

## **Mediterranean Village Staff Report Attachment F: Form-Based Code Discussion and Expert Panel Meeting Minutes**

On Friday, November 21, 2014, the City sponsored a peer review panel meeting for the proposed legislative amendments to the Zoning Code and the Comprehensive Plan related to the Mediterranean Village project. The zoning amendments follow a format known as a “form-based code.” The peer review was designed to provide expert information for use during the subsequent review and approval process of the legislative amendments.

This memorandum provides background information and discussion about policy and planning regulations related to the proposed project, which should be considered during the evaluation of the request. Verbatim minutes of the expert panel review are attached for review.

### **Applicant’s Request**

The applicant, Agave Ponce, LLC, is proposing legislative changes to the Zoning Code and the Comprehensive Plan for the area bounded by Ponce de Leon Boulevard to the west, Galiano Street to the east, Sevilla Avenue to the north, and Malaga Avenue to the south, that would:

- Increase allowed maximum height for buildings that provide public amenities at the rooftop, which would allow a public restaurant at the top of a hotel and public rooftop parks at the top of the building podium.
- Limit massing and bulk through town planning criteria instead of Floor Area Ratio (FAR)
- Reduce and optimize parking requirements, through shared parking and enhanced transit service

The Code amendments would also require:

- Enhanced public amenities
- High architectural quality
- Contribution to transit system
- Compatibility with neighboring areas through a regulating plan
- Complementary mix of uses and building types
- Emphasis on pedestrian activity and mobility
- Parking and traffic studies that exceed current requirements

### **Conventional Zoning vs. Form-Based Codes**

The proposed Zoning Code amendment is formatted with a planning technique known as a “form-based code.” The applicant is requesting that the City of Coral Gables adopt this new zoning option within the Planned Area Development procedures for the implementation of a complex mixed-use project.

Conventional, or Euclidian, zoning codes are text-based documents that rely on separation of uses and mathematical formulas such as FAR to regulate urban development. Typically, conventional zoning codes do not address urban form and public space. Form-based codes, on the other hand, are illustrative documents that rely on diagrams and illustrations to demonstrate how to shape effective public spaces with pedestrian-oriented buildings.

Both conventional zoning and form-based codes are effective planning tools. Neither is superior nor has unique characteristics in terms of content. However, when choosing between the two approaches, the specific needs of the city or district being regulated should be considered.

When a city's goal is aesthetic and functional excellence for a large scale mixed-use project, a form-based code is more effective because the emphasis is placed on design of buildings and public spaces, coordination among transportation options and land use, and compatibility with the overall vision of the city. Such codes also provide enhanced town planning direction to an applicant and precision for decision-makers, when compared with text-based regulations used in conventional zoning.

#### **What are some benefits of the form-based technique?**

- City building is a physical act that involves the artistic shaping of the public spaces. Form-based codes address the form, orientation, and architectural expression of each building to shape public space.
- Form-based codes present land development regulations in a graphic format that is easier to understand.
- Illustrative regulations can be directly applied to architectural drawings for building projects, eliminating a potentially confusing "translation" step from text regulation to architectural drawing.
- Form-based codes ensure a more predictable built result that contributes to the City's vision.

#### **Does the form-based code approach allow more development than the conventional zoning approach?**

No. Form-based codes provide a structured format for place-making. They do not necessarily allow more or less development. Form-based codes are content neutral, as are conventional zoning codes; either approach can be used to increase or decrease intensity.

#### **Does the proposed Mediterranean Village Form-Based Code allow more development capacity than the current Zoning Code?**

Yes. The proposed Mediterranean Village Form-Based Code allows for the development of a Mediterranean Village project, which is designed to have 4.375 FAR, which exceeds the current FAR limitation of 3.5 outside of the Central Business District.

**Can the proposed “Mediterranean Village” be reviewed and approved with current code provisions?**

No. Many desirable innovative features are not contemplated by the current Code, as described below. Moreover, although the current Code already contains outstanding regulations that encourage quality development, the proposed amendments implement even higher standards for aesthetics, environmental performance and public space.

**What innovative tools are included in the proposed “Mediterranean Village Form-Based Code”, which are not currently found in the Coral Gables Zoning Code?**

- The **Regulating Plan** identifies specific locations for public space and architectural features that enhance urban form.
- **Building Form Standards** allow for specificity of urban form and shaping of public space that is otherwise not possible with text-based regulations.
- The **General Standards** address innovative urban planning techniques that are not otherwise addressed in the Zoning Code, and that work together to incentivize mixed-use, walkable urban development. Some of these techniques include:
  - a. Green building requirements
  - b. Transit improvement requirements
  - c. Innovative parking requirements
    - i. Higher ratios of bicycle parking and support facilities
    - ii. Electrical vehicle charging stations
    - iii. Shared parking reductions based on professionally acceptable methodologies and approved parking operation plans.
- The **Architectural Standards** present regulations that exceed the requirements of the current Zoning Code and can only be explained through graphic, form-based means.

**Is a form-based code an effective tool for the Mediterranean Village PAD?**

Yes. The proposed option allows a comprehensive reformatting of basic planning ideas (setbacks, maximum height, design standards, etc.) and innovative techniques that are not found in the current Zoning Code (shared parking, green building, active public space, transit contribution, etc.). Thus, the proposed option provides a clear regulatory environment, which comprehensively addresses a broader range of issues, and adds predictability to the review and approval process for a complex mixed-use project.

## **Should form-based planning techniques apply to the whole City?**

Maybe, at the discretion of the Commission. The proposed amendment is designed only for a large scale Planned Area Development, a technique that many cities have adopted and have found to be most beneficial. However, a form-based code may be well suited for the Central Business District and North Ponce Area. On the other hand, established single family neighborhoods may not need or desire any Code changes. That discussion may take place in the future, and does not affect decisions about the currently proposed option.

## **Where else are form-based code techniques used?**

Hundreds of municipalities across the country have adopted form-based codes, in ways calibrated to their specific needs. Form-based codes have been created for many different purposes, including rural conservation, suburban retrofit, and urban infill. Form-based codes come in many different formats, as presented below. Form-based techniques are intended to refine planning and design regulations very precisely, to respond to the policy goals of a community. For additional examples, visit [www.formbasedcodes.org](http://www.formbasedcodes.org).

### **A. City-wide Mandatory Form-Based Code:**

#### **1. Miami, FL: Miami 21 Zoning Code**

Miami 21 has been a very effective tool to encourage mixed-use, pedestrian-oriented development throughout the City of Miami. Miami 21 is a city-wide, mandatory form-based zoning code that went into effect in the City of Miami in 2010. Miami 21 focused on creating street-oriented buildings with pedestrian amenities and entrances along the sidewalk, and parking in the back. Miami 21 also focused on creating mixed-use, walkable “centers” in strategic places throughout the city, in order to protect existing neighborhoods and encourage growth and investment in a unified and strategic manner.

<http://miami21.org/index.asp>

### **B. Site-Specific, Incentive-Based Form-Based Codes:**

Many municipalities decide to adopt optional form-based overlays or options for particular areas of the city, rather than adopting city-wide regulations. Just a few examples of these types of Form-Based Codes are provided below for discussion:

1. Arlington County, VA: Columbia Pike Form-Based Code

The code was written to encourage redevelopment along a 3.5-mile commercial corridor. Like the proposed Mediterranean Village Form-Based Code, the code is an optional (or parallel) code, with all of the underlying zoning remaining in place, but includes incentives such as expedited review and approvals to encourage its use.

<http://formbasedcodes.org/codes/columbia-pike-code>

2. Flagstaff, AZ: Flagstaff Zoning Code

In 2011 the City of Flagstaff adopted an optional Form-Based Code for its downtown and surrounding historic areas. The code promotes sustainable development consistent with the general plan and, through its form-based elements, fosters transit- and pedestrian-oriented infill redevelopment. The form-based code is an optional (or parallel) code with the underlying zoning remaining in place, but it includes numerous incentives to encourage its use. <http://www.flagstaff.az.gov/index.aspx?nid=1416>

**C. Planned Area Development-Based Form-Based Code:**

The proposed Mediterranean Village Form-Based Code is an optional form-based code that can be applied only to Planned Area Developments within the specified geographical area. This is a common approach that has been adopted by many municipalities and counties, for both infill development and greenfield development. Each example below uses the form-based technique to implement the community's general vision. The proposed code is calibrated for compatibility with the type and quality of development desired by the City of Coral Gables.

1. Sarasota County, FL: Sarasota County Mixed-Use Infill Code

An overhauled "floating-zone" code was adopted in 2007, which encourages redevelopment of vacant/underutilized parcels to create mixed-use neighborhoods. Developers who want to build under the code must commit to a public workshop process from initial planning stages. The code gives explicit standards for assignment of transect zones and the selection of street and lot types from a pre-approved palette. The county commission approves each regulating plan through a PUD-like rezoning process. <http://formbasedcodes.org/content/uploads/2014/02/sarasota-code.pdf>

2. Miami-Dade County, FL: Standard Urban Center District Regulations

The Standard Urban Center District Regulations is a form-based code that provides common regulations for current and future Urban Centers within Miami-Dade County, including Naranja, Goulds, Princeton, Ojus, Perrine, Leisure City, Cutler Ridge, Model City, and North Central. These centers are designated by the county's Comprehensive Plan to develop over time into multi-use districts characterized by high quality urban

design. Downtown Kendall and Palmer Lake Metropolitan Urban Centers have their own form-based code regulations.

<http://www.miamidade.gov/zoning/library/reports/standard-urban.pdf>

3. St. Lucie County, FL: St. Lucie County: Towns, Villages and Countryside

The code provides explicit standards, including minimum percentages of the land that will remain as “countryside” and assignment of develop-able land into transect zones. Developers must create a regulating plan for each proposed village, identifying specific transect zones while assigning street types and lot types according to prototypes in the code. The county commission approves each regulating plan through a PUD-like rezoning process. <http://formbasedcodes.org/content/uploads/2014/02/st-lucie-tvc-code.pdf>

**What form of professional input has shaped the proposed Mediterranean Village Form-Based Code?**

The Mediterranean Village Form-Based Code was cooperatively developed by the applicant and City staff. Staff was assisted by special land use counsel Susan Trevarthen and town planning firm Dover, Kohl & Partners, as consultants to the City. Ms. Trevarthen presented the Form-Based Code concept to the City Commission at a workshop in January 2014, and Victor Dover and Ms. Trevarthen presented to the Commission at a second workshop in June 2014. Over the past year, the consultant team has worked collaboratively to create the proposed Form-Based Code document.

- *Susan Trevarthen*, Special Land Use Counsel with Weiss Serota Helfman Cole Bierman & Popok. Ms. Trevarthen has extensive experience in innovative land use and zoning law and handles land use matters on behalf of nearly two dozen South Florida municipalities. She has been recognized as one of the top land use attorneys in the state in publications such as Florida Trend Magazine and Superlawyers, and she has an AV rating (highest attainable) from Martindale Hubbell. She is a Fellow of the American Institute of Certified Planners and is Board Certified in City, County and Local Government Law by The Florida Bar.
- *Victor Dover*, Principal at Dover, Kohl & Partners in Coral Gables. Victor and his partner Joseph Kohl are pioneers in the creation of Form-Based Codes and they are founding members of the Form-Based Codes Institute. Victor is a Fellow of the American Institute of Certified Planners and he served as national chair of the Congress for the New Urbanism (CNU) from 2010 to 2012. He served on the core committee that established the LEED for Neighborhood Development (LEED-ND) standards. He recently coauthored, with John Massengale, the book *Street Design: The Secret to Great Cities and Towns* (Wiley 2014).

The Code has undergone rigorous peer review, including an expert panel review held on November 21, 2014. The expert panel included the following leaders in form-based code writing:

- *Elizabeth Plater-Zyberk*, former dean of the University of Miami School of Architecture; principal at Duany Plater-Zyberk & Company (DPZ). DPZ is a local firm that is internationally recognized as leaders in form-based codes and traditional town planning. They are the authors of hundreds of form-based codes, including Miami 21, the city-wide form-based code for the City of Miami.
- *Charles Bohl*, director of the Graduate Program in Real Estate Development + Urbanism, University of Miami School of Architecture. Dr. Bohl is an internationally-recognized author, professor, and expert on place making, community building and mixed-use development, and has done extensive town planning work in Coral Gables over the last fifteen years.
- *Ana Gelabert-Sanchez*, former Planning Director for the City of Miami; Design Critic in Urban Planning and Design at the Graduate School of Design at Harvard University. Ms. Gelabert-Sanchez was planning director for the City of Miami from 1998 to 2010, where she led the Miami 21 rezoning initiative to make Miami a more sustainable, pedestrian-friendly and better-planned city. Miami was the first major U.S. city to adopt a form-based zoning citywide code. Miami 21 won numerous awards, including the American Planning Association National Planning Excellence Award for Best Practice in 2011.

The expert panel shared past experiences working with form-based codes across the country and internationally, and provided constructive comments to the applicant for consideration. Overall, they commended the applicant, the City staff, and the authors of the form-based code for their high quality of work, and expressed support for the form-based code concept in this part of Coral Gables. Key quotes from the expert panel are below, and the full meeting minutes are attached for reference.

- “Form-based code is that method of regulating development to achieve a specific urban form and creating a predictable public realm by controlling primarily the physical form”
- “Having much more specific documents like this is a kind of guarantee of long-term quality and at the same time they provide a certain degree of flexibility for change over time as well.”

- “Cities are not static and they are constantly evolving. Codes seem to be static and some of the ways that we have been regulating building, both in the private sector development as well as our approach to public spaces, primarily as engineering, perhaps we have been much more concerned by issues of quantity, perhaps much more than quality, and the form-based code takes us into the realm of quality, not just for private development but for public spaces.”
- “The form-based code really imagines the place in which every development effort that is made adds value to the prior or to the next one because they are a coordinated effort and I think that is one of the most important aspects of it, is that there is a picture of public benefit, of increasing benefit for all rather than just focusing on one property at a time, which is really the way codes have been written for a long time. And so they enable individual developers and property owners to understand how they are contributing to the long-term vision of the City.”
- “It’s important to differentiate this particular form-based code from a lot of others... which in those other [codes] the objective was in many cases to create [a clear path for by-right development approval]. So that if an applicant’s project was to merely comply with the new rules, they would not be subject to a discretionary review. That is not the case here...in Coral Gables we have a situation in which this is high-demand real estate and the City can demand the best possible project. And so what happens here is that the City staff and the Development Services Director and Commission hold really important controlling authority over key project specifics and the final approval... This is more of a curatorial approach to the composition of the City, to the great ongoing artwork that is the City.”
- “[The regulating plan] says ‘shopfront’ but it doesn’t mean that there are going to be retail stores along every square foot of that frontage. The whole point of the form-based code is its flexibility in use. So it is a frontage condition that is appropriate to that street [but allows for other uses such as restaurants, personal services, and lobbies.]”
- “This is a long overdue new take on the parking standards for downtown... they are some of the highest in South Florida. We have done work for the BID [Coral Gables Business Improvement District] that also proposed shared parking standards and there is work to be done in other parts of the code, but I think this is a particularly opportunistic place in the city to try this out on because the developer is not going to under park their project... so it’s a good real-world marked-based test of the stomach for shared parking reform from that perspective. And then I think it could be eventually a standard for other parts of the City.”
- “I think the Mediterranean architectural standards are remarkable because they are such a useful guide, as someone who has been attempting to produce building facades using the historical prototypes. I think that just showing what a rich background there is

in the City and how one can learn from it, including all the regulating lines you are showing, the proportions, the symmetries, and the great examples. This would be useful to everyone in the City.”

- “So here it is [Mediterranean architectural standards] illustrated and I think this is really at least a 2.0 version for the Mediterranean ordinance and I think it gives a whole better opportunity to produce much better Mediterranean architecture.”

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1 IN RE: PEER REVIEW MEETING ON AGAVE PONCE

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5 TRANSCRIPT OF THE PROCEEDINGS

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9 The above-entitled cause came on for hearing

10 before the Peer Review Committee of the City of Coral

11 Gables at 405 Biltmore Way, Coral Gables, Florida.

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15 Friday, November 21, 2014

16 City Commission Chamber

17 405 Biltmore Way

18 Coral Gables, Florida

19 2:20 p.m. - 4:58 p.m.

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24

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1 APPEARANCES:

2 BOARD MEMBERS:

3 MR. CHARLES BOHL

4 MS. ELIZABETH PLATER-ZYBERK

5 MS. ANA GELABERT-SANCHEZ

6 ALSO PRESENT:

7 GUNSTER, YOAKLEY & STEWART, P.A.

8 BY: MARIO GARCIA-SERRA, ESQUIRE

9 600 Brickell Avenue

10 Suite 3500

11 Miami, Florida 33131

12 305.376.6000 Phone

13 AVALIDO@GUNSTER.COM

14 CITY OF CORAL GABLES

15 DEVELOPMENT SERVICES DEPARTMENT

16 PLANNING AND ZONING DIVISION

17 BY: RAMON TRIAS, AIA AICP LEED AP

18 DIRECTOR OF PLANNING AND ZONING

19 427 Biltmore Way

20 Floor 2

21 Coral Gables, Florida 33134

22 305.460.5215 Phone

23 305.460.5327 Fax

24 rtrias@coralgables.com

25 WEISS SEROTA HELFMAN FORTORIZA COLE & BONISKE, P.L.

BY: SUSAN L. TREVARTHEN, AICP, ATTORNEY AT LAW

AND

BY: KATHRYN M. MEHAFFEY, ATTORNEY AT LAW

200 East Broward Boulevard

Suite 1900

Fort Lauderdale, Florida 33301

305.854.0800 Phone

954.764.7770 Fax

STREVARTHEN@WSH-LAW.COM

KMEHAFFEY@WSH-LAW.COM

ALSO PRESENT:

MR. VICTOR DOVER, CITY PLANNER

MS. JENNIFER GARCIA, CITY PLANNER

MS. MEGAN MCLAUGHLIN, CITY PLANNER

MR. JOSH BAILEY, RTKL ARCHITECT

MR. DAN FREED, RTKL Architect

MR. ENRIQUE LOPEZ

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1 P R O C E E D I N G S

2 (Thereupon, at 2:20 p.m., the following

3 proceedings commenced:)

4 MR. TRIAS: Okay. Well, thank you very

5 much. My name is Ramon Trias. I am the Director

6 of Planning and Zoning for the City of Coral

7 Gables and thank you very much for joining us

8 today.

9 We are going to have an expert panel that

10 is going to critique the proposed code changes for

11 the project that is known as the Mediterranean

12 Village.

13 As many people know, that project is a very

14 large mixed-use project that requires significant

15 policy decisions be made by the Commission at some

16 future time and this is one of the opportunities

17 that we have to gather public input and also

18 gather basically opinions and views from experts

19 that are among the best people in the field by far

20 in the country that deal with form-based codes.

21 We have invited a panel that is chaired by

22 Elizabeth Plater-Zyberk who is an architect and is

23 a former Dean of the School of Architecture and is

24 a foremost expert on form-based codes for many,

25 many years. Well, a few years anyway.

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1 MS. PLATER-ZYBERK: Thank you.

2 MR. TRIAS: She has certainly been the top

3 authority in America on the topic.

4 We also have Chuck Bohl, a professor from

5 the school of Architecture, also a national expert

6 on codes and redevelopment and who has consulted

7 by way of the bid at different times here in Coral

8 Gables.

9 And we have Ana Gelabert-Sanchez that was

10 the Planning Director in the City of Miami when

11 they went through the development and adoption of

12 their own form-based code, which as many people

13 know was a real breakthrough in terms of codes in

14 America, and I think her experience will be very

15 good to give us some idea about the benefits and

16 the challenges that one has when one decides to

17 adopt this type of regulation for projects this

18 size in a community like ours.

19 We will have several people speak. After I

20 get done, Susan Trevarthen who is an attorney and

21 is a consultant for the City will remind us of the

22 different meetings that we have had so far to

23 gather public input and to explain the project to

24 anybody who has had any interest in the project

25 and Susan will describe that and tell us what was



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1 learned and the way that the projects were  
2 modified.  
3 And then we have Victor Dover who is the  
4 consultant who has prepared the code. He has been  
5 contracted by the City. His time has been paid by  
6 the developers. So it has been at the cost of the  
7 developer in this project.  
8 And again, Victor Dover and his firm Dover  
9 Cole is a nationally known expert on codes. They  
10 have done codes all over America and I think from  
11 my perspective we could not have a better panel to  
12 give us advice to allow us to make the right  
13 decision.  
14 So without further ado I will ask Susan to  
15 give us some description of what I have said so  
16 far.  
17 MS. TREVARTHEN: Thank you, Ramon, for that  
18 introduction.  
19 For the benefit of everyone in the room,  
20 what we are talking about is the area bounded by  
21 Ponce de Leon on the west, Sevilla on the north,  
22 Galiano on the east, and Malaga on the south and a  
23 different way of approaching the regulation in  
24 that area than we do in any other part of the City  
25 of Coral Gables.

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1 This idea has arisen and been developed  
2 over a series of multiple, multiple meetings and  
3 efforts both individually with the applicant as  
4 well as in the public and the first time that the  
5 City Commission looked at this was back in January  
6 when we had a workshop and we presented the  
7 concepts of form-based regulation to the  
8 Commission.  
9 They were very favorable in their response.  
10 They wanted to learn more about it and see the  
11 idea move forward.  
12 The project and the staff worked closely  
13 together over the following months. We came back  
14 to the Commission in June for further input and  
15 showed refinement in the design of the project and  
16 additional information on form-based coding at  
17 that point.  
18 We had Victor on board and he presented  
19 some of his initial thoughts on the project.  
20 The project then went through the Board of  
21 Architects preliminary approval process. They had  
22 a public hearing review of the project back in  
23 August and then just recently in, I think it was  
24 early in November or late October, they had a  
25 second meeting at which they granted their

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1 preliminary approval.  
2 They will be coming back for the final  
3 approval as they do with other projects at the  
4 time of the building permit, but that was a  
5 constructive process where the board brought  
6 insights that were integrated into the project and  
7 it was made better as a result of their input.  
8 In between Liz Plater-Zyberk led a  
9 different panel of architectural experts including  
10 an expert in, quote, "historical architecture," an  
11 expert in retail bids as well as Marian Casado  
12 (phonetics) on the residential components and we  
13 had a half day design panel that also resulted in  
14 a number of very favorable suggestions that we are  
15 integrating into the project and that are  
16 reflected in the design as it exists today.  
17 So that brings us to where we are today,  
18 which is the second design review plan panel and  
19 the purpose of today is to look at the actual  
20 regulations themselves, the legislative decision  
21 that will be made by the City Commission of Coral  
22 Gables to modify its zoning code to create this  
23 option within the Klein Bury Development District  
24 (phonetics) to have in this geographic area a  
25 form-based code approach rather than the

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1 traditional Florida related ratio derivative  
2 approach to planning the intensity and the rest of  
3 the development.  
4 So that's how we got to where we are. We  
5 are all here to answer your questions and with  
6 this I will turn it over to Victor for his  
7 presentation. Thank you.  
8 MR. DOVER: Thank you, Susan. Hi,  
9 everybody.  
10 I am going to do a very basic introduction  
11 to form-based codes which is important for the  
12 record and hopefully it will give people who are  
13 wondering what this is all about a chance to open  
14 it up and understand the concept first and then in  
15 part two I will show how we apply those concepts  
16 to the proposed code that we will be looking at in  
17 draft form.  
18 Okay. The first question is: What do we  
19 mean by form-based coding?  
20 Is it different from zoning? Is it  
21 different from something else?  
22 The fundamental idea is this. The land  
23 development regulations are organized around the  
24 physical development intent in any given place as  
25 opposed to being organized around the principal



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1 land use in that place.  
2 This means that it is better to tap into  
3 the modern requirements of mixed-use places. It  
4 does a better job of taking into account the fact  
5 that the land uses, activities inside a building,  
6 may change many times during that building's  
7 lifetime.  
8 It also takes into account factors that  
9 address that given street corner or public space  
10 that will last a lot longer than the building,  
11 that house, or that ever changing land use in that  
12 area.  
13 It's a way to change the land development  
14 regulations to improve with certainty.  
15 I will give you some examples about it, but  
16 just to contrast form-based coding with the  
17 conventional alternative, as you know most of the  
18 time conventional land development regulations are  
19 organized around the use. So we have big color  
20 coded blocks. We have yellow blocks for  
21 residential and orange blocks for multi-family and  
22 red blocks for commercial; we have blue-grey  
23 blocks for industrial and so on, with the idea  
24 being that the local government regulates the land  
25 uses inside each of those areas by activity and

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1 says, Keep those activities apart from one another  
2 so as to minimize their impact on one another.  
3 And then within those areas we have  
4 gradations in terms of the density and intensity,  
5 things that are measured in the residential or in  
6 nonresidential situations by ratios.  
7 So what's wrong with that? Well, first the  
8 change over time as I mentioned in the beginning.  
9 It doesn't do a great job in taking into account  
10 the fact that real cities evolve according to the  
11 needs of the market and the population over time;  
12 and those blocks do not tell us much about how the  
13 outcome is supposed to be.  
14 So we cannot tell, for example, whether a  
15 part of the map is going to be designed as a place  
16 where people want to live or not. We cannot tell  
17 whether a bright red block on the map is designed  
18 as a place where people want to go and enjoy a  
19 meal or buy something, or not and that's because  
20 the extractions per acre, for an area the ratio  
21 for intensity, means that there is nonflexibility  
22 implied in terms of how a design will actually  
23 fall on the ground.  
24 So what it attempts to do is regulate very  
25 tightly that thing in a modern sense that is

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1 incidental since most of the uses that get mixed  
2 in a place like Coral Gables Mediterranean Village  
3 will be good neighbors with one another. It does  
4 a poor job of dealing with that.  
5 And it gets very, very strict in terms of  
6 trying to minimize those impacts, one thing upon  
7 another to the detriment of the quality of the  
8 public space.  
9 The setbacks, for example, meaning there is  
10 a line drawn on the lot that says that the  
11 building has to be behind this line.  
12 Behind this line somewhere, it could be  
13 wherever you want, is the implication of that  
14 rule, which means we have no way of organizing or  
15 predicting the shape of the public space between  
16 these buildings that are situated wherever they  
17 may be as much of the less satisfactory and less  
18 beloved parts of Coral Gables built in the middle  
19 of the 20th century show.  
20 Sometimes that means the builder presume  
21 you can park down the street for an apartment  
22 complex or for a commercial space.  
23 Whereas in form-based code we do away with  
24 that requirement for the setback and we replace it  
25 with something, which says the front of your

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1 building has to be in this place because that is  
2 where we need that building to shape the public  
3 space in this way.  
4 An example on the screen is the same thing  
5 as the Florida area ratio. The two examples on  
6 the right and left are the same for Florida area  
7 ratio, but they are different in terms of their  
8 relationship to the street and their relationship  
9 to their surroundings.  
10 And that kind of guessing game induces,  
11 even though there is strict regulation, it induces  
12 a lot of uncertainty into real estate investment  
13 and produces a mixed result at best for the  
14 quality of life.  
15 So why would we bother changing that? Let  
16 me see if I can make that more clear. Here is a  
17 sketch a few years old now where it illustrates  
18 the street where the buildings are rather intense  
19 and they have substantial amounts of parking and  
20 as happens when the real estate is valuable, it  
21 becomes scarce and it swells to the limits under  
22 the rules.  
23 On the other hand, the form-based code  
24 predicts what that street should look like when it  
25 grows up, where we can actually specify much, much



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1 more about things like where the parking goes and  
 2 how it is screened from view from the street or by  
 3 the space or where the doors and windows will go.  
 4 Just to backup, the one that was simply  
 5 regulated by high setbacks in Florida ratios, a  
 6 blank wall facing the street.  
 7 The one regulated by the form-based code  
 8 has a requirement for the doors and windows of  
 9 storefronts have balconies and indications of  
 10 human occupancy facing the street.  
 11 And instead of just guessing about the  
 12 relationship of one building to another, the one  
 13 in this example prescribes a pedestal or podium  
 14 level, probable heights and has prescribed the  
 15 setback in the building to be taller than that.  
 16 So instead of a random mix of buildings  
 17 that have setbacks sometimes and not others, you  
 18 are getting something where the buildings all  
 19 vary. So that's the kind of thing that you can do  
 20 with form-based codes that you cannot do with  
 21 conventional.  
 22 The form-based codes institute, which we  
 23 were in, trains people on how to use this  
 24 technique and has set forward a lot of best  
 25 practices about how to do this.

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1 And FDCI's definition of a form-based code  
 2 is actually worth looking at.  
 3 Form-based code is that method of  
 4 regulating development to achieve a specific urban  
 5 form, created and predictable public realm by  
 6 controlling primarily the physical form, and the  
 7 land uses secondarily through adopted regulations.  
 8 The significant thing there is that use and  
 9 density are still in the mix. They are still a  
 10 part of what is regulated.  
 11 They just aren't the organizing principle  
 12 around which the code is designed.  
 13 They think these three things are  
 14 important: The form; the use, density, intensity;  
 15 and management. They are all terribly important  
 16 to a successful city place.  
 17 In conventional codes, use and density take  
 18 on primary importance and get most of the  
 19 attention and they are usually the first thing  
 20 that a would-be investor, a potential buyer of a  
 21 property or a developer would look at.  
 22 And form, while regulated in there through  
 23 things like setbacks and height limitations, is  
 24 really of tertiary importance.  
 25 In form-based code we turn that around. We

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1 still regulate use, density, intensity. We still  
 2 comment on the appropriate day-to-day management  
 3 of the place, but form gets the bigger place.  
 4 So these are great slides. Pardon me.  
 5 An example diagram of form-based code,  
 6 again to specify things like where the building  
 7 goes on this lot and how there is, for example, in  
 8 the case of a high-rise any kind of prescribed  
 9 setback where that goes, at what level it occurs.  
 10 Form-based codes are used on a lot of other  
 11 scales as well. The scale of a mainstream  
 12 building or individual townhouse, not just the  
 13 tall ones.  
 14 Typically form-based codes even go further  
 15 to deal with the special features that cause the  
 16 building of a strict relationship with work, like  
 17 appurtenances and encroachments, especially if  
 18 there are lower levels that provide for shade on  
 19 storefronts or protection.  
 20 A great many communities have used this  
 21 technique not just in recent decades, but it's  
 22 been revived after hundreds of years.  
 23 One key concept in the way we organize the  
 24 form-based code is we come to understand that  
 25 unlike those big vague blocks, with the form-based

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1 code we really want to know where we are and then  
 2 adjust the regulations accordingly.  
 3 So know where you are. The form-based code  
 4 says, Know where you are and plan the master plan  
 5 of the neighborhood and build that way.  
 6 So what that ends up meaning is that the  
 7 ground of building the street relationship changes  
 8 as you step up from rural to urban and as we go  
 9 into the center of town and into the bright center  
 10 of the metropolis, the buildings become taller,  
 11 more attached, more mixed. They tend to occupy  
 12 more of the lot and the relationship with building  
 13 the street just along with the street design  
 14 itself.  
 15 Quick examples. You probably know the  
 16 local example used in the now 15-year-old Downtown  
 17 Kendall, Urban Kendall District, which has a map  
 18 and it specifies each of the new streets and  
 19 existing streets and says what type of streets to  
 20 be created there.  
 21 And this color-coded map there, you parcel  
 22 by parcel know where you are, and then you read  
 23 the rules to determine the building form.  
 24 So actually that has been implemented with  
 25 varying success in parts of Downtown Kendall and



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1 you can see it when you compare the map to the  
2 golf clubs.  
3 Another example is along the corridor in  
4 Northern Virginia, where they were going through  
5 the process of molting. They are in suburban  
6 form.  
7 This is the old cross-over supermarket  
8 backing up to the street. Now, there are few  
9 rules for the mixed-use small three-story  
10 buildings. They are good rules with new rules to  
11 follow.  
12 Usually form-based codes begin with a map  
13 of what the place is supposed to be like when it  
14 grows up.  
15 In the case of the Mediterranean Village  
16 for Coral Gables, the extensive design work that  
17 the developers and the architects have done  
18 informs the code.  
19 In the same way in a hypothetical buildout,  
20 the form informs the regulating plan.  
21 Then you dig into the document and street  
22 by street you find a different set of rules.  
23 In another local example, you probably know  
24 Downtown South Miami went through a process of  
25 revitalization.

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1 Also the parks are built around a new set  
2 of rules and that was partly to deal with the very  
3 long-range, 100-year plan for what the place  
4 should look like when it grows up and it affected  
5 new buildings and it also affected a great many  
6 renovations like this one.  
7 This is before and this is after. This one  
8 is before, and after.  
9 And it has a map of street types of the one  
10 I showed you from Downtown Kendall. One we will  
11 see for the Gables.  
12 Their pictures and posters, strict code,  
13 passed all the rules street by street.  
14 And the diagrams in the form-based code  
15 work much like the key or legend to a map and  
16 explain the connection between the rules and the  
17 graphics.  
18 And the buildings in South Miami were made  
19 following that code.  
20 It should be said that the South Miami code  
21 is pretty loose. It's agnostic about  
22 architectural style, for example, which certainly  
23 the Mediterranean Village as you can see is not.  
24 So let's talk about that.  
25 These are the rough table of contents of

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1 the code. It starts at the front end with an  
2 explanation of how to use it and it ends with  
3 things that apply to all of the characters in  
4 between.  
5 This is the specific standards that apply  
6 in the immediate place. That front end  
7 administration has the things that you would  
8 expect to see there about how to apply, but the  
9 most important in what you have to submit, but the  
10 most important component is Part F, I think in  
11 that table, anyway.  
12 I think the numbers might have changed a  
13 little bit.  
14 That says how to use this section. This is  
15 where we describe to the applicant. First you  
16 look at the map and determine what street type the  
17 land is adjacent to and then they turn to the  
18 portion of the code about that street type to read  
19 the rules under which they have to do their design  
20 for that particular building.  
21 So here is the section on plans.  
22 Part 2 first describes two important maps;  
23 one called the street types plan and the second  
24 called the regulating plan.  
25 The street types plan is like the ones you

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1 saw for Downtown South Miami or it acknowledges  
2 where you are and build that way, go that way.  
3 So Ponce de Leon Boulevard, for example,  
4 has a different set of rules culled out by the  
5 dark purple or dark blue-grey on the map from, for  
6 example, Palermo, for Coconut Grove Drive; and a  
7 different set of rules applies on Galiano.  
8 The second plan is the one that specifies  
9 on the map in key ideas like where here is to be  
10 continuous shop or retail frontage.  
11 Those two lines are indicated there where  
12 there is a special feature that helps in the  
13 composition of the city scene; places in terms of  
14 a vista or architectural treatment in a given  
15 place. Those are culled out on the map.  
16 Certain frontages are required to have an  
17 arcade. Others find it is merely recommended  
18 there.  
19 Okay. You get to the next part of the  
20 code, the building form standard. First you  
21 summarize. SO all of the numbers are on that  
22 chart and then the first street called Signature  
23 is also Ponce de Leon Boulevard.  
24 The next called Plaza is a special public  
25 space, a shared place, where Ponce de Leon meets



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1 the place they describe.  
2 Then we have the downtown street type.  
3 Under each, first there is a section on  
4 heights and architectural appurtenances. Then  
5 street dimensions and lastly building dimensions.  
6 The next section, what I just showed you in  
7 the summary chart is actually explained much more  
8 graphically. Here the dimensions are on the  
9 drawing itself.  
10 You can find, for example, "Build two line  
11 section in plan."  
12 In the building standards street by street  
13 we also deal with the fundamentals, not the tiny  
14 details but the fundamentals of the essential  
15 street type and the street design.  
16 Here is the one for the townhouse street.  
17 Just as an example, where the Signature Street  
18 dealt with the very tall building, the townhouse  
19 street deals with the lower scale where it meets  
20 the Presidential.  
21 Am I oversimplifying?  
22 Then there is a section, both written and  
23 graphic, general standards that apply to all  
24 sites. This has requirements, basic requirements  
25 for eligibility. There are the requirements for

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1 density in order to be consistent with the City's  
2 conference of plan.  
3 And then how the Mediterranean bonus  
4 concept is applied here, differently than in the  
5 rest of the downtown section.  
6 Mediterranean amenities. Where vehicular  
7 access is to occur.  
8 There is a special section on a Pure  
9 feature of this project, which is the bridges over  
10 public rights-of-way, and another special  
11 requirement for activated rooftops, basically  
12 allowing for rooftop gardens in public space to  
13 help achieve a minimum obligations in that regard  
14 that apply to this development.  
15 The last section, Section 5, is on  
16 architectural standards. Just a brief statement  
17 of intent in the beginning and then a primer on  
18 Mediterranean architecture.  
19 This is created using a series of newly  
20 drawn and historic drawings that are explicated to  
21 basically put forward what the basic requirements  
22 of this architectural form language are and it  
23 deals with proportion, it deals with the  
24 fundamental building components one by one, and  
25 with materials.

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1 These are example pages from the  
2 architectural standards showing, for example,  
3 arcades and loges or columns and railings.  
4 At the very end is a set of custom  
5 definitions. So the terms we use in this  
6 form-based code might be used differently here  
7 than elsewhere in the City's land use regulations  
8 or in common parlance and are defined for the  
9 purposes of this code.  
10 Just one page, not that many of them. In  
11 every case where it seemed appropriate, we stuck  
12 with the definition that the City of Coral Gables  
13 applies.  
14 So that is the summary of what we have got  
15 so far and I turn it back to Ramon.  
16 Ramon, you can turn back to any page and I  
17 have a copy of the code on the screen.  
18 MR. TRIAS: Thank you very much.  
19 For all of you who have not had a chance to  
20 see it, there is a document that is the draft code  
21 that the panel will be reacting to.  
22 And just to summarize in a couple of  
23 seconds what are some of the advantages of this  
24 document is that even though Coral Gables has an  
25 excellent zoning code, outstanding in its content

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1 and it has created many wonderful buildings, this  
2 code has some additional requirements that I think  
3 would make the code much more effective and much  
4 better as it applies to this project, such as a  
5 regulating plan, such as building form standards,  
6 such as the general standards that Victor was  
7 talking about, which included shared parking. It  
8 includes green building requirements.  
9 None of that is in the current code.  
10 And finally, the architectural standards  
11 that are in the current code are based on the  
12 requirements of the existing code.  
13 However, in this document they are  
14 explained finally with proper graphics and useful  
15 information.  
16 So I will let you lead the discussion from  
17 now on and you are the chair and any way you want  
18 to do it, that's okay with us.  
19 And, Victor, will be able to respond to  
20 questions and we are all here.  
21 At some point if there is any need for  
22 public opinion, at your discretion you may allow  
23 it.  
24 MR. DOVER: Jennifer Garcia, who worked  
25 very hard on this, is also present and there are



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1 probably some revisions that I have missed that  
2 she knows about. So I will also relying on her to  
3 help with answering questions.  
4 MS. PLATER-ZYBERK: Thank you. Thank you,  
5 Victor, and thank you, Ramon.  
6 That was, I think, an excellent explanation  
7 of what I found to be an excellent document and I  
8 understand that our role is to explicate it  
9 further, critique it, ask questions that others  
10 might ask as well in the future about specific  
11 aspects of it or its use.  
12 And I would start with one question myself,  
13 which is probably a question for Ramon.  
14 As I am, of the three of us on the dais  
15 today, I am the one who has seen the project to  
16 some degree in detail before this.  
17 Do you want us to be referring to it as  
18 well as just as a code by itself?  
19 MR. TRIAS: Yes, you should. You should  
20 refer to the project.  
21 It's going to be reviewed as a process at  
22 the same time as the code review. So that would  
23 be very helpful.  
24 MS. PLATER-ZYBERK: And so one thing that  
25 we might start out with is just a few comments

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1 about why one would go to the length of developing  
2 the whole project to be to the degree of design as  
3 we see it in these kinds of drawings before us as  
4 well as the additional regulations to speak  
5 specifically to this part of the city.  
6 And I would point out a few things. One  
7 particularly important one might be that projects  
8 evolve overtime, owners evolve; and what may  
9 initially be presented as an intention of both  
10 intensity and form, how dense something is, what  
11 its uses are, and what it will look like change  
12 drastically over time within the kind of typical  
13 zoning regulations that typically set them forth.  
14 So having much more specific documents like  
15 this is a kind of guaranty of long-term quality at  
16 the same time that I think, as Victor pointed out,  
17 they provide a certain degree of flexibility for  
18 change over time as well.  
19 So although, Victor, you did a very  
20 thorough explanation of form-based codes and this  
21 one, I thought I might add a few comments to that  
22 just to round out the picture, the bigger picture.  
23 And so I would start out by saying that in  
24 the manner that I just illustrated, cities are not  
25 static and they are constantly evolving.

