven of them. They finished five of them. And if you drive a little further west on Coral Way, you see the ones that have been finished. The idea was always about shadow and light, so you move through a tree-covered space that was shady and cool and you hit this moment of sunlight and openness. So one of the things that LeJeune Plaza would be how can we find in all that mess that's there now a way to define that as a space? The park plays a role; City Hall plays a role. What happens on the east side of LeJeune with the two fountains and the areas around the fountains play a role, but we want to make that feel like a moment. Instead it being dominated by the traffic that move north and south on LeJeune, it should be a moment of intersection where there's a real opportunity for change, where you can make pedestrian life better, and we have whole bunch of principals. I edited out the slides that we don't have an image for yet, because we are still kind of working through this. But number two is design a place that is increasingly people-friendly, and there's a great image the day of the Farmer's Market, people waiting to cross the street and, you know, cars are flying by and it's not right, in terms of scale, for people just yet, and I think there's a lot we can do there to make that better. Give the fountains new life. Right now, if you notice, the backside of the fountain has been neglected. There's a little opportunity, and there used to be infrastructure for a fountain on the back side, let's say. The back side should actually be the front side, because that's where people engage in the storefront and where there's a real opportunity to make a place. What's known as the front side is the side that real services the car. You drive by, you see the fountain, and there's a recognition. But something that people engage would use the back side as well. So we're looking at...

Vice Mayor Kerdyk: Yeah, traditionally, those properties have lease it. I mean, they're the lowest on the Mile right there. There's no interaction with the public.

Mr. Jackson: If you're able to turn that around, just that thing around where there that's the best property at either end of the Mile, then you strengthen your retail diagram.

Vice Mayor Kerdyk: Exactly what I am talking about.

Mr. Jackson: The rest of the Mile comes.

Vice Mayor Kerdyk: Yeah, I agree with that.

Commissioner Keon: That's pretty unattractive, isn't it, with all those poles there?

Mr. Jackson: Well, it's the poles and it's also the traffic islands that are cut up.

Commissioner Keon: Right.

Mr. Jackson: And it's not easy to recognize where you should or shouldn't cross. Sometimes there are points and sometimes there are not.

Commissioner Keon: Yeah.

Mr. Jackson: And then, I think, what also hurts is the fact...I mean, it's nice to have the lawn, but nobody uses the lawn, because the lawn is separated by a row of hedges from the storefront. If that were a real kind of plaza and the shape were more to define the plaza as something that was held secure from traffic instead of exposed to it, then I think you'd see the life of the place change a little bit, and it would be a great billboard for the vibrancy of the Mile. As you drove by and you always saw something happening on those corners.

Commissioner Keon: Right.

Mr. Jackson: Douglas Plaza is even more challenging, right. On the northeast corner, you've got that ocean of surface parking; you've got Merrick Way coming in, which actually, Merrick Way, on that axis, is kind of cool. If we look at Lot 22 and Pitman Park at the north end of Merrick Way, and what's Chase right now at the south end, now you're talking your European street kind of like diagonal opportunity, where you can have an anchor at both ends, and it's not in our scope, but this is one of those things we're finding, and the corner of Merrick Way could be amazing with these two end points. So you start to set up like Giralda as a little anchor and strip; Miracle Mile sort of anchor and strip; and then Merrick Way also as a park and special feature anchor and strip. It's a real opportunity there, as you move forward. So shaping that again, the same thing: How

can we define the shape of that space? Denny's is a cool little building, right. It's got like tables right on, the garden space right on the Mile, but it's like totally buried behind all that heavy stuff, so we look for a way to re-engage Denny's with the Mile and also with that plaza and you'll be in great shape. You probably won't stay a Denny's, if that happens some higher-end shop would come. Again, there's a shot of what it is today. East of us, they're doing a great job. Those banyans are so big and lush that you're getting that Merrick vision of coming from the dark into the light. What we're missing is the shape. The Garden Club has done a great job with the fountains. We want to work with them in terms of what they've invested on the Mile side of Douglas, but the things that support it need to come up a little bit more. Merrick Park itself, so there's a lot of cool things you can do, like the back of this building, do you call the parking lots side the back of this building?

Commissioner Keon: Yeah. That's the back.

Mr. Jackson: You have this little breezeway where people sit during the Farmer's Market in the shade up a few steps and it leads through to a courtyard. I mean, if you were to look at this just as a project in and of itself, tying the courtyard through a breezeway across a great Biltmore Way that was for people into the park is an amazing diagram for creating a real public place that's focused on the most public building in your community. So I think there's a lot of opportunity there, and we can build on the things that exist to make it fabulous. There's the Farmer's Market right now it's a little odd that the Farmer's Market is held away well, it doesn't even leave an opening to get into the park.

Commissioner Quesada: Because what happens is that park becomes our holiday park during November and December, and what happens is so many people come through there that all the grass gets destroyed. So at the beginning of January, they re-sod, so it hasn't been set yet. That's why.

