

City of Coral Gables City Commission Meeting
Agenda Item F-3
July 7, 2015
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Jim Cason
Commissioner Pat Keon
Commissioner Vince Lago
Vice Mayor Frank Quesada
Commissioner Jeannett Slesnick

City Staff

City Manager, Cathy Swanson-Rivenbark
City Attorney, Craig E. Leen
City Clerk, Walter J. Foeman
Deputy City Clerk, Billy Urquia
Chief Procurement Officer, Michael Pounds
Parking Director, Kevin Kinney

Public Speaker(s)

Agenda Item F-3 [1:18:00 p.m.]

Discussion regarding garages RFP's
Vice Mayor Quesada

Mayor Cason: Let's move onto F-2 (sic F-3), which is a discussion regarding the RFP's for the garages, that's the Vice Mayor's.

City Manager Swanson-Rivenbark: That was renumbered and now it's F-3.

Vice Mayor Quesada: This is really just a clarifying point. I just want to make sure that we are going to have people that are going to be submitting for this RFP. Obviously, I think we discussed it quite a bit and this Commission has said consistently is we want as many bidders as possible, we want the best possible project for our downtown. Since the RFP draft has come out and the revision has come out, I think we've all been approached from different applicants that are seeking to submit bids for this.

Commissioner Lago: Commissioner, can we just talk about that one point you just made right now about several of us being approached.

Vice Mayor Quesada: Yes.

Commissioner Lago: I wanted to get an interpretation, I'm not sure we got this already from the City Attorney that we can have free discussions with interested parties that are going to be submitting for the RFP.

Vice Mayor Quesada: He's previously given that opinion, but if you want to...

Commissioner Lago: I don't remember. I have a feeling that we may have given it in writing, but I just want to have it on the record here today, because I imagine people are probably listening to the Commission meeting and I have one individual who is interested in having a conversation, a simple conversation in regards to the future of the garages, and we as a Commission can have conversations in regards to the context of the RFP.

City Attorney Leen: You can have a conversation with potential vendors or proposers. Who you can't have a conversation with is anyone that's City staff other than the City Manager, the City Attorney, Assistant City Managers, Chief Procurement Officer, anyone other than that though you cannot talk to within City staff, except for a public meeting. You can ask for the staff member to come to the public meeting and then the Commission can speak to that person, but in terms of vendors, lobbyists, anything like that, you can speak to them, just remind them they need to register as a lobbyist.

City Manager Swanson-Rivenbark: I will also comment having been involved in RFP process for probably more than you all could care, the more it is an open and transparent process, the more you will have willing parties come to the table. If they feel that there are additional discussions that are going on that may not be a fair and open process than some people may step away from it. So your desire to have as many good proposals as possible, I think the open transparent process is the best way to attract them, in my personal opinion.

Vice Mayor Quesada: So that being said, come back to it. So if they haven't approached you they will a few applicants that are putting in their bids for this. So, I just want to make sure that we are not overly burdening the applicants on this. Obviously, we want a lot of parking, obviously we want a great project, and I want to put my opinion back out there again, that's why I put it on the agenda is, I want to make sure that we are not over burdening, I know I repeated that like three times already, but we talked about the thousand parking spaces, which

