

**CITY OF CORAL GABLES  
- MEMORANDUM -**

<b>TO:</b> Cathy Swanson-Rivenbark, ICMA-CM, AICP, CEcD City Manager	<b>DATE:</b> June 02, 2015
<b>FROM:</b> Ramon Trias, AIA AICP LEED AP Director of Planning and Zoning	<b>SUBJECT:</b> Mediterranean Village: Public Comments from March 25, 2015 City Commission meeting <u><b>June 2<sup>nd</sup>, 2015 Staff Update</b></u>

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On March 25, 2015 and April 02, 2015 the Mediterranean Village Planned Area Development project and the seven associated application requests were presented to City Commission on 1<sup>st</sup> Reading. During the March 25<sup>th</sup> meeting, the Applicant and City Staff presented the application and the recommendation, and the public was given an opportunity to comment. Due to time considerations, the Commission deliberation portion of the meeting was continued to April 2<sup>nd</sup>, 2015. At that meeting, City Staff presented responses to public comment, and the Commission deliberated and voted on the items, directing staff to resolve those items listed below.

The memo below includes public comments, city responses, and recommended actions from 1<sup>st</sup> Reading. **The only updates to the original version of this memo are highlighted in red.** Staff from the City Manager's Office, Public Works, Police, Fire, Economic and Cultural Development, Development Services, Historical Resources, and Parking have worked together to update the memo to indicate how those items have been resolved prior to 2<sup>nd</sup> Reading.

**1. Public Safety**

Public Comment:

- Questions were raised regarding the City's capacity to respond to added life safety needs as a result of this project, specifically the Police Department and the Fire Department.

City Response:

- The Police Department and the Fire Department have issued separate memos addressing capacity included as **Attachment A** and **Attachment B** to this memo. City staff acknowledges that public safety quality of service is an important consideration for the Mediterranean Village project. Fee estimates and fund allocations for additional public safety measures have been determined preliminarily; these calculations will be finalized and presented to the Commission prior to second reading.

Recommended Action:

- a. Finalize Police and Fire Department fee estimates and fund allocations for added public safety measures prior to second reading.

- b. Incorporate Police and Fire Department requirements into the Development Agreement.
- c. Incorporate Police and Fire Department requirements as Conditions of Approval.

**Staff Update:**

- a. **Resolved.** Police and Fire Department fee estimates have been finalized. Recommendations have been incorporated into the Development Agreement and the PAD Conditions of Approval as a contribution of up to \$2.7 million, at the City's discretion, prior to the first Temporary Certificate of Occupancy.

**2. Traffic**

Public Comment:

- Traffic impacts should be calculated after the opening of the project and the applicant should be held responsible for necessary traffic mitigation / adaptation.
- The project must comply with the City's Traffic Master Plan, when available.
- There is concern over traffic stacking back onto Ponce de Leon Boulevard.
- There is concern over peak hour access to project – worst case scenario traffic.
- There is concern over cut through traffic through neighborhoods.
- There is concern over the proposed traffic calming plan – is it appropriate / is it feasible / will it work?

City Response:

- The Public Works Department, Parking Department, Fire Department, and Police Department have issued a joint memo addressing traffic, parking, and street design, included as **Attachment C** to this memo.

**Recommended Action:**

- a. Incorporate Public Works requirements outlined in **Attachment C** into the Development Agreement.

**Staff Update:**

- a. **Resolved.** All Public Works requirements outlined in Attachment C have been incorporated into the Development Agreement and into the PAD Conditions of Approval.

**3. Valet Operations Plan / Parking Management Plan**

Public Comment:

- There is concern that valet drop off will back up onto Ponce.
- There is concern that project users will park on adjacent streets.

City Response:

- Provide an employee parking management program – either offer free parking or free valet service; incentives to bike or ride transit to work.
- City shall require the Valet operator to follow adopted City valet standards.
- The hotel drop off area shall include dedicated space for taxicabs, discussed in more

detail in **Attachment C**.

Recommended Action:

- a. Incorporate Public Works and Parking Department comments into the Development Agreement.

Staff Update:

- a. **Resolved.** All Public Works and Parking Department comments requirements outlined in Attachment C have been incorporated into the Development Agreement and into the PAD Conditions of Approval.

**4. Shared Parking Calculation**

Public Comment:

- There is concern about the amount of parking provided for the project.

City Response:

- The Public Works Department and the Parking Department confirm that the shared parking analysis follows industry best practices (ULI); they have been involved each step of the way and their concerns have been addressed; this is a feasible parking calculation. **Attachment C** to this memo has been issued by Tim Plummer and Kevin Kinney memorializing this approval.

Recommended Action:

- a. Provide Public Works / Parking Department comments for public information.