MULTIPLE SPEAKERS: (UNINTELLIGIBLE).

Mayor Cason: It's covered with sand to make it look like it's snow, so they bulldoze all out and

plant the sod and takes about a month I guess to catch.

Cathy Swanson-Rivenbark: Well, it's been set at this point. It was always two weeks, but nobody could walk on it after Santa left, so we'll look into removing that.

Commissioner Keon: Removing those.

Mr. Jackson: Well, the point is actually and it's actually really a question at this stage, to what degree...having the lawn is great because you have an eventful lawn, but on this axis maybe where you tie the courtyard through the pergola across Biltmore Way, maybe there could be some hard scape in the Merrick Park area that even when the sod's being replaced can always be built and then used for the market and for the other things that you do there.

Commissioner Quesada: Back in, I want to say it was February or March of January of 2011, we had hired our company streetscapes to give us a conceptual idea, and they had given us a conceptual a permanent farmer's market gazebo-type of structure there, so that's something that has been floated to this Commission, again, few years back.

Mr. Jackson: Sure. Tying a little platform and some shade or a little (UNINTELLIGIBLE) shell so that while the market's going, there's like some entertainment, like all these things would be great.

Commissioner Quesada: That was what was pitched to us back then.

Commissioner Keon: Those barricades are not supposed to still be up. I just want you to know.

Mr. Jackson: Hope I didn't get anybody in trouble.

Mayor Cason: The grass is greener on the other side. That's why.

Mr. Jackson: Yeah. It actually, it looks beautiful. So if it's new sod, then that's probably why it

looks amazing. I think that Lot 22 and Pitman Park are a real good great opportunity. The southeast side of the Charles Schwab building.

Commissioner Keon: Yeah.

Mr. Jackson: It's a dead façade. I think you need to do something with that edge, so that there's some program there that can get Giralda started, right. You need something to arrive at. So if it's a park and it's a dead wall, it's going to be a little rough. If you gave yourself 30 feet of some one-story or two-story program that had some activity you could breathe into the space, that would help the success of the park. So we've got a little spot set up there. Tying it into Pitman Park is the key. The question of closing that little part of Merrick Way was something that somebody had mentioned, so we looked at it. There's currently some access to parking and services and things that we'd have to keep, but it's probably doable. You could also do it the way we're thinking of Giralda, where that part of Merrick Way is actually a bump-up and drive over, so it's a real speed bump and mostly pedestrian connection, but slow things down and make it feel more like a people place. There's the sort of dead façade. That, I think, if you could make that an active front and then create a parker plaza in front of it, you'd have the first two ingredients for success in place.

Commissioner Quesada: Back to that conceptual, though. If you can go back a slide. Going back to that conceptual from 2011, our consultant at that time told us, if we can activate that area similar to what you're suggesting now, they even said a small amphitheater or something of that stage to really activate what happens on Giralda, with "Giralda Under the Stars" or really activate if there were Farmer's Markets there in the future.

Mr. Jackson: Yeah.

Commissioner Quesada: That was something that was an idea that was floated to us, again, a few years back.

Mr. Jackson: It's a revenue-generating opportunity, so I think a bench or some platform for activity that happens on occasion is good, but I think also you have an opportunity on that piece of

real estate that's of serious value. So there's probably some marriage between like a revenue-generating investment and a public investment that would make the thing more financially feasible and actually more successful as a place.

Commissioner Quesada: Did you receive...? I know we discussed it on our one-on-one meeting. Did you ever receive that report that was done for us back in 2011?

Mr. Jackson: The ones that you sent on the link we have all of them.

Commissioner Quesada: About 150 pages...

Mr. Jackson: Yes.

Commissioner Quesada:...of conceptual all the way through that. I think maybe if Walter, maybe you can get it for them. Maybe a DVD (Digital Versatile Disc) of that meeting, because it was a presentation. It was probably about a two-hour meeting and the consultant walked us through it. So I think it's also important for you and maybe the rest of the Steering Committee to watch that.

Mr. Jackson: Sure.

Commissioner Quesada: I don't know when is the next Steering Committee meeting?

Mr. Jackson: Next week, 25th?

Commissioner Quesada: If it's possible for them to watch it before that Steering Committee meeting; again, because there was a lot of input from the Commission then and, again, we had another consultant. That was Richard Heaps from Street-Works up in...I think he's also based out of New York. But I know everyone was very happy with that conceptual presentation. And hearing him walk through it will be a little bit more informative as well.

Mr. Jackson: Sure.

Commissioner Quesada: Because a lot of the ideas that you guys have are very similar to what he said.

Mr. Jackson: Yeah.

Commissioner Quesada: So just to make sure that everyone's on the same page.

Mr. Jackson: And we want to use past work as a starting point.

Commissioner Quesada: Yeah, of course.