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1 Codes seem to be static and some of the  
2 ways that we have been regulating building, both  
3 in the private sector development as well as our  
4 approach to public spaces, primarily as  
5 engineering, perhaps we have been much concerned  
6 by issues of quantity, perhaps much more than  
7 quality, and the form-based code takes us -  
8 although as you pointed out accommodates quantity  
9 issues - and takes us into the realm of quality,  
10 not just for the private development but for  
11 public spaces.  
12 So as we reach the limits in our part of  
13 the world, sometimes it seems we are reaching the  
14 limits of road capacity, we want to make walking  
15 places, places that are walking friendly, transit  
16 friendly, that encourage people to use other modes  
17 to get out of their cars and that requires quality  
18 of placement.  
19 The FAR codes or most of the codes that are  
20 in place, let's say since World War II, FAR is a  
21 20th century, mid 20th century invention, are  
22 quantity predictable and they have brought us to  
23 where many cities are today, which is developing  
24 largely open land or downtowns that were not fully  
25 developed.

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1 And the form-based codes bring us to a  
2 point of or the goals of quality where the prior  
3 codes were kind of hit or miss, unpredictable, and  
4 generally did not or do not - many of them are in  
5 place - deal with coordinating individual efforts  
6 of development.  
7 The form-based code really images the place  
8 in which every development effort that is made  
9 adds value to the prior or to the next one because  
10 they are a coordinated effort and I think that is  
11 one of the most important aspects of it, is that  
12 there is a picture of public benefit, of  
13 increasing benefit for all rather than just  
14 focusing on one property at a time, which is  
15 really the way codes have been written for a long  
16 time.  
17 And so they enable individual developers  
18 and property owners to understand how they are  
19 contributing to the long-term vision of the City.  
20 Something that Coral Gables has had since  
21 its beginnings is a long-term vision, but may not  
22 have been quite as specific about its downtown.  
23 Now, interestingly enough, I believe some  
24 of the early height limits in the City were  
25 dealing with the width of the road or the street



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1 in front and so I would propose that this kind of  
 2 effort builds on the historical beginnings even  
 3 though perhaps they could not envision the density  
 4 that we have today.  
 5 And that brings me to another point, which  
 6 I described in the introduction I wrote for the  
 7 first book that describes form-based codes, the  
 8 book by Dan and Karen Gurlick (phonetics); that  
 9 there are essentially even in the youth of these  
 10 codes, because in our time they are fairly new,  
 11 two types. There are the form-based codes that  
 12 are street based and those that are building-type  
 13 based.  
 14 And ultimately a good form-based code will  
 15 deal with both issues, but it may take its  
 16 initiating cue based on whether the regulations  
 17 are reacting to the street as Victor primarily has  
 18 shown in Downtown Kendall and as this code, I  
 19 think, was initiated and secondarily to building  
 20 type.  
 21 Miami 21, which Ana and I worked on, both  
 22 grew out of building type concerns, which had more  
 23 to do with the underlying building code of that  
 24 city and in the end they do relate to the public  
 25 spaces of the streets.

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1 So this is just a way of adding background  
 2 to Victor's basic "intro" and I hope it doesn't  
 3 just add to the confusion.  
 4 MR. TRIAS: Thank you, Liz.  
 5 Let me ask a question and try to help a  
 6 little bit perhaps. Can you give us an idea of  
 7 how this particular code would compare to the way  
 8 Miami 21 was developed; the similarities, the  
 9 differences, the challenges.  
 10 And maybe Ana could also help with that.  
 11 MS. PLATER-ZYBERK: Do you want to start  
 12 with it?  
 13 MS. GELABERT-SANCHEZ: Yes.  
 14 MS. PLATER-ZYBERK: Well, that was the  
 15 beginning, to talk about the difference, which is  
 16 that Miami 21 is based on the smart code, which is  
 17 a template for form-based coding, which was  
 18 developed by members of the Congress of the New  
 19 Urbanism and other organizations in recent years  
 20 and it really does deal with categories of  
 21 intensity or density.  
 22 Using the projection that Victor showed  
 23 you, it branches from more rural or let's say less  
 24 dense in Miami to more dense and it takes some of  
 25 the aspects of the old code into that range

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1 according to what kind of buildings would be  
 2 built, whether buildings are freestanding like  
 3 single-family houses or duplexes, or whether they  
 4 are partly walled buildings like townhouses or  
 5 even high-rise buildings without setbacks in  
 6 Downtown Miami.  
 7 So it's really building-type based and that  
 8 is the main. Of course, it covers the whole city.  
 9 It doesn't have the kind of specificity that you  
 10 do on this site, where you really can delineate  
 11 the different types of street that your regulating  
 12 plan does.  
 13 But Ana might add to that.  
 14 MS. GELABERT-SANCHEZ: I guess building on  
 15 what Liz said, I am excited as a planner and as a  
 16 resident of the City of Coral Gables that you have  
 17 moved to taking this step to a form-based code.  
 18 Clearly, working on Miami I think for many  
 19 years we have strived to get the walkable city  
 20 that we all envision and I am a firm believer that  
 21 the form-based code is the mechanism that allows  
 22 us to do that and yet provide flexibility on the  
 23 development program.  
 24 In Miami it was for the whole city. So  
 25 like Liz said, it probably was not able to

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1 regulate it as, Victor, you have done in yours; I  
 2 mean that you have been able to put.  
 3 But I think what we have been able to do,  
 4 which was a challenge, but something that was a  
 5 step for Miami, it was because it was for the  
 6 whole city that we were able from form-based code  
 7 to create those types of uses of the transit that  
 8 Victor described.  
 9 So I support it and I am excited in seeing  
 10 that it is coming to Coral Gables.  
 11 I do have some questions and I am not sure  
 12 what would be the way. As I am looking at the  
 13 program, there is one thing that is mentioned and  
 14 that is the renderings may change because the  
 15 project may change.  
 16 Is the code the one that will maintain the  
 17 guidelines if the project changes; that the  
 18 architect will come back or the City will have  
 19 review of the documents, correct?  
 20 MR. TRIAS: The code clearly has very  
 21 strict requirements in terms of the quality of the  
 22 architecture, the type of buildings, the location  
 23 of buildings, et cetera, et cetera.  
 24 What has changed in the project every time  
 25 that there has been a public meeting is that the



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1 very good suggestions that have been proposed have  
2 been incorporated and, for example, the bulk of  
3 the project has been reduced somewhat.  
4 Some of the locations of certain building  
5 zones have been moved, et cetera.  
6 However, it's opened within the envelope of  
7 the form-based code and I think that the  
8 form-based code has a very good regulating plan  
9 that deals with the streets, the street types, but  
10 also it has the building form standards that are  
11 seen here in this illustration that are very, very  
12 detailed.  
13 So from that point of view, I think that  
14 what you see is very much what the code requires  
15 and something else will not be allowed.  
16 So it's very clear that whenever the  
17 Commission decides to consider this project, they  
18 know that that is what they are looking at; that  
19 nothing very different is going to be proposed.  
20 MR. DOVER: I will add to that. It's  
21 important to differentiate this particular  
22 form-based code from a lot of others that we have  
23 done, which in those other projects the objective  
24 was in many cases to create crystal clear as a  
25 bright path to production.

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1 So that if an applicant's project was to  
2 merely comply with the new rules, they would not  
3 have to be subject to a discretionary review.  
4 That is not the case here. That is a very  
5 appropriate move in reform to put in place where  
6 there is limited development pressuring and where  
7 there are clinical sites and not merely  
8 development.  
9 And in Coral Gables we have a situation in  
10 which this is high-demand real estate and the City  
11 can demand the best possible project.  
12 And so what happens here is that the City  
13 staff and the Development Services Director in  
14 particular heads the Commission and holds really  
15 important controlling authority over key project  
16 specifics and the final approval.  
17 So this is not a case where we are feeding  
18 a dying patient adrenaline and trying to wake him  
19 up. It is not that.  
20 But this is more of a curatorial approach  
21 to the composition of the City, to the great  
22 ongoing artwork that is the City.  
23 And here, because it's a site of incredibly  
24 high importance, the City is not doing this just  
25 so it can turn a key, let go, and walk away from

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1 discretionary view.  
2 It's holding onto those controls.  
3 And so why do this? Because this provides  
4 the instruction manual for that review.  
5 MR. TRIAS: Very few cities can propose  
6 architectural regulations at this level based on  
7 local examples from the history of the place, very  
8 few; and this one is one of those very few.  
9 In fact, the current code has all of that  
10 already in it. So it's not like it's a new idea.  
11 And, in fact, the form-based code has many  
12 form-based code notions in it. What this is is  
13 just an improvement of those ideas that are very  
14 good and hopefully of the highest level. I mean  
15 the aspirations are the very best form-based code  
16 for the best projects.  
17 MR. DOVER: We are not saying that the City  
18 will approve a project it doesn't really like and  
19 then say, "It's not my fault. The code made me do  
20 it."  
21 That is not what is going to happen.  
22 This remains a very strict application by  
23 application review.  
24 MS. GELABERT-SANCHEZ: Like I said, I am  
25 the biggest proponent of form-based codes and so

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1 the question is more to make sure that it happens  
2 and it continues.  
3 MR. DOVER: Good question.  
4 MS. GELABERT-SANCHEZ: So those are the  
5 questions.  
6 In looking at it, I looked at the  
7 regulating plan and then the question I had was  
8 again to follow up on the presentation and the  
9 desires to taking the step to form-based codes and  
10 having you draft them is: Why?  
11 In Cutler Road Drive and Palermo, it seems  
12 that it doesn't have the same. It doesn't say  
13 shop frontage. So I think that would be one.  
14 And my question is, I guess, to the  
15 requirement of the commercial, which I see in the  
16 plan which I think is great, but I am kind of  
17 going back to the regulations and would that be  
18 something that the development service director,  
19 planning director would have the authority to say,  
20 "This is a requirement"; that the use of the  
21 ground level be commercial, of having the space as  
22 we did. So that was one question I had.  
23 MR. DOVER: I can speak to the intent  
24 behind the draft and I think Ramon might add how  
25 he sees it unfolding should a different idea



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1 emerge inside or outside of City Hall.  
2 MS. PLATER-ZYBERK: We've heard you. So  
3 let's say that we take the moment now to address  
4 the plan in that manner and then we will move on  
5 to the other sections later.  
6 MR. DOVER: Sure.  
7 MS. PLATER-ZYBERK: So we have begun by  
8 looking at the plan.  
9 MR. DOVER: Okay. The idea that the  
10 storefront retail requirement is in some places  
11 but not others, first doesn't mean you can't have  
12 storefront in the other places. It just means it  
13 is not required. That is the first one.  
14 And the thought was that these are the  
15 places, the Signature Street and the plaza are the  
16 public spaces which will rely for their success  
17 most on continuous storefronts.  
18 So it's not to prevent it from happening in  
19 other locations that are shown as options.  
20 It did seem important to keep a continuous  
21 retail frontage theme along the high street and  
22 the plaza to avoid long gaps between doors or long  
23 gaps between transparent sides and to encourage  
24 more permeable interaction between the sidewalk  
25 space and having the space on the ground floor.

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1 So this relates to another thing here.  
2 There is permission here for second floor retail  
3 if the architect feels that is something that they  
4 would be contemplating.  
5 It is highly unusual. It doesn't always  
6 work out in the way it is intended as we know.  
7 It does work sometimes in some situations.  
8 It doesn't work every time.  
9 So here we are allowing it, but we are not  
10 requiring it.  
11 MS. PLATER-ZYBERK: But let me follow up on  
12 that because I think what you are pointing out is  
13 that there are probably streets such as Galiano,  
14 the street that faces the residential neighborhood  
15 where you would not invite shopfronts.  
16 MR. DOVER: Right.  
17 MS. PLATER-ZYBERK: So there may be a  
18 shopfront optional that should be here.  
19 If you are saying that there are places on  
20 -- well, if Coconut Grove and Palermo could have  
21 shops, that is not clear.  
22 MR. TRIAS: Okay.  
23 MS. PLATER-ZYBERK: Right now it's on or  
24 off and maybe there is ---  
25 MR. TRIAS: Right now the requirement is

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1 this black line right here and that is what you  
2 are saying; that maybe it should be a little bit  
3 more.  
4 MS. PLATER-ZYBERK: Right.  
5 MR. TRIAS: Right.  
6 MS. PLATER-ZYBERK: And if you don't want  
7 to require it for various reasons because we are  
8 always being accused of asking for too much retail  
9 at the ground level, at least it's optional and  
10 it's clear that where it doesn't show, it's not  
11 going to happen.  
12 MR. TRIAS: Yes. Where it doesn't belong  
13 is on Galiano because that is a residential area  
14 and that's where they are proposing the townhome.  
15 So that to me is a clear distinction, but the  
16 other one is a little ---  
17 MS. GELABERT-SANCHEZ: Yes, I think on  
18 Galiano you understand perfectly even for the  
19 residents on the other side, they wouldn't want  
20 it. So that I understand.  
21 I guess the issue was raised and I think on  
22 Ponce de Leon it would look great to have it. I  
23 mean, I can visualize it in looking at the  
24 drawings and I am just wondering can we have a  
25 little bit of that great thing that you are doing

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1 for Ponce, to be able to bring it into Palermo and  
2 Coconut Grove Drive.  
3 So as a requirement it could be and I know  
4 we struggled with that at Miami 21 and instead of  
5 saying we can have habitable space, it's just to  
6 make sure that, in fact, the project does have  
7 turning some of the lights on; you know, that the  
8 project is -- I think where am I coming from is  
9 like I said at the beginning. I commend the City  
10 for doing this form-based code and to do it at  
11 this scale.  
12 I wish it would continue throughout the  
13 City, but precisely for that is to make sure that  
14 it doesn't become one development but it actually  
15 does that kind of design that we are trying to do;  
16 that every street becomes walkable and that's my  
17 concern.  
18 MR. DOVER: I want to make sure we are  
19 clear.  
20 Look at Page 3.11 in my draft and it is  
21 probably the same page numbering on yours.  
22 This is the downtown streets category.  
23 MS. PLATER-ZYBERK: Which is what Palermo  
24 and Coconut Grove are.  
25 MR. DOVER: And so if we looked at that,



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1 the street type map, that's Coconut Grove Drive,  
2 Palermo, Malaga, Sevilla.  
3 And then on that spread that looks like  
4 this (indicating), I will just zoom in on that.  
5 MS. PLATER-ZYBERK: 3.10 and 3.11.  
6 MR. DOVER: The developments that are  
7 allowed include shops. So it is simply not  
8 mandated.  
9 MR. TRIAS: The distinction is that the  
10 regulating plan really mandates in a very, very  
11 fine level of detail and your question is how much  
12 of that should be clearly mapped when we are doing  
13 the planning.  
14 Certainly it's allowed. It's allowed in  
15 the code and that is the issue that we need to  
16 talk about.  
17 On another topic that is really important,  
18 which is the question of citywide versus small  
19 area, certainly citywide applies.  
20 I mean the reason why we are dealing with a  
21 small area here is because we are dealing with one  
22 project, but the principles and the ideas can be  
23 applied to other locations in different ways.  
24 The location that according to the transit  
25 and with the right regulations.

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1 MR. DOVER: So when you look at the  
2 townhouse street type, for example when you look  
3 at that same component, so now we are looking at  
4 Galiano, that list does not have shopfronts. So  
5 that is Galiano for comparison.  
6 MS. PLATER-ZYBERK: And the concern is that  
7 whatever is built is habitable space. When we  
8 look at this, at diagram on 3.10 and 3.11, you are  
9 showing the cars above on the first two floors.  
10 So does that ---  
11 MR. DOVER: Which page? This one  
12 (indicating)?  
13 MS. PLATER-ZYBERK: 3.10 and 3.11. Are we  
14 saying that those first two floors, whether there  
15 is an arcade or not, it will be habitable?  
16 MR. TRIAS: Yes. Right.  
17 MS. PLATER-ZYBERK: Okay.  
18 MR. DOVER: That's right. So maybe here  
19 you can see the cross section through the parking.  
20 MS. PLATER-ZYBERK: Because parking  
21 placement is third through seven.  
22 MR. TRIAS: Can you move it up so we can  
23 see the underground also?  
24 MR. DOVER: Yes. Sliding that up, there  
25 are a couple of lots of parking underground that

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1 are envisioned. They are considered optional.  
2 MR. TRIAS: So it's very clear that the  
3 habitable spaces - and maybe we need to qualify,  
4 perhaps.  
5 MR. BOHL: I think this is a good point of  
6 clarification for the audience and other people.  
7 This says "shopfront," but it doesn't mean  
8 that there are going to be retail stores along  
9 every square foot of that frontage.  
10 The whole point of the form-based code is  
11 its flexibility in use.  
12 So it is a frontage condition that is  
13 appropriate to that street and if we are talking  
14 about, you know, where retail would like to be in  
15 the creation of an active retail environment, of  
16 course that area where you also have the shop  
17 frontage around the historic building and the  
18 plaza, that obviously has potential to be a very  
19 nice focal point for the project.  
20 And the frontage that continues along the  
21 corridor on Ponce Circle Park has great potential  
22 for that habitable space to be engaged with that  
23 public space.  
24 So I think the major point is that there is  
25 flexibility within this shopfront.

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1 MR. DOVER: There is flexibility and there  
2 is not flexibility.  
3 The Ponce frontage and the plaza frontage  
4 are required to have storefronts with shops and  
5 restaurants.  
6 MR. BOHL: Shops and restaurants, not just  
7 stores.  
8 MR. DOVER: So that is continuous  
9 storefrontage.  
10 That is what that black line is for.  
11 MR. BOHL: And when you get up on the park?  
12 All I am trying to say is that people  
13 should not read this as just retail shops; that  
14 you can have restaurants, you can have cafes, you  
15 can have a whole variety of things along this  
16 frontage.  
17 MR. TRIAS: And I think one of the things  
18 is that it also says, "Parking placement, third to  
19 seventh floor."  
20 It's very clear that you are not going to  
21 have parking on the first and second floors and,  
22 if it is not, we need to make it a little more  
23 clear and that speaks to the activity that is  
24 expected.  
25 Maybe we need to talk a little bit about

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1 loading also. In this particular project, all the  
2 loading takes place underground, but maybe we need  
3 to make sure that it is very clear that it is not  
4 going to take place along the frontages.  
5 MR. DOVER: The black line does mean  
6 commercial uses.  
7 MR. BOHL: Right. So your point is that if  
8 there is a hotel on one of these corners, the  
9 frontage will either be a restaurant or a shop or  
10 a cafe.  
11 MR. DOVER: Or a hotel lobby or a bank or  
12 something nonresidential.  
13 But they are required to meet the door  
14 spacing requirements, which is going to militate  
15 for street-oriented retail and restaurants.  
16 MR. BOHL: But this is the distinction  
17 between use and form, where you have more  
18 flexibility on the use.  
19 MS. PLATER-ZYBERK: So let's see what other  
20 questions we have on the regulating plan because I  
21 am sure we have some and some of our questions are  
22 probably just because we read this once as opposed  
23 to many times and so some of our questions may be  
24 because of just not knowing.  
25 MR. BOHL: I have one under signature

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1 terminated. You have identified one, but you  
2 could arguably say a couple of the other corners  
3 here are very significant, potential signature  
4 business.  
5 MR. DOVER: To answer your question, that  
6 one is considered special because of the long  
7 access that terminates and that one, the one with  
8 the red box, showing you where it is (indicating),  
9 is allowed for its type. So.  
10 MR. TRIAS: Yes, let me clarify. That is  
11 significant because the City wants you to make  
12 your main bonus, but to fulfill their requirements  
13 you can go up to 190 feet, six inches, plus some  
14 architectural embellishments on top.  
15 That's basically one of those  
16 black-and-white rules that have been in place for  
17 a while.  
18 So this project is asking for additional  
19 height in one, in one building, which is the  
20 hotel. So that is the reason for that.  
21 MS. PLATER-ZYBERK: So if we were to pick  
22 one, where would it be? Is that what it comes  
23 down to?  
24 MR. DOVER: On access with University.  
25 MR. TRIAS: Right, and Ponce.

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1 MS. PLATER-ZYBERK: And Ponce.  
2 MR. TRIAS: And the choice is based on town  
3 planning criteria and overall design.  
4 MS. PLATER-ZYBERK: Well, it's the one that  
5 terminates the most vistas.  
6 MR. DOVER: There are lots of them.  
7 That one is really significant for the  
8 composition of the City.  
9 MS. PLATER-ZYBERK: So here is an item that  
10 I might have missed somewhere in the text. The  
11 property that is not included, I wonder if there  
12 should be a statement somewhere that says that any  
13 property that is not included would be subject to  
14 continuous adjacent or abutting regulation at such  
15 time that it might include or develop.  
16 Is that something you probably discussed?  
17 MR. DOVER: This has come up a lot in the  
18 last few months.  
19 MS. TREVARTHEN: That's a property that  
20 currently is designated as residential, although  
21 it does have the commercial zoning, and that is  
22 the intent; that it would continue until the  
23 condition is ready to change.  
24 Certainly, by my memory, we don't actually  
25 have that statement in here. It's just a

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1 recognition of their existing rights, but we could  
2 consider that.  
3 MS. PLATER-ZYBERK: So I will tell you  
4 where this is coming from because we have been  
5 working on a special relation for the design  
6 district and property ownership has gaps in it and  
7 questions have come up: What happens to the gap  
8 when it is ready to go?  
9 And, you know, it is related to the  
10 infrastructure improvements out front, but also  
11 does that person have to come in and provide their  
12 own parking requirement and, you know, back  
13 according to the old code or do they come in?  
14 MS. TREVARTHEN: No, the concept is when  
15 there is going to be a change, if there is going  
16 to be a change because that is not the intent of  
17 the current property owner, that it would come  
18 into conformance with the overall scheme here.  
19  
20 MS. PLATER-ZYBERK: So my suggestion is  
21 that somehow if it's possible, if it's legal to  
22 put that in here, that some statement be made  
23 about it just to clarify the intention because  
24 later on a city staff may find itself without the  
25 recourse to be able to do that.



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1 MR. DOVER: Right now it is not inside the  
2 boundary of the newly created district.  
3 So the thought occurs to me that at any  
4 time the boundary is changed, whether it is  
5 changed by adding that property in someday or  
6 changed somewhere else in order to make it similar  
7 for the like, then the statement might be that at  
8 anytime the boundary is amended with the intent to  
9 extend --  
10 MS. PLATER-ZYBERK: Or to include.  
11 MR. DOVER: -- the similar regulatory  
12 requirements onto the newly incorporated parcels,  
13 that ---  
14 MS. PLATER-ZYBERK: So I think we should  
15 leave that in your hands. It could take the rest  
16 of the afternoon to figure that out.  
17 MS. TREVARTHEN: Okay.  
18 MS. PLATER-ZYBERK: And you would probably  
19 want to look at, well, what if it crossed the  
20 street in one direction where people would not  
21 want it to? You need to figure out how to do it,  
22 but you probably should include that.  
23 MS. TREVARTHEN: It's a good comment and we  
24 will follow up on it.  
25 Obviously with what Victor has said, if and

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1 when that moment came, the test for compatibility  
2 and what is desired is, of course, defined by what  
3 surrounds it.  
4 MR. DOVER: So in the most hopeful of  
5 scenarios, this works very well. So I can imagine  
6 either newly regulated areas being founded and new  
7 maps added to reflect those areas or the area  
8 extended in any event with or without the  
9 nonincluded parcel.  
10 MS. PLATER-ZYBERK: Anything else on the  
11 plan?  
12 Before we move on to one more thing, I want  
13 to give my colleagues a chance to comment.  
14 (No response)  
15 MS. PLATER-ZYBERK: So the one other  
16 question I had at this point, and others may come  
17 up as we go through the text, is that the  
18 permitted upper level bridge, while most other  
19 things like the streets and with the shopfrontage  
20 and the arcade and so on are described more  
21 clearly later in the texts, the dimensions of the  
22 bridges I think is mentioned once.  
23 I guess it is not correct. It doesn't need  
24 to be in the plan, but that is where I first  
25 noticed it and now I am thinking that I did see

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1 it.  
2 MR. DOVER: That is in Part 4.  
3 MS. PLATER-ZYBERK: Under "General  
4 Standards."  
5 MR. DOVER: It's 4.4. Section N as in  
6 Nancy.  
7 MS. PLATER-ZYBERK: 4.4.  
8 So you do have a dimension for bridges?  
9 MR. DOVER: We do and it's quite tight.  
10 MS. PLATER-ZYBERK: And so I guess that is  
11 perhaps a question to ask relating this code to  
12 the design.  
13 MR. TRIAS: Yes, and I think that is  
14 probably one of the biggest issues that town  
15 planning practices would discourage; that crossing  
16 over the street and so on; and the developer and  
17 the applicant believes that it is needed for a  
18 variety of reasons.  
19 There is one reasonable explanation, at  
20 least the way I see it, which is the second level  
21 retail, it makes sense to be able to cross.  
22 Now, once you go to the upper levels, what  
23 we have mostly in this project is parking and that  
24 has to do with creating some connection with  
25 different areas of the project for parking and so

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1 that is the developer's choice and I think that  
2 what would be useful is for your opinion on how  
3 that would work best and what would be the ideal  
4 scenario.  
5 There are other projects in Miami that have  
6 been approved with comparable ideas.  
7 So basically, yes, that is one of the  
8 issues that I think the code is a little bit less  
9 clear on.  
10 MR. DOVER: The key paragraph is the last  
11 one or the key sentence is the last one in the  
12 first paragraph: "Additional upper level bridges  
13 and/or those that are wider than ten feet on those  
14 multiple stories may be allowed, but following  
15 approval from the City."  
16 It did not seem appropriate to us to lock  
17 in as a right a compromise on that, the importance  
18 of it.  
19 MS. GELABERT-SANCHEZ: I don't understand  
20 why the upper level bridge.  
21 I think it goes against the form-based code  
22 and against everything else that you have been  
23 doing in creating the walkability in such a small  
24 area as we said and there is not even -- well,  
25 it's not U.S. 1.



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1 I think I would recommend that the bridge  
2 is not there.  
3 I think if you are trying to create the  
4 walkability, if we are trying to as we were having  
5 a conversation just a few seconds regarding the  
6 use on the other streets, on Coconut Grove and  
7 Palermo, it seems that if you are putting the  
8 habitable space and creating that people are  
9 actually going to be walking, creating what we are  
10 promoting, what you are promoting, I think a  
11 bridge would go, as I understand it and I think as  
12 you just explained it, I think it goes against the  
13 principles. That would be my comment on the  
14 bridge. I think it is wrong.  
15 MS. PLATER-ZYBERK: The reason being that  
16 it takes away from the life of the street.  
17 MS. GELABERT-SANCHEZ: It would take away  
18 the life and if we are trying to promote something  
19 on the ground level, why would we want to cross on  
20 the second level here; the second or the third or  
21 the fourth.  
22 I think what happens on Coconut Grove and  
23 what happens on Palermo, the people should be  
24 there. There is no need to have someone crossing  
25 above.

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1 MR. TRIAS: Okay. Why don't we get the  
2 applicant's perspective on this?  
3 MR. GARCIA-SERRA: Good afternoon,  
4 everyone. Mario Garcia-Serra. I am the land use  
5 attorney for the project and I am joined here by  
6 Freed Fried, our project architect from RTKL.  
7 And as you can see, it's been a very  
8 collaborative process between us and the City.  
9 It's been three years in total that we have been  
10 discussing this project and working on this code  
11 and indeed I think, you know, on ninety-nine  
12 percent of the issues we have agreed.  
13 There is maybe one percent, with this being  
14 one of them, as to why we have sort of stuck to  
15 our guns and felt strongly about it.  
16 And I will ask Dan to sort of give his  
17 experience in retail development and talk about  
18 what our thinking was behind these bridges in  
19 particular and why we need them.  
20 MR. FREED: I think there are two issues  
21 involved with the crossing of Coconut Grove and  
22 Palermo. The first issue is the retail level that  
23 occurs on the second floor and it is critical in  
24 my experience that for that second level to be  
25 successful for that pathway or pedestrian path to

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1 be contiguous through all parts of the project.  
2 So we are really creating a dumbbell  
3 scheme, if you will, that is generated by a loop  
4 or the circulation of the retail of the level one  
5 and level two.  
6 We are trying to connect the north side,  
7 which has a major anchor on the north side as well  
8 as a smaller anchor on the south side.  
9 In order to do that, on the second level we  
10 feel very strongly that we need to frankly not  
11 only connect it on a pedestrian scale, but also to  
12 have shops wherever possible so that it is not  
13 just a pathway crossroad, a retail contiguous  
14 storefront; that the shopper has an opportunity or  
15 sees a break in that storefront, half the time it  
16 means the shopper is not going to continue across  
17 the street and so we have been attempting to keep  
18 it as contiguous as possible.  
19 From the standpoint of upper levels  
20 crossing over both Coconut Grove and Palermo, we  
21 only do that with parking and with the potential  
22 of cinema that is on the top of the parking.  
23 From the standpoint of the parking diagram,  
24 it's next to impossible to get that parking to  
25 really function in a reasonable manner because of

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1 the size of the lots and where we are restricting  
2 parking to occur, not filling the entire footprint  
3 of each block with parking. We only fill the  
4 north block with parking above the retail.  
5 We are trying to eliminate parking on the  
6 middle block and on the south block, but in order  
7 for those to function it's critical that you are  
8 able to drive across those upper levels.  
9 Just from the standpoint of the parking  
10 functioning, we think it's critical whether it is  
11 below grade or above grade that it is contiguous.  
12 So we are able in the current diagrams to  
13 enter parking from any of the locations on grade.  
14 You are able to go below grade, to a below-grade  
15 level parking that exists.  
16 Once you are in that parking diagram, if  
17 you will, and you don't find a space for low  
18 grade, you are able to travel up without, through  
19 the ramps that exist in the layout and you don't  
20 have to go back out onto streets in order to get  
21 to another block or to get to above-grade parking.  
22 So it's a matter of just functionality and  
23 continuity that we feel it's very critical for  
24 this to function with the retail.  
25 Mario introduced me, but I am Daniel Freed,



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1 RTKL President here in our Coral Gables office.  
2 MR. BOHL: Are both levels of the bridge as  
3 conceived enclosed or is the one on top open air?  
4 MR. FREED: The entire project is open air  
5 from a retail standpoint.  
6 So we protect it where we can with glazing  
7 that shields the shopper from wind and rain, but  
8 it's all open air condition.  
9 MS. PLATER-ZYBERK: The bridges are  
10 air-conditioned?  
11 MR. FREED: I'm not saying that. None of  
12 the retail environment is air-conditioned. It's  
13 all open air.  
14 MS. PLATER-ZYBERK: So if you could make a  
15 successful second story of retail, I think the  
16 bridges are not the -- and I mean it's much  
17 related to their design, the pedestrian bridge  
18 especially if the stairs were in the street, you  
19 seem to have escalators. I don't know if they are  
20 on street level at the streets.  
21 It is not detrimental to the street  
22 environment, the pedestrian environment of the  
23 street.  
24 What I worry about actually is the parking  
25 that is thick and high and so it goes up to the

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1 seventh story, I think, and it is several -- well,  
2 it's a wide tray of parking.  
3 If that was just driving, I think as we  
4 have in downtown, and there is at least one in  
5 Downtown Kendall that is not so bad, the multiple  
6 stories makes it trickier.  
7 But I think that the undercroft in Merrick  
8 Park where there are deep bridges of building over  
9 the driving circus and really they have stopped  
10 being retail frontages. Those are just blank  
11 walls.  
12 I think there are restaurants back there  
13 that are set up to be able to look out, but really  
14 it's hard.  
15 They have made it as beautiful as possible,  
16 but I think they are not terribly positive  
17 contributions.  
18 MR. FREED: I don't know how well they were  
19 in making them beautiful, but I seem to remember a  
20 conversation, a very similar conversation with the  
21 board of architects, and what I tried to reinforce  
22 during those conversations was that at Merrick  
23 Park those alleys, if you will, that allow you to  
24 get into the project that are quite covered and  
25 while attempting to function as retail are not

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1 inherent to the retail diagram. So the retail  
2 diagram is really about a large circular mood.  
3 And where we are extending over Coconut  
4 Grove Drive and where we are extending over  
5 Palermo, it's inherent to the pedestrian path and  
6 integral, if you will, to the retail diagram.  
7 MR. BOHL: How high is the passageway below  
8 the pedestrian?  
9 MR. FREED: Both areas vary, but one story  
10 high about sixteen or seventeen feet.  
11 MR. BOHL: That is part of what doesn't  
12 feel so good at Merrick Park, is the passageway  
13 coming into the street underneath feels very low  
14 and dark and dense.  
15 That is why I think the restaurants have  
16 struggled there.  
17 MR. FREED: I think it's poorly lit and  
18 it's poorly scaled in the sense that through  
19 recommendations from peer review that Liz shared  
20 previously and through conversations with the  
21 Board of Directors of Planning and Zoning, we are  
22 doing some detailing in those areas where we are  
23 actually creating arcades and changing the  
24 proportion of that opening so that, yes, there is  
25 a similar scale of height to it, but the

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1 proportions are much different than you see at  
2 Merrick Park.  
3 MS. PLATER-ZYBERK: So you have reminded us  
4 that I brought this up once before and perhaps we  
5 don't need to spend a lot of time on it.  
6 I do feel that it is a quality issue and  
7 there is perhaps what we leave the City with is  
8 that there is a discrepancy between the intention  
9 of the code or even the writing of the code and  
10 the project; that it is guiding and so that is  
11 perhaps something that needs to be further  
12 addressed.  
13 MR. TRIAS: That is a very valid point, a  
14 very valid point, and that is one of the reasons  
15 why we had this general standards section, which  
16 deals with some of those issues that are not  
17 clear, the result of the form-based documents.  
18 And one issue that I would like to go back  
19 and discuss with you sometime is the shared  
20 parking requirement that is also in that Section  
21 4.3.  
22 MS. PLATER-ZYBERK: Okay. So we stay on  
23 4.3.  
24 MR. TRIAS: Yes, on the previous page; and  
25 your thoughts on that and your thoughts on parking



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1 and in terms of the effect on the design and the  
2 planning of the project and perhaps some  
3 recommendations on how to deal with parking  
4 ratios, making more sense urbanistically and so  
5 on.  
6 Victor, you may want to describe the policy  
7 and the approach.  
8 MR. DOVER: I would be happy to.  
9 Just on the subject of the bridges as  
10 related to this question about your parking, you  
11 zeroed right in on the issue that we spent a lot  
12 of time on, on the code as a whole.  
13 Other sections did not get this much  
14 polishing off.  
15 MS. PLATER-ZYBERK: Parking always takes up  
16 a lot of time and space.  
17 MR. DOVER: That's right. It does.  
18 And you work hard to avoid falling into the  
19 form follows parking trap. That seems to work  
20 against the best interests of any city.  
21 So regarding the bridges, to be candid,  
22 that is an issue where we crafted the paragraph  
23 that is in the code as a way of reconciling our  
24 misgivings about the seeming departure from best  
25 practices and the need to agree to disagree with

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1 this important advocate.  
2 It's not the single issue that is important  
3 to this project, but it is something that we  
4 wanted to make sure we brought forward to the  
5 Commission and draft and pass as a straight-face  
6 test and also says if they want to make that  
7 decision to allow that to happen and water  
8 bridges, keeper bridges, higher bridges they could  
9 make, the Commission.  
10 MR. TRIAS: I think that at this time we  
11 understand the issue. Let's move onto the next  
12 topic.  
13 MS. PLATER-ZYBERK: So the parking ratios,  
14 these emerge from this smart code, which is a  
15 nationally reviewed document which has proposed  
16 shared parking as do other organizations like the  
17 UL Lite (phonetics).  
18 How does this relate to the City's  
19 requirements and how does it relate to what is  
20 being proposed?  
21 MR. DOVER: I will defer to Ramon and the  
22 applicants for the implication of this  
23 calculation.  
24 And I will simply say that we wanted to  
25 make sure there was more than one way to get to

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1 your shared parking solution. So the smart code  
2 option and the UL option are presented here as  
3 equal alternatives.  
4 MR. TRIAS: Yes, let me. In terms of the  
5 big picture, what happens is that Coral Gables has  
6 the highest requirements for parking pretty much  
7 that we have seen around here.  
8 Not only that, but there is no shared  
9 parking requirement or process.  
10 And I believe the City of Miami has shared  
11 parking and many other cities have that provision  
12 in the code and that was one of the ideas; that  
13 with mixed-use projects or significantly large  
14 mixed-use projects, that is one of the first  
15 places that this idea makes sense.  
16 So this will be the first time that the  
17 idea has come to the code in Coral Gables.  
18 And then the issue is how much; how much  
19 less parking than required.  
20 Dan, do you remember? Dan?  
21 MR. FREED: We are providing 2,440 spaces.  
22 This is Josh Bailey.  
23 MR. BAILEY: Hi. I'm Josh Bailey from  
24 RTKL.  
25 We are providing 2,440 spaces for our

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1 project and that was generated from an analysis  
2 that was a shared parking analysis, which  
3 incorporated the different mixed uses of our  
4 project; as well as it incorporated a transit  
5 study that takes into account public  
6 transportation and all of those factors, which  
7 allowed us to reduce our current parking to that  
8 2,440.  
9 Its basis is that we are flattening and we  
10 are providing that number. There is not much we  
11 can do to amend that.  
12 And even in the form-based code, we provide  
13 and it gives a little bit of flexibility because  
14 the programs mixes may change, just is about a  
15 plus or minus ten percent of that.  
16 MS. PLATER-ZYBERK: So do you specifically  
17 remember, if this is what is being proposed, what  
18 would the City otherwise require and what does  
19 this code?  
20 MR. BAILEY: I'm accepting the requirement.  
21 MR. FREED: The adjusted is three thousand  
22 and I want to say 3500 spaces, just off the top of  
23 my head, but it is significantly more.  
24 MS. PLATER-ZYBERK: And if you were  
25 following this code, what would it be?



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1 MR. BAILEY: Following that code, what that  
2 code allows is a parking analysis and that's what  
3 we did and that number comes up to 2,400 spaces  
4 and we are providing 2,440 spaces.  
5 MR. DOVER: So if you look at the third  
6 bullet, Applicants may provide a parking study,  
7 such as the one they have done, justifying the  
8 proposed parking solution.  
9 MS. PLATER-ZYBERK: But you did not do the  
10 first two bullets just to compare what it would  
11 be?  
12 You aligned your smart code.  
13 MR. BAILEY: We compare it to the ULI and  
14 we also compared it to the City of Coral Gables  
15 and based on that, the number that ends up, "very  
16 similar," it was pretty close to the 2400 amount.  
17 MR. DOVER: Since we are collecting early  
18 June conversations with the City Commission, this  
19 was in an early June workshop and we had just went  
20 through work in progress and thinking about this  
21 and, like you said, Liz, it takes up a lot of time  
22 and energy; a lot of that meeting was about  
23 parking.  
24 And our initial response was on a site like  
25 this that we need no minimum parking requirements.

