

1 MS. RAMOS: And then for the first one, only
 2 Giralda and Miracle Mile.
 3 CHAIRMAN AIZENSTAT: Any other questions,
 4 Miriam?
 5 MR. MURAI: Can I make a motion to approve
 6 both items at the same time?
 7 CHAIRMAN AIZENSTAT: Yes, you may.
 8 MR. COLLER: We'll have a separate vote on
 9 each, but --
 10 MS. RAMOS: Does anybody wish to speak?
 11 MR. COLLER: Oh, yeah, we have not done that.
 12 Sorry.
 13 MS. RAMOS: That's okay.
 14 CHAIRMAN AIZENSTAT: Are we done?
 15 Let's go ahead and open it for the public.
 16 Anybody here that wants to comment on either one of
 17 these items, E-4 or E-5?
 18 No? I'll go ahead and close it to the floor.
 19 MR. MURAI: I move approval of E-4.
 20 MS. VELEZ: I'll second.
 21 CHAIRMAN AIZENSTAT: As is?
 22 MR. MURAI: As is.
 23 CHAIRMAN AIZENSTAT: We have a first and a
 24 second.
 25 Any discussion? No.

1 Call the roll, please.
 2 THE SECRETARY: Venny Torre?
 3 MR. TORRE: Yes.
 4 THE SECRETARY: Maria Velez?
 5 MS. VELEZ: Yes.
 6 THE SECRETARY: Chip Withers?
 7 MR. WITHERS: Yes.
 8 THE SECRETARY: Rhonda Anderson?
 9 MS. ANDERSON: Yes.
 10 THE SECRETARY: Rene Murai?
 11 MR. MURAI: Yes.
 12 THE SECRETARY: Eibi Aizenstat?
 13 CHAIRMAN AIZENSTAT: Yes.
 14 Next we have E-5.
 15 MR. MURAI: Move approval of E-5.
 16 MS. VELEZ: I'll second.
 17 CHAIRMAN AIZENSTAT: As is?
 18 MR. MURAI: As is.
 19 CHAIRMAN AIZENSTAT: Any discussion? No?
 20 Call the roll, please.
 21 THE SECRETARY: Maria Velez?
 22 MS. VELEZ: Yes.
 23 THE SECRETARY: Chip Withers?
 24 MR. WITHERS: Yes.
 25 THE SECRETARY: Rhonda Anderson?

1 MS. ANDERSON: Yes.
 2 THE SECRETARY: Rene Murai?
 3 MR. MURAI: Yes.
 4 THE SECRETARY: Venny Torre?
 5 MR. TORRE: Yes.
 6 THE SECRETARY: Eibi Aizenstat?
 7 CHAIRMAN AIZENSTAT: Yes.
 8 Thank you. Just one comment, I notice on the
 9 sheet that we're provided by the City, they're
 10 inverted, meaning first is E-5, then second is E-4.
 11 Since this goes into the record, I don't know if
 12 you want to put E-4 first.
 13 MS. RAMOS: Fix it. Absolutely.
 14 Thank you, everyone.
 15 CHAIRMAN AIZENSTAT: Thank you very much.
 16 MS. RAMOS: Thank you.
 17 CHAIRMAN AIZENSTAT: Okay. Would you read the
 18 next item please, which would be E-1 and E-2.
 19 MR. COLLER: I'll read both items in.
 20 CHAIRMAN AIZENSTAT: Please.
 21 MR. COLLER: E-1, An ordinance of the City
 22 Commission of Coral Gables, Florida, requesting
 23 receipt of transfer of development rights, TDRs,
 24 pursuant to zoning code, Article 3, development
 25 review, Division 10, transfer of development right,

1 Section 3-1006, review and approval of use of TDRs
 2 on receiver sites for the receipt and use of TDRs
 3 for the proposed project referred to as 220 Miracle
 4 Mile on the property legally described as Lots
 5 17-24, Block 2, Crafts Section, Coral Gables,
 6 Florida; including required conditions; providing
 7 for a repealer provision, severability clause, and
 8 providing for an effective date.
 9 CHAIRMAN AIZENSTAT: Thank you.
 10 MR. COLLER: Item E --
 11 MR. TRIAS: Second item.
 12 CHAIRMAN AIZENSTAT: Next item.
 13 MR. COLLER: I'm sorry. I'll read Item E-2?
 14 MR. TRIAS: Yes.
 15 CHAIRMAN AIZENSTAT: Yes, please.
 16 MR. COLLER: A resolution of the city
 17 commission of Coral Gables, Florida requesting a
 18 site plan review pursuant to zoning code Article 4,
 19 zoning districts, Division 2, overlay and special
 20 purpose districts, Section 4-203, Zaine/Friedman
 21 Miracle Mile downtown overlay for the proposed
 22 project referred to as 220 Miracle Mile on property
 23 legally described as Lot 17-24, Block 2, Craft
 24 Section, Coral Gables, Florida, including required
 25 conditions, providing for a repealer provision,

1 severability clause, and providing for an effective
2 date. Items E-1 and E-2, public hearing.

3 CHAIRMAN AIZENSTAT: Thank you. Before you go
4 on, we had an e-mail presented before us.

5 That's been entered into the record?

6 MR. TRIAS: That is entered. The record was
7 received today.

8 CHAIRMAN AIZENSTAT: Thank you.

9 MR. TRIAS: May I have the PowerPoint?

10 Mr. Chairman, we have a request for a hotel on
11 Miracle Mile that has two parts, one as you said,
12 as the attorney explained, is the TDR request. And
13 the second one is a site plan review, because the
14 hotel happens to be on the Zain overlay of Miracle
15 Mile.

16 Now, this is an overall view of the location
17 which is right on Miracle Mile and Ponce de Leon,
18 that intersection. There's an existing two-story
19 building there now, which will be replaced by the
20 proposed hotel plus retail downstairs, a restaurant
21 and other activities.

22 As you can see, this is the core of the city,
23 certainly the area of the downtown that we are
24 trying to work very hard on. As you know, we have
25 just rebuilt the sidewalk and so on.

1 The property is zoned commercial, like all the
2 properties downtown, and the downtown overlay is
3 shown in this red dashed line, and in yellow
4 highlighted is the site on the review.

5 Now, I'm going to talk about this a little
6 bit, and I'm going to let the applicant explain the
7 request in more depth because it's a little bit
8 complicated, and the process has not been
9 completely followed at this point, all the
10 different steps of the process are to happen soon.

11 The TDRs, as you well know, is a process that
12 we have by which a historic property can send some
13 development potential to a different site. So it
14 has two parts. It has the sending site review,
15 which will have to take place in the Historic
16 Preservation Board because the fact is that this
17 building is within 500 feet of other historic
18 properties. So the code requires review by the
19 Historic Preservation Board.

20 The way I understand this is going to happen
21 September 19th, so it's going to happen after this
22 meeting. Now what that allows is some additional
23 development potential, up to 25 percent more than
24 the project would otherwise have. So it does have
25 a consequence. If this is approved, then the

1 project is a little bit larger.

2 This is a diagram that shows all of the
3 different historic landmarks within 500 feet in
4 yellow. And this is the diagram that explains the
5 different requests. The applicant has requested a
6 level 1 Mediterranean that allows the height
7 they're requesting. It also allows the extra 25
8 percent FAR to the size of the project they are
9 proposing.

10 The ground level has a paseo in the west, and
11 restaurants and retail, the ground level all
12 throughout fronting Miracle Mile and also Ponce de
13 Leon. And the access to the hotel, the lobby is
14 proposed to be by the alley in yellow, highlighted
15 in yellow. So all of the drop-off that could
16 happen from automobiles would happen at the alley.

17 MR. MURAI: Would happen where?

18 MR. TRIAS: At the alley. At the alley is
19 where automobile drop-off would take place, valet
20 would take place, all of that activity.

21 We have staff from public works, if you have
22 any questions specifically about the function and
23 the operations of that proposal.

24 But that is the project as proposed. Ground
25 level retail restaurants, access to the hotel from

1 the alley, and then the rest of the building, the
2 upper stories, hotel rooms, as you can see, to a
3 height of seven stories. The very top floor is a
4 restaurant, the other floors.

5 As you can see, the project is designed to
6 follow the facade of Miracle Mile as required by
7 the overlay.

8 The DRC meeting took place in July. Then the
9 Board of Architects has reviewed this twice in
10 August. The neighborhood meeting took place in
11 August, August 27th, and today we are having the
12 Planning and Zoning meeting, and the Historic
13 Preservation Board will review this on the 19th.

14 Letters were sent to property owners within
15 1,000 feet, and this is the diagram that shows the
16 area that got letters. And the public notice
17 included two letters to property owners, the
18 posting of the property three times for DRC, Board
19 of Architects and for tonight's meeting. The
20 website posting, of course, and the newspaper
21 advertisement for this meeting tonight.

22 The staff recommendation is that you forward
23 the comments, the comments from staff and any
24 comments that you may have to the commission as the
25 process needs to be completed prior to a

1 recommendation of approval or an approval by the
2 commission.

3 I do anticipate that the project will continue
4 the process and will be reviewed in a timely basis,
5 but at this point because of the fact that some
6 things have not happened, all I can do is recommend
7 that you forward the comments and explain the
8 different things that need to happen prior to
9 commission approval which are listed in the staff
10 report.

11 I think that the applicant can explain the
12 project a little bit better and request -- and the
13 request. So at this point I will end my
14 presentation, and if you have any questions, I'll
15 be ready.

16 CHAIRMAN AIZENSTAT: Okay. Let's go ahead.
17 Is the applicant present?

18 MR. NAVARRO: Hi. Good evening, Mr. Chair,
19 Board Members. For the record, Jorge Navarro with
20 offices at 333 Southeast Second Avenue. With me
21 this evening is Steve Bittel, chairman of Terranova
22 Corporation, Mindy McIlroy, who is the president of
23 Terranova, and your former president of the
24 Business Improvement District, Bernardo Fort
25 Brescia, from Arquitectonica, and Tim Plummer from

1 David Plummer & Associates, who's our traffic
2 engineer, who's been working diligently with public
3 works to address all of the access and circulation
4 issues.

5 It's my distinct pleasure to be here this
6 evening for this very exciting project that will
7 continue to beautify and enhance Miracle Mile with
8 everything that's been done recently through the
9 streetscape. This delivers a high quality
10 pedestrian friendly development that complements
11 many of the other uses that you have along Miracle
12 Mile today. This will bring visitors and people to
13 enjoy all of the restaurants, shops, and
14 entertainment venues that you have along Miracle
15 Mile, which is one of the intentions when the
16 commission voted to go ahead and create the Miracle
17 Mile Streetscape project.

18 We have a very well-respected and reputable
19 and proven group on this project. We have
20 Terranova, who owns several other assets along
21 Miracle Mile, has done multiple redevelopment
22 projects, including Lincoln Road. And as part of
23 that, they're personally invested in Miracle Mile
24 and they have a personal investment in seeing that
25 it succeeds, and this is a project that will

1 complement the other projects that they've done
2 along Miracle Mile.

3 The project's also designed by a
4 world-renowned architect who has offices in Miami.
5 The project that was said by your planning director
6 has been designed in accordance with your zoning
7 code. The rest of the components that will be
8 pursued after site plan approval, such as remote
9 parking, are allowed by your code, and we'll be
10 pursuing those administratively via the remote
11 parking section after the city commission approves
12 out site plan, hopefully.

13 We're here before you this evening for two
14 things. One of them is to present our site plan
15 for your review, and as your planning director
16 said, to obtain your comments and feedback so we
17 can incorporate those before we go before the city
18 commission.

19 And the second item is that we are asking to
20 transfer TDRs from one of the other sites that we
21 own along Miracle Mile, another historically
22 designated site, and transfer that excess
23 development capacity to this site. And that is
24 before you.

25 Your historic preservation officer is here

1 this evening. We've been working with her. We
2 have a positive staff recommendation. That item is
3 scheduled for the September 19th meeting. We've
4 gone ahead and confirmed that there is sufficient
5 TDRs, so we see no issues with obtaining that
6 approval. But this recommendation and the
7 recommendation from your Historic Preservation
8 Board are prerequisites for us to go to city
9 commission.

10 So after this meeting here this evening, which
11 will obviously be conditioned on us getting the
12 recommendation from your Historic Preservation
13 Board, we will proceed hopefully to city commission
14 to obtain our final approvals.

15 With that, I'd like to introduce you to
16 Bernardo Fort Brescia, for him to walk you through
17 the site plan. Our entire team is here to answer
18 any questions that you may have, and we look
19 forward to receiving your feedback.

20 CHAIRMAN AIZENSTAT: Thank you.

21 MR. WITHERS: So while he's doing that, can I
22 ask a quick? What is the sending site? Which one
23 is it?

24 MR. NAVARRO: It's the bridal shop on 340
25 Miracle Mile, 340 and 348 Miracle Mile.

1 MR. MURAI: And where are you parking off
2 site?

3 MR. NAVARRO: So actually -- and that's one of
4 the exhibits that we have, and we've been working
5 with your public works director on this. There's
6 plenty of remote parking available. We've selected
7 a site.

8 The way that the remote parking requirement is
9 is you have to submit your lease for that site. We
10 have a letter of intent from a site that qualifies.
11 Our goal is that as we get closer to actually
12 breaking ground and being in construction so we
13 don't carry a lease with all the lease payments for
14 two years, is that we will select the right site.

15 I know that the city's in the process of
16 constructing a parking garage or pursuing a parking
17 garage directly behind us. If that happens and
18 that pursues it, we're not relying on it, but if
19 that happens that would be the ideal location. But
20 if not, we have a site just south of us along
21 Miracle Mile. There's also some like to the north,
22 a new parking garage --

23 MR. MURAI: That site that you're referring to
24 south of you, where is it?

25 MR. NAVARRO: We have the -- let me get the --

1 it's in the map. I'd like to show you.

2 CHAIRMAN AIZENSTAT: It's on Le Jeune, is the
3 site.

4 MR. NAVARRO: 2655 Miracle Mile. But just to
5 show you -- I want to kind of show you. It's this
6 location here.

7 CHAIRMAN AIZENSTAT: It's on Le Jeune, the
8 parking site, correct?

9 MR. NAVARRO: On Le Jeune, yeah. 2655 --

10 MR. COLLER: You want to pick up the mike,
11 because the reporter can't hear you when you're
12 looking at the exhibit --

13 MR. NAVARRO: 2655 Le Jeune --

14 MR. COLLER: There's a mike right there.

15 CHAIRMAN AIZENSTAT: Could I ask you to set up
16 on that side. It will be better because we have
17 some people here. There's some empty chairs there,
18 if you don't mind. Right there is perfect. Thank
19 you.

20 And if possible, maybe a little more to the
21 right. It will just allow because the podium.
22 Thank you.

23 Chip, you're okay? You can see that?

24 MR. WITHERS: I don't know. Pretty far away
25 there. I can see colors. No, I'm good. I'm good.

1 I'm sure they're going to throw it up there
2 hopefully.

3 MR. FORT BRESCIA: Good afternoon. I'm
4 Bernardo Fort Brescia from Arquitectonica, and I'm
5 going to take you through the various aspects of
6 the project.

7 CHAIRMAN AIZENSTAT: I think the microphone is
8 not on. Could you tap on it for me?

9 Okay. Thank you.

10 MR. FORT BRESCIA: I think it's on. Just get
11 closer to it. That's what it is. Yes.

12 In this aerial view you can see the position
13 of the building in Coral Gables. You see Ponce de
14 Leon Boulevard to this side, facing south. You see
15 the frontage on Miracle Mile with a redone
16 landscape and paving of Miracle Mile. You see
17 behind where there is a garage proposed and there
18 is an existing lower garage and then a series of
19 other office buildings and new projects that are
20 happening on the south side of Miracle Mile.

21 From here you can see the arrangement of the
22 building very clearly. There's a base of the
23 building that as required by code reaches out to
24 the edge of the sidewalk to engage the public that
25 is walking along Miracle Mile. Set back from it,

1 there's the main body of the building, the middle.
2 There's a slightly higher floor here where we have
3 some additional commercial functions that I will
4 describe in the plans and the courtyard.

5 And there are two wings that contain rooms and
6 they're full levels of rooms on both sides.

7 So we have one, two, three, four, five and six
8 levels. The seventh floor, which is what we are
9 able to do, in fact we have decided to recess it
10 and create like a penthouse that is the rooftop
11 restaurant and bar with a large terrace, so, in
12 fact, the main roof completes at the sixth floor
13 and then that top floor is significantly recessed
14 from the base.

15 You can see here also the setback from Ponce
16 de Leon for the retail, and there's an additional
17 much larger setback, about 26 feet from that side
18 west property line, which is the right from a
19 calculation of an angle and a formula that one
20 follows.

21 So this is essentially the position of the
22 building, and you can see here from this roof where
23 the building is placed. You see facing north, you
24 see here Ponce and you see Miracle Mile. This is
25 the new paving that exists in Miracle Mile. You

1 can see here in this zone where there's an edge
2 planter is the podium of the building. And then
3 you see here where there are the two gardens and
4 then the rooftop outdoor terrace. The location of
5 the building with respect to the side and the
6 frontage on Ponce de Leon.

7 Some of this may be deceiving because the
8 streets are not in perfect 90 degrees and the
9 building is. I guess in those days they didn't
10 know how to do exact 90 degrees, so they're a
11 little bit askew.

12 You can see here the alley and the new paseo.
13 As you the know, the existing building has a paseo
14 somewhere here in the middle. The paseo has very
15 little function because it's so close to the corner
16 that the difference of shortcut is really minimal.
17 The idea of a paseo is that it happens as close as
18 possible to the center of the block so people can
19 take a shortcut instead of having to go around such
20 a long block. So we have pushed the paseo to the
21 edge of the building, to the western edge of the
22 building, which serves the appropriate purpose of
23 paseos.

24 The other aspect of this paseo is that
25 currently this, like others, are enclosed. They're

1 actually tunnels like quarters, and the word paseo
2 doesn't generally translate into some quarter. It
3 is something that is open air. So we do have an
4 open-air paseo, so it's like a pedestrian street
5 that you can see the sun above you.

6 So these are some of the main urban design
7 features that occur in the project. What you see
8 here in white is the top floor, which contains a
9 covered terrace, plus the indoor portion of the
10 building, and on the south side we have a pool with
11 some cabanas and some sunning deck, because
12 obviously that has to be facing the south side as
13 opposed to the FMB that happens to the north.

14 So with this I'm going to take you through
15 what happens on the ground in the various levels of
16 the building. You can see on one side here the
17 ground floor. And I'm going to show you the second
18 floor next to it, because they do relate to each
19 other. You can see here on the ground level, this
20 is the retail. Obviously, you can see here the
21 restaurant with the place for the toilets and the
22 kitchen and so forth. We don't know yet how it's
23 going to be organized. We have a larger retail in
24 the corner, additional smaller shops.

25 And the hotel lobby is pulled away as much as

1 possible from Ponce so that we don't diminish the
2 power of retail, which is the history of Miracle
3 Mile, and we wrap it around the corner and take it
4 as far back so the hotel lobby is just a motor
5 lobby that it's minimized on the ground floor.

6 And the rest that you see here in gray is the
7 transformer vault. And something that we've chosen
8 to do, which is to put the trash entirely indoors
9 and refrigerate it so that it wouldn't be lying
10 over by the -- in the sun by the alley.

11 The building is 100,000 square feet, so it
12 complies with all the requirements on how loading
13 is disposed of in a building of this size.

14 And so this shows you also how we can service
15 directly and to all the tenants through an internal
16 porter so that there's not only a fire escape, but
17 ability to deliver to the tenants from the alley.

18 In the portion near the corner we have
19 recessed the alley to create an arcade, that is a
20 decent arcade so that in lieu of unloading all the
21 guests from the street, like many hotels and other
22 such facilities you see in Coral Gables,
23 restaurants and so forth, we're able to pull in
24 from the alley as well, and then the car move on to
25 that location where it would park.

1 Of course, today, percentage wise, at least on
2 experience of other hotels that we do in the city,
3 the number of people arriving by car rentals has
4 diminished significantly and most people,
5 especially close to the airport on a urban
6 location, arrive by Uber or equivalent, by share
7 ride or taxi. And that is a trend in the nation,
8 but Miami is no different than the rest of the
9 nation and the world in that respect.

10 But that vehicle would still unload and be
11 disposed of and leave through the alley out back to
12 the streets.

13 We have created also a recess where we're
14 allowed, because recesses are not permitted for
15 retail, but are permitted for a hotel entrance. So
16 our hotel entrance also has a covered area facing
17 Ponce in addition to the one along the alley. You
18 can see here a small front office and toilet,
19 luggage, receiving, and a front desk here on the
20 way to the two elevators serving the hotel.

21 The hotel is over elevated obviously, but you
22 need always two because what if one breaks down.
23 Normally the rule is one per 100 and we have 120
24 rooms.