Mr. Jackson: Typical conditions. This has to do with how to layer the street, where to place planting; getting trees maybe out of alignment might not be a bad thing to create a little bit more of an organic feel to give us opportunities for these little pockets and adding some things. The issue of trees right now, you know, they're all growing away from buildings because they're so close to the buildings. They're growing up to find sunlight, which is good, because now you've created an under canopy, or understory, which allows people to see signage, which is really important. But we think that if street gets wider and you move them out six feet, which our landscape architects are telling us is not a problem, we can actually reset them, so we can get good urban street grates around them so you can kind of walk over them and use more of that space, but also the trees are likely to become healthier because they'll have the ability to grow a little bit more than they are right now, in their constrained spatial condition up against the front of that building. Corners are an issue. When we talk about paving size in orientation. You know, if it's a 12 by 24 tile and you lay it out, it's different one way than another. So what happens when you hit a corner? And how do you turn the corner? And when you turn the corner, how do you stop or continue the project? Those are things that are starting to come up as issues, as we start to draw through the project. In this slide we actually show a little bit of landscape as being the front end stop for a car. So you could have something firm inside something green so that place doesn't feel too hard and create an environment that, you know, is nice for these little pocket parks. And it doubles as a pocket park, landscape called triple...pocket park landscape, and then vehicular stop. Pedestrian crossings.

We're starting to run numbers on what the area of paving mean, so that we can be in the ballpark with the kinds of materials we're selecting and how much of them we need to specify. There's also when you use a natural material like quarry stone, there's a lead time in actually getting it out of the mountain, getting the number of blocks you need, getting it cut on the gang saw and all those things, so we're working with guys to help understand what those times are and when we need to make our decisions for the materials that we use. There's one of the pocket parks. This is the next one east from the one that I mentioned earlier, where I spoke to the woman who was working, waiting for her friends. But you can see it's a real nice little eddy. One of the things that's going to change when we go to parallel parking, it's not going to feel as deep because the sidewalk's going to be a little bit wider. The end of that piece really won't change that much. The sidewalk will get wider. So we're going to have to look at how planting and landscape and furniture and other things continue to shape that space as a real moment of pause, and I think it's a great opportunity for design. Giralda is kind of really cool condition because you have "Under the Stars" right now, and there's something great about being under the sky when you're there. There's a discussion that needs to be had about how much of that do you want to lose. You might nature sure all the really thick and mush where the canopy at either end, so that you further create a more intimate environment between and at the center of Giralda, similar shade at the ends. We're looking at two options right now, that look at trees on either side of Giralda with the middle lane for driving; potentially trees in the middle. It's only a 60-foot wide right-of-way. If you did trees right down the middle, you could park in between trees and then keep the whole thing feeling much more pedestrian as the sidewalk moves from the storefront, actually, to where the trees and parking are.

Commissioner Quesada: So you are proposing no parking. I mean, currently, you have the sidewalk and you have the parking. You're saying get rid of that parking there and put it...vehicles park in the middle of the street, sort of --

Mr. Jackson: Well, if you look at this drawing, there's like a break line right through it, right, and there's a top half and a bottom half.

Commissioner Quesada: So you're suggesting the top half?

Mr. Jackson: Well, at this point, I can't give you a firm recommendation at this point.

Commissioner Quesada: It's an idea that you have right now.

Mr. Jackson: But there's two that need to be explored. Trees would get bigger, if you did them in the middle and you would keep that slot of sky at the storefront. If you put them at the ends and the slot of sky, is in the middle and you really only experience that slot of sky when you have the event and you're out in the middle of the street.

Commissioner Quesada: Got it.

Mr. Jackson: So there's some discussion about the spatial condition and your experience of the place based on where we set that tree.

Commissioner Keon: The issue of the garage that's there on that, what do we call that? Is that Merrick Plaza? Where the garage and Graziano's and all that is...

City Manager Swanson-Rivenbark: Garage 6.

Commissioner Keon: Garage 6.

City Manager Swanson-Rivenbark: We have very clever names.

Mayor Cason: Historic names.

Commissioner Keon: It would be nice if...so much of Giralda is taken up with valet stands and valet parking, if we could somehow shift that to that garage for parking and free up that street, it would be nice. I don't know how you'd do that.

Mr. Jackson: And valet could be on the end.

Commissioner Keon: You know, we have a culture where people just want to park in front of wherever they want to go, and they want to valet at that their front door of wherever we want to go and that seems to just be the culture, and it's difficult to change the culture, but I think it would be a good thing to try and do, because it would really real help the street and I think, in turn, you know, would actually benefit, you know, the restaurants and the store owners, so how we do that would be great. But if we could make the valet stand, you know, at that parking garage that would be great.

Mr. Jackson: That's "Giralda Under the Stars." This is the idea of planting at the end. Planting between trees because you don't have a lot of dimension there, so you can put trees at the front and back of parking spaces, it would be a reduction in parking spaces, but it would also give those trees the room they need to grow and to fill that space. So we're looking at some of the details there. And that's where we are today. So all those things are going to be flushed out in the next week, and we're going to bring you back with the stakeholders next week and start the debate and discuss some of those issues.