Staff Update:

- a. **Resolved.** The shared parking ratio for the updated design of the project results in a 14% reduction in required parking. The shared parking ratio presented at 1<sup>st</sup> Reading was a 17% reduction in required parking. The Public Works Department confirms that the 14% reduction is acceptable.

**5. Parking Garage Design**

Public Comment:

- The inside end of each drive aisle shall have a 15-foot radius to allow for simultaneous turns.
- No level of the parking garage shall have a dead-end.
- Grades on ramps that are open to the public shall not exceed 12%.
- If the transition from floor to ramp grade exceeds 10%, a transition slope will be required.
- Parking spaces that conflict with ramp circulation will not be allowed.

City Response:

- These issues must be addressed and corrected and new plans submitted. Additional information is provided in **Attachment C**.

Recommended Action:

- a. Revise parking garage design as requested.
- b. Update parking space count prior to further Commission consideration.

**Staff Update:**

- a. **Resolved.** The garage design recommendations have been incorporated into the design of the project. Four (4) items that have not been fully resolved are included as PAD Conditions of Approval.

**6. On-street parking**

Public Comment:

- There is concern over loss of on-street public parking.

City Response:

- The Applicant is proffering \$420,000 to pay for the loss of 10 on-street parking spaces (\$42,000/space) as a result of the Old Spanish Village PAD.

Recommended Action:

- a. Update Development Agreement to memorialize \$420,000 payment.

**Staff Update:**

- a. **Resolved.** The Development Agreement and the PAD Conditions of Approval require a \$420,000 payment prior to issuance of the foundation permit.

**7. Trolley**

Public Comment:

- The trolley frequency and hours of operation should be improved; Coral Gables should become the best trolley program in the nation.
- The Downtown Loop route is critical to the BID.
- There is concern that the Applicant is stating that the project will generate only 2-3 additional riders per hour in order to justify no additional contributions to trolley service.

City Response:

- As a point of clarification, the applicant estimates an additional 2-3 additional riders per trolley, or 12-21 additional riders per hour (2-3 riders on 6-7 trolleys per hour). This is a conservative estimate and it should be further verified by City consultant.
- As part of the Development Agreement, the applicant has proffered to fund an additional four trolleys for the service of the City prior to building permit, and fund both extended hours for the Ponce de Leon route and a new Downtown Loop prior to the first temporary Certificate of Occupancy in order to mitigate impacts to the City.
- Future flexibility to fund alternative vehicle technologies should be permitted.

Recommended Action:

- a. Verify estimated trolley ridership as a result of this project.
- b. Provide a clearer explanation of how the proposed trolley contributions mitigate the project's traffic and parking impacts. Provide information for public review.
- c. Review Development Agreement provisions regarding the timing of trolley contributions and adjust as appropriate. Consider extending trolley hours of operation at the time of building permit to mitigate project construction impacts.

**Staff Update:**

- a. **Resolved.** The Trolley / Mobility Improvement contribution is memorialized in the Development Agreement and the PAD Ordinance as a condition of approval. The applicant will pay an up-front contribution of \$1.34 million to the City prior to issuance of the foundation permit, for the purchase of additional trolleys. Prior to issuance of the first Temporary Certificate of Occupancy, the Applicant will pay the first of twenty-five (25) annual Mobility Contributions of \$626,000, towards a new downtown circulator loop and towards extended hours of the Ponce de Leon trolley route, as defined in the Development Agreement Exhibit J.

**8. FAR / Bulk**

Public Comment:

- The project may be too big and too bulky for Coral Gables.
- The approval of increased height and intensity may set a precedent for future development.

City Response:

- The proposed Planned Area Development regulations limit approval of additional height and FAR to the subject property.
- Based on public input, City staff recommends that the cinema and second-level in-line retail should be removed.
- Townhouses should be further studied for neighborhood compatibility.
- The applicant should continue to reduce the mass and bulk of the project.

**Recommended Action:**

- a. Revise project design to reflect concerns. An updated site plan with reduced FAR, bulk, and massing should be provided for Commission consideration.

**Staff Update:**

- a. **Resolved.** The project has been redesigned to reduce the FAR from 4.375 to 4.0. In addition, the height, mass and bulk of the project has been reduced on the eastern side of the project adjacent to the single-family residential neighborhood.

**9. Open Space**

Public Comment:

- There is not enough open space provided on the ground level.
- The publicly accessible rooftop open space does not count as open space; they won't be used.

City Response:

- More ground-level open space shall be provided, in particular around the Arts Center Building.
- The ground floor open space should be recalculated to only include areas open to the sky.

Recommended Action:

- a. Revise Site Plan prior to further Commission consideration.