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1 Maybe it's a true maxim to let it go.  
2 MS. PLATER-ZYBERK: So let me go back to  
3 the concept.  
4 MR. DOVER: And they were not ready for  
5 that. They said this is far more complex than  
6 simply saying there are no minimum parking  
7 requirements.  
8 But it does ensure that a large number  
9 would be provided.  
10 MS. PLATER-ZYBERK: Maybe this section  
11 should have a statement that says that you show  
12 how it compares to those other two, which are  
13 recognized, obviously the formulas that are not as  
14 specific as doing the third bullet, which is your  
15 study.  
16 But I think that might give confidence to a  
17 deciding board like the City Commission, given  
18 that you are -- "defaulting" is the wrong word,  
19 but in the end you are saying the final decision  
20 is for the City Commission.  
21 But in other instances, this would give the  
22 City a way to make that judgment because otherwise  
23 they are just saying, "We will do whatever you  
24 want."  
25 And so giving them the comparative

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1 statistics could be useful.  
2 MR. BAILEY: All right.  
3 MR. BOHL: This is a long overdue new take  
4 on the parking standards for downtown. If Nova is  
5 correct, they are some of the highest in South  
6 Florida.  
7 We have done work for the bid that is also  
8 proposed shared parking standards and there is  
9 work to be done in other parts of the code, but I  
10 think this is a particularly opportunistic place  
11 in the city project to try this out on I think  
12 because the developer is not going to underpark  
13 their project.  
14 You are just not going to agree to have  
15 none of the parking for retail and residential  
16 uses in the design that you are proposing. So  
17 it's a good real-world market-based test of the  
18 stomach for shared parking from that perspective.  
19 And then I think it could be eventually a  
20 standard for other parts of the City if this goes  
21 forward.  
22 MR. TRIAS: Basically what we are saying is  
23 this form-based code overlay gives an opportunity  
24 to test the idea that shared parking in a very  
25 precise way and if you have any thoughts or if you

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1 think it could be done better and simpler and more  
2 precisely, at this point what we are saying is the  
3 developer proposes a method, it has been reviewed,  
4 and maybe we can come up with a reasonable number.  
5 MR. DOVER: The approach is one that has  
6 been tried and successfully applied in many, many  
7 places. So the new part is that it's new in  
8 Downtown Coral Gables.  
9 MR. BOHL: It's not new.  
10 MR. DOVER: It's not new at all.  
11 So you might say we are not making this up.  
12 MS. PLATER-ZYBERK: We know.  
13 MR. DOVER: However, one of the key things  
14 here is that this roll-out of the shared parking  
15 approach in the Gables is being done in which  
16 there is a large commonly managed product, where  
17 their common interests of their own ownership and  
18 their own tenants are all in this together.  
19 The impact of success or failure of the  
20 approach will be felt by them more than anyone  
21 else - do you see my point? - as opposed to just  
22 one little building that's having a huge impact on  
23 their neighbors.  
24 So that's what we can try here in a way  
25 that lets Coral Gables see how this feels, in a



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1 way where the risks are really managed because  
2 they are being born principally by the people who  
3 are asking for the shared parking.  
4 MS. TREVARTHEN: And if I could just add to  
5 that, I think these are all good points that are  
6 being raised, but for the record I want people to  
7 look at Page 4.3 because it is not just whatever  
8 the applicant submits and in actuality if you look  
9 at the second column of Page 4.3, there is quite a  
10 lot of detail here that was informed by the advice  
11 of traffic engineers.  
12 These have to be professionally appropriate  
13 methodologies. They have to use ITE.  
14 We are requiring looking at actual parking  
15 experience in the region, operational assessments.  
16 The location of transit for this particular  
17 location is particularly strong in Coral Gables,  
18 right on top of the trolley; required valet and  
19 other things.  
20 So if there are ways in which that may be  
21 improved, we would really value your input on  
22 that. Thank you.  
23 MR. DOVER: I would also urge you to look  
24 at the preceding page because I think what is nice  
25 about this is although the shared parking thing is

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1 not so now and there are other features in the  
2 parking policy described in here that would not  
3 have come up in a conversation like this twenty  
4 years ago: electric vehicle charging, bike  
5 parking.  
6 MS. PLATER-ZYBERK: All right. So that  
7 opens the door to bike parking.  
8 I didn't do a drawing to see what this  
9 would produce, but for 2,400 spaces of parking,  
10 you would need 244 spaces of bicycles --  
11 MR. DOVER: Right.  
12 MS. PLATER-ZYBERK: -- which is a lot of  
13 bicycle space to say that you are going to put it  
14 in a public or a private frontage. It's a lot of  
15 street space and so maybe some of that could be in  
16 the garages.  
17 Did anybody pencil that out just to see how  
18 much space it takes up?  
19 MR. DOVER: We did.  
20 MR. FREED: We have and it's quite  
21 dramatic.  
22 MS. PLATER-ZYBERK: It's a kind of  
23 Copenhagen scale bicycle yard.  
24 MR. TRIAS: Yes, and that's a very good  
25 point.

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1 MR. BAILEY: Well, we actually did pencil  
2 it out.  
3 MS. PLATER-ZYBERK: Not because we wouldn't  
4 want to see one of those, but you may not be  
5 thinking about it.  
6 MR. BAILEY: We actually did pencil it out  
7 and we gathered them around the project on public  
8 spaces.  
9 MS. PLATER-ZYBERK: So it's not a problem?  
10 MR. BAILEY: It's actually not a problem  
11 when you have ten and fifteen. So it allows us to  
12 work it into the design.  
13 MS. PLATER-ZYBERK: All right.  
14 MR. DOVER: There are a great many modern  
15 projects that have bike parking that includes, you  
16 know, two on a pole, for example, in protected  
17 space.  
18 You can imagine some of the excellent  
19 carbon bicycles that the Coral Gables residents  
20 will bring to this place. You will need somebody  
21 watching them and need a cover from the rain and  
22 those are places where you could do a great sport  
23 front mews on bikes.  
24 MS. PLATER-ZYBERK: Do they have a bicycle  
25 shop?

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1 MR. DOVER: So don't think in terms of just  
2 one, every bike having to be at grade side of  
3 every other bicycle.  
4 There are certainly ways to get a lot more  
5 bikes into the volume without all of them being on  
6 the sidewalk.  
7 MR. BOHL: Quick footnote on the shared  
8 parking, I am looking at a model shared parking  
9 ordinance dated 1983.  
10 So I mean, I know we like to let other  
11 communities test these ideas out, but we have had  
12 over thirty years at least of shared parking  
13 ordinances and they are working out all right.  
14 MR. TRIAS: On a related issue is the  
15 transit component to the traffic. The developer  
16 would make a contribution to the transit system  
17 and part of that is to develop an ordinance that  
18 allows for developers in general to make a  
19 contribution to the transit system.  
20 So if you have any thoughts on that related  
21 to the parking and transportation, that would be  
22 also very helpful.  
23 MS. PLATER-ZYBERK: Could I just finish the  
24 bicycles?  
25 MR. TRIAS: Yes.



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1 MS. PLATER-ZYBERK: On a day like today,  
2 you may not want to get on a bicycle that's been  
3 sitting on a public frontage all day in the rain  
4 and so allowing some of this to be elsewhere than  
5 in the frontage might be useful.  
6 MR. DOVER: Good point.  
7 Now, it doesn't say that that can't be  
8 sheltered by parking, even though it is in the  
9 frontage, but your point is good. Thanks.  
10 MS. PLATER-ZYBERK: Transit.  
11 MR. TRIAS: And basically we have a  
12 paragraph that says what I just said and the  
13 ordinance will be developed and it's in the  
14 process of being developed.  
15 So if you have any thoughts on the process  
16 from your experience with the developer  
17 contribution, I think that would be very helpful  
18 because traffic, as we all know, is going to be  
19 one of the big questions here and, from my  
20 perspective, if you have an urban area traffic, it  
21 is a condition that happens.  
22 It cannot be judged with the same standards  
23 that you would in a suburban location.  
24 So transit, the bicycles, the pedestrians  
25 and all of that has to be part of that traffic

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1 study.  
2 So any discussion on the transit would be  
3 very helpful at this point.  
4 MR. DOVER: It's on Page 4.1.  
5 MR. TRIAS: 4.3. 4.3.  
6 MR. DOVER: Well, 4.3 under "Parking."  
7 4.3 is the transit discussion under  
8 "Parking."  
9 But on 4.1 there is the transit requirement  
10 that you were talking about.  
11 MR. TRIAS: Yes. You are right.  
12 MS. GELABERT-SANCHEZ: Can I ask, what  
13 would be the incentive for the developer of this  
14 project to provide or go through shared parking  
15 and less parking?  
16 MR. DOVER: The price per space to deliver  
17 the said parking is so great that if the  
18 regulations are requiring them to deliver an  
19 amount of space in excess of market realistic  
20 requirements, spaces that therefore are likely to  
21 sit empty far too often, each of those spaces is  
22 such a high price that the incentive is managing  
23 that cost.  
24 There is another one that is really  
25 important. Every time we bloat the park supply,

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1 we probably do it at the expense of the quality of  
2 the public spaces and the number of eyes on the  
3 street.  
4 MR. TRIAS: And the beauty of the  
5 architecture, too. It's an aesthetic effect.  
6 MR. DOVER: So what we are seeking is  
7 enough parking, but not extra and in order to  
8 avoid having an excess of parking harm the quality  
9 of the place.  
10 Now, the incentive is both financial and  
11 qualitative.  
12 Nobody goes to Paris to see the park lots.  
13 So keeping the parking under wraps where we can  
14 and keeping it under control, putting some of it  
15 below the ground, all of these are things that  
16 they are planning to do and I think it's fair to  
17 say planning to do to an extent greater than many  
18 peer projects around the region. So it will set a  
19 new bar for others to copy.  
20 MS. GELABERT-SANCHEZ: This may be - and  
21 forgive me if it is just that I don't know the  
22 code today in Coral Gables; with the existing  
23 code, how high would you go versus how high fits  
24 the project going right now?  
25 And I might be off.

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1 MR. TRIAS: Are we talking about the top  
2 height of the project? Is that it?  
3 MS. GELABERT-SANCHEZ: Yes. How much  
4 development capacity is increased.  
5 MR. TRIAS: The number is 190 feet that is  
6 the maximum height for the maximum building. You  
7 go through the maximum development potential and  
8 in the city it's 190 feet, six inches to the top  
9 of the habitable floor.  
10 So right now ---  
11 MR. FREED: We are asking for 218 on the  
12 top of the habitable floor on top of the hotel.  
13 MR. TRIAS: 218.  
14 MS. GELABERT-SANCHEZ: 218 for the hotel or  
15 218 for the whole ---  
16 MR. TRIAS: That is just for the tower.  
17 MR. DOVER: Just for the tower. For the  
18 red box.  
19 MR. FREED: Just to clarify, the only two  
20 floors that exceed the 190.5 are these two levels  
21 and they are only being used for a restaurant, a  
22 publicly accessible space.  
23 MS. GELABERT-SANCHEZ: And it might be  
24 here, but you are pointing to the project right  
25 now and if I go to the regulating plan, if I do

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1 not have the project in front of me and I go to  
2 the regulating plan, does it say somewhere that  
3 there is a location on the site limited to a  
4 portion that is limited to the 200 or pretty much  
5 is that at the discretion?  
6 Do you know what I am trying to say?  
7 If I understood correctly, 190 is today,  
8 but now you can actually go to 210. The project  
9 anticipates only on the hotel, but say the market  
10 changes and you see a benefit to having another  
11 tower on another hotel, could that happen?  
12 MR. TRIAS: Yes, there is something. Can  
13 you explain that red dot there?  
14 MR. DOVER: Yes. We have given a brand  
15 name for it. It's the Signature on the Signature  
16 Street.  
17 But if you look at the bottom of Page 2.1,  
18 that description of the place where there is  
19 additional floors permitted because of its unique  
20 site and then when you turn to the plan on 2.3,  
21 that's the red box.  
22 So unless the plan on Page 2.3 were amended  
23 to add more red boxes, that limits the number of  
24 places where this can be.  
25 MS. GELABERT-SANCHEZ: So that's the only

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1 time it would go there?  
2 MR. TRIAS: And that's the benefit of the  
3 regulating plan; you can actually choose.  
4 MS. GELABERT-SANCHEZ: And I would agree.  
5 I just wanted to make sure that it was explained  
6 that the regulating plan actually contemplated  
7 that location, that Signature, for that height.  
8 MR. TRIAS: Yes, in the conventional zoning  
9 that is not possible. You cannot do it.  
10 MS. GELABERT-SANCHEZ: And I think that's  
11 very good.  
12 MR. BOHL: And it's not use specific. So  
13 it was something different that would still be a  
14 condition of the project.  
15 MS. GELABERT-SANCHEZ: The issue was just  
16 the location and the height.  
17 MS. PLATER-ZYBERK: It does say publicly  
18 accessible, though.  
19 MR. DOVER: That's right.  
20 No, it doesn't say that on 2.1, but maybe  
21 it is in another place right now.  
22 MR. TRIAS: But maybe it should say it  
23 there.  
24 MR. DOVER: We could repeat it there as  
25 well.

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1 MS. TREVARTHEN: 6.2 as well.  
2 MR. DOVER: Yes, at the very end over on  
3 the last page.  
4 MS. PLATER-ZYBERK: So we were asked a  
5 question about the text on transit, which I could  
6 not find.  
7 MR. TRIAS: Yes, 4.1. In 4.1 there is just  
8 one paragraph, Paragraph H.  
9 MS. PLATER-ZYBERK: 4.1?  
10 MR. TRIAS: Yes, and it simply says, "The  
11 project shall include a transit improvement plan  
12 as part of the government agreement."  
13 So if you have any thoughts on that, we  
14 would do very well to draft that plan based on  
15 your experience and recommendations. That would  
16 be very helpful.  
17 MR. DOVER: You know, if we modify that  
18 language back at 2.1 about publicly accessible, we  
19 should modify it in the definition on the last  
20 page as well.  
21 MS. TREVARTHEN: Yes.  
22 MR. TRIAS: Okay.  
23 MR. DOVER: On transit.  
24 MR. TRIAS: So let's go to H.  
25 MS. PLATER-ZYBERK: So I guess the

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1 beginning point for that would be to be able to  
2 record what is current, which is Dade County buses  
3 and the trolley, the Coral Gables trolley.  
4 MR. TRIAS: Yes, this relates to the Coral  
5 Gables trolley, which is what the City can  
6 control.  
7 MS. PLATER-ZYBERK: Right.  
8 MR. TRIAS: Our general idea is that there  
9 will be a process whereby there is a fund that is  
10 used to provide enhanced service and developers  
11 are able to contribute to that fund. I mean that  
12 is the general idea.  
13 Ken Plumber (phonetics) has been working on  
14 the language for that.  
15 Any recommendations you can make at this  
16 point hopefully could be used for that effort.  
17 MS. PLATER-ZYBERK: Well, obviously it  
18 would be very useful for this project, but it  
19 would be useful for everyone in the City.  
20 MR. TRIAS: Yes, and on future projects  
21 that may also contribute in the future.  
22 MR. DOVER: So right up in the front where  
23 the procedural instructions refer to the required  
24 development agreement, one of the things that has  
25 to be submitted as part of that or an element of



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1 that development agreement is assurances as to  
 2 valet, tandem parking and contribution to transit.  
 3 So this is where those items get baked into  
 4 a development agreement, subject to approval by  
 5 the City Commission.  
 6 MS. PLATER-ZYBERK: Chuck, did you have  
 7 something you wanted to add?  
 8 MR. BOHL: Well, I mean this brings up the  
 9 importance of this site in relation to the rest of  
 10 the downtown. So obviously the trolley relates to  
 11 the trolley system as part of this discussion. It  
 12 is linked to the Metrorail.  
 13 MR. TRIAS: Which goes along Ponce.  
 14 MR. BOHL: But also the fact that this site  
 15 is in relationship to - especially since it will  
 16 be something for retail - to the existing downtown  
 17 or park and it is an important part of this, the  
 18 realization of this project.  
 19 And I don't know if there is any  
 20 discussion. It doesn't seem like it fits into the  
 21 context of the form-based code, but I know there  
 22 has been discussion about how the project can and  
 23 probably should become part of the business  
 24 district track so that it is contributing to the  
 25 sustaining of all the vitality in downtown and

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1 this will become a super important part of that,  
 2 at the point of Ponce Circle Park and a link as  
 3 you go down towards the Village of Merrick Park.  
 4 MS. PLATER-ZYBERK: So I suppose one of the  
 5 issues is contributions at the outset of the  
 6 project and long-term maintenance.  
 7 MR. TRIAS: Yes.  
 8 MS. PLATER-ZYBERK: Victor used the word  
 9 "management" early on; that the form-based codes  
 10 can facilitate management, and I suppose that is  
 11 what brings us to this topic.  
 12 So that is probably a continuing discussion  
 13 --  
 14 MR. TRIAS: Yes, it is. Yes.  
 15 MS. PLATER-ZYBERK: -- about how a project  
 16 like this can help sustain over the long run for  
 17 the benefit of its users as well as the rest of  
 18 the City, whatever it promises at the outset.  
 19 And I am sure there are people who are  
 20 better equipped to do that.  
 21 MR. TRIAS: Yes, absolutely.  
 22 But I think Chuck raised a very important  
 23 issue that is related, which is: What is the  
 24 effect? What is the effect of this project on the  
 25 existing retail, for example, on Miracle Mile or

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1 Merrick Park or other places throughout the City.  
 2 Is it going to be helpful or is it going to  
 3 be detrimental to the existing and how do you make  
 4 it part of that overall city?  
 5 That's another issue.  
 6 MS. PLATER-ZYBERK: And making sure that  
 7 they are connected, well connected and  
 8 complementary as part of that picture.  
 9 MR. BOHL: Well, it's the connection; not  
 10 just the transit line, but the public  
 11 relationship; so the maintenance and connections  
 12 through the public realm.  
 13 From Ponce Circle Park to Miracle Mile is  
 14 not far at all. The quality of that and the  
 15 connections between these places becomes really  
 16 important so that everybody or all of these  
 17 elements are contributing and it's connected, it's  
 18 a high-quality connection, and they reinforce one  
 19 another.  
 20 It's not an either/or, but it's part of the  
 21 same whole downtown.  
 22 MR. DOVER: Has anything specific been  
 23 stated about the bid and your relationship to it?  
 24 I don't know.  
 25 Maybe that's Chuck's question, right?

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1 MS. PLATER-ZYBERK: Yes.  
 2 MR. GARCIA-SERRA: Okay. We have a legal  
 3 representative from the bid, Marina in the back.  
 4 We have had extensive discussions with the  
 5 bid, as recently as last week. So we continue  
 6 meeting with him as well as property owners in the  
 7 area.  
 8 We want to see this project be of benefit  
 9 to the whole community, including the business  
 10 owners along Miracle Mile, and so we are talking  
 11 about the sort of things you are suggesting:  
 12 extending the streets, getting improvements so  
 13 that it creates the kind of activity on Miracle  
 14 Mile and other properties.  
 15 Also we talk about potential transportation  
 16 links between the two so that indeed it becomes  
 17 two parts of the same whole; shoppers interacting  
 18 between both areas and going to both areas for  
 19 their shopping and entertainment.  
 20 MR. TRIAS: I think the important thing is  
 21 that this is a conversation that I think the  
 22 opinions of the bid and the opinions of other  
 23 merchants need to be brought into the discussion  
 24 and I think that's why they are here.  
 25 They have come to meetings and they have



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1 given us some input and I think that the most  
2 useful discussion we can have is to talk about the  
3 features of this code that encourage the  
4 integration and improvements and the fact that  
5 business is going to be a part of this project as  
6 opposed to some isolated project that is not  
7 bringing activity to the City.  
8 MR. DOVER: So the facts for that  
9 integration are not in the code beyond the street  
10 standards and the relationship of building the  
11 streets, the things that you would expect the  
12 department of the code to regulate.  
13 But the documents required before the City  
14 signs off on a development agreement include those  
15 assurances.  
16 MR. TRIAS: And I think it would be useful  
17 if you could explain how the public space, for  
18 example, is anticipated to be in the code and also  
19 the fact that the architecture of the buildings is  
20 designed to really work with the public space and  
21 it is on a level of detail unseen in any other  
22 code.  
23 I mean the level of detail that we are  
24 talking about and specificity is way beyond the  
25 typical even form-based codes.

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1 Maybe you can speak to how the code is  
2 shaping the public space and that public space is  
3 fully connected to the rest of the City.  
4 MR. DOVER: Well, you said that and that is  
5 in here. That is thoroughly baked in.  
6 What is left to be creatively addressed are  
7 the submissions for the development agreements.  
8 So the street designs are described in  
9 considerable detail.  
10 MS. PLATER-ZYBERK: The frontage along  
11 Ponce Circle is very important.  
12 MR. DOVER: The continuity of the retail  
13 going all the way to the northern boundary of the  
14 project so that it has the best possible  
15 trajectory to encourage pedestrians to continue  
16 north to the Mile, that is in here.  
17 But the financial commitments or what we  
18 call operational assurances, that could be brought  
19 up by the applicant.  
20 MR. TRIAS: In the peer review when we  
21 submit we add the input about marketing and  
22 merchandising and so on; the fact that there is a  
23 department store on the location and the fact that  
24 there is a second one that was recommended and the  
25 project was revised to accommodate that.

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1 All of those things were a direct result of  
2 that conversation and have been included in the  
3 project.  
4 MR. BOHL: I think the other real  
5 opportunity - and again, this is I think a great  
6 pilot opportunity for form-based code - is the  
7 knowledge transfer that can take place between the  
8 innovations in this form-based code applied to  
9 other parks of downtown.  
10 So as you know, the bid has been worked in  
11 trying to get reform for its own form of the code  
12 in downtown and there are things like the shared  
13 parking concept and others that I am sure they  
14 would love to see adopted in downtown and then  
15 they looked at places like those at Merrick Park.  
16 So you can do things here that we cannot do  
17 in downtown.  
18 So I think that is another great  
19 opportunity to effectively extend the successful  
20 elements of this form-based code to also benefit  
21 this other retail/dining part of downtown.  
22 MR. DOVER: In dealing with this many  
23 blocks simultaneously and as an integrated single  
24 project subject to a development agreement, it  
25 introduces complexity to this that form-based

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1 coding for other parts of the downtown would not  
2 require.  
3 I mean, you could envision a successor  
4 document or a sibling document to this one  
5 governing another area on one of the high streets  
6 would be simplified compared to this because it  
7 would not be dealing with the same large-scale  
8 integrated-project issues.  
9 MS. PLATER-ZYBERK: And the regulating in a  
10 planned way. An extended regulating plan might  
11 look very much like what you produced.  
12 MR. DOVER: Oh, yes. Most definitely.  
13 That is probably the most applicable  
14 aspect.  
15 MR. TRIAS: And I think that the discussion  
16 of whether it's only an area or citywide is not  
17 really a true discussion. It depends on whatever  
18 decision the Commission makes. I mean, certainly  
19 that is an option. The form-based code will be  
20 adopted or not.  
21 MS. GELABERT-SANCHEZ: Talking about open  
22 spaces.  
23 MS. PLATER-ZYBERK: Could we move onto  
24 other issues, right?  
25 MS. GELABERT-SANCHEZ: I think we still or

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1 I am still thinking on maybe more on the city  
2 side.  
3 I think one of the great things that the  
4 form-based code has is that it is through the  
5 public realm together with the private.  
6 So it also includes, in the same way that  
7 you are asking the private sector to do certain  
8 things, is for the City to kind of move the  
9 ground.  
10 And I think once we had worked on that in  
11 Miami, I think it was extremely important because  
12 then all of us would agree.  
13 I had one question and it goes, I guess, to  
14 the public realm and the city space and the plaza.  
15 In reading the codes - and maybe if you  
16 could just elaborate - it says that the required  
17 open space can be met on the upper levels and I  
18 was a little confused about that because it said  
19 "upper levels."  
20 It talked about being publicly accessible,  
21 yet it would not qualify for publicly accessible.  
22 So my concern was I am all for the rooftops  
23 and to be able to have that and to have it here I  
24 think would be great, but when we talk about the  
25 public realm and the city spaces and creating

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1 those plazas, I guess I would like to make sure  
2 that everything that we have just talked about is  
3 actually implemented because the roofing would be  
4 great but if, you know ---  
5 MR. TRIAS: These are some of the  
6 additional requirements of the project and Susan  
7 can explain in some more detail.  
8 MS. TREVARTHEN: The idea behind that was  
9 so often these signature spaces like these two  
10 stories that have been pointed out to you for the  
11 restaurant are set aside for private enjoyment in  
12 the sense of a penthouse or in the sense of a  
13 membership only or if you are staying in the  
14 hotel, hotel guests only.  
15 So that's why the language that at first  
16 blush seems contradictory, you know, it is not  
17 something that is solely used by the hotel, but  
18 rather citizens of Coral Gables can go in and  
19 enjoy that restaurant and those unique spaces.  
20 Similarly the rooftop gardens, that those  
21 would become public spaces.  
22 MS. GELABERT-SANCHEZ: And obviously that  
23 is not the issue that is understood and I guess my  
24 concern, going straight to the question, is: It's  
25 the open space requirement at the ground level,

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1 which meant to really serve the community.  
2 Can a hotel committee say that they are  
3 going to have a restaurant on the rooftop and then  
4 can take away from the space, the city space and  
5 the public realm, which should be happening at the  
6 ground level. That is the question.  
7 So I am talking now about checking that  
8 someone comes in and has it.  
9 The more space, the better. I just want to  
10 make sure that these great spaces that we are  
11 talking about or looking at actually get to the  
12 public.  
13 MR. TRIAS: And what happens is that if you  
14 look at the sidewalk, you can see that the ground  
15 level public space plan is good. So the ground  
16 level is the one that is right next to that.  
17 And you can see that Ponce de Leon is a  
18 great sidewalk. You can see in the center there  
19 is an island plaza, for lack of a better  
20 description, with an historic building there. So  
21 it's all designed as one.  
22 You can see that every street throughout  
23 this has been fully renovated on both sides of the  
24 street to create a high-quality environment a  
25 hundred percent of the way.

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1 So that in terms of what would be required  
2 on a normal typical project, all of that is taken  
3 care of at the ground level as it should be.  
4 Now, in addition to that, in addition to  
5 what typically a Mediterranean level building  
6 would have, there is a second map which includes a  
7 variety of public spaces on the top of the roof of  
8 several areas.  
9 Maybe you can describe which level and give  
10 an idea of how private and how public. There is a  
11 variety of things and some of them are passive  
12 parks for the public.  
13 Access to towers like that little tower  
14 down there acts in ways that are very visible and  
15 they are really part of the public realm of the  
16 City.  
17 MR. DOVER: So there are two different sets  
18 of percentages here. There is the required open  
19 space, some of which can be satisfied with the  
20 landscaping of the upper level terraces.  
21 MS. PLATER-ZYBERK: Can you refer to the  
22 document when you are speaking about this?  
23 MR. DOVER: Yes. Page 4.5 and it's here  
24 (indicating).  
25 So there is a required percentage, okay,

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1 and some of that can be met creatively through  
2 satisfying on the upper levels and if you go  
3 through the diagrams, there is this and that that  
4 can count toward the percentage.  
5 And then there is a separate requirement  
6 which says, over and above meeting that  
7 requirement, that says at least fifteen percent of  
8 the rooftop area in at least two locations shall  
9 be publicly accessible.  
10 So those are two different requirements.  
11 MR. TRIAS: Those are special requirements  
12 on this project.  
13 MR. DOVER: You must do upper level rooftop  
14 accessible spaces that are habitable and you can  
15 count that towards some of the requirement for  
16 your open space overall.  
17 Does that make sense, how those two things  
18 work?  
19 MS. PLATER-ZYBERK: Where is the overall  
20 public space number?  
21 MR. DOVER: The top of the page on 4.5.  
22 MS. PLATER-ZYBERK: So the twenty percent  
23 all other street types is the open space  
24 requirement, the total open space requirement?  
25 I did not key in on this one when I was

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1 reading. So that's why I am asking it now.  
2 MR. DOVER: Yes.  
3 MS. PLATER-ZYBERK: So the townhouses have  
4 to provide -- well, and where is this?  
5 Let's use the townhouse straight. The  
6 thirty percent is including the street or is it  
7 just the private property of the townhouse street  
8 lots?  
9 MR. DOVER: I don't think we addressed it.  
10 You found something.  
11 MR. TRIAS: I mean I think that, yes, what  
12 happens is the code right now requires twenty-five  
13 percent within your partial for townhomes.  
14 MS. PLATER-ZYBERK: The current city code.  
15 MR. TRIAS: The city code currently and I  
16 have to say which is one of the designations.  
17 It's very difficult, I have to say, having  
18 worked on several townhome projects. We had to  
19 get very creative on that.  
20 So here is something that we probably need  
21 to be clarified.  
22 MR. DOVER: I agree.  
23 MR. TRIAS: And the distinction that I  
24 talked about in making very clear what the ground  
25 level open space is, fewer classic open space

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1 requirements is, the problem is that we need to  
2 work it out. I think so.  
3 MR. DOVER: I agree.  
4 So Paragraph O, which is on 4.4, and the  
5 chart that I have up on the screen on 4.5 go  
6 together.  
7 MR. TRIAS: And what happens is there has  
8 to be a distinction between public and private, I  
9 think.  
10 MS. GELABERT-SANCHEZ: I think that would  
11 be correct. I agree with what you just said  
12 because even if you go to Page 4.5, it says, "At  
13 least one of the publicly accessible groups shall  
14 incorporate at least one public use such as  
15 dining, entertainment or private membership club."  
16 So the way that I read it is that it could  
17 be a private club and if I am not a member, it's  
18 accessible to members, but it is not accessible to  
19 me.  
20 MR. TRIAS: And that language should be  
21 cleared up. It needs to be clarified a little  
22 more.  
23 MS. GELABERT-SANCHEZ: Yes.  
24 MR. TRIAS: And I think your point is very  
25 well taken. What is missing is the clear classic

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1 open space required.  
2 MS. GELABERT-SANCHEZ: For public use and  
3 to ensure because I think again when we go back to  
4 why the form-based codes and regulating and to be  
5 able to create those civic and open spaces at  
6 ground level I think are critical and I think  
7 that's one of the strengths that the form-based  
8 code has and I think you are doing it. You are  
9 representing it and making sure that, in fact, it  
10 happens.  
11 MS. TREVARTHEN: It's a great comment and,  
12 as Victor was pointing out at the beginning of  
13 landscape on Page 4.4, the entire landscape  
14 requirement for the code is incorporated.  
15 These are only here to show where it  
16 deviates from the normal requirements.  
17 MS. PLATER-ZYBERK: Now, it's probably  
18 redundant, but we don't know what those are. So  
19 that's why the confusion.  
20 MR. TRIAS: The reality is that we have not  
21 gone far enough with the form-based requirements  
22 for landscape.  
23 We just incorporated one or two there of  
24 the conventional codes.  
25 So Victor and I will go over this.



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1 MS. PLATER-ZYBERK: And the paseo, does the  
2 paseo count?  
3 MR. TRIAS: Well, that is a good discussion  
4 point. I mean, what do you think? What do you  
5 recommend?  
6 Because clearly the paseos are public. I  
7 mean, certainly they are at ground level.  
8 Certainly they do not have gates.  
9 MR. BOHL: It's an urban place. So the  
10 plaza, the extent to which the street itself is a  
11 public space, and then the paseo is according to  
12 how it is articulated.  
13 MR. TRIAS: They are fully designed from  
14 building phase to building phase.  
15 MS. PLATER-ZYBERK: So one of the issues  
16 that might come up is security, nighttime  
17 security.  
18 I don't know if that is an issue for this  
19 project, but you could allow some percentage of  
20 the open space to be run according to the hours.  
21 MR. TRIAS: We have done that in some  
22 mixed-use projects; having some gates that are  
23 always open, but could be closed in theory.  
24 MS. PLATER-ZYBERK: And that is part of the  
25 mixed-use part of the development agreement, as to

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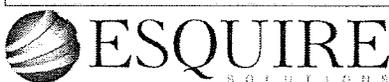
1 what the hours are.  
2 MR. DOVER: Do you think that that belongs  
3 in the form-based code purely specified?  
4 MR. TRIAS: Well, I think the development  
5 agreement is probably a better place.  
6 MS. PLATER-ZYBERK: Well, but you might be  
7 saying that the definition of public open space is  
8 that it is open; it's like a street.  
9 But that you might allow additional space;  
10 that additional space that can be controlled  
11 privately at various times could count.  
12 I think Ana is actually the better expert  
13 on this.  
14 MR. BOHL: The ground level public space is  
15 super important. We need to be very clear about  
16 how much of that there is and where it is, but it  
17 would not take away from the fact that all of the  
18 rooftop spaces that you are proposing to create,  
19 we do not do that anywhere else in Coral Gables  
20 and we want to see it and this is a good  
21 opportunity for it.  
22 So that's a good thing as well. I mean, we  
23 want to see that as well.  
24 MS. GELABERT-SANCHEZ: I think it's a great  
25 thing. I think it's great that the project

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1 includes both.  
2 I just want to make sure and I think that  
3 Victor and Ramon said that it's clear what is the  
4 percentage that is going to be allocated for real  
5 public access.  
6 MR. DOVER: And when it's essential to say  
7 so or show so, where.  
8 MS. GELABERT-SANCHEZ: And that it should  
9 be ground level in the plan if it's a percentage  
10 base because I know there might be some design  
11 tweaking as long as it's not reduced; that it is  
12 what the project calls for.  
13 I am probably going back to what you said  
14 on the paseos. I think if it's an open space, I  
15 think it's activated.  
16 I think what would be critical and that  
17 would be a question and it goes back to the first  
18 comment that we made, which is the habitable space  
19 that is not required; that there is no parking.  
20 I understand that because it's from the  
21 third to the seventh floor, but that it doesn't  
22 become a blank wall or doesn't become just display  
23 because then you can have a paseo with a blank  
24 wall. There is no parking, but if there is no  
25 activation, then it is not truly according to the

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1 intent.  
2 MR. TRIAS: Let me propose an answer to  
3 what you are saying and that is because we never  
4 had an architectural section in a form-based code  
5 just because most cities cannot have it. Then  
6 those issues tend to be directly dealt with.  
7 Here let's not forget that the last section  
8 is architecture and it has created very clearly  
9 the open areas and the columns in astonishing  
10 detail.  
11 So I think if we could make some connection  
12 to the code, maybe through linkages on those  
13 pictures more clearly, that would be very helpful.  
14 Again, you know, most cities cannot do  
15 this. Coral Gables is one of the very few that is  
16 able to show pictures of good buildings of the  
17 highest quality and say, "This is what we need."  
18 MS. GELABERT-SANCHEZ: Well, absolutely and  
19 I think it's a great draft and I think maybe you  
20 are getting a lot of comments just because it is  
21 and I am talking at this point not so much about  
22 the architecture, but as to the use.  
23 MR. DOVER: And habitable space.  
24 MS. GELABERT-SANCHEZ: And habitable space.  
25 MR. DOVER: So in addition to the



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1 specifications for the design of the storefront,  
2 the habitable space requirement.  
3 MS. GELABERT-SANCHEZ: Correct, and again  
4 that might be in the process here, but when I look  
5 at the dotted lines and I look at the garage that  
6 is proposed above it, it appears to kind of be the  
7 area where the dots are and then I just kind of  
8 wonder what is that facade and what is that height  
9 and what is that space going to be.  
10 And I think it might be just, I guess, just  
11 receiving comments and maybe elaborating to make  
12 sure that it's that great space that I think the  
13 form-based code can actually achieve.  
14 So I am just bringing that up.  
15 MR. DOVER: And so just to make sure I am  
16 following you, when you look at the difference  
17 between the Signature Street and plaza, for  
18 example, versus the downtown streets, that's one  
19 of the fundamental changes.  
20 So if you just turn your draft so that Page  
21 F plazas faces 3.8, faces G, downtown streets,  
22 3.10, you are like that (indicating).  
23 MS. GELABERT-SANCHEZ: Yes.  
24 MR. DOVER: And then look at the two  
25 diagrams you are going to see the differences in

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1 the habitable space requirements.  
2 MR. TRIAS: And I think Ana is concerned  
3 with having a storefront with not exactly anything  
4 interesting going on.  
5 MR. DOVER: Behind it.  
6 MR. TRIAS: We might want to explain it  
7 better.  
8 MS. GELABERT-SANCHEZ: Yes, and as I look  
9 at this elevation and I can see it, I guess I am  
10 looking at this one here and then when one is  
11 clear, but I am saying it's just a clarification  
12 to make sure.  
13 MR. TRIAS: Okay.  
14 MR. DOVER: I think we get it.  
15 MR. TRIAS: It's a very good point.  
16 MS. PLATER-ZYBERK: Let me step in and say  
17 that I think we said we would go until 5:00.  
18 MR. TRIAS: Yes.  
19 MS. PLATER-ZYBERK: That is right, and so  
20 it might be worth asking my colleagues, since we  
21 have all reviewed this document, how many other  
22 items would you have to review?  
23 I probably have about four others to  
24 review.  
25 Ana and Chuck?

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1 Could we make a little agenda for the last  
2 part of this meeting so that we can be sure to  
3 cover everything?  
4 MR. TRIAS: Please, go ahead.  
5 MS. PLATER-ZYBERK: So I, for one, will  
6 just run through. I would like to go through the  
7 summary of street text standards.  
8 I have a few comments there. I think this  
9 is in general very clear. It's a clearly  
10 presented and easy to use document.  
11 There are little questions along the way  
12 that if we don't get through them, I don't think  
13 it will be terribly bothersome to the end.  
14 Then I think we should spend a little bit  
15 of time on the architectural code.  
16 Chuck, how about you?  
17 MR. BOHL: I have just some notes on  
18 sections as well, just some notes that you can see  
19 the flexibility that was built into the code. So  
20 under the various street types, the fact that you  
21 have a variety of frontage options in many cases  
22 other than where you delineated, but you have  
23 frontage elements that the developer can choose  
24 from.  
25 You even have flexibility to build two

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1 lines in some cases. So it's good, good  
2 guidelines, but good flexibility built into it.  
3 I did wonder why you did not actually call  
4 street cross sections by a name rather than "Cross  
5 Section Plan A" rather than "Boulevard Option A."  
6 MS. PLATER-ZYBERK: Related back to the  
7 text that you had in the beginning.  
8 MR. DOVER: You are right.  
9 MS. PLATER-ZYBERK: Okay. So those will  
10 become regular city streets over this -- I have  
11 forgotten.  
12 MR. BOHL: There are like two options.  
13 MR. TRIAS: Names.  
14 MS. PLATER-ZYBERK: The signature street,  
15 the downtown street, the apartment and townhouse  
16 street, to use the same.  
17 MR. DOVER: Great point. I don't know why  
18 I did not.  
19 MS. PLATER-ZYBERK: Ana, do you have  
20 anything?  
21 MS. GELABERT-SANCHEZ: No.  
22 MS. PLATER-ZYBERK: Here is one item going  
23 to the summary of street type standards.  
24 Oh, wait. It's on Page 3.3. The 30,000  
25 square-foot floor plate maximum seems large to me.



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1 Is that corresponding to the proposed plan  
2 or is that a hypothetical?  
3 MR. TRIAS: Well, what would be a good  
4 number from your point of view?  
5 MS. PLATER-ZYBERK: So that is the specific  
6 kind of standard office plate that one has long  
7 heard is desired by the office development  
8 community and except for a few attorneys offices  
9 that might fill two or three floors, those are  
10 usually chopped up into smaller offices.  
11 So it's a kind of myth. It's an urban  
12 myth.  
13 MR. TRIAS: That's a great point.  
14 MS. PLATER-ZYBERK: And they are huge. I  
15 mean that is very big.  
16 MR. DOVER: They are chunky.  
17 MS. PLATER-ZYBERK: Yes.  
18 MR. DOVER: And we realize if you went all  
19 the way to that maximum, you probably are ---  
20 MR. TRIAS: And it's based on the office  
21 floor plan.  
22 MS. PLATER-ZYBERK: Yes.  
23 MR. TRIAS: So if you have a better  
24 suggestion, then ---  
25 MS. PLATER-ZYBERK: So I believe that we

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1 may have maintained that for offices in Miami 21,  
2 but we struggled to reduce that and I think that  
3 the residential one was reduced to eighteen or  
4 twenty.  
5 The somewhat svelter towers in Dadeland I  
6 think were 16,000 or 18,000 square feet.  
7 Vancouver limits it to 8,000 square feet  
8 and they are almost charming, if you could call a  
9 high-rise charming.  
10 MR. TRIAS: The office floor plan is the  
11 largest floor plan.  
12 MS. PLATER-ZYBERK: Yes.  
13 MR. DOVER: So it sounds like the  
14 applicant's current plan for their project, to  
15 survive should change.  
16 MR. TRIAS: Yes.  
17 MS. PLATER-ZYBERK: I would not allow any  
18 greater flexibility on this. If 25,000 is  
19 satisfying this project, I would keep it at that  
20 because if you think this is maybe setting a  
21 precedent ---  
22 MR. DOVER: Good point.  
23 MR. TRIAS: Very good point.  
24 MS. PLATER-ZYBERK: And I am not sure that  
25 you have a 30,000 square foot floor plan anywhere

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1 in downtown. I mean, that is something that you  
2 might study.  
3 I do think that some of the long  
4 residential high-rises on Coral Way that cast long  
5 shadows on their neighbors are in the low  
6 twenties.  
7 MR. TRIAS: Yes, yes.  
8 MS. PLATER-ZYBERK: So I think this is an  
9 important aspect of form-based coding.  
10 MR. TRIAS: I think that an inspection of  
11 the office may also be necessary.  
12 MS. PLATER-ZYBERK: And so although the  
13 form-based code typically gives freedom to tower  
14 and shape, I do think size is an issue.  
15 MR. BOHL: If you take the minimum on  
16 ceiling height, above the third floor you could  
17 have a 30,000 square foot with ceiling height. It  
18 doesn't sound very nice.  
19 MR. DOVER: I am not sure it would be nice  
20 at 25,000 square feet, but I hear your point.  
21 I think we just need to revise that.  
22 MR. TRIAS: Good point.  
23 MR. DOVER: So we will add it to our list  
24 and go back in the huddle form.  
25 What I meant to say was yes for that.

