

City of Coral Gables City Commission Meeting
Agenda Item E-2, E-3, and E-4 are related
April 22, 2014
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Jim Cason

Vice Mayor William H. Kerdyk, Jr.

Commissioner Pat Keon

Commissioner Vince Lago

Commissioner Frank Quesada

City Staff

Interim City Manager, Carmen Olazabal

City Attorney, Craig E. Leen

City Clerk, Walter J. Foeman

Deputy City Clerk, Billy Urquia

Assistant Director, Development Services, Charles Wu

Public Speaker(s)

Janet Gavarette, UM Campus Planning

Maria Cruz, Coral Gables Resident

Charles Siemen, Advisor to the City on UM Development Agreement

Agenda Item E-2: [Start: 10:27:21 a.m.]

Comprehensive Plan Map Amendment. An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from “University Campus” to “University Campus Multi-Use Area” for a parcel of land approximately 1.22 acres in size that would extend the existing designated University Campus Multi-Use Area south across the University Waterway Canal up to and including the Fred C. and Helen D. Flipse Building, located on the Coral Gables campus, Coral Gables, Florida; and providing for severability, repealer and an effective date.

E-3

Zoning Code Text Amendment. An Ordinance of the City Commission of Coral Gables, Florida providing for a text amendment to the City of Coral Gables Official Zoning Code, Article 4, “Zoning Districts”, Division 2, “Overlay and Special Purpose Districts”, Section 4-202, “University Campus District (UCD); amending the UCD Frontage “C” provisions to establish height and setback requirements for a porte-cochere along Ponce de Leon Boulevard; and providing for severability, repealer, codification, and an effective date.

E-4

Amendment to Development Agreement. An Ordinance of the City Commission of Coral Gables amending the City of Coral Gables and University of Miami Development Agreement adopted by Ordinance No. 2010-31 on 09.28.10, pursuant to Zoning Code, Article 3, Division 19, entitled “Development Agreements”, for the University of Miami, City of Coral Gables Campus, amending Paragraph 18 of the Development Agreement that governs the miscellaneous uses and temporary occupancies, the University may make of property within the corporate limits of the City, and to include the property commonly known as the “Plummer Building”, and legally described as the northeast 25’ of Lot 9 and Lots 10-22, Block 196, Riviera Section 14 (5915 Ponce de Leon Boulevard), Coral Gables, Florida; and providing for severability, repealer and an effective date.

Mayor Cason: Now we are going to Items E-2, 3, and 4, which are related and Item E-2 is an Ordinance on First Reading in connection with the Comprehensive Plan Map Amendment, Madam City Manager, please read the title of Agenda Item E-2.

Interim City Manager Olazabal: Item E-2, E-3, and E-4 are related, so I’ll read the three into the record and then staff will make a presentation. E-2 is Comprehensive Plan Map Amendment. An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from “University Campus” to “University Campus Multi-Use Area” for a parcel of land approximately 1.22 acres in size that would extend the existing designated University Campus Multi-Use Area south across the University Waterway Canal up to and including the Fred C. and Helen D. Flipse Building, located on the Coral Gables campus, Coral Gables, Florida; and providing for severability, repealer and an effective date. E-3 is a Zoning Code Text Amendment. An Ordinance of the City Commission of Coral Gables, Florida providing for a text amendment to the City of Coral Gables Official Zoning Code, Article 4, “Zoning Districts”, Division 2, “Overlay and Special Purpose Districts”, Section 4-202, “University Campus District (UCD); amending the UCD

Frontage “C” provisions to establish height and setback requirements for a porte-cochere along Ponce de Leon Boulevard; and providing for severability, repealer, codification, and an effective date. E-4 is an Amendment to Development Agreement. An Ordinance of the City Commission of Coral Gables amending the City of Coral Gables and University of Miami Development Agreement adopted by Ordinance No. 2010-31 on 09.28.10, pursuant to Zoning Code, Article 3, Division 19, entitled “Development Agreements”, for the University of Miami, City of Coral Gables Campus, amending Paragraph 18 of the Development Agreement that governs the miscellaneous uses and temporary occupancies, the University may make of property within the corporate limits of the City, and to include the property commonly known as the “Plummer Building”, and legally described as the northeast 25’ of Lot 9 and Lots 10-22, Block 196, Riviera Section 14 (5915 Ponce de Leon Boulevard), Coral Gables, Florida; and providing for severability, repealer and an effective date. Charles Wu, our Assistant Development Services Director will be making a presentation, we also have Charlie Siemen who is the one who prepared the Development Agreement for UM in case you have any questions.

Mayor Cason: OK. Mr. Wu, welcome.

Mr. Wu: Thank you Mayor. Giving the TV time to pull up. Thank you. Charles Wu, Assistant Director, I’ll be presenting E-2, E-3, and E-4 before you, we have a brief presentation. The first request, request 1 concerns 1.22 acres of the building called the Flipse Building. The second request concerns the University Campus District frontage “C”, which is strictly only on Ponce to allow for a port-cochere; and the third request, is a housekeeping matter concerning a Development Agreement that the City Commission approved in 2010 to allow campus uses outside the campus, which was not addressed in 2010 at the time. The first request again concerns the Comprehensive Plan land use map change for 1.22 acres from University Campus to University Campus Multi-Use Area. The area we just showed in the animation is the University Campus Multi-Use Area. What UM would like to request is for the Flipse Building, which is the southern box that had the animation into the mixed use area. Here’s a picture showing the Flipse Building today and it is connected with the Ponce Garage. For your information....

Commissioner Quesada: I’m sorry, we can’t hear you.

Mayor Cason: Use the hand held.