**Staff Update:**

- a. **Resolved.** The open spaces in the project have been redesigned to maximize pedestrian space along Ponce de Leon Boulevard and around the Arts Center Building, including pedestrian plazas and retail arcades. In addition, the rooftop open space adjacent to the Arts Center Building has been brought down from the 7<sup>th</sup> level to the 3<sup>rd</sup> level, and has been connected to the ground level by an open-air, interactive staircase that will improve pedestrian use and interaction between the 3<sup>rd</sup> Floor rooftop terrace and the Arts Center Building plaza.

**10. Sustainability**

Public Comment:

- All buildings should be LEED certified.

City Response:

- All buildings with the exception of the Arts Center Building must be LEED certified. Ensure that emergency response equipment will be functional inside of new buildings.

Recommended Action:

- a. Update Development Agreement to require all buildings with the exception of the Arts Center Building to be LEED certified.

**Staff Update:**

- a. **Resolved.** The Development Agreement has been updated to require that all buildings shall be LEED certified.

**11. Retail**

Public Comment:

- There is concern that Mediterranean Village retail will negatively impact the retail on Miracle Mile.
- Retail must be aspirational brands / pull brands / new to the City of Coral Gables – ensure that this is included in the development agreement.
- Anchor retail spaces should remain as single-tenant spaces.
- If second floor retail does not lease, convert it to professional office space.
- There is concern that internal retail will pull activity away from Ponce de Leon

Boulevard.

City Response:

- The ground level retail portion of the project should be revised to be more oriented toward Ponce de Leon Boulevard.
- The second story retail component of the project should be removed.

Recommended Action:

- a. Update site plan to eliminate internal / second floor retail spaces. Reorient project retail towards Ponce de Leon Boulevard.
- b. Update Development Agreement to provide specific retail standards of operation.
- c. Update Site Plan to eliminate all glass roofs over rights of way.
- d. Update Mediterranean Village PAD standards to eliminate anchor retail requirements and allow greater flexibility for ground floor uses.

**Staff Update:**

**a. Resolved.**

- a. The project has been redesigned to maximize retail frontage on Ponce de Leon Boulevard. One of the internal pedestrian paseos has been removed, allowing for more ample retail spaces that can attract larger tenants.
- b. The Development Agreement includes specific retail standards of operation including triggers for when 2<sup>nd</sup> Floor retail should convert to office space.
- c. The site plan has been updated to remove glass roofs over the right-of-way and the PAD Conditions of Approval require that there shall be no glass roofs over the rights-of-way. Two glass roofs remain on the Applicant's property over paseos.
- d. The Mediterranean Village PAD standards do not require anchor retail and allow flexibility for ground floor uses.
- e. Second floor retail spaces have been redesigned to be more flexible and to convert more easily into office space.

**12. Hotel**

Public Comment:

- There is a desire to have a 500 seat ballroom, above and beyond 350 seat space that is currently designed.
- There is strong support for a five-star hotel in downtown Gables.

City Response:

- The project as designed does not have space for a 500 seat ballroom; expanding this use further will have negative traffic, parking and valet impacts and will increase the massing of the project.

Recommended Action:

- a. No further action recommended.

**Staff Update:**

- a. **Resolved.** The project has been redesigned to have a 500 seat ballroom and traffic, parking, and valet are being addressed in response to the expansion of this use.

### **13. Residential**

Public Comment:

- There is strong support for additional residential units in downtown Gables.

City Response:

- An increased Downtown residential population is a stated goal of the City.

Recommended Action:

- a. Verify quality and function of residential buildings.

**Staff Update:**

- a. **Resolved.** The number of residential units in the project remains the same (229 units) at 2<sup>nd</sup> Reading. The residential towers have been redesigned to be further west, away from the single-family neighborhood to the east, therefore reducing impacts on the neighborhood.

### **14. Streetscape**

Public Comment:

- Ponce de Leon Streetscape improvements should be designed jointly by Cooper Robertson and Mahan Rykel. These streetscape improvements should provide transition and integrate the Miracle Mile / Mediterranean Village projects.

City Response:

- Improvements to Ponce de Leon Boulevard and Ponce Circle are a pending project that will undergo a separate, advertised RFP/ RFQ process. The Mediterranean Village applicant has proffered \$2 million towards the Ponce de Leon Boulevard streetscape improvements and this is memorialized in the Development Agreement.

Recommended Action:

- a. No action recommended at this time.

**Staff Update:**

- a. **Resolved.** The \$2 million contribution towards the Ponce de Leon streetscape project is memorialized in the Development Agreement, Exhibit H. In addition, Staff has verified the use of shade trees in the sidewalks.

### **15. Arts Center Building**

Public Comment:

- The Arts Center Building should not be used for signature retail / restaurant.

City Response:

- A publicly-oriented cultural use will be most appropriate and most in the spirit of the



original Arts Center Building intent. A design-oriented non-profit with active programming and public events may be an appropriate tenant.