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1 MR. TRIAS: Good.  
2 MS. PLATER-ZYBERK: Small things. 3.5  
3 under miscellaneous: "All buildings must have a  
4 primary pedestrian entrance along the front  
5 facade."  
6 I am not sure that "front" is defined  
7 anywhere. You may want to.  
8 Maybe that is a street facade.  
9 And the 30,000 feet is recurring in these.  
10 MR. DOVER: Great.  
11 Did you get that, Jennifer?  
12 MS. GARCIA: Yes.  
13 MR. DOVER: Okay.  
14 MS. PLATER-ZYBERK: 3.9 under  
15 "Miscellaneous," the last sentence: "Upper level  
16 setbacks shall occur in buildings upfront."  
17 Historic landmarks. That may be key to  
18 something else, but I am not sure that there is  
19 not some more description of that to be. You  
20 know, does it step back at the height of the  
21 historic building or where? How does it do that?  
22 MR. DOVER: That is definitely the  
23 difference between F, Plazas, and the Signature  
24 Street is this setback feature and it is designed  
25 to relate to the single historic structure on the



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1 property in this case.  
2 But it is written here as if it takes in  
3 all the historic landmarks in the whole city.  
4 MS. PLATER-ZYBERK: It may be the setback  
5 on the seventh floor may be even lower for the  
6 historic building. I don't know.  
7 MR. TRIAS: I mean right now it is the  
8 seventh floor maximum. It could be lower, but  
9 certainly you could go to the seventh floor.  
10 MS. PLATER-ZYBERK: On Page 3.12 and 13, I  
11 think you will be impressed on how I have read  
12 every single word in this document, but  
13 "right-of-way," those two that are Plan A and Plan  
14 B should be named something else.  
15 One is a sixty-foot right-of-way with a  
16 wider pavement whereas the wider right-of-way, the  
17 seventy-foot right-of-way has a narrower pavement  
18 width and I could not tell if that was intentional  
19 because of which streets they were because I was  
20 not sure which ones A and B were.  
21 MR. DOVER: We will clarify that.  
22 MS. PLATER-ZYBERK: All right. You can  
23 clarify that.  
24 MR. DOVER: If you look at the plan  
25 diagrams on those two pages, Pages 12 and 13, you

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1 can basically see what is happening that is  
2 different between those two street types; and that  
3 is one has the wider sidewalk with one way  
4 circulation and the other has a narrow sidewalk  
5 and two-way circulation.  
6 MS. PLATER-ZYBERK: Right, but one might  
7 expect to do the narrower pavement and the  
8 narrower circulation.  
9 MR. DOVER: Of course.  
10 MS. PLATER-ZYBERK: Not necessarily, but I  
11 could not tell.  
12 MR. DOVER: Well, anyhow this is very site  
13 specific to their circulation.  
14 MS. PLATER-ZYBERK: Yes.  
15 MR. DOVER: That will be clearer when we  
16 get these A and B things matched to the map with  
17 the same names.  
18 MS. PLATER-ZYBERK: The line concerning an  
19 expert in townhouses with the type B allowed?  
20 MR. DOVER: I think that is an oversight.  
21 MS. PLATER-ZYBERK: And this is really like  
22 a typo.  
23 Suggestions? On Page 317, you have  
24 frontage element encroachment as a separate line  
25 and on Page 318 -- hold on a second. Oh, no.

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1 One has vertical clearance. That is a  
2 separate line.  
3 And the other one combines it with frontage  
4 elements. So you may just want to be consistent.  
5 MR. DOVER: You are right.  
6 MS. PLATER-ZYBERK: These are so small  
7 items.  
8 MR. DOVER: No, I am glad you pointed it  
9 out. I can't believe we missed that.  
10 MS. PLATER-ZYBERK: And 4.4.  
11 It's always easier if someone else does the  
12 editing.  
13 Parking under public right-of-way. The  
14 last paragraph, "Exhausts may be located" --  
15 actually air ventilation/exhaustion not allowed to  
16 obstruct sidewalks and other pedestrian spaces.  
17 Perhaps you should say "obstruct or exhaust  
18 onto," because it could be not obstructing the  
19 sidewalk and be blowing right on the pedestrians.  
20 MR. DOVER: Sure.  
21 MS. PLATER-ZYBERK: And "exhausts shall be  
22 located," instead of -- well, maybe not if you  
23 have already done it to "not exhaust onto  
24 sidewalks."  
25 In Miami 21 we said they had to exhaust at

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1 least eight feet above the sidewalk if they were  
2 going to be coming out of the wall, didn't we?  
3 MS. GELABERT-SANCHEZ: Yes.  
4 MR. DOVER: That makes a lot of sense.  
5 MS. PLATER-ZYBERK: And then, you know, I  
6 think this Mediterranean architectural code, the  
7 architectural standards are remarkable because  
8 they are such a useful guide, as someone who has  
9 been attempting to produce building facades using  
10 the historical prototypes.  
11 I think that just showing what a rich  
12 background there is in the city and how one can  
13 learn from it, including all the regulating lines  
14 you are showing, the proportions, the symmetries,  
15 and the great examples.  
16 But this would be useful for everyone in  
17 the City.  
18 MR. TRIAS: And I want to emphasize that  
19 this already is in the code. It's just that it's  
20 not explained in such detail. So it's not a new  
21 idea.  
22 MS. PLATER-ZYBERK: The goal is in there,  
23 yes. The intent is in the code, but not the  
24 instruction.  
25 MR. BOHL: It is not illustrated so

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1 clearly.  
2 MR. TRIAS: An example is an appropriate  
3 methodology.  
4 MR. BOHL: Back in 2002 when the School of  
5 Architecture was asked to focus directly on  
6 downtown, we heard a lot about Mediterranean  
7 architecture and ordinances and there was a  
8 disconnect between what people saw being built and  
9 they did not relate it to Mediterranean  
10 architecture and what they saw as the historic  
11 Mediterranean character of the City.  
12 We heard that from citizens, not just from  
13 architects.  
14 MR. TRIAS: Sure.  
15 MR. BOHL: And you could write an article  
16 on what part of the Mediterranean did you  
17 understand, to publish it in the local paper.  
18 So here it is illustrated and I think this  
19 is really at least a 2.0 version for the  
20 Mediterranean ordinance and I think it gives a  
21 whole better opportunity to produce much better  
22 Mediterranean architecture.  
23 MR. TRIAS: Just to summarize what we have  
24 done, what we have done is we have researched the  
25 original drawings of the buildings that are listed

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1 currently in the code.  
2 This is brand-new material that has not  
3 been available before. However, it's in storage  
4 in New Zealand and other places. So it's publicly  
5 accessible, but we have put it together in an  
6 illustrated manual. So that's the goal of this  
7 chapter.  
8 MS. PLATER-ZYBERK: So I had one tiny  
9 addition to it and actually this may be -- well, I  
10 am not sure that this is appropriate, but I was  
11 wondering whether the quarter sphere awning, the  
12 kind of globular awnings, would be considered  
13 correct or not.  
14 It's silent on that and I think there is  
15 one place where they are and they do not look too  
16 bad, which is the old San Michel Hotel.  
17 MR. DOVER: Right. That's the one that  
18 came to mind when you said that. They are matched  
19 up with arches.  
20 MS. PLATER-ZYBERK: Yes, but there are  
21 other instances where they are rather clumsy; not  
22 necessarily in our city, but in other places.  
23 So one might just consider whether those  
24 should be ---  
25 MR. DOVER: Well, an illustration of how to

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1 do it well would not hurt in here, would it?  
2 I wonder if the distinction of when to do  
3 it is to do it as a possible response to an arched  
4 opening as opposed to just putting quarter-sphere  
5 shaped things onto the flat facade or above  
6 rectangular.  
7 MS. PLATER-ZYBERK: But if it means the  
8 regular canopy awnings come out of an arch?  
9 MR. DOVER: Certainly. So that is not a  
10 bad idea at all.  
11 I would maybe do that by crowding this page  
12 a little and adding another example or by adding  
13 another page.  
14 MS. PLATER-ZYBERK: And so then there is  
15 one small note that might be confounding to some  
16 architects on Page 5.12 under Table 5.12,  
17 Composite for rules outlined in this table shall  
18 be correct portion of the chosen order including  
19 -- and it names the orders.  
20 I wonder whether that should make a  
21 reference to a particular treatise.  
22 MR. DOVER: Like one of the scholarly  
23 texts.  
24 MS. PLATER-ZYBERK: Yes, one of the texts  
25 because they do vary and maybe you just say such

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1 as. You don't want to be that specific.  
2 MR. TRIAS: I will tell you one nice thing  
3 about this is that it showed nine different  
4 versions of the ionic column, all very different.  
5 I mean this is a description.  
6 I think we can show some references.  
7 Originally one of the ideas is that the  
8 original Mediterranean buildings were based on  
9 very specific books, picture books.  
10 And I own some of them. I have them in my  
11 office and we could reference those original  
12 materials.  
13 They are not necessarily the classical  
14 treatises, but the actual references used by the  
15 architects of the 1940s. So we have that.  
16 MS. PLATER-ZYBERK: So maybe ---  
17 MR. DOVER: I wonder if the bibliography  
18 might be even more powerful if we gave more  
19 specificity here.  
20 MS. PLATER-ZYBERK: Yes.  
21 MR. TRIAS: Yes, because we know some of  
22 those specific references and we can just list  
23 them.  
24 We might want to do research.  
25 MR. DOVER: There are two ways to look at



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1 this. One is that it could be very, very  
2 specified in an architectural play book in trying  
3 to show people how to execute the play  
4 successfully, which would be a good reason to send  
5 them to specific references.  
6 The other reason is because it's not all  
7 that uncommon for this City to receive an  
8 application with traditional configurations - I am  
9 looking for the right word - simply done flat  
10 wrong.  
11 And so if we make it more specific here, I  
12 suppose we want to be able to prohibit wrong.  
13 If we include more bibliographic material  
14 and more guidance with the play book approach,  
15 it's because we are open to paradoxia in the way  
16 that it is.  
17 Do you see what I am getting at?  
18 So if our fear is that without listing  
19 which of the reference books to run, someone is  
20 going to bring us Tuscan done wrong and then we  
21 need to be specific.  
22 If our concern is that people who are  
23 wading into this and want to learn how to do it  
24 well don't know where to look for additional  
25 guidance beyond what is here --

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1 MS. PLATER-ZYBERK: Yes, that's right.  
2 MR. DOVER: -- then I think the  
3 bibliography approaches that.  
4 I mean, these are just two ways of  
5 approaching that.  
6 MR. TRIAS: And the bibliography may  
7 include the books that may be in the School of  
8 Architecture or may be in the library and those  
9 are books that I have.  
10 I have some of those books, too. I think  
11 they are accessible. They are the true references  
12 that were used when this architecture was  
13 developed.  
14 So we can work on that, the bibliography.  
15 MS. PLATER-ZYBERK: So have we exhausted  
16 our comments?  
17 MR. BOHL: A couple of caveats. Under  
18 shopfronts and signage, you have done a great job.  
19 MR. TRIAS: Which page?  
20 MR. BOHL: The second page.  
21 MS. GELABERT-SANCHEZ: 5.18.  
22 MR. BOHL: 5.18. So capturing the  
23 Mediterranean architectural language, you have  
24 done a great job with that.  
25 I worry a little bit about being a bit too

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1 restrictive on signage and allowing the expression  
2 of the shops and the brands and the merchandizing  
3 and the activation on the street and all of the  
4 kinds of interesting things that make shopping and  
5 dining in public space areas interesting.  
6 I mean, you get the appearance that the gap  
7 has to be chiseled in stone above the storefront.  
8 I know it's not intended, but having that  
9 flexibility for the retailers as to the  
10 merchandizing to occur, I think is important.  
11 I think you need to strike a balance on  
12 this.  
13 MR. DOVER: Do you think there is something  
14 too specific already listed here or that that is  
15 just the feeling people are going to get; that  
16 they are not going to see the flexibility?  
17 I am not quite sure I understand.  
18 MR. BOHL: Again, I understand it says that  
19 the signage shall enhance the Mediterranean  
20 character and shall be designed as part of a  
21 uniform signage plan.  
22 So that has to be determined, all right,  
23 what the uniform signage plan would be.  
24 MR. TRIAS: Yes.  
25 MR. BOHL: And then the purpose of this,

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1 basically of all advertising signs, et cetera, et  
2 cetera, cannot be used here. That sounds a little  
3 sweeping.  
4 MR. TRIAS: Yes, the code, as you know, is  
5 very restrictive already on signs and that's one  
6 of the issues that have been discussed with bids  
7 and I think that's an area where we can have some  
8 further discussion.  
9 MR. BOHL: When you think of great  
10 vernacular classical buildings in great cities  
11 like in Europe or in places like that, part of  
12 what makes it so interesting when they are really  
13 active places is that you have an Apple store and  
14 you have the modern brands and their expression  
15 there in those buildings.  
16 MR. DOVER: Piccadilly Circus is like that,  
17 right?  
18 MR. TRIAS: All right. Let me just say  
19 what I want to say, which is that we looked very,  
20 very hard for a road sign connecting points and  
21 the only picture we found with letters here is  
22 actually in the Coral Gables Elementary School.  
23 So it's not even a store. That was just an  
24 illustration we wanted to have there, but clearly  
25 that doesn't mean that's the only thing you can



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1 do.  
2 MR. BOHL: And also when you look at the  
3 original 1920s commercial buildings in downtown  
4 historical Coral Gables, you are going to see a  
5 whole wide variation in terms of signage and  
6 painted billboards and lighting.  
7 MR. TRIAS: But I think that the key  
8 component here is that signage is one of the  
9 requirements that will be improved by the City  
10 Commission as part of the process of the signage  
11 plan and that it has to be incorporated into the  
12 architecture. That is one of the messages that we  
13 wanted to convey.  
14 MS. PLATER-ZYBERK: One other small item  
15 under - well, I have forgotten where it is - the  
16 shopfronts, which is Page 5.16 in which you talk  
17 about durable materials. You note wood and  
18 masonry.  
19 Does masonry also mean stone in that  
20 definition or is it different?  
21 In other places you talk about stucco. So  
22 I think just clarifying would be good.  
23 MR. TRIAS: Okay. Very good.  
24 MR. DOVER: Okay. I am not sure we  
25 finished with what Chuck brought up.

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1 MR. BOHL: Yes. So the signage is not just  
2 to be incorporated into the architecture, right?  
3 MR. TRIAS: No. What I mean is that the  
4 board is to review signage for architectural  
5 design and that's not the way that things are  
6 anyway.  
7 So somehow we need to maybe explain that a  
8 little bit better because this is one single  
9 project. It's not an emergency type of regulation  
10 that we have to worry about too much.  
11 MR. BOHL: But the retailers will have a  
12 lot of ideas about how they would like to express  
13 themselves.  
14 MR. TRIAS: Yes. Merrick Park is going to  
15 change their frontage and they have some  
16 flexibility. So yes, we should.  
17 MR. DOVER: I say we should redo the  
18 paragraph in light of the things that you raised.  
19 Chuck, we can probably improve that  
20 sentence.  
21 MR. BOHL: Yes.  
22 MR. DOVER: And I would like to take a  
23 crack at it.  
24 MR. BOHL: I could not find anywhere in  
25 here for the submission of a sidewalk cafe, you

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1 know, and other things that might be able to occur  
2 within the public realm.  
3 MR. TRIAS: It's not allowed.  
4 MR. BOHL: Those words do not appear  
5 anywhere in the document.  
6 MR. DOVER: No.  
7 MR. BOHL: They are prohibited?  
8 MR. DOVER: Is that somewhere?  
9 MR. TRIAS: And it should be very clear.  
10 MS. PLATER-ZYBERK: You could out of the  
11 public realm.  
12 MR. TRIAS: Outdoor seating that we  
13 mentioned, like you mentioned. Outdoor seating  
14 like you mentioned, occupying the public realm  
15 with chairs and tables.  
16 MS. PLATER-ZYBERK: But that might be  
17 somewhere else in the City code.  
18 MR. TRIAS: It is, but it should be here,  
19 too.  
20 MR. DOVER: And it is potentially a place  
21 where in the bid it would be useful because I  
22 remember when the outdoor dining ordinance in  
23 Coral Gables was adopted. So in the years since  
24 we have had a lot of experience in living with  
25 that.

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1 MR. TRIAS: The issue is that the ordinance  
2 says that you can only have thirty percent of  
3 outdoor seating of the total seating area that you  
4 have. So that limits things significantly.  
5 So this may be a way to deal with this  
6 issue in a significant way.  
7 MR. BOHL: I would love to see a  
8 breakthrough in that area.  
9 MR. DOVER: Well, we are making  
10 breakthroughs everywhere else, Ramon.  
11 MR. TRIAS: That's true. Perhaps we should  
12 conclude and maybe have some public comment.  
13 MR. BOHL: Can we have concluding comments?  
14 MS. PLATER-ZYBERK: But I think that's a  
15 good idea. We have not asked for public comments.  
16 Then we can conclude after that.  
17 We have put everybody to sleep.  
18 Or are there any final comments from the  
19 designers?  
20 MR. GARCIA-SERRA: Well, this is a part of  
21 another step in the long journey that we have  
22 taken, but I think it's been a very helpful  
23 experience.  
24 All of the comments received today I think  
25 can be incorporated both into the code and into



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1 the project and we can continue along in this  
2 process.  
3 I don't know if there are any additional  
4 things about that you want to add, but we thank  
5 you so much for your time and we know it's not  
6 easy to take time out of your busy schedules to  
7 review something like this, but it really is of  
8 great value to us and we take it very seriously.  
9 So thank you very much. We appreciate it.  
10 MS. PLATER-ZYBERK: Anyone from the  
11 neighborhood?  
12 I notice at least one person here from the  
13 neighborhood.  
14 WOMAN FROM AUDIENCE: Good afternoon. I  
15 was not prepared to speak, but we had several  
16 meetings and thank you very much. You have been  
17 very willing to listen to us.  
18 There is an ad hoc committee formed by the  
19 entire community, in particular several members of  
20 the community, and for our part there is some  
21 concern.  
22 The traffic will attract a different type  
23 of retail, but in terms of the retail signs at the  
24 Agave Ponce, retail is like 147,000 square feet.  
25 Like 100,000 of that is amenities; you know, a

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1 juice bar, the health care, which is fine, but the  
2 true retail is at 241,000 square feet. That is  
3 comparable to Miracle Mile.  
4 So, you know, we have had conversations  
5 with him, talking about the different needs of the  
6 City.  
7 We believe that there is a big void in  
8 terms of having a convention center and we are not  
9 talking about a huge convention center, but just a  
10 convention center large enough to be able to  
11 accommodate 1,000 or 2,000 people.  
12 As it is, I think people that I have talked  
13 to will have events here already capped. One is a  
14 foundation. They cannot go anywhere else.  
15 You know, the country club over at the  
16 Biltmore only holds 350 people. Then the country  
17 club only holds 500 or so.  
18 So there is a real need for us to be able  
19 to attract different conferences, international  
20 conferences and host people from around the county  
21 to come to Coral Gables.  
22 So this is one of the areas.  
23 Palm Beach has been very successful. They  
24 have a conference center and their conference  
25 center is approximately 150,000 square feet.

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1 So this is one of the things that we are  
2 asking them to consider.  
3 I know others have been very successful in  
4 that their facilities have been remodeled.  
5 For example, the Hilton in Downtown is one  
6 such project. Jungle Island after the concluded  
7 renovation.  
8 And let me tell you, they are filled up  
9 almost every day of the year and they have  
10 luncheons and ballrooms and galas.  
11 So that is one thing that we are asking for  
12 them to consider, to reduce the amount of retail.  
13 Thank you.  
14 MS. PLATER-ZYBERK: That certainly sounds  
15 like good focus group information.  
16 WOMAN FROM THE AUDIENCE: And there are  
17 other things that I would be able happy to share  
18 at a later time. Thank you very much.  
19 MS. PLATER-ZYBERK: I don't think there is  
20 anything in this regulation that would prevent  
21 something like that from happening, but the  
22 designers would know better in terms of scale  
23 whether there is anything.  
24 They certainly would not be in that 30,000  
25 square feet.

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1 MR. TRIAS: Okay. Thank you very much.  
2 Unless we have any other thoughts, if you  
3 want to conclude?  
4 MS. PLATER-ZYBERK: I think there were some  
5 final comments from the panelists.  
6 MR. BOHL: Well, I will jump in.  
7 This is an extremely important location in  
8 the City that I think a lot of us people,  
9 residents of Coral Gables, have been hoping to see  
10 happen for a while, especially since the previous  
11 project could not go forward.  
12 And I think I want to commend first of all  
13 the planning director for putting together this  
14 combination and the applicant for the willingness  
15 to go through the process where there has been a  
16 peer review at the School of Architecture and now  
17 this panel's opportunity to review the form-based  
18 code proposal, but just the fact that you have  
19 enlisted Deborah Cole to do the form-based code is  
20 a real accomplishment.  
21 So what we have is an extremely important  
22 place in the City. We have a really beautifully  
23 done form-based code.  
24 We can do a little tweaking, but this is  
25 the gold standard. I mean, Deborah Cole happens



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1 to be in our backyard, but on a national basis  
2 this is a leading firm in form-based coding, not  
3 excepting the Dwight Brothers, but they are really  
4 a terrific firm.  
5 And you have RTKL, which is an incredibly  
6 talented architectural firm to carry out the  
7 project under this form-based code.  
8 So I think you have a great kind of  
9 alignment of opportunity here to carry out a  
10 potentially very successful project and  
11 potentially set a new standard for the future  
12 reform of the code within the City.  
13 MS. PLATER-ZYBERK: Thank you, Chuck.  
14 Ana?  
15 MS. GELABERT-SANCHEZ: I think I will  
16 concur with what Chuck said.  
17 I think you have a great team that you have  
18 assembled like Chuck said also; that the private  
19 development is willing to go through this and that  
20 this would serve as a pilot for the rest of the  
21 City.  
22 So I look forward to this being the first  
23 step as the City proceeds in creating a great  
24 streetscape and continuing the development of  
25 Coral Gables as a walkable city that I think we

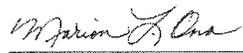
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1 have all been talking about for so many years.  
2 And I think you have a great team and I  
3 would concur that you have a great firm that you  
4 have chosen to do the codes and I really look  
5 forward to seeing it implemented.  
6 And I would also like to thank you for the  
7 opportunity of providing the comments to some of  
8 the committee which are appropriately based on the  
9 experience that we can bring and share with you  
10 today. Thank you so much.  
11 MS. PLATER-ZYBERK: Thank you, Ana.  
12 I should just say to my two fellow  
13 panelists it may be worth reiterating that the  
14 goals I think have been shared by many for many  
15 years to make this a city of specific character  
16 and a place of welcoming walkability to its  
17 residents and many important businesses and  
18 visitors who are here.  
19 And this is really our first road map of  
20 how to get there after the first intentions of its  
21 founders and the first codes that set us on this  
22 path.  
23 I think we need to thank Ramon for deciding  
24 that one could clarify and articulate how that  
25 path can be taken.

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1 And, Victor, thank you and your firm for  
2 the good work to produce this. I hope it serves  
3 Agave well and that your project will succeed to  
4 such an extent that everyone else in the City will  
5 want to follow the same direction. Thank you.  
6 MR. TRIAS: Thank you very much.  
7 (Whereupon, at 4:58 p.m., the meeting was  
8 concluded.)  
9  
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1 CERTIFICATE OF REPORTER  
2  
3 STATE OF FLORIDA  
4 COUNTY OF MIAMI-DADE SS:  
5  
6 I, the undersigned authority, hereby certify  
7 that the foregoing transcript, Pages 1 to and including  
8 132, inclusive, is a true and correct transcript of the  
9 meeting held before the Peer Review Committee of the  
10 City of Coral Gables, Florida, at the time and place  
11 stated in the caption thereof.  
12 I further certify that I am not of counsel to  
13 either of the parties to said cause or otherwise  
14 interested in the event thereof.  
15 IN WITNESS WHEREOF I hereunto set my hand and  
16 affix my official seal of office this 27th day of  
17 November 2014.  
18  
19   
20 MARION L. ONA, NOTARY PUBLIC  
21 STATE OF FLORIDA AT LARGE  
22 MY COMMISSION NO. FF-053900  
23 MY COMMISSION EXPIRES 10-4-2017  
24  
25



## **Mediterranean Village Staff Report Attachment G: Comparison of Form-Based Code Regulations to Existing PAD Regulations**

The proposed form-based standards will focus on the shaping of public space between buildings. In contrast, current zoning provisions regulate maximum building height and FAR, and provide Board of Architects' review of other issues.

The proposed Mediterranean Village Form-Based Code includes many provisions that are not addressed in the existing PAD regulations, including:

- Development is regulated according to the form of public space rather than through conventional calculations such as Floor Area Ratio;
- Specific dimensional requirements are included for streetscape, street frontage, building form;
- Detailed dimensional standards are provided for Mediterranean architectural design;
- Includes mandatory Mediterranean Level 2 Bonus provisions;
- Requires a mix of uses, including residential;
- Additional height is permitted to allow for place-making features such as terminated vistas and public access;
- Requires rooftop public spaces;
- Requires the project to be LEED-ND certified;
- Requires a high level of pedestrian and bicycle support amenities;
- Requires garage liner on most upper floors facing major streets and public spaces;
- Reduces step-back requirements from less intense land uses;
- Larger maximum area for rooftop architectural appurtenances;
- Allows on-street parking to count towards total parking requirement;
- Allows for parking reductions based on shared parking and proximity to transit; and
- Limited locational criteria for Mediterranean Village PADs

The table on the following pages outlines the existing PAD Use requirements and Minimum Development Standards as outlined in the Zoning Code, and the Form-Based Code requirements that would replace them for the Mediterranean Village PAD project area.

*Comparison of Mediterranean Village Form-Based Code PAD to existing PAD standards:*

<b>Zoning Code Section</b>	<b>Provision</b>	<b>Existing PAD Requirements</b>	<b>Proposed Mediterranean Village Form-Based Code Requirements</b>
3-502.A.	Uses Permitted	Must Comply with Underlying Zoning	Must also be a Mix of Uses; Applicant must submit a Use Plan by block
3-502.B	When there are conflicts with underlying zoning, PAD standards apply	Underlying Zoning regulations and PAD regulations can be adjusted for the purpose of Public Benefit	Same as Existing PAD Requirements: Underlying Zoning regulations and PAD regulations can be adjusted for the purpose of Public Benefit
3-502.C.1.	Minimum Site Area	1 Acre	6 Acres
3-502.C.2.	Configuration of Lands	200' Lot Width min. 100' Lot Depth min.	Controlled by Street Type Plan and Regulating Plan
3-502.C.3.	FAR	Must comply with Future Land Use Map	Building Mass and Bulk controlled through Building Form Standards
3-502.C.4.	Density	Must comply with underlying Zoning District	Density controlled by Building Form Standards
3-502.C.5.	Transfer of Density	Does not allow transfer of density that is intrusive to existing SFR	Density and transitions to SFR regulated by form and by Street Type
3-502.C.6.	Landscape Open Space	20% of PAD site	20% - 30% of Lot based on Street Type
3-502.C.7.	Building height	Must comply with Land Use and Underlying Zoning District	Must comply with Land Use and Building Form Standards in FBC
3-502.C.8.a.	Architectural elements	Required on all facades	Specific Form-Based Requirements in Architectural Standards
3-502.C.8.b.	Buildings over 150' long	Must break up massing	Building Massing Composition Form-Based Requirements in Architectural Standards
3-502.C.8.c.	Parking Garage facades	Architectural Treatment	Requires habitable liner space on the majority of frontage onto Signature Streets and Plazas; Provides standards for architectural treatment for other unlined garage facades
3-502.C.8.d.	Paseos	Every 250' of block face	Maximum placement of 250' from side street; Specific Form-Based Requirements in Building Form Standards

<b>Zoning Code Section</b>	<b>Provision</b>	<b>Existing PAD Requirements</b>	<b>Proposed Mediterranean Village Form-Based Code Requirements</b>
3-502.C.8.e.	Pedestrian Entrances	Must face front or side property line	Primary pedestrian entrance requirements in Building Form Standards
3-502.C.9.	Perimeter and Transition	PAD must harmonize with adjacent land uses; maximum 45' height within 100' of ROW adjacent to residential	Controlled by Street Type Plan and Regulating Plan
3-502.C.10.	Minimum Street Frontage, Building Site, Lot Coverage, Setbacks	No minimum requirements	Controlled by Street Type Plan, Regulating Plan and Building Form Standards
3-502.C.11.	Platting / Replatting	Not required unless PZB or City Commission determines that it is in the public interest	Not required unless PZB or City Commission determines that it is in the public interest
3-502.C.12.	Facing of Buildings	Buildings may face a private street	Controlled by Street Type Plan and Regulating Plan
3-502.C.13.	Off-street parking and loading	Must comply w underlying Zoning District; common parking area permitted	Parking location controlled by Street Type Plan and Building Form Standards; Required Parking Count may include on-street and off-site spaces; Allows parking reductions based on a study; Loading locations and design controlled by Regulating Plan and Building Form Standards
3-502.C.14.	Boats and Recreational Vehicle Parking	Only permitted in enclosed garage	Not applicable
3-502.C.15.	Accessory uses and structures	Permitted	Allows uses that are permitted in the underlying Zoning District and Land Use Classification
3-502.C.16	Signs	Must comply w underlying Zoning Requirements	Must comply w underlying Zoning Requirements; Additional Form-Based Requirements in Architectural Standards
3-502.C.17	Refuse and Service Areas	Must be designed to minimize impact	May not be located on street-facing facades
3-502.C.18	Private Streets and Drainage	Must comply with Public Works Standards for public streets and Florida Building Code standards for drainage	Street Design Addressed by Street Cross Sections regardless of Public or Private status; No unique drainage standards included

<b>Zoning Code Section</b>	<b>Provision</b>	<b>Existing PAD Requirements</b>	<b>Proposed Mediterranean Village Form-Based Code Requirements</b>
3-502.C.19	Ownership	Applicant must be owner; must submit a development agreement	Applicant must be owner; must submit a development agreement with specific defined elements
3-502.C.20	Historic Landmark	Project must be compatible	Requires compliance w Zoning Code; first and second stories of all facades fronting historic buildings must be compatible; building must step back
3-502.C.21	Easements	City Commission may approve	City Commission may approve
3-502.C.22	Utilities	Must be installed underground	Must be installed underground
3-502.C.23	Mixed-Use	May include a mix of office, hotel, multi-family, and retail	Must be a Mix of at least four Uses, including residential; Applicant must submit a Use Plan by Street Type
3-502.C.24.a. 3-502.C.24.b. 3-502.C.24.c. 3-502.C.24.d. 3-502.C.24.e. 3-502.C.24.f. 3-502.C.24.g.	Property Owner's Association and the maintenance of common areas	Must be established for maintenance of common areas; Mandatory membership for all property owners; Responsible for liability insurance, local taxes, and maintenance; Property owners must pay share; If common areas are not maintained, City Commission has right to hire an outside maintenance company; Cost will be assessed and made a lien against properties; Common Areas shall be legally restricted, recorded, binding as covenant running with the land	Must be established for maintenance of common areas; Mandatory membership for all property owners; Responsible for liability insurance, local taxes, and maintenance; Property owners must pay share; If common areas are not maintained, City Commission has right to hire an outside maintenance company; Cost will be assessed and made a lien against properties; Common Areas shall be legally restricted, recorded, binding as covenant running with the land

<b>Additional Items Required by the Mediterranean Village Form-Based Code That Are Not Required by Existing PAD Regulations</b>
Street Types Plan and Regulating Plan
Context Analysis
Design Standards for plazas, paseos, and arcades
Pedestrian Open Space Plan, Parking, and Service Diagrams
LEED-ND Certification
Permitted Uses Plan according to Street Type
Mandatory Mediterranean Bonus Level 2
High-quality materials
Transit Improvement Plan and Transit Contributions
Public Art Plan providing greater quantity and quality of Public Art than required in the Coral Gables Code.
Innovative Parking Strategies, including shared parking, electric vehicle charging stations, and bicycle parking and support facilities
Neighborhood Streetscape Improvement Plan and Traffic Calming Plan
Requirements for Parking Under Right-of-Way
Landscape Requirements
Activated Rooftops
Graphically clear, instructive Mediterranean Architectural Standards

*Zoning Code Requirements adjusted by the Mediterranean Village Form-Based Code*

<b>Zoning Code Section</b>	<b>Provision</b>	<b>Proposed Mediterranean Village Form-Based Code Requirements</b>
Section 4-302 Commercial District (C) D.5.b.	C properties shall have a height limitation of three (3) floors or forty-five (45) feet, whichever is less, within one-hundred (100) feet of an adjacent, abutting or contiguous (including streets, waterways, or alleys) SFR and/or MF1 property, as measured from the C property line.	Building height and transitions to residential uses are controlled by the Street Types Plan and the Building Form Standards
Section 4-402. Prohibited uses, certain streets.	No driveway for use by motor vehicles or any other purpose shall be permitted to be constructed across the sidewalks on properties abutting Miracle Mile from Douglas Road to LeJeune Road and/or on properties abutting Ponce de Leon Boulevard from Minorca Avenue to University Drive.	Driveways permitted on Ponce de Leon Boulevard as part of a PAD Regulating Plan that is approved by Commission

## **Mediterranean Village Staff Report Attachment H: Parking Analysis**

Downtown Coral Gables has high-intensity, mixed-use buildings and an interconnected, fine-grain network of streets. This urban context provides substantial opportunities for walking, biking, riding the Coral Gables Ponce de Leon trolley and the City of Miami Coral Way trolley, and using Metrobus and Metrorail to get around. It is also a prime “park once” environment, therefore justifying shared parking reductions.

A key strategy towards becoming a sustainable, pedestrian-friendly community is adjusting parking requirements to account for mixed-use, multi-modal urban development. This is cited as a priority by leading urban planning professionals at the American Planning Association, Smart Growth America, and the Congress for the New Urbanism.

The City’s Comprehensive Plan also supports alternative parking strategies for urban areas:

*Policy MOB-3.1.1. The City shall research various parking strategies and policies for consideration and possible adoption that may include one or more of the following:*

- *Quality pedestrian connections between the parking facility and the initial destination and secondary destination(s), and City trolley.*
- *Support a “park once” effort, whereas parking patrons become a “pedestrian” or “transit rider” between the City’s downtown, adjoining retail centers, business attractors, employment center and the University of Miami.*
- *Continue research on the use of shared parking for destinations for public facilities or the overall parking system.*

Coral Gables’ competitive advantage for attracting new development is its strong sense of place. This sense of place could be dramatically improved if a greater portion of buildings was devoted to human spaces rather than automobile spaces. Applying suburban parking ratios to urban buildings results in large parking garage podiums, and increases the mass and bulk of buildings.

### **Mediterranean Village Innovative Parking Strategies**

The Mediterranean Village Form-Based Code introduces parking strategies that address Coral Gables’ urban context. The following regulations are incorporated into the Mediterranean Village Form-Based Code and reduce the burden of excess parking, and ultimately improve “sense of place”:

1. Allow for shared parking reductions.
2. Allow for transit-oriented development reductions.
3. Allow for payment into a Trolley Trust Fund in lieu of parking spaces.
4. Allow on-street parking to count towards the project parking requirement.

## **Shared Parking: How Does it Work?**

Shared Parking means that parking spaces are shared by more than one user, which allows parking facilities to be used more efficiently. Shared Parking takes advantage of the fact that most parking spaces are only used part time by a particular motorist or group, and many parking facilities have a significant portion of unused spaces, with utilization patterns that follow predictable daily, weekly and annual cycles. For example, in a mixed use building with office, restaurant, and retail uses, the office parking will be most utilized during the workday, while the restaurant and retail parking will be most used at night and on the weekends. Shared Parking reductions calculate the total parking needed for all uses at the peak hour and peak day of the week, and allow the excess spaces to be eliminated from the required parking.

## **Coral Gables Parking Requirements Compared to South Florida Municipalities**

The City of Coral Gables currently has the highest parking requirements amongst major South Florida municipalities, including Miami, Fort Lauderdale, and West Palm Beach. Of the cities studied, the parking requirements in Coral Gables are only exceeded by the City of Pinecrest, a suburban, auto-oriented community along US 1. In addition, the City of Coral Gables currently does not provide parking reductions or shared parking for mixed-use projects or transit-oriented developments. Please see Table 1: Parking Requirement Analysis below for a detailed comparison.

As shown in Table 1, if the Mediterranean Village project as proposed in December 2014 used the existing Coral Gables parking requirements, approximately 3,283 parking spaces would be required. This may be a reasonable amount of parking in a suburban context such as Pinecrest, but it may not adequately address the urban context of downtown Coral Gables. Under the Mediterranean Village Form-Based Code, the parking requirement is approximately 2,600 spaces. This range of minimum and maximum required parking that is still higher than the minimum required parking in the urban areas of the cities of Miami, Fort Lauderdale, and West Palm Beach.

Table 1: Parking Requirement Analysis

Urban Village PAD Proposed Program*		Parking Requirement by City					
		Coral Gables	Miami (T6)	Ft. Lauderdale (Transitional Mixed-Use)	West Palm Beach (City Center)	Pinecrest	South Miami (Hometown District)
Townhouse	15 units	2/unit	1.5/unit + 1 visitor/ 10 units	1.2/unit	1.5/unit	2.5 /unit + 1 guest/ 4 units	2/unit
2 Bedroom Apt	128 units	1.75/unit					2/unit + 1 visitor/ 10 units
3 Bedroom Apt	86 units	2.25/unit					
Hotel	184 units	1.125/unit	0.5/unit + 1 visitor / 15 units	60% of 1/unit	1/unit + 1/5 units for employees + 1/100 sf of mtg space	1/unit +1	1/unit + 2 spaces (reception)
Office	314,000 sf	1/300 sf	3/1000 sf	60% of 1/250 sf	1/400 sf	1/250 sf	1/250 sf (includes req. ground floor retail)
Retail	242,000 sf	1/250 sf	3/1000 sf	60% of 1/250 sf	1/300 sf	1/250 sf	1/300 sf
Restaurant	29,000 sf	12/1,000 sf	3/1000 sf	60% of 1/100 sf	1/100 sf	1/50 sf for patron use: plus 1/250 sf other****	1/100 sf
Daycare	12,000 sf	1/100 sf	1 dropoff space/child + 1/staff member****	60% of 1/325 sf	No parking required - accessory use	1/800 sf	1/250 sf
Cinema	32,000 sf	1/300 sf	3/1000 sf	60% of 1 for 3 seats****	1/300 sf	1 for 4 seats****	1 for 4 seats****
<b>Required Spaces**</b>		<b>3,283</b>	<b>2,453</b>	<b>2,023</b>	<b>2,673</b>	<b>3,508</b>	<b>3,173</b>
<b>w/ Shared Parking Reduction***</b>		None Available (under current Zoning Code)	2,131	Varies based on parking study	2,177	None Available	2,538
<b>Other Incentives</b>		Off-Site permitted (under current Zoning Code)	On-Street Counted	Off-Site Permitted; No Parking Requirement in Downtown	On-Street Counted; Payment in lieu	None Available	On Street Counted; Payment in lieu

\*Numbers are for comparison purposes only and are based on a zoning analysis provided in the applicant's PZB submittal package dated December 2, 2014

\*\* Numbers shown are the base parking requirements before any special parking reductions, such as shared parking, transit-oriented development, remote parking, municipal trust fund, etc.