25 So this is the second floor. You're probably

1 wondering why there's a stair and some elevators
2 there. It's because we have some potential tenants
3 in discussion that are interested in the second
4 floor dining and the second floor terrace
5 overlooking Miracle Mile. Having tables and
6 umbrellas and a seating area here overlooking
7 Miracle Mile on the second floor is quite
8 attractive.

9 So, for example, one's a bar, a receiving area
10 here, 1500 square feet go to the fine dining floor,
11 on the second floor with some outdoor dining.
12 Outdoor dining is something has become very
13 desirable in America, and even more so with the
14 good weather in Miami.

15 There's very few meeting rooms here. This is
16 not a ballroom. There's a bunch of meeting rooms,
17 but they open out to the terrace that can be used
18 for pre-function if so wanted or for breakout into
19 the terrace as one board room and two small meeting
20 rooms.

21 But that's the extent of the public space.
22 The hotel is intended to use the restaurants that
23 are part of the mixed-use complex as complement to
24 the use of what is essentially a limited service
25 hotel. The trend is really towards independent

1 operators running restaurants that serve the public
2 and the hotel and not exclusively for the hotel,
3 and that hotel guests may or may not wander into
4 those restaurants, but they're part of the
5 animation of the street that comes with an urban
6 limited service hotel.

7 It is with this, I can show you here, our
8 typical floor. The typical floor is that U-shape
9 that you saw. Actually, you'll be, even though it
10 works perfectly for a site, actually it is very
11 much of a tradition in Coral Gables, if you look
12 catty-corner you see the original Florida National
13 Bank building. It's two wings with a recess in the
14 middle, the arcade almost identical. You go to the
15 building at the Biltmore, same thing; two wings in
16 that recess in the middle. And if you go around
17 you'll find many buildings of that period that use
18 the idea of the two pilasters, so to speak, that
19 are the building and the center creating a void.

20 The other aspect of some of the traditional
21 composition is that there's never a pair. You
22 notice there's always a window in the center, so
23 there's one, two and three. There's three and
24 three.

25 Actually, the Biltmore has three, seven, and

1 three, and many buildings have three, seven and
2 three. It's that non-pair number creating a center
3 of a windows instead of a column. It's very much
4 part of tradition composition.

5 And so that shows you the typical floor, which
6 has 30 rooms per floor, 30 keys. There are suites
7 in the two corners that are combinable to make a
8 larger suite, and the rest are typical rooms, some
9 of which are double-doubles, queen-queens and some
10 of them are kings following some of the standards
11 that the operators that we're considering would
12 like to have.

13 And by the time -- and then you go -- I told
14 you that the seventh floor that we are allowed to
15 build in totality, we're only actually building a
16 small portion of it; it's really a food and
17 beverage operation. You can see the kitchen and
18 pantry, bar and really emphasizing the outdoor
19 dining overlooking Miracle Mile. You can see that
20 from the same elevators. You can climb the five
21 feet up to the pool deck, which is happening on the
22 south side, and there's a small exercise room on
23 one side and toilets serving both the restaurant
24 and the pool deck off to one side.

25 So the symmetry of the composition reappears

1 on the roof with this wing shape, as you see here,
2 with all the windows and doors that open up to this
3 surrounding space on the roof.

4 There's a series of voids here. You can see
5 that there's a series of holes that bring light
6 into the space below that create those sort of
7 seating areas on the roof.

8 And with this I think I've explained all the
9 aspects of the hotel that are -- what I meant to
10 explain to you, the voids are here. And where the
11 other rendering from the back. And -- sorry about
12 that.

13 You can see from the image that it creates a
14 monumental arch that creates almost an outdoor room
15 where that courtyard occurs. It's quite a deep
16 courtyard, so it's very usable, and as are the
17 surrounding terraces that are created by the
18 podium.

19 You can see here the base of the building
20 where the podium occurs, and those are the voids
21 that I was making reference and the perimeter
22 planter that occurs on both this terrace and the
23 upper terrace, and this is creating a lighting
24 effect that at night would be creating a glow of
25 light into the space.

1 The rooms that are into this courtyard do have
2 terraces that are rain protected and are part of a
3 recessed area, and the frontage, we combined two
4 floors into creating that vertical window effect
5 that is instead of a series of horizontals, let's
6 say, as contrasting with this building or
7 contrasting with the squares. We were looking to
8 do something that felt almost like a double height
9 tall vertical window that is very much more in the
10 traditional composition of thinking for windows.

11 And I think this gives you a summary of the
12 project, unless there's something I missed. But
13 this is -- we have stacking for -- more than
14 adequate stacking, we believe. We have arrival --
15 four arrivals at once is quite a bit. And compared
16 to other hotels, you know, hotels have -- unless
17 you have a ballroom where people arrive all at
18 once, of course for an event, but we don't have a
19 ballroom. Hotels generally have a flow of arrival
20 of customers, and a good valet company calculates
21 on records how many people they put or how many
22 they don't. Because in the end, the one who's most
23 damaged is that hotel operation. If you don't
24 service your customer properly, if a car doesn't
25 arrive quickly or doesn't move, or there's no

1 space, the damaged party will be the hotel, will
2 give the wrong impression. So it's a question of
3 staffing and really calculated. With a very short
4 period of time, they already know how many people
5 they have to put in in order to service the
6 customers.

7 And it is I think that probably the most
8 important aspect of this building that separates it
9 from what has been historically here is that
10 there's a lot of greenery. There's a green roof
11 that feels like there's a garden roof that feels
12 like there's a second floor that is very green and
13 very natural feeling, and we wanted to integrate
14 some of the greenery to convey the sense of the
15 urban tropics in which we live.

16 I think that covered most of the subjects.
17 Thank you very much.

18 MR. NAVARRO: That concludes our presentation.

19 Just one item I wanted to kind of highlight
20 was that this project is being developed under the
21 new open space ordinance. So all of the open space
22 is being provided at the ground level.

23 Under your prior code you were allowed to put
24 some of the open space at the upper levels, and
25 that's changed, so this project, I'm not sure if

1 it's the first one, but it definitely is complying
2 with your new open space. So we have plenty of
3 open space at the ground level, which is something
4 that the commission wanted to see on projects going
5 forward.

6 Our entire team's here to answer any
7 questions. So I'm looking forward to receiving
8 your comments.

9 CHAIRMAN AIZENSTAT: Thank you.

10 What I'd like to do is open it up to the floor
11 first, and then we'll go ahead and close it and ask
12 any questions we may have with the project.

13 Jill, do you have a list?

14 THE SECRETARY: Yes. We have four speakers.

15 CHAIRMAN AIZENSTAT: Okay. Would you call
16 them, please?

17 THE SECRETARY: Sure.

18 Susan Kawalerski.

19 MS. KAWALERSKI: Good evening. My name is Sue
20 Kawalerski. I'm a resident at 6830 Gratian Street
21 here in Coral Gables.

22 I also represent --

23 MR. MURAI: 58? I'm sorry?

24 MS. KAWALERSKI: 6830 Gratian Street. Is that
25 what you were asking?

1 MR. MURAI: Yeah.

2 MS. KAWALERSKI: Yeah, 6830 Gratian Street,
3 Coral Gables. I'm a resident there, have been a
4 resident there for 21 years.

5 I also represent the largest homeowners group
6 in Coral Gables, and I am a member of the
7 Transportation Advisory Board here in Coral Gables.

8 I have two main issues with this project, and
9 I've heard from many of our residents in the
10 association and not in the association. They're
11 questioning how a hotel can be built in a very
12 dense section of the city without any parking and
13 without any drop-off and pickup.

14 Specifically, there are 120 rooms, there's
15 ground floor retail, there's restaurants, so
16 there's going to be a lot of flow of activity.
17 There are going to be not only Ubers, but Lyft's,
18 trollies, however people get to that particular
19 location.

20 Where in the world are those people going to
21 park if they come in a rental car? And number two,
22 how are they going to be dropped off and picked up
23 without a lot of traffic on a public right-of-way,
24 which is the alleyway?

25 It's seeming that this project is relying on

1 public, the public for two reasons, number one, the
2 eventual taxpayer funded parking that will be
3 behind this hotel. Seems like the public parking
4 will just be an extension of private property.
5 That's number one.

6 Number two, the amount of traffic, just
7 imagine if there were 120 Uber cars waiting outside
8 for the 120 key doors, where would they stack up?
9 Plus that's a two-way alleyway. That's a service
10 alleyway. So if the business along that alleyway
11 has a pickup or a delivery, and you're stacking up
12 people that are schlepping luggage out of Ubers
13 with cars stacked up in a main intersection of
14 downtown Coral Gables, that will be paralysis,
15 absolute paralysis of traffic.

16 So we object to this on two reasons. We do
17 not want a public right-of-way used for private
18 purposes, and the eventual public parking garage
19 that will be an extension of private property.

20 Thank you.

21 CHAIRMAN AIZENSTAT: Can I ask you what
22 homeowners association you're referring to?

23 MS. KAWALERSKI: Yes. It's the Rivera
24 Neighborhood Association, which is transitioning to
25 the Coral Gables Neighbors Association, which

1 encompasses all of Coral Gables.

2 CHAIRMAN AIZENSTAT: Thank you.

3 THE SECRETARY: Gordon Sokoloff.

4 MR. SOKOLOFF: Hi. I'm Gordon Sokoloff. My
5 address is 225 Alesio Avenue. I hope no one
6 slashes my tires.

7 That was a joke.

8 I happen to be the chairman of the
9 Transportation Advisory Board. We are an advisory
10 board. We are not a judiciary committee. This was
11 an agenda item on our agenda this last month. We
12 did discuss this project. We did not vote on it,
13 but I can assure that the consensus was that, as
14 Sue who preceded me said, the traffic, it would be
15 at gridlock.

16 This is Miracle Mile and Ponce de Leon, this
17 is main and main street in the city of Coral
18 Gables. And as a transportation advisory board
19 chairman we are talking now about multiple modal
20 transportation. This project doesn't account for
21 any kind of park -- it doesn't have one parking
22 space for bikes, for scooters, for cars, for Uber,
23 for Lyft, for anything, so we think it needs to be
24 reworked.

25 I also happen to be a tenant -- I was a tenant

1 in this building for three times longer than the
2 developer owned the building. I worked there as a
3 dentist for 24 years. I have an intimate knowledge
4 of this corner. And the alley behind it stacks up
5 against what's going to be the Cheesecake Factory.

6 It's a working alley. That alley is always
7 making deliveries for all of the retail businesses
8 and the other restaurants in that area. So it's a
9 very busy congested alley. There's UPS, FedEx, you
10 name it, it's up and down that alleyway.

11 So I don't see how that alley is going to
12 serve the purpose that the developer wants.

13 CHAIRMAN AIZENSTAT: One question for you.

14 MR. SOKOLOFF: Yes.

15 CHAIRMAN AIZENSTAT: Are you appearing before
16 us individually or are you appearing before us on
17 behalf of the transportation board?

18 MR. SOKOLOFF: Both.

19 CHAIRMAN AIZENSTAT: Both?

20 MR. SOKOLOFF: Yes.

21 CHAIRMAN AIZENSTAT: Okay.

22 MR. SOKOLOFF: Thank you.

23 CHAIRMAN AIZENSTAT: Thank you.

24 THE SECRETARY: Debra Register.

25 MS. REGISTER: Good evening, and thank you for

1 letting me speak. My name is Debra Register. I
2 reside at 1240 Placetas Avenue. I've resided there
3 since 1984. I'm also vice president of the RNA,
4 now converting to the City of Coral Gables
5 Neighbors Association, Inc. We're in transition in
6 our name.

7 I went to the developer's meeting and listened
8 to their presentation, which is similar to today.
9 I voiced various concerns. One is the drop-off.
10 The drop-off was explained to me as not sufficient
11 for a car to actually pull into the drop-off, but
12 enough for the door to open for people to get out,
13 but the vehicle would still be in the alleyway.

14 I also had a concern about the deliveries.
15 The developer said, well, they would arrange in the
16 middle of the night for deliveries for the hotel.
17 But that doesn't mean the Syscos aren't going to
18 come, and we now have the Cheesecake Factory, so we
19 know what Sysco is going to be delivering there,
20 and all the other, plus the detail.

21 I was concerned about, one, is the setback.
22 I'm not sure, and I've seen various different
23 buildings, I've analyzed 100 Miracle Mile, and I've
24 noticed that there's a required setback after so
25 many stories and it has to be set back from Miracle

1 Mile. I'm not sure if that's code requirement, the
2 developer, but I would like to find out more about
3 that. I'm in the process of learning a little bit
4 more about the zoning. So I don't think that
5 they're sufficient.

6 But my biggest problem is the parking. As
7 everybody said, it's a building that's relying on,
8 one, having offsite parking and contracting with
9 another building. I don't think -- we didn't see
10 how far the building was from where the post
11 development was to the part where they're trying to
12 get a lease. I didn't see that. It wasn't very
13 clear.

14 And two, relying on the City building, a
15 parking garage so they can utilize it. That is
16 being built because we need it for the existing.
17 It's very hard to find a spot when the theaters --
18 when the restaurants are full.

19 I for one do not use Uber a lot because I am
20 the designated driver. Many times I've come to the
21 Gables, I've looked around, tried to find a parking
22 space, and I've left.

23 So we have a problem, and to have a building
24 with hotels, retail and three restaurants, not just
25 one, is inconceivable to me, and I hope that you

1 will look at this project in great detail and send
2 the developer back to the drawing board.

3 Thank you.

4 CHAIRMAN AIZENSTAT: Thank you.

5 THE SECRETARY: Mario Barroso.

6 MR. BARROSO: I've been asked to come here by
7 Pebblebrook Hotel Trust.

8 CHAIRMAN AIZENSTAT: Could you state your name
9 and address for the record, please.

10 MR. BARROSO: Yes. Mario Barroso, 180 Aragon
11 Avenue, representing the Hotel Colonnade. And
12 Pebblebrook Hotel Trust, they're the ownership of
13 the property. From a business standpoint they've
14 asked me that adding a hotel in this area that
15 there is already sufficient supply of hotel rooms
16 and facilities in this area to accommodate the
17 market demand at this time, that any additional
18 hotel, restaurants, things like that, would just
19 add and water down the room counts and the
20 accommodations throughout Coral Gables. That's
21 from their business perspective.

22 For myself, in my humble opinion, not to beat
23 a dead horse like everyone has already spoken
24 about, but I would definitely take a very serious
25 look. Having worked in hotels for 36 years, valet

1 and parking is a big, big issue.

2 Valet and parking is a big, big issue and I
3 know when guests are checking out, they want their
4 cars fast and they want them now.

5 If they're going to be driving to an offsite
6 parking, I would be very, very cautious with that.
7 I experienced it working at a hotel downtown.

8 Valet drivers have a tendency to turn it into
9 Talladega Nights because they want to get that car
10 here as fast as possible, and everyone knows, Coral
11 Gables here, you know, the streets are tight,
12 traffic lights, there's a lot of timing issues.
13 I'm not familiar with that back alley like the
14 other folks had spoke, but I would take a very
15 serious look at that, as well as for the people
16 that operating that building. That's it.

17 CHAIRMAN AIZENSTAT: Thank you.

18 No more speakers?

19 At this time I'll go ahead and close the
20 floor.

21 What I'd like -- what I'd like to ask is --
22 Dona, are you here?

23 MS. SPAIN: I'm here.

24 CHAIRMAN AIZENSTAT: Could I ask you to come
25 up from the perspective of the Historic

1 Preservation Board?

2 MS. SPAIN: Good evening. For the record,
3 Dona Spain, historic preservation officer.

4 CHAIRMAN AIZENSTAT: Thank you. Can you tell
5 us a little bit about the project? Because I know
6 that we have the theater, which is within 500 feet
7 and the Colonnade, which is within in 500 feet.

8 MS. SPAIN: We actually have properties within
9 500 feet of this project that are designated as
10 historic. That Historic Preservation Board hasn't
11 met on this project yet. It's meeting next
12 Thursday on September the 19th.

13 They have two responsibilities. The first is
14 to approve a maintenance plan for the historic
15 property, because the transfer of development
16 rights ordinance was put in place to maintain
17 historic properties. So they did a maintenance
18 plan for 348 Miracle Mile, that was done by Rich
19 Heisenbottle, preservation architect. And that's
20 going to be presented to the Historic Preservation
21 Board, and so their responsibility is to review
22 that and recommend approval of the maintenance
23 plan.

24 My recommendation to that board is that the
25 items on that maintenance plan that are remedial

1 and can be done in the next six months be done
2 prior to the issuance of a building permit for this
3 project, so that we get the historic property
4 maintained first.

5 So that's the first responsibility.

6 And because there are five properties within
7 500 feet, they --

8 CHAIRMAN AIZENSTAT: What are the other three?

9 MS. SPAIN: Wait a minute. There is the
10 Colonnade Hotel at 169 Miracle Mile. There's 280
11 Miracle Mile, which is the Miracle Theater.

12 CHAIRMAN AIZENSTAT: Right.

13 MS. SPAIN: 136 Miracle Mile, which is
14 BurgerFi.

15 MR. MURAI: What? I'm sorry?

16 CHAIRMAN AIZENSTAT: BurgerFi.

17 MS. SPAIN: 130 Miracle Mile, Well Groomed
18 Gentleman, and 2506 Ponce de Leon Boulevard, which
19 is the H. George Fink Building, which the City
20 owns. So all those are within 500 feet.

21 CHAIRMAN AIZENSTAT: Okay.

22 MS. SPAIN: And because of that the zoning
23 code requires that the Historic Preservation Board
24 review the proposed development, and to ensure that
25 it does not adversely effect the historic,

1 architectural or aesthetic character of the
2 historic properties located within 500 feet.

3 So that's what's going to take place next
4 Thursday.

5 CHAIRMAN AIZENSTAT: And normally that comes
6 before you before --

7 MS. SPAIN: Typically that comes before this,
8 and then it all goes to the city commission.

9 CHAIRMAN AIZENSTAT: Is there anything in our
10 code that says that they cannot come before us
11 before they go to you?

12 MS. SPAIN: I don't know the answer to that.
13 I don't believe there is.

14 MR. TRIAS: Chairman, the way the code is
15 written, it has a diagram that shows the sequence.
16 The sequence is clearly first Historic
17 Preservation, and then Planning and Zoning.
18 However, it doesn't specifically say that it cannot
19 be altered.

20 CHAIRMAN AIZENSTAT: So there's nothing in the
21 code that says that they can be here before?

22 MS. SPAIN: I don't believe there is, but I'm
23 not zoning.

24 CHAIRMAN AIZENSTAT: Ramon, what you're
25 referring to is a bubble diagram that just has --

1 MR. TRIAS: Right. Right. And from a regular
2 point of view, the issue is that the TDRs have an
3 effect on the size of the building, so clearly if
4 that is not approved, then there's an issue with
5 the site planning. So that's why it's scheduled
6 like that in the code.

7 CHAIRMAN AIZENSTAT: Okay.

8 MS. SPAIN: So if the Historic Preservation
9 Board doesn't approve the TDRs, this project can't
10 happen the way it's presented basically.

11 MS. VELEZ: I have a question. So the way we
12 have been shown the project includes the TDRs?

13 MS. SPAIN: Yes.

14 MS. VELEZ: This is the maximum that they can
15 build; they cannot build any more than what they've
16 shown us?

17 MR. TRIAS: The request is for a 3.81 FAR,
18 which includes TDRs.

19 MS. VELEZ: And that's what we have been
20 presented with and we have seen?

21 MR. TRIAS: And that is what -- yes, that
22 is -- yes.

23 MS. SPAIN: Yes.

24 MS. VELEZ: Thank you.

25 CHAIRMAN AIZENSTAT: I guess if for some

1 reason they don't get the TDRs, they have to go
2 back to the drawing board and scale it down.

3 MS. SPAIN: That's right. And the same with
4 the parking. If they don't get the Parking, you
5 know, then they would have to go back to the
6 drawing board.

7 CHAIRMAN AIZENSTAT: Thank you.

8 MR. WITHERS: Mr. Chairman, may I ask a
9 historical perspective from a historical person --

10 MS. SPAIN: Thank you, sir.

11 MR. WITHERS: I'm going to miss you in
12 December, Dona.

13 So when the original TDR ordinance was first
14 drafted --

15 MS. SPAIN: Yes.

16 MR. WITHERS: -- we really didn't use a lot of
17 overlays and we didn't have a lot of this -- I
18 don't even know if we -- if there was even any
19 consistency with the Mediterranean ordinance tying
20 in with TDRs transfers.

21 MS. SPAIN: I think there was, because it was
22 contingent on them getting -- well, they're
23 independent. You're right.