Interim City Manager Olazabal: Right – we have the hand held microphone in case you need it.

Mr. Wu: Thank you. For your information the....will be moved 200 feet northeast along Ponce, which will allow room for the U-Health Building. The Flipse Building will be located between

the new U-Health Building and the Ponce Garage, a pedestrian bridge, a covered pedestrian bridge will be connecting the Flipse Building and U-Health Building as well as the Walsh Avenue extension going about the canal to create a secondary access point at the rear of the U-Health Building for secondary access. Today the Flipse Building is being used for University of Miami Police Department as well as the Department of Psychology. A multi-use area in addition to what the core campus allows for university uses, in addition to that will allow convention center, government uses, research uses, medical uses, as well as retail uses within the Flipse Building. The idea from UM is to create some synergy once you connect the U-Health Building with the Flipse Building.

Vice Mayor Kerdyk: Let me ask you a question. You said the Flipse Building, of course I know it very well because I've been there a lot, is connected to the garage, correct?

Mr. Wu: Yes.

Vice Mayor Kerdyk: So is there direct access to the Flipse Building from the garage, do you have to go outside?- OK, so there is. So the garage basically once you connect it you'll be able to go from the U-Health to the Flipse Building to the garage, correct?- so everybody will be able to stay inside?

Mr. Wu: That's correct and the garage will serve as the U-Health garage.

Vice Mayor Kerdyk: OK. Was that always the plan to have that as part of the garage for the facility itself or was there another component for the facility that house cars in? – What's that?

Mr. Wu: There will be a second garage built to replace the spaces, the space from the U-Health parking.

Vice Mayor Kerdyk: That's right – where will that be?

Mr. Wu: I have the latest slide in the very back, I'll get to that.

Vice Mayor Kerdyk: OK. I'll keep on going, I didn't mean to interrupt you, but that's important to me.

Mr. Wu: Anymore questions on request 1, so I'll move onto request 2, which concern the frontage. The second request concerns a text change and we believe this is more formality to allow a port-cochere on Ponce. Today it only applies to frontage "C", which is strictly on Ponce, it doesn't adjacent any residential areas and today the new regulations will say, the port-cochere

cannot exceed 30 feet in height and will have to be set back at 20 foot minimum. As you are all aware the Zoning Code does regulate building height, setbacks, parking lot setbacks, etc., and today's regulation did not take into consideration any port-cochere along Ponce. We believe that this is a good architectural design to allow port-cochere along Ponce to have a frontage on Ponce, it will add architectural interest, it announces the building to the public, so this is a housekeeping matter to allow U-Health to have a port-cochere on Ponce.

Commissioner Lago: May I ask you a quick question?

Mr. Wu: Yes.

Commissioner Lago: In reference to the port-cochere – architecturally it could be a very nice feature, it could probably bring a lot to the area aesthetically, but one of my main concerns if not the most important concern that I have is, the backing up of traffic. You think the port-cochere will aide in relieving stress off Ponce?

Mr. Wu: The site plan for U-Health will have a front along Ponce and also have a rare access in the back will be created. Those two in addition will serve as...the front will just barely be a drop-off, the back will be drop-off and pick-up, so I can go through some of the mitigation measures in relation to U-Health even though the U-Health Building is not before, I think it's important for you to understand there are some mitigation measures as part of the building permit, which is under current review.

Mayor Cason: OK. So the design obviously will go through architectural review...

Mr. Wu: Yes.

Mayor Cason: So you are covered when you drop somebody off, if it's raining or it's hot.

Mr. Wu: Yes.

Mayor Cason: So that's the only thing it really does, it gives protection from the sun and probably the rain.

Mr. Wu: And we have to amend the Code to make that allowance. Relating to the mitigating measures – Walsh would have extended to the back of the U-Health structure that will be a bridge above the canal, there will be a pedestrian covered bridge between the U-Health Building at this at this corner and the canal linking to Flipse. The circulation for the garage will be modified. Today its two ways in, one way out that would be changed to one way in, two ways

out. The garage itself has a two-way frontage road that would be strictly eastbound, and as I mentioned Dickenson will be realigned and moved northeast 200 feet and that will trigger a traffic analysis that warrants a traffic signal, as well as Merrick Drive will require a traffic signal once warranted. In addition, a garage will be in the general vicinity here will be built to replace the cars here, the parking in this new garage up here, so the timing is such all these will have to occur at the same time upon the completion of the U-Health Building. So the mitigation measures are already under review, still have not approved all of them yet, we still have our traffic consultant reviewing those.

Vice Mayor Kerdyk: Did you say, I'm sorry, the garage that you pointed out there, that's going to coincide with the building of the structure, correct?

Mr. Wu: Yes and the applicant will address that.

Vice Mayor Kerdyk: OK, same time. And it's going to be how many cars parked in the garage there?

Mr. Wu: Today it's a about little under 1,100 spaces, I believe.

Vice Mayor Kerdyk: OK – and how many in that new garage over there?- how much?- 860.

Commissioner Lago: Let me ask you another quick question Mr. Wu. In reference to you mentioned traffic consultants, that it's currently being reviewed by traffic consultants that will come in place, we'll be able to see that once the University of Miami brings for plans.

Mr. Wu: We'll be glad to share with you the results of our conditions for the permit.

Mayor Cason: Does any of these three projects now have anything to do with traffic?- increase it?- decrease it?- or is it neutral?

Vice Mayor Kerdyk: Are we adding square footage?- are we adding any square footage that would increase traffic, is the question on that.

Mayor Cason: On just these three things that we are dealing with today.

Mr. Wu: All within the confines of the development agreement.