\*\*\* Shared Parking Calculations based on regulations outlined in each municipality's zoning code.

\*\*\*\* Unknown quantity. For the purposes of this comparison, the Coral Gables parking requirement is used as a placeholder.

## **Mediterranean Village Staff Report**

### **Attachment I: Comparison to Past Development Proposals**

A Planned Area Development (PAD)/mixed use project referred to as the “Old Spanish Village at Ponce Circle” was originally approved in 2006 and amended in 2007. The PAD site plan consisted of multiple buildings on the same three (3) parcels of land separated by public streets within the comprehensively planned project, which included the following:

1. The 2801 Ponce Building (high-rise), Casa Palermo Building (mid-rise) and townhouses.
2. The historic 2901 Arts Center Building and 23 townhouses.
3. The 3001 Building (mid-rise) and townhouses.

On 08.22.06, the City Commission approved the Old Spanish Village project as a PAD and extended the Mixed Use No. 1 District boundary to allow the property to be developed as a commercial mixed use project with residential units. This also required change of land use, rezoning and re-platting due to the proposed reconfiguration of the existing street pattern.

On 09.25.07, the City Commission approved amendments to the PAD site plan approved in 2006. Those amendments generally included reducing the total number of residential multi-family and townhouse units to 243 and significantly increasing the amount of the project’s commercial and office space to 240,000 sq ft. Re-plats of the parcels within the project site were approved by the City Commission on 05.27.08 in order to create separate building sites for different buildings and components of the project.

*Site Plan Comparison*

The following is a comparative summary of the proposed 2014 Mediterranean Village PAD to the approved amended 2007 Old Spanish Village site plan:

	<b>Old Spanish Village Approved 2007</b>	<b>Mediterranean Village Proposed 2014</b>	<b>Existing Zoning Code and Comprehensive Plan Requirements</b>
<b>FAR</b>	2.98 FAR (899,614 sf)	4.375 FAR (1,280,974 sf)	3.5 FAR (with Med Bonus) 4.375 FAR (in CBD with TDR)
<b>Height</b>	Low Rise <ul style="list-style-type: none"> <li>• Townhouses: 31'</li> </ul> Mid Rise <ul style="list-style-type: none"> <li>• Podium: 25' – 73'</li> <li>• 3 Residential Towers: 97'</li> </ul> High Rise <ul style="list-style-type: none"> <li>• Office Tower: 190'6"</li> </ul>	Low Rise <ul style="list-style-type: none"> <li>• Townhouses: 36'</li> <li>• Amenity Podium: 70'</li> </ul> Mid Rise <ul style="list-style-type: none"> <li>• Residential Podium: 80'</li> <li>• Cinema Podium: 116'*</li> </ul> High Rise <ul style="list-style-type: none"> <li>• 3 Residential Towers: 190'6"</li> <li>• Office Tower: 190'6"</li> <li>• Hotel Tower: 218'6"*</li> </ul>	Low Rise <ul style="list-style-type: none"> <li>• 77' Max Height</li> </ul> Mid Rise <ul style="list-style-type: none"> <li>• 97' Max Height</li> </ul> High Rise <ul style="list-style-type: none"> <li>• 190'6" Max Height</li> </ul>
<b>Program</b>	243 Residential Units 203,458 sf Office 35,646 sf Retail	229 Residential Units 314,000 sf Office 324,400 sf Retail / Other 184 Hotel Rooms	N/A
<b>Parking</b>	1,409 spaces	2,691 spaces**	3,283 spaces

\*As part of the proposed Comprehensive Plan Text Amendment, additional height is permitted for public uses such as a rooftop restaurant or a public rooftop park.

\*\*As part of the proposed Zoning Code Text Amendment, a parking reduction is permitted when certain conditions are met.

The following ordinances were approved for that project (copies of ordinances and resolutions referenced below are included in the Applicant's submittal, Attachment A):

1. Ordinance No. 2006-20 (adopted 08.22.06) – Approved change of land use for all projects within the project site to the appropriate designation in one of the following land use categories: “Commercial Use, Mid-Rise Intensity”, “Commercial Use, Mid-Rise Intensity”, “Commercial Use, Mid-Rise Intensity” and “Parks and Recreational Use” to allow the project’s proposed mix of uses. A commercial land use designation is required for mixed use projects.
2. Ordinance No. 2006-21 (adopted 08.22.06) – Approved a Zoning Code text amendment that extended the southern boundary of the Mixed Use No. 1 District (from Archived Zoning Code) to Malaga Avenue, which allowed for the project to utilize the Code’s mixed use provisions and include a residential component within a commercial project.
3. Ordinance No. 2006-22 (adopted 08.22.06) – Approved change of change of zoning for all projects within the project site to the appropriate designation in one of the following zoning categories: “CB”, Commercial and “S”, Special Use. The “CB”, Commercial designation is required for mixed use projects, and the “S”, Special Use designated properties were for park lands donated to the City by the developer.
4. Ordinance No. 2006-23 (adopted 08.22.06) – Approved the proposed Planned Area Development (PAD) site plan with itemized conditions of approval.
5. Ordinance No. 2006-24 (adopted 08.22.06) – Approved proposed vacations and dedications of public rights-of way as necessary and required for the approved PAD site plan.
6. Resolution No. 2006-163 (adopted 08.22.06) – Approved “special locational approval” for the use of Mediterranean Architectural bonuses for the proposed townhouses and multi-family residential units located across the street from existing single-family residential zoned properties.
7. Ordinance No. 2007.1 (adopted 09.25.07) – Approved amendments to the previously approved PAD site plan, and included revised itemized conditions of approval.
8. Resolution No.2008-78 (adopted 05.27.08) – Approved a Final Plat entitled “Ponce Place Villas East”, being a re-plat to create separate building sites for the historic 2901 Ponce Arts Center Building and 23 townhouses.
9. Resolution No. 2008-79 (adopted 05.27.08) – Approved a Final Plat entitled “Ponce Place Villas West”, being a re-plat to create separate building sites for the 3001 Ponce Building and 15 townhouses.

The previous ordinances included zoning designations and mixed use requirements for commercial projects that are no longer used in the current Zoning Code. The zoning designations and mixed use provisions were updated in 2007 as a part of the Zoning Code re-write.

**Mediterranean Village Staff Report**  
**Attachment J: Mediterranean Village PAD Zoning Analysis**

<b>Zoning Code Section</b>	<b>Mediterranean Village Form-Based Code Requirement</b>	<b>Site Plan</b>
Section 3-510-1.A. Intent	The goal of these regulations is appropriate redevelopment and infill in the City’s urbanized areas that is customized to and compatible with founder George Merrick’s vision.	Complies
Section 3-510-1.B. Applicability	<p>The Mediterranean Village option is only available for the properties bounded by Ponce de Leon Blvd. on the west, Sevilla Avenue on the north, Galiano Street on the east, and Malaga Avenue on the south.</p> <ol style="list-style-type: none"> <li>1. Minimum site area. The minimum site area required for a Mediterranean Village shall be not less than six (6) acres.</li> <li>2. Ownership. All land included within a Mediterranean Village shall be owned by the applicant requesting approval of such development, whether that applicant be an individual, partnership or corporation, or groups of individuals, partnerships or corporations. The applicant shall present proof of the unified control of the entire area within the proposed PAD and shall submit an agreement stating that if the owner(s) proceeds with the proposed development they will: <ol style="list-style-type: none"> <li>a. Develop the property in accordance with: <ol style="list-style-type: none"> <li>i. The final development plan approved by the City Commission for the area.</li> <li>ii. Regulations existing when the PAD ordinance is adopted.</li> <li>iii. Such other conditions or modifications as may be attached to the approval of the special-use permit for the construction of such PAD.</li> </ol> </li> <li>b. Provide agreements and declarations of restrictive covenants acceptable to the City Commission for completion of the development in accordance with the final development plan as well as for the continuing operation and maintenance of such areas, functions and facilities as are not to be provided, operated or maintained at general public expense.</li> </ol> </li> </ol>	Complies; Development Agreement will be finalized by Commission Approval
Section 3-510-1.D. Development Agreement	A proposed development agreement shall accompany the Mediterranean Village application, to assure all of the commitments and conditions associated with the Mediterranean Village option, all designed to assure a world class, unified and integrated mixed use project, providing for at least the	Complies; Development Agreement will be finalized by Commission Approval

Zoning Code Section	Mediterranean Village Form-Based Code Requirement	Site Plan
	<p>following:</p> <ol style="list-style-type: none"> <li>1. Detailed quality standards for attributes of the project including use and tenant selection, tenant build-out, maintenance and operations, and</li> <li>2. Limits on the development rights granted, and</li> <li>3. Aesthetic and operational assurances regarding well-integrated modifications and alterations over time, and</li> <li>4. Assurances as to valet operation and tandem parking and contribution to transit, if a parking reduction is sought, and</li> <li>5. Off-site improvements.</li> <li>6. Any common areas established for the PAD shall be subject to provisions outlined in the Form-Based Code.</li> <li>7. A process for ensuring that the applicant and any subsequent property owner shall be fully responsible for the initial development, maintenance, redevelopment if needed, and repair of all private and public infrastructure, both below and above ground, within a Mediterranean Village including, but not limited to, utilities; pedestrian amenities; tree grates; adjacent of above ground rights-of-ways, streets, alleys; and paseos and sidewalks.</li> <li>8. Surety or a bond for the cost of restoration of the development site and its adjacent public rights-of-way if the project does not proceed to completion as approved.</li> <li>9. Standards and procedures governing the notice to the City or approval by the City for future changes to the mix of uses affecting the shared parking calculations.</li> <li>10. Traffic calming and streetscape improvement strategy for adjacent residential streets affected by project traffic including timing of requirements.</li> <li>11. Mechanism for tracking and demonstrating continued consistency with the use assumptions utilized in the calculation of any shared parking reduction approved with Mediterranean Village, and further providing guidelines and procedures for the City to approve any material deviations from the use assumptions underlying the shared parking reduction study.</li> </ol>	
3-510-1 (E) (1) Pre-application Meeting.	Applicant shall meet with the Development Services Director to review the proposal	Complies
3-510-1 (E) (2) Application	The applicant shall submit a public hearing application including all plans, documents, materials and information	Complies

Zoning Code Section	Mediterranean Village Form-Based Code Requirement	Site Plan				
Requirements.	<p>identified and required by staff at the required pre-application meeting. In addition, the applicant shall submit:</p> <ol style="list-style-type: none"> <li>1. A Street-Types Plan.</li> <li>2. A Regulating Plan.</li> <li>3. Building massing, elevations and sections of any proposed buildings facades that face public or private rights-of-way or open spaces, drawn at an appropriate scale. The elevation drawings shall comply with the Architectural Standards in Section 3-510-5.</li> <li>4. Pedestrian Open Space Plan, including detailed plans, sections, and elevations of all public spaces, including streets, plazas, arcades, paseos, and building frontages of at least the first 45' of the buildings, and addressing streetscape, landscape, and materials.</li> <li>5. Parking and Service Diagrams, including but not limited to: <ol style="list-style-type: none"> <li>a. The location of Parking and Service and which portions of the proposed development are served</li> <li>b. Circulation patterns of vehicles and users within buildings</li> <li>c. Turning radii of service vehicles and their ability to complete all turning movements within the building.</li> <li>d. The location of bicycle parking.</li> </ol> </li> <li>6. Analysis of LEED-ND indicating how the project conforms with LEED-ND requirements.</li> <li>7. Any other diagrams, notes, and/or charts that identify requirements from these standards and demonstrate how they have been met.</li> </ol>					
3-510-2. B. Regulating Plans	<p>The Street Types Plan sets up a system of categories based on form and character from which the regulations for buildings, and the interface between the building and the street, are based. The various land development regulations are specific to, and may vary from one street type to another. The Regulating Plan's purpose is to add additional design requirements that are place specific.</p>	<p>Provided by Applicant; Regulating Plan complies with requirements and the project complies with the Regulating Plan</p>				
3-510-3. E Building Form Standards: Signature Streets	<p><b>Heights, Table 3.4A</b></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Building Height (1)</td> <td>3 Floors min 190'-6" to eave max or as provided in the Comprehensive Plan</td> </tr> <tr> <td>Signature Terminated Vista Bonus(2)</td> <td>2 Floors max</td> </tr> </table>	Building Height (1)	3 Floors min 190'-6" to eave max or as provided in the Comprehensive Plan	Signature Terminated Vista Bonus(2)	2 Floors max	<p>Complies</p>
Building Height (1)	3 Floors min 190'-6" to eave max or as provided in the Comprehensive Plan					
Signature Terminated Vista Bonus(2)	2 Floors max					

Zoning Code Section	Mediterranean Village Form-Based Code Requirement	Site Plan
	<p>Rooftop Architectural Elements<b>(3)</b>  Rooftop Area 3/4 max  Height Above Rooftop 25' max  Signature Terminated Vista Element<b>(1)</b> 1/2 Building Height, including 25' allowed  Floor Heights (floor to floor)  Ground Floor &amp; 2nd Floor 11' min 17' max  Third Floor 9' min 17' max  Upper Floors (above 3rd Floor) 9' min 13'6" max  Ground Floor above sidewalk<b>(4)</b> 6" max</p> <p><b>Profile, Table 3.4A</b></p> <p>Upper Level Stepback above 7th Floor 0'  Building Separation above 7th Floor 45' min  Building Floorplate above 7th Floor 30,000sf office max  20,000sf residential  215' length max  Parking Placement 3rd - 7th Floor  Parking Setback from Primary Street BTL 20' min  70% min of Frontage  Parking Setback from Side Street BTL 20' min  70% min of Frontage</p> <p><b>Building Placement, Table 3.5A</b></p> <p>Front Build-to Line<b>(2)</b> 0' min to 14' max  Frontage Build-out<b>(3)</b> 100%<b>(3)</b></p> <p><b>Parking Location, Table 3.5B</b></p> <p>Front Setback 20' min. when liner space present  Side Setback 20' min. when liner space present</p> <p><b>Frontage Elements, Table 3.5C</b></p> <p>Distance 12' max. or 2 feet behind the curb, if less  Allowed Frontage Elements Shopfronts, Arcade, Balcony,</p>	



Zoning Code Section	Mediterranean Village Form-Based Code Requirement	Site Plan
	<p>Front Build-to Line(2) 0' min to 14' max  Frontage Build-out(3) 100%(3)</p> <p><b>Parking Location, Table 3.9B</b></p> <p>Front Setback 20' min.  Side Setback 0' min.</p> <p><b>Frontage Elements, Table 3.9C</b></p> <p>Distance 12' max. or 2 feet behind the curb, if less</p> <p>Allowed Frontage Elements Shopfronts, Arcade, Balcony, Gallery, Canopy, Awning</p> <p><b>Miscellaneous</b></p> <p>a. All buildings must have a Primary Pedestrian Entrance along the front facade.  b. Loading docks, overhead roll-down doors and other service entries shall not be located on street-facing facades.  c. All areas designated as a Plaza shall be streetscaped in a cohesive design. Facades fronting a plaza shall have a consistent appearance in materials, proportions, colors, and height.  d. First and second Floors shall respect and be compatible with any historic buildings in height, scale, mass and detail.</p>	
<p>3-510-3. G  Building Form  Standards: Downtown  Streets</p>	<p><b>Heights, Table 3.10A</b></p> <p>Building Height (1) 2 Floors min  190'-6" to eave max  or as provided in the  Comprehensive Plan</p> <p>Rooftop Architectural Elements(3)  Rooftop Area 1/2 max  Height Above Rooftop 25' max</p> <p>Floor Heights (floor to floor)  Ground Floor &amp; 2nd Floor 11' min 17' max  Third Floor 9' min 13'6" max  Upper Floors (above 3rd Floor) 9' min 13'6" max  Ground Floor above 6" max</p>	<p>Complies</p>

Zoning Code Section	Mediterranean Village Form-Based Code Requirement	Site Plan
	<p>sidewalk(4)</p> <p><b>Profile, 3.10A</b></p> <p>Height to Stepback Recommended      7 Floors max 15'</p> <p>Stepback above 7th Floor</p> <p>Building Separation above 7th Floor      60' min</p> <p>Building Floorplate above 7th Floor      25,000 sf max 18,000 sf max 215' length max</p> <p>Parking Placement Recommended Parking      3rd - 7th Floor 0'</p> <p>Setback from Primary Street BTL</p> <p>Parking Setback from Side Street BTL      0'</p> <p><b>Building Placement, Table 3.11A</b></p> <p>Front Build-to Line(2)      0' min to 14' max</p> <p>Side Setback      0', 10' min next to residential</p> <p>Rear Setback      10', 0' with alley</p> <p>Frontage Build-out(3)      80% min</p> <p>Upper level setback:      15' min above the 7th Floor</p> <p><b>Parking Location, Table 3.11B</b></p> <p>Front Setback      0' min.</p> <p>Side Setback      0' min.</p> <p><b>Frontage Elements, Table 3.11C</b></p> <p>Distance      12' max. or 2 feet behind the curb, if less</p> <p>Allowed Frontage Elements      Shopfronts, Arcade, Balcony, Gallery, Canopy, Awning</p> <p><b>Miscellaneous</b></p> <p>a. All buildings must have a Primary Pedestrian Entrance along the front facade.</p> <p>b. Loading docks, overhead roll-down doors and other service entries shall not be located on street-facing</p>	



Zoning Code Section	Mediterranean Village Form-Based Code Requirement	Site Plan						
	<p>from the BTL, the BTL line should be maintained and defined by fence, landscape wall or hedge 30"-54" high.</p> <p>b. All buildings shall have a Primary Pedestrian Entrance, such as a Stoop or Porch, along the front street facade. All buildings fronting a corner are recommended to have a Stoop or Porch with a Primary Pedestrian Entrance at the corner.</p> <p>c. Driveways, garage doors, and service areas shall be accessed from an Alley and may not be visible from the Apartment &amp; Townhouse Street.</p>							
<p>3-510-3. I Building Form Standards: Paseos</p>	<p><b>Paseo Placement and Dimensions, Table 3.17A</b></p> <p>Distance from a side street: 250' max</p> <p>Width: 10' min</p> <p>Vertical Clearance: 16' min</p> <p>Frontage Element: permitted</p> <p>Encroachment: 10' min clear space</p> <p><b>Allowed Frontage Elements, Table 3.17B</b></p> <table border="0"> <tr> <td>Shopfront</td> <td>Gallery</td> </tr> <tr> <td>Arcade</td> <td>Canopy</td> </tr> <tr> <td>Awning</td> <td>Balcony</td> </tr> </table>	Shopfront	Gallery	Arcade	Canopy	Awning	Balcony	<p>Complies</p>
Shopfront	Gallery							
Arcade	Canopy							
Awning	Balcony							
<p>3-510-3. J Building Form Standards: Alleys</p>	<p><b>Building and Alley Placement, Table 3.18A</b></p> <p>Width of Alley: 20' min. 30' max</p> <p>Frontage Element: 4' max</p> <p>Encroachment: 20' min vertical clearance</p> <p><b>Allowed Frontage Elements, Table 3.18B</b></p> <p>See Section 5, Architectural Standards for additional regulations.</p> <table border="0"> <tr> <td>Balcony</td> <td>Canopy</td> </tr> <tr> <td>Awning</td> <td></td> </tr> </table>	Balcony	Canopy	Awning		<p>Complies</p>		
Balcony	Canopy							
Awning								
<p>3-510-4.B General Standards: Building Site</p>	<ol style="list-style-type: none"> <li>1. Platting or Replatting may be required.</li> <li>2. Easements may be required.</li> <li>3. All utilities shall be underground.</li> </ol>	<p>Complies</p>						

<b>Zoning Code Section</b>	<b>Mediterranean Village Form-Based Code Requirement</b>	<b>Site Plan</b>
3-510-4.C General Standards: Permitted Uses	Project shall be mixed use.	Complies
3-510-4.D General Standards: Mediterranean Bonus	Project shall meet the non-residential use requirements of the Mediterranean Level 2 Bonus program.	Complies
3-510-4.E General Standards: Green Building	Project shall be LEED-ND certified or equivalent.	Complies; will be incorporated into Development Agreement
3-510-4.F General Standards: Traffic Study	A Traffic Impact Study shall be submitted and a traffic calming and streetscape improvement strategy shall be incorporated into Development Agreement, including contributions toward said improvements.	Complies; will be incorporated into Development Agreement
3-510-4.G General Standards: Transit	Project shall include a Transit Improvement Plan.	Complies; will be incorporated into Development Agreement
3-510-4.H General Standards: Pedestrian Amenities	A pedestrian amenity plan shall be provided showing continuous pedestrian amenities along all required frontages.	Complies
3-510-4.I General Standards: Public Art	Public Art beyond that currently required by Code shall be provided at focal points	Complies; will be incorporated into Development Agreement
3-510-4.J.1 General Standards: On-Street Parking	On-street parking spaces are counted toward the project total.	Complies
3-510-4.J.2 General Standards: Bicycle Parking	One bicycle rack parking place shall be provided for every ten parking spaces	Complies
3-510-4.J.3 General Standards: Valet Parking	A valet plan shall be submitted and covenanted	Complies; will be incorporated into Development Agreement
3-510-4.J.4 General Standards: Electric Vehicle Charging Station	1 vehicle charging station shall be provided: for every 50 residential spaces and for every 200 hotel or commercial spaces	Complies; will be incorporated into Development Agreement

<b>Zoning Code Section</b>	<b>Mediterranean Village Form-Based Code Requirement</b>	<b>Site Plan</b>
3-510-4.J.5 General Standards: Shared Parking Reduction	Shared parking is permitted according to an approved methodology	Complies; will be incorporated into Development Agreement
3-510-4.K.1 General Standards: Loading and Service	Loading and service entries only permitted on certain streets, alleys, and within parking areas, and all turning movements must be internal	Complies
3-510-4.K.2 General Standards: Parking Garages Entry	Controls the location of parking garage entrances	Complies
3-510-4.L General Standards: Parking Under Public Right-of-Way	Underground parking is permitted under the public right-of-way under certain conditions, including sufficient tree planter space and appropriate ventilation that does not impact public spaces	Complies
3-510-4.M General Standards: Bridges and Roofs Over Public Right of Way	Establishes limitations on bridges and roofs over the right-of-way; allows exceptions upon approval by City Commission	The project exceeds the recommended limitations established for bridges and roofs, therefore City Commission must approve the Site Plan allowing additional bridging; Lighting study and security study needed for additional bridging; Condition of approval.
3-510-4.N General Standards: Activated Rooftops	Establishes standards for green roofs and publicly accessible roofs, as well as roofs in proximity to single-family residences	Complies; will be incorporated into Development Agreement
3-510-4.O General Standards: Landscape	Establishes minimum criteria that exceeds current Zoning Code requirements	Landscape plan will be revised to comply prior to Commission Approval

<b>Zoning Code Section</b>	<b>Mediterranean Village Form-Based Code Requirement</b>	<b>Site Plan</b>
3-510-5.B.1 Classical Proportion	All buildings shall be designed according to the rules of Classical Proportion.	Complies
3-510-5.B.2 Massing	The building mass shall include meaningful changes in roof height, facade depth, materials, and articulation used to express important moments in the building such as a Primary Pedestrian Entrance, a Civic space, or a Tower.	Complies
3-510-5.B.3 Vertical Hierarchy	All buildings shall have a clearly articulated base, middle, and top. The transition between each vertical layer shall be marked by a Cornice line, Balcony, or Stepback.	Complies
3-510-5.B.4 Emphasis	The facades of large buildings can be articulated through the application of special architectural elements. These elements shall be located to emphasize the principles of Base, Middle, Top, Massing, and Hierarchy.	Complies
3-510-5.B.5 Fenestration	The rhythm and spacing of openings in the building facade, and the Proportion of opening to wall shall relate to the overall Proportion, Massing, style, formality, and function of the building itself. Fenestration shall express each Floor of the Building.	Complies; final approval to be granted by Board of Architects
3-510-5.B.6 Windows and Doors	Proportions, materials, and style shall reflect Mediterranean Architectural precedent.	Complies; final approval to be granted by Board of Architects
3-510-5.B.7 Garage Openings	Garage Openings shall be designed to be compatible with the overall Mediterranean Architectural style and Window design of the building, but with a simplified treatment that expresses the utilitarian parking use.	Complies; final approval to be granted by Board of Architects
3-510-5.B.8 Awnings, Canopies, Balconies, and Cornice Lines	The shape shall relate to the window or door opening. Balconies and Cornice Lines can be used to mark the transition between the Base, Middle, and Top of the Building. When placed above ground level Shopfronts, Awnings and Canopies are permitted to encroach across the sidewalk in order to provide generous protection for pedestrians.	Complies; final approval to be granted by Board of Architects
3-510-5.B.9 Columns and Piers	All Columns and Piers shall be designed to appear to be load bearing according to the rules of tectonics. Columns and Piers shall have an expressed Base, Middle (Shaft), and Top (Capital).	Complies; final approval to be granted by Board of Architects
3-510-5.B.10 Arches	Arches shall be used sparingly to emphasize important elements on a building, such as Primary Pedestrian Entrances and Terminated Vistas that can be seen from a distance, and Civic spaces. Arches shall be designed with Classical Proportion and according to the common sense rules of tectonics. All elements of the Arch shall align to a	Complies; final approval to be granted by Board of Architects

Zoning Code Section	Mediterranean Village Form-Based Code Requirement	Site Plan
	center point and the springing of the Arch shall align with its means of support.	
3-510-5.B.11 Intercolumniation	Columns or Piers that are regularly spaced along a line create a Colonnade. The spacing between each Column (Intercolumniation), shall relate to the overall proportion of the individual Column. The space between Columns shall be vertical in proportion to express a load-bearing function.	Complies; final approval to be granted by Board of Architects
3-510-5.B.12 Arcades and Loggias	Arcades shall be designed to be consistent with the proportion, scale, architectural style, and materials of the main building. Each Bay of the Arcade shall be vertically proportioned in order to allow sufficient light and visibility to the Ground Floor facade of the building.	Complies; final approval to be granted by Board of Architects
3-510-5.B.13 Roofs	Roof shapes shall be simple and shall relate to the Massing of the building. Mediterranean Village Roofs shall be Gable, Hip, or Parapet, in keeping with the Mediterranean Architectural precedents.	Complies; final approval to be granted by Board of Architects
3-510-5.B.14 Rooftop Architectural Elements	Rooftop Architectural Elements shall relate to the overall proportion and design of the building, and shall be used to emphasize Building Massing. The scale of the Rooftop Architectural Element shall relate to its Height on the Building and its visibility from the Sidewalk level.	Complies
3-510-5.B.15 Shopfronts and Signage	Shopfronts are a mandatory Frontage on Signature Streets and Plazas. In a mixed-use building, the Ground Floor Shopfront shall be distinguished from the rest of the building, placing emphasis on the display windows. At least 60 percent of the Shopfront shall be glass. Signs shall enhance the Mediterranean character of the building, and shall be designed as part of a uniform Signage Plan. Outdoor advertising signs, automatic electric changing signs, and entrance features are not permitted as part of a Mediterranean Village. All signs shall not obstruct sight visibility triangles at street intersections.	Shopfront Complies. Signage Plan will be further developed prior to Commission Approval.
3-510-5.B.16 Porches, Stoops, and Garden Walls	Porches, Stoops, and Garden Walls shall be designed with the proportions, materials, and architectural style of the main building, and shall be Mediterranean in character.	Complies
3-510-5.B.17 Materials	All exterior walls of all buildings shall incorporate superior quality materials designed to be compatible with the Mediterranean Architectural examples. Building wall materials on each facade shall be designed so that visually heavier materials are below visually lighter materials.	Complies; final approval to be granted by Board of Architects

February 2, 2015

Mr. Glenn Kephart, PE  
Public Works Director  
City of Coral Gables  
2800 SW 72 Avenue  
Miami, Florida 33155  
(305) 460-5004  
[gkephart@coralgables.com](mailto:gkephart@coralgables.com)

**Re: DRAFT Mediterranean Village Review - #14153  
Traffic Impact Study, Parking Analysis & Valet Operations Analysis**

Dear Glenn:

David Plummer and Associates (DPA) have completed a review of the Traffic Impact, Parking, and Valet Operation Analyses conducted for the proposed Mediterranean Village project. The re-analyses were conducted by Kimley Horn (dated January 27, 2015). Review comments that were not addressed adequately from previous reviews, as well as additional comments are below.

### **Traffic Impact Analysis**

- Other improvements mentioned in the report include signalization of Ponce de Leon Boulevard/Palermo Avenue, Ponce de Leon Boulevard/Sevilla Avenue, Almeria Avenue / SW 37 Avenue, traffic calming devices, streetscape features on residential streets, a center median on Ponce de Leon Boulevard at Catalonia Avenue, a covered trolley stop, and a contribution towards trolley service enhancements. The city needs to determine how all of the improvements in the report will be documented in the development agreement and what the timing will be for the improvements.
- The city should consider requiring additional traffic calming studies for the residential streets east of LeJeune Road (Malaga Avenue and Catalonia Avenue) and east of Galiano Street (Sevilla Avenue, Palermo Avenue, Malaga Avenue) six to 12 months after the

opening of the project to assure that these streets are protected from cut-through traffic. If traffic calming thresholds are exceeded, the applicant should mitigate this condition.

- The traffic calming devices proposed by the applicant will need city Public Works, Miami-Dade County, and city fire department approval.

### **Parking Analysis**

- **PREVIOUS COMMENT NOT ADDRESSED BY APPLICANT**: The study uses a 10% modal split reduction for employees/residents and 5% for visitors. These percentages are not consistent with the percentages previously recommended as acceptable (8% employees/residents and 4% visitors), which is an average from 2009-2013. The analysis should be revised accordingly. **The applicant used a 9.6% / 4.8% modal split. The analysis needs to be revised using the five-year average of 8% / 4%.**
- Parking requirements for the Day Care use were eliminated from the analysis. The Day Care should remain separate from retail use in the Shared Parking Analysis, unless the Day Care will not be open to the general public and only visitors of Mediterranean Village will be allowed to use the facility.
- The shared parking calculation in Appendix B needs to be updated based on the above comments.

### **Valet Operations Analysis**

- **PREVIOUS COMMENT NOT ADDRESSED BY APPLICANT**: The applicant should provide dimensions of the proposed valet drop-off / pick-up areas to verify the number of vehicles that can be accommodated. **Exhibit A-0.11.6 shows the number of on-street spaces but no dimensions. This exhibit shows one parking space for the North valet station but the text and analysis references seven on-street parking spaces.**
- **PREVIOUS COMMENT NOT ADDRESSED BY APPLICANT**: The MV Parking



Mr. Glenn Kephart, PE

**Re: DRAFT Mediterranean Village Review - #14153**  
**Traffic Impact Study, Parking Analysis & Valet Operations Analysis**

Page 3 of 3

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Operations Narrative (January 7, 2015) states that only part of level B2 will be for valet parking. Based on the assumed valet parking percentages, this is not possible. The applicant should provide the anticipated number of parking spaces that will be available for self-parking by land use. **This information was not provided.**

- The analysis concludes that the North valet station needs between 23 and 29 valet attendants, the Central valet station needs between 19 and 26 valet attendants, and the hotel needs between 5 and 6 valet attendants. This is an extremely high number of valet attendants. The city needs to determine how they will enforce that an adequate number of valet attendants will be on-site to make sure parking operations works adequately.

If you have any questions or require additional information, please contact me.

Sincerely,



Timothy J. Plummer, PE  
President

cc: Ramon Trias, Yamilet Senespleda, Kevin Kinney, Jane Tompkins, file

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February 2, 2015

Mr. Glenn Kephart, PE  
Public Works Director  
City of Coral Gables  
2800 SW 72 Avenue  
Miami, Florida 33155  
(305) 460-5004  
[gkephart@coralgables.com](mailto:gkephart@coralgables.com)

**Re: Mediterranean Village Parking Garage Review - #14153**

Dear Glenn:

David Plummer and Associates (DPA) have completed an additional review of the parking garage access and circulation for the proposed Mediterranean Village project. The plans were prepared by RTKL (sheets A-100 through A-108). The review comments are summarized below.

In this version of the parking garage plans, the applicant has added a note that states: Final parking and loading design to be reviewed by parking consultant for compliance with zoning and building code requirements prior to applying for a building permit.

### **Parking Garage Review**

Although this version of the parking garage plans show some improvement, many of the original comments from the review dated January 21, 2015 still apply. A summary of the review comments are below:

- The inside end of each drive aisle needs a 15-foot radius to allow for simultaneous turns. This is good design practice and is required by Miami-Dade County.
- Ideally, the garage shouldn't have any "dead-ends." If there are dead-ends, then turnaround areas are needed, which generally requires removal of parking spaces.
- There are many areas that need to show if vehicular maneuverability works using AutoTurn, especially in the loading areas, the circular ramps, etc.
- There are columns that are in conflict with the vehicle maneuvers.

Mr. Glenn Kephart, PE

**Re: Mediterranean Village Parking Garage Review - #14153**

Page 2 of 2

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- The city zoning code for parking requirements needs to be met.
- There are areas where parking spaces conflict with ramp circulation.
- Vehicular cross connections on levels 3 through 7 are not adequate for two-way traffic.
- Ramp grades that do not have parking on them ideally do not exceed 10% and should not exceed 12%.

Many of these issues will affect the parking count.

If you have any questions or require additional information, please contact me.

Sincerely,



Timothy J. Plummer, PE  
President

cc: Ramon Trias, Yamilet Senespleda, Kevin Kinney, Jane Tompkins, file

draft mv garage review comments-1.docx

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## Mediterranean Village at Ponce Circle

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### Technical Memorandum

January 26, 2015

#### Introduction

Lambert Advisory has completed its Market Assessment and Strategic Services for the City of Coral Gables (City) associated with the retail component of the proposed Mediterranean Village on Ponce Circle (Mediterranean Village). As part of the strategic advisory services, there are three principal objectives guiding the analysis herein including:

- ✓ Provide insight into the proposed Mediterranean Village retail development plan including location, concept, design, and tenant mix based upon preliminary plans provided by the Developer and the City;
- ✓ Provide an overview of retail market conditions within Coral Gables and surrounding comparable/competitive markets including retail development/ district location, occupancy, lease rate, major retail centers/tenants and profile of relevant retail projects in planning.
- ✓ Provide guidance on how the proposed Mediterranean Village retail development may impact retail activity within other major retail nodes in Coral Gables and, specifically, Miracle Mile Business Improvement District (BID) and Village of Merrick Park.

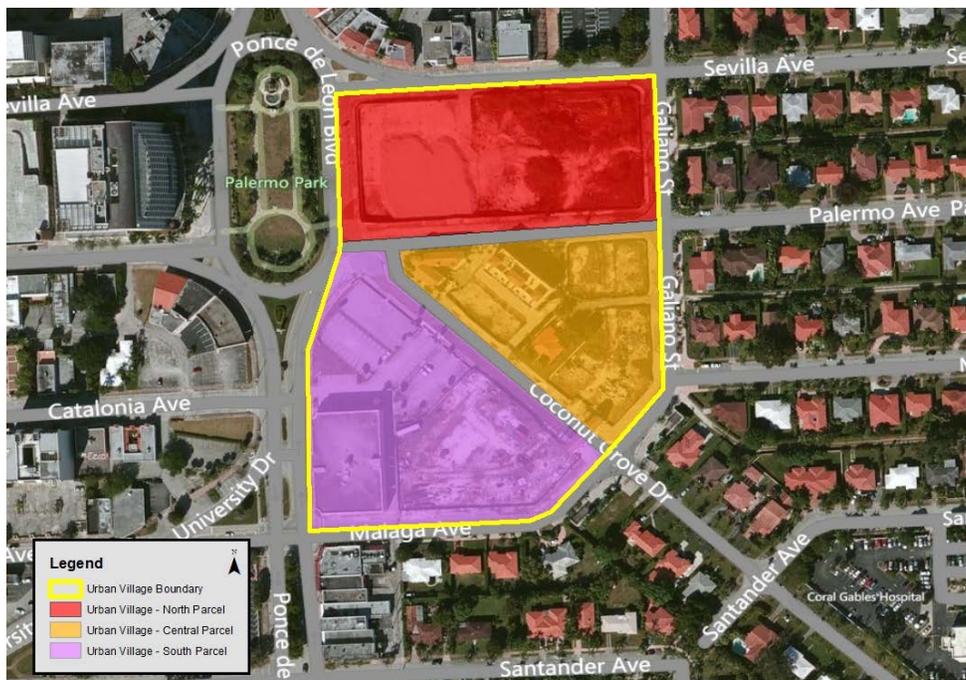
Based upon the set of objectives above, we have organized this technical memorandum into three main sections including:

- 1.) *Proposed Project Profile for the Mediterranean Village Plan* covering location, surrounding land uses preliminary concept and tenant mix;
- 2.) *Coral Gables Supply and Demand Profile* of the retail market in Coral Gables by select retail areas and corridors, focusing narrowly the Miracle Mile BID and on Village of Merrick Park;
- 3.) *Other Surrounding Retail At a Glance* identifies select retail areas and corridors in other surrounding comparable/competitive retail submarkets such as Kendall/Dadeland, Downtown Miami, Miami Beach and Midtown/Miami Design District; and,
- 4.) *Finding and Conclusions* for the Mediterranean Village development summarizes our findings based upon key objectives and market observations.

**1.) Proposed Project Profile**

The Mediterranean Village at Ponce Circle is a 9.5 acre development parcel located in the northeast sector of the City of Coral Gables, less than ¼-mile south of the Coral Gables Miracle Mile Shopping District. The subject site is irregular shaped with approximately 475 feet of frontage along Ponce De Leon Boulevard on the west side of the property. Sevilla Avenue borders the subject property to the north, Malaga Avenue to the south and Galliano Street to the east. Palermo Avenue bisects the property east and west with approximately two-thirds of the property situated south of Palermo and one-third to the north. The larger southern tract is also bisected by Coconut Grove Drive which extends northwest and southeast between Ponce De Leon Boulevard and Malaga Avenue.

**Figure 1: Mediterranean Village – Location Map**



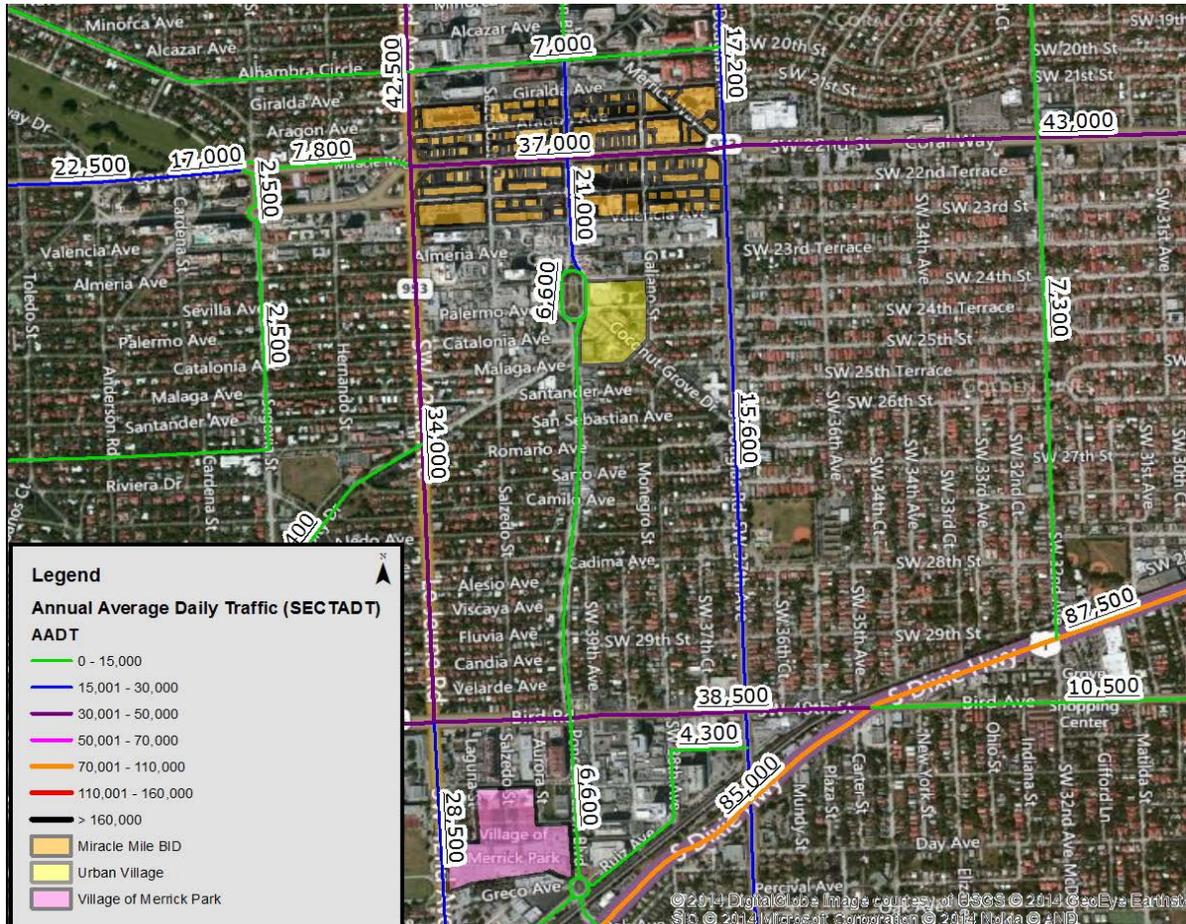
Land uses immediately surrounding the site include low rise offices on the north side of Sevilla Avenue and single family housing located immediately south and east. The Ponce De Leon commercial corridor is situated to the west of the site providing continuity and a walkable linkage extending north approximately ¼-mile to Miracle Mile/Coral Way. Land uses along Ponce De Leon Boulevard in the vicinity of the subject site are primarily a mix of retail and office use.