24 MR. WITHERS: Okay. Secondly, on the overlay
25 issue and the TDR, and also, was there any

1 restrictions of the same person owning this
 2 transferring site to the sending site?
 3 MS. SPAIN: No. In fact, if you remember when
 4 Starwood came in to develop the property on the
 5 end, they actually purchased properties on Miracle
 6 Mile, designated them as historic and then
 7 transferred the TDR itself. So that's happened
 8 before.
 9 MR. WITHERS: So looking back, how would you
 10 interplay TDRs with overlays? I mean, do you think
 11 the two are compatible as far as additional
 12 incentives --
 13 MS. SPAIN: I do.
 14 MR. WITHERS: -- and that direction?
 15 MS. SPAIN: I do. I think that's fine.
 16 MR. WITHERS: From a historical perspective?
 17 MS. SPAIN: I don't think there's an issue.
 18 MR. WITHERS: Okay.
 19 Next, when your board reviews the application,
 20 you had mentioned there's only two things that you
 21 were looking at, the preservation of the monument
 22 and --
 23 MS. SPAIN: Yes. Well, actually, there's also
 24 the transfer of the TDRs so, you know,
 25 preservation, the transfer of the TDRs, and then

1 the review of the proposal.
 2 MR. WITHERS: So my question then is in the
 3 staff recommendation --
 4 MS. SPAIN: Yes.
 5 MR. WITHERS: -- they actually have one, two,
 6 three, four, five, six, seven, eight criteria that
 7 you're supposed to look at unless I'm
 8 misunderstanding. Like you're supposed look at the
 9 physical design and proposed site plan in a
 10 matter --
 11 MS. SPAIN: Is that the Planning and Zoning
 12 board --
 13 MR. WITHERS: I don't know. It's
 14 Section 13-1006 --
 15 MS. SPAIN: That was --
 16 MR. TRIAS: Physical exam deals with the
 17 review by the Planning and Zoning board.
 18 MS. SPAIN: Yeah, I believe that's the
 19 Planning and Zoning board.
 20 MR. WITHERS: So you don't look at any of that
 21 criteria?
 22 MS. SPAIN: No. What they're supposed to look
 23 at is if the design, and just the design of the
 24 building, affects the historic properties.
 25 MR. WITHERS: Okay. Not the function of the

1 new building site?
 2 MS. SPAIN: No.
 3 MS. VELEZ: And how would a design affect the
 4 historic property?
 5 MS. SPAIN: My recommendation is that it does
 6 not adversely affect the historic properties. It's
 7 appropriate to have this type of design on Miracle
 8 Mile. Miracle Mile was not developed by George
 9 Merrick. It was developed by the Zains after World
 10 War II, and so I'm very comfortable with this
 11 design going forward.
 12 MS. VELEZ: Thank you.
 13 CHAIRMAN AIZENSTAT: Thank you.
 14 Thank you, Dona. Okay.
 15 MR. NAVARRO: I know that there were some
 16 questions from the audience regarding parking and
 17 valet operations. I just wanted to make a few
 18 points, and I also wanted to volunteer our traffic
 19 engineer who's been working and collaborating with
 20 your public works department on working all these
 21 items out and providing all the reports that were
 22 needed in order to show that we could operate
 23 safely and without incident to the area or creating
 24 any issues.
 25 One of the things I wanted to clarify was that

1 the remote parking that we're pursuing is promoted
 2 by your code, it's allowed by your code. This is
 3 common in many other cities in the United States,
 4 especially in downtown areas.
 5 If there's ever an area in the city that you
 6 would not want a structured parking garage within
 7 active space to be along Miracle Mile at this
 8 important intersection. You know, the TDRs don't
 9 allow us to get more height. We're just filling in
 10 some of that space with active area, which I think
 11 is something that is very beneficial to Miracle
 12 Mile.
 13 Regarding the parking garage, we're not
 14 relying on the city parking garage. We've actually
 15 selected another site. There's plenty of other
 16 areas. We have a letter of intent for that site,
 17 so this project does not rely on that garage at
 18 all. I know your parking director's here, we've
 19 been working with them, and he feels comfortable
 20 also with the site that we've selected for purposes
 21 of remote parking.
 22 So with those items I'd like to -- if you have
 23 any questions, Mr. Tim Plummer is here to address
 24 any of those issues.
 25 CHAIRMAN AIZENSTAT: Thank you.

1 I'll open it up to the board.
 2 MR. MURAI: My first question is the flow of
 3 cars into the hotel and out. How does that happen?
 4 MR. NAVARRO: I'll have Tim address it. We've
 5 done parking study, valet study --
 6 MR. MURAI: But I'm just -- mine is even
 7 simpler than Mr. Plummer, who's an expert on this.
 8 Mine is just the flow. The cars that are coming
 9 into the hotel, how do they get in and out?
 10 MR. PLUMMER: Absolutely. Let me help you
 11 with that. Good question. The access --
 12 MR. COLLER: Mr. Plummer, would you state your
 13 name and address for the record.
 14 MR. PLUMMER: Tim Plummer, 1750 Ponce de Leon
 15 Boulevard here in the city beautiful. Thank you
 16 for reminding me.
 17 So the access for the site for the hotel will
 18 be in the drop-off area located on the south side
 19 of the building. And as one of the audience
 20 members asked previously, I think when the project
 21 started, the valet drop-off and pickup was going to
 22 be in the alley.
 23 Well, we worked with the development team.
 24 We've now created an area that's recessed from the
 25 alley, so there is a dedicated pickup/drop-off area

1 for valet. We thought that was very, very
 2 important.
 3 But to answer your question, the way you get
 4 back there is if you're coming east on Miracle
 5 Mile, south on Ponce, west on Miracle Mile, you're
 6 going to have to come south on Ponce, you're going
 7 to come into the pickup/drop-off area. When you
 8 valet, the valet will have the option of coming
 9 down the alley in on Andalusia to the offsite
 10 parking.
 11 MR. MURAI: So there's an alley --
 12 MR. PLUMMER: There's an alley that runs
 13 directly behind and connect here, and also connects
 14 on the east side of the existing parking garage.
 15 Those are two-way alleys. So that's how it's going
 16 to work.
 17 MS. VELEZ: And it is a two-way alley?
 18 MR. PLUMMER: I'm sorry?
 19 MS. VELEZ: It is two-way?
 20 MR. PLUMMER: It is two-way.
 21 MS. VELEZ: All of them, the long one and the
 22 short one --
 23 MR. PLUMMER: Yes, they're both two-way.
 24 MR. TRIAS: Mr. Chairman?
 25 CHAIRMAN AIZENSTAT: Yes.

1 MR. TRIAS: Did you say that you're going to
 2 have an area onsite where you're going to have
 3 automobiles? I mean, that's what I heard.
 4 MR. PLUMMER: Yes. There's a recessed area
 5 off of the alley --
 6 MR. TRIAS: That is different from what the
 7 architect had explained to me.
 8 MR. PLUMMER: Here's a better drawing that
 9 shows it right here.
 10 MR. TRIAS: Have you modified the design?
 11 MS. ANDERSON: It appears that there's boards
 12 in that area to prevent the cars from getting in.
 13 MR. TRIAS: The way I understand it, there's
 14 columns, and that's the way it was described to me
 15 by the architect. Maybe they have modified the
 16 design. I don't know.
 17 MR. WITHERS: I think that's kind of important
 18 that our Planning and Zoning director knows that
 19 there's been a design change.
 20 MR. TRIAS: Well, that is what the expert has
 21 testified, so I...
 22 MR. NAVARRO: So just to clarify for the
 23 record, that area is meant for the door to open, so
 24 you get the car close to that area. But that is
 25 really the -- it's a drop-off area, pedestrian.

1 The valet operators will then take the car from
 2 that location.
 3 MR. TRIAS: So the automobiles will never
 4 be --
 5 MR. NAVARRO: Exactly. There's columns there,
 6 so --
 7 MR. MURAI: The cars need to stop on the
 8 alley?
 9 MR. NAVARRO: Correct.
 10 MR. MURAI: And how many cars can stack up all
 11 the way to Ponce?
 12 MR. NAVARRO: So the report -- well, there's
 13 80 feet of stacking which allows for a total of
 14 four vehicles to --
 15 MR. MURAI: Excuse me?
 16 MR. NAVARRO: 80. 80 feet of stacking, which
 17 I believe our report says allows four vehicles to
 18 stack there, which is based on our maximum demand,
 19 that would be the most amount of cars that we would
 20 ever expect to have during a peak period.
 21 The way the hotels operate, you know, parking
 22 has become less and less and less. What we've
 23 committed to do is right now we have the 80 feet,
 24 which allows for the four vehicles, is before we
 25 open, and I'm not sure if it's a condition of the

1 approval, but I know we've been working on some
 2 language to this effect: Before we open we're
 3 going to update our numbers based on actual demand
 4 in the hotel industry which has been changing over
 5 the years. And we are also after we open, we are
 6 going to continue to study this maybe a year after,
 7 six months after we open to update our valet
 8 operations plan. And what we're going to do is
 9 make sure we have enough operators, you know, valet
 10 attendants there to be able to make sure the flow
 11 of cars never backs up.

12 CHAIRMAN AIZENSTAT: And what about the, for
 13 example, the restaurant that's up on the roof or
 14 the other restaurants inside, those would be done
 15 by the valet that's on the street?

16 MR. NAVARRO: Correct. So right now the City
 17 has done a great job. I mean, from what I've
 18 heard, everybody loves it. It's a centralized
 19 valet system.

20 Right now our existing retail restaurants, you
 21 know, we have Copper 29 there, they don't have any
 22 parking today, so we're -- those uses will continue
 23 to be serviced by the centralized valet. The valet
 24 operations are only going to be for the hotel.

25 CHAIRMAN AIZENSTAT: So the hotel won't take

1 any people that's going to the restaurant?

2 MR. NAVARRO: No.

3 MR. MURAI: How are you going to prevent that?

4 MR. NAVARRO: Somebody comes up and says,
 5 hey --

6 MR. MURAI: I'm going to the restaurant,
 7 you're going to say no?

8 MR. NAVARRO: Yeah, like what's your name --
 9 they have a -- you know, what's your name or do you
 10 have a reservation here, if you don't then --

11 MR. PLUMMER: So the operators will have a
 12 list of guests.

13 MR. MURAI: All you have to say is I'm a
 14 guest -- I would have to say I'm staying in Room
 15 521. I understand what you're saying.

16 MR. FORT BRESCIA: Yeah, they would catch it.
 17 I mean, in other words, today it's all automated.
 18 Everybody knows -- they actually know around what
 19 time that person will arrive from the airport.
 20 They even know how many people are coming in the
 21 car. They know everything very easily. They have
 22 an approximation of when people are coming in.

23 But just to give you mathematically, you can
 24 decipher, if there's 120 rooms would be fortunate
 25 to have 100 percent occupancy, we would love it.

1 If we had 100 percent occupancy, which is the peak,
 2 and the arrival occurs -- generally arrivals occur
 3 within a 16-hour period, so that's -- in that
 4 range, you know, depending on when flights arrive
 5 for some moments when it's a little bit higher
 6 early in the morning when flights arrive from South
 7 America, for example. But that's not a traffic
 8 period.

9 It is -- but if you were to extrapolate, you
 10 can see the number of cars that may come in a
 11 15-minute period, it's a very low number. It is --
 12 if it was for 120 rooms, that number would be
 13 really roughly what we have.

14 And we have another hotel in another location
 15 here in Dade County, and we have a ballroom and
 16 unless there's a wedding at a certain time, I mean,
 17 normally four cars is a lot. And that includes the
 18 parking, the valet people moving the cars very
 19 quickly, and that would be an amazing coincidence
 20 that there would be so many people checking in at
 21 exactly the same time.

22 In fact, it's not 15 minutes that the valet
 23 takes to move the car. It's really, you know,
 24 three minutes, you know, or so. So it is -- we
 25 feel confident. I don't think investors would dare

1 to invest in a hotel where there would be a problem
 2 that they wouldn't be able to service their
 3 customer.

4 CHAIRMAN AIZENSTAT: Have you -- Mr. Plummer,
 5 have you gone ahead and taken a look when you did
 6 your study, there's a Cheesecake that's coming next
 7 door, did you take that into account or you didn't?

8 MR. PLUMMER: There's no traffic impact study
 9 for this project. It doesn't meet the City's
 10 criteria for having to do a traffic impact study.

11 CHAIRMAN AIZENSTAT: Not the traffic. I'm
 12 just talking parking.

13 MR. PLUMMER: So, you know, we obviously know
 14 the alley very well. We spent some time walking
 15 through there and observing what's going on. There
 16 are deliveries for different retail uses throughout
 17 the alley. Brick Tops was there. Cheesecake's got
 18 folks there now doing their contracting work and
 19 everything else. So again, based on the demand for
 20 hotels, which has really changed over the last few
 21 years with ride share, the demand for the valet
 22 area and the drop-off is relatively low.

23 We did some studies for a hotel in the city a
 24 little closer to the airport off of Le Jeune Road,
 25 and they provided a full service, a free shuttle

1 service from MIA, and what we found through our
2 surveys was approximately half come either taxi,
3 ride share or through the shuttle system.

4 So we've also spoken to the development team
5 that if they want to get a reduction in parking to
6 get to those kinds of numbers, they need to provide
7 those services as well.

8 And those transaction times, we've done some
9 observations at a hotel in Miami Beach, they're 60
10 seconds. So pretty quickly. It moves pretty
11 quickly. And like Bernardo says, the demand really
12 is a lot lower, and again, no retail will be able
13 to use this pickup/drop-off area.

14 MS. ANDERSON: I have some questions --

15 MR. KINNEY: Mr. Chairman, just because of the
16 question you asked, Kevin Kinney, I'm the parking
17 director.

18 CHAIRMAN AIZENSTAT: Yes.

19 MR. KINNEY: Cheesecake Factory has been in to
20 speak with me. Their valet will actually be on
21 Andalusia next to the garage, so they will -- they
22 should not have much of an impact on the east/west
23 alley. Their loading will occur on the short
24 north/south alley, their deliveries.

25 CHAIRMAN AIZENSTAT: Their deliveries will be

1 where?

2 MR. KINNEY: There's an alley that intersects
3 with the east/west alley coming from the south,
4 that's where their deliveries will occur.

5 CHAIRMAN AIZENSTAT: Can you show us on that
6 map right there just so we're all clear. That
7 alley right there --

8 MR. KINNEY: Yeah.

9 CHAIRMAN AIZENSTAT: But from that point when
10 they pull in, how will they pull out? Will their
11 trucks be able to do --

12 MR. KINNEY: Well, it has been mentioned that
13 the City is rebuilding that garage. I want to make
14 one comment about that. But when we redo the
15 garage we are looking at a better traffic
16 circulation so a truck can make that corner,
17 because right now there's a lot of three,
18 four-point turns with trucks. So we will, you
19 know, cut that corner so that a truck can make the
20 corner.

21 We will also provide, you know, off alley
22 locations to store all the dumpsters for that
23 block, because right now one of the things we do
24 realize is the dumpsters are what cause most of the
25 congestion in the alley.

1 CHAIRMAN AIZENSTAT: Garbage trucks coming in
2 and --

3 MR. KINNEY: Yes. So we're going to deal with
4 that in our garage. But one thing I want to make
5 clear because there has been some confusion, we
6 have no agreement to produce the city parking for
7 this private development. I have actually met with
8 and confirmed with the other party whose garage
9 entrances is on Valencia and Salzedo that he has
10 adequate parking. Not only does he have adequate
11 parking for the hotel, but he can actually build
12 two more floors on his parking garage if he wanted
13 to.

14 But all the City is concerned with, and all
15 that we have -- I don't want to say tentatively
16 agreed to, is that we believe remote parking is
17 appropriately used in this situation, because we do
18 not want a parking pedestal at the corner of
19 Miracle Mile.

20 CHAIRMAN AIZENSTAT: So just to be clear, if I
21 understand you correctly, you're saying that the
22 hotel or the developer could do two more stories of
23 parking if they wanted to?

24 MR. KINNEY: No. No. No. No. The remote
25 parking owner --

1 CHAIRMAN AIZENSTAT: On Le Jeune. Got it.

2 MR. KINNEY: The letter of interest -- well,
3 the entrance to the garage is actually at Valencia
4 and Salzedo.

5 MR. MURAI: Is that the Ocean Bank building?

6 MR. KINNEY: Yes.

7 MR. MURAI: The parking in the back east of
8 the Ocean Bank building?

9 MR. KINNEY: Yes.

10 MS. ANDERSON: That's actually the exit
11 section of it. The entrance is down further.

12 MR. KINNEY: I thought you could enter on
13 both.

14 MS. VELEZ: No.

15 MS. ANDERSON: No.

16 MR. KINNEY: Okay. But that's the garage.
17 And the owner says they have plenty of excess
18 parking and that they could actually build two more
19 floors if they wanted to.

20 MS. ANDERSON: I have some questions for you
21 about the garage.

22 MR. KINNEY: Sure.

23 MS. ANDERSON: Have you looked at whether it
24 can handle high top vans, trucks, other types of
25 vehicles other than the vehicles, regular --

1 MR. KINNEY: They would have to make special
2 arrangements. I'm not sure --

3 CHAIRMAN AIZENSTAT: Are you talking about a
4 new project that the City of Coral Gables is
5 building?

6 MS. ANDERSON: No. The remote parking site
7 at --

8 MR. KINNEY: On the ground floor, yes, they
9 have higher level. They couldn't go up into the
10 garage. There's a height limit if you go up into
11 the garage.

12 MS. ANDERSON: The last time I looked, it says
13 it will not take vans, trucks, anything of that
14 size. So if you get an individual with a high top
15 van that has a handicap and is forced to use the
16 valet, there's no place to park this vehicle in
17 that facility, nor is there a designated high top
18 parking anywhere.

19 MR. KINNEY: Well, one of the things we've
20 made clear to the applicant is that we will require
21 a valet and parking plan. We've done that in a few
22 other situations that will have to clearly -- I
23 just have another item to add to that list. And I
24 would agree, ADA vans that are higher, that would
25 need to be addressed.

1 But my understanding in speaking with the
2 owner of the garage is that on the first level
3 there is more clearance, but I haven't gone over
4 there and checked myself.

5 MS. ANDERSON: Okay.

6 MS. VELEZ: I have a question.

7 CHAIRMAN AIZENSTAT: Yes.

8 MS. VELEZ: In addition to that site on Le
9 Jeune, that private site, I know that we have
10 plenty of garages throughout the city, what is the
11 capacity of those garages? What is the
12 availability of spaces in those garages? I know we
13 have a lot of spaces. I just don't know how many
14 are available.

15 MR. KINNEY: Well, there's actually a
16 multitude of situations we could talk about. I
17 will tell you that there's a privately run garage
18 that -- there's -- in the core, there's two
19 privately run garages that each have more than 300
20 public spaces that the City has some say in how
21 they're used. One is currently being used for auto
22 sales storage. That was allowed by me only because
23 the spaces were being underutilized. If there's
24 ever a better use for those spaces, the use by the
25 auto dealer will be canceled.

1 MS. VELEZ: Would that be accessible to this
2 site?

3 MR. KINNEY: It would be within the
4 1,000 feet, yes.

5 MS. VELEZ: How about the lots, city lots?

6 MR. KINNEY: The city lots are generally not
7 going to be allowed to be used for this type of
8 storage because there's such high demand. I mean,
9 I'll give you the highest demand lot we have, which
10 is the one right behind Seasons 52, it's 79 spaces.
11 If we walked over there right now, there will not
12 be a space available. So I can't really afford,
13 because that's for high turnover, short-term
14 traffic. I can't afford that to be hotel space.

15 It has to be an off-street facility to move
16 forward with it. Can I tell you that, you know,
17 ten years from now or four years from now, the
18 commission might not agree to use the city garage
19 that we're going to build. They can do that if
20 they want, but the project has to go forward with
21 remote parking from another location.

22 MS. VELEZ: And so it would be available
23 either on the private level that they're talking
24 about or somewhere else in another city parking
25 garage.

1 MR. KINNEY: Well, not necessarily in a city
2 garage.

3 MS. VELEZ: A private.

4 MR. KINNEY: Maybe a private garage that the
5 City has some control over a certain number of
6 spaces.

7 MR. MURAI: Is there a requirement for the
8 issuance of a building permit that there be an
9 agreement, an actual agreement in place for offsite
10 parking?

11 MR. KINNEY: I would defer to the planning
12 director.

13 MR. TRIAS: I will address that question. All
14 of this has to be agreed upon prior to approval by
15 the commission.

16 MR. MURAI: When you say "all of this," what
17 do you mean?

18 MR. TRIAS: The TDRs, the parking, the --

19 MR. MURAI: The TDR I understand, but do you
20 have to have --

21 MR. TRIAS: But let me explain, because what
22 happens is that the request is as follows: They're
23 requesting with no parking, that's one thing, but
24 they're also requesting a lesser amount of parking
25 than is required by code.

1 So all of these requests, maybe they are
2 reasonable and may have a lot of backup material,
3 but they have to be approved specifically for the
4 site.

5 What I will advise is for you to look at the
6 site planning aspects of this, which is no parking
7 and less parking that would be required by code,
8 and then let the process take its place prior to
9 commission of going through the requirements of the
10 lease agreement and the different steps that need
11 to be taken for the actual remote parking deal to
12 take place.