Vice Mayor Kerdyk: I think the question is, is the new building is not enhancing the size of anything like that, it's an existing square footage in the new building, not the new building, the building that is currently there that University of Miami is bridging to, right?

Mr. Wu: The Flipse Building will not be increased.

Vice Mayor Kerdyk: Right...

Mayor Cason: You wanted to address that as well.

Speaker: Nice to see everybody. The three applications before you none of them involves the construction of any new square footage that would in any way independently create any traffic consequence.

Mayor Cason: OK.

Commissioner Lago: What we are basically seeing in front of us is basically an amendment to the Development Agreement in preparation of what the University of Miami will be bringing forth in reference to U-Health and that being obviously the port-cochere and obviously the Flipse Building, which is already connected, but connected through a pedestrian bridge.

Commissioner Keon: I remember sitting down on the Planning and Zoning Board when this came before the Planning and Zoning Board initially U-Health. It was presented to us at that time as a student health center and it seems to have grown considerably since that student health center into a real outpatient type facility. I understand you'll also have doctor's offices and whatever else in that proximity to U-Health.

Ms. Janet Gavarette: Janet Gavarette, Campus Planning. Good morning. The proposed U-Health is an ambulatory care facility and you'll have diagnostic and treatment, doctor's offices, men's and women's health. It will have premiere programs related to Sylvester, Bascom Palmer, and sports medicine. It will include the student health component will be moved from the campus core to that facility, so...

Commissioner Keon: It is a full-fledged outpatient facility...

Ms. Gavarette: Yes.

Commissioner Keon:....associated with the University of Miami.

Ms. Gavarette: Correct.

Commissioner Keon: Have we ever seen site plans for that?

Mr. Wu: We have it at the staff level.

Commissioner Keon: You have the site plans?- will the site plans come before us?

Mr. Wu: We'd be glad to share that with you.

Commissioner Keon: What I wondered is, I know that U-Health runs along Ponce and so the access is on Ponce. Is the drop-off actually on Ponce or is there a road into it so that the traffic doesn't queue along Ponce or doesn't stop along Ponce so that in any way block traffic on Ponce, how does that work?

Ms. Gavarette: I can explain that. There is access from various sides, such as Mr. Wu described. The front entrance to the building; the building is setback 50 feet from the property line, so there is a significant swath if I may describe of area there and what will happen is that you will be able to drive onto that 50 foot setback area that is entirely within the university property, and that is where the function of drop-off takes place that would be under cover if you were to pass this amendment, that then provides cover protection from the elements. The cars then would either exit onto Ponce and move their merry way, or they can without going onto Ponce directly drive across the canal and onto the driveway that services the Ponce garage, so they don't go back onto the road traffic, they go directly to park, so if you have a loved one you're dropping off, you drop them off, you move on without going back onto Ponce and go into the garage. You may pick-up patients or anyone else also from the back and we have valet service as well, so there are various points of circulation through the back and through the front and through both sides that assist with traffic, and also the moving of Dickenson to the north, if you will, that provides greater, a benefit to the intersection on south Alhambra and also to Dickenson.

Commissioner Keon: OK. As long as it doesn't queue on Ponce that's fine.

Vice Mayor Kerdyk: Just one more question, just trying to figure out the parking garage. You have 1,100 spaces more or less in the existing parking garage, you are building 850 spaces in the back garage, how occupied is that current garage now?- what's the occupancy level of the current garage?- and I assume you're modeling is showing you that by building a 850 car parking garage its more than going to alleviate you moving these people over to this new garage and then utilizing the 1,100 car parking garage on Ponce, is that correct?

Ms. Gavarette: Have you been doing our traffic studies?

Vice Mayor Kerdyk: Pardon me?

Ms. Gavarette: Have you been doing our traffic studies?

Vice Mayor Kerdyk: No, no, I don't think you need to be pretty smart to be able to figure that out.

Ms. Gavarette: Well what happens is that our current Ponce garage is part of our campus parking resource, and so we manage parking on a campus-like basis, so that is never at 100 percent capacity so that it, if I were to describe it, it has excess capacity for the campus.

Mayor Cason: And you have been reducing the 28-29 percent of student use of vehicles, is that about...?

Ms. Gavarette: To answer that one – I'll call you back with the latest figures on that, but – so what we do is we calibrate what the campus demand needs to be overall in terms of replacement and that is where we built the new Merrick Garage, so our intention is to move the commuter traffic closer to the campus core and then dedicate the Ponce Garage to the U-Health, which is external traffic in and out, but it's not as much as the campus traffic, it just goes directly then to the Merrick Garage; and then to your point about the Mobility Plan that the university plan has been very successful since 2011 after the Development Agreement, we have taken on a number of initiatives and one of them has been to change our management plan for the campus, that and other measures, the no cars for freshmen, a number of other initiatives, those have led to now as of a week ago that we got new spring counts, a 31 percent overall traffic reduction north of the lake, of university traffic, so you know there is traffic in the streets, but it not all university generated traffic, so what we do is we take counts at the entrance portals the university and those have for the past three years since we've taken these very stringent initiatives, reduce it by 31 percent, that is amazing, it's an amazing accomplishment. Thank you.

Mayor Cason: We have one....OK, go ahead.