Commissioner Keon this is the one that I think it was an amendment that you made, I think it was at 600 or 500 or 800, I forget what the number was, and we bumped it up. One of the items that I had discussed originally with the previous Commission, Commissioner Slesnick before you were on was related to whether the property could be a 99-year lease or if they could also do an option to submit a bid for purchasing the property outright as well. We had a long discussion. I was in the minority of the discussion, but we all ended up agreeing to give the applicants the option of placing that in there. That's something that I've discussed the whole way through is, I want to make this as flexible as possible to get – I want architects and builders to be as creative as possible. This is going to be a centerpiece project right off of our lead on Miracle Mile, so I want to make sure it's as flexible as possible that we can get projects. That was the reason I was pushing for the cantilevering, at least give them the option of doing it cantilevering over the street. Maybe you can do a new take on the Douglas Entrance. The way it cantilevering back in the 20's or the 30's, I forget when the building was built, so I just want to keep it as open as possible. What I have been told is that from one specific individual who is planning on putting in a bid is, they want to put city offices and they think that they have to put that in there in order to potentially win the bid. Obviously, we don't know what's going to win and what's not, and I told them I don't think that's a requirement of the bid, but I just want to put it out there that – and I said this previously, Commissioner Slesnick before you were on the dais, I'm actually against putting city offices in that space because it's got to be the best complimentary use for our Miracle Mile. It's so important that that project works well because if it's a failing project, if the developer comes in and we select a developer who picks, who has a business plan in mind that's not consistent with the health of Miracle Mile. I mean it's going to be a black eye on the downtown on the City. That project has got to be bustling, whether it's a commercial rental, whether its commercial apartment, whether its commercial condo, or residential condo or apartment, whatever they decide to do, mixed use or whatever it is, it's really got to be something that complimentary. So I just want to make sure I put it on the record publicly that at least you don't have to see city offices in the project, because I think we sort of have to think about making the numbers work from a financial perspective for us and for the developer. So I just want to make sure that they can build a project and then they are not handcuffed to one specific type of project or not. I know there were revisions made, I know the Manager did a great job of doing the revisions whether they could build one building at a time or they can do two at a time, that's an important consideration, I'm sure Commissioner Lago probably knows that better than us, because of the construction costs. It's more economical for them to do a better project for us when they do something bigger; and I just want to make sure the parking situation. We have buildings that are over-parked; we have buildings that are under-parked. Commissioner Keon, I was in disagreement with you on the thousand public parking spaces to have to deliver. I was in agreement with you when we talked about that some spaces got to go in each garage. It can't be all parking in one and then leave the other side abandoned completely; because what's going to end up happening is what I foresee is that the businesses that are near the parking area

do much better than the businesses that are further away from the parking. As it is right now, if you look at where the Lyca Store is on Miracle Mile, which is basically across the street from Randazzles not too far away from here, you don't see much foot traffic around there, but you see a lot of foot traffic, you see the businesses really doing well wasn't near the parking garages. So I agree with you on that. But then again, I look at buildings like 355 Alhambra, and I know it very well because I worked in that building for five years. The top three stories of that parking garage were always empty. So what I think about when I'm in a building like that, I think well this developer spent so much money on building this additional parking spaces that are never used and that building was 100 percent occupied when I was there and they still had three empty floors. So I just want to make sure that we are hitting the "sweet spot," I guess is what it is, and I guess I want to tell the developers if it's OK, if the Commission agrees with me, if your project what you want to build isn't perfectly aligned with our RFP and I would still ask for you to submit it and we'll consider it. Obviously, we want to hold the people who are following it to a "T" obviously are going to be looked at more beneficially; you are going to be held to a higher standard if you fall outside of the RFP minimum requirements, but I don't want to discourage them because we might get something great. I don't want to cut something off great just because they can only provide 900 parking spaces or they have to do something a little bit outside of what we are asking for. So again, if there was an agreement I would like to give that direction to the general public that, if you come in outside the RFP requirements you are going to be held to a much higher standard, but we don't want to discourage a great project from potentially coming in. That it that was the point of me putting it on the agenda. I want to sort of air my opinion out there. It's been some while since we really discussed this in detail and those are the thoughts as I've been gathering over the last, I guess few months.

Mayor Cason: You know I've had discussions with somebody that's interested in bidding and I made the same point. I said look, what we really want is the most highest quality and we are not insisting on one thing or the other, but tell us what you would like to do that would work for you and we'll consider it. And the big issue really was ownership or not for this particular developer – 99 years makes it difficult for condos, but...

Vice Mayor Quesada: Look, I would much prefer a 99-year lease, absolutely, in my opinion and I think we all learned this from Vice Mayor Kerdyk, you never want to sell City property unless it's for the absolute best project, so I just don't want to close that door even though I much greatly prefer the 99-year lease, I don't want to close that door for something – you know if someone put something in front of us and we all go, yes! I don't want to close that door.