As shown below, Coral Way (S.W. 24<sup>th</sup> Street) north of the subject site is heavily traveled with more than 43,000 average daily traffic county (ADT), decreasing modestly to 37,000 cars in the core of the Miracle Mile shopping district. ADT counts decrease significantly along Ponce de Leon south of Coral Way, with

approximately 21,000 ADT in front of the subject property. While high traffic volumes are viewed with frustration by customers, is it like honey to a bear for retailers.

**Figure 2: Coral Gables Retail Corridor Traffic Counts**

Sources: Florida DOT



Based upon a profile of preliminary site plans, Mediterranean Village proposes a mix of uses comprising:

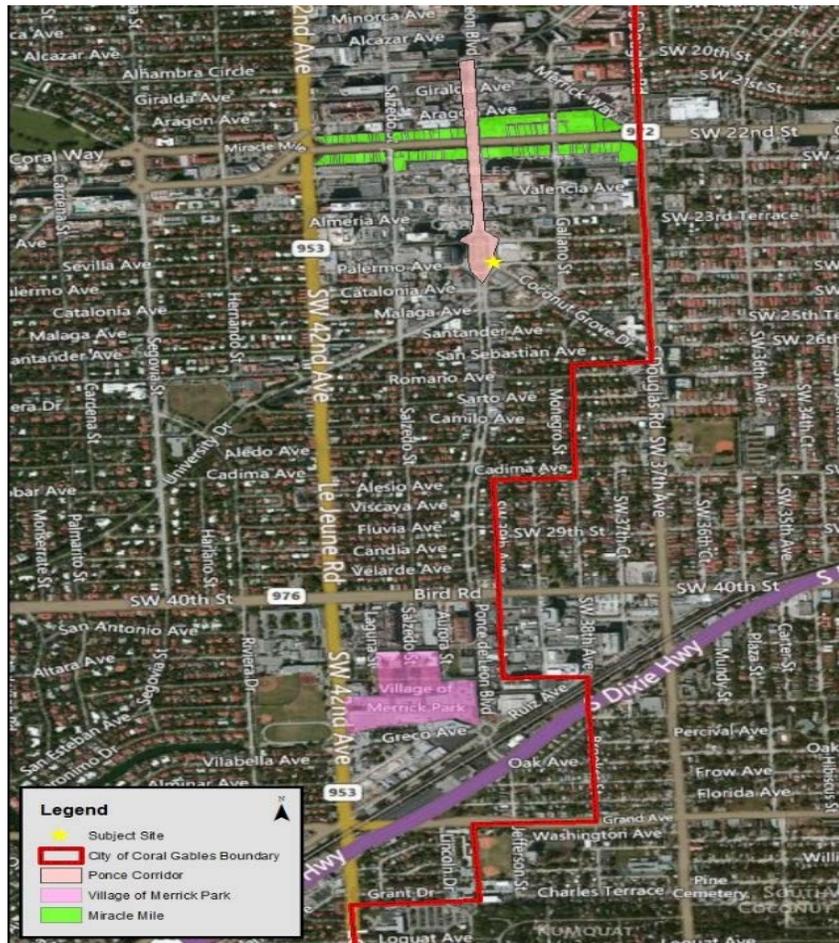
- ✓ *Retail* – 314,000 square feet of total retail space including 241,000 square feet of mid-size anchors and in-line space, 29,000 square feet of restaurants, and a 32,000 square foot cinema;
- ✓ *Office* – 314,000 square feet of Class A office space;
- ✓ *Residential* – 234 residential units;
- ✓ *Hotel* – 184 hotel rooms; and,
- ✓ *Daycare and Gym* – 12,500 square foot daycare facility; and, 9,500 square foot gym.

In all, Mediterranean Village is well positioned within the core of the Coral Gables commercial district, with adequate access, visibility and traffic flow to the site. There is a natural pedestrian linkage between the Miracle Mile shopping district and the subject development given proximity. Linkages to the Village of Merrick Park are more challenging, given a distance of 1 mile.

**2.) Coral Gables Retail Market Supply and Demand Profile**

According to CoStar, as of the 3<sup>rd</sup> Quarter of 2014, the retail inventory for Coral Gables is estimated at 3.6 million square feet. As it relates to Mediterranean Village, there are three notable retail areas/corridors within the City including the Miracle Mile shopping district (which we also refer to herein as the Miracle Mile Business Improvement District (BID)), the Ponce De Leon Corridor and the Village of Merrick Park regional shopping center. Among the three areas/corridors, the Village of Merrick Park comprises 1.06 million square feet, followed by the Miracle Mile BID with approximately 850,000 square feet and finally the Ponce De Leon Corridor with 175,000 square feet.<sup>1</sup>

**Figure 3: Coral Gables – Map of Select Retail Corridors**

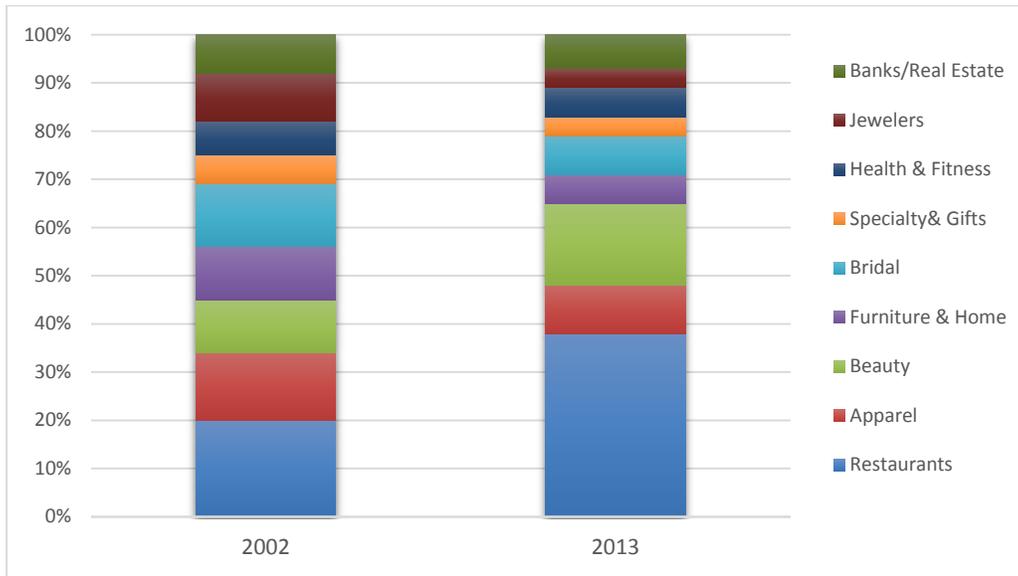


<sup>1</sup> Based upon Lambert’s definition of the Ponce de Leon Boulevard Corridor for purposes of this analysis extends from Alhambra to the north and Palermo Avenue to the south.

The Miracle Mile shopping district is a widely recognized retail/entertainment node within Miami Dade County. The district has carved a niche as an upscale retail, entertainment and dining area, anchored by boutique shops, art galleries, live theater, and home décor.

**Figure 4: Coral Gables – Miracle Mile BID Business Profile**

Source: BID of Coral Gables



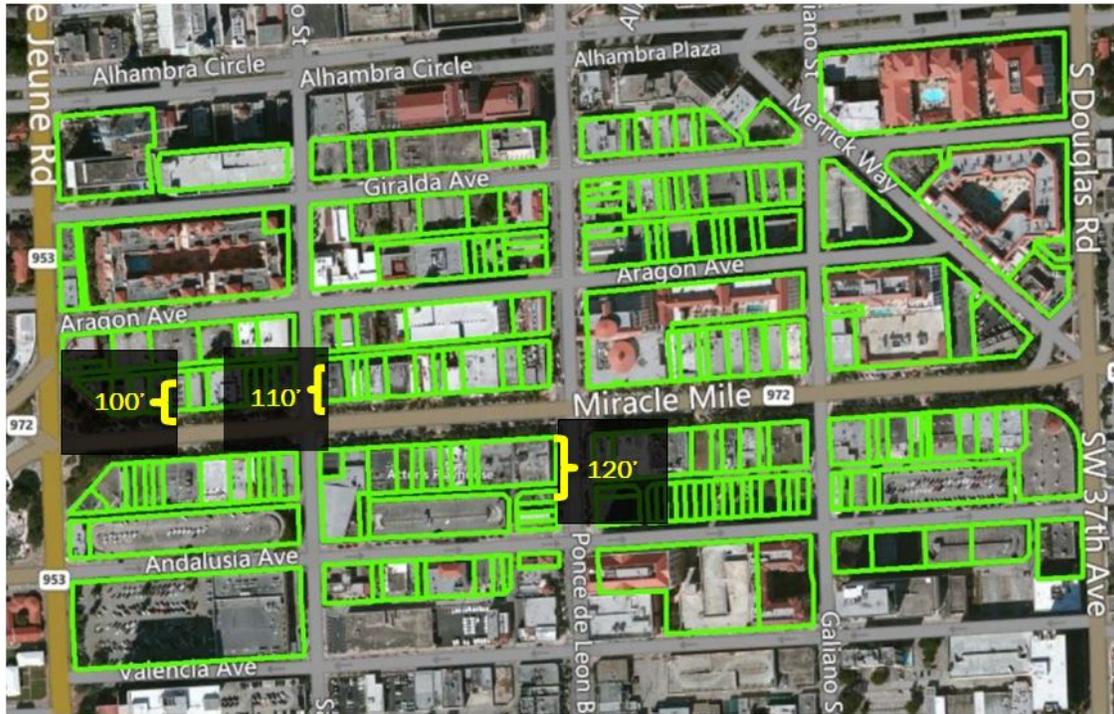
The graphic above provides a summary profile of the business sectors within the Miracle Mile BID – by number of establishment. Presently, restaurants dominate the business segmentation representing nearly 40 percent of all establishments within the district, followed by beauty (16+ percent), bridal and apparel (each with approximately 10 percent). Although restaurant were the predominate use in 2002 (at slightly more than 20 percent), this category nearly doubled during the past 10+ years. Beauty also experienced a substantial increase. In contrast, apparel realized one of the most significant declines in store representation from roughly 13 percent to less than 10 percent, and the drop in jewelers was even more substantial. Apparel and jewelry have always been boutique oriented within the BID without representation of national retailers. In spite of the shift in tenant mix, the Miracle Mile BID has experienced stable rent and occupancy growth since late 2010 as discussed further below.

Though the retail characteristics of the Miracle Mile shopping district has changed somewhat during the past decade, becoming more dining-centric, its appeal has not seemingly been compromised. However, there is one notable factor that indicates the BID’s dining and boutique retail segment will continue to dominate the retail mix at least during the near term. The Miracle Mile district has physical constraints which are very difficult to overcome. Comparatively, the transition that has taken place on Lincoln Road and is underway in the Miami Design District is driven by either existing large spaces or repositioning of buildings through construction. Parcel depths along both sides of Miracle Mile are relatively shallow and constrained in terms of the ability to support larger ground floor retail stores required by most of

the national retailers. Likewise, the ownership of buildings along Miracle Mile is heavily fragmented, limiting the all-important glass frontage sought out by the majority of national retailers. The following map provides an illustration of the parcel configuration within the Miracle Mile BID.

**Figure 5: Miracle Mile BID Parcel Map (and Depth)**

Source: MDCPA; Lambert Advisory



As shown above, the majority of parcels within the Miracle Mile Bid are relatively small, with parcel depths that are largely 100 to 120 feet in depth. Comparatively, the western end of Lincoln Road has an average parcel depth of approximately 150 feet, and these are the stores that house a number of larger national apparel and home goods stores and restaurants. As illustrated below, as one moves east along Lincoln Road, parcel depths narrow on the north side of the corridor and the retail in those spaces begins to more resemble Miracle Mile.

**Figure 6: Lincoln Road Parcel Map**

Source: MDCPA; Lambert Advisory



While Lincoln Road has a number of large parcels that support redevelopment of larger stores (with adequate parking), a profile of the transformation of the Miami Design District is actually more telling. As shown in the following map, the Miami Design district, and specifically its core area between N.E. 39<sup>th</sup> and N.E. 41<sup>st</sup> Streets and N.E. 2<sup>nd</sup> Avenue and Miami Avenue, has parcel depths generally between 95 and 105 feet which is even smaller than that of Miracle Mile. These depths have until recently heavily restricted the ability to transform the area from smaller design centers, restaurants and boutique retail to a larger and more diverse shopping district.

**Figure 7: Miami Design District – Core Redevelopment Area Parcel Map (and Depth)**

Source: MDCPA; Lambert Advisory



However, during the past than 15± years, a single developer, Dacra (and/or its affiliates) has been acquiring the majority of parcels within the core area (and the district overall as well), including numerous contiguous parcels. With these acquisitions and parcel control, the company is investing more than \$500 million to completely transform the area into a regional luxury shopping destination with a diverse mix of fashion, art/design and dining. This redevelopment opportunity is only possible with ownership control that allows for aggregation of abutting parcels to provide for adequate depth and frontage to accommodate larger buildings. The following is an illustration of the aggregated parcels owned/controlled by a single entity (or affiliate, partner) which have become the key development sites for the first phase of development.

**Figure 8: Miami Design District – Aggregated Single Owner/Controlled Parcel Map**

Source: MDCPA; Lambert Advisory



This is not to say that enhancements and/or potential repositioning of Miracle Mile cannot occur over time - should that ever be the focus or intent among its many property owners. However, it's just not a plan foreseen in the near term given that there does not appear to be a single owner/entity with a large amount of controlling interest<sup>2</sup> in contiguous parcels within the BID as illustrated in the map below, by the highlighted parcels which represent contiguous parcels with single ownership/control.

<sup>2</sup> The identification of single owner parcels is based upon our evaluation of the Miami Dade County Property Appraiser (MDCPA) tax rolls and highlighting those individual parcels for which the owner of two contiguous parcels is the same; or, has similar owner names sharing the same mailing address. Importantly, there may be multiple contiguous parcels for which ownership has a controlling interest but we are unable to confirm based upon the data provided.

**Figure 9: Miracle Mile BID – Aggregated Single Owner/Controlled Parcel Map**

Source: MDCPA; Lambert Advisory



In terms of overall market performance for the Coral Gables retail sector, the occupancy rates among the three retail areas/corridors range from 92 percent along the Ponce De Leon Corridor, to 95± percent within the Miracle Mile BID.<sup>3</sup> The occupancy rate for the Coral Gables submarket as a whole is just under 96 percent, in line with that of Miami-Dade County.

According to Costar, quoted NNN rental rates<sup>4</sup> among the three select retail areas/corridors in Coral Gables range from approximately \$44 per square foot at the Village of Merrick Park for smaller spaces, to \$39 per square foot within the Miracle Mile BID; however, some locations within the core area of the district exceed \$50 per square foot. Ponce de Leon is currently reporting NNN quoted lease rates of nearly \$49 per square foot; which is a dramatic increase from the \$38 per square foot lease quoted for much of the past 5 years. The average quoted NNN rental rate for all retail space in Coral Gables is \$36 per square foot, which is attributed to average rental rates in the mid- to upper- \$20 per square foot range in other areas of Coral Gables including pockets along Le Jeune Road, Aragon Avenue, and Andalusia among others.

The following figure presents a Retail Market Snapshot comparison for the select Coral Gables corridors/areas and Miami-Dade County.

<sup>3</sup> Costar – Q3 2014

<sup>4</sup> NNN rental rates represent a lease agreement that designates the lessee (the tenant) as being solely responsible for all of the costs relating to the asset being leased in addition to the rent fee applied under the lease. The structure of this type of lease requires the lessee to pay for net real estate taxes on the leased asset, net building insurance and net common area maintenance.

**Figure 10: Retail Market Snapshot: Miami-Dade County & Coral Gables**

Source: CoStar Q3 2014

Trade Area	Total Inventory SF	Occp. Rate	Vacant SF	Quoted Rent/SF	In Construction & Proposed
<b>Miami-Dade County</b>	122,602,100	96.0%	4,505,400	\$28.94	1,424,388
<b>Coral Gables</b>	3,692,643	96.4%	132,952	\$36.04	658,311 (5)
<b>Miracle Mile BID (2)</b>	852,191	95.8%	35,731	\$39.22	-
<b>Ponce De Leon Corridor (3)</b>	175,262	92.4%	13,873	\$49.04	-
<b>Vill. of Merrick Park (4)</b>	1,181,671	98.0%	22,000	\$42.81	-

Notes:

- (1) Equals total space available, including vacant and sublet space.
- (2) Represents properties within the Miracle Mile BID defined as east of SW 37<sup>th</sup> Avenue, north of Valencia Avenue, east of SW 42<sup>nd</sup> Avenue, and south of Alhambra Circle. Square footage based upon CoStar
- (3) Includes the portion of Ponce De Leon Blvd. between Alhambra Circle on the north and Malaga Avenue/the Subject Site on the south.
- (4) Includes the Village of Merrick Park Shopping Mall and surrounding outparcels.
- (5) Represents Mediterranean Village and Gables Station.

Retail development trends within Coral Gables indicated that 1.46 million square feet of the current inventory was built before 1960, or more than 40 percent of the total inventory. The ratio is even higher within Miracle Mile with more than 80 percent of retail being built before 1960 as well as the Ponce de Leon corridor with more than 65 percent built before 1960. From 1960 to 1999, there was approximately 625,000 square feet of retail space delivered to the Coral Gables submarket, equal to 18 percent of the current total inventory. However, from 2000 to 2009, the inventory of retail space in Coral Gables increased significantly with delivery of 1.21 million square feet of space – the lion’s share of which is 1.06 million square feet within Village of Merrick Park built in 2002.

The following table presents retail absorption trends for Miami-Dade County and Coral Gables from 2010 to 2013. During this time period, Coral Gables absorbed a net 78,000 square feet of retail space, equal to 2.6± percent of the total net square feet of retail space absorbed in Miami-Dade County. The City is capturing just slightly below its historical fair share of countywide demand considering the City’s total existing 3.4 million square feet of retail space is roughly three percent of the County’s total retail inventory.

**Figure 11: Estimated Retail Absorption Trends: Miami-Dade County & Coral Gables**

Source: CoStar

	Annual Absorption		
	Miami-Dade	Coral Gables	Coral Gables Share
2010	583,400	(57,905)	-
2011	1,191,800	54,692	4.6%
2012	604,200	7,905	1.3%
2013	552,600	72,988	13.2%
Total	2,932,000	77,680	2.6%
Annual Avg.	733,000	19,420	2.6%

Compared to many other municipalities throughout the County, Coral Gables has a relatively high concentration of high-end, boutique retail establishments, although there are a number of shopping centers and “big box” retail in Coral Gables with major anchor tenants, as highlighted below:

**Figure 12: Coral Gables Shopping Center Profile**

Sources: CoStar; Lambert Advisory

Name	Address	Distance, Drivetime & Direction From Trade Area from Intersection of Miracle Mile & Ponce de Leon Blvd.	Est. Square Feet	Major Tenants
<b>Miracle Mile BID</b>	BID Boundaries (Refer to Figure 10)	N/A	852,191	Ross Dress for Less, Barnes & Noble
<b>Village of Merrick Park</b>	4301 Ponce de Leon Blvd.	1.4 miles 5+ minutes south	1,181,671	Neiman Marcus, Nordstrom's
<b>Miracle Market Place</b>	3301 Coral Way	±0.5 miles, < 5 minutes east	250,000	Marshall's, LA Fitness, Nordstrom Rack, PetSmart, Bed, Bath & Beyond, DSW, Toys R Us, Ultra
<b>Ponce de Leon Corridor</b>	Alhambra to Palermo	0.5 miles ±5 minutes North & South	175,262	N/A
Other Major Retailers				
<b>Office Max</b>	1906 Ponce de Leon	2.5 blocks North	25,000	-
<b>Staples</b>	2120 SW 32nd Ave.	±1 mile 10 minutes West	22,000	-

There is 658,000 square feet of retail space proposed in the Coral Gables submarket. This is predominately represented within two shopping centers, including Gables Station (summarized in the table below) for 330,000 square feet located on US Hwy 1 between Ponce De Leon and Mediterranean Village for 311,000 square feet.

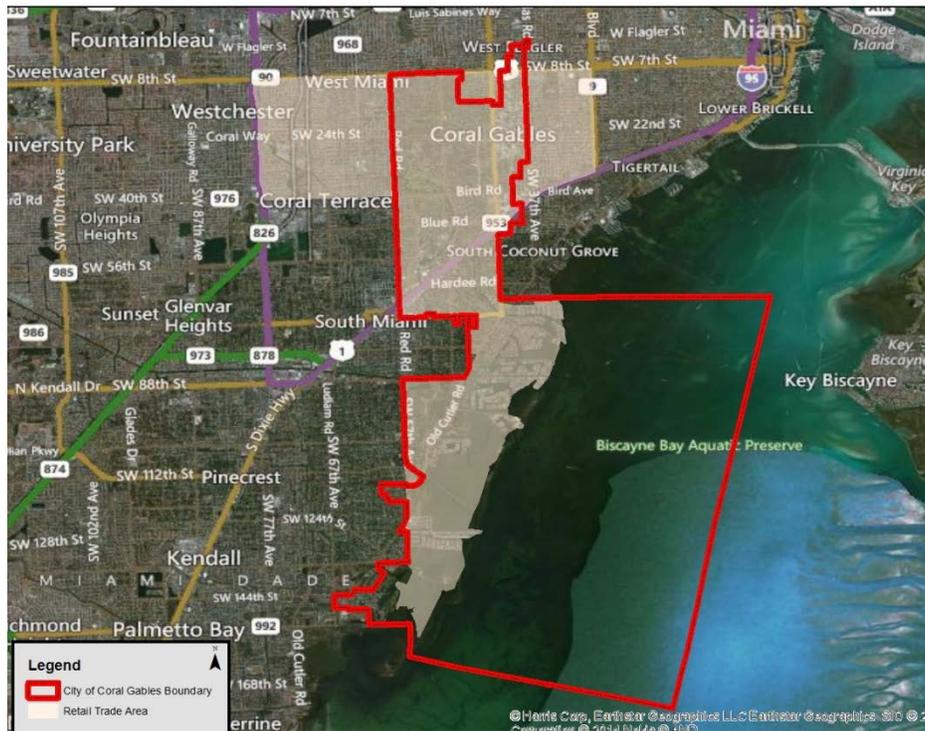
**Figure 13: Coral Gables Shopping Center Profile: Proposed**

Sources: CoStar; Lambert Advisory

<b>Name</b>	<b>Address</b>	<b>Distance, Drivetime &amp; Direction From Trade Area from Intersection of Miracle Mile &amp; Ponce de Leon Blvd.</b>	<b>Estm. Square Feet</b>	<b>Major Tenants</b>
<b>Gables Station</b>	US Hwy 1 between Le Jeune Rd. & Ponce de Leon Blvd.	1.5+ miles 5+ minutes South	330,000	300,000 sq. ft. including Target (or similar) and other Big Box stores
<b>Mediterranean Village (Subject Site)</b>	2801,2901 & 3201 Ponce de Leon Blvd. (Ponce de Leon Blvd. at Circle Park)	0.25+ miles < 5 minutes South	311,311	Retail - 266,210 sq. ft. Restaurant - 27,684 sq. ft. Movie Theater - 17,417 sq. ft.
<b>Merrick Manor</b>	4111 Le Jeune Rd. (SW 42nd Ave.)	1.3+ miles 5+ minutes South	17,000	Misc. Retail
<b>Subtotal Proposed</b>			658,311	
<b>Total Existing, UC &amp; Proposed</b>			658,311	

In spite of the two larger scale retail development plans, we believe the market is in a solid enough position to support new supply within the next few years. Moreover, support for this new supply will come from on-going demand within trade area, the majority of which will be derived from two primary sources: resident and visitor demand. In the effort to gauge the level of demand from these sources during the next 5± years, we have completed a retail demand analysis to illustrate the relationship between supply and demand on a forward looking basis. Specific to resident demand, Lambert has defined the Coral Gables Retail Trade Area based upon boundaries for the trade area which is considered to represent the area from which we believe businesses will draw patrons for food and beverage establishments, local stores and boutiques, and specialty businesses on a regular basis – illustrated in the following map. While retail trade area boundaries are ordinarily defined by drive times, the boundaries set forth herein consider drive time, proximity to surrounding competitive commercial nodes, and have clear delineation around Census Block Groups to allow for comprehensive economic and demographic analyses.

Figure 14: Coral Gables Retail Trade Area Map



Based upon the defined trade area, we utilize our *Lambert Advisory Retail Trade Model* to estimate resident expenditure and translate it into demanded square feet of retail space by merchandise category. The detailed models can be found in the Appendix. We clearly recognize that the demand from trade area residents is not the only area from which the City’s retailers will draw patrons. The trade model takes into account expenditures by residents outside of the trade area by utilizing inflow factors. We have estimated demand over a five year projection period and, based upon the output from the trade model, the net growth in retail demand solely from resident growth is estimated to be more than 400,000 square feet, of which roughly 50 percent represents Shoppers Goods and just over 25 percent is Convenience Goods, while Food Services and Drinking Places represent slightly more than 15 percent. The estimated resident retail demand is summarized in the table below.

**Figure 15: Mediterranean Village Retail Trade Area –Estimated Resident Retail Demand (by Category)**

Source: Lambert Advisory

	2015	2020	Change
Estimated Population	104,964	108,690	3,726
Per Capita Income	\$35,574	\$38,701	\$3,127
<b>Total Retail Expenditure Potential</b>	<b>\$1,008,177,121</b>	<b>\$1,135,729,006</b>	<b>\$127,551,886</b>
<b>Expenditure Potential by Category</b>			
Food Services & Drinking Places	\$186,410,039	\$209,994,141	\$23,584,102
Shoppers Goods	\$461,268,772	\$519,627,269	\$58,358,497
Convenience Goods	\$298,899,709	\$336,715,704	\$37,815,996
<b>Sales per Square Foot by Category</b>			
Food Services & Drinking Places	\$375	\$375	\$0
Shoppers Goods	\$301	\$301	\$0
Convenience Goods	\$351	\$351	\$0
<b>Supportable Square Footage by Category</b>			
Food Services & Drinking Places	497,093	559,984	62,891
Shoppers Goods	1,532,312	1,724,279	191,967
Convenience Goods	884,714	996,646	111,932
Non-Retail Space	298,067	335,937	37,870
<b>Total Supportable Retail Space</b>	<b>3,212,187</b>	<b>3,616,847</b>	<b>404,660</b>

It is also important to note that a considerable amount of retail demand within Miami Dade County is driven by visitors to the area – both domestic and international. In 2011, Lambert completed a retail demand analysis for Miami Dade County<sup>5</sup> within which demand from visitors was estimated from 2011 to 2016. In that study, the retail and entertainment demand countywide (including Shoppers Goods, Convenience, and Food and Beverage) from visitors during the five year period was estimated to be 8.1 million square feet (or 1.7 million square feet average per year). Since the time of the study, Miami Dade County visitor growth has actually exceeded the projected annual growth rate estimated in the analysis, and, therefore, we anticipate average annual demand to continue at or above the projected annual growth trend. Accordingly, if it is assumed that the City’s retail and visitor demand capture mirrors its proportionate share of the County’s total retail inventory (or 3.0 percent), then there is an estimated additional demand from visitors of roughly 225,000 square feet over the next 5± years.

Based upon the estimated demand from residents and visitors, the City is estimated to have roughly 625,000 square feet of new retail demand during the next 5± years. However, we recognize that a portion of this net new retail demand presumes absorption of existing vacant space, as well as support for a repositioning of older existing retail space. Nonetheless, this level of demand adequately supports

<sup>5</sup> Miami Dade County Retail/Entertainment District (RED) Assessment in conjunction with Miami-Dade County Board of County Commission Resolution 871-09 that called for a study of the opportunity to designate and promote a Retail/Entertainment District (RED) within the County.

new retail that is proposed within Mediterranean Village, along with support for additional supply from other proposed development such as Gables Station.

### 3.) Other Select Retail Submarkets At a Glance

The Coral Gables retail market continues to remain among the strongest in Miami Dade County, drawing residents and visitors from areas well beyond its boundaries. However, the retail market naturally is not impervious to development and leasing activity in other vital retail markets/nodes within surrounding areas. For this, we provide a cursory profile of other notable areas and retail developments within Miami Dade County that have a relevant impact on supply and demand factors affecting Coral Gables; namely, Kendall/South Dade, Midtown/Miami Design District, Miami Beach and Downtown Miami. Accordingly, we have included a location map for these other select submarkets and retail developments within the Appendix.

#### Kendall/South Dade Retail at a Glance

According to CoStar, as of the 4<sup>th</sup> Quarter of 2013, the retail inventory for the Kendall/South Dade submarket is estimated at 19.1 million square. We divided the submarket into four significant retail nodes including: East Kendall with 9.8 million square feet; Dadeland Mall with 1.488 million square feet; “All other Malls and Big Box Retailers” at 3.4 million square feet and “All Other East Kendall Retail” at 4.9 million square feet.

The occupancy rates among significant retail nodes in the Kendall submarket range from 94.9 percent for All Other Malls and Big Box Retailers, to 100 percent at Dadeland Mall. The occupancy rate for the Kendall Submarket is 96.6 percent, higher than that for both Miami-Dade County and Coral Gables at 96 percent.

Quoted NNN rental rates, among significant retail nodes in the Kendall submarket range from \$33.32 per square foot for “All Other East Kendall Retail” to \$100.00 per square foot at Dadeland Mall. For all of East Kendall the quoted NNN rental rate for retail is \$57.00 per square foot when Dadeland Mall is included and \$35.26 per square foot without Dadeland Mall. With the exception of Dadeland Mall, the quoted NNN rental rates for retail in the Kendall Submarket are higher than that for all of Miami-Dade County and comparable to Coral Gables.

The figure below presents a profile of the Kendall Retail Submarket with general comparisons for the Coral Gables Trade Areas and Miami-Dade County.

**Figure 16: Kendall Retail Submarket Profile**

Source: CoStar

Trade Area(s)	Total Inventory Sq. Ft.	Occp. Rate	Vacancy Rate	Vacant Sq. Ft.	Sublet Sq. Ft.	Quoted Rents/ Sq. Ft.	UC & Proposed
Miami-Dade	122,602,100	96.0%	3.7%	4,505,400	4,575,100	\$28.94	1,424,388
Kendall	19,112,400	96.6%	3.4%	648,000	652,200	\$29.97	237,365
East Kendall	9,823,560	96.1%	3.9%	382,359	6,039	\$35.26 w/o Dadeland & \$57.00 w/ Dadeland	160,000
Dadeland Mall	1,447,941	100.0%	0.0%	0	2,500	\$100.00	
All Other Malls, Big Box	3,410,160	94.9%	5.1%	172,990	0	\$36.23	
All Other E.Kendall Retail	4,965,456	95.8%	4.2%	209,369	3,539	\$33.32	160,000

The following figure presents a profile of select shopping centers in the Kendall Submarket, including location, estimated square feet of rentable space and anchor tenants.

**Figure 17: Kendall Shopping Center Profile**

Sources: CoStar; Lambert Advisory

Existing			
Name	Address	Estm. Square Feet	Major Tenants
Dadeland Mall	7200-7500 N. Kendall Drive (SW 88th Street)	1,447,941	Macy's, Saks Fifth Avenue, JC Penney, Nordstrom's
The Falls	SWC US 1 & SW 136th Street	782,600	Bloomingdale's, Macy's, Regal Cinema
Shops at Sunset Place	5701 Sunset Drive (SWC S. Dixie Hwy & Red Road)	514,559	LA Fitness, Barnes & Noble, AMC Theater
Palms @ Town & Country	8268 Mills Drive	503,665	Kohl's, Dick's Sporting Goods, Nordstrom Rack, Marshall's
Dadeland Station	8312 S. Dixie Hwy (US Hwy. 1)	330,000	Target, Best Buy, PetSmart, Bed, Bath & Beyond, Sports Authority, Michael's
Kendall Village Center	8600 Block of SW 124th Ave.	267,000	LA Fitness, Old Navy, Gap, Barnes & Noble, Pier One Imports, Regal Cinema

A listing of select other miscellaneous major retailers in the Kendall Submarket, including location and estimated square feet is shown as follows:

**Figure 18: Kendall Submarket – Other Miscellaneous Major Retail**

Sources: CoStar; Lambert Advisory

Other/Miscellaneous			
Target	7800 SW 104th Street	200,000	-
Brandsmart	7260 N Kendall Drive	50,000	-
Best Buy	12495 SW 88th Street	35,000	-
Old Navy	7220 N Kendall Drive	30,000	-
Office Depot	7240 N Kendall Drive	20,000	-
Staples	8811 SW 107th Ave.	15,000	-
Staples	9801 S Dixie Hwy.	15,000	-
DSW	8607 S. Dixie Hwy	15,000	-
Toys R Us	8325 S Dixie Hwy	15,000	-
Baby's R Us	8325 S Dixie Hwy	10,000	-
Ross Dress for Less	8605 S Dixie Hwy	25,000	-
TJ Maxx	8765 SW 136th Street	30,000	-
TJ Maxx	7750 N Kendall Drive	30,000	-
TJ Maxx	7620 SW 117th Ave,	20,000	-
West Elm		15,000	-
Total Existing		2,922,824	
Percent of Kendall		15.3%	
Percent of East Kendall		29.8%	
Proposed	6101 Sunset Drive	160,000	General Retail
Total Existing, UC & Proposed		19,282,400	
Major Retailers et. Al. -Percent of East Kendall		15.2%	
Major Retailers et. Al. -Percent of Kendall		29.8%	

Midtown Miami & Miami Design District at a Glance

There are two significant retail nodes within east-central Miami, including Midtown Miami and the Miami Design District. The two areas are essentially contiguous with Midtown Miami extending north from NE 29<sup>th</sup> Street to NE 36<sup>th</sup> Street (US Hwy 27) on the north and from N. Miami Avenue on the west to Biscayne Boulevard on the east. The Miami Design District general includes the area north of NE 36<sup>th</sup> Street to NE 43<sup>rd</sup> Street on the north and from Biscayne Boulevard on the east to N. Miami Avenue on the west.

Midtown Miami consists of 1.43 million square feet of retail space and is further subdivided into the Shops at Midtown, which is a 645,000 square feet urban power center anchored by Target, Wal-Mart, PetSmart and also includes an assortment of 15,000-25,000+ square feet of discount and/or lifestyle stores such as Ross Dress for Less, Marshalls, Sports Authority and Home Goods. The Midtown retail node also includes another 787,000 square feet of other/miscellaneous retail and dining places and bars.

The Miami Design District has 885,470 square feet of retail space with another 300,000 square feet proposed. The Miami Design District is largely comprised of high-end fashion retail, restaurants, design studios and furniture galleries.

The figure below provides a profile of the Midtown Miami and Miami Design District Submarket, with comparison for all of Miami-Dade County and the Coral Gables Submarket.

**Figure 19: Midtown/Miami Design District Retail Submarket Profile**

Source: CoStar

Trade Area(s)	Total Inventory Sq. Ft.	Occp. Rate	Vacant Sq. Ft.	Quoted Rents/ Sq. Ft.	UC & Proposed
Miami-Dade	122,602,100	96.0%	4,505,400	\$28.94	1,424,388
Coral Gables	3,692,343	96.4%	132,952	36.04	658,311
Midtown Miami	1,432,025	95.4%	66,478	\$41.28	42,150
Shops at Midtown	645,000	92.9%	45,866	\$42.56	32,150
All Other Midtown Retail	787,025	97.4%	20,612	\$36.81	10,000
Miami Design District	885,470	86.7%	117,812	\$42.82	301,465

The occupancy rates among within the Submarket range from 86.7 percent in the Miami Design District (which is currently undergoing a \$500 million construction phase), to 97.4 percent for “All Other Midtown Retail.” The occupancy rate for the Submarket is roughly 94 percent, lower than that for both Miami-Dade County and Coral Gables at 96 percent.

Quoted NNN rental rates, among select retail areas in the Submarket range from \$42.82 in the Miami Design District to into \$42.82 per square foot to \$36.81 in “All Other Midtown”. The average quoted NNN rental rate for retail in the Biscayne Corridor Submarket is \$29.97 per square feet, which is higher than that for all of Miami-Dade County but lower than Coral Gables.

The following figure presents a profile of select shopping centers and proposed retail in the Midtown Miami/ Miami Design District Submarket, including location, estimated square feet of rentable space and anchor tenants.

**Figure 20: Midtown/Miami Design District Shopping Center Profile**

Sources: CoStar; Lambert Advisory

Existing			
Name	Address	Est. Square Feet	Major Tenants
Shops at Midtown	3101 to 3501 Block of N Miami Ave.	645,000	Wal-Mart, Target, PetSmart, Sports Authority, Ross Dress for Less, Marshall's, Home Goods, West Elm
Design District	Between NW 2th Ave on the West and Biscayne Bay on the East & NE 48 Street on the South to I-195/ NE 36th Street on the South	885,470	Specialty/Fashion, furniture & Design High-end Retail
<b>Total Existing</b>		1,530,470	
<b>Proposed</b>	Miami Design District	300,000	High-end Retail
<b>Proposed</b>	Shops at Midtown-Linear Retail	16,000	Specialty Retail/Restaurants
<b>Proposed</b>	Other Midtown	26,150	General Retail
<b>Proposed</b>	Other Biscayne Corridor	15,000	General Retail
<b>Total UC &amp; Proposed</b>		357,150	
<b>Total Existing, UC &amp; Proposed</b>		3,252,560	

Miami Beach/South Beach at a Glance

According to CoStar, as of the 4<sup>th</sup> Quarter of 2013, the retail inventory for the Miami Beach Submarket is estimated at 7.31 million square. Of this total, ±65 percent, equal to 4.73 million square feet, is located in South Beach, which includes the area from South Point Park on the south to 17<sup>th</sup> Street on the north. The Lincoln Road pedestrian shopping mall is located on the northern end of South Beach. The 945,655 square feet mall is anchored by Macy's and includes a variety of fashion and specialty stores.

The figure below provides a profile of the Miami Beach Submarket and select retail areas, with comparison for all of Miami-Dade County.