- Language requiring a cultural and/or public use for the Arts Center Building is currently incorporated into the Development Agreement.
- Limited ground-floor café or restaurant space may be appropriate.
- All Arts Center Building uses shall meet Historical Resources requirements and shall be approved by the Historic Preservation Officer.

Recommended Action:

- a. Revise the Development Agreement as needed.

Staff Update:

- a. **Resolved.** The Development Agreement has been updated in Section 2.12 to address desired uses of the building which include museums, art galleries or art schools, architectural colleges, design studios or research institutes and institutions of city planning education or research, as well as limited ground floor uses such as a high quality café. The owner shall petition the City for approval of particular uses, at the discretion of the City Manager with input from the Historic Resources Officer.

**16. Neighborhood Impacts**

Public Comment:

- There is concern that parking will spill over into adjacent neighborhoods.
- There is concern over 100 block of Santander – drivers think it is a through-street. Need to improve signage and ensure that \$200,000 is enough money to complete the recommended streetscape improvements.

City Response:

- The Applicant shall fund expansion of the residential parking permit program to span all residential streets and pay for decorative signs. Please refer to **Attachment D:** Residential Parking Zone map.
- The Applicant shall address parking for construction workers during all phases of construction to prevent impacts on the adjacent neighborhoods.
- Additional information provided in **Attachment C.**

Recommended Action:

- a. Include a parking / transportation management plan for construction workers as part of the construction staging plan.
- b. Update Development Agreement to provide specific provisions as part of the “Off-site Improvements” exhibit, including the Residential Parking Zone.
- c. Provide typical sections and concept drawings for all proposed streetscape improvements.
- d. Expand the boundary of the eastern neighborhood traffic monitoring and traffic calming program to include Santander Avenue and San Sebastian Avenue between Ponce de Leon Boulevard and Douglas Road.

**Staff Update:**

**a. Resolved.**

- a. The Construction Staging plan, as required in the PAD Conditions of Approval, will include a parking / transportation management plan.
- b. The Development Agreement has been updated to include specific provisions for off-site improvements, including the Residential Parking Zone.
- c. Typical sections and concept drawings have been provided for proposed streetscape improvements; some projects such as University Drive and some intersection design shall be subject to PAD Conditions of Approval and will be finalized prior to first Temporary Certificate of Occupancy.
- d. The eastern neighborhood traffic monitoring and traffic calming program has been expanded as recommended and is incorporated into the Development Agreement and the PAD Conditions of Approval.

**17. Business Improvement District**

Public Comment not addressed earlier in this memo:

- The Applicant should be required to support expansion of the Business Improvement District (BID) boundaries to include the Mediterranean Village.

City Response:

- The relationship between the BID and the Applicant is the discretion of those two independent parties.

Recommended Action:

- a. The Applicant and the BID should work together directly to determine the best relationship moving forward.

**Staff Update:**

- a. **Resolved.** As stated above, the Applicant and the BID will work together directly.

**18. Art in Public Places**

Public Comment:

- It is important that public art is accessible.

City Response:

- The Art in Public Places proposed locations are not appropriate; some locations conflict with vehicular site triangles and others are located on rooftops.

Recommended Action:

- a. The site plan with proposed Art in Public Places should be updated to eliminate inappropriate art locations, and should include a disclaimer that the proposed locations are preliminary and subject to approval by the City.
- b. The Development Agreement should be updated to clearly state that \$4 million above and beyond the existing code requirements for Art in Public Places should be donated to the Art Acquisition Fund towards art in Ponce Circle Park and the

neighboring commercial district.

**Staff Update:**

**a. Resolved.**

- a. The site plan has been updated and a disclaimer has been added that proposed locations are preliminary and subject to approval by the City.
- b. The Development Agreement has been updated; the \$4 million contribution has been reduced to \$2.7 million proportionate with the reduction in project FAR between 1<sup>st</sup> and 2<sup>nd</sup> Reading. In addition, that \$2.7 million contribution may also be used toward Public Safety enhancements as outlined in Exhibit M of the Development Agreement.