Commissioner Slesnick: It's interesting that you mention the 300 Block of Miracle Mile where you don't have a paseo, whereas on the other side of the street, Seasons 52 thrives because it has the walkway in from the parking garage. So I think it's very interesting, but nobody ever knew

Gelato store was there, so they bring more people than the camera shop, but I'm really not in favor of giving away City land and I think on a 99-year lease you can rent or handle condos and so forth with a 99-year lease, that's a long time, a couple of lifetimes for most people. So I'm just not in favor of giving away the land.

Vice Mayor Quesada: I'm not in favor either, but I don't want to close the door on a spectacular project.

Commissioner Slesnick: I agree. I agree.

Mayor Cason: A land swap could be a potential...

Vice Mayor Quesada: You just never know, you just don't know. It's a unique situation because normally you are talking to someone else about a deal. If we are doing a deal together we are talking, we get an idea. Here we are sort of in the blind.

Commissioner Lago: You made several comments, the Mayor and Commissioner Slesnick, we haven't heard from Commissioner Keon yet. I think the key word is, let's not stifle creativity. Let's make sure that we embrace any individual or entity that brings forth a great project that's going to benefit the City. You mentioned something right now that I haven't even given thought to, maybe there could be a land swap, maybe somebody owns some other commercial components out there or land that's available that we could do a land swap as part of the deal to sweeten the deal, to maybe have one parcel sold or two parcels 99-year leases. I want to be able to listen to everyone. My biggest concern is, and again, I don't have an issue in reference to whether the City has office space or does not have office space. Again, I'd rather leave that discussion until the City Manager and she has more of a pulse in reference to what the City needs, maybe we meet our requirements with the adjacent property. What I'm really most concerned about is making sure that the individuals who are going to be submitting are aware that if you don't hit one thousand parking spaces, that don't mean that, you shouldn't be involved. At the current cost of construction your proforma and work due to the restrictions that we have in regards to height in the City. So don't feel that if you are at 800 or 750 that you shouldn't be involved in the project because you are not meeting our supposed thousand goal. Would I love to have a thousand parking spaces? - 110 percent. I would love to have a plan for 30 years down the road and say, we have more parking that's going to meet our hopeful goals in the near future. I'm going to give you my opinion. I've never been a developer, but I've seen performance and I've dealt with a lot of performance, like a lot of you have, I think it's going to be very, very difficult to meet a thousand parking spaces. It just won't happen due to construction costs.

Vice Mayor Quesada: I don't know if it is or isn't...

Commissioner Lago: I'm just telling you...

Vice Mayor Quesada: Maybe that's what every developer is telling us to try to get a better deal done and they are trying to meet us that way. I don't know the answer.

Commissioner Lago: No, it's not that. The issue is, for example, you used a great example, 355 Alhambra. When you have three floors of required parking that are empty, what could a developer have been able to do with those three floors? Could they have taken maybe two floors and rented those spaces out and...?

Vice Mayor Quesada: You know what ended up happening, at least my perspective of it, again I'm not a developer, I've never done it, they still have their FAR limitations...

Commissioner Lago: I understand that...

Vice Mayor Quesada: But hold on, they still have their FAR limitations, they still have their height limitations. I think what ends up happening is they spend that money on making it a more aesthetically pleasing building or putting more money into the design of the building, which we all would appreciate. Now you are saying they put that money in their pocket?

Commissioner Lago: They put that money in their pocket.

City Manager Swanson-Rivenbark: Excuse me; I just want to add into the conversation.

Commissioner Lago: Let's be sincere about that.