13 At this point we're dealing with site
14 planning. Site planning means no parking on site
15 and less parking that would be required by --

16 CHAIRMAN AIZENSTAT: So the required is 271
17 spaces that would be required.

18 MR. TRIAS: For the hotel and restaurant --

19 CHAIRMAN AIZENSTAT: For the project.

20 MR. TRIAS: Yes.

21 CHAIRMAN AIZENSTAT: Now, for the project
22 they're saying 86 parking spaces via remote.

23 MR. TRIAS: Yeah.

24 CHAIRMAN AIZENSTAT: What do they have to do
25 to make up the difference, or do they have to make

1 up the difference?

2 MR. TRIAS: I think that the commission has
3 the authority to approve it as requested. And my
4 preference would be clearly to amend the
5 requirements for hotels, which is something that
6 we're working on as part of this overall code
7 update that we're working on. That hasn't happened
8 yet. So that is one of the issues that is up in
9 the air, for lack of a better description.

10 CHAIRMAN AIZENSTAT: Because also on the
11 letter of intent for the parking, said that they
12 could have that many spaces, but there are more
13 available if needed, if I'm not mistaken.

14 Please.

15 MR. FORT BRESCIA: The code says that you look
16 at a radius around the site. We identified 6,170
17 parking spaces in that radius. Depending on how
18 you interpret the parking, based on a study or the
19 code that what we're seeking is about somewhere
20 between 1.25 percent of the available parking
21 spaces and 1.8 percent of the available parking
22 spaces. I mean, it is -- the impact is so -- it's
23 almost I'd say -- nothing is impossible. It's
24 almost impossible. It wouldn't be one-and-a-half
25 percent of the parking spaces available for

1 operating this hotel considering the advantages
2 that it all represents. I don't think anybody
3 would want a garage facing Miracle Mile and the
4 aesthetics that that would represent, and the
5 ramping and the viewing into the ramping and we
6 would be building largely a garage.

7 So therefore we feel that a wise aspect of the
8 code that allows you to be within a certain radius
9 is logical in order to preserve certain streets
10 that shouldn't have parking garages fronting that
11 street.

12 I hope I clarified the availability is 6,170
13 spaces in that radius.

14 MS. ANDERSON: Okay. Some concerns. The
15 existing, at least from what I can tell from the
16 drawings, that the alley as this is drawn is 20
17 feet wide. Is that correct? Or has it been made
18 any wider by recessing the building in certain
19 areas to allow pickup and drop-off to occur in a
20 more seamless fashion so it doesn't block the
21 traffic for the deliveries, for other folks going
22 up and down that alley?

23 MR. FORT BRESCIA: Well, let me first on the
24 side of deliveries, generally today deliveries
25 should be scheduled like we would schedule.

1 MS. ANDERSON: I'm talking about that. I'm
2 talking about this space. I need an answer. Is it
3 20 feet or is it more?

4 MR. FORT BRESCIA: Well, the other day I went
5 to a community meeting in the building and there
6 was an abandoned trailer with no truck to pull it
7 on the side of the alley, and I was able to bypass
8 it perfectly fine. And the fact that we have a
9 valet service essentially supervising the alley
10 because 20 feet is adequate --

11 MS. ANDERSON: Then let me just pause you for
12 a moment. The answer is it's 20 feet and you have
13 no plans on making it more than 20 feet?

14 MR. FORT BRESCIA: Correct. And we think that
15 20 feet is adequate. It is what many codes around
16 the world have as a width, unless the cars are
17 backing out at 90 degrees.

18 MS. ANDERSON: Let me bring your attention to
19 the technical specifications for the ADA. Under
20 503.3, access aisles for vehicles have to be at
21 least 60 inches. You have to have vertical
22 clearance as well. You have to have room for these
23 doors to open. You're going to have doors opening
24 on both sides of these cars with people unloading,
25 unloading luggage and so forth. And you have not

1 increased this alleyway at all in order to
2 accommodate this.

3 In fact, you've claimed as public space an
4 area that you're essentially using for opening up
5 the door space, but that's not public space.
6 That's actually the entrance to the hotel. So
7 you're going to have the carts and trollies going
8 out to the cars and servicing that. That's not for
9 the public. That's for the hotel.

10 So I've got a lot of concerns regarding the
11 way this building is going to function with only a
12 minimal 20-foot alleyway, no increase in space for
13 functionality for these cars pulling into the alley
14 disembarking individuals, no space for if you want
15 to have an airport shuttle to sit there
16 disembarking and re-embarking individuals. You
17 haven't provided that.

18 So the 674 square feet that you have
19 identified as being open space for the public, in
20 my view is not open space for the public. That's
21 part of the hotel. So it hasn't complied there,
22 and it certainly hasn't complied with the
23 requirements of the ADA or any other practical
24 consideration for disembarking, loading, unloading
25 of vehicles. And I'd like to add this to the

1 record.

2 MR. COLLER: I just wanted to clarify with the
3 chair because I see this document is floating as a
4 dais, but I want to make sure that we share this
5 with the applicant and the applicant has an
6 opportunity to --

7 CHAIRMAN AIZENSTAT: This did not come from
8 the City or --

9 MS. ANDERSON: No. This is from me. I made
10 copies for everybody.

11 MR. COLLER: I just want to make sure --

12 CHAIRMAN AIZENSTAT: One second, please --

13 MR. COLLER: -- the applicant and the
14 applicant has an opportunity to respond.

15 CHAIRMAN AIZENSTAT: Okay.

16 MR. COLLER: Please take a look at this, and
17 if you need some additional time while we go
18 through this hearing to review this and to see if
19 there's anything that the applicant would like
20 to --

21 CHAIRMAN AIZENSTAT: While the applicant is
22 reviewing that, Ramon, let me ask you a question.
23 If this project is coming before us not as a hotel,
24 so let's take away that component of 120 rooms, so
25 you've got a building that's coming before us that

1 wants to have a rooftop restaurant, wants to have
2 the retail downstairs, what are they required by
3 code?

4 I see the numbers that are here. For example,
5 I see the retail ground floor 63 spaces, 31 spaces
6 and 42 spaces. But with the centralized parking,
7 does that take care of any of that? Are you
8 allowed to pay into a fund, or does that not exist
9 with this?

10 MR. TRIAS: That exists partially, and the
11 parking director could explain that in some
12 retail -- there's a combination of things we can
13 do, but at the end in terms of numbers, the
14 required parking, it will be very similar. It
15 would depend obviously on the actual mix of uses,
16 but conceptually it will be very similar to the 270
17 spaces.

18 CHAIRMAN AIZENSTAT: So Cheesecake Factory,
19 for example, is opening a brand-new restaurant --

20 MR. TRIAS: Let me give you the exception.
21 The exception is when the building is less than
22 1.45 FAR.

23 CHAIRMAN AIZENSTAT: Okay.

24 MR. TRIAS: Then no parking is required.

25 CHAIRMAN AIZENSTAT: Okay. That answers that

1 question for me.

2 MR. NAVARRO: Just to go on that, so one of
3 the thing that -- I mean, currently today ground
4 floor retail has no parking. The amount of retail
5 that we'd be providing would be exempt. It's
6 really the hotel use, which is the expansion that's
7 there today that we're trying to accommodate the
8 additional parking for, and that's kind of where
9 our numbers are based.

10 MR. TRIAS: If I could expand on what the
11 attorney's saying, the attorney's explaining this
12 conceptually, which makes sense and certainly it
13 could be a good practice for the future. However,
14 the code as written today does not exempt the
15 ground level parking for a multistory building,
16 only for a building that is 1.45 or less in FAR.

17 MR. NAVARRO: Just practically speaking, and I
18 think that's what Ramon was saying, practically
19 speaking, that's what we have today. You know, if
20 we were to keep this building the way it is,
21 there'd be no parking for that same amount of use,
22 and we actually have a restaurant, which is highly
23 popular there, two restaurants, sorry, thank you,
24 that are highly popular there, and there's been no
25 issues.

1 Actually, Starbucks was there for years, and
2 if there's anything in the United States that
3 attracts more people than a Starbucks and that has
4 a quicker in and out of movement of flow of people
5 throughout the day it's a Starbucks, and that
6 operated there for years, and you never heard any
7 issues of having --

8 CHAIRMAN AIZENSTAT: Now you're going to a
9 3.81, I think that's --

10 MR. NAVARRO: Yeah, and that's the primary --
11 the primary component of that is the hotel
12 building, you know. So that's where we're at.

13 Also, the code was amended to allow for shared
14 parking and we're trying to take advantage of that,
15 and that's what I think your planning director was
16 saying, we are presenting that to the city
17 commission for them to adopt that. And if we get
18 that adopted and the site plans approved with the
19 remote parking and the reduced parking then, you
20 know, that's how the project moves forward.

21 CHAIRMAN AIZENSTAT: So the parking needs to
22 be within 1,000-foot radius --

23 MR. NAVARRO: Correct.

24 CHAIRMAN AIZENSTAT: -- is the way the code
25 reads?

1 MR. NAVARRO: Yeah. So there's a remote
2 parking section of the code that allows for remote
3 parking within the downtown core within 1,000 feet.

4 CHAIRMAN AIZENSTAT: Understood.

5 MR. NAVARRO: And we are taking advantage of
6 that section of the code, but before we can move
7 forward getting the lease and submitting for it,
8 which can be done administratively, we have to get
9 the plan approved, right, because this requires
10 site plan approval, you're in the downtown overlay
11 and we need to get our parking study also approved
12 by the city commission as part of the site plan.

13 CHAIRMAN AIZENSTAT: Have you gotten a chance
14 to take a look at what was given to Ms. Anderson?

15 MR. NAVARRO: I think our architect has them.

16 CHAIRMAN AIZENSTAT: Can you comment on that,
17 please?

18 MR. FORT BRESCIA: Let me go step by step
19 first. With respect to the vertical clearance,
20 there's nothing above. It's -- a vehicle has no
21 clearance issues. It goes all the way up, because
22 a vehicle doesn't enter the place where the
23 passenger unloads. The passenger unloading -- I'm
24 very familiar with this because I have a very close
25 family member my age that is disabled and I live

1 with that very well. And I want to explain that
2 what is required by code is 96 inches and we have
3 120 for the vehicle. With a discharge location,
4 what is required is 60 inches and it's five feet,
5 we have eight. So we have more.

6 MS. ANDERSON: Can you show me where you have
7 eight feet.

8 MR. FORT BRESCIA: Sure. Right here. This is
9 eight feet and we require five feet.

10 MS. ANDERSON: That is not an area that a car
11 can pull into, nor is there sufficient space for a
12 door to open at the same time --

13 MR. FORT BRESCIA: The discharge space is not
14 the place where the car is. It's where the person
15 disembarks. It's clearly stated here, is where
16 you -- it's actually in the drawing. You
17 actually disembark in that zone, and that's where
18 we are disembarking. And that disembarking space,
19 you can see, is usually in a parking lot is
20 crosshatched and that is on the passenger side of a
21 car. There's not on two sides. It's usually on
22 one side, and it disembarks on the passenger side
23 and is crosshatched, and that is where a vehicle is
24 not allowed to stop. That's where a wheelchair or
25 other necessity is unloading into.

1 And that space is in any garage five feet. We
2 have eight feet. Why did we do eight feet?
3 Because just in case, what if there was a piece of
4 luggage, what if there was something else in the
5 five feet, so we have a full eight feet for that
6 discharge space, which cannot be violated by a
7 vehicle.

8 MS. ANDERSON: That's not the problem I have.
9 You have no place in here for a car to pull in
10 without blocking this alley.

11 MR. FORT BRESCIA: Okay. That's different
12 than not complying with the disabled code. This
13 actually will be reviewed by building department
14 for building permit, but I'm saying that is a
15 different issue. Yes, we are using the alley to
16 disembark, no different than a truck that is coming
17 with deliveries for a restaurant, no different than
18 any other vehicle that drops off anybody, which
19 I've seen in other buildings all the way down,
20 including in the current building which is an
21 office building. And there's an actual door from
22 the back, actually more prominent than for Miracle
23 Mile, because Miracle Mile is reserved for retail.

24 So this is the purpose of an alley. It
25 happens on Lincoln Lane where they're trying to

1 beautify it and make it a more pleasant place
2 because people do arrive from Lincoln Lane because
3 Lincoln Road having been no longer made vehicular.

4 I don't think we would want this to happen on
5 Miracle Mile or on Ponce. It's better that it
6 happens on the alley. I think that stopping and
7 dropping off on Miracle Mile and Ponce, which we
8 could, I guess, rent a space on Ponce and drop off
9 from that site, but we thought it was a better
10 utilization of that alley to have the drop-off from
11 that side.

12 And there's a second aspect, is when you have
13 people that are manning the place like it is in a
14 hotel 24 hours, you have that 24-hour valet because
15 you don't if somebody -- a flight delayed and
16 arrives at 2:00 in the morning. Normally that
17 person would notify -- right now there's no way the
18 city could have enough people to monitor these
19 allies. What I saw there a trailer that was
20 essentially left behind on the alley, if a hotel
21 was existing, they would have told them, you cannot
22 leave that piece of vehicle on the alley, stop
23 there to pick it up another day.

24 Actually, we went back the next day and it was
25 still there because it is impossible --

1 CHAIRMAN AIZENSTAT: -- city construction --

2 MR. FORT BRESCIA: You know, and actually
3 there's an advantage that if there is -- there's a
4 person monitoring all the time of the hotel that
5 they could actually call or ask what is happening,
6 can I help you, is there something, is there a
7 problem, et cetera. So I do think there's an
8 advantage of having it in the alley instead of
9 Ponce, instead of Miracle Mile.

10 MS. ANDERSON: So in conclusion, you're not
11 willing to increase the space in the alley in order
12 for the stopping of the vehicles for disembarking
13 of hotel patrons to not be blocking the pathway for
14 other businesses along that block to be able to
15 function; is that what you're --

16 MR. FORT BRESCIA: I actually think that what
17 we're doing is better for those businesses, because
18 recessing they would have to maneuver between
19 columns to slide under the building, and I think in
20 the end people will end up stopping where we have.
21 I don't think that there's an advantage to sinking
22 into the space, reducing, pushing into what would
23 have been active space on Miracle Mile for the sake
24 of something that we don't think is necessary --

25 MS. ANDERSON: I respectfully disagree with

1 you. Every hotel that has a drop-off area in the
2 front of it has an area where you can pull off the
3 street. You're not blocking the street. You're
4 not blocking the alley. You have an area where you
5 can pull off and allow the functionality of that
6 alley to continue on without disruption.

7 Right now the way those buildings are set up
8 the only service that's really going on back there
9 is the emptying of garbage.

10 So I just respectfully disagree.

11 MR. FORT BRESCIA: I just want to point out,
12 the buildings you're referring are not on Miracle
13 Mile, they're not right at the corner with Ponce.
14 If you do a drop-off from Miracle Mile it would be
15 detrimental and illegal, and to do it from Ponce
16 likewise. Most of those buildings are secondary
17 streets. That's where those drop-offs are.

18 But, in fact, The Palace where mother-in-law
19 lived until recently has the pickup in the back.
20 They have actual vans that go in that alley to pick
21 up and take people. And actually they haven't
22 disrupted anything because it's a very short moment
23 when these kind of activities happens and I think
24 it is -- well, I mean, we respectfully disagree --

25 MS. ANDERSON: I respectfully disagree. I've

1 been back there as well --

2 MR. FORT BRESCIA: -- to the fact that I think
3 that we can make this work, and I think that's what
4 alleys are for, to take those cars out of the main
5 pedestrian track along the primary retail streets
6 and remove them circulation.

7 In fact, those drop-offs are in major streets.
8 They actually interrupt the traffic flow of people
9 trying to visit the restaurants and the shops,
10 because they create a curb cut in and curb cutout.
11 And those have happened on Alcazar -- I mean, there
12 several streets in the backside where that happens,
13 but never on Miracle Mile and Ponce, and that's
14 what we were trying to address.

15 CHAIRMAN AIZENSTAT: Mr. Plummer?

16 MR. PLUMMER: Yeah, if I could just add
17 something that may help. When we worked on the
18 centralized valet operations for the city, one of
19 things we worked with Kevin on was -- and I agree
20 with Bernardo -- having a valet drop-off and pickup
21 on Ponce is not the thing to do. Those are short
22 blocks. That's where you have queuing that backs
23 up into the main intersections.

24 But maybe to get around this issue one thing
25 to consider is to take that one part of the alley

1 from Ponce to the north/south on the east and make
2 it one-way. It's 20 feet wide. The valet can pick
3 and use the north side, and anyone that comes in
4 during that time, which there'll be very few
5 conflicts, but there could be conflicts, will be
6 able to use the south side of that alley and make
7 that section one way westbound and the rest
8 eastbound.

9 CHAIRMAN AIZENSTAT: Can you show us on the
10 map what you're talking about?

11 MR. PLUMMER: Absolutely. So what I'm talking
12 about is if we have our -- right now the alley is
13 two-way all directions.

14 CHAIRMAN AIZENSTAT: Okay.

15 MR. PLUMMER: If we take this piece and make
16 it one way, the valet occurs on the south side of
17 the building, there's still another ten to 12 feet
18 for is there's someone coming in at the same time
19 for delivery, they can still get around the valet.
20 And then the rest of this is two-way. You can exit
21 this way, or you can continue on and exit this way.

22 CHAIRMAN AIZENSTAT: So entering from Ponce is
23 one way?

24 MR. PLUMMER: Entering from Ponce, just this
25 section of it --

1 CHAIRMAN AIZENSTAT: Is one way.

2 MR. PLUMMER: -- could be one way. And then
3 we've got enough width to have the pickup/drop-off
4 on the south side of the building, and then someone
5 that can pass on the south side of that.

6 CHAIRMAN AIZENSTAT: Yeah, Venny.

7 MR. TORRE: Can I ask a question, please?

8 You did a survey of a local hotel.

9 MR. PLUMMER: Yes.

10 MR. TORRE: And I'm trying to get my bearings
11 on it. It seems to be that it's a hotel with a 165
12 rooms; is that correct?

13 MR. PLUMMER: Yes.

14 MR. TORRE: In that survey over a week
15 produced 333 check-ins; does that ring a bell? Is
16 that about right?

17 MR. PLUMMER: Yes. There was 333 surveys
18 taken.

19 MR. TORRE: So is that all the check-ins that
20 came in or is that the ones you surveyed only?

21 MR. PLUMMER: That's the -- the hotel operator
22 did the survey. They didn't want us there to
23 intrude because they didn't think it was good
24 customer service, so they had them fill in and fill
25 out the survey. We prepared the questionnaire for

1 them, so I can't tell you if it was 100 percent or
2 not --

3 MR. TORRE: So I'm taking --

4 MR. PLUMMER: -- but we got over 333 surveyed.

5 MR. TORRE: I'm taking that number. So that
6 number's 333 over a week.

7 MR. PLUMMER: Yes.

8 MR. TORRE: Divided by seven days, I get an
9 average of 47 check-ins a day. I'm just using this
10 as an example. All right?

11 So 47 check-ins a day divided over a 12-hour
12 period, four check-ins an hour. Does that seem to
13 be rational to what you're putting here?

14 MR. PLUMMER: Sure.

15 MR. TORRE: Four check-ins an hour. Peak,
16 what would peak be if an average hour's four, what
17 would you consider peak check-ins an hour?

18 MR. PLUMMER: So what we find from trip
19 generation, people coming into the site, in the
20 worst hour in the afternoon for a 120-room hotel,
21 we're upwards at 60 or 70 cars potentially.

22 MR. TORRE: A day?

23 MR. PLUMMER: During the worst hour.

24 MR. TORRE: An hour.

25 MR. PLUMMER: So that's about one a minute.

1 MR. TORRE: Here's what I don't understand.
2 You've got 120 rooms.

3 MR. PLUMMER: Yeah.

4 MR. TORRE: You're saying 50 percent of the
5 rooms are checking in a day. 60 rooms are being
6 checked in. Those 60 rooms have to be divided over
7 12 hours, right?

8 MR. WITHERS: No, because you --

9 MR. PLUMMER: That's ins and outs.

10 MR. TORRE: I understand that.

11 MR. PLUMMER: So if someone's at the hotel
12 it's not just dropping off and checking in. It's
13 when someone gets an Uber to go to downtown Coral
14 Gables, or I'm sorry, downtown Coconut Grove and
15 come back. So there's trip generation that's
16 coming in and out --

17 MR. TORRE: That doesn't have to do with
18 check-in.

19 MR. PLUMMER: -- there's service vehicles,
20 that includes everything. That's not just
21 check-in.

22 MR. TORRE: Understood.

23 MR. PLUMMER: So the worst hour, it's about 60
24 or 70, which is one a minute.

25 MR. TORRE: That answers the question.

1 The second question from me under the Lochner
2 reporter, which was a report I guess to traffic, to
3 Jessica. It says here, "the City must decide if
4 they're willing to set a precedent of allowing a
5 reduction in parking requirements precedent."

6 Now, the way I read the code the only way to
7 redevelop Miracle Mile is to have offsite parking.
8 Is that not somewhat accurate? I mean, how do
9 you --

10 MR. TRIAS: Yes, sir.

11 MR. TORRE: -- without parking offsite.

12 MR. TRIAS: What that comment means is that
13 this is a policy choice. The only way to have
14 development on Miracle Mile is to have parking
15 somewhere else.