Mr. Wu: One more point. Request on the three concerns the amendment development agreement for all campus uses outside the campus. What you have before you is the Plummer Building located at 5915 Ponce, UM has been using that structure since 1989, for your information the development agreement was approved in 2010 did layout guidelines and parameters on future development of the entire campus. What you have before you is an amendment to section 18(a) and (g) to allow campus certain uses for property outside the campus. The Plummer Building is

located at 5915 Ponce; it's been leased to UM since 1989 for academic uses and administrative offices, etc. UM merely today wishes to formalize those campus uses on this property, for your information its written south side use is terminated when the lease is terminated. Frankly, and this is an oversight when the agreement was contemplated in 2010, this is a housekeeping matter. To summarize: Request 1 is to assist in the Comprehensive Plan goals, objectives and policies, specifically Zoning Code Section 3-1506, pertaining to Standards for Land Use Amendments. Request No. 2 is consistent with Zoning Code 3-1405, pertaining to Zoning Code Text Amendments. Request No. 3 is consistent with Zoning Code 3-1906, pertaining to the Development Agreements, staff recommends approval, the Planning and Zoning Board were unanimous at this meeting, April 9th, for recommendation of approval. That concludes staff's presentation.

Mayor Cason: Thank you very much. We have one speaker card, so we'll open the public hearing. Maria Cruz, do you both want to speak or just you?- and you want to speak on 2, 3, and 4, is that right?

Ms. Maria Cruz: Good morning.

Mayor Cason: Good morning.

Ms. Maria Cruz: I'm here not just as Maria Cruz, our neighbors met several times and most of the people in that area they do work, they are not lucky enough to be retired like I am. Oh, I forgot to tell you my address, Maria Cruz, 1447 Miller Road, Coral Gables, Florida, I've been a resident there since we built our house in 1976. Once again I'm here, I would like to believe, I would like to be able to accept everything you heard from the University...but the bottom line is, it looks very nice, very nice, everything is planned so well and then we get a hit with reality. The university would like you to believe that they are good neighbors, they have our interest, they are concerned about us, except when we have construction, they ask for extended hours, they have construction vehicles up and down our street from 6 a.m. in the morning, and things like that, that they cannot control because they are subcontractors and they cannot be over them, OK, so we get stuck with it. The university would like you to believe and I'm glad that Ms. Gavarette brought it up because I was ready to discuss it, how well they have solved the parking issue. Oh my goodness there are fewer trips. Has somebody driven on Miller Road in our neighborhood to see the cars and the university students that now park on our streets because they don't want to pay the abusive rates that they have to pay at the university? Somebody needs to take a drive and see what's happening. Why are neighbors pretty upset it's only for neighborhood parking?- because otherwise we have all the neighbors say kids park in there and I don't really mind. I am not complaining, I don't want parking on...I just want the university to face reality....their parking, no they are parking on our side, OK, so don't believe everything you hear, that's

number one. Number two; I just heard the new parking of 800 additional spots that will mean 800 more cars coming into that area, because otherwise why do we need the parking spots. Now, I'm so glad Commission Keon....yes, it was supposed to be a student health center, now it's going to be a world fancy facility for those people that don't want to go to the hospital area to be seen by university doctors, so now they are coming to our neighborhood, OK, so this is like a used car salesman, this is the best bait and switch or switch and bait or whatever it's called. You know every time the university comes before you, they come with this wonderful thing and then come the amendments. When the Convocation Center was built it was for university use, then they, you know looking ahead they built extra areas for seating that they weren't allowed to. Oh, they came back and they got permission to use those seats, you know it's like a continued thing. Well now it's not just university use, now it's a convention center. How many days of the year they have you know, home...or show this and that and the other thing, I mean, it's a continued use place, where do people go?- I'm going to tell where they go, they drive in the neighborhood, OK. I know that the university would like you to believe that everything is currently great; parking is not going to be effective. Well the people that come here, they weren't coming before, the parking...you know traffic is going to be effective, unless they are being flown in by helicopter, OK; and they are coming in and they were not here before, there is extra traffic. If you live in our area and some of you know the area very well, we cannot even get out of our homes. There is a period of time – the other day I was talking to one of the...and it took me 45 minutes to get out of my house, because why?- because parking is car to car, fender to fender, so you cannot get out of your own house, OK. When we try to go to Publix, less than a mile away, it takes us forever because we have to take San Amaro to Ponce, make a left and get to South Alhambra, that's where the Hurricane parking building is, that's where people coming in and out and...several traffic light changes. You know, it's not fair, OK, this is what we are saying and Commissioner Lago was at our last meeting. What we are saying is, we love the university, most of us are "Canes", but take into consideration its affecting us, OK. How dare you come up with this new health center and all these changes without making sure that driving is not going to affect the neighborhood? How can you stand here and say, Oh there will be no problem with traffic, then why another 800 spaces?- what is that for?- empty to have a...no, cars are going to go in there. So where are they coming from?- what's going to happen?- I'm going to tell you the last thing I heard from our neighbors is, nothing should be approved until the City, and the City is responsible because we are learning all this to happen....for the City come back with a plan what they are going to do about the traffic?- how is that going to...I want you to know that we are very disenchanted because when I worked it before the Board that approved this to come to you, I was told plain there is nothing that they can do about parking....in that neighborhood. Well that's not acceptable, that is not acceptable. Now that is about the first part. The second part, OK, Oh by the way, construction is not the only problem. All of the delivery vehicles that go to the university, Coca Cola, the Postal Service, Sysco, they all drive in our neighborhood...into the university. At 5-something in the morning today there was one of those

big rigs in front of my house, OK, so that's an issue. The other issue – you're being asked to approve the change at the Plummer Building, we don't have an issue with that, they've been using all along, now it was an oversight, nobody saw it. Let me ask you something, if a resident had had an oversight, you know, forget to put...something like that for 20-some years, would we say, Oh yes, we'll change it now...what are the consequences for not doing the job they agreed to do. They should....the university, I know they are very big in the City, but you know what?- there are consequences. For them to stand and tell you, this is just a housekeeping issue....against what we agreed to for 20-something years, so now give us permission to do it, hello?- something is wrong with that.