**Figure 21: Miami Beach Submarket Profile**

Source: CoStar; Lambert Advisory

Trade Area(s)	Total Inventory Sq. Ft.	Occp. Rate	Vacant Sq. Ft.	Quoted Rents/ Sq. Ft.	UC & Proposed
Miami-Dade	122,602,100	96.0%	4,505,400	\$28.94	1,424,388
Coral Gables	3,692,343	96.4%	132,952	36.04	658,311
Miami Beach	7,309,860	95.4%	334,074	\$61.15	231,893
South Beach	4,732,566	94.7%	253,144	\$66.59	231,893
Lincoln Road	945,655	95.6%	41,886	\$83.93	89,078
All Other Miami Beach	2,577,294	96.9%	80,930	\$63.68	0

The occupancy rates among select retail areas in the Miami Beach Submarket range from 94.7 percent in South Beach, to 96.9 percent for All Other Miami Beach Retail. The occupancy rate for the Miami Beach Submarket is 95.4 percent, lower than that for Miami-Dade County Coral Gables at 96percent.

Quoted NNN rental rates, among select retail areas in the Miami Beach Submarket are some of the highest in all of Miami-Dade County and range from \$64 per square foot for “All Other Miami Beach Retail,” to \$84 per square foot along Lincoln Road. The average quoted NNN rental rate for retail in the Miami Beach Submarket \$61.15 per square feet, which is significantly higher than that for all of Miami-Dade County as well as Coral Gables.

The following figure presents a profile of select shopping centers and proposed retail in the Miami Beach Submarket, including location, estimated square feet of rentable space and anchor tenants.

In addition to the Lincoln Road pedestrian mall, the Shoppes at Fifth and Alton Road, located at the SEC of 5<sup>th</sup> Street and Alton Road, is an 180,000 square feet center that opened in April/May of 2014. Anchor tenants include Best Buy, TJ Maxx, Ross Dress for Less and Staples.

Another 321,000 square feet of retail space is proposed for South Beach, of which 231,915 square feet is along Lincoln Road.

**Figure 22: Miami Beach Center Profile**

Sources: CoStar; Lambert Advisory

Existing			
Name	Address	Estm. Square Feet	Major Tenants
Lincoln Road	Lincoln Road between Collins Ave. & Alton Road	945,655	Macy's, H&M, Express, Gap, Miscellaneous Fashion, Specialty Retail & Restaurants
Shoppes at Filth & Alton	SEC or 5th Street & Alston Road	180,000	Best Buy, Petco, TJ MaxxRoss Dress for Less, Staples
Other	Miami Beach	30,000	Office Depot, Staples
<b>Total Existing</b>		<b>1,155,655</b>	
<b>Percent of South Beach</b>		<b>24.4%</b>	
<b>Lincoln Road as % of South Beach</b>		<b>20.0%</b>	
<b>Proposed</b>	South Beach	231,915	High-end Retail
<b>Proposed</b>	Lincoln Road	89,100	Specialty Retail/Restaurants
<b>Total Existing UC &amp; Proposed Miami Beach</b>		<b>7,541,775</b>	
<b>Total Existing UC &amp; Proposed South Beach</b>		<b>4,964,481</b>	
<b>Total Existing UC &amp; Proposed Lincoln Road</b>		<b>1,034,755</b>	
<b>Lincoln Road as % of South Beach</b>		<b>13.7%</b>	

Downtown Miami Retail at a Glance

Until 2006, Bayside Marketplace was the only major retail center in Downtown Miami, with 230,000 square feet, and heavily tourist oriented. Flagler Street is the other major shopping node, but it is mostly characterized by electronic, jewelry and small specialty stores – with the exception of Macy’s (formerly Burdines). In 2006, Mary Brickell Village was built and primarily comprises restaurants and bars, anchored by a Publix store. Since that time, retail in the Downtown area has grown modestly, and with a heavy concentration in the food and beverage sector. However, as a second wave of major residential development has occurred, a considerable amount of retail development is now under construction and in process.

In 2015/16, Brickell CityCentre will be completed/opened and represents 625,000 square feet of retail space including a recently announced Saks Fifth Avenue, along with numerous restaurants, stores and movie theater. Additionally, there are several other sizable retail developments currently in the approval process within Downtown, the most notable of which includes the proposed World Center, a 750,000 square foot mixed use development which will be anchored by Macy’s and Bloomingdales.

This has major implications for the Mediterranean Village development, less from the perspective of direct competition for day-to-day shoppers, but more for the fact that upscale oriented retailers have already staked out a presence in the surround submarket raising questions as to what pool of tenants will be available for the Mediterranean Village.

#### 4.) Conclusions and Findings

The subject site profile, retail market overview and other general observations outlined above provides the basis of information that supports our conclusions for the strategic evaluation of Mediterranean Village. Specific to the objectives of this analysis outlined in the Introduction, there are three principal findings set forth herein:

- **Perceived Impact from Mediterranean Village on Miracle Mile and Village of Merrick Park** - As noted within the findings from the market assessment above, the Coral Gables retail market is relatively strong and should continue as such in spite of considerable luxury retail development in surrounding areas. Accordingly, the scale of retail development within Mediterranean Village is not considered to be at the scale that would significantly affect the surrounding Coral Gables market, particularly since there will be new underlying demand generated from the residential, office and hotel uses and if food and beverage space is kept to a reasonably small 27,000 square feet of the total project. Indeed, the opportunity of Mediterranean Village to introduce larger-format retail stores with a regional draw should actually have a positive effect on the nearby Miracle Mile district; particularly, given the pedestrian link between the two destinations. Irrespective of the proposed retail development within Mediterranean Village, Miracle Mile will continue to serve as a niche dining and shopping destination; especially, given the physical parcel constraints that limit the district's ability to accommodate the larger stores as discussed above. Moreover, the added demand from a regional retail store at Mediterranean Village, along with added residential, office and hotel uses should only be mutually beneficial to both retail nodes. As it relates to Merrick Park, while it has some of the same attributes of Mediterranean Village, Mediterranean Village given its location in the core of Coral Gables and, importantly the growth in regional demand as discussed above, marginalizes its competitive impact.
- **Observations of the Proposed Subject Development** – As outlined above, Mediterranean Village at Ponce Circle proposes 311,000 total square feet of retail space, along with 234 residential units, 200,000 square feet of office and 184 hotel rooms. Retail specifically is anticipated to comprise two junior anchor stores (98,000 to 36,000 square feet), along with 29,000 square feet of restaurant space and a cinema. Following a profile of the most recent plan submittal, we continue to have principal concern with the preliminary design for the retail:
  - There is a large amount of second level retail space which does not traditionally perform well outside of major regional centers (ie. regional mall) or highly intensive urban environments (ie. Brickell CityCenter). Additionally, there is a portion of second level space that is oddly configured. While the residential, office and hotel uses may help support

second-floor retail, the Mediterranean Village development itself is not to the scale that it alone will support 314,000 square feet of retail space. The risk of developing the second level space with retail appears to outweigh the financial benefits; therefore, a recommendation is to re-vision it for alternative uses that could perform stronger, such as professional office or hotel banquet/meeting space.

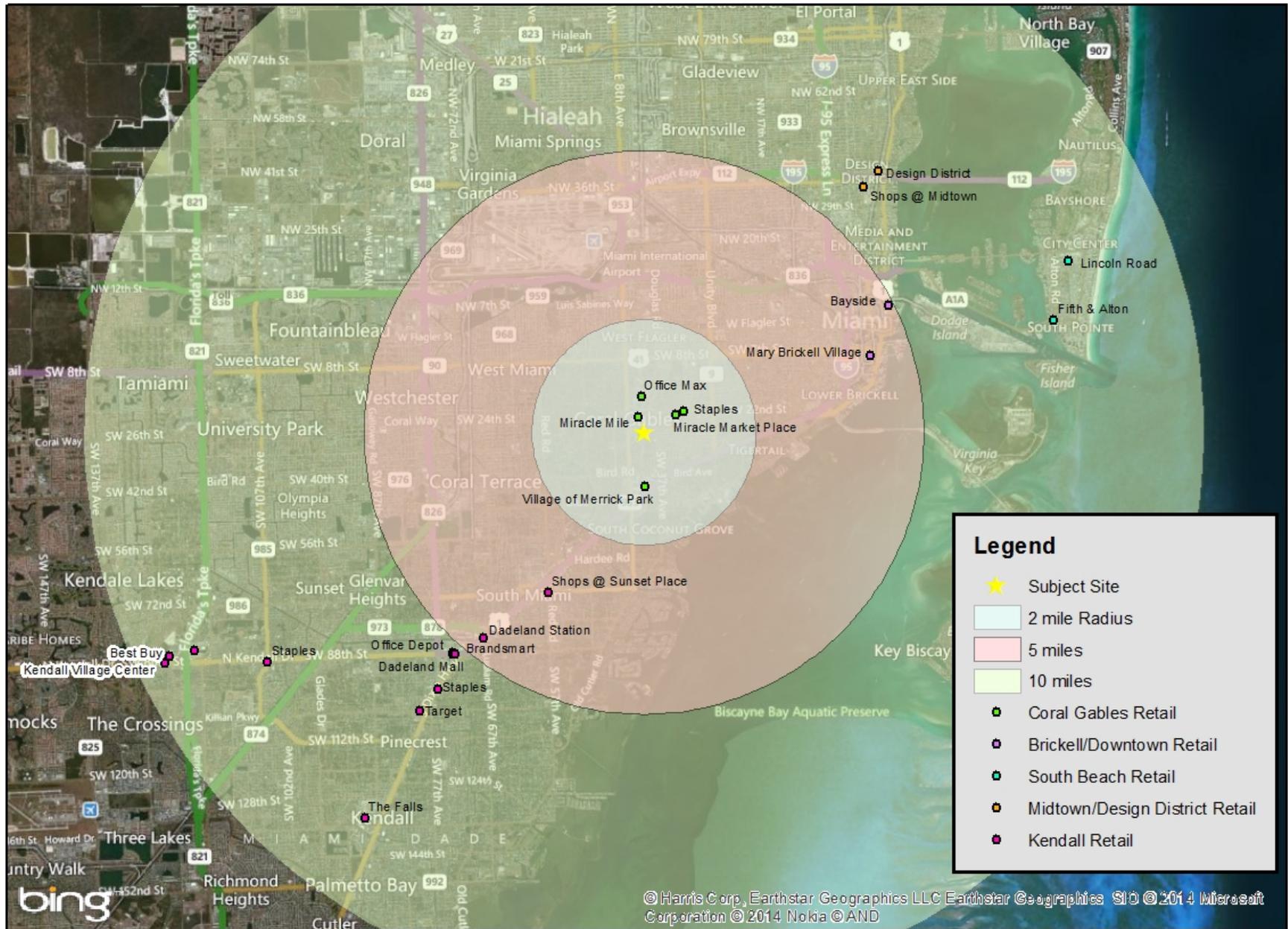
We continue to have conversations with representatives of the development about this concern. As we understand it, the developer is going through a redesign/rethinking of the retail elements of the project to both position the retail for success and to maximize performance.

- **Assessment of the Coral Gables and Surrounding Retail Market** – Coral Gables and its surrounding comparable/competitive retail market is well represented with a broad range of retailers ranging from small boutique to “big box” discount to regional mall. The broader assessment of the retail market completed as part of this analysis indicates that from a very narrow perspective of the Coral Gables market to the broader Miami Dade County region, the retail sector overall is very strong in terms of both occupancy and rate. This is further evidenced by the level of new and planned retail development; particularly, for larger scale and higher-end projects including but not limited to Miami Design District, Brickell CityCentre, Downtown’s World Center, Lincoln Road, Gables Station, among others including the Mediterranean Village. While it is difficult to assess what the impact of any one new development will have on select submarkets within the region, especially since some projects (such as World Center) may not be introduced to the market for several years, the overall market should be able to accommodate these new projects reasonably well given growth projections. As a result, notable projects such as Miami Design District and Brickell CityCentre will inevitably impact the Coral Gables retail market and largely the luxury shopper segmentation. At the same time, though, retail demand will continue to increase from growth within the area’s resident, worker and visitor base as detailed within the analysis of retail demand in Section 2 above. Accordingly, we estimate the proposed residential, office and hotel uses within the Mediterranean Village itself generates demand for 30,000 to 35,000 SF of retail component. Given the trends in the retail sector we believe Mediterranean Village can perform well if it is able to attract Dadeland and Falls type tenants but stays clear of the high end luxury market. The one area of significant concern is that the luxury retail market will have too much space given the expansion of Bal Harbor Shops, the redevelopment of the Design District, the construction of Brickell CityCentre, and the continued repositioning of Aventura Mall.

# APPENDIX

# APPENDIX 1

## Regional Shopping Map



APPENDIX 2  
Mediterranean Village –  
Resident Retail Trade Model

**Resident Expenditure Estimate, By Major Retail Category, Urban Village**

	2015	2016	2017	2018	2019	2020
Total Population	104,964	105,699	106,439	107,184	107,934	108,690
Per Capita Income	\$35,574	\$36,179	\$37,047	\$37,640	\$38,167	\$38,701
Total Income	\$3,733,989,336	\$3,824,049,425	\$3,943,237,397	\$4,034,373,500	\$4,119,490,712	\$4,206,403,727
% of Total Income Expended on Non-Auto Retail Expenditure	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Total Non-Auto Retail Expenditure	\$1,008,177,121	\$1,032,493,345	\$1,064,674,097	\$1,089,280,845	\$1,112,262,492	\$1,135,729,006

Distribution by Store Type - 2007 Census; Miami-Dade County

**Expenditure by Store Type - Detail**

<b>General merchandise stores</b>	\$ 156,706,521	\$ 160,486,126	\$ 165,488,157	\$ 169,312,919	\$ 172,885,083	\$ 176,532,613
Department stores	\$ 78,360,584	\$ 80,250,563	\$ 82,751,812	\$ 84,664,372	\$ 86,450,621	\$ 88,274,556
Other general merchandise stores	\$ 78,345,937	\$ 80,235,563	\$ 82,736,345	\$ 84,648,547	\$ 86,434,462	\$ 88,258,057
<b>Clothing &amp; clothing accessories stores</b>	\$ 146,974,887	\$ 150,519,774	\$ 155,211,175	\$ 158,798,415	\$ 162,148,744	\$ 165,569,758
Clothing stores	\$ 101,217,358	\$ 103,658,620	\$ 106,889,451	\$ 109,359,880	\$ 111,667,155	\$ 114,023,109
Men's clothing stores	\$ 4,907,956	\$ 5,026,331	\$ 5,182,992	\$ 5,302,781	\$ 5,414,659	\$ 5,528,898
Women's clothing stores	\$ 28,464,169	\$ 29,150,697	\$ 30,059,265	\$ 30,753,995	\$ 31,402,843	\$ 32,065,380
Children's & infants' clothing stores	\$ 4,912,999	\$ 5,031,495	\$ 5,168,317	\$ 5,308,229	\$ 5,420,222	\$ 5,534,578
Family clothing stores	\$ 49,651,483	\$ 50,849,007	\$ 52,493,868	\$ 53,645,720	\$ 54,777,537	\$ 55,933,234
Clothing accessories stores	\$ 5,944,388	\$ 6,087,761	\$ 6,279,505	\$ 6,422,590	\$ 6,558,094	\$ 6,696,457
Other clothing stores	\$ 7,336,383	\$ 7,513,329	\$ 7,747,504	\$ 7,926,565	\$ 8,093,799	\$ 8,264,562
Shoe stores	\$ 18,387,778	\$ 18,831,273	\$ 19,418,206	\$ 19,867,000	\$ 20,286,154	\$ 20,714,151
Jewelry, luggage, & leather goods stores	\$ 27,369,751	\$ 28,029,882	\$ 28,903,517	\$ 29,571,535	\$ 30,195,435	\$ 30,832,499
Jewelry stores	\$ 25,162,945	\$ 25,769,850	\$ 26,573,045	\$ 27,187,201	\$ 27,760,797	\$ 28,346,494
Luggage & leather goods stores	\$ 2,206,805	\$ 2,260,031	\$ 2,330,472	\$ 2,384,334	\$ 2,434,639	\$ 2,486,005
<b>Furniture &amp; home furnishings stores</b>	\$ 46,191,847	\$ 47,305,948	\$ 48,780,380	\$ 49,907,792	\$ 50,960,746	\$ 52,035,916
Furniture stores	\$ 26,880,047	\$ 27,528,367	\$ 28,386,372	\$ 29,042,437	\$ 29,655,175	\$ 30,280,840
Home furnishings stores	\$ 19,311,799	\$ 19,777,580	\$ 20,394,008	\$ 20,865,354	\$ 21,305,572	\$ 21,755,077
Floor covering stores	\$ 4,459,672	\$ 4,567,235	\$ 4,709,586	\$ 4,818,434	\$ 4,920,094	\$ 5,023,898
Other home furnishings stores	\$ 14,852,127	\$ 15,210,346	\$ 15,684,422	\$ 16,046,920	\$ 16,385,478	\$ 16,731,179
<b>Electronics &amp; appliance stores</b>	\$ 66,577,655	\$ 68,183,442	\$ 70,308,583	\$ 71,933,555	\$ 73,451,209	\$ 75,000,883
Appliance, television, & other electronics stores	\$ 53,026,241	\$ 54,305,181	\$ 55,997,764	\$ 57,291,985	\$ 58,500,731	\$ 59,734,979
Computer & software stores	\$ 12,843,492	\$ 13,153,264	\$ 13,563,225	\$ 13,876,698	\$ 14,169,469	\$ 14,468,416
Camera & photographic supplies stores	\$ 707,923	\$ 724,997	\$ 747,594	\$ 764,872	\$ 781,009	\$ 797,487
<b>Sporting goods, hobby, book, &amp; music stores</b>	\$ 25,278,998	\$ 25,888,702	\$ 26,695,601	\$ 27,312,590	\$ 27,888,831	\$ 28,477,230
Sporting goods, hobby, & musical instrument stores	\$ 16,693,966	\$ 17,096,608	\$ 17,629,475	\$ 18,036,928	\$ 18,417,471	\$ 18,806,043
Sporting goods stores	\$ 8,737,901	\$ 8,948,651	\$ 9,227,562	\$ 9,440,830	\$ 9,640,012	\$ 9,843,397
Hobby, toy, & game stores	\$ 4,868,618	\$ 4,986,045	\$ 5,141,450	\$ 5,260,279	\$ 5,371,260	\$ 5,484,583
Sewing, needlework, & piece goods stores	\$ 1,135,597	\$ 1,162,987	\$ 1,199,235	\$ 1,226,952	\$ 1,252,838	\$ 1,279,270
Musical instrument & supplies stores	\$ 1,951,849	\$ 1,998,926	\$ 2,061,229	\$ 2,108,868	\$ 2,153,361	\$ 2,198,792
Book, periodical, & music stores	\$ 8,585,032	\$ 8,792,094	\$ 9,066,126	\$ 9,275,662	\$ 9,471,360	\$ 9,671,187
Book stores & news dealers	\$ 6,877,454	\$ 7,043,331	\$ 7,262,857	\$ 7,430,717	\$ 7,587,490	\$ 7,747,571
Prerecorded tape, compact disc, & record stores	\$ 1,707,578	\$ 1,748,763	\$ 1,803,269	\$ 1,844,946	\$ 1,883,870	\$ 1,923,616
<b>Miscellaneous store retailers</b>	\$ 32,208,675	\$ 32,985,516	\$ 34,013,609	\$ 34,799,732	\$ 35,533,936	\$ 36,283,631
Florists	\$ 2,288,002	\$ 2,343,187	\$ 2,416,219	\$ 2,472,063	\$ 2,524,219	\$ 2,577,474
Office supplies, stationery, & gift stores	\$ 13,351,434	\$ 13,652,975	\$ 14,078,511	\$ 14,403,894	\$ 14,707,787	\$ 15,018,092
Office supplies & stationery stores	\$ 8,530,807	\$ 8,736,561	\$ 9,008,863	\$ 9,217,075	\$ 9,411,537	\$ 9,610,102
Gift, novelty, & souvenir stores	\$ 4,800,627	\$ 4,916,414	\$ 5,069,648	\$ 5,186,818	\$ 5,296,250	\$ 5,407,990
Used merchandise stores	\$ 2,629,918	\$ 2,693,349	\$ 2,777,296	\$ 2,841,484	\$ 2,901,434	\$ 2,962,649
Other miscellaneous store retailers	\$ 13,959,320	\$ 14,296,005	\$ 14,741,583	\$ 15,082,291	\$ 15,400,497	\$ 15,725,416
Pet & pet supplies stores	\$ 3,329,077	\$ 3,409,371	\$ 3,515,634	\$ 3,598,887	\$ 3,672,775	\$ 3,750,263
Art dealers	\$ 3,010,051	\$ 3,082,651	\$ 3,178,731	\$ 3,252,198	\$ 3,320,813	\$ 3,390,875
All other miscellaneous store retailers	\$ 128,1063,697	\$ 1,311,962	\$ 1,352,853	\$ 1,384,120	\$ 1,413,322	\$ 1,443,140
<b>Food &amp; beverage stores</b>	\$ 175,366,903	\$ 179,596,578	\$ 185,194,242	\$ 189,474,453	\$ 193,471,985	\$ 197,553,857
Grocery stores	\$ 160,571,602	\$ 164,444,429	\$ 169,569,832	\$ 173,488,930	\$ 177,149,200	\$ 180,886,694
Supermarkets & other grocery (except convenience) stores	\$ 155,999,919	\$ 159,762,481	\$ 164,741,958	\$ 168,549,474	\$ 172,105,531	\$ 175,736,614
Convenience stores	\$ 4,571,683	\$ 4,681,947	\$ 4,827,874	\$ 4,939,456	\$ 5,043,669	\$ 5,150,080
Specialty food stores	\$ 5,554,691	\$ 5,688,665	\$ 5,865,969	\$ 6,001,543	\$ 6,128,164	\$ 6,257,456
Beer, wine, & liquor stores	\$ 9,240,610	\$ 9,463,485	\$ 9,758,443	\$ 9,983,980	\$ 10,194,622	\$ 10,409,708
<b>Food services &amp; drinking places</b>	\$ 155,341,699	\$ 159,088,386	\$ 164,046,852	\$ 167,838,303	\$ 171,379,556	\$ 174,995,117
Full-service restaurants	\$ 74,381,811	\$ 76,175,826	\$ 78,550,074	\$ 80,365,523	\$ 82,061,075	\$ 83,792,400
Limited-service eating places	\$ 53,819,722	\$ 55,117,800	\$ 56,835,712	\$ 58,149,299	\$ 59,376,132	\$ 60,628,850
Drinking places	\$ 8,448,592	\$ 9,062,011	\$ 9,344,456	\$ 9,560,425	\$ 9,762,131	\$ 9,968,092
<b>Health &amp; personal care stores</b>	\$ 118,126,703	\$ 120,975,801	\$ 124,746,374	\$ 127,629,513	\$ 130,322,240	\$ 133,071,779
Pharmacies & drug stores	\$ 98,718,380	\$ 101,099,368	\$ 104,250,433	\$ 106,659,869	\$ 108,910,179	\$ 111,207,966
Cosmetics, beauty supplies, & perfume stores	\$ 7,895,197	\$ 8,085,622	\$ 8,337,634	\$ 8,530,334	\$ 8,710,307	\$ 8,894,077
Optical goods stores	\$ 5,349,117	\$ 5,478,133	\$ 5,648,875	\$ 5,779,432	\$ 5,901,366	\$ 6,025,873
Other health & personal care stores	\$ 6,164,009	\$ 6,312,676	\$ 6,509,432	\$ 6,659,878	\$ 6,800,388	\$ 6,943,862
<b>Home Centers, Paint &amp; wallpaper stores, Hardware Stores</b>	\$ 35,380,916	\$ 35,380,916	\$ 36,483,669	\$ 37,326,879	\$ 38,114,402	\$ 38,918,539
<b>Building material &amp; garden equipment &amp; supplies dealers</b>	\$ 85,403,233	\$ 87,463,073	\$ 90,189,122	\$ 92,273,573	\$ 94,220,361	\$ 96,208,222
Other building material dealers	\$ 35,272,551	\$ 36,123,290	\$ 37,249,181	\$ 38,110,084	\$ 38,914,130	\$ 39,735,141
Lawn & garden equipment & supplies stores	\$ 2,950,664	\$ 3,021,832	\$ 3,116,016	\$ 3,188,033	\$ 3,255,294	\$ 3,323,975
Outdoor power equipment stores	\$ 669,305	\$ 706,448	\$ 706,812	\$ 723,148	\$ 738,405	\$ 753,984
Nursery, garden center, & farm supply stores	\$ 2,281,359	\$ 2,336,384	\$ 2,409,204	\$ 2,464,886	\$ 2,516,890	\$ 2,569,991

**Resident Expenditure Estimate, By Major Retail Category, Urban Village**

<b>Expenditure by Store Type - Summary</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
General merchandise stores	\$ 156,706,521	\$ 160,486,126	\$ 165,488,157	\$ 169,312,919	\$ 172,885,083	\$ 176,532,613
Clothing & clothing accessories stores	\$ 146,974,887	\$ 150,519,774	\$ 155,211,175	\$ 158,798,415	\$ 162,148,744	\$ 165,569,758
Furniture & home furnishings stores	\$ 46,191,847	\$ 47,305,948	\$ 48,780,380	\$ 49,907,792	\$ 50,960,746	\$ 52,035,916
Electronics & appliance stores	\$ 66,577,655	\$ 68,183,442	\$ 70,308,583	\$ 71,933,555	\$ 73,451,209	\$ 75,000,883
Sporting goods, hobby, book, & music stores	\$ 25,278,998	\$ 25,888,702	\$ 26,695,601	\$ 27,312,590	\$ 27,888,831	\$ 28,477,230
Home Centers, Paint & wallpaper stores, Hardware Stores	\$ 35,380,916	\$ 35,380,916	\$ 36,483,669	\$ 37,326,879	\$ 38,114,402	\$ 38,918,539
Miscellaneous store retailers	\$ 32,208,675	\$ 32,985,516	\$ 34,013,609	\$ 34,792,732	\$ 35,533,936	\$ 36,283,631
<b>Shoppers Goods Subtotal</b>	<b>\$ 509,319,499</b>	<b>\$ 520,750,424</b>	<b>\$ 536,981,173</b>	<b>\$ 549,391,882</b>	<b>\$ 560,982,952</b>	<b>\$ 572,818,570</b>
Food & beverage stores	\$ 175,366,903	\$ 179,596,578	\$ 185,194,244	\$ 189,474,453	\$ 193,471,985	\$ 197,553,857
Food services & drinking places	\$ 155,341,699	\$ 159,088,386	\$ 164,046,852	\$ 167,838,303	\$ 171,379,356	\$ 174,995,117
Health & personal care stores	\$ 118,126,703	\$ 120,975,801	\$ 124,746,374	\$ 127,629,513	\$ 130,322,240	\$ 133,071,779
<b>Convenience Goods Subtotal</b>	<b>\$ 448,835,305</b>	<b>\$ 459,660,764</b>	<b>\$ 473,987,470</b>	<b>\$ 484,942,269</b>	<b>\$ 495,173,581</b>	<b>\$ 505,620,753</b>
<b>Building material &amp; garden equipment</b>	<b>\$ 50,022,317</b>	<b>\$ 52,082,157</b>	<b>\$ 53,705,454</b>	<b>\$ 54,946,694</b>	<b>\$ 56,105,960</b>	<b>\$ 57,289,683</b>
<b>Primary Market Area Retention</b>						
General merchandise stores	80.00%	80.00%	80.00%	80.00%	80.00%	80.00%
Clothing & clothing accessories stores	80.00%	80.00%	80.00%	80.00%	80.00%	80.00%
Furniture & home furnishings stores	60.00%	60.00%	60.00%	60.00%	60.00%	60.00%
Electronics & appliance stores	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%
Sporting goods, hobby, book, & music stores	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
Home Centers, Paint & wallpaper stores, Hardware Stores	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
Miscellaneous store retailers	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
Food & beverage stores	90.00%	90.00%	90.00%	90.00%	90.00%	90.00%
Food services & drinking places	80.00%	80.00%	80.00%	80.00%	80.00%	80.00%
Health & personal care stores	90.00%	90.00%	90.00%	90.00%	90.00%	90.00%
Building material & garden equipment	15.00%	15.00%	15.00%	15.00%	15.00%	15.00%
<b>Inflow from Secondary Market</b>						
General merchandise stores	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%
Clothing & clothing accessories stores	30.00%	30.00%	30.00%	30.00%	30.00%	30.00%
Furniture & home furnishings stores	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%
Electronics & appliance stores	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%
Sporting goods, hobby, book, & music stores	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%
Home Centers, Paint & wallpaper stores, Hardware Stores	15.00%	15.00%	15.00%	15.00%	15.00%	15.00%
Miscellaneous store retailers	15.00%	15.00%	15.00%	15.00%	15.00%	15.00%
Food & beverage stores	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%
Food services & drinking places	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%
Health & personal care stores	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Building material & garden equipment	2.00%	5.00%	5.00%	5.00%	5.00%	5.00%
<b>Net Sales Potential</b>						
		200000				
General merchandise stores	\$188,047,825	\$192,583,351	\$198,585,789	\$203,175,503	\$207,462,100	\$211,839,135
Clothing & clothing accessories stores	\$152,853,882	\$156,540,565	\$161,419,621	\$165,150,352	\$168,634,694	\$172,192,549
Furniture & home furnishings stores	\$33,258,130	\$34,060,282	\$35,121,873	\$35,933,610	\$36,691,737	\$37,465,860
Electronics & appliance stores	\$39,946,593	\$40,910,065	\$42,185,150	\$43,160,133	\$44,070,726	\$45,000,530
Sporting goods, hobby, book, & music stores	\$21,234,358	\$21,746,510	\$22,424,305	\$22,942,576	\$23,426,618	\$23,920,873
Home Centers, Paint & wallpaper stores, Hardware Stores	\$28,481,638	\$28,481,638	\$29,369,353	\$30,048,138	\$30,682,093	\$31,329,424
Miscellaneous store retailers	\$25,927,984	\$26,553,341	\$27,380,955	\$28,013,784	\$28,604,819	\$29,208,323
<b>Shoppers Goods Subtotal</b>	<b>\$461,268,772</b>	<b>\$472,394,114</b>	<b>\$487,117,693</b>	<b>\$498,375,958</b>	<b>\$508,890,694</b>	<b>\$519,627,269</b>
Food & beverage stores	\$189,396,256	\$193,964,304	\$200,009,783	\$204,632,409	\$208,949,744	\$213,358,166
Food services & drinking places	\$186,410,039	\$190,906,063	\$196,856,223	\$201,405,964	\$205,655,227	\$209,994,141
Health & personal care stores	\$109,503,453	\$112,144,567	\$115,639,889	\$118,312,558	\$120,808,716	\$123,357,539
<b>Convenience Goods Subtotal</b>	<b>\$485,309,748</b>	<b>\$497,014,934</b>	<b>\$512,505,895</b>	<b>\$524,350,931</b>	<b>\$535,413,687</b>	<b>\$546,709,845</b>
<b>Building material &amp; garden equipment</b>	<b>\$7,653,414</b>	<b>\$8,202,940</b>	<b>\$8,458,609</b>	<b>\$8,654,104</b>	<b>\$8,836,689</b>	<b>\$9,023,125</b>

**Resident Expenditure Estimate, By Major Retail Category, Urban Village**

<b>Sales Per Square Foot</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
General merchandise stores	\$300	\$300	\$300	\$300	\$300	\$300
Clothing & clothing accessories stores	\$325	\$325	\$325	\$325	\$325	\$325
Furniture & home furnishings stores	\$250	\$250	\$250	\$250	\$250	\$250
Electronics & appliance stores	\$325	\$325	\$325	\$325	\$325	\$325
Sporting goods, hobby, book, & music stores	\$250	\$250	\$250	\$250	\$250	\$250
Home Centers, Paint & wallpaper stores, Hardware Stores	\$225	\$225	\$225	\$225	\$225	\$225
Miscellaneous store retailers	\$275	\$276	\$277	\$278	\$279	\$280
<b>Shoppers Goods Subtotal</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>
Food & beverage stores	\$310	\$310	\$310	\$310	\$310	\$310
Food services & drinking places	\$375	\$375	\$375	\$375	\$375	\$375
Health & personal care stores	\$400	\$400	\$400	\$400	\$400	\$400
<b>Convenience Goods Subtotal</b>	<b>\$351</b>	<b>\$351</b>	<b>\$351</b>	<b>\$351</b>	<b>\$351</b>	<b>\$351</b>
<b>Building material &amp; garden equipment</b>	<b>\$115</b>	<b>\$115</b>	<b>\$115</b>	<b>\$115</b>	<b>\$115</b>	<b>\$115</b>
<b>Average Per Square Foot Sales</b>	<b>\$320</b>	<b>\$320</b>	<b>\$320</b>	<b>\$320</b>	<b>\$320</b>	<b>\$320</b>
<b>Warranted Square Feet</b>						
General merchandise stores	626,826	641,945	661,953	677,252	691,540	706,130
Clothing & clothing accessories stores	470,320	481,663	496,676	508,155	518,876	529,823
Furniture & home furnishings stores	133,033	136,241	140,487	143,734	146,767	149,863
Electronics & appliance stores	122,913	125,877	129,800	132,800	135,602	138,463
Sporting goods, hobby, book, & music stores	84,937	86,986	89,697	91,770	93,706	95,683
Home Centers, Paint & wallpaper stores, Hardware Stores	126,585	126,585	130,530	133,547	136,365	139,242
Miscellaneous store retailers	94,284	96,208	98,848	100,769	102,526	104,315
<b>Shoppers Goods Subtotal</b>	<b>1,532,312</b>	<b>1,568,920</b>	<b>1,617,462</b>	<b>1,654,481</b>	<b>1,689,018</b>	<b>1,724,279</b>
Food & beverage stores	610,956	625,691	645,193	660,105	674,031	688,252
Food services & drinking places	497,093	509,083	524,950	537,083	548,414	559,984
Health & personal care stores	273,759	280,361	289,100	295,781	302,022	308,394
<b>Convenience Goods Subtotal</b>	<b>1,381,808</b>	<b>1,415,136</b>	<b>1,459,242</b>	<b>1,492,969</b>	<b>1,524,467</b>	<b>1,556,630</b>
<b>Building material &amp; garden equipment</b>	<b>66,551</b>	<b>71,330</b>	<b>73,553</b>	<b>75,253</b>	<b>76,841</b>	<b>78,462</b>
<b>Total Warranted Retail Space</b>	<b>2,980,671</b>	<b>3,055,385</b>	<b>3,150,257</b>	<b>3,222,702</b>	<b>3,290,326</b>	<b>3,359,372</b>
<b>Non-Retail Space (Services)</b>	<b>298,067</b>	<b>305,539</b>	<b>315,026</b>	<b>322,270</b>	<b>329,033</b>	<b>335,937</b>
<b>Non-Retail Percent</b>	<b>10.00%</b>	<b>10.00%</b>	<b>10.00%</b>	<b>10.00%</b>	<b>10.00%</b>	<b>10.00%</b>
<b>Total</b>	<b>3,278,738</b>	<b>3,360,924</b>	<b>3,465,283</b>	<b>3,544,973</b>	<b>3,619,359</b>	<b>3,695,309</b>
<b>Annual Net New Demand</b>		<b>82,186</b>	<b>104,359</b>	<b>79,689</b>	<b>74,386</b>	<b>83,314</b>
<b>Cumulative Net New Demand</b>		<b>82,186</b>	<b>186,545</b>	<b>266,234</b>	<b>340,621</b>	<b>416,571</b>

**CITY OF CORAL GABLES**

**- MEMORANDUM -**

**TO:** CATHERINE SWANSON RIVENBARK  
CITY MANAGER  
RAMON TRIAS  
PLANNING & ZONING DIRECTOR  
ED HUDAK  
INTERIM POLICE CHIEF  
MARC STOLZENBERG  
FIRE CHIEF  
BROOK DANNEMILLER  
PUBLIC SERVICE DIRECTOR  
JESSICA KELLER  
ASSISTANT PUBLIC WORKS DIRECTOR  
CHARLES WU  
ASSISTANT DEV. SERVICES DIRECTOR  
CINTHYA BIRDSILL  
ECONOMIC & CULTURAL DEVELOPMENT DIRECTOR  
KEVIN KINNEY  
PARKING DIRECTOR  
WALTER F. FOEMAN  
CITY CLERK  
CRAIG LEEN  
CITY ATTORNEY

**DATE:** DECEMBER 31, 2014

**FROM:** GLENN KEPHART  
PUBLIC WORKS DIRECTOR



**SUBJECT:** PROPOSED ALLEY VACATION,  
CORAL GABLES "CRAFTS SECTION"

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Attached please find an application for a proposed partial vacation of alley running East-West, dividing Blocks 3,4 and Tract F from Block 5 and Tract G on of Ponce Place Villas East (PB 168-Page 42) and the proposed dedication of a public access easement. This request is in connection with the proposed development "Mediterranean Villages".

In accordance with Ordinance No. 0-2004-34 and Chapter 62 of the City Code (attached) please review and provide your comments to the Public Works department by January 8, 2015.

This item, along with your comments, will be presented to the Development Review Committee scheduled for January 30, 2015.

**C:** Carmen Olazabal, Assistant City Manager  
Jane Tompkins, Development Services Director  
Ernesto Pino, Assistant Public Works Director  
Walter Carlson, Planning Department  
Scott Bolyard, Planning Department  
Jorge Acevedo, Utility Director  
Yamilet Senespleda, City Engineer  
Juan Martinez, Professional Land Surveyor



**THE CITY OF CORAL GABLES**  
**CORAL GABLES, FLORIDA**  
**STREET AND ALLEY VACATION GUIDELINES**

**CHECK LIST**

APPLICANT(S) MUST RETURN THE FOLLOWING:

- 1. Application
- 2. Certified Survey (in the Public Works Department files)
- 3. Letter of Intent
- 4. Waiver of Objections (HAVE BEEN REQUESTED)
- 5. Filing Fee \$1,500.00  
(Ordinance No. 0-2004-34)
- 6. List of Property Owners within a minimum 1000' radius, (on-file)

**\*Applicant: All property owners abutting the proposed right of way to be vacated**

THE CITY OF CORAL GABLES  
CORAL GABLES, FLORIDA

STREET AND ALLEY VACATION

DATE: \_\_\_\_\_

APPLICATION FOR VACATION OF A STREET OR ALLEY, (PLEASE CHECK IF APPLICABLE ITEM)

\_\_\_\_\_ Vacation of Street  
  X   Vacation of Alley

PLEASE PRINT OR TYPE:

1. Agave Ponce LLC  
Name of Applicant(s)

2901 Ponce de Leon Blvd.; 2801 Ponce de Leon Blvd.;  
3001 Ponce de Leon Blvd. Coral Gables, FL 33134 \_\_\_\_\_  
Street Address City, State, Zip Telephone Number

CHECK APPROPRIATE BOX

Rent  Own

2601 S. Bayshore Drive, Suite 1215 Miami, FL 33133 (305) 857-0400  
Mailing Address City, State, Zip Telephone Number

2. A. General description of r.o.w. to be vacated (survey with legal description to be attached)

20-foot wide alley, running East-West, dividing Blocks 3, 4 and Tract F from Blocks 5  
and Tract G of Ponce Place Villas East. See Exhibit A.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

B. Dimension of proposed vacation: Length in feet: 88.09  
Width in feet: 20

Rev. 5/3/94  
Rev. 12/11/97  
Rev. 1/26/99  
Rev. 6/22/05

3. If applicant(s) is going to dedicate property for a Substitute Street or Alley, describe the property to be dedicated for such substitution.

Applicant is dedicating a public access easement over an internal driveway to access

Palermo Avenue and Coconut Grove Drive.

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4. Reason for the requested abandonment, vacation and closure.

Applicant is requesting vacation of the alley to consolidate the building site.