16 MR. TORRE: Is that not an accurate statement.

17 MR. TRIAS: That is a -- I believe that
18 statement, and I think it's a very appropriate
19 policy. But that is why this project is before
20 you, so you can provide comments.

21 Now, it's not really ready to be approved.
22 That is the point that I was trying to make.
23 However, however, your opinion in terms of the
24 policy that is being proposed, which is remote
25 parking and less parking, is very valuable because

1 the reality is that unless something like that
2 happens, development is very unlikely to take place
3 on Miracle Mile.

4 CHAIRMAN AIZENSTAT: When you say it's not
5 ready to be approved, are you saying that they're
6 going to come back to us?

7 MR. TRIAS: No. No. I'm not saying that.
8 I'm just saying that today they cannot get a
9 building permit because certain things need to
10 happen related to TDR, et cetera.

11 Fine. That's a process. The important thing
12 and the reason that we're here today to evaluate
13 the proposal and to provide comments for the
14 commission to take action. And what I want to
15 stress this is very significant policy. This is a
16 yes or no. This is the way of the future or
17 something else, and that is the request.

18 MR. MURAI: Are we here to evaluate whether
19 this project is entitled to a Mediterranean bonus?
20 That's not our goal?

21 MR. TRIAS: No, sir. That's done at the Board
22 of Architects.

23 MR. MURAI: I figured that.

24 MR. NAVARRO: I just want to clarify, because
25 obviously there are many things that have to happen

1 before we can build here, but this is one of the
2 first steps. The first steps was to go to the
3 Board of Architects. The project was approved in
4 terms of getting the Mediterranean bonuses that we
5 needed, which was level one, and it was approved as
6 to aesthetics and overall design.

7 We are before you today to get a
8 recommendation on the site plan. And as Mr. Torre
9 said, I believe this is a very important time
10 because we're setting a policy as to whether we
11 want to see empty parking garages on Miracle Mile
12 in the downtown. And our plan does not have that.

13 We are proffering to take advantage of the
14 remote parking in order to provide this offsite
15 where we've already established that there's plenty
16 of parking to take advantage of. The question is
17 which garage will we choose? We've already chosen
18 one, but there's others.

19 So before you get our recommendation on our
20 plan, and also get the recommendation on the use of
21 TDRs which does not have an increase in height or
22 massing. It's just basically transferring from one
23 of our properties that's historic, which will go
24 through the process for the Historic Preservation
25 Board, and then getting your approval to be able to

1 transfer those TDRs, so instead of having a parking
2 garage we could have a beautiful active space
3 overlooking Miracle Mile, the terrace, the hotel
4 rooms creating activity in the downtown court. And
5 that's why we're here before you here today.

6 After this, we will go to the Historic
7 Preservation Board to get their recommendation, and
8 after that we will finally be before the city
9 commission to get their final approval. Once that
10 happens, we will take advantage of the remote
11 parking ordinance and come in and apply with our
12 lease and we'll submit for building permit.

13 So this is just one of the steps that we have
14 in the process. And why we're here is to get your
15 input on our site plan and to get your
16 recommendations so we can continue to move forward
17 on this process.

18 CHAIRMAN AIZENSTAT: Rene, you have a comment?

19 MR. MURAI: How tall is the Colonnade? Much
20 taller, isn't it?

21 MR. TRIAS: Yes.

22 MS. VELEZ: I noticed in the applicant's
23 letter on page 5 it says that within six months
24 prior to the issuance of the CO you will have a
25 lease and you will have updated parking which I

1 think is fantastic. That will put pressure on the
2 developer to do what's right, otherwise they can't
3 operate.

4 MR. NAVARRO: Correct. So what we did is we
5 have data that, you know, we've collected. We want
6 to make sure we have the most up to date data, so
7 one of the things that we've committed to is six
8 months before we open, we will rerun all of our
9 numbers again, confirm the exact amount of parking
10 that we need, and then at that point we will secure
11 a lease, because if we secure it now, obviously our
12 tenant -- our landlord's going to want us to be
13 paying rent throughout the process, but we will
14 select a lease, submit the lease to the City and
15 then finalize the remote parking.

16 MS. VELEZ: I would ask that when that study
17 is done, that updated study, that in addition to
18 look at places like the Courtyard Marriott on Le
19 Jeune, that you look at the hotels that are within
20 the core of the city, the Colonnade, the A Loft,
21 the Hyatt to get their numbers, because I think
22 those are more similar to what we're putting up in
23 this in this situation in the Florida state.

24 MR. NAVARRO: And that's our goal. Our goal
25 is to get access to those hotels and be able to do

1 the surveys that Tim had done in the other ones on
2 those premises.

3 MS. VELEZ: And I have one more comment on the
4 offsite parking and not having any parking
5 requirements in a place like Miracle Mile, I know a
6 couple -- I remember a couple months ago we had
7 situations on Giralda where we were talking about
8 the redevelopment of the Giralda Plaza.

9 CHAIRMAN AIZENSTAT: Right.

10 MS. VELEZ: And we were discussing in addition
11 to what's existing there, what property owners
12 could possibly do if we decided to allow them to go
13 park elsewhere and remove the parking requirement.
14 I believe we did remove parking requirements for
15 development on Giralda. I think we need to do the
16 same thing on Miracle Mile so that Miracle Mile can
17 prosper and develop into what it can be.

18 MR. MURAI: I have a question for Bernardo.

19 Mr. Fort Brescia, how difficult would it be
20 provide a space in the -- in your building for a
21 drop-off as opposed to drop-off on the alley?

22 MR. FORT BRESCIA: It would be -- structurally
23 it would be quite difficult because there are
24 columns, there's a deep encroachment. At that
25 point we have to provide the entire width in height

1 of a van plus the unloading. It would push the
2 entire core forward, there would be no courtyard
3 facing Miracle Mile, it only would become almost
4 like a wall, because you have to disembark
5 internally and under the building, and the
6 maneuvering space, because of the length of the
7 property, would be extremely difficult.

8 The way we understood the code is that an
9 alley is for loading and unloading, whether people
10 or objects, and it is. That is the purpose. We're
11 not parking in those spaces. We're stopping,
12 unloading and proceeding. We're not asking for a
13 parking space in that alley. It's a moving
14 situation. It's a fluid situation.

15 MR. MURAI: The courtyard is -- the courtyard
16 on the first floor, I couldn't --

17 MR. FORT BRESCIA: In the second floor we have
18 a terrace, that whole --

19 MR. MURAI: Yeah, yeah, on the second floor --

20 MR. FORT BRESCIA: -- room block would have to
21 move forward because it's coming down on that side.
22 We wanted to create that effect for Miracle Mile
23 which is the primary street. And it was quite
24 logical, the encroachment would push the
25 transformer vault, which according to Florida Power

1 & Light, has to be right at the edge of the alley,
2 where they no longer permit transformer vaults that
3 are recessed from the edge of the building.

4 This is in addition to the trash that we would
5 have to actually have -- the trash vehicle would
6 have to maneuver with multiple points in order to
7 back in to trash behind which would have to cross
8 that drop-off. Because once you have a drop-off
9 it's not a stopover. You have to create a radius
10 to go, the radius to go out. So that would take
11 essentially the length of the property, plus the
12 sidewalk that you need to unload, plus then what do
13 we do with transformer vault, the trash.

14 And we trying to move the transformer vault
15 and the trash as far as possible from the paseo to
16 make the paseo not be having this mechanical
17 equipment right next to it. What we're trying to
18 do is create a building that enlightens Miracle
19 Mile.

20 I think hotels are great activators for
21 retails and restaurants, because there's no
22 100 percent dependence on residents. They bring
23 people that are reoccurring and new people into the
24 street, and this is a real -- I think it will be
25 contributing to the success of Miracle Mile and

1 taking advantage of all the great work that has
2 been done in the streetscape.

3 But I'm saying that the idea of recessing is
4 not as simple because it has an additive of many,
5 many dimensions. And considering that it's not
6 that we're parking those vehicles, those vehicles
7 are moving, they're stopping, unloading and
8 continuing. No different than would also be a
9 truck, they stop, unload and continue. These are
10 not loading spaces. These are loading areas, so to
11 speak.

12 And I think what we've done is the best
13 solution short of ending up with retail that is
14 unfeasible because it's so shallow, because all
15 that retail ends up unloading through a drop-off
16 because of that magnitude of the drop-off.

17 We cannot widen the curb cut from the alley
18 into Ponce by creating -- if we want to remove one
19 of the curvatures that you need for traffic
20 maneuvering, you would end up having to enlarge the
21 curb cut in Miracle Mile, lose a car and bring it
22 too close to the intersection where the current
23 curb cut is into the alley is the appropriate
24 distance from a corner to a curb cut in order to
25 access that position for vehicles, whether it's

1 trucking, cars or whatever it is.

2 And our only other choices for unloading would
3 have been from Ponce or Miracle Mile, which is not
4 permitted short of saying that the property's
5 undevelopable and should remain what you know as it
6 is today.

7 MR. MURAI: You could lease the spaces, the
8 parking spaces on Ponce, right, on the east side of
9 the building.

10 MR. FORT BRESCIA: Well, we -- well, believe
11 we could have, but I don't think the City --

12 MR. KINNEY: I should probably answer that.
13 We have a prohibition on Ponce two blocks north and
14 two blocks south of the mile because of traffic
15 issues. And that's a previous study that we worked
16 a couple years with Mr. Plummer on because we had
17 many people wanting valet parking on Ponce. But
18 because of the short distances from the
19 intersections to the allies and the amount of
20 traffic we have going up and down Ponce and how
21 much impact there is at Ponce and Miracle Mile, it
22 just does not make sense to have valet on Ponce for
23 those four blocks. So the City generally would not
24 agree to valet on Ponce.

25 CHAIRMAN AIZENSTAT: How many valets do you

1 have to have on at one time to have a smooth
2 transition of cars flowing so it's rapid?

3 MR. FORT BRESCIA: We believe actually that
4 three would have been adequate, but we have four.
5 This is a different -- because the hotel doesn't
6 have an event space, a ballroom, it's very
7 different than a hotel that has a ballroom where
8 there's a specific time of arrival and departure
9 from an event. This is a rooms-only hotel, and
10 generally those such hotels have a very smooth
11 flowing traffic.

12 As you know we have a hotel in Coconut Grove.
13 Unless there's a wedding, I mean, something really
14 big deal, we don't have more than two cars, maybe,
15 and there's 100 rooms and there's a ballroom,
16 there's a restaurant bar. I mean, there's a lot,
17 much more, because that's a full-service hotel and
18 this is not. This is a limited service hotel.

19 We don't believe that we will have a need for
20 more than those four vehicles in front of the
21 loading area that we've created in front of it.
22 Doesn't mean that occasionally could have a fifth
23 car in front of the transformer vault. And Florida
24 Power & Light is not coming to check that
25 transformer vault every five minutes.

1 CHAIRMAN AIZENSTAT: So are you saying that
2 you would have four valets on at a time?

3 MR. FORT BRESCIA: No, four vehicles. The
4 number of valets --

5 CHAIRMAN AIZENSTAT: How many valets --

6 MR. FORT BRESCIA: -- the number you have
7 based on the statistics of how many people are
8 generally arriving at a certain time. A hotel will
9 know that very quickly. Within three months
10 they'll know exactly approximately what is the
11 general flow of their population. And so there are
12 times in our other hotel that we have one,
13 sometimes we have two. When we have an event, we
14 have three, and --

15 MR. MURAI: What hotel are you talking about?

16 MR. FORT BRESCIA: The Mr. C Hotel, for
17 example. We order the third one when we know
18 there's an event, just to give you an idea. And it
19 has -- and it has it all very well calculated and
20 they know exactly -- and actually, the front desk
21 knows when because it's all computerized, they know
22 approximately the arrival of every guest, and they
23 actually time for how many people you staff based
24 on the events and the number of people coming to
25 the restaurant and the number of people that have

1 made reservations, for what time. They have it
2 very computerized, and they know very well. And
3 they know the person will get very upset if the car
4 doesn't come back very quickly. So they have it
5 like a machine calculated.

6 I mean, there's the advantage of computers
7 nowadays. They know these statistics of arrival
8 and departure to the extent that actually your
9 check-in is hardly ever at the desk anymore. You
10 can check in when you land and your key will be
11 ready or your access point, your access key is in
12 your iPhone.

13 CHAIRMAN AIZENSTAT: Thank you.

14 MR. FORT BRESCIA: So it is -- I mean, we're
15 talking about the modern day hotel and that's how
16 it operates.

17 CHAIRMAN AIZENSTAT: You have one question.

18 MR. WITHERS: Yeah, I have a bunch of
19 questions.

20 MR. TORRE: The idea of the one-way alley is a
21 good as far as I can see that.

22 MR. FORT BRESCIA: We don't mind. I mean, we
23 follow whatever they recommend --

24 MR. TORRE: The two staff members that relate
25 to that, do we have a decision we can make for

1 conditional approval, or do you want to think that
2 further if you were make that conditional approval?

3 MR. FORT BRESCIA: This is between the
4 departments --

5 MR. KINNEY: So I can tell you internally
6 public works and parking have been having
7 conversations, and it's a much bigger conversation
8 than most of what's been discussed today, because
9 we are looking at redeveloping the city garage,
10 which is 300 feet of the alley. We're talking
11 about getting all the dumpsters out of the alley.
12 We're talking about turning radiuses for trucks.

13 So at this point we are actually evaluating
14 making the whole alley system on this block one
15 way. But that determination has not been made.
16 We're looking at what the best traffic solution is
17 and that --

18 MR. TORRE: As it relates to this project, do
19 you have a problem with that stretch of the alley
20 being one way?

21 MR. KINNEY: No. But we think the evaluation
22 should be bigger than just that short section.

23 MS. KELLER: Hi. Jessica Keller, public works
24 director.

25 I echo Kevin's statement. It's something that

1 we need to evaluate. We're not ready to say one
2 way or the other this evening.

3 CHAIRMAN AIZENSTAT: Thank you.

4 MS. VELEZ: Is the alley on the 100 block of
5 Andalusia, that's a one-way alley?

6 MR. KINNEY: On the south -- yeah, south of
7 Miracle Mile, part of it is one way. But the
8 conversation will probably include conversation
9 about whether that should entirely be one way.

10 Right now if you come off of Galiano it's one
11 way, but when you get to the southbound leg just
12 beside, it's not Kinkos anymore or FedEx, whatever
13 it is, that then from there to Ponce it's two-way.
14 But that may change in the future also. It's a
15 conversation about what the best traffic solution
16 is for downtown.

17 CHAIRMAN AIZENSTAT: Chip, you had some
18 questions.

19 MR. WITHERS: I do. Kevin, stay there one
20 second, if you don't mind. What is the City's -- I
21 know the City has a target of how many parking
22 spots they think they need downtown. I know this
23 gentleman said 6100 within a, you know --

24 MR. KINNEY: Within 1,000 feet.

25 MR. WITHERS: I don't know that there's 6,000

1 spots within 1,000 feet of Miracle Mile and Ponce,
2 but if there are, I never can find them it seems
3 when I go to park downtown.

4 But what is the City's plan for increasing the
5 number of parking spots in the downtown area? How
6 many are we short now and how many would you like
7 to have over the next five years?

8 MR. KINNEY: Well, if you ask me for demand
9 today, we're covering demand today.

10 The new garage we're looking at that's across
11 the alley from this project, our initial proposal
12 is 750 spaces.

13 MR. WITHERS: And why are you --

14 MR. KINNEY: We're going to call it a mobility
15 hub. It's more than just a parking garage. But
16 that's one of the questions that I forget who
17 raised it, was about the overlay that we did on
18 Giralda. We recognize that we don't want parking
19 built on Miracle Mile, so the question is how can
20 we facilitate some level of overlay? We're not
21 going to say, you know, you can build a high rise
22 on the Mile and we'll cover the parking. But at
23 some point the City -- right now we allow
24 development 145, and we agree to cover the parking.
25 That may increase a little bit.

1 MR. WITHERS: So why are you -- why did you
2 project to build 800 parking spots?

3 MR. KINNEY: Well, there's several reasons.
4 One is we know there will eventually be some kind
5 of overlay on the Mile because we never want a
6 parking garage fronting the Mile.

7 MR. WITHERS: Okay.

8 MR. KINNEY: Right now we're at 145. It makes
9 sense that it might be more than that, whether
10 it's --

11 MR. WITHERS: 2.0, 2.5. Okay.

12 MR. KINNEY: Yeah. But we need capacity to be
13 able to support that.

14 Part of the other equation, it's not quite as
15 big a jump as it might sound, because the current
16 garage is 282, but also the potential redevelopment
17 or something else happening at the Publix garage is
18 involved in this.

19 MR. WITHERS: What does it --

20 MR. KINNEY: So --

21 MR. WITHERS: What does it cost to build a
22 parking spot? 25, 30,000 bucks?

23 MR. KINNEY: Yes. We're looking at the 750
24 space garage probably being about \$30 million.

25 MR. WITHERS: So if a developer came and said

1 I wanted 100 spots, could you co-venture if this
2 nice developer said I'll buy a floor of parking
3 when you develop that garage for a building; would
4 you be willing to do something like that?

5 MR. KINNEY: It would be a decision that the
6 commission would have to make, but what we're
7 supportive of is remote parking. Our preference
8 would be if they can go out to market and get it.

9 MR. WITHERS: Okay. So in remote parking
10 they've got this 2655 Le Jeune Road all set up as
11 remote parking, and then that remote parking's
12 canceled, what happens?

13 MR. KINNEY: Well, they have to have a
14 contract that we're comfortable with, and it may
15 not have to run forever. In fact, we've done ones
16 in the past that have like five or ten years. But
17 I am aware, because we have some control over other
18 spaces, that this is not the only potential
19 location for remote parking.

20 And at the end of the day, I can tell you
21 twice the commission has agreed for the City to be
22 a remote parking location. I'm not at this point
23 recommending it in the new garage, but like I said,
24 four or five years from now the commission may say,
25 you know, we have capacity, let's put it right

1 here, it makes sense.

2 MR. WITHERS: What happens if the contract for
3 remote parking, the owners says I just can't find
4 it, what happens then?

5 MS. VELEZ: They don't get a CO.

6 MR. WITHERS: What?

7 MR. MURAI: Wouldn't the continuing occupancy
8 depend on that?

9 MS. VELEZ: Yeah, they don't get a CO.

10 MR. WITHERS: No. No. I'm saying once
11 they're up and running. I'm saying two years from
12 now they lose their remote parking, the building is
13 sold, they're saying we need all the parking, you
14 can't remote, what does the City do in that
15 situation?

16 MR. KINNEY: We have to see -- we have to have
17 a comfort level. Like I said, the shortest one
18 I've ever seen, I think it's ten years where the
19 private other -- the person owning the parking did
20 a ten-year contract and we accepted that.

21 MR. WITHERS: So this should probably be a
22 ten-year contract, something like that?

23 MR. KINNEY: Yeah. Essentially we haven't
24 got --

25 MR. WITHERS: I'm just trying -- look, we're

1 asked to make comments to the commission, you know,
2 and that's what our whole goal is here.

3 MR. KINNEY: I would say we need to have a
4 comfort level that the parking is going to be
5 available.

6 MS. VELEZ: May I interject something?

7 MR. WITHERS: Sure. Please. Please.

8 MS. VELEZ: Would it be logical that in a
9 situation where we have remote parking something in
10 this situation or another situation, say, on
11 Giralda that we agree to remote parking, wouldn't
12 it be prudent then for the City to require that
13 particular site to have a restudy or a renewal or
14 review of the situation some years later? Doesn't
15 the City do things like that?

16 MR. KINNEY: Yes. And, in fact, I do think
17 there's room for those kind of adjustments. When
18 you talked about remote parking, what we did on
19 Giralda is, we are the remote parking source for
20 Giralda because we have the garage right at the end
21 of the street. So the City undertook that
22 responsibility for the amount of development we
23 allowed, but it's a number that we can manage.

24 So when we look at an overlay for the Mile and
25 what we might be willing to guarantee or manage, we

1 have to figure out what that number is, and we're
2 not there yet.

3 MS. VELEZ: Not there yet.

4 MR. KINNEY: It has been in conversation, but
5 as we stand today, you know, if it's a project that
6 the commission and this board likes, then we
7 support remote parking. I mean, I don't speak to
8 the development itself, but on the issue of parking
9 we're supportive of remote parking as long as we're
10 comfortable that the parking is going to be
11 available.

12 MR. TRIAS: Mr. Chairman?

13 CHAIRMAN AIZENSTAT: Yes.

14 MR. TRIAS: There are about four pages in the
15 zoning code that anticipate all of these issues
16 with remote parking, and they talk renewals and
17 they talk about reviews, et cetera. So there's a
18 process in place. It could be improved, but
19 certainly there's a process in place already.