City Manager Swanson-Rivenbark: The first iteration of the RFP has changed significantly. In the first proposal you needed to develop both sites and you needed to first develop Garage 1, and that's where you got these 700 spaces, 350 parking space on Garage 4, which the public site, and over 700 parking spaces on the Miracle Theater Garage, for lack of a better term. You all asked us to look at that, to make sure that we could develop something that would help generate additional interest. In that first iteration you could buy Garage 4 property, in that first iteration there were office space expectations, there were higher ceiling expectations on the ground floor that has been eliminated. If you submit under the first scenario and some developers are preparing for that they still can. If you submit under the new alternates then you could put 500 parking spaces in the building of public parking, because public parking is important for the downtown. We are recommending that you lease it, not sell it during that period. So first

iteration, all stays the same. Second iteration, in order to encourage additional flexibility you can build on one (1) or four (4), you need to provide 400 public parking spaces, 500 public parking spaces regardless of which one you pick. You need to establish a walkthrough to Miracle Mile, if it's in the 300 Block, but it would be a land lease scenario rather than sale. You can do condos on a 99-year deal; they do it in New York all the time. So what we wanted to do was create some parameters for the review, but also creates some flexibility. You also can do anything that's in the best interest of the City of Coral Gables. So, if at the end you are looking at certain provisions and you want to pick instead a very different alternate, because we say alternatives are allowed to be submitted. You as a collected body have the authority to do that. I think the new version accomplishes a lot of the things that you all wanted, I'm happy to submit to all of you the copy of the updates of things that were changed, but I think if your goal is to get as many people to submit quality projects, I think the revisions that we have presented to you most recently, which you previously felt were appropriate that we have now pushed out to the market will help accomplish that.

Mayor Cason: Where are we in the process?

City Manager Swanson-Rivenbark: August 14th, I believe is the – and Mike if you'll come up and help me, I believe the deadline for Stage 1; Stage 1 being, show us your qualifications not your elevations, and August 14th....?

Mr. Pounds: August 14th is the deadline for submitting the proposals.

City Manager Swanson-Rivenbark: And then the review will happen, you all will chose which ones are most qualified based on an evaluation committee's recommendation, but you clearly have the right to do it yourself. Then those that are shortlisted and we didn't put an arbitrary number of, we will shortlist three, you are going to shortlist the best projects; and then it goes into Stage Two. Stage 2, they provide their traffic studies, their market analysis, their elevations, all four sides, the transportation plan internally with parking. It is a very expensive process. Stage 1, the idea for Stage 1, open it up, make it as many as easy as possible for people to enter, if they have qualifications and the ability to raise the necessary money. What we have taken out is, we are not recommending that the City be a financial investor in the project. We would receive rent, but we wouldn't finance the project. We've removed some of that risk and we reduced some of the parking requirements and some of the other burdens that may have previously limited participation. But I'm happy to recirculate the Addendum Number 9, which speaks to the number of changes that we've made, so that we can meet with you all individually so that you are aware of the enhancements that we've made which have actually made it more cost-effective for a developer to participate.

Commissioner Keon: Can I – just want some clarity. It's anticipated that whoever builds these projects will pay for the development of both sites, and it's the value of the land lease is what is allowing them, is what's – how they will build the garage.

City Manager Swanson-Rivenbark: I appreciate the question. Under the new alternatives, they will be paying for an individual lot, not both. They can build on one (1) or four (4), but not both. If let's say for a scenario somebody is interested in building a development on Garage 4. They would need to as a part of their development cost add into it the construction of 500 publicly available parking spaces, which would be priced at City rates. So if you look at the Gables Grand as an example, Gables Grand presented 400 public parking spaces, in addition to their zoned required parking. The difference is, we did not require City rates, we allowed them whatever is commercially reasonable in the marketplace and that's why Gables Grand is a little bit higher than our other parking garages. We brought that down and said, if you are going to build the public parking you need to park it – that the rates need to be consistent with what other City of Coral Gables rates are, but you can build on one now, not on both, if that's your selection.

Commissioner Keon: And who covers the cost of the building of the garage, the other garage.

City Manager Swanson-Rivenbark: Absolutely included is the expectation that the cost of doing business, the cost of accessing that land would be the construction of – that the developer would finance the parking, they can propose whether or not they receive, what percentage of the parking revenues they receive, but the developer would pay for the public parking component.