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Applicant(s) Signature

Rev. 5/3/94  
Rev. 12/11/97  
Rev. 1/26/99  
Rev. 6/22/05

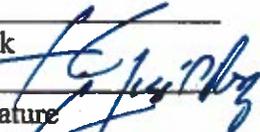
APPLICANT(S) (continued)

Agave Ponce LLC  
Name (Print)

x   
Signature

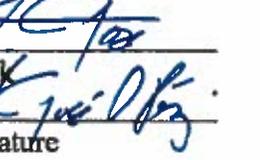
2601 S. Bayshore Drive, Ste. 1215, Miami, FL 33133  
Mailing Address

OWNER OF: 1  
Lot(s)  
Agave Ponce LLC  
Name (Print)

5  
Block  
x   
Signature

Ponce Place Villas East  
Section  
2601 S. Bayshore Drive, Ste. 1215, Miami, FL 33133  
Mailing Address

OWNER OF: Tract G  
Lot(s)  
Agave Ponce LLC  
Name (Print)

TC 100  
Block  
x   
Signature

Ponce Place Villas East  
Section  
2601 S. Bayshore Drive, Ste. 1215, Miami, FL 33133  
Mailing Address

OWNER OF: Tract F  
Lot(s)  
\_\_\_\_\_  
Name (Print)

\_\_\_\_\_  
Block  
\_\_\_\_\_  
Signature

Ponce Place Villas East  
Section  
\_\_\_\_\_  
Mailing Address

OWNER OF: \_\_\_\_\_  
Lot(s)  
\_\_\_\_\_  
Name (Print)

\_\_\_\_\_  
Block  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Section  
\_\_\_\_\_  
Mailing Address

OWNER OF: \_\_\_\_\_  
Lot(s)  
\_\_\_\_\_  
Name (Print)

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Signature

\_\_\_\_\_  
Section  
\_\_\_\_\_  
Mailing Address

Action by:  
Development & Review Committee

\_\_\_\_\_  
Date  
\_\_\_\_\_  
Date  
\_\_\_\_\_  
Date

City Commission:

Planning Department

Memoranda: \_\_\_\_\_

Rev. 5/3/94  
Rev. 12/11/97  
Rev. 1/26/99  
Rev. 6/22/05

**THE CITY OF CORAL GABLES  
CORAL GABLES, FLORIDA  
STREET AND ALLEY VACATION GUIDELINES**

Please read carefully and comply with all instructions which apply to your request in order to avoid an incomplete application and resultant delay.

**LIMITATION AUTHORITY**

The Development Review Committee is charged with the responsibility of making an investigation, holding hearings, and submitting recommendation to the City Manager on requests for street and alley vacations. The hearing determination of vacating a street and alley is vested with the City Commission.

**PRELIMINARY REVIEW**

It is advisable to discuss the application with the staff of the Engineering Division in order to avoid filing is completely future or incomplete application.

**INCOMPLETE APPLICATION**

All required exhibits and supplementary data must be submitted at the same time as the application is filed, or the application will be determined to be incomplete. Incomplete applications will not be accepted and will be returned to the applicant.

**FILING AND HEARING FEES**

At the time of filing the application, the applicant shall pay a filing fee of \$1,500 (Ordinance 0-2004-34, Section 5) to pay the cost of processing the application.

**EXHIBITS AND DATA**

- A. **GENERAL:** All exhibits and data submitted in connection with the application becomes a part of the public records of the City of Coral Gables.
- B. **LETTER OF INTENT:** All applicants must be accompanied by a letter of intent. Please describe in detail in the letter of intent the proposed use of the vacated property, also explain to what extent the request would serve the public benefit which would warrant the granting of the request. The letter of intent shall also contain a statement that all costs relative to the relocation of any and all utilities, pavements, sidewalks, curbing and removal of same where discontinued shall be borne by the applicant.
- C. **CERTIFIED SURVEY:** All applications must be accompanied by a certified survey prepared by a registered land surveyor showing the dimensions of any locations of the street and alley to be vacated. The survey shall also show the following, located within the proposed vacation:

1. Location of power poles.
2. Location of telephone poles.
3. Location of underground telephone, power lines.
4. Location and size of water lines.
5. Location and size of gas lines.
6. Location of sanitary sewer lines.
7. Location and size of stormwater lines.
8. Location and size of soakage pits.
9. Location of all manholes.

D. **WAIVER OF OBJECTION:** Attach letter from the following utility companies stating whether or not they have objections to the vacation of the street and/or alley.

1. Miami-Dade Water & Sewer Department (Ms. Odalys C. Bello, 786-268-5268)
2. Florida Power & Light Company (Mr. Victor Muñoz 305-552-4056)
3. AT&T (Mr. Bernabe Macias 305-222-8745)
4. City Gas Company of Florida (Mr. Dexter Pinkney 305-835-3632)
5. Comcast (Mr. Leonard Maxwell 954-447-8405)
7. XO Communication and all other Telecommunication Companies.
8. City of Coral Gables Utilities Div. (Mr. Joe Novo 305-460-5172)

Contact 305-460-5026 for contact persons and mailing addresses.

**PLEASE NOTE:**

1. No hearing will be scheduled or heard on an incomplete or inaccurate application.
2. Application forms are available at the City of Coral Gables, Engineering Division, 2800 S.W. 72 Avenue, Miami, Florida (Telephone # 305-460-5026).
3. Checks for application fee shall be payable to the CITY OF CORAL GABLES.
4. It is advisable to discuss your application with the staff of the Engineering Division in order to avoid a completely futile or incomplete application.

THIS APPLICATION, WITH ALL REQUIRED SUPPLEMENTAL DATA AND INFORMATION, MUST BE COMPLETED IN CONFORMITY WITH THE ATTACHED INSTRUCTIONS AND THEN RETURNED TO THE SECRETARY OF THE STREET AND ALLEY VACATION COMMITTEE WITH THE APPROPRIATE APPLICATION FEE.

I HAVE READ AND UNDERSTAND THE FOREGOING INSTRUCTIONS.

11/3/2014  
DATE

Acaso Paving, LLC  
APPLICANT(S) (PRINT OR TYPE)

[Signature]  
APPLICANT(S) SIGNATURE

Rev. 5/3/94  
Rev. 12/11/97  
Rev. 1/26/99  
Rev. 6/17/05  
Rev. 8/5/10

November 25, 2014

**RECEIVED****NOV 25 2014****PUBLIC WORKS DEPT.****VIA HAND DELIVERY**

Mr. Glenn Kephart  
Public Works Director  
City of Coral Gables  
2800 SW 72<sup>nd</sup> Avenue  
Coral Gables, FL 33155

**Re: Mediterranean Village / 2801, 2901 and 3001 Ponce de Leon Blvd. / Request to Vacate Alley / Public Works Application**

Dear Mr. Kephart:

On behalf of Agave Ponce LLC (the "Applicant"), we respectfully submit this application for vacation of an alley in connection with its proposed construction of a mixed use development named "Old Spanish Village," (the "Development"), consisting of residential, office, retail, public recreational and hotel uses, which will be located immediately east and south of Ponce Circle Park between Sevilla and Malaga Avenues on a 6.72 acre site (the "Property").

Pursuant to Section 62-257 *et seq.* of the Coral Gables Code of Ordinances, we respectfully request that the City vacate, abandon, and close a portion of the alley that presently runs through the Property, from Galiano Street on the east to a private property located approximately 88 feet to the west (the "Alley"). The Alley, which is further described in the enclosed materials, is approximately 20 feet in width and 88 feet in length. The vacation of this Alley is necessary to consolidate the building site. Our request to vacate the Alley is accompanied by a dedication of a public access easement over an internal driveway running from Palermo Avenue to Coconut Grove Drive ("Public Access Easement") so as to ensure access to the portion of alleyway which will remain abutting the neighboring property.

The Alley has little benefit to the public as it is only 88 feet in length and does not connect two thoroughfares; instead it dead ends up against a single private property on the west side and the only other properties it has serviced will be consolidated into the Development. The dedication of the Public Access Easement spanning from Palermo Avenue to Coconut Grove Drive would meet the same needs that the Alley meets, while providing additional means for traffic circulation. Specifically, the Public Access Easement provides access to the neighboring property and access to the public streets to the north and the south—a benefit not provided by the existing Alley. This access provided by the Public Access Easement would facilitate the

Mr. Glenn Kephart  
Public Works Director  
City of Coral Gables  
October 16, 2014  
Page 2

provision of municipal services including emergency and waste removal services as it provides two means of egress and ingress rather than just the one provided by the Alley.

Additionally, the Alley would present a grave safety issue once the Development is completed because it would block the line of sight of pedestrians and vehicles traveling east on the Alley. Neither pedestrians nor vehicles would be able to see traffic traveling on Galiano Street without encroaching into the intersection. This alone is a compelling reason to vacate the Alley.

Vacating this underutilized Alley would be consistent with the City's Comprehensive Plan, as it permits consolidation of the Property making way for the Development which furthers the City's goals. The Applicant will bare all costs associated with the relocation of utilities, pavements, sidewalks, curbing and removal of same. If you have any questions regarding this matter, please contact me at 305-376-6061 or [mgarcia-serra@gunster.com](mailto:mgarcia-serra@gunster.com). Thank you for your attention to this matter.

Sincerely,



Mario Garcia-Serra

MIA\_ACTIVE 4248542.1

**Agave Ponce, LLC**  
2601 S Bayshore Drive, Suite 1215  
Miami, Florida 33133  
305-858-1890

**CITIBANK, N.A.**  
201 S Biscayne Boulevard  
Miami, Florida 33131  
63-88552660

1122

11/03/14

Details on Back

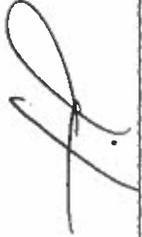
\$ 1,500.00

DOLLARS

PAY TO THE ORDER OF CITY OF CORAL GABLES

ONE THOUSAND FIVE HUNDRED and 00 Cents

CITY OF CORAL GABLES  
CITY OF CORAL GABLES  
Coral Gables 33134



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Subpart A - GENERAL ORDINANCES  
Chapter 62 - STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

ARTICLE VIII. VACATION, ABANDONMENT AND CLOSURE OF STREETS, EASEMENTS AND ALLEYS BY  
PRIVATE OWNERS AND THE CITY; APPLICATION PROCESS

**ARTICLE VIII. VACATION, ABANDONMENT AND CLOSURE OF STREETS, EASEMENTS  
AND ALLEYS BY PRIVATE OWNERS AND THE CITY; APPLICATION PROCESS**

Sec. 62-257. Purpose and methods.

Sec. 62-258. Definitions.

Sec. 62-259. Application form.

Sec. 62-260. City right-of-way or easement.

Sec. 62-261. Application fee and costs.

Sec. 62-262. Departments and agencies to receive and review applications.

Sec. 62-263. Procedures relating to applications.

Sec. 62-264. Action by city commission.

Sec. 62-265. Adoption of ordinance.

**Sec. 62-257. Purpose and methods.**

The purpose of this article is to set forth a uniform procedure for applications for vacation, abandonment and closure of streets, easements, alleys and other nonfee interests of the city, to provide a method for the city to vacate, abandon and close its fee interest on the public right-of-way, to designate the appropriate departments and boards of the city that shall be responsible for processing such applications, and to provide the methods, procedures and standards that shall govern such processing.

(Ord. No. O-2004-34, § 1(22-229), 9-14-2004)

**Sec. 62-258. Definitions.**

The following words, terms and phrases defined in this section shall have the meaning set forth below whenever they appear in this article, except where the context in which they are used clearly requires a different meaning; or where a different definition is prescribed for a particular section or provision. Words not defined shall be given the meaning provided under their common and ordinary meaning unless the context suggests otherwise.

*Abandon* or *vacate* means to renounce or disclaim all interest of the city and of the public in and to any land dedicated for transportation or travel by the public.

*Easement* means any easement granted for the use of nonspecified utilities or to the public in general. Any reference to easement in this article shall refer to a public easement unless otherwise specified.

*Right-of-way* means any public street, road, alley, place, highway, or other nonfee interest or portion thereof.

(Ord. No. O-2004-34, § 1(22-230), 9-14-2004)

Subpart A - GENERAL ORDINANCES  
Chapter 62 - STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

ARTICLE VIII. VACATION, ABANDONMENT AND CLOSURE OF STREETS, EASEMENTS AND ALLEYS BY  
PRIVATE OWNERS AND THE CITY; APPLICATION PROCESS

**Sec. 62-259. Application form.**

- (a) Applications may be filed by the owner of record of property abutting or bounding the right-of-way or easement sought to be vacated or by the city. All requests for vacation, abandonment, and closure of rights-of-way, easements, or city property shall be made in writing upon an application form furnished by the public works department, which shall require the following information:
- (1) The name and address of the applicant.
  - (2) A general description of the right-of-way or easement which applicant seeks to have abandoned and the location of same. A legal description and recent survey, prepared and certified by a registered surveyor or engineer, shall be provided, which description shall be accompanied by a plat, map or drawing that also shows the general area involved and the location of the specific property interest sought to be vacated, abandoned, and closed.
  - (3) The reason for the requested abandonment, vacation and closure.
  - (4) The names and addresses of the owners of record of real property bounding and abutting the right-of-way or easement or city property the applicant seeks to have abandoned, and all owners of record of property located within 1,000 feet in all directions from any point of the right-of-way or easement proposed to be abandoned. The property owners of record shall be deemed to be those shown on the then current tax assessment roll of the city.
  - (5) Letters of consent from affected utilities, including but not limited to Florida Power and Lights, BellSouth Telephone Company, Florida Public Utility, NUI Gas, Comcast and other telecommunications companies, the county water and sewer department and the city water and sewer division, as may be applicable.
  - (6) Existing utilities or improvements, if any, in the area involved. If utilities and improvements need to be relocated, all details regarding such relocation shall be identified, including dedication of new easements including legal descriptions.
  - (7) At least 45 days prior to the consideration of the application by the development review committee 20 completed copies of the application shall be submitted to the public works department by the applicant.
  - (8) Applicant's proposed mitigation plan designed to offset any potential impacts which may be caused by the requested vacation.
  - (9) Such other relevant information as the city may require.

The application shall be signed by the applicant, who shall verify under oath that the information contained therein is true and correct.

- (b) The city, through the city manager, may file an application with the public works director to initiate a review of proposed abandonment, vacation and closure of city right-of-way or easement. The city shall not file an application fee. The city application shall otherwise be reviewed and processed in accordance with the provisions of this article.

(Ord. No. O-2004-34, § 1(22-231), 9-14-2004)

**Sec. 62-260. City right-of-way or easement.**

- (a) The public works department shall prepare and distribute the application packages to city departments, public agencies and public utility companies as set forth in section 62-259, within ten

Subpart A - GENERAL ORDINANCES  
Chapter 62 - STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

ARTICLE VIII. VACATION, ABANDONMENT AND CLOSURE OF STREETS, EASEMENTS AND ALLEYS BY  
PRIVATE OWNERS AND THE CITY; APPLICATION PROCESS

days of receipt of a completed application for abandonment, vacation and closure of a right-of-way or easement.

- (b) The public works department shall review the application in accordance with the criteria set forth in the application and in section 62-262, and shall otherwise follow the procedures outlined in this article in reviewing and handling the application, except, however, that the city shall not pay an application fee.

(Ord. No. O-2004-34, § 1(22-232), 9-14-2004)

**Sec. 62-261. Application fee and costs.**

All applications for abandonment, vacation and closure filed by private property owners pursuant to this article shall be accompanied by an application fee in the amount established by the city commission, unless such fee is waived or reduced by the city commission upon a showing of good cause. All costs of public notice and advertisement shall be borne by the applicant unless waived by the city commission.

(Ord. No. O-2004-34, § 1(22-233), 9-14-2004)

**Sec. 62-262. Departments and agencies to receive and review applications.**

- (a) Applications for vacation, abandonment and closure pursuant to this article, together with the required filing fee, shall be made and directed to the public works department for processing. The public works department shall provide a copy of the complete application to the following departments and agencies for review and comment:

- (1) City manager;
- (2) Planning department;
- (3) Building and zoning department;
- (4) Fire-rescue department;
- (5) Police department;
- (6) Public service department;
- (7) Parking department;
- (8) Development department;
- (9) City clerk;
- (10) City attorney;
- (11) Public utilities and governmental agencies listed in section 62-259
- (12) Such other agencies as determined by the director of public works.

- (b) The governmental agency, public utility company and departmental review and evaluation of the application shall include, but not be limited to:

- (1) A determination of whether the subject right-of-way is useful as part of the city street system.
- (2) A determination of whether the proposed action is consistent with the city's comprehensive land use plan.

Subpart A - GENERAL ORDINANCES  
Chapter 62 - STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

ARTICLE VIII. VACATION, ABANDONMENT AND CLOSURE OF STREETS, EASEMENTS AND ALLEYS BY  
PRIVATE OWNERS AND THE CITY; APPLICATION PROCESS

- (3) A study of geographic areas within 2,500 feet that may be impacted by the proposed action and the manner of impact.
  - (4) Suggested alternative actions to the proposed action, if any, which would alleviate the identified problems.
  - (5) A determination of whether the proposed action may be accomplished in conformance with the standards, rules and regulations of the local, state and federal governing authorities.
  - (6) A determination of what additional property, interests, easements, utility relocations, agreements and other actions are necessary to accommodate the proposed action. The applicant may also be required to provide an alternative right-of-way or easement.
  - (7) Identification and evaluation of any impact that the proposed action would have on the delivery and provision of service by public services vehicles.
  - (8) Identification and evaluation of any impact that the proposed action would have on the surrounding city street system.
  - (9) The results of any applicable traffic study.
  - (10) An estimated immediate and future cost to the city, if any, of completing the proposed action.
  - (11) A study of the reason identified for the proposed action.
  - (12) A review of the applicant's proposed mitigation plan to offset potential impacts that may be caused by the requested vacation.
- (Ord. No. O-2004-34, § 1(22-234), 9-14-2004)

**Sec. 62-263. Procedures relating to applications.**

Upon receipt of the application and fee pursuant to this article, the public works department shall:

- (1) Review same for completeness and for compliance with the requirements of this article. The public works department may reject the application if a similar application has been considered at any time within one year of the date the application is submitted. Upon the application being properly submitted, it shall be accepted for filing with the public works department, which shall give a receipt to the applicant for the fee paid. Once the review procedures outlined above are complete, the public works department shall set a date for review by the development review committee.
- (2) Forward the application together with all comments and recommendations received from city departments, agency and utility company input, to the development review committee which shall review the application pursuant to the criteria set forth in section 62-262, and provide a recommendation to the city manager, who shall advise the city commission of any objections to the proposed vacation or abandonment, and to the planning and zoning board which shall consider the request as part of the site plan review and approval process, and whose recommendations shall be forwarded to the city commission.
- (3) Transmit the entire record to the city manager and planning and zoning board. The planning and zoning board, at the conclusion of a duly advertised public hearing, shall review the entire record, in accordance with the procedures set forth in the zoning code and in sections 62-262 and 62-264 and provide a recommendation to the city commission.
- (4) Provide courtesy notice by mail to the owners of real property bounding and abutting the right-of-way or easement or city property proposed to be abandoned and, in addition, if a street or

Subpart A - GENERAL ORDINANCES  
Chapter 62 - STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

ARTICLE VIII. VACATION, ABANDONMENT AND CLOSURE OF STREETS, EASEMENTS AND ALLEYS BY  
PRIVATE OWNERS AND THE CITY; APPLICATION PROCESS

alley is to be abandoned, all the owners within 1,000 feet in all directions from any point of the street or alley to be abandoned. The owner of property shall be deemed to be the person shown on the then current tax assessment roll, and such notice shall be sent to the address given on such assessment roll for that purpose. Notice shall be mailed at least two weeks prior to the date of the meeting before the development review committee and the planning and zoning board at which the application shall be considered. The notice provided shall also advise property owners that they may provide comments in writing and/or verbally at the board meeting at which same is to be considered.

- (5) Notify the general public by causing to be published a notice in a newspaper of general circulation in the city of the public hearing to be held on the application.
- (6) Forward the planning and zoning board's recommendations for public hearing at the appropriate city commission meeting.
- (7) Notify by certified mail the owners and occupants of real property, as identified above, of the public hearing to be held before the city commission.
- (8) Notify the general public by causing to be published a notice in a newspaper of general circulation in the city of the public hearing to be held by the city commission on the application.

(Ord. No. O-2004-34, § 1(22-235), 9-14-2004)

**Sec. 62-264. Action by city commission.**

- (a) The city commission shall consider the entire record of the application for abandonment, vacation and closure, which record shall consist of the report and recommendations of the departments, agencies and public utility companies, the recommendations of the development review committee and planning and zoning board and the record of the public hearing held before the planning and zoning board.
- (b) In reaching its decision, the city commission shall adopt findings of fact and shall also consider the following criteria at a duly advertised public hearing in determining whether the general public welfare would be best served by the proposed action:
  - (1) Whether the public benefits from the use of the subject right-of-way as part of the city street system;
  - (2) Whether the proposed action is consistent with the city's comprehensive plan;
  - (3) The availability of alternative action to alleviate the identified problems;
  - (4) The effect of the proposed action upon traffic circulation;
  - (5) The effect of the proposed action upon the safety of pedestrians and vehicular traffic;
  - (6) The effect of the proposed action upon the provision of municipal services, including, but not limited to, emergency services and waste removal; and
  - (7) The mitigation plan proposed by the applicant to offset any potential impacts.
- (c) At the conclusion of the hearing, the city commission shall accept, modify, or deny the application in accordance with the standards set forth in this section and in the best interests of the public welfare.

(Ord. No. O-2004-34, § 1(22-236), 9-14-2004)

Subpart A - GENERAL ORDINANCES  
Chapter 62 - STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

ARTICLE VIII. VACATION, ABANDONMENT AND CLOSURE OF STREETS, EASEMENTS AND ALLEYS BY  
PRIVATE OWNERS AND THE CITY; APPLICATION PROCESS

**Sec. 62-265. Adoption of ordinance.**

If the city commission adopts an ordinance granting the application, notice thereof shall be published one time, within 30 days following the date of adoption of said ordinance, in a newspaper of general circulation published in the city. The proof of publication of the notice of hearing and a proof of publication of the notice of the adoption of the ordinance and a copy of the ordinance shall be recorded in the public records of the county. Upon adoption of an ordinance approving an application, a certified copy of same shall be filed in the public records of the county. The costs of all notices required pursuant to the provisions of this article shall be borne by the applicant.

(Ord. No. O-2004-34, § 1(22-237), 9-14-2004)

**Mediterranean Village Staff Report**  
**Attachment N: Comprehensive Plan Consistency**

This section provides a detailed analysis of the CP providing a basis of consistency, and finds the following CP Goals, Objectives and Policies are consistent:

Ref. No.	CP Goal, Objective and Policy	Staff Review
1.	<b>Goal FLU-1.</b> Protect, strengthen, and enhance the City as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live and play.	Complies
2.	<b>Objective FLU-1.1.</b> Preserve Coral Gables as a “placemaker” where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use Classifications and Map (see FLU-1: Future Land Use Map).	Complies
3.	<b>Objective FLU-1.2.</b> Efforts shall continue to be made to control blighting influences, and redevelopment shall continue to be encouraged in areas experiencing deterioration.	Complies
4.	<b>Policy FLU-1.4.3.</b> Historic sites shall be identified and protected, and performance standards for development and sensitive reuse of historic resources shall be established.	Complies
5.	<b>Policy FLU-1.6.1.</b> Coordinate with State, regional, county and local agencies to ensure mutual cooperation in the development of all appropriate resources planning and management plans prepared pursuant to Chapter 380, F.S. as amended. The City will continue to monitor all other local governments’ activities when notice is provided. The City will continue to provide notice as required to other local governments and agencies on upcoming large development projects. The City will continue to work closely with the South Florida Regional Planning Council, Miami-Dade County School Board and the State Department of Community Affairs on regional issues. The City will continue to maintain mutual aid agreements with other local governments with reference to fire service, police and disaster preparedness.	Complies
6.	<b>Objective FLU-1.7.</b> When amendments to the Zoning Code are processed, discourage the proliferation of urban sprawl by including a regulatory framework for encouraging future infill and redevelopment	Complies

Ref. No.	CP Goal, Objective and Policy	Staff Review
	within existing developed areas. In drafting the infill/redevelopment program, the City shall coordinate public and private resources necessary to initiate needed improvements and/or redevelopment within these areas.	
7.	<b>Objective FLU-1.9.</b> Encourage sound innovation in the development standards of the City’s Zoning Code which provides a continuing process to respond to community needs.	Complies
8.	<b>Policy FLU-1.9.1.</b> Encourage balanced mixed use development in the central business district and adjoining commercial areas to promote pedestrian activity and provide for specific commitments to design excellence and long term economic and cultural vitality.	Complies
9.	<b>Policy FLU-1.11.1.</b> Maintain and enforce effective development and maintenance regulations through site plan review, code enforcement, and design review boards and committees.	Complies
10.	<b>Goal FLU-3.</b> The City as a part of its development review process shall engage public/community participation and collaboration to provide for a transparent development review process.	Complies
11.	<b>Policy FLU-3.2.1.</b> Entities requesting changes in land use and zoning for property that adjoins a single-family residential district or neighborhood shall provide ample opportunities for input into the land use process which may include one or more of the following: additional public notice via regular mail, electronic mail, establishment of website, etc; completion of neighborhood meetings; establishment of point of contact.	Complies
12.	<b>Policy FLU-3.2.2.</b> The Planning Department, when receiving a development proposal for property that adjoins a single-family residential district, shall facilitate the contact and discussion between applicant and known organized neighborhood groups and neighborhood associations to provide the opportunity to resolve potential neighborhood issues prior to City review at public hearings. The necessity to complete further collaboration and consensus decision making to mitigate or resolve identified issues may be conducted by the City’s Planning Department or outside mediation services such as the South Florida Regional Planning Council, Institute for Community Collaboration.	Complies
13.	<b>Goal DES-1.</b> Maintain the City as a livable city, attractive in its setting and dynamic in its urban character.	Complies
14.	<b>Objective DES-1.1.</b> Preserve and promote high quality, creative design and site planning that is compatible with the City’s architectural heritage, surrounding development, public spaces and open spaces.	Complies
15.	<b>Policy DES-1.1.2.</b> Provide for rigorous design guidelines, standards, and	Complies

Ref. No.	CP Goal, Objective and Policy	Staff Review
	review processes via the City's Zoning Code that ensure high quality design of buildings and spaces.	
16.	<b>Policy DES-1.1.3.</b> Ensure that the design of buildings and spaces in historic areas of the City complements, is compatible with, does not attempt to imitate and does not undermine the City's historic character.	Complies
17.	<b>Policy DES-1.1.5.</b> Promote the development of property that achieves unified civic design and proper relationship between the uses of land both within zoning districts and surrounding districts, by regulating, limiting and determining the location, height, density, bulk and massing, access to light and air, area of yards, open space, vegetation and use of buildings, signs and other structures.	Complies
18.	<b>Policy DES-1.1.6.</b> Maintain the character of the residential and nonresidential districts, and their peculiar suitability for particular uses.	Complies
19.	<b>Policy DES-1.2.1.</b> Continue the award of development bonuses and/or other incentives to promote Coral Gables Mediterranean design character providing for but not limited to the following: creative use of architecture to promote public realm improvements and pedestrian amenities; provide a visual linkage between contemporary architecture and the existing and new architectural fabric; encourage landmark opportunities; and creation of public open spaces.	Complies
20.	<b>Policy DES-1.2.2.</b> Require that private development and public projects are designed consistent with the City's unique and historical Mediterranean appearance in balance with contemporary architecture.	Complies
21.	<b>Policy DES-1.2.3.</b> Provide for design guidelines, standards, incentives, development bonuses, and review processes via the City's Zoning Code that promote the design of buildings and spaces consistent with the City's historic Mediterranean appearance.	Complies
22.	<b>Objective HOU-1.5.</b> Support the infill of housing in association with mixed use development.	Complies
23.	<b>Policy HOU-1.5.2.</b> Encourage residential mixed use as a means of increasing housing supply within the Downtown/Central Business District/Mixed Use Development Overlay Area, thereby promoting increase in commercial and retail activity, increased use of transit, reduction of auto dependency, in association with minimizing visual and physical impacts of nearby lower density areas.	Complies
24.	<b>Objective MOB-1.1.</b> Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling.	Complies
25.	<b>Policy MOB-1.1.1.</b> Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the	Complies

Ref. No.	CP Goal, Objective and Policy	Staff Review
	need to drive.	
26.	<b>Policy MOB-1.1.2.</b> Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.	Complies
27.	<b>Policy MOB-1.1.3.</b> Locate higher density development along transit corridors and near multimodal stations.	Complies
28.	<b>Policy MOB-1.1.5.</b> Improve amenities within public spaces, streets, alleys and parks to include the following improvements: seating; art; architectural elements (at street level); lighting; bicycle parking; street trees; improved pedestrian crossing with bulb-outs, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths to encourage walking and cycling with the intent of enhancing the feeling of safety.	Complies
29.	<b>Policy MOB-1.1.8.</b> Protect residential areas from parking impacts of nearby nonresidential uses and businesses and discourage parking facilities that intrude, impact and increase traffic into adjacent residential areas.	Complies
30.	<b>Policy MOB-2.7.1.</b> The City shall, via the review of development projects and city transportation improvement projects, conserve and protect the character and livability of all residential neighborhoods by preventing the intrusion of through vehicles on local and collector streets. The City shall discourage through traffic in neighborhoods and may incorporate traffic management and calming measures including, but not limited to, signage, landscape design, traffic calming devices and roadway design.	Complies
31.	<b>Policy MOB-2.8.1.</b> The City shall continue implementation and further strengthen the City’s existing land development regulations requiring the placement of landscaping within rights-of-way to complete the following: <ul style="list-style-type: none"> <li>• Promote expansion of the City’s existing tree canopy.</li> <li>• Provide screening of potentially objectionable uses.</li> <li>• Serve as visual and sound buffers.</li> <li>• Provide a comfortable environment for pedestrian walking (walkability)/activities.</li> </ul> Improve the visual attractiveness of the urban and residential areas.	Complies
32.	<b>Policy MOB-2.8.2.</b> The City in its development of the downtown and and/or central business district shall promote the installation of landscaping within the rights-of-way and private properties since the urban fabric will be transformed into a significant urban center as build-out continues pursuant to the established Comprehensive Plan.	Complies
33.	<b>Policy MOB-3.1.1.</b> The City shall research various parking strategies and policies for consideration and possible adoption that may include one or more of the following... Continue research on the use of shared parking	Complies

Ref. No.	CP Goal, Objective and Policy	Staff Review
	for destinations for public facilities or the overall parking system.	
34.	<p><b>Policy GRN-1.3.3.</b> By 2011, the City will research and develop provisions within Zoning Code that will encourage development of LEED (or similar) certified buildings including but not limited to the examination of the following:</p> <ul style="list-style-type: none"> <li>• Heat Island reduction via the following: <ul style="list-style-type: none"> <li>○ Reduction in building heat gain through the use of green roofs that will encourage planting trees and plants on roof top gardens.</li> <li>○ White roofs (white reflective roofing).</li> <li>○ Increased open space.</li> </ul> </li> <li>• Use of local materials, certified sustainable wood products and/or highly recycled content products.</li> <li>• Energy efficient equipment/fixtures.</li> <li>• Water saving fixtures.</li> <li>• Solar and wind energy provisions.</li> <li>• Waste management and recycling.</li> <li>• Rainwater harvesting.</li> <li>• Pervious paver alternatives.</li> <li>• Building orientation overhangs.</li> <li>• “Dark skies” lighting strategies.</li> </ul>	Complies
35.	<b>Policy GRN-1.3.6.</b> Continue promotion of mixed use, research creation of transit oriented development design standards.	Complies
36.	<b>Policy GRN-1.3.8.</b> The City will strive to reduce greenhouse gas emissions by continuing to implement efficient, compact, pedestrian-friendly land use planning and zoning initiatives with the goal of lowering automobile vehicle miles traveled and vehicle hours traveled while increasing energy efficiency. Vehicle hours traveled is recognized as a means of reducing driver delay while also reducing excess fuel consumption in congested traffic.	Complies
37.	<b>Policy GRN-1.4.3.</b> The City as a part of its development review process shall promote increasing the tree canopy and if necessary, reexamine the City’s land development regulations to require additional measures to contribute to increasing the collective tree canopy of the City.	Complies
38.	<b>Policy GRN-1.9.1.</b> As a long term plan, the City will seek to adopt Leadership in Energy and Environmental Design (LEED) Neighborhood Development standards and create funding for educating the public about green development principles.	Complies

## Mediterranean Village Staff Report Attachment O: Review Timeline

The proposal has undergone the following City and neighborhood reviews with public involvement:

	<b>Type of Review</b>	<b>Date</b>	<b>Public Notice</b>	<b>Result of Review</b>
<b>1</b>	<b>City Commission:</b> Informational Presentation on Old Spanish Village site and Form-Based Codes	01/14/14	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Agenda posted on website</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> </ul>
<b>2</b>	<b>Development Review Committee:</b> Mediterranean Village Planned Area Development	04/11/14	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Agenda, Application Package, and Powerpoint posted on website</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> <li>• Project revised</li> </ul>
<b>3</b>	<b>City Commission:</b> Informational Presentation on Mediterranean Village Planned Area Development and Mediterranean Village Form-Based Code	06/13/14	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Agenda, Minutes, Transcript, and Powerpoint posted on website</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> <li>• Proposed code revised</li> </ul>
<b>4</b>	<b>Board of Architects:</b> Informational Presentation on Mediterranean Village Planned Area Development	07/23/14	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Posting of property</li> <li>• Agenda posted on website</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> <li>• Project revised</li> </ul>
<b>5</b>	<b>Planning and Zoning Board:</b> Informational Presentation on Mediterranean Village Form-Based Code	08/13/14	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Public notice letter: 1,000 ft</li> <li>• Posting of property</li> <li>• Newspaper ad</li> <li>• Agenda, Minutes, Memo, and Powerpoint posted on website</li> <li>• Televised</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> <li>• Proposed code revised</li> </ul>
<b>6</b>	<b>Neighborhood Informational Meeting:</b> (Hosted by Agave Ponce, required by Code) Informational presentation on Mediterranean Village Planned Area Development	09/17/14	<ul style="list-style-type: none"> <li>• Public notice letter: 1,000 ft</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> <li>• Neighborhood improvements plan revised</li> </ul>
<b>7</b>	<b>Expert Panel Review:</b> Mediterranean Village Planned Area Development project	09/19/14	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Email invitation to stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> <li>• Project revised</li> </ul>
<b>8</b>	<b>Board of Architects:</b> Preliminary Review of Overall Project Concept	11/05/14	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Posting of property</li> </ul>	<ul style="list-style-type: none"> <li>• Approval with Condition that</li> </ul>

	Type of Review	Date	Public Notice	Result of Review
			<ul style="list-style-type: none"> <li>• Agenda posted on website</li> </ul>	Applicant study an arcade along Ponce de Leon Boulevard
9	<b>Expert Panel Review:</b> Mediterranean Village Form-Based Code	11/21/14	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Email invitation to stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> <li>• Proposed code revised</li> </ul>
10	<b>Planning and Zoning Board:</b> Comprehensive Plan Text and Map Amendments, Zoning Code Text Amendment (Mediterranean Village Form-Based Code)	12/10/14	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Public notice letter: 1,000 ft</li> <li>• Posting of property</li> <li>• Newspaper ad</li> <li>• Agenda, Minutes, Staff Report, Application Package, and Powerpoint posted on website</li> <li>• Televised</li> </ul>	<ul style="list-style-type: none"> <li>• Continued with comments</li> </ul>
11	<b>Historic Preservation Board:</b> Informational Presentation on Arts Center Building at 2901 Ponce de Leon Boulevard	12/11/14	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Newspaper ad</li> <li>• Agenda and Minutes on website</li> <li>• Televised</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> </ul>
12	<b>Traffic Advisory Board:</b> Traffic Impact Analysis	1/20/15	<ul style="list-style-type: none"> <li>• Posted at City Hall</li> <li>• Posted on Website</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> </ul>
13	<b>Development Review Committee:</b> Alley Vacation, Development Agreement	1/30/15	<ul style="list-style-type: none"> <li>• Newspaper ad</li> <li>• Public notice letter: 1,000 ft</li> <li>• Posting of property</li> <li>• Posting at City Hall</li> <li>• Agenda, Application Package, and Powerpoint posted on website</li> </ul>	<ul style="list-style-type: none"> <li>• Comments provided</li> </ul>
14	<b>Planning and Zoning Board:</b> Comprehensive Plan Text and Map Amendments, Zoning Code Text Amendment (Mediterranean Village Form-Based Code), Planned Area	2/11/15	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Public notice letter: 1,000 ft</li> <li>• Posting of property</li> <li>• Newspaper ad</li> </ul>	TBD

	<b>Type of Review</b>	<b>Date</b>	<b>Public Notice</b>	<b>Result of Review</b>
	Development Site Plan, Alley Vacation, Development Agreement		<ul style="list-style-type: none"> <li>• Agenda, Minutes, Staff Report, Application Package, and Powerpoint posted on website</li> <li>• Televised</li> </ul>	
<b>15</b>	<b>Historic Preservation Board:</b> Informational Presentation on Arts Center Building at 2901 Ponce de Leon Boulevard	2/19/15	<ul style="list-style-type: none"> <li>• Posting at City Hall</li> <li>• Newspaper ad</li> <li>• Agenda and Minutes on website</li> <li>• Televised</li> </ul>	TBD
<b>16</b>	<b>City Commission: 1<sup>st</sup> Reading:</b> TBD	TBD	In progress	TBD
<b>17</b>	<b>City Commission: 2<sup>nd</sup> Reading</b> Comprehensive Plan Text and Map Amendments, Zoning Code Text Amendment (Mediterranean Village Form-Based Code), PAD Site Plan, Alley Vacation	TBD	In progress	TBD

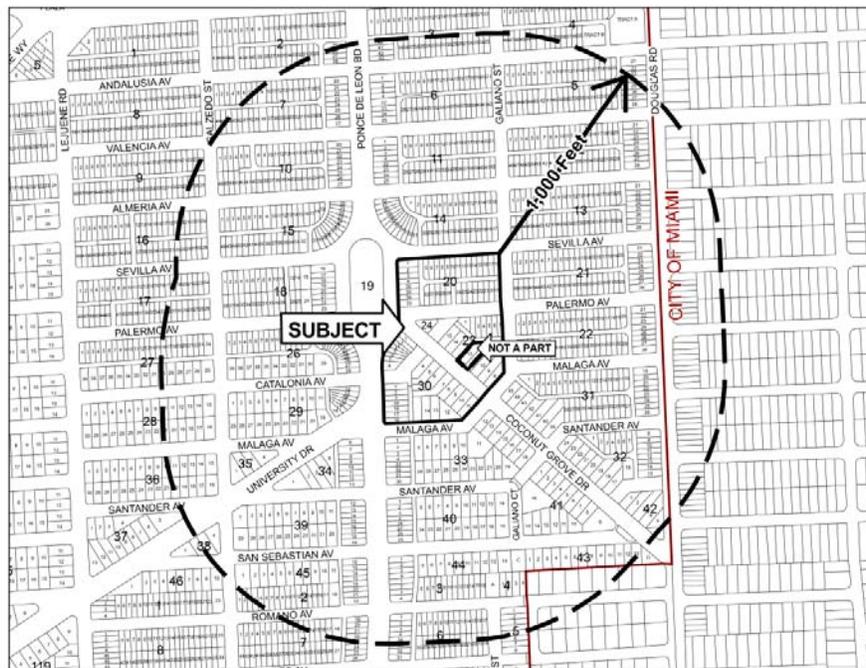
# Mediterranean Village Staff Report Attachment P: Public Notification and Comments for PZB Meeting

## Public Notice for February 11, 2015 Planning and Zoning Board Meeting

The Applicant completed the mandatory neighborhood meeting on 09.17.14 with notification to all property owners within 1,000 feet of the property boundary. The Zoning Code requires courtesy notification be provided to all property owners within 1,000 feet of the boundary of the proposed Comprehensive Plan map amendments (see following map). The notice identifies the application filed, proposed public hearing dates/times, opportunity to submit comments and location where the application file can be reviewed. A total of 657 notices were mailed. Public comments received shall be provided to the Board at the public hearing. A copy of the legal advertisement and courtesy notice are provided on the following pages.

1. 01.30.15 Legal notice published.
2. 01.30.15 Courtesy notice mailed to all property owners within 1,000 feet of the project boundary.
3. 01.30.15 Posting at City Hall.

**Courtesy Notification Radius Map**



The following has been completed to solicit input and provide notice of the application:

**Public Notice**

<b>Type</b>	<b>Date</b>
Applicant neighborhood meeting	9/17/14
Courtesy notification - 1,000 feet of the property	01/30/15
Posting of property	01/30/15
Legal advertisement	01/30/15
Posted agenda and Application Package on City web page/City Hall	02/03/15
Posted Staff report on City web page	02/03/15