Commissioner Keon: Could we get a copy of your timeline?

Mr. Jackson: I think you have a copy of this whole.

Commissioner Keon: OK. Just really wanted the timeline. Thank you.

Mayor Cason: Let me say that this is really exciting. I think this is absolutely superb. I mean, all those things that you're looking at, much more than I expected. And I'm not an expert in this field, but you just look at all the perspectives out there for the Gables and how this is really going to improve downtown and the whole quality of life. I think it's just really great. In terms of the negatives from people that you've been talking to, what is it that they don't like about this?

Mr. Jackson: I don't know that there's a "don't like" yet. There's some fear, right. So the fear that we're hearing concern is that losing the diagonal parking is going to be tough. I mean, some

people are nervous about parallel parking. I am a New Yorker, so parallel parking it's what you do, but I understand. It's easy to kind of just nose in and nose out. So there's a concern...

Mayor Cason: It's dangerous to back out, though. You cross yourself every time you do it.

Mr. Jackson: Yeah, it is because you can't see as well as you do when you're looking in your side view mirror and you see those guys coming, so parallel parking would be safer, I think. So we're hearing some concern there. There has been, through the process, question about bikes on the Mile and a dedicated bike lane. And, you know, our position on bikes in the Mile is that it's a commercial environment. You know, we did the numbers on cost per square foot. We didn't do cost, but we did square footage. It's three quarters of an acre, if you add a bike lane each way. So I don't know what's the cost of three quarters of an acre of property on the Mile? And does it want to go bikes going through? Or does it want to go on the side streets to where stations and racks should be. I think it seems fairly obvious that in the commercial environment that's somewhat constrained, that might not be...

Vice Mayor Kerdyk: Let me ask you there's probably about three hundred bucks a square foot so 30,000 square feet, that's \$9 million.

Mr. Jackson: Yeah.

Vice Mayor Kerdyk: Per side.

Public Works Director Kephart: You know, if I could add on the bikes, because we've spent a lot of talking to the community about it, and I know it's an important issue to the Bicycle Advisory Board, and I was out there last Sunday and riding it and trying to figure out what makes sense here, what feels comfortable. And rode my bike on the Mile, and I'm very comfortable riding my bike on the Mile, and I won't be comfortable taking my kids...; there's 35 to 40,000 vehicles a day and that's not going to change. And whether you put a bike lane or not, you're still probably not going to want to take your kids, and so what were some of the options. And I really settled in on what felt right to me and what I know about the traffic and the movement and the way we're using our

downtown. I thought Aragon felt really nice. And there's bike rides there all the time that are starting in front of Books and Books and the museum and people are gathering. And actually, by chance, ran into Debbie Swain and her husband John, who were just finishing up a bike ride of going around the community looking at art, and we talked about it. And they too agreed that Aragon was a good street. I think they would like to see it on the Mile also. But I think what we said, what really makes the right sense for the Mile, in my opinion, is the Aragon with the connections, and you need to do more than just say Aragon. You need to develop Aragon as a bike way, make some physical changes, and look at the places where people need to park their bikes and make sort of a bike station or an event. You got Salzedo, Ponce, Galliano, maybe some other areas, and create the space where you can use Aragon to get to the Mile, move from the Mile, and you have a nice safe place to leave your bike and you got a very short walk to anywhere on the Mile, and I think it works pretty well and I'm very comfortable with that. And we can continue to develop that concept.

Vice Mayor Kerdyk: I think this gets back to what the Commission passed two Commission meetings ago, the transportation Master plan that we want for the downtown area. Yes, that targets cars; yes, that targets pedestrians, but it also targets bicyclists. You need to look at this holistically, not just how it impacts Miracle Mile, but whole integrated concept needs to be done there, and that's exactly what the scope of work for this transportation master plan should include: the bicycles. How do you transport that? And I think that helps solve it. Instead of doing it on a piecemeal basis, just going to do it on a holistic perspective.

Mr. Jackson: And to be clear in short, the project is entirely meant to be inclusive, and the way bikes are included is in the shared lane next to the parking.

Mayor Cason: Do you think we're going to be able to construct this like a block on one side at a time? You said you wanted people to see it. So does that mean that we don't want to do it at night? What are your thoughts on minimizing the problems for the businesses in terms of how we stage it and construct it?

Mr. Jackson: I think it's the first conversation we want to have when the general contractor gets

on board. They're not yet on board with the project. The fact that we're bringing them on early is a good thing, because then they'll be in step with all the decisions that are being made and the desire to do this. Certainly, some aspects of construction will happen at night; during the day if it's not under construction; like if there's not a lot of physical thing happening, there's still going to be the presence of construction. So finding a way to deal with that range of activity and how we engage people, it's not only diurnal in terms of what happens, but it's also as the week goes, so heightened activities probably Monday through Friday when there's not a lot of people shopping and less so on the weekends when more people want to be there and be taking part in the shops.