Commissioner Keon: If they chose to build only on one site, as opposed to both.

City Manager Swanson-Rivenbark: I believe under either scenario the developer is financing the project, not the City of Coral Gables.

Commissioner Keon: For both sites.

City Manager Swanson-Rivenbark: Yes.

Commissioner Keon: OK. That's what I want to make sure. I know when we talked about the number of sites what we looked at is what the current, what we believe the current parking was, and I think it was about 600 spaces or something that was maybe the current parking requirement between what was in the garages and what we would lose on the street or whatever, and so you know we looked forward and said, we were looking for a 20-year plan.

Mr. Kinney: Currently in those two facilities it's about 625.

Commissioner Keon: 625 – OK – 600 or whatever. So then when we said we would go forward and we were looking 20 years out, you know what are we looking for with regard to parking and I think that's when it ended up bumping about another 400 spaces or something like that. Is that 20 years out?- is that about what we are looking at?- is that an appropriate number?

Mr. Kinney: Yes. These facilities we would expect them to be here at least 50 years.

Commissioner Keon: Yes – so if we are looking for parking even 20 years out, and I think what we are from our other discussions now in different development areas is, we don't have additional City land to build parking garages on in the Central Business District, or in the Business District at all. And you know there is a lot of development planned for downtown and there is a significant amount of residential development planned for downtown, and we were talking about being able to – a concept of neighborhood parking in that, if in a neighborhood people have additional cars and since we don't have the ability to depending on high free structures we want to maintain, and we don't have the ability to buy, to build garages, because we don't have the land to build garages. Do we do that sort of shared neighborhood parking, you know where people can lease spaces just like permit parking or whatever else? There is a tremendous amount of permit parking in both of those garages now.

Mr. Kinney: Yes. Currently there are approximately 500 permits being sold in those two garages.

Commissioner Keon: Right – so we really have 100 spaces.

City Manager Swanson-Rivenbark: And in the scenario you would still have approximately more permit parking.

Commissioner Keon: So I think that's why...

Mr. Kinney: I should just mention that if there are 500 permits being sold generally that means there is about 350 vehicles. Just because there are 500 permits....

Commissioner Keon: But when you sell the permits is that for 24 hours or is it for a certain amount?

Mr. Kinney: Currently – yes. That is not the typical situation, most places permits are sold for business hours, unless it's a residential use, but currently its 24 hours 7 days a week, it's very generous.

Commissioner Keon: Yes, but we should look at that, I think, because I think it will free up parking for the evenings a lot of times, that additional parking for evening use, since generally the stores close at, I don't know, 9 o'clock or something then it goes to 9 o'clock, but we can look at, but a lot of the permits are also, like the Post Office is permanent, so they do have cars here.

Mr. Kinney: The Post Office presently has 60.

Commissioner Keon: Right – so they do, they are there 24 hours a day 7 days a week.

Mr. Kinney: Well they are not allowed to park their Postal vehicles in the garage only their employee vehicles.

Commissioner Keon: Employee vehicles. Well whatever, we came up with 1,000 cars for that reason. I think there are a couple of public policy issues with these garages that we probably should have some clarity for developers and that is the issue of cantilevering. You know cantilever over the street so that to create an arcade, I think is, we've decided that we've accepted that that's acceptable. I know that the whole building goes out that far, under our Codes and whatever else, can they go over the sidewalk and then have to step back in at four stories or something, I don't really know, so that we don't create that kind of massing, because streets are not real wide streets, Andalusia is not a wide street. I don't know what the width of that street is; do we know what the width of Andalusia is?

City Manager Swanson-Rivenbark: I'm sorry, I don't have that information, but the cantilevering is permitted both in the alley and over the sidewalk, but they would have to go through the process to do that.

Commissioner Keon: OK. But if they cantilever over the sidewalk, how many stories can they cantilever over...?