Mayor Cason: Thank you very much. Anybody else from the public?- if not, we'll close the public hearing portion. Discussion?

Commissioner Quesada: I have a question for Commissioner Lago. You live – I think you are the closest one that lives there.

Commissioner Lago: I live across the street from the University of Miami at 5200 San Amaro Drive. I can't get any closer, if I were any closer I'd be inside the school, I have one graduate degree I don't know if I need another one.

Commissioner Quesada: What's been your experience?

Commissioner Lago: Let's be candid. The university has been very helpful, I guess, in reference to answering the needs of the residents like myself. I guess I want to say that they are that helpful when every single person calls in regards to their issues, but I recently moved into a home about a year and change, we were under construction for about a year. We had Maria, if I'm correct, we had a meeting a month ago?- we've had two meetings – OK, the first meeting was in regards to the proposed traffic circle on Alhambra and Miller, which has been in the works, I'm ashamed to say for almost what?- 10 years?- I can't apologize enough in regards to how much the residents have fought for having that circle, which I know this is not the point, but we may use it right now, traffic whips through the circle on San Amaro and then heads up Miller, 57th Avenue, and students and residents get in excess of 40-50 miles an hour when it's around 30 miles an hour, so we are hoping that with the help of staff that we are able to deliver on the traffic circle on Alhambra and Miller, so that's another topic for another day, but we had another meeting which UM was gracious enough to send their staff, we had the Police there, and we discussed a whole multitude of issues, one of them being traffic. Currently right now what's going on in our neighborhood is a little bit of an anomaly, which Ms. Cruz can tell you because we have a lot of construction on 57th Avenue, which runs all the way from U.S.-1 to Eighth Street as the County continues to do the sidewalks, excuse me, a lot of that traffic is now cutting through our

neighborhood and its affecting our neighborhood incredibly as Major Hudak has said. In reference to traffic, is Ms. Cruz correct in reference to delivery trucks?- yes, she is. We have an excess amount of trucks going through our neighborhood and again, being in the construction and design industry, I have to disagree with Ms. Cruz on one aspect, and that is that the university only has so much control and that is that when you have a contractor, it's the contractor's responsibility and the university's responsibility to enforce the contractor to make sure that his sub-contractors do not deliver and cut through San Amaro which is on an ongoing basis. This morning I saw a Bobcat going through on San Amaro cutting through. Again, that has to be the enforcement of the contractor and the University of Miami, which we discussed last week, it's going to be putting forth a plan to really attack that issue. In reference to deliveries, I personally have not seen delivery trucks on San Amaro myself like Sysco, but I know they use Miller, and that has to do with the culture, you have to explain to the delivery drivers that if they go through Miller and they do not use Ponce there has to be some sort of fine implemented or they could potentially be docked pay or lose their job, but we currently do have issues; and one of the main things that I know that we are not talking about U-Health, today we are talking about components of U-Health, but we're not talking about the major project which will be coming before the Commission. The residents are concerned; the residents are concerned with the amount of traffic that it could potentially bring on San Amaro and it could potentially bring on the side streets and it could potentially bring to Miller, and we heard basically every argument from open the streets that were closed years ago, I know it's not something that the residents want to hear, some of the residents live on a street that enjoy that, but that was brought up, and it was about 50 residents that came, and there were to say unhappy is not the correct adjective I should use. So we do have an issue Commissioner Quesada, I want to give credit where credit is due because the University of Miami has been extremely responsive. I think that we are moving in the right direction, but I think that we need to be diligent and I think that we need to pay special attention and listen to the residents in this area because they are heavily impacted. If it's not the church, it's the university, if it's not the traffic on 57th Avenue, which people are no longer using 57th Avenue because of the excess traffic that's there because of the construction, this area is being impacted from all sides, Doctor's Hospital, I mean it's pretty extensive.

Mayor Cason: One of the things that I agree with Ms. Cruz in terms of during the construction we talked before about trucks coming in on Saturday and Sunday and wrong hours and I think we gave them some permission to do some things that we probably wouldn't normally do. I think as we are looking forward to construction, more construction at the university, we have to make sure that the construction is done during business, according to regulation, without making all the beep-beep noises and other things, but that's looking forward to when the new construction starts and whatever we decide to do in terms of the Health Building, and unless anybody disagrees I don't think there is any traffic angle to what we are discussing today. We certainly have to keep traffic in mind because no matter what we do traffic is increasing for a lot of reasons. Most of

our traffic and I think on the main roads is cut-through traffic coming from south of us going through Coral Gables going elsewhere. We see it in terms of the number of people stopped at red light cameras, over 80 percent are coming through, so that we can't do anything about, but certainly no buildings will attract new people, we have to take a close look at the traffic impact.

Commissioner Lago: If I could just say one last thing – thank you Mayor, is something that I brought up at the meeting between the University of Miami and the City and the residents, Commissioner Quesada had brought up about two or three months ago, the opportunity of potentially looking into staff lowering the speed limit within the City. I don't know where that ended up because when I mentioned it to the residents they were ecstatic about that potentially being an option for the future. If you get a chance, I know that Police, Major Hudak sent some of his police staff members to try and enforce deliveries that are being done early in the morning off Miller, which I know that the beeping sound is unbearable. Hopefully that would work and with the University of Miami's push to get deliveries through Ponce, I think that we can alleviate some of the issues for the residents, but I think that the traffic issue and the speed issue is pretty significant.