Mayor Cason: And I assume we'll be getting input from the BID and from the business owners of what we could do to help them in terms of maybe free valet, or something during the period of construction.

Mr. Jackson: Sure.

Mayor Cason: To make it easier for them to get customers.

Mr. Jackson: Yes.

Public Works Director Kephart: Absolutely. That'll be a discussion we're having.

Commissioner Quesada: So I'm going to come back to bikes for a second. So, I guess, preliminarily, obviously, you haven't recommended yet, but what your feeling is, is to do the shared lane is what you're thinking right now.

Mr. Jackson: Right.

Commissioner Quesada: And any access will come through Aragon or another access, so you can get close to it, but not actually be on the Mile.

Mr. Jackson: Right.

Commissioner Quesada: And do you guys typically recommend, you know, in your other projects that you've done throughout the country to have bike lanes on the main thoroughfare or not?

Mr. Jackson: I can't think of an instance where I put bike lanes through the commercial corridor. You know, the commercial corridor has the backing in and out for parking spaces, so it presents big problems for a lane like that. I mean, there's dedicated lane options, which we see in New York, but I can't remember a time when I've put bike lanes in a commercial street.

Commissioner Quesada: In your opinion, is there any situation where bike lanes on the main thoroughfare doesn't make sense?

Mr. Jackson: It could make sense. You know, there's a strategy for this, and a lot of the ways we've been talking about range of getting into the project have addressed how they tie with time and other developments in the City. So if Coral Gables evolves and has trolley in public transportation and the number of personally occupied vehicles that move through the corridor is reduced based on more people living on the Mile, more people walking to the Mile, and all those things, you could see this project evolving and incorporating something in the future, where there's a reduction in traffic, vehicular traffic, and an increase in bikes, and we're aware of the desires for the place to continue to evolve beyond this project, and we're trying to set it up, so that at no point are we doing something that prohibits its evolution beyond what we're doing.

Commissioner Quesada: You know, because I've gone back and forth on whether I think there should be bike lanes on the Mile or not. And most recently I've told that group that I thought there should be bike lanes on the Mile. So, you know, I just want to make sure that we're really looking at it and there are certain circumstances. You know, I'm asking you those questions because maybe it's just, you know, for you guys, the thought is that bicycle lanes never make sense on the central thoroughfare, and I want to see if there's a circumstance where you guys would recommend otherwise.

Mr. Jackson: I don't think it's a never, you know, in options where we look at full street closures, maybe a widened median, there could be a...you know, if you look at a city like New Orleans, right, by Tulane, is it Charles, has a trolley down the middle, and the trolley runs through like a median park. You could incorporate something like that, but now we're getting into much larger city issues that are tied to regional transportation issues, and those things at this moment don't seem like they're the right conversation to be had. There's a way of getting this project started the way it is now and evolving to be that 15 years from now, 25 years from now, 50 years from now as it matures.

Commissioner Quesada: You know, because when I think of having the access through Aragon, you know, when I ride bikes somewhere, whether it's on a weekend with my family or whether if I'm working out, you don't ever want to park your bike in a location where you think it's not going to be safe, or it's tucked away in a corner. I'm not saying that we have bike thefts here. I'm sure like every other municipality, I'm sure we do have some, but as a cyclist who travels a lot, quite a bit, whether it's Miami Beach or whether it's Coral Gables, or other places, you want to be able to store it somewhere, you know, safe and secure, and I know we've discussed it with the RFPs for the garages, that there's got to be space for parking bikes and those kind of things, but that's on, obviously, the other side of the street. So I'm just saying, it's at the forefront of my mind, and I've been told at the Steering Committee meetings, that it's an item that's been discussed, but I want to hear more about it as we move along.

Public Works Director Kephart: No. Let me just clarify. It's been very much discussed. The Steering Committee hasn't recommended it. To answer your previous question, I had an experience in Tempe, Arizona, where Mill Avenue is the main street, and we changed that from two lanes in each direction to add parking on the sides and a bike lane. It works fine in that case. For Miracle Mile, where you have 35 to 40,000 cars a day and that right lane's going to be stopping and doing the parallel parking, the traditional bike lane of four feet historically, now they're recommending five, beside the travel lane, between the cars, I don't think you need it because if the traffic is slow enough on Miracle Mile, that as a bicyclist, I feel very comfortable riding Miracle Mile. And if I'm not the kind of bicyclist that can ride in traffic, then I shouldn't be on Miracle Mile, probably whether there's a designated bike lane or not, because you have the intersections,

you have the conflicts, you have a lot going on. And the other options that was discussed, I think, actually in the master plan, is to create a protected bike plan, and that would actually go on the inside of the parked cars, between the sidewalk and the parked cars. There's several different ways that you can do that. There are some challenges with the pedestrian stepping off the curb in the sidewalk cafés perhaps, but there's also you need at least six feet to do that right, maybe seven feet, because you have to create space for people to open up a car door and get their child out of the child seat; they're standing in the same space that would be used by the bicyclist, so it really becomes a tradeoff. Would that be nice? It could be nice, but the Steering Committee at least and our recommendation is that's a pretty big trade off at six feet of space that cuts into that extra space, that we're adding to the pedestrian environment to create the type of space and environment that are always talking about, so it's hard. And that's sort of what led us to what are the other options and in my mind right now, I think Aragon is one of the good options, and I do agree with you; we need the overall arching master plan, so that's kind of some thoughts on that.