City Manager Swanson-Rivenbark: Mike what does the language say?

Mr. Pounds: [Inaudible]

Commissioner Keon: I don't remember. I don't remember. Twenty (20) feet, so that's only two stories.

City Attorney Leen: Ultimately, just a legal point. This is ultimately a City project, so you have a lot of discretion over even to what extent the Zoning Code applies. You may want to send it

through the system, you may not want to ultimately, but you have tremendous amount of authority here and there is a lot of reasons why you wouldn't want to have it be subject to the Zoning Code, and I think in fact it even says that in the RFP.

Commissioner Keon: Right.

City Attorney Leen: But remember you do have the ultimate discretion here.

Commissioner Slesnick: How many parking spots are we losing per block on Miracle Mile?

Mr. Kinney: The total is, I believe the total right now – I think it's a little bit less.

Mayor Cason: 71 to 91.

Vice Mayor Quesada: We still don't know? I feel like this is – OK.

Commissioner Keon: I thought we do know.

Commissioner Slesnick: Each block, we are losing like 16 parking spots roughly.

Mr. Kinney: Correct.

Vice Mayor Quesada: This number has gone back and forth, I can't tell you how many times. Its 70 one day, it's 160 another day. Can you give us by the next Commission meeting the exact number of parking spaces?

City Manager Swanson-Rivenbark: We'll work with Public Works on that because it's not a parking issue.

Vice Mayor Quesada: Because I feel like the last three years we've been going back and forth, the number has been moving.

Commissioner Keon: Of parking spaces we are going to lose on the Mile?

Vice Mayor Quesada: At one point I thought we had an exact answer.

Mayor Cason: [Inaudible]....final design we approve at the Special Meeting.

Vice Mayor Quesada: But do we have a better idea now that Cooper Robertson has been moving forward?

Mr. Kephart: The best number we have at this point and as the Mayor said the final design could modify it a little bit that is about 96.

Commissioner Keon: That's why I thought we added the 100 and extra 100 into the existing what was in the garage, and then from there we went into...I thought that that's what we said.

Mayor Cason: We've been getting more expressions of interest in this project now than we originally thought?

City Manager Swanson-Rivenbark: I'm sorry sir.

Mayor Cason: We are not that far off from the deadline, we've been getting a lot more companies that you hadn't thought would be...?

City Manager Swanson-Rivenbark: I think in the universe of companies that will respond to a Request for Proposal it's not 50 or 100, it is going to be – you might possibly get 10, and that would be a good turnout. Your question regarding cantilevering and whether or not it is allowed, this is the amended, this is the current. Additional properties or air-rights contiguous to the offered property may be incorporated in the proposal, so if they have other properties that they control that's contiguous, the City is prepared to consider allowing air-rights development cantilevering up to ten feet to the north over the public alley abutting each property, cantilevering up to the first five feet would require a minimum vertical clearance of 16, so you can't do it until you pass where a fire truck could go, so it has to be at a certain height to start.

Commissioner Keon: 16? I thought it was 18.

City Manager Swanson-Rivenbark: This shows 16, and then there is a vertical clearance, but you are allowed in the rear façade, the back adjacent to the alley, as well as in front to cantilever as a part of this, but we don't say that you have to step back after four floors, so that you are actually able to enjoy that cantilevering for the height of the building as it is today.

Commissioner Slesnick: We also mentioned cantilevering – I read that some people could propose going over Actor's Playhouse.

City Manager Swanson-Rivenbark: We have that as a prohibited use at this point because of the air-rights that are above Actor's Playhouse....

Mr. Pounds: It's prohibited under Addendum 9.

Commissioner Keon: But I think it's important that you have this discussion with regard to the alley, because I think there is concern and there is discussion as to how much you can cantilever over the alley. Now, we are limiting it to five feet, is that what you said.

City Manager Swanson-Rivenbark: We are limiting it to half the alley because the northern property would also have theoretically access to that redevelopment and we are trustees of the – the City Attorney will tell you, we don't own the alley, we are trustees of it, so we could only give in our half of the alley is what the proposal is.