20 MR. MURAI: Let me, continuing --

21 MR. TRIAS: For remote parking --

22 MR. MURAI: -- I would assume that the code
23 says that continuing occupancy depends on
24 continuing parking.

25 MR. TRIAS: Right. And it talks about

1 noncompliance and yearly renewals and review by
2 staff.

3 MR. MURAI: If there's noncompliance I assume
4 that you could pull the CO.

5 CHAIRMAN AIZENSTAT: What do you do? You shut
6 down the hotel?

7 MR. TRIAS: There's a process that requires --

8 MR. WITHERS: That doesn't happen.

9 MR. TRIAS: -- a conversation with the
10 applicant.

11 MR. KINNEY: That would be a code violation,
12 so the initial step would be a citation.

13 MR. WITHERS: \$200 a day.

14 CHAIRMAN AIZENSTAT: But by the same token, if
15 somebody's going to do a ten-year agreement,
16 there's going to be clauses that --

17 MR. WITHERS: You got to --

18 CHAIRMAN AIZENSTAT: -- if something's sold,
19 if something this or something that.

20 MR. KINNEY: Well, even when the City does a
21 longer term lease, we say things like, if there's
22 exigent circumstances, you know, tough luck.

23 MR. TRIAS: Right. Understood. And the
24 agreement can be modified according to the code.
25 There are provisions for all of that.

1 MR. WITHERS: Just two more quick questions,
2 and that was for --

3 CHAIRMAN AIZENSTAT: Then let's move on.

4 MR. WITHERS: -- public works, and then one
5 for the architect.

6 In the packet we got it said that public works
7 hasn't come up with their financial decision. You
8 don't have comments on this or, what does it say
9 here exactly? I'm sorry. It says public works has
10 not weighed in on it or something.

11 MS. KELLER: I'm sorry, you have to --

12 MR. WITHERS: Public works is currently
13 reviewing the operations in the alley and does not
14 have a -- so where are you on that?

15 MS. KELLER: Yes, actually --

16 MR. HART: Good evening. My name is Charles
17 Hart.

18 CHAIRMAN AIZENSTAT: Can you move the
19 microphone? Thank you.

20 MR. HART: Yes. We did review the analysis
21 that was done --

22 CHAIRMAN AIZENSTAT: Could you state your
23 name, Mr. Hart?

24 MR. HART: Charles Hart.

25 CHAIRMAN AIZENSTAT: Public works?

1 MR. HART: Yes.

2 CHAIRMAN AIZENSTAT: Thank you.

3 MR. HART: I did review the analysis that was
4 done, the QE analysis done by David Plummer's
5 office, and everything looks perfectly fine with
6 the analysis. It does make sense. It does show
7 that it will work with the number of valet
8 attendants that they suggest.

9 CHAIRMAN AIZENSTAT: And that was the question
10 which I had, Bernardo, before, the number of valet
11 attendants, is that set at a level certain during
12 periods or times, or how do you look at that?

13 MR. HART: That would be dependent on what
14 they see once they start running it.

15 CHAIRMAN AIZENSTAT: Is there a way, for
16 example, a recommendation could be at the beginning
17 you got to have an over amount of attendants till
18 you can figure this out. So, for example, instead
19 of having one attendant or two, you got to have
20 three attendants during certain peak hours and so
21 forth?

22 MR. HART: Yes, I would imagine so. I mean,
23 they're going to run it as a business. If they can
24 save money having fewer, but still accommodating
25 all the guests --

1 CHAIRMAN AIZENSTAT: Right. In other words,
2 what I'm saying is instead of trying to catch up to
3 the problem --

4 MR. HART: Right. I would assume they would
5 have more initially, yes.

6 CHAIRMAN AIZENSTAT: -- scale it down.

7 MR. WITHERS: So was that four-car stacking,
8 which has me concerned, because if not, it's going
9 to come out on Ponce.

10 Did that include that 10,000-square-foot
11 restaurant, I'd say something the size of
12 Houston's?

13 MR. HART: Well, we're not taking the
14 restaurant into account, they're not guests.

15 MS. VELEZ: They're not guests.

16 MR. HART: So it's only guests at the hotel
17 that are allowed to use the valet.

18 MR. WITHERS: So you're only working -- that
19 stacking was only based on a hotel operation. It
20 wasn't --

21 MR. HART: Yes.

22 MR. WITHERS: What if there's a Houston's or a
23 Hillstone's in there?

24 MR. HART: That's not taken into account with
25 us.

1 MR. WITHERS: I know, but what if there was
2 one, I'm saying.

3 MS. KELLER: Specifically this study
4 specifically states that only the hotel guests can
5 use the valet operation.

6 MR. TRIAS: The way that the applicant
7 explained that question to me is that the
8 centralized valet will take care of the
9 restaurants, that's what they are proposing.

10 MR. KINNEY: The existing centralized valet
11 intended to use cover all of the Ponce street uses.

12 CHAIRMAN AIZENSTAT: So that means on Miracle
13 Mile there would be on street valet, centralized
14 valet for people going to the restaurant, but is
15 there an entrance through the front or would they
16 have to walk around to go into that?

17 MR. WITHERS: I mean, more importantly, if I'm
18 going to that restaurant and I pull up there and
19 they're going to say, hey, you can't park here to
20 go to my restaurant, you're going to drive your car
21 around and park in a valet; is that really going to
22 happen?

23 MR. KINNEY: They could send you to the
24 garage.

25 MR. WITHERS: But is it really going to

1 happen? Come on. We're all adults here.

2 MR. KINNEY: Well, I can tell you what will
3 happen if the queuing goes out on to Ponce, it will
4 be a citable offense, and those cites start at 250
5 and go to \$1000.

6 CHAIRMAN AIZENSTAT: And is the city strict
7 with that?

8 MR. KINNEY: I can tell you my guys love to
9 write those citations. But I do get valet
10 complaints on a fairly regular basis, yes.

11 MR. TORRE: One last question for Mr. Plummer
12 on this issue. I want to clarify something.
13 Mr. Plummer?

14 I was asking you about the in and out and we
15 talked about check-ins, and I understand there's a
16 lot more going on than just check-ins. But as a
17 general rule, don't we that use Uber or Lyft kind
18 of walk to another destination to grab it, or
19 meander to a corner or meander to -- I mean, we're
20 not necessarily pick up and get Lyft and dropped
21 off exactly there. We usually move around to get
22 ourselves into a car, do we not? I mean, is that
23 being taken into account?

24 MR. PLUMMER: That's a possibility. But we do
25 these analyses --

1 MR. TORRE: As exactly that's the pickup point
2 for everything considered --

3 MR. PLUMMER: -- these conservatively. So
4 when we do the valet attendant, for example, and
5 what we've estimated if the remote parking is 500
6 to 1,000 feet, is during the peak times they're
7 going to need four or five valet attendants.
8 That's taken into account, percentages of people
9 that will come in ride share, taxi, or on the hotel
10 shuttle, right. So they're not valeting, but
11 they're in and they're out. But that still takes
12 up space. But we know the valet attendants are
13 four or five.

14 Certainly someone can go to the corner of
15 Ponce and Miracle Mile and pick up an Uber or Lyft
16 if they want to, or they could do it on Ponce.
17 They don't necessarily have to do it at the valet
18 pickup/drop-off area.

19 MR. MURAI: But, Tim, you're pretty
20 comfortable that at any one point there will be
21 four cars stacked, not more?

22 MR. PLUMMER: So what we do is we figure out
23 how many valet attendants are needed during the
24 peak hour so that there's not spillback onto Ponce,
25 knowing that we can stack four cars. But the worst

1 time it's going to be four or five valet attendants
2 that they need. And as Bernardo stated, which is
3 correct, within 90 days, 120 days, they're going to
4 figure out how many they need during certain times.
5 They're not always going to need four or five, but
6 sometimes it will be two or three.

7 MR. MURAI: But your opinion is that with
8 adequate valet parking you're not going to spill
9 onto Ponce?

10 MR. PLUMMER: Correct. That's correct. It's
11 an operational issue, yeah.

12 CHAIRMAN AIZENSTAT: Just a question for the
13 director of parking. On Ponce how many parking
14 spaces, metered parking spaces are there right now?

15 MR. KINNEY: This block of Ponce there's six.

16 CHAIRMAN AIZENSTAT: There's six.

17 MR. KINNEY: And that's where Cheesecake
18 Factory wanted their valet and they were told no
19 so --

20 CHAIRMAN AIZENSTAT: Now, can those six spaces
21 if somebody wanted to pay the City them, can they
22 be used for a Uber drop-off, not valet, but if it's
23 a ride share area, or is that not possible?

24 MR. KINNEY: That is a topic that we are
25 internally discussing now, because we do have

1 certain locations where Uber and Lyft stopping in
2 the traffic lane is an issue on Friday and Saturday
3 nights now. So we are trying to figure how we
4 address the ride sharing. And it's not just Uber
5 or Lyft, it's also the service that the City
6 operates, which is Freebie.

7 CHAIRMAN AIZENSTAT: Correct. Understood.

8 MR. KINNEY: So ride sharing, we're trying to
9 develop a plan. It is possible that spaces along
10 Ponce might be signed or dedicated to pickup,
11 drop-off or ride sharing. But we want to develop a
12 holistic plan.

13 CHAIRMAN AIZENSTAT: -- you're looking at
14 that. I was stating the way certain airports and
15 certain cities have --

16 MR. KINNEY: Yes.

17 CHAIRMAN AIZENSTAT: -- areas to pick up a
18 Lyft or a ride share that you have to walk to a
19 certain area to get it. You can't get it right
20 there, or it won't come there. If you put it on
21 your phone, in certain cities if you want to go an
22 area -- I'm sorry?

23 MR. TORRE: It tells you where you --

24 CHAIRMAN AIZENSTAT: It tells you where you
25 have to go to pick it up. It just will not come to

1 that location.

2 MR. KINNEY: Yeah. There's kind of a, I guess
3 we would call it in the industry now, micro
4 transportation issues that we're trying to address
5 now. Usually the industry is ahead of cities, but
6 the one that's probably pressing right now is all
7 the scooters that are doing different deliveries,
8 and we're trying to figure out how to manage that,
9 but it's the same --

10 MR. MURAI: I think I've seen parking garages
11 that reserve a portion or all of the first, ground
12 floor for Uber and Lyft, that kind of stuff.

13 MR. KINNEY: That's actually -- I mentioned
14 the new garage one, we're developing it as a
15 mobility hub, and so we are trying to address
16 freebie, we're trying to address ride sharing,
17 bicycles, scooters. That's all in the planning
18 process, but we recognize that that's the direction
19 the world is going.

20 CHAIRMAN AIZENSTAT: Rhonda, you had a
21 question?

22 MS. ANDERSON: Yes. Mr. Plummer I think would
23 be best to address this one.

24 CHAIRMAN AIZENSTAT: This could be your last
25 question, Mr. Plummer.

1 MS. ANDERSON: It could be. And I'm going to
2 ask you to dig back in your memory, because you and
3 I have had a conversation a few times about the
4 intersection of Valencia and Le Jeune and the way
5 that intersection stacks up, there's a box there,
6 and particular hours, especially anywhere between
7 3:30 to 5:30 there is not enough flow there to keep
8 things moving.

9 But there are some solutions that can help
10 that area out, and just to refresh your memory just
11 a little bit, that building where the parking is
12 going in, the exit is on this end, the entrance is
13 on this end, it does not accommodate anything other
14 than a car. So trucks and other vehicles would
15 have to be handled elsewhere. This is the box. It
16 gets blocked continually by cars coming this way on
17 Le Jeune and you can't get the flow going.

18 We've talked about having some solutions
19 there. There's not even a pedestrian signal on
20 Valencia to tell pedestrians when it's safe to
21 walk.

22 As part of this project, have you looked into
23 enhancing that intersection, put a do not block the
24 box, put a no right turn on red when the light is
25 indicating to the pedestrian it's safe for them to

1 cross? Have you looked at that?

2 MR. PLUMMER: For this project, no. But I
3 think as you know, via Valencia that's one of the
4 requirements, and if the new Publix comes online it
5 will be one of their requirements as well.

6 MS. ANDERSON: But it's an existing problem
7 already, so if we now impact it even more with the
8 valet service from this place, there can be some
9 improvements done that will enhance the ability of
10 the Coral Gables police to be able to enforce the
11 law.

12 MR. PLUMMER: If that garage ends up being the
13 final garage where they do the remote parking,
14 sure, that's something they can look at.

15 MS. ANDERSON: Thank you. And would it be
16 your recommendation that that do not block the box
17 and the pedestrian signalization be implemented --

18 MR. PLUMMER: Absolutely, the pedestrian
19 signalization being the most important for safety,
20 yes, and do not block the box as well. Absolutely.

21 MS. ANDERSON: Okay. All right.

22 MR. FORT BRESCIA: We've talked a lot about
23 cars, but I'd like to talk about other modes of
24 transportation. If you look at the design of our
25 paseo, which is required to be ten feet, it's

1 actually 15. We have an overhang so that the drip
2 line is allowing you to bypass. We have two points
3 of locations for bicycle parking and location for
4 scooter positions that we hope the City could
5 enforce. We have actually -- we're thinking of the
6 pedestrian, the bicycle, the scooter, and other
7 means of transportation, not just the vehicle.

8 And I wanted to -- because somebody, maybe you
9 or somebody, pointed out where the bikes and where
10 the -- I failed in my presentation to explain
11 because they're shown in the drawings, but I didn't
12 point to them. But they do exist and the City
13 asked us to put them, not only where we had them at
14 the entrance to the paseo in case you're
15 transferring there, but also at the entrance on the
16 Miracle Mile side.

17 And in looking at the site and intensity, in
18 fact, if we did an office building, which we looked
19 at, that's definitely peak hours, 9:00, or I mean
20 8:00 to 10:00 or 5:00 to 7:00, and hotels were
21 involved. And same thing with residential, but
22 hotels are probably the least impacted by peak
23 hours and that -- which is why it is a good use for
24 this property.

25 Thank you.

1 CHAIRMAN AIZENSTAT: Mr. Navarro?

2 MR. NAVARRO: To follow up on two I think very
3 good ideas that I heard from some of the board
4 members, I know that Commissioner Withers had asked
5 about the length of the lease. I think the code,
6 for whatever reason, requires only a year to be
7 provided. I know policy wise, as Mr. Kinney, said
8 they've had longer, but we would be open to working
9 between now and the time to go to commission to
10 work on a longer period of time if that's a
11 recommendation of the board to go above what the
12 code require, which is only a year.

13 And then there was another great comment about
14 I think trying to make the alley one way.

15 Actually, we had a meeting, and I know we had the
16 City's independent traffic consultant come up and
17 say they reviewed everything and everything worked
18 out, but we had a meeting actually last Friday with
19 the public works department and one of the
20 suggestions was to make that a one-way alley. Even
21 operationally it would just be a lot easier,
22 especially considering that the Miracle Mile
23 Theater has some garbage equipment outside.

24 And one of the first comments was, listen, go
25 speak to Waste Management and see what they would

1 say, right, to see if they were okay. And while
2 we've been, you know, working on this we actually
3 got confirmation from Waste Management that they
4 currently operate that alley as one way. They come
5 in off of Ponce and they come out onto Andalusia.
6 They make a left when they get to the theater and
7 they come out onto Andalusia.

8 So that's something that we will continue to
9 collaborate with your public works department and
10 continue to work and study on to try to make that
11 alley a one-way with signage and also coordinating
12 with Waste Management on that issue.

13 So those are two items that I think we heard
14 from the board that we'd happy to continue to study
15 going forward.

16 CHAIRMAN AIZENSTAT: Thank you.

17 Is there -- anybody want to make a motion?

18 MR. MURAI: I'll move approval. One condition
19 that I would like to see is that --

20 MR. TRIAS: Chairman, we've two items so you
21 will need --

22 CHAIRMAN AIZENSTAT: First let's take up the
23 -- should we take up the TDRs first, the TDR
24 acceptance?

25 MR. COLLIER: Yes. That's --

1 MR. MURAI: The TDR is part of our policy, so
 2 I move approval of the TDRs.
 3 CHAIRMAN AIZENSTAT: Based on all the
 4 requirements that are needed by the Historic
 5 Preservation Board by the code.
 6 MR. MURAI: Yeah.
 7 MR. TORRE: I'll second it.
 8 CHAIRMAN AIZENSTAT: We have a motion. We
 9 have a second.
 10 Any discussion?
 11 MR. WITHERS: I just -- I'd like to ask the
 12 attorney, if we don't have a recommendation or even
 13 a position from the governing body that grants the
 14 TDR, how can we approve it?
 15 MR. COLLIER: Well, I think there is an issue
 16 with the sequence of events. I would defer to the
 17 department. It is somewhat problematic, that you
 18 don't have it. I mean, your approval I guess could
 19 be conditioned upon approval of the Historic
 20 Preservation Board.
 21 MS. SPAIN: Yes.
 22 MR. COLLIER: So that would be the way you
 23 would handle it. And obviously if the Historic
 24 Preservation denies it, then --
 25 CHAIRMAN AIZENSTAT: They don't --

1 MR. COLLIER: -- it's denied. So I think --
 2 MS. SPAIN: It can be conditioned on the
 3 Historic Preservation Board approval of the
 4 maintenance plan and the transfer of TDRs.
 5 MR. TRIAS: In any event, this is only a
 6 recommendation that you're making. You're not
 7 approving or denying. You're recommending.
 8 MR. COLLIER: Right.
 9 CHAIRMAN AIZENSTAT: Understood. So we have
 10 first, second. Any other discussion?
 11 Call the roll, please.
 12 THE SECRETARY: Chip Withers?
 13 MR. WITHERS: No.
 14 THE SECRETARY: Rhonda Anderson?
 15 MS. ANDERSON: No.
 16 THE SECRETARY: Rene Murai?
 17 MR. MURAI: Yes.
 18 THE SECRETARY: Venny Torre?
 19 MR. TORRE: Yes.
 20 THE SECRETARY: Maria Velez?
 21 MS. VELEZ: Yes.
 22 THE SECRETARY: Eibi Aizenstat?
 23 CHAIRMAN AIZENSTAT: Yes.
 24 MR. COLLIER: That's -- what's the vote on
 25 that?

1 MR. TRIAS: That's 4-2 and it passes.
 2 MR. COLLIER: Okay. So it does pass.
 3 CHAIRMAN AIZENSTAT: On the TDRs.
 4 MR. COLLIER: Correct.
 5 So now we would need a motion on Item E-2.
 6 MR. TRIAS: On the site plan, the site plan
 7 which --
 8 MS. VELEZ: I'll move approval of that.
 9 MR. TRIAS: -- I would encourage you to look
 10 at the recommendations of the things that are
 11 missing and include that in your motion if you
 12 choose to do so.
 13 MS. VELEZ: I'll move into taking into account
 14 all of the items we're discussing, the parking lot,
 15 the parking, the remote parking lease, looking at
 16 the alley.
 17 CHAIRMAN AIZENSTAT: The alley, that segment
 18 being one way.
 19 MS. VELEZ: Either that segment or my
 20 preference is to do the whole thing, but --
 21 MR. MURAI: Your preference is what?
 22 MS. VELEZ: The whole alley one way, but at
 23 least that one segment from Ponce west to
 24 accommodate only one way.
 25 MR. MURAI: You're saying that we're

1 recommending it to the City --
 2 MS. VELEZ: With those recommendations that
 3 the City...
 4 MR. TRIAS: The staff has seven items that are
 5 missing, and then do you may add perhaps the
 6 operations of the alley, be designed such a way
 7 that is acceptable to the public works director and
 8 the parking director.
 9 MR. MURAI: What are the seven items?
 10 MS. VELEZ: What are the seven --
 11 MR. TRIAS: Here in page 13 there's A through
 12 G, and it's some corrections, some updates are
 13 missing, some -- we tried to list just the factual
 14 deficiencies of the application.
 15 MR. COLLIER: You could recommend that -- your
 16 recommendation could be that you want a certain
 17 segment of the alley to be one way. That's an
 18 appropriate condition.
 19 MR. TRIAS: Yes. That could be the
 20 recommendation. It may be better just to suggest
 21 some review by the staff because there's some
 22 bigger issues that take place.
 23 MR. COLLIER: I mean, it may say one way
 24 subject to review by the public works department,
 25 of course.