Commissioner Quesada: After that meeting just so you know, I have staff analyzing it and they are putting a report together for us that I will put on the agenda as soon as it's fully updated.

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

Commissioner Quesada: The ball is rolling.

Mayor Cason: Alright. Do we have any other discussion?

Vice Mayor Kerdyk: I just have one other question. I think Ms. Cruz mentioned and I don't know if you addressed it, parking on the neighborhood streets, is that what's occurring from our students?- that's one I hadn't heard, is that something that's happening?- because if that is that needs to be alleviated, that cannot happen.

Ms. Gavarette: The areas around the university outside the campus are, those public swale areas are sometimes signed as "No Parking" and those are done by the City of Coral Gables, they are done pursuant to residents who request that, so it's really off campus and it is a City regulated area. When we, the university, are advised that there are students that are parking in residential areas that are not marked, we have a conduit for folks to call us and our department works with Community Relations and also with our student affairs. We reach out to the students with a tag that when we have a tag and license reported we reach out to the student and advise them once again that there are rules and regulations in the City of Coral Gables that they as a resident must

adhere to or even as a visitor. So we do get engaged very often on that and we do not know of any areas that there is widespread parking where its signed as “No Parking”, so we have also work very closely with your Code Enforcement and our student affairs people to monitor if there are any reports of issues with students...

Mayor Cason: But certainly if there is no parking our Code Enforcement should get on the ball and give tickets.

Vice Mayor Kerdyk: But she is also mentioning and Mr. Wu of course articulated the fact that if a resident request a sign in front of their house, they get a no parking sign, but the question is for the people that have not requested no parking signs, are you having students that are going to your campus that are parking on our swale areas in general because I had always heard that you are encapsulating everybody onto your campus and that you do not have any of that intrusion parking into our residential area. Now if a student rents a house there, that’s one thing, but they are actually parking in a swale area that doesn’t say no parking just because the neighbor hasn’t called the Parking Department and then there is a problem there too. Are we seeing that as an issue?

Ms. Gavarette: There are pockets from time to time of that happening not in the area that has been mentioned, but those are not signed, neither the City nor the university can do anything about it, so we are both powerless about it, both of us are.

Mayor Cason: But students get an assigned parking now, right?- so they know they can park.

Ms. Gavarette: If you are a student, faculty or staff or visitor there is parking, sufficient parking on the university campus. If you get a parking permit, you are assigned a certain area to park and you only drive to that area, it doesn’t matter where you are going to the campus, but you are assigned that area.

Mayor Cason: Is there any incentive for them not to have to pay for that and parking outside?- do you see that?

Ms. Gavarette: There is a charge that’s embedded in the student fees as well as for employees. We pay for parking on campus.

Mayor Cason: It’s embedded so it’s not like I’m going to save some money by going out and parking in the neighbor’s area?

Ms. Gavarette: There are people who do park in the residential areas and also in nearby commercial area because they chose not to want to pay the university, and as long as those areas are not regulated by the City, we are both powerless to do anything about it.

Vice Mayor Kerdyk: That's true.

Ms. Gavarette: We do canvass the neighborhoods often and do call upon...

Vice Mayor Kerdyk: Let me ask you one last question. The delivery trucks – do you tell your vendors hey, don't drive through the residential areas?- is that an instruction that you provide?

Ms. Gavarette: Yes, we do, and the Miller Circle area is the appropriate entrance to the campus for deliveries in that area. Right now we have construction and it has been temporarily closed, so you may see some of that delivery going up to the Memorial area, but once that's open by the fall of this year you'll start to see traffic entering the university at that area is the preferred route, and we do advise all of our contractors, subcontractors, and delivery folks to the extent that we can manage that, you know, that we request that they use U.S.-1, Ponce, and San Amaro north.

Commissioner Lago: And I want to make it clear, you'll be receiving it today or tomorrow, I know that, I just received it via e-mail, Mr. Pino received it, I was copied on the e-mail in reference to the meeting that we had last week all the questions from that meeting that staff, residents had, had been addressed by the university and that will be forwarded to every individual that attended. So we are getting a response from the university, they are being responsive. Can you do me a favor Carmen, I know you wanted to say something Ms. Cruz, can you make sure and give me, because again for my own edification I wasn't here, I need a copy of the development agreement so I can get a little bit more versed when U-Health comes forward and is in our lap, and I want to make sure that I'm for the university to please do me a favor and make sure that whatever traffic needs to be done spare no expense in regards to that, because I'm going to be with the residents and they are going to come to me, they come to my house, they knock at my house every day, especially Maria, and I want to make sure that I give them the necessary answers, which the university, trust me, and Maria you can't deny it, they have been incredibly helpful as of late, like I said in that meeting we are partners. The university is not going anywhere and the residents are not going anywhere, so we have to co-exist.

Interim City Manager Olazabal: A question. I don't know if it's a little bit premature, but for U-Health, have you looked at options to mitigate traffic during and after construction and how to make sure that the construction vehicles are staying within Ponce and not going to the neighborhood streets?

Ms. Gavarette: Right now those plans are going through review at the City. As part of the review we must submit to you a staging plan, a MOT plan, and we will be sure to underscore for you very succinctly how we are addressing deliveries and construction and what-not, so that will be part of what we normally give you and will underscore it with the attentiveness that's been requested here.

Commissioner Lago: Thank you.

Mayor Cason: Ms. Cruz one more comment.