Commissioner Keon: If we are only trustees we can give away half but not all?

City Manager Swanson-Rivenbark: Yes. Because the properties in the north would have theoretically they could say that that they would have a right.

Commissioner Keon: So we would give away half because its City property that's on that half, so you could give away the half that is related to City property, but you couldn't give away the half that is related to private property?

City Manager Swanson-Rivenbark: Correct.

Commissioner Keon: OK, that was the rationale. OK. I mean this is a very important policy decision that – because I think there has been some discussion about how much could they cantilever over more?- how much does it whatever.

Mayor Cason: But it's in the RFP now, so that's the rules.

Commissioner Keon: That's the rules. As long as people understand it that they are very clear that that's the rules and if you get questions you tell them that's the rules. The other issue is – so in the 300 Block you have to create some access to the Mile,

Mayor Cason: A paseo of sorts.

Commissioner Keon: Whatever up or over, I don't know, whatever you need to do.

Vice Mayor Quesada: Yes, we've previously discussed that.

Commissioner Keon: OK, so we know that. I have a question about the 200 Block. The paseo that exists on the 200 Block, there is one...

Commissioner Slesnick: There are two.

Commissioner Keon: There are two. OK. The one that's closer to Ponce is that City owned property?

City Manager Swanson-Rivenbark: None of the pass-throughs in the 200 Block are controlled by the City, and so what we as staff are looking at is, how can we memorialize those arrangements so that the property owner receives benefit, but we also receive almost a perpetual easement.

Commissioner Keon: OK. So I think that's really important going forward that we have that in place because if we don't have that in place there should be a requirement that the Garage 2 also create access to the Mile.

City Manager Swanson-Rivenbark: The numbers are crazy, but Garage 1, and so we believe that we'll be coming back to you all in the near future with a suggestion of how to control all of the easements that connect to parking on Miracle Mile. Is it making it the City take the insurance because of the cost of maintaining that?- is it the City allowing you a 2 to 1 FAR for the benefit of that easement you can take those development rights and construct above your building, if you decide to do that? There are different ways that we can sit down with the existing property owners and make it worth their while to create those perpetual easements, and we want to come back to you on all of those. We are having a separate discussion in the 300 Block with a property owner that may be willing to create a walkthrough now and we are in preliminary discussions and we wanted to know what those numbers are before we come to you all with any recommendations associated with that.

Mayor Cason: So after the 14th when you get the interested parties to bid, when are you likely to have analyzed all that and when will it come to us for first look at what we want to do?

Mr. Pounds: We have not set any dates for when the shortlist will come to you, but it will have to go to an evaluation committee to do the shortlist, we'll also have our consultant review the proposals that come in. I'm reluctant to give you a date because I need to discuss with our consultant how much time he will take. I would think that we are looking probably at fall before we will get something to you, a shortlist, because August 14th is the deadline, so we are probably looking at sometime late September early October. I think that would be fair to say and possibly even longer because there is a lot to analyze here and our consultant will need time to do that.

City Manager Swanson-Rivenbark: We have listed in the RFP a “To Be Announced” rabbit notification and scheduling of Stage 1 interviews. Clearly it depends on those that are qualified, if they miss the deadline, if their packages are incomplete they’ll be eliminated, they won’t be interviewed. So how many people will be in the Stage 1 interviews and when they will be scheduled and then we’ll bring those recommendations to you all on the findings of the evaluation committee and our consultants.

Commissioner Keon: I think in our discussion also, we asked that there be a minimum, at least a minimum number of public parking places in Garage 4 that would be servicing that Block of the Mile, I think it was 200.

City Manager Swanson-Rivenbark: I thought the number was higher, but yes, you’re right.

Commissioner Keon: At least 200.

Mayor Cason: A couple of floors, I think we had some floor or something.

Commissioner Keon: And they need to be...

Commissioner Lago: Separated and the location of them...