Mayor Cason: So you'll be looking at the opportunity costs. I mean, obviously, you've heard how much real estate. The value of that would be \$18 million for that versus, what else can we do if we do a bike path down there.

Commissioner Keon: Yeah. And it seems that there's really no opportunity along Coral Way where it connects in with the Mile, for the City of Miami to ever do anything with regard to bicycles, so you really don't have a real clear connection. You know, in using Coral Way, you don't have a connection outside of this City. And so the loss of that space to a bicycle lane, you know if it was continuous and you could really say it was a commuter, it was an opportunity for people to commute by bike, I would consider it more than, you know, with it now just being really for some circulation in the downtown when you can actually have that same circulation on another route, you know, and I think especially with the development and the underline and all of that, you are going to route people that way for commuting purposes.

Commissioner Quesada: Yeah, but remember, the investment that we're making in the bike master plan.

Commissioner Keon: Right.

Commissioner Quesada: You know, the fact that we're trying to get additional monies from the County.

Commissioner Keon: Right.

Commissioner Quesada: You know, so ideally, moving forward, obviously with the traffic that we have, with different projects that are coming, we want to do everything we can to relieve that vehicular traffic within the City. So if we're investing in bike lanes, we're investing in that connectivity, if we're investing in really trying to push people to walk and to ride bikes and we're not creating that last final connection, it's somewhat problematic. But at the same time, I agree; I want as wide a sidewalk as possible on Miracle Mile. So that's why it's sort of a caught between a rock and a hard place here.

Commissioner Keon: But you know, we don't have the ability to create inter-city connections. What we have is an ability to create intra-city connections. So, I think that's really what we really need to look at, is the intra-city connections that we can make, and so that's how do we move around the City of Coral Gables on bikes? And then, any inner-city-type connections we're going to make is really to develop the access, you know, whether it's...I don't know if it's on Ponce, but someone can help us with, to the underline, through the City where they can actually then have it as a commuter path.

Mr. Jackson: You were asked a question about the comments we heard, and we started with two of the controversial ones. The other great things we've heard is a lot of support for the project. There's a lot of excitement about cleaning up the Mile. There's a lot of excitement about new and dignified paving. There's a lot of excitement about the opportunities to engage in more kinds of activities on the Mile. So I think the upside is like all of positive reactions we've seen far are outweighing the two things that sort of seem like a lot of concern. We always bring them up because we don't want to ignore them. We want to make sure that we're doing our diligence in combing through them as best we can. But to date, overwhelmingly support of community and

staff and team for the project, and I think that, you know, gives me the most excitement about this.

Mayor Cason: Great. Well, thank you very much. I think we have one more minute. You have any, we leave at 11.

Commissioner Quesada: I want to hear more about the bike lanes moving forward to make sure that cyclists are going to feel safe. The shared lane or sharrow, as they're sometimes called, I don't feel safe in them. So I would like to see you guys, at least, come back with some sort of recommendation, if you're going to recommend no lanes on the Mile, what's the safest and best way to get there. And then there's signage and everything involved if that's where the recommendation is going to be.

Public Works Director Kephart: Could I ask you on that, because we are moving forward on design, and the concept that we have today is basically the 23, give or take a foot or two, that you saw, and that's what we're continuing to develop. That concept does not include a dedicated bike lane on the Mile. Whether we would have a Sharrow or not certainly could be discussed. There's always a possibility. We would weigh the pros and cons and evaluate that issue. And the issue of a more comprehensive analysis of the downtown to determine the proper connections, but if there is...you know, we weren't asking for specific direction here, but it's an important issue for us to understand where you're at, because we're going to be spending a great deal of effort in the next month or so moving forward with that 23 feet, and if we don't have that right, we need to know that.

City Manager Swanson-Rivenbark: And before you comment, can you go back to the Steering Committee, that list of the people that are on the Steering Committee. It's been a really great process because, first of all, you all identified a lot of people to bring at the table to think out the project. You had a Boards and Committees meeting, very well attended, from disability to seniors to Planning to Board of Architects and all. They contributed; maybe 60 people attended. You had a community meeting last night; well attended. At least 40 people speaking on this. And so it's been very much of a grassroots input on this whole process. And so you can go back to

(UNINTELLIGIBLE).