1 MS. VELEZ: That's the recommendation that
 2 we're making.
 3 MR. COLLER: Right. Exactly.
 4 CHAIRMAN AIZENSTAT: You're saying your
 5 recommendation should be the entire alley? Because
 6 how do you control that?
 7 MS. VELEZ: I'm saying that would be probably
 8 a better flow if you make it all one way, but if
 9 for this purpose of this project we'll limit it to
 10 the minimum, which is to the site of the project.
 11 CHAIRMAN AIZENSTAT: The first section. So we
 12 had that. What was the other recommendation?
 13 MS. VELEZ: Was the off street parking -- not
 14 the off street parking. The remote parking. That
 15 was the other item.
 16 MR. MURAI: Saying what? What are you saying?
 17 MS. VELEZ: That they have to have in place a
 18 certain --
 19 CHAIRMAN AIZENSTAT: The code requires -- are
 20 you saying for a longer period of time?
 21 MS. VELEZ: Yes, more than the one year.
 22 CHAIRMAN AIZENSTAT: Well, there was
 23 discussion about ten years. Is that what you would
 24 like to see or recommendation or --
 25 MS. VELEZ: That's too much. I would say five

1 to ten years.
 2 CHAIRMAN AIZENSTAT: So your recommendation
 3 would be a five to ten year?
 4 MS. VELEZ: Certainly not one year.
 5 MR. TORRE: For example, as what Rhonda was
 6 saying, this is a property that you sign up for and
 7 it doesn't really work well and you want to change,
 8 does that cause a problem? Because you may not
 9 like that, and you may want to go to another one.
 10 It doesn't mean you're not going to go into
 11 another --
 12 MR. TRIAS: The code anticipates
 13 modifications. There's a procedure in which you
 14 can modify the remote parking agreement.
 15 MR. MURAI: I would like to see a
 16 recommendation that the owner, the developer
 17 certify at the end of 90 days and every 90 days
 18 thereafter for at least the first year, if not
 19 more, that they are -- they have the number of
 20 valet personnel --
 21 CHAIRMAN AIZENSTAT: Adequately.
 22 MR. MURAI: Well, not adequately. I refer to
 23 in Tim Plummer's study, which is four to five
 24 during peak hours, and that that would have to be
 25 certified to the City as opposed to the City having

1 to go over there and find out how many they have.
 2 And if the City thereafter decides that they
 3 need three or two or 45, you know, that's fine.
 4 There should be some kind of --
 5 MR. KINNEY: What I can tell you is since they
 6 are using the right-of-way and the alley is
 7 right-of-way, that they have to get permits and
 8 licenses from the City, because they have to have
 9 insurances that covers us. And they -- and we in
 10 that document can specifically review staffing
 11 levels. So that would be --
 12 MR. MURAI: You're saying that before you give
 13 them permission to use the alley, they have to have
 14 a certain staffing level that you have to approve?
 15 MR. KINNEY: We can make that part of the
 16 permit agreement.
 17 MR. MURAI: And that's what I'm recommending.
 18 CHAIRMAN AIZENSTAT: That's the recommendation
 19 that he's saying.
 20 MR. KINNEY: Okay.
 21 MR. MURAI: And that the number of valet
 22 attendants has to be consistent with the study that
 23 we've been provided, which is four to five at peak
 24 hours and then 90 days they can come to the City
 25 and say, hey, we only need two or we need, you

1 know --
 2 MR. KINNEY: That could be written into the
 3 permit for valet.
 4 MR. MURAI: That's what I would recommend,
 5 because I think it's essential to prevent the
 6 queueing onto Ponce de Leon --
 7 MR. KINNEY: Absolutely.
 8 MR. MURAI: -- according to Plummer.
 9 MR. KINNEY: This will be, like I said, one of
 10 my enforcement officer's favorite places to go.
 11 They love writing those tickets.
 12 MR. MURAI: Yeah, but I mean, I don't want to
 13 rely on having to have enforcement officers. I
 14 want the developer to make that commitment and then
 15 to have to certify it to you guys, you know.
 16 MR. KINNEY: I think we can do in the permit
 17 agreement.
 18 CHAIRMAN AIZENSTAT: Is there a way to ensure
 19 by the City that the other venues within that
 20 hotel, such as the restaurant upstairs, the valet's
 21 not used for that?
 22 MR. KINNEY: Well --
 23 CHAIRMAN AIZENSTAT: How do you monitor that?
 24 MR. KINNEY: We are currently doing a sting
 25 operation with my folks and police, so we have been

1 known to be undercover. So I think that would be
2 the way we would have to do it.

3 MR. MURAI: I think that your permit should be
4 based also on the developer's commitment not to
5 prohibit the restaurant users from using the valet.

6 MR. KINNEY: Well, and the truth of the matter
7 is we've guaranteed the company that does
8 centralized valet that they get all of the valet
9 for the Mile. They're the only provider for valet
10 on the Mile.

11 The hotel we can except we've because we've
12 excepted hotels out of --

13 MR. MURAI: But I'm saying that part of your
14 permitting process can be that.

15 MR. KINNEY: Yes.

16 CHAIRMAN AIZENSTAT: Can that be also part of
17 a covenant or running with a line or something that
18 is put in there that those venues cannot use the
19 valet?

20 MR. COLLIER: Well, frequently when they do --
21 when they condition it, and I think you can put it
22 in as an express condition, although I don't know
23 is one of your conditions in your recommendation,
24 Ramon?

25 MR. TRIAS: No.

1 MR. COLLIER: But you can condition that the
2 valet -- that valet shall not service the
3 restaurant and those conditions of approval get
4 rolled up into a covenant that the applicant
5 records.

6 MR. TRIAS: Those are reasonable conditions.
7 As part of the site plan approval we can have very
8 specific conditions of approval. Absolutely.

9 CHAIRMAN AIZENSTAT: That it's rolled into a
10 covenant?

11 MR. TRIAS: Yes, sir.

12 CHAIRMAN AIZENSTAT: Okay.

13 There was something else that we had talked
14 about as one of the concerns.

15 Chip, was there something else?

16 MR. WITHERS: No. I, mean, we have a code.
17 We have a code and we're not protecting it, so
18 that's my biggest issue.

19 MR. MURAI: You're having what, I'm sorry?

20 MR. WITHERS: We have a code, we have a
21 requirement, and with this we're saying you don't
22 have to follow the code on your parking, and that
23 bothers me. It bothers me, you know, so...

24 I'm concerned that there's -- you know, from
25 being in the trucking business and working in more

1 allies than I want to, I just know that that
2 15-minute drop-off turns into an hour sometimes
3 because there's no loading zones, there's no area
4 to -- now that truck is going to be right there in
5 that right-of-way. He's going to back in, whether
6 it's delivering fish to the restaurant, whether
7 it's delivering linens, whether it's delivering
8 groceries, whether it's picking up furniture, that
9 alley's going to be blocked. There's going to be
10 people using that valet to use that restaurant, and
11 they're going to back more than four cars.

12 And we have a requirement saying it's not an
13 egregious requirement, 1.45 FAR, 87 spots, or
14 whatever it is, and we're giving 200-and-some
15 parking spots, just we don't care, and that bothers
16 me. And I'm not condemning anybody, that's your
17 choice, but that's just personally how I feel.

18 MR. MURAI: Bernardo, where's the drop-off for
19 the hotel, for the merchandise, for the food, the
20 linens, for everything?

21 MR. FORT BRESCIA: We have an access service
22 quarter that goes to our receiving area. There are
23 two separate areas for refrigerated trash, one for
24 the retail separate from the hotel, and we have
25 that transformer vault.

1 MR. MURAI: Where is that?

2 MR. FORT BRESCIA: It is in the alley like
3 everybody else. And there's a requirement -- we
4 are exactly under the code. The code clearly
5 states that you're not required to create an
6 interior loading dock if you're under 1,000 square
7 feet, and the building's 97,000 square feet, so
8 we're now not violating any code. This is what the
9 code is written.

10 MS. ANDERSON: I see it in the back. You have
11 the retail trash here with overhead doors on it.

12 MR. MURAI: Where's the receiving?

13 MS. ANDERSON: They have to turn in and turn
14 out.

15 MR. FORT BRESCIA: And it's positioned so that
16 the truck can go it, pull it out, take it out, back
17 up and continue in the alley like most other people
18 do.

19 MS. ANDERSON: Okay. He had another question.

20 MR. FORT BRESCIA: Yes.

21 MR. MURAI: My question: Receiving
22 merchandise, food, what do the trucks --

23 MR. FORT BRESCIA: That goes in from the alley
24 as well through the receiving area in the hotel.

25 MS. ANDERSON: Is that the transformer vault

1 area, the retail trash --
 2 MR. FORT BRESCIA: No. Next to it there's a
 3 service hallway that takes you in and then it
 4 splits at a certain point for the retail and for
 5 the hotel.

6 MR. MURAI: Between the transformer and the
 7 trash.

8 MR. FORT BRESCIA: And the trash. And there's
 9 a loading area that separates and goes to receiving
 10 for the hotel and to the service elevator of the
 11 hotel, and there's a separate area that continues
 12 to the service quarter for the restaurants.

13 CHAIRMAN AIZENSTAT: What you're asking is
 14 where is does the truck park?

15 MR. MURAI: Yeah.

16 MR. FORT BRESCIA: Oh, like anywhere else on
 17 the alley.

18 MR. MURAI: I know, but where in the alley?
 19 Where you have --

20 MR. FORT BRESCIA: Forward of those four
 21 vehicles, the other half of the alley --

22 MR. MURAI: I got it. I got it.

23 MR. FORT BRESCIA: Yeah.

24 MR. MURAI: I got it.

25 MR. FORT BRESCIA: So deliveries are also

1 usually timed like in other hotels that we do.
 2 They're generally -- even the hotels time them
 3 because they don't want everything to happen at
 4 once. They have each -- they can't handle it in
 5 their storage areas, so they have a proper
 6 scheduling of deliveries all the way through
 7 Brickell City Center. There's delivery arrival by
 8 what is called a dockmaster.

9 MR. MURAI: We got it.

10 CHAIRMAN AIZENSTAT: Venny, you had --

11 MR. TORRE: I want to say something.

12 As a person involved with the downtown, I do
 13 pay attention and I know what's going on and, you
 14 know, we just spent \$22 million to redo Miracle
 15 Mile. We're still not getting the foot traffic
 16 that we need.

17 We need to figure out a way for redevelopment
 18 to happen, smart development. And we've been
 19 playing with this, and we've been really trying to
 20 make it work, and I think at the end we're going to
 21 make it work.

22 However, these small spaces from the '50s and
 23 '60s don't seem to be the right size, they don't
 24 seem to work. People have paid a lot of money and
 25 they're not going to redevelop these. And some

1 people might say that's what we want. But there's
 2 some people that have some rights to do certain
 3 things, there's a couple of big land owners,
 4 they're going to do something.

5 I think that hotels is the best things we can
 6 get on Miracle Mile. The amount of in-and-out
 7 traffic that we were going to have there is
 8 probably the best type that we could use in a
 9 downtown that's revitalizing the way that we're
 10 doing it.

11 Can we do something else there? Probably you
 12 can do an office building and you'll have to park
 13 it through the alley because there's going to need,
 14 you know, 150 parking spaces and you're going to
 15 have podium.

16 I don't know that there's a better solution
 17 without saying to people, hey, rates over, take
 18 your 145 and that's what you got. I don't think
 19 that's the right answer for downtown.

20 So to me this is really the best way possible
 21 considering what the options are, and I understand
 22 the backing and the stacking, the queuing's a
 23 difficult situation. I don't know how else to fix
 24 this considering you have a hotel.

25 So my preference to take the hotel and take

1 the redevelopment. That's it.

2 MR. WITHERS: Let me respond. The way to fix
 3 it is by looking at the code and fixing the code.
 4 It's --

5 CHAIRMAN AIZENSTAT: We're in the process of
 6 rewriting the code --

7 MR. WITHERS: No, it's not by overlay this and
 8 overlay that and spot zone this and spot zone that.
 9 That's not the way you fix it. I mean, that's what
 10 you end up --

11 MR. TORRE: The overlay has been trying to be
 12 going for about five years. I know it's not fixed,
 13 right? We need to get down to it and we need to
 14 fix what this is going to look like for our
 15 downtown. We need to have a master plan. We all
 16 agreed we need to have a master plan. You have to
 17 be thoughtful. But we have to take that initiative
 18 and get going. And if this is not the right
 19 product, we need to figure it out.

20 MR. WITHERS: You just heard a parking
 21 director say he's planning to build almost 1,000
 22 parking spots downtown. And you're on the other
 23 hand saying --

24 MR. TORRE: If you come back to the
 25 discussions that have been over the last couple

1 years whether the other development was going to
2 happen or not, 750 is a projection for the needs
3 we're going to have, and that's just the right
4 thing to do. I think we need to do the 750.

5 But that has nothing to do with this
6 particular project. That's just the needs we're
7 going to have downtown over the next few years.
8 And the trend is to go the other direction, and I'm
9 not saying that's what we have to do today, but the
10 trend is to go -- a lot of downtowns are not
11 incentivizing car developments. They're going the
12 opposite way.

13 And again, I'm not saying promote that, but I
14 think this is not as bad as we can get. They have
15 the right to build 70 feet, that's a right, and the
16 code says they have a right to do remote parking.
17 Those are the two options that are given by code.
18 That's the right -- the code says that. It's not
19 over the code.

20 MS. ANDERSON: I understand, but although the
21 code says they can do that, there's a better way to
22 do it. There's a better way to do it where you
23 have a better flow of the traffic and you're not
24 going to be impacting the backup on Ponce, you
25 know, and worrying enforcement of all that.

1 You have a 20-foot alleyway. Adding five more
2 feet for pulling off vehicles is not a big ask, but
3 that is not what this developer is willing to do.

4 You would solve a lot of problems if you moved
5 five more feet, plus you have -- you can't call
6 over space the doors where they load and unload.
7 If they want to create an open space, a usable open
8 space on that corner of Ponce and Miracle Mile, you
9 could have an open seating area there, you know,
10 they're 521 square feet short.

11 Pedestrians need a place to hang out when it's
12 raining, hang out when waiting to cross the
13 streets. A little space there would solve the
14 problem. They don't meet the open space
15 requirements at all.

16 Traffic impact hasn't been looked at yet on
17 where this remote parking space is going to be. I
18 did speak with Mr. Plummer about it. It's an
19 acknowledged problem that we've had for a long,
20 long time on Valencia and Le Jeune. We're only
21 going to impact that more if that's not required to
22 be attended to here.

23 There's too many things that are left undone
24 in this project in my opinion for it to move
25 forward at this time, the open space, a five-foot

1 give to make that alley work seamlessly for the
2 loading, the unloading of goods and services. I
3 don't think this is ready to move forward at this
4 time.

5 CHAIRMAN AIZENSTAT: How many -- per each
6 floor, how many hotel rooms do you have on one
7 floor? 30?

8 MR. NAVARRO: 30.

9 CHAIRMAN AIZENSTAT: I guess I was looking how
10 to reduce your FAR.

11 MR. NAVARRO: So we actually, we got an FAR
12 reduction via the Board of Architects. We had on
13 the rear facade we had treated it in order to
14 create a visual perspective that there was a break
15 in the facade, and the BOA required an additional
16 kind of indentation in the building, so we have
17 reduced the FAR since the last time that -- since
18 our original submittal.

19 CHAIRMAN AIZENSTAT: I was just echoing Chip's
20 concern, which was based on the 1 point -- what was
21 it? 1.45.

22 MR. WITHERS: Yeah.

23 MR. NAVARRO: We're still providing the
24 parking --

25 MR. WITHERS: -- Mediterranean it's another

1 .25.

2 MR. NAVARRO: In my opinion, and I do a lot of
3 hotels in many different cities, I mean, I'm one of
4 the few land use practitioners that practice in
5 multiple municipalities, I have seen the parking
6 code in the Gables for hotels and it's much higher
7 than even Miami-Dade County, Pinecrest, other
8 areas.

9 So it's interesting to see that, you know, how
10 much parking is required for hotels. We're not
11 asking to not park. We're just asking to park off
12 site, which the code promotes. I mean, it's the
13 remote parking. If we can find a location within
14 1,000 feet, the whole issue is how much parking are
15 we leasing at that spot, and we've gone through a
16 process, which has been reviewed by public works to
17 figure out what the exact amount is, and we've even
18 committed to say six months before we even go in
19 we'll do an updated study in case anything has
20 changed.

21 I mean, we think it's -- you know, the study
22 that was based was 160-unit hotel that has banquet
23 halls and other facilities, we don't have those
24 here. So we want to do a report as we get closer
25 to building out as ride sharing becomes more

1 popular, and I think there was a great conflict
2 about designating an area for ride share. I know
3 the City did a great job of that when the Miracle
4 Mile streetscape was going on. I mean, they
5 designated locations and it operated seamlessly.

6 So, you know, we're not asking not to provide
7 any parking, we're just asking to let's take
8 advantage of providing that offsite when there's
9 plenty of supply right now.

10 CHAIRMAN AIZENSTAT: What I was listening to
11 Chip, though, saying is that you're going in --
12 you're going to set a precedent, if I understand
13 you correctly, and then what happens to next door
14 the guy on the corner says I want to come in with a
15 3 -- you know, same size FAR?

16 MR. NAVARRO: So we are only taking advantage
17 of Level 1, mid bonus. We could have gone to
18 Level 2, which would have allowed an additional
19 story and up to 4.375 FAR. We're allowed 4.0 and
20 we're actually at 3.81, so we're not maximizing the
21 FAR.

22 I think Bernardo referenced that at the
23 beginning, that at the upper level we're really
24 creating almost like a penthouse type upper level
25 amenity deck that has a restaurant in it and some

1 amenity space, rather than enclosing the whole
2 thing and filling it up with FAR. We have left FAR
3 on the table and haven't maximized it to the extent
4 that we could have.

5 CHAIRMAN AIZENSTAT: The restaurant equates to
6 how much FAR?

7 MR. NAVARRO: 3,000 square feet.

8 CHAIRMAN AIZENSTAT: Which relates to what on
9 an FAR?

10 MR. NAVARRO: I think it's only a third of the
11 roof deck.

12 MR. FORT BRESCIA: 3520 for the food and
13 beverage.

14 MR. NAVARRO: We're only at -- the upper
15 level, we're only taking a third, approximately a
16 third of the upper level as opposed to providing an
17 entire additional floor, transferring more FAR
18 over.

19 MR. FORT BRESCIA: I should point out that I
20 don't know of any city left in the United States or
21 the world that has that requirement for parking for
22 a hotel. That assumes that some rooms come with
23 two cars. It is -- it's -- the highest numbers out
24 there in the industry are .5. The actual
25 consumption, depending on the location, of course,

1 you know, but generally Miami's 6 percent of people
2 come in their own car.

3 MS. ANDERSON: I don't have an issue with so
4 much the parking because the trend is to use the
5 Ubers and Lyfts and hotel trolley because people
6 don't want to rent the cars anymore.

7 MR. FORT BRESCIA: That's right.

8 MS. ANDERSON: The problem is the
9 functionality. You don't have the functionality.

10 I mean, you can look at the Aloft, people pull
11 in off the street underneath the hotel, disembark
12 and pull back out. This hotel doesn't have that
13 feature.

14 MR. FORT BRESCIA: Yeah. I mean, that is a
15 typical suburban feature, but I think if most of
16 you go to London or Paris, that doesn't exist and
17 it functions perfectly fine and we all love London
18 and New York and --

19 MS. ANDERSON: If they had to plan it over
20 again, they might have done it differently.

21 MR. FORT BRESCIA: Well, it's a very charming
22 place because it favors pedestrians.

23 MR. NAVARRO: Okay. I just had some quick
24 numbers on the --

25 CHAIRMAN AIZENSTAT: Please.

1 MR. NAVARRO: -- parking. So of the required
2 parking, which would be 270 spaces, 135 would be
3 exempt if we were to build this project by itself
4 because of the 1.45 of the ground floor retail. So
5 we are providing 86 parking spaces for the 120
6 keys, and in the city of Miami we'd only have to
7 provide 60 of those spaces. So just to give you an
8 idea as to the parking that's really required,
9 you're talking --

10 CHAIRMAN AIZENSTAT: Well, but we're in the
11 Gables.

12 MR. NAVARRO: No, I mean --

13 MR. COLLIER: Mr. Chairman, because we're ten
14 to 9:00 I think we ought to consider a motion to
15 extend the time of the meeting.

16 CHAIRMAN AIZENSTAT: Let's give it a little
17 bit longer. I mean, let's see what comes out of
18 this. If we're getting really close, I'll call for
19 it.

20 MR. TRIAS: Mr. Chairman, one of the
21 suggestions that I made to the applicant is to
22 propose an amendment to the code for the hotel
23 parking spaces. They chose not to do that for
24 whatever reason.