**Attachments:**

- A. Police Department Memo: Cost Analysis: 4 New Officers for Mediterranean Village Development
- B. Fire Department Memo: Mediterranean Village
- C. Traffic, Parking and Alley Vacation Memo: Mediterranean Village Traffic, Parking, and Alley Vacation Pending Issues
- D. Residential Parking Zone Map

**cc:** Carmen Olazabal, Assistant City Manager  
Jane Tompkins, Development Services Director  
Charles Wu, Assistant Development Services Director  
Megan McLaughlin, City Planner  
Glenn Kephart, Public Works Director  
Tim Plummer, Public Works Consultant  
Kevin Kinney, Parking Director  
Cynthia Birdsill, Economic and Cultural Development Director  
Leonard Roberts, Assistant Economic and Cultural Development Director  
Edward J. Hudak, Jr., Interim Police Chief  
Marc Stolzenberg, Fire Chief  
Dona Spain, Historic Preservation Officer  
Carlos Mindreau, City Architect

## CITY OF CORAL GABLES

## - MEMORANDUM -

**TO:** CARMEN OLAZABAL  
ASSISTANT CITY MANAGER

**DATE:** MARCH 30, 2015

**FROM:** EDWARD J. HUDAK, JR.  
INTERIM CHIEF OF POLICE

**SUBJECT:**  
COST ANALYSIS: 4 NEW OFFICERS  
FOR MEDITERRANEAN VILLAGE  
DEVELOPMENT

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Per a cost analysis conducted by the Police Department, we have determined it would cost an estimated \$629,316 to completely fund four new officer positions for the new Mediterranean Village development. This estimate takes into account the salary and benefits, training, equipment, information technology, radio and vehicle costs required for each new officer.

Below is a condensed version of the cost analysis:

**Salary and Benefits Costs:**

- Non-Certified Officer: **\$91,239**
  - Breakdown:
    - Salary: \$44,179.20 – \$67,823.18 → \$44,180
    - F.I.C.A. (includes Medicare, Social Security):  $\$44,180 \times 7.65\% = \$3,379.77 \rightarrow \$3,380$
    - Health (City contribution): \$7,983
    - Annual Leave (80 hours):  $21.24/\text{hour} \times 80 = \$1,699.20 \rightarrow \$1,700$
    - Sick Leave (96 hours):  $21.24/\text{hour} \times 96 = \$2,039.08 \rightarrow \$2,040$
    - Workers Compensation:  $\$44,180 \times 5.98\% = \$2,641.96 \rightarrow \$2,642$
    - Retirement:  $\$44,180 \times 66.35\% = \$29,313.43 \rightarrow \$29,314$

**Training Costs:**

- Academy tuition (Miami Police Training Center): **\$6,100**

**New Office Equipment Costs:**

- Uniform and equipment (includes body armor, taser, gun, etc.): **\$7,200**
- Ammunition: **\$800**

**IT Costs:**

- Car hardware (includes Toughbook laptop, mounts, etc.): **\$5,500**
- Software licenses: **\$900**

**Radio Costs:**

- Radio and associated equipment: **\$8,537**

- Breakdown:
  - Console: \$503
  - Radio tray: \$442.48 → \$443
  - Mobile radio: \$4,062.50 → \$4,200
  - Portable radio: \$3,229.80 → \$3,230
  - Antennas/antenna mounts/voltage timer: \$160.85 → \$161

**Vehicle Costs:**

- Vehicle and associated equipment: **\$37,053**
  - Breakdown:
    - Vehicle with factory accessories: \$29,283
    - Vehicle accessories (includes cages, boxes, consoles, etc.): \$3,206
    - Outside vendor installation and accessories costs: \$4,564

Overall Total Cost: \$157,329 per officer x 4 new officers = **\$629,316, for initial first year cost.**

Annual Reoccurring cost to Department,  
 Annual Salary \$91.239 x 4 Officers = \$364,956  
 Uniforms \$4,000  
 Ammunition \$ 3,200

**Total Annual Reoccurring Cost: \$372,156**

## CITY OF CORAL GABLES

- MEMORANDUM -

TO: CARMEN OLAZABAL  
ASST. CITY MANAGER

DATE: March 31, 2015

FROM: MARC STOLZENBERG  
FIRE CHIEF



SUBJECT:  
MEDITERRANEAN VILLAGE

In response to the proposed MEDITERRANEAN VILLAGE project, the Fire Department has identified operational needs. An increase in Fire Department staffing would be required. Staffing adjustments are necessary to include;

- A fully serviceable and staffed Ladder Truck
- To ensure the fourth Rescue Truck is in service daily
- The addition of one Life Safety Fire Inspector

In addition, to ensure a rapid Public Safety response for both Police and Fire, it is also recommended to incorporate a preemption traffic light control system in various intersections.

Current Ladder staffing of two firefighters is not consistent to match the operational needs of this project. In order to achieve this recommendation, the daily operational staffing would increase with two additional positions.