MULTIPLE SPEAKERS: (UNINTELLIGIBLE).

City Manager Swanson-Rivenbark: OK. Because I was so impressed when I looked at who the Steering Committee was, because Business Improvement District's heavily involved because they're heavily invested. They're going to be paying, what, 50 percent of the dollars, so their input. You had Chuck Bohl, who is University Miami, graduate real estate design, urbanism. You know, you had Chamber of Commerce, but also wore a BID hat; obviously, the BID, but the Historic and Environmental Preservation Board, the property owners a restaurant, our resident who is the Facebook Latin America. It was such a great assemblage of talent and discussion, and I know they took that whole bike discussion really seriously. And they helped define how do you get to the Mile even if you don't get through the Mile. How do you make sure that there's adequate bike storage and ways that cyclists like that kind of storage so it won't hurt your bike; it's well protected and all. And also, the whole desire that for this project to be truly successful, it's going to need to evolve over time and that you're not doing anything that precludes future enhancements to it, while you're coming forth with a really grand project. So I'm very excited about where it's going. I think that they have been very true to the public discussions, public input in it, and I'm excited about the next update that they provide. But getting a read from you all and I know Commissioner Lago had to leave for a previous commitment, but we're at a fork right now, and if we're going to move forward with the design of those wider sidewalks, then we need to look at different ways of solving the cycling issue, because unfortunately, there's just so much you can squeeze into Miracle Mile and make it successful. So this direction from the Commission will be really important.

Mayor Cason: From my point of view, I'd like to see you move forward with the 23 feet, the way you're going. I think we can accommodate bikes, and we'll do everything we can for the storage on the other streets, and we're going to continue to build out the bicycle plan, but I'd like to see more on the pedestrian here, and I agree with you also, at least from my point of view. Bill.

Vice Mayor Kerdyk: Yeah.

City Attorney Leen: Mr. Mayor, if I may and I don't mean to interrupt, Mr. Vice Mayor, but you may provide direction as a group as well, because we noticed it, so that legislative action could ensue. It can only be on this topic though.

Mayor Cason: Right.

Vice Mayor Kerdyk: Or we can just give direction.

MULTIPLE SPEAKERS: (UNINTELLIGIBLE).

Vice Mayor Kerdyk: Yes, I'm in the same sentiment.

Mayor Cason: Pat.

Commissioner Keon: I am too.

Mayor Cason: Okay.

Commissioner Keon: I mean, I think we need to address the issue of bicycles.

Vice Mayor Kerdyk: Oh, hundred percent.

Commissioner Keon: And I want to see bicycles in the downtown and whatever, but I think because we're not really creating a commuter pathway, I would direct them to the underline and to the M-path for it, but allow them, you know, access to the Mile through a neighboring streets or whatever. I know how they feel.

Commissioner Quesada: Yeah.

Commissioner Keon: I know, I do.

Commissioner Quesada: OK.

Vice Mayor Kerdyk: He makes a very good point.

Commissioner Keon: But our is everybody's issue.

Commissioner Quesada: No. I understand and I agree, but it's got to be safe. You got to be able to get there. Even if it's just intra-city, as you were discussing, Commissioner, that even means you're having families come to Miracle Mile. If we focus in that perspective and not outside commuters, who are more likely to have children, more likely to be less skilled cyclists, you know, the weekend cyclists, and it should be easy to get there. It should be welcoming for cyclists. It shouldn't be something that you feel like you're going to get run over while you're coming to Miracle Mile, or that a car backing out of a space, out of a parallel parking space is going to hit you while you're on a bike. I mean, it's got to feel safe. It's got to feel safe. It's got to be welcoming. If we are really going to relieve the vehicular traffic burden. I mean, we have a lot of cyclists in the City. I mean, go any morning near Clark Tennis Circle, Cocoplum Circle, and you'll see hundreds of cyclists, and they're residents in our City, so it's very important. In the long-term. I'm sorry?

Commissioner Keon: You know, I live near there, so yeah, I see them on the weekend mornings unloading their bikes there. But they're more they seem to be more there for the experience of riding their bike. It's not that they're using it, you know, to go to a shop, or to go to actually or utilize the facilities along there. I mean, it's more for the enjoyment of riding. And it's because of the path that's available to them on Commodore Trail and those sorts of things, to actually or they use it; they go to Fairchild, they go to Matheson Hammock, but it's sort of an outdoor recreation experience, which is fine, but, you know, with the investment on the Mile and the dollar that it's going to cost us, it's really a commercial.

Mayor Cason: You're going to be coming back to us again. When is the next time that you could give us an update?

Public Works Director Kephart: It would be in March, right? Toward the end of March?

Unidentified Speaker: April.

City Attorney Leen: Mr. Mayor, but they need to put together their plan now, based on basically what you said and what it sounds like the Commissioner agrees with, with Commissioner Quesada's, the caveat that he indicated, but it's just important they have a specific direction, because they'll ask me to interpret what you've said.