25 Now, I'm not disagreeing with the concept --

1 MR. NAVARRO: Timing.
 2 MR. TRIAS: -- perhaps timing. But that was
 3 certainly, as Mr. Withers has said, we do need to
 4 fix that in the code. So what happens is at this
 5 point I believe that the commission has the
 6 authority to approve this if you recommend
 7 positively and so. However, the code needs to be
 8 amended. The code needs to be, I guess, updated to
 9 the current standards.
 10 MR. NAVARRO: And I think that you're working
 11 with the City's planning consultant, you know, one
 12 of the most renowned --
 13 MR. TRIAS: Yeah, we are -- as you well know,
 14 we are going through that process right now.
 15 MS. VELEZ: Is that one of the items that --
 16 MR. TRIAS: Yes. Yes.
 17 CHAIRMAN AIZENSTAT: Venny, you were up.
 18 MR. TORRE: I'm ready to second the motion.
 19 CHAIRMAN AIZENSTAT: Who was -- you were --
 20 MS. VELEZ: I moved it.
 21 CHAIRMAN AIZENSTAT: With all those --
 22 MS. VELEZ: Everything.
 23 MR. COLLIER: Okay. Can I just go over some of
 24 the items so we know what we're voting on?
 25 So we have the recommendation for a one-way

1 segment for that alley, presuming that the public
 2 works department reviews it and approves it; remote
 3 parking request for a period of five to ten years
 4 with the ability to modify.
 5 Now, I will say the code does say one year.
 6 Your recommendation to the commission that they
 7 should have longer than a one-year period. There's
 8 certification for the number of valet to be in
 9 compliance with the traffic studies. And fourth is
 10 that the valet for the hotel not be used for valet
 11 for any other of the uses that are proposed for the
 12 property, such as the restaurant.
 13 Have I --
 14 MR. MURAI: You got it.
 15 MR. COLLIER: Have I got all the conditions?
 16 MR. TORRE: I agree with that.
 17 MR. COLLIER: Okay.
 18 CHAIRMAN AIZENSTAT: And the required parking
 19 spaces would have to be met before they're able to
 20 forward; is that correct?
 21 MR. COLLIER: Right. They have to secure the
 22 remote parking before they can go forward.
 23 CHAIRMAN AIZENSTAT: Right. Because right now
 24 they're saying they have secured 80 some odd
 25 spaces.

1 MR. MURAI: But what do you mean before the
 2 project goes forward?
 3 MS. VELEZ: The CO.
 4 MR. TORRE: Commission approval. Commission
 5 approval.
 6 MR. TRIAS: What you mean is prior to
 7 commission approval.
 8 MR. MURAI: No. No. No. No. Because we
 9 have said they're not secure parking before
 10 commission approval. That's going to be a
 11 condition to the CO.
 12 MR. TRIAS: Let me rephrase that. You can
 13 make whatever recommendation you want --
 14 MR. MURAI: I understand that.
 15 MR. TRIAS: My recommendation is prior to
 16 commission approval.
 17 MR. MURAI: So you're saying that they should
 18 have a lease in place?
 19 MR. TRIAS: Yes. Yes. That would be
 20 probably --
 21 MR. MURAI: That's not my recommend. I
 22 mean --
 23 MR. TRIAS: You may disagree. I'm not --
 24 MR. MURAI: I'm just saying, as long as they
 25 have to have it in place before they get a CO,

1 that's all we should be concerned about. There's
 2 not going to -- this project is going to take two
 3 years to build, I would assume. You're not going
 4 to get a lease now beginning two years from now.
 5 MR. NAVARRO: Yeah, we'd have to pay the --
 6 MR. MURAI: Either you pay for it now or if
 7 I'm the owner --
 8 MR. NAVARRO: I can tell you --
 9 MR. MURAI: -- if I have the spaces available
 10 you can have it, but not now.
 11 MR. NAVARRO: And I can tell you that we're
 12 not going to pull a building permit unless we know
 13 those spaces are available and we have the
 14 commitment.
 15 MR. MURAI: You're not talking about building
 16 permit, you're talking about CO.
 17 MR. NAVARRO: Yeah. Yeah. But I'm saying
 18 you'd have a firm commitment. But we would not
 19 sign a lease until probably six months before CO.
 20 MS. VELEZ: That make sense.
 21 MR. TORRE: I think it's a reasonable
 22 recommendation.
 23 MR. MURAI: Which one? Yours?
 24 MS. VELEZ: Yes.
 25 MR. MURAI: Mine is before CO.

1 MR. COLLER: As a board you make a
2 recommendation to the commission. You can choose
3 what --

4 MR. MURAI: I chose it already. Six months
5 before CO they have to have the parking in place.

6 CHAIRMAN AIZENSTAT: Do you accept it?

7 MS. VELEZ: We accept it with the amendment.

8 MR. TORRE: I accept.

9 MR. COLLER: So that's one of the conditions.
10 So we have a motion and a second as amended.

11 CHAIRMAN AIZENSTAT: Any other discussion?

12 No?

13 Call the roll, please.

14 THE SECRETARY: Rhonda Anderson?

15 MS. ANDERSON: No, for the reasons previously
16 stated.

17 THE SECRETARY: Rene Murai?

18 MR. MURAI: Yes.

19 THE SECRETARY: Venny Torre?

20 MR. TORRE: Yes.

21 THE SECRETARY: Maria Velez?

22 MS. VELEZ: Yes.

23 THE SECRETARY: Chip Withers?

24 MR. WITHERS: No.

25 THE SECRETARY: Eibi Aizenstat?

1 CHAIRMAN AIZENSTAT: No. I just think the
2 three point is a lot, so --

3 MR. MURAI: What?

4 CHAIRMAN AIZENSTAT: The 3.81 on the FAR.

5 So we've got a 3-3, which is a --

6 MR. TRIAS: The motion has failed.

7 MR. COLLER: No, it was the -- okay. So you
8 have a tie vote. Another motion may be in order --

9 CHAIRMAN AIZENSTAT: Correct.

10 MR. COLLER: -- to try to break the tie. If
11 you're not able to break the tie, then the matter
12 goes before the city commission without a
13 recommendation. So --

14 CHAIRMAN AIZENSTAT: Without a recommendation.

15 MR. COLLER: -- you're given an opportunity at
16 this stage if somebody wants to make another motion
17 that they think that can be passed. Otherwise if
18 there's no further motions, then the matter goes
19 before the commission without a recommendation.

20 MR. MURAI: I think based on the reasons why
21 some had voted no, I don't think there's any reason
22 to make another motion.

23 CHAIRMAN AIZENSTAT: Well, it goes without a
24 recommendation.

25 MR. COLLER: It goes without a recommendation.

1 CHAIRMAN AIZENSTAT: It's up to the commission
2 to decide.

3 MR. COLLER: Well, of course, it's always up
4 to the commission to decide, but it goes with -- it
5 will be noted as a 3-3 tie, and it will go to the
6 commission without a recommendation.

7 MR. MURAI: And when it goes to the
8 commission, can it -- can those of us who supported
9 the motion, could the motion be -- commission be
10 aware of our motion --

11 MR. COLLER: I believe that if I'm correct

12 that the transcript of this hearing is --

13 CHAIRMAN AIZENSTAT: Is part of the --

14 MR. COLLER: -- part of the record; is that
15 correct?

16 MR. TRIAS: Plus the vote, plus the
17 discussion. All of that is included in the staff
18 report.

19 MR. MURAI: I realize, but I mean, the
20 commission may not read a two-hour transcript.

21 MR. TRIAS: No. No. No. What I mean is the
22 transcript is one thing. In addition, in addition
23 we say the vote was 3-3, and in addition, we may
24 have some discussion based on your recommendations.

25 MR. MURAI: I mean, what I would like to see

1 is the commission know that the motion that failed
2 had these recommendations.

3 MR. TRIAS: Yeah. No. We discussed all that.

4 MR. MURAI: Also having them, you know, okay,
5 let's read the transcript the next three days.

6 MR. TRIAS: In my experience the commission
7 pays close attention to your recommendation and the
8 staff report.

9 MS. ANDERSON: Right. As well as the reason
10 why no votes were --

11 MR. TRIAS: Yes.

12 MR. NAVARRO: If I may, I just wanted to hear
13 the Chairman's concerns regarding TDRs to see if
14 there was something that possibly we could address
15 to --

16 CHAIRMAN AIZENSTAT: I'm sorry, it wasn't
17 because of the TDRs. It was --

18 MR. NAVARRO: I thought it --

19 CHAIRMAN AIZENSTAT: -- it was the FAR.

20 MR. NAVARRO: Yes, the FAR.

21 MR. TRIAS: The FARs passed.

22 CHAIRMAN AIZENSTAT: I love the project, it's
23 good. I'm concerned with the precedent that it's
24 going to set with other properties that are coming
25 asking for those -- for a 3.81 FAR. And that's why

1 I asked if you reduce something or you went
2 somewhere --

3 MR. NAVARRO: Yeah, we were closer to about
4 3.9 something before, but --

5 MR. MURAI: But aren't they in compliance
6 based on the bonus and the TDRs?

7 MR. NAVARRO: Yes.

8 MR. TRIAS: Yes.

9 MR. MURAI: Isn't that -- isn't that -- it
10 represented a 3.81 FAR, which I take into
11 consideration the transfer rights and the
12 Mediterranean bonus. So we are in compliance.
13 They're not out of compliance.

14 CHAIRMAN AIZENSTAT: They're not. They don't
15 have the parking. They don't have the parking
16 secured. They have 86 spaces. If they can
17 secure --

18 MR. MURAI: That's a different issue. You're
19 talking about FAR, but not parking.

20 MS. VELEZ: They could also increase the
21 amount of leased spaces.

22 CHAIRMAN AIZENSTAT: But they can increase the
23 amount of leased spaces. I would be fine with
24 that.

25 The way it's presented to me is with 86

1 spaces.

2 MR. NAVARRO: Correct.

3 CHAIRMAN AIZENSTAT: That's where I have an
4 issue.

5 MR. NAVARRO: Okay. I got it.

6 MR. FORT BRESCIA: Let me understand, because
7 I understood that one can get bonuses up to
8 4 point --

9 MR. NAVARRO: -- 375.

10 MR. FORT BRESCIA: -- 375. And we are at --

11 MR. TRIAS: With mid Level 2. If you get into
12 Level 2 you can go up to 4.375.

13 CHAIRMAN AIZENSTAT: Correct.

14 MR. TRIAS: With Level 1 you're able to get
15 the 3. --

16 MR. FORT BRESCIA: We are. Okay. I
17 understand. But your concern is the number of
18 parking spaces?

19 CHAIRMAN AIZENSTAT: Yes. Just the commitment
20 that you have. You presented it as 86 spaces.

21 MR. FORT BRESCIA: Because that's what our
22 traffic -- our analysis from our traffic consultant
23 says about other hotels --

24 CHAIRMAN AIZENSTAT: If I may, we need to
25 just --

1 MR. COLLER: I'm a little -- I want to just
2 make sure the board understands where we are.

3 CHAIRMAN AIZENSTAT: Let's extend the --

4 MR. COLLER: You can extend it and then we've
5 had a vote and there's an opportunity for another
6 motion.

7 CHAIRMAN AIZENSTAT: That's what I was looking
8 for.

9 MR. COLLER: Okay. So you need to extend the
10 time.

11 CHAIRMAN AIZENSTAT: Is there a motion to
12 extend the time?

13 MS. VELEZ: Moved.

14 MR. MURAI: Second.

15 MR. COLLER: To what time?

16 MR. MURAI: Five minutes.

17 CHAIRMAN AIZENSTAT: 9:15?

18 MR. WITHERS: 11:00.

19 MR. COLLER: 9:15? 11:00?

20 CHAIRMAN AIZENSTAT: 9:15.

21 Call the roll, please.

22 Jill.

23 MR. COLLER: You can do this as a voice vote,
24 if you like, for this.

25 MR. FORT BRESCIA: If there's a subsequent

1 study that says that instead of --

2 CHAIRMAN AIZENSTAT: Let us extend so we don't
3 have to quit the meeting.

4 Jill, call the roll, please.

5 THE SECRETARY: Rene Murai?

6 MR. MURAI: Yes.

7 THE SECRETARY: Venny Torre?

8 MR. TORRE: Yes.

9 THE SECRETARY: Maria Velez?

10 MS. VELEZ: Yes.

11 THE SECRETARY: Chip Withers?

12 MR. WITHERS: Yes.

13 THE SECRETARY: Rhonda Anderson?

14 Eibi Aizenstat?

15 MS. ANDERSON: To extend, yes, we'll extend.

16 CHAIRMAN AIZENSTAT: Yes.

17 MR. WITHERS: Can I make a comment?

18 CHAIRMAN AIZENSTAT: Yes.

19 MR. WITHERS: So I want to be perfectly clear
20 on this, I think it is a phenomenal project. I
21 think it could be a signature building on Miracle
22 Mile. I think it's something that Coral Gables
23 needs. I think it's going to create the traffic.
24 I think it's going to create the buzz. I think
25 it's going to be really cool.

1 I'm just a little concerned as the way this
2 whole presentation has been brought forward with
3 the opening remarks saying the process really
4 wasn't followed and we took some shortcuts. And
5 for something as groundbreaking as you want this to
6 be, I would want it to be -- I would want it to be
7 put forth in a way that people aren't going to try
8 to tear it apart in different ways. Because you've
9 got concerns at intersections 1,000 feet away in
10 front of the remote parking spot. And I certainly
11 now, I visualize that, Valencia, Le Jeune, I get
12 stuck in that sometimes.

13 CHAIRMAN AIZENSTAT: But the code allows 1,000
14 feet.

15 MR. WITHERS: No. I understand that.

16 CHAIRMAN AIZENSTAT: That's something that --

17 MR. WITHERS: I think it should have been
18 500 feet. That's what I originally thought.

19 CHAIRMAN AIZENSTAT: Can you, in other words,
20 for me if you can say that with the caveat that
21 you're going to have the amount of required parking
22 spaces that's going to be there.

23 MR. MURAI: You're talking about 271 spaces.

24 CHAIRMAN AIZENSTAT: Yes.

25 MR. NAVARRO: Yeah, I mean, we discussed

1 potentially the hotel, but the retail, I mean, you
2 know --

3 CHAIRMAN AIZENSTAT: Well, the retail goes --
4 take off the amount of parking space that has to go
5 to the centralized. For the first 1.4 and change,
6 1.45 is exempt.

7 MR. FORT BRESCIA: We remove the centralized
8 parking.

9 CHAIRMAN AIZENSTAT: Exactly. Cover the
10 difference. Whatever that number is.

11 MR. FORT BRESCIA: One second, I'll give you
12 the calculation.

13 CHAIRMAN AIZENSTAT: In other words, whatever
14 the code allows now --

15 MR. COLLIER: Guys, we got one court reporter.
16 She can't take the record down in stereo, so one at
17 a time, if you would.

18 MR. TRIAS: Mr. Chairman, we have a table with
19 the parking broken down in page 8. The hotel
20 requires 135 spaces. Retail, the ground floor, 63.

21 CHAIRMAN AIZENSTAT: Right.

22 MR. TRIAS: Retail on the second floor, 31,
23 and restaurant, 42. So one could say that 135
24 could be a reasonable number for a hotel.

25 CHAIRMAN AIZENSTAT: What would 1.45 FAR minus

1 a 3.81, that FAR would require how much parking?

2 MR. TRIAS: I think it's easier to look at
3 the --

4 CHAIRMAN AIZENSTAT: Just the hotel?

5 MR. TRIAS: -- ground level and the second
6 level, and take it out. That's 63 and 31.

7 CHAIRMAN AIZENSTAT: Okay.

8 MR. TRIAS: We can take that out, and then 135
9 is the hotel and 42 is the --

10 CHAIRMAN AIZENSTAT: That's fine.

11 MR. NAVARRO: What I was going to -- I mean,
12 this is obviously, you know, we would modify our
13 request before you, would be to provide one per
14 room, which if we were at 100 percent occupancy, we
15 would be the happiest people here.

16 MR. TRIAS: That would be 120.

17 MR. NAVARRO: That would be the best operating
18 hotel in --

19 MR. FORT BRESCIA: With 100 percent of the
20 guests coming by their car or they rented.

21 CHAIRMAN AIZENSTAT: Which they don't.

22 MR. NAVARRO: Yes. So I mean, and then to
23 have the flexibility as the code evolves, because
24 we know it's coming. I mean, they're working on
25 the report now, or after we start operating, right,

1 where there's actual physical data as to what's
2 happening at the hotel in terms of demand for us to
3 be able to submit a report with real data to be
4 able to reduce that.

5 We don't want to tie up all these spaces that
6 could be used for other people, whether it's
7 residents or other businesses. I mean, I know that
8 I have friends that have businesses on Miracle Mile
9 and they actually rent passes to park there for
10 their work. So we want to make sure we're not
11 occupying spaces just for the sake of occupying
12 spaces.

13 But we would, I guess to alleviate the
14 concerns of when we first opened, we could commit
15 to providing one per room and then, you know,
16 within six months provide an updated study, and we
17 could even update that study a year later.

18 MR. FORT BRESCIA: Actually, we can have
19 statistics.

20 MR. NAVARRO: Yeah, real actual --

21 MR. FORT BRESCIA: Real statistics, because
22 even at 82, 82 percent occupancy we would be
23 thrilled --

24 MR. MURAI: I'm going to make a motion that --
25 it's the same motion as before, with one additional

1 requirement, that instead of providing --
 2 MR. NAVARRO: 86.
 3 MR. MURAI: How many?
 4 MR. NAVARRO: Instead of 86.
 5 MR. MURAI: Instead of 86, and they provide
 6 120 parking spaces and, of course, the commission
 7 later on can always decide to provide less based on
 8 statistics. That's not --
 9 MR. NAVARRO: Yeah, if the code changes or we
 10 provide an actual report with --
 11 MR. MURAI: Oh, that's for the commission --
 12 MR. COLLIER: What you want is different than
 13 what he's asked for. Okay? So your --
 14 MR. NAVARRO: Okay.
 15 MR. MURAI: My --
 16 MR. COLLIER: -- is 120 spaces.
 17 CHAIRMAN AIZENSTAT: That what's he wants.
 18 MR. COLLIER: So, Mr. Chair, we need a second
 19 to the motion --
 20 CHAIRMAN AIZENSTAT: Is there a second to
 21 that?
 22 MR. COLLIER: -- with the added condition.
 23 MS. VELEZ: I'll second.
 24 CHAIRMAN AIZENSTAT: Maria seconds.
 25 MR. COLLIER: Okay. So let me just explain

1 where we are. We had a motion, it was tied, and
 2 motion failed.
 3 CHAIRMAN AIZENSTAT: Correct.
 4 MR. COLLIER: We had the community before the
 5 next item was called, which has not has been
 6 called, to have a different motion.
 7 CHAIRMAN AIZENSTAT: Correct.
 8 MR. COLLIER: So the motion is the same with
 9 the additional condition that instead of providing
 10 86, they provide 120 parking spaces. Am I
 11 accurate?
 12 MR. MURAI: You're correct. That's the
 13 motion.
 14 MR. COLLIER: That's the motion.
 15 MR. MURAI: And there's a second.
 16 CHAIRMAN AIZENSTAT: Any discussion?
 17 Call the roll, please.
 18 THE SECRETARY: Venny Torre?
 19 MR. TORRE: Yes.
 20 THE SECRETARY: Maria Velez?
 21 MS. VELEZ: Yes.
 22 THE SECRETARY: Chip Withers?
 23 MR. WITHERS: No.
 24 THE SECRETARY: Rhonda Anderson?
 25 MS. ANDERSON: No.

1 THE SECRETARY: Eibi Aizenstat?
 2 CHAIRMAN AIZENSTAT: Yes.
 3 MR. MURAI: What about me?
 4 MR. COLLIER: Yeah, we missed one.
 5 THE SECRETARY: Andy Murai?
 6 MR. MURAI: Yes.
 7 THE SECRETARY: Sorry. Rene Murai.
 8 MR. WITHERS: No respect at all. No respect.
 9 CHAIRMAN AIZENSTAT: Okay.
 10 MR. COLLIER: All right. So now we -- that's
 11 been passed.
 12 I'd like to discuss with the board and with
 13 Mr. Trias what we're doing with rest of this agenda
 14 that we have tonight.
 15 CHAIRMAN AIZENSTAT: Well, let's go ahead --
 16 let's take a five-minute recess so --
 17 MR. COLLIER: Well, we're going to take a
 18 five-minute recess and we have five minutes --
 19 CHAIRMAN AIZENSTAT: Let's just go on. I just
 20 wanted them to be clear.
 21 MR. MURAI: No. Let's decide what we're going
 22 to do for the rest of the --
 23 MR. NAVARRO: If I may, the next item is mine
 24 as well. I'm kind of running out of -- I think I
 25 maximized my words per meeting already. But we

1 have a closing deadline on this property, so it's
 2 key that we move forward tonight. It's a
 3 modification of a prior project. I had a very
 4 lengthy presentation. I'd be happy to shorten that
 5 and --
 6 MR. MURAI: When is your closing?
 7 MR. NAVARRO: November.
 8 MR. MURAI: We can consider it next month.
 9 MR. NAVARRO: Yeah, but I have go to
 10 commission, and I have an appeal period.
 11 MS. VELEZ: Are there any speakers? Are there
 12 any speakers on this other item?
 13 MR. NAVARRO: I haven't eaten, so --
 14 MR. TORRE: Is this a zone project?
 15 MR. NAVARRO: Zone project, yeah.
 16 MS. VELEZ: Are there any speakers on this
 17 project, do we know?
 18 CHAIRMAN AIZENSTAT: Is there anybody here for
 19 the --
 20 MS. VELEZ: Do we have any speakers?
 21 MR. COLLIER: We need to call the item. I
 22 would suggest to the board if we're going to take
 23 this up that we go till more than 9:15. I don't
 24 think we can do --
 25 MR. WITHERS: I think it might go quicker than