- Staffing two additional positions, utilizing a 3.75 staffing factor requires 3 Firefighters to be promoted to Lieutenant and to hire 6 Firefighters.
  - Salary and Benefits = \$570,580

<b>Benefits</b>	<b>Lieutenant</b>	<b>Firefighter</b>	<b>Inspector</b>
Salary	\$3,500 ( 5% Promotion)	\$66,700	\$57,600
F.I.C.A 1.45%	n/a	\$967	\$824
Health Insurance	n/a	\$7983	\$7983
Workers Comp. Ins 5.98%	n/a	\$3988	\$3,445
Uniforms/Protective Gear	n/a	\$2000	\$400
<b>Total</b>	<b>\$3,500 (x3)</b>	<b>\$81,638 (x6)</b>	<b>\$70,252 (x1)</b>
<b>Positions</b>	<b>\$10,500</b>	<b>\$489,828</b>	<b>\$70,252</b>
<b>Total \$570,580</b>			

The department would need to ensure daily staffing incorporates a fourth Rescue Truck. This vehicle is currently available when staffing permits. To ensure proper coverage within the City, it is vital to maintain this vehicle. It is estimated there is an associated cost of \$60,000 to maintain a Rescue Truck and its associated staffing.

The increase in density associated to vehicular traffic remains a growing concern. The demand for service as associated to the project will require traffic control methods to help expedite public safety response. The recommendation to incorporate a minimum of 6 intersections with a emergency vehicle preemption system along with approximately 22 emergency vehicle installations.

- Traffic Control Preemption
  - 6 Intersections @ \$10,000 = \$60,000
  - 12 Fire Vehicles @ \$5000 = \$60,000
  - 10 Police Vehicles @ \$5000 = \$50,000
  - Total = \$170,000

Associated Costs

- Salary and Benefits = \$570,580
- Staffing Fourth Rescue = \$60,000
- Six Traffic Control Devices = \$170,000
- **Overall Cost Total Estimate = \$800,580**

CITY OF CORAL GABLES

-MEMORANDUM-


**TO:** CATHY SWANSON-RIVENBARK  
CITY MANAGER

**DATE:** MARCH 31, 2015

**FROM:** GLENN KEPHART, P.E.   
PUBLIC WORKS DIRECTOR

**SUBJECT:** MEDITERRANEAN VILLAGE  
TRAFFIC, PARKING, AND ALLEY  
VACATION PENDING ISSUES

KEVIN KINNEY   
PARKING DIRECTOR

ED HUDAK  
INTERIM POLICE CHIEF 

MARC STOLZENBERG  
FIRE CHIEF 

TIM PLUMMER, P.E.  
TRAFFIC CONSULTANT

CARMEN OLAZABAL, P.E.   
ASSISTANT CITY MANAGER

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The City hired David Plummer and Associates (DPA) to provide technical reviews, guidance and recommendations on parking and transportation for the Mediterranean Village Planned Area Development. DPA worked with staff and the Applicant to establish the guidelines for the traffic studies, transportation and parking analysis. Overall, DPA's analysis and review has determined that the traffic studies and parking studies are in conformance with applicable standards. Their review concluded that the shared parking analysis and the plan to mitigate impacts identified in the traffic impact study are appropriate. However, there are still unresolved issues related to both parking and transportation that need to be addressed. Twelve recommended actions to resolve those issues are provided on the next two pages. Background discussion on those items is provided on the pages that follow.



## **RECOMMENDED ACTIONS**

### *Recommended Actions Prior to Second Reading:*

1. Conceptual design for proposed traffic flow modifications shall be approved by Miami-Dade County before second reading of the development agreement. If any components of the proposed modifications are not approved, the traffic study shall be revised and additional community involvement may be required.
2. Valet drop-off areas on the south side of Palermo Avenue shall be located east of the Arts Center Building and shall not obstruct views or access to the building.
3. Parking garage design deficiencies identified on the David Plummer and Associates memo of March 12, 2015 shall be addressed prior to second reading to understand any parking reductions that may come about as a result of these modifications.
4. The development agreement shall include a condition that prohibits parking on the public access easement between Palermo Avenue and Coconut Grove Drive.
5. Galiano Street shall be designed as a bicycle friendly street, subject to the City's approval.
6. As part of the Development Agreement the Applicant shall provide and the Parking Director shall approve a conceptual plan showing how the planned hotel will manage taxi loading, unloading and queuing within the project.
7. The Applicant shall incorporate a conceptual employee parking management plan into the Development Agreement to limit spillover parking impacts on adjacent residential streets.

### *Recommended Actions Prior to First Building Permit:*

8. The traffic signal warrant studies for Ponce de Leon Boulevard/Sevilla Avenue, Ponce de Leon Boulevard/Palermo Avenue, and SW 37 Avenue/Almeria Avenue shall be submitted to the City and Miami-Dade County within 90 days of execution of the development agreement. Should Miami-Dade County not approve the traffic signal warrant studies at any of the above locations based on traffic projections, the Applicant shall submit new traffic signal warrant studies to the City and Miami-Dade County based on actual traffic counts within 90 days after the project is deemed substantially complete by the City.