Commissioner Keon: We wanted them on the ground floor too; we wanted them on the lower floors, not the upper floors.

City Manager Swanson-Rivenbark: In either scenario that still exists, so that both Garage 4 and Garage 1 would have public parking, what changes is the amount of that public parking.

Commissioner Keon: The total amount or the....

City Manager Swanson-Rivenbark: Actually in the new alternatives, which will allow you to bid on one or the other, but you don’t have to bid on both...

Commissioner Keon: Oh, OK.

City Manager Swanson-Rivenbark:...it is a higher cumulative amount but it is spread over both of the garages rather than just loaded onto Garage 1, which was the primary strategy in the first version.

Commissioner Keon: So now under the revised version, how many parking spaces would be required in Garage No. 1, which is the one by Publix?

City Manager Swanson-Rivenbark: Four – who knows the number, but it's Garage 4, is across from Publix...

Commissioner Keon: Right.

City Manager Swanson-Rivenbark:...and that would be 500 cars allowing the cantilevering picks up extra rows and so on each floor you are picking up additional parking per floor, which makes it more efficient and therefore the ability to accommodate 500 public parking spaces before you do your private parking spaces helps keep the height down on the building. But 500 parking spaces per garage was the requirement because the current parking is 600...

Mr. Kinney: In that facility its 345.

City Manager Swanson-Rivenbark: Yes, but the total.

Mr. Kinney: The total is 625.

City Manager Swanson-Rivenbark: 625 – so the goal was how do you pick up additional parking because we know that the demand is there today, but how do you make it so that developers will want to come in and bid on the process?- and so a lot of it is this Stage 1 is really, show us your credentials, show us that you have the ability to raise money, and don't show us the elevations and all of those details yet because we want a short list. Then we want to talk to the developers, the Commission will want to talk to the developers so that there is an understanding as to what they are going to be proposing the next round, and so I think once we understand that you'll know more about shared parking and you'll know more about other considerations as it relates to the garages. But the most valuable resource that you have in the downtown is the amount of public parking to support the retailers, the restaurants, and the businesses in the downtown.

Commissioner Keon: I think initially there was some discussion about providing office space in Garage 1...

City Manager Swanson-Rivenbark: Yes.

Commissioner Keon:...at the very top, we were talking about City office space because it seems that we need, we do need additional City office space, but we are not going to be doing that...the model similar to the Miami Parking Authority, that was one of the models.

Commissioner Lago: That's why Vice Mayor Quesada mentioned before that, that was taken into account and we wanted to make sure that the potential developers who are interested in this project understood that that wasn't a requirement.

Commissioner Keon: No, it's not a requirement.

Commissioner Lago: But it was something that potentially the City needed, but that was prior to us moving several different departments from City Hall to the adjacent buildings, so maybe those requirements are not still necessary. Again, like I mentioned before, that information has to be brought forth by the City Manager in regards to what our actual needs if we do even need that office space or not. I agree with you Vice Mayor on that fact, we don't want to dissuade someone from being involved in this project due to the fact that they may not work in a proforma, because they may need that space to lease out or sell it, depending on what their proforma states.

Commissioner Keon: You would also....

City Manager Swanson-Rivenbark: It is an option but it is not a requirement in the current RFP.

Commissioner Keon: Do we need additional office space?

City Manager Swanson-Rivenbark: The question of where we need that additional office space is a worthwhile discussion. The thought of what Vice Mayor Quesada raises is having City offices, and I love City offices, having that there may not be the most vibrant use that could be proposed as a part of a mixed use downtown development. We are looking at what our space needs are and how to accommodate them, but we are not suggesting – could be Economic Development is on the top floor, could be something like that, but that will come forward more in the negotiations stage rather than the mandates, it is not a mandated use at this point.

Commissioner Keon: OK.

Mayor Cason: Any other thing you want to raise on this?

Vice Mayor Quesada: On this item, no. I have two other items, but I can leave them for discussion..

Mayor Cason: Fine. Thank you.

[End: 2:01:18 p.m.]