Ms. Cruz: It's very hard to be civil when you hear things that are not agreeable. The university – any construction needs to have a staging plan, we went through all this construction on Miller, there was no staging plan and you can check zoning enforcement because there was no staging plan, they could park anywhere they wanted, number one; number two, the problem with parking is very complicated. If you ask the City to put no parking in front of your house, you will be ticketed, so most neighbors say, OK, wait a second, what do I do?- if I have the no parking sign then I cannot park in front of my house, so what do you do? From what I hear the university has a wonderful planning...you know what the problem is?- it's too expensive to park at the university, so of course people find ways to not have to pay, that is the problem, let's face it, that is the problem. We – let me tell you, I don't have any parking in front of my house, because you know what?- I got tired of paying parking tickets for my kids, my own daughters couldn't park in front of my house because there was no parking, so I said remove it and we'll handle it. Miller in front of the church is supposed to be only two hours. Go there seven days a week during hours it's always full and it's not church people, its university people, Saturdays and Sundays, concerts, stuff at the university, they park there. It's not fair. You know, I know that they want you to believe that everything is in place, it is not, it's not, we are getting hurt.

Mayor Cason: Thank you. Anymore discussion? Can I have a motion? We have to do this...

Commissioner Keon: I have one question. I know that from sitting on the Planning and Zoning Board there was a discussion about a ring-road being developed within the University of Miami so that all the traffic once it goes in the circulation remains within the university...remains within the university. Has the ring-road been built within the university that connects both sides of the campus?

Ms. Gavarette: No, it has not been completed. We have a requirement of the City that was made part of the Master Plan Amendment in 2007. There was a condition of approval that required us to link the west part of the campus, if you will, to the east part of the campus north of the lake through the "Arboretum" and it mandated that we do this road within a certain amount of time,

and so what the university has done to date, it has done Phase I, which is a new entrance directly from Miller to the campus, which obviates obviously, you don't go into the residential area, we've done that. We've then connected back to all the way up to just south of the "Arboretum" so that's defined as Phase I of the internal road. Phase II of the internal road is supposed to connect through the "Arboretum" and to the parking resources to the east, right between Baptist Hospital and our campus core. So that was in 2007, and so we've done Phase I, which has helped with traffic in that area. We do not yet have to comply with the second phase until December of 2017. What has happened...

Commissioner Keon: 2017?

Ms. Gavarette: Pardon me?

Commissioner Keon: 2017?

Ms. Gavarette: 2017 is when we are required to complete that Phase II of the road. When that stipulation was imposed on the university as a condition of approval, it was believed to take sufficient traffic, university traffic off the residential streets by linking these two parking resources and what has actually happened is that pursuant to the Mobility Plan we started to take traffic counts north of the lake and try to understand, well how much traffic comes in there, and then what we've done is we have changed our management plan. Before you would come to the university as a student, you would get a parking permit, you can go chose to try and go park wherever you want because the parking resources that people favor most are north of the lake, that's where people would go. So if there was a lot of traffic in you'd circle around, you get frustrated, you say, Oh there is no parking on this campus, and then you'd leave, and you'd do that again in the afternoon if you left. But now what we did is we have changed the Parking Management Plan, so that if you are a student and you get the Purple Zone or the Red Zone, which are north of the lake that is the only place that you may park. So you come into the campus and you're always assured to have a parking space there because of how we manage the ratio and so that has been in part measured, we have measured since 2011 to now what the traffic change has been as a result of that action, including then that we have reduced, we eliminated freshman parking so that's 400 cars that are no longer coming and going to the campus, as well as the connection through directly at Miller, and so when you add all of these things up we have measured and documented with our traffic consultant that has been reviewed by the City and the June Mobility Plan will show a 31 percent overall reduction in university traffic north of the lake, which is significant, that's an amazing accomplishment.

Commissioner Lago: May I ask you two questions?

Ms. Gavarette: Yes.

Commissioner Lago: Who is your traffic consultant?

Ms. Gavarette: It is Keith and Schnars and the City's pare review is conducted by Tim Plummer, Plummer and Associates.

Mayor Cason: Is there any increase in terms of number of professors, professors driving into work, any other elements – look like you've taken care of a lot of the student traffic. What else do you see happening that might account for more cars other than people just driving by and maybe people thinking they are the university.

Ms. Gavarette: For the university in terms of our population that affects traffic, our head count is what we look at and project into the future includes student, faculty, staff, and so that's a pretty not flat, but very light increase, and we look at this for the next 25 years. Those people are all commuters and they are provided parking like the management plan, so they are assigned a spot, so everyone is treated the same that gets a parking spot at the university. If you are a resident you also cannot, for example, if you are at University Village, you can't move your car, you can't go park on campus, you must leave your car there all day long, you cannot go park. So we manage the parking in that fashion by permit so that you always find parking.

Mayor Cason: So you don't expect to see a significant increase in the number of professors or staff that would lead to more cars coming in...

Ms. Gavarette: A very gradual and modest increase that when you look at historically today and then in the future there is a very modest growth. So, I mean, do we go out and hire 500 new professors a year?- no, these are up and down flowy figures that are part of the growth and those are included, those projections are included in the traffic reports that we submit to the City.

Commissioner Lago: I just have one last question. You mentioned that the interior road deadline is December 2017, and it stopped at the "Arboretum", is there a reason why it stopped at the "Arboretum"?

Ms. Gavarette: It was defined to be in two phases from the very beginning, so it was set up as a condition of approval Phase I and Phase II, so those dates were set at the time that we had the mandate to do them, and we've complied with the mandate and Phase No. I. What's happened now in the interim is that there is a demonstrated reduction in traffic by management of how we allocate our parking resources, and so a connection from one parking resource to the other does not necessarily mean that you are going to get any significant or any kind of benefit because you

are only assigned to go park in this one location or the other; and the “Arboretum” is a very important resource to the university in terms of teaching; it’s a resource for more than that in terms of its association with Fairchild, and it also is a community resource where a lot of people come and visit and enjoy it and there is no....