### *Recommended Actions Prior to First Temporary Certificate of Occupancy:*

9. All traffic flow modifications including street design, width, sight triangles, cross walks, diverters, etc shall require the approval of Miami-Dade County in addition to the City. Prior to the issuance of the first certificate of occupancy for the project, the Applicant shall construct all of the traffic improvements outlined in the Mediterranean Village Traffic Impact Analysis dated January 27, 2015.
10. The Applicant shall be responsible for funding and installing signs related to developing and upgrading Residential Parking Zones in the neighborhood to the East. Decorative signs shall be approved by the Parking Director, and shall be installed and paid for by the Applicant prior to issuance of the first Temporary Certificate of Occupancy.
11. A valet operations plan shall be submitted and approved by the Parking Director. The plan shall ensure that queuing of vehicles for valet during large events or peak traffic hours will not block the flow of traffic on Ponce de Leon Boulevard.
12. Prior to issuance of the first Certificate of Occupancy for the hotel, the Parking Director shall approve final plans for loading, unloading and queuing of taxis for the hotel.
13. Prior to the issuance of the first Certificate of Occupancy for the project, the Parking Director shall approve an employee parking management plan to ensure that adjacent residential streets are protected from spillover parking.

*Recommended Actions Following Temporary Certificate of Occupancy:*

14. At the Applicant's expense, the City shall perform traffic calming studies one year from the issuance of the first temporary certificate of occupancy at the following locations: (a) Sevilla Avenue, Palermo Avenue, Malaga Avenue, and Coconut Grove Drive between Galiano Street and SW 37 Avenue, and (b) Malaga Avenue and Catalonia Avenue between SW 42 Avenue and Salzedo Street. If traffic calming thresholds are exceeded on any of these roadways, the Applicant shall construct or pay for any physical traffic calming improvements required by these studies within one year of the completion of these studies.
15. At the applicant's expense, the City shall perform annual traffic monitoring for a period of five years commencing six months from the issuance of the first certificate of occupancy. The traffic monitoring shall include a study of the number of external vehicular trips generated by the project during the morning and afternoon peak periods. Should the actual number of external vehicular trips during either of these periods result in a 10% increase in the number of external vehicular trips generated by the development above that which was projected during the original traffic impact analysis, the City will conduct traffic impact studies, at the applicant's expenses, to determine appropriate mitigation. The Applicant shall construct or pay for any improvements in the traffic impact studies within one year of completion of these studies.

## **BACKGROUND DISCUSSION**

### **Traffic Mitigation**

The traffic mitigation plan is designed to route traffic away from the adjacent neighborhood to the east. This is accomplished by installing traffic diverters on Galiano Street at Sevilla Avenue, Palermo Avenue, and Malaga Avenue and making Coconut Grove Drive one way south bound from Palermo Avenue to Galiano Street. All of these measures should help to mitigate and prevent site generated traffic from cutting through the adjacent neighborhood, and this proposal has received general approval from the adjacent neighborhood. The current traffic impact study is based on these restrictions. However, before these restrictive measures may be implemented, they need to be approved by Miami Dade County. If the County does not approve even one of these measures, then the traffic impact study would need to be re-evaluated to determine the effect of the modified traffic flow. It is required that the Applicant shall receive a letter of conceptual approval from Miami Dade County for all proposed traffic flow modifications prior to Commission second reading. Additionally, the Fire Department expressed concern that the traffic diverters might restrict, inhibit or delay their access, and the Police Department indicated that traffic diverters and medians affect their traffic control options during crashes or closures and may require additional manpower to manage traffic. The Fire Department did indicate that if the diverter design consists of mountable curb that is relatively low, then it may be acceptable. This issue would be further vetted during permitting and design.

Prior to the issuance of the first certificate of occupancy for the project, the Applicant shall construct all of the traffic improvements outlined in the Mediterranean Village Traffic Impact Analysis dated January 27, 2015.

The traffic signal warrant studies for Ponce de Leon Boulevard/Sevilla Avenue, Ponce de Leon Boulevard/Palermo Avenue, and SW 37 Avenue/Almeria Avenue shall be submitted to the City and Miami-Dade County within 90 days of execution of the development agreement. Should Miami-Dade County not approve the traffic signal warrant studies at any of the above locations based on traffic projections, the Applicant shall submit new traffic signal warrant studies to the City and Miami-Dade County based on actual traffic counts within 90 days after the project is deemed substantially complete by the City.

In addition, at the Applicant's expense, the City shall perform traffic calming studies when the project is substantially complete, as determined by the City, at the following locations: (a) Sevilla Avenue, Palermo Avenue, Malaga Avenue, and Coconut Grove Drive between Galiano Street and SW 37 Avenue, and (b) Malaga Avenue and Catalonia Avenue between SW 42 Avenue and Salzedo Street. If traffic calming thresholds are exceeded on any of these roadways, the Applicant shall construct or pay for any physical traffic calming improvements required by these studies within one year of the completion of these studies.