Public Works Director Kephart: I think we do. And if I could ask one more quick question, if you have time. I think it's probably quick consensus on it, but the design team right now is going toward maintaining the existing trees to the extent that they're healthy and good, although probably with the intent to relocate them, rather than change out the theme. Is that...?

Mayor Cason: Yes.

Commissioner Keon: Yes.

Mr. Kenworthy: Okay.

Mayor Cason: Yes. Well, thank you very much. It was a very comprehensive.

Commissioner Keon: Do you need a vote?

Commissioner Quesada: Thank you.

City Attorney Leen: No, as long as everyone consents to that it's a unanimous consent.

Commissioner Keon: We don't need a vote.

Commissioner Quesada: I'm not hundred percent there.

Commissioner Keon: Okay.

Vice Mayor Kerdyk: So do you want a vote?

Commissioner Quesada: I'm not hundred percent.

Mayor Cason: You want to vote?

Commissioner Quesada: I mean, the three votes are there so.

Vice Mayor Kerdyk: Well, I mean, I think we all support bicyclists in the City of Coral Gables. There's no doubt about that. I don't want anything to come out of here that doesn't indicate that. I, again, am strong proponent of having a plan that gets people around downtown Coral Gables, and I got to tell you, it incorporates that, trolley, you know walking and everything. I'm not sure you want to take \$18 million out of Miracle Mile, which is the 30,000 square feet both ways, which is the path lanes, and turn it into bicycle lanes. I don't, I love bicyclists. I ride bicycle all the time. I just don't know if that's the way to do it. I think we need to integrate it some other way, and I'm not sure we have the answer today of how that happens, but I think we have a conviction up here that it will happen and in the right manner. So, if you want to vote on it, I mean, I guess I'll vote on it. If you want to...

Commissioner Quesada: I mean, I don't think we need to I know where it is at, but when you look at cities, progressive cities like Portland, when you look at cities in Belgium, if you're ever to Bruges, if you've ever been to Copenhagen, if you have been to those locations, you know, the cities there, the leadership there, they have really been proactive in trying to get people out of vehicles and really get them to either public transportation or on bikes or on foot. If we're not being proactive in that sense...look one of the biggest complaints we get is traffic. It's the concern for traffic that's coming. You know, what can we do with it? Obviously, and I think we've been very proactive with the trolley. We have a trolley master plan. We're looking at a

downtown loop. We're looking at different aspects of what to do there. We're looking at the traffic master plan, and I'm just concerned on traffic in the future. Maybe not in the next five years; I'm saying in next 15 years, 20, 25 years.

Vice Mayor Kerdyk: That's the way we should look at.

Commissioner Quesada: So that's what I think, so that's why I think people should feel safe whether you're coming from down south, whether you're coming from another city when the underline is completed, or whether you're coming from a few blocks away with your family or you're going for work. I mean, we should be able to promote a downtown community where you can ride bikes...this morning, you know, we should have been able to ride bike here and take a shower and change and then come to this meeting. I know we're not there yet. I know the South Florida community is not there yet, but it doesn't mean we can't be proactive in helping it get there in the future.

Vice Mayor Kerdyk: Hey, Cathy and I had a meeting yesterday, and the guy that we had a meeting with takes his bike to work and then rides his bike around, you know, in downtown Coral Gables. So I mean, exactly what you're talking about.

Commissioner Quesada: I think we'll see more of that in the future.

Vice Mayor Kerdyk: And he owns a 200,000 square-foot building in the City of Coral Gables, so it's not, you know, it's everybody that's buying into it.

Mayor Cason: Yeah. And we need to look at the role of connectors, smaller vehicles, and maybe take five or eight people that could run to various places that would take up some of the need for a car.

Mr. Jackson: The question I have on this particular issue that might bring some clarity to it is it sounds to me, and I believe this to be true, that the issue of bikes incorporated and included in Miracle Mile is a traffic issue. And what I might suggest is that we move forward with the 23 feet

as a pedestrian and commercial issue, and that the traffic issue of how lanes and bikes are negotiated and work with each other, is something that needs to be part of a larger traffic study and the regional context of what that network is and the capacities that the Mile holds within the vehicular carriageway.

Commissioner Keon: Okay.

Mayor Cason: Okay.

Commissioner Keon: Do you want a motion to that effect?

Mr. Jackson: Well, I don't know.

Mayor Cason: I don't think we need one. I think you asked for direction, not a vote. We've given you direction.

Public Works Director Kephart: Sure, you have.

Mayor Cason: Continue forward. You've heard what Frank said, and try to do everything you can to make it safe and space for bikes, as well as pedestrians. All right, with that, thank you very much.

Mayor Cason: We'll adjourn the meeting.

Commissioner Keon: Thank you.

Mr. Jackson: Thank you.

End [11:12:00]