Commissioner Lago: That’s the reason behind my question.

Ms. Gavarette: That was not the defining piece at the time for breaking Phase I and Phase II, but that was an important piece of what we will be bringing to you in the future.

Commissioner Lago: Just so you are aware, if you had an interior road I would stay off San Amaro and I would stay off Ponce when I take my daughter to school, when she goes to Canterbury which is inside UM.

Commissioner Keon: That was precisely, I remember sitting on the Planning and Zoning Board when that came up, and the reason that they asked for the internal road was not only to, it wasn’t only for parking, it was that you could then define how people entered the campus and you would circulate within the campus without having to be on the residential streets and you could designate where the entrance into the campus was, so you would avoid some of these issues and a lot of it was, it was particularly related to the construction issues that came forth at the time, so I remember for certain that it was in there, I remember why, and I remember initially it was to be completed before the construction actually began, but apparently there were numerous amendments that came back and came through, I guess the Commission or whatever else, that changed that, that was precisely why it was changed. It was put in there for that purpose and it really was to create the traffic circulation within the university and not on the – that you would designate an entrance so once you go in then you can control it. The way it is now the entrances really are through the residential, you have to go through the residential neighborhoods to get to the entrance pretty much, like Miller or whatever else, so you can’t really ensure that the entrance to the university for commercial purposes is along Ponce unless there is some work to change that and of course the establishment of that ring-road related to construction that’s what...

Commissioner Lago: The only thing I have to say about that is I look forward to the internal road because I think it’s going to be something that in December 2017 when it’s completed, I think it’s going to take a person like myself off the street both in the morning and in the afternoon.

Commissioner Keon: I know the “Arboretum” is a particular – I mean that is an issue, is that it has to go through the “Arboretum” so there needs to be found an alternative way or you need to work out with the issue of the “Arboretum”.

Ms. Gavarette: We've also added considerable parking south of the lake and will continue to do so, so that we do not engage in bringing more people north of the lake and that's one of the things that we would like to bring back for an amendment to the Commission because right now the way that the condition reads is to the internal road, don't look at anything having to do with parking and also replace all the parking that you lost north of the lake that's totally contradictory. So we will be bringing back to you that information in more detailed forms.

Mayor Cason: We'll continue the discussion on parking both with what you bring forward as well as the medical facility, so that will be an ongoing discussion at a different time. Do you have anything else?

Mr. Charles Siemen: Mr. Mayor, Charles Siemen, I been advisor to the City in regard to the University of Miami Development Agreement for a long period of time. I just want the record to reflect that there is a significant ongoing interchange between the university and not only your staff but also the Plummer company and we've recently, they've completed a five – the Development Agreement calls for a five-year regional transportation analysis and an annual analysis, and all of that is going on, this is a work in progress.

Commissioner Lago: Who has copies of all these documents?

Mr. Charles Siemen: They are in the Planning Department and they were in the City Manager's office.

Commissioner Lago: How long have they been in the City Manager's office?

Mr. Charles Siemen: The documents have been – they've come in regularly; the five-year plan came in last year. I think the transportation analysis...

Commissioner Lago: Did anybody get a copy of this document because I didn't get a copy of this document.

City Attorney Leen: Charlie would you make sure that the Commission gets copies.

Mr. Charles Siemen: What I would propose – two things you might consider; one is, I will make sure everybody has a full set who would like one of all the documentation that's relevant, and it might be worthwhile to have a workshop where I would be glad to participate to take you all through this the 2010 document, the 2007 UMCAD, which it relies upon and make sure you all generally are aware of, and I'd be glad to meet with you.

Commissioner Lago: The workshop would be spectacular because when I sit with the residents, my neighbors, if the news is good or bad I've got to give it to them.

Mr. Charles Siemen: It only took us 6 years to put that Development Agreement together, so there is a lot of history to it.

Commissioner Lago: That's why I requested a copy of it because I wanted to become a little more versed in regards to the Development Agreement.

Mayor Cason: I think a workshop would be a good idea for us to discuss this sometime in the not too distant future. Let's – Mr. Attorney should we do these one at a time?

City Attorney Leen: We should vote on each one separately.

Mayor Cason: OK. On E-2 do we have a motion?

Commissioner Quesada: So moved.

Vice Mayor Kerdyk: Second.

Mayor Cason: Commissioner Quesada makes the motion, Vice Mayor seconds it.

City Clerk

Commissioner Keon: Yes

Vice Mayor Kerdyk: Yes

Commissioner Lago: Yes

Commissioner Quesada: Yes

Mayor Cason: Yes

(Vote: 5-0)

Mayor Cason: E-3 – motion?

Commissioner Quesada: So moved.

Vice Mayor Kerdyk: Second.

Mayor Cason: Commissioner Quesada, the Vice Mayor seconds it.

City Clerk

Vice Mayor Kerdyk: Yes
Commissioner Lago: Yes
Commissioner Quesada: Yes
Commissioner Keon: Yes
Mayor Cason: Yes
(Vote: 5-0)

Mayor Cason: Item E-4 – motion?

Commissioner Quesada: So moved.

Vice Mayor Kerdyk: Second.

Mayor Cason: Commissioner Quesada makes the motion, seconded by the Vice Mayor.

City Clerk

Commissioner Lago: Yes
Commissioner Quesada: Yes
Commissioner Keon: Yes
Vice Mayor Kerdyk: Yes
Mayor Cason: Yes
(Vote: 5-0)

[End: 11:29:24 a.m.]