Also, at the Applicant's expense, the City shall perform annual traffic monitoring for a period of five years, commencing when the project is substantially complete, as determined by the City.

The traffic monitoring shall include a study of the number of external vehicular trips generated by the project during the morning and afternoon peak periods. Should the actual number of external vehicular trips during either of these periods result in a 10% increase in the number of external vehicular trips generated by the development above that which was projected during the original traffic impact analysis, the City will conduct traffic impact studies, at the Applicant's expenses, to determine appropriate mitigation. The Applicant shall construct or pay for any improvements in the traffic impact studies within one year of completion of these studies.

#### **On- Street Parking**

To limit impacts to the adjacent neighborhood to the east the Applicant shall fully fund and install an upgrade to and completion of the Residential Parking Zone (RPZ) east of the project. (See Attachment D: Residential Parking Zone map) Signage identified by the Parking Director will be installed by the Applicant prior to issuance of a Certificate of Occupancy.

In order to limit impacts on streets surrounding the project, the Applicant will submit an employee parking plan for approval by the Parking Director. This plan will provide assurances and indicate how parking management will ensure that all employees working within the project will be parked on-site or remotely as approved by the City.

#### **Off-Street Parking Design Deficiencies**

Pursuant to the David Plummer & Associates memorandum dated March 12, 2015 several deficiencies were identified in the current design of the parking garage in reference to turning radii, ramp slopes, and dead ends. The design solution to correct these deficiencies may result in reduction of available parking spaces. The Applicant shall address these issues prior to second reading so that any possible parking reductions will be addressed.

The parking garage shall meet the city's zoning code requirements, including the following design criteria:

1. The inside end of each drive aisle shall have a 15-foot radius to allow for simultaneous turns.
2. No level of the parking garage shall have a dead-end.
3. Grades on ramps that are open to the public shall not exceed 12%.
4. If the transition from floor to ramp grade exceeds 10%, a transition slope will be required.
5. Parking spaces that conflict with ramp circulation will not be allowed.

#### **Valet Parking Operations (i.e. Event and Valet Parking Management Plan)**

As part of the Development Agreement a detailed operations/staffing management plan for valet is required prior to the issuance of a Certificate of Occupancy. The plan shall be approved by the Parking Director. The plan must ensure that queuing of vehicles for valet during large events or peak traffic hours will not block the flow of traffic on Ponce de Leon Boulevard. Specifically regarding the valet stand on the south side Palermo Avenue, any public parking spaces installed for use as valet drop-off must be installed east of the Arts Center Building.

As part of the Development Agreement the Applicant shall provide and the Parking Director shall approve a conceptual plan showing how the planned hotel will manage taxi loading, unloading and queuing within the project. There shall be no use of the City right of way for taxi operations. Prior to the issuance of a Certificate of Occupancy for the hotel, the Parking Director shall approve final plans for loading, unloading and queuing of taxis for hotel operations. The Parking Director, in his sole discretion, will approve the conceptual and final plans for taxi operations for the hotel.

#### **Alley Vacation**

Public Safety and Public Works staff has reviewed this request and find that the proposal to vacate the existing alley and to provide a substitute public access easement provides adequate access to the affected properties, conditioned that two-way access is maintained on Coconut Grove Drive between the public access easement and Galiano Street.

Commission may consider pre-approving minor adjustments to the public access easement and the configuration of Coconut Grove Drive in the event that the single-family residence is acquired by the Applicant and access is no longer necessary for this property.

#### **Shared Parking**

Shared parking is a nationally accepted methodology for determining parking requirements for a mixed-use project. The Applicant has modified their shared parking calculations pursuant to requests made by City staff and consultants. The present shared parking calculation is an appropriate application of the methodology and is supported by staff and the City's traffic consultant.

#### **Other Transportation Issues**

Galiano Street is identified in the bicycle master plan as a bicycle boulevard. While this is indicated as such on the Applicant's plan, the proposed design does not include important elements to make this a bicycle friendly street. This may require some widening of the street adjacent to the development. This should be a requirement that can be addressed during design and permitting.

Street cross sections including pavement widths, sidewalks, placement of landscaping and sight triangles have not been fully presented or evaluated. This can and will be addressed during final design and permitting and requires the approval of Miami Dade County in addition to the City.

Crosswalks across Ponce are a critical component of pedestrian safety and access to and from the site. These crosswalks should be designed in accordance with all Miami Dade County standards and should consider the latest technology of high visibility crosswalks. All costs associated with designing and constructing appropriate crosswalks should be included in the Applicant's costs.

Residential Parking Zone Map

