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CITY OF CORAL GABLES
PLANNING AND ZONING BOARD MEETING
REGULAR MEETING
VERBATIM TRANSCRIPT

CORAL GABLES CITY COMMISSION CHAMBERS
405 BILTMORE WAY, CORAL GABLES
JANUARY 18, 2006, 6:19 P.M.

Board Members Present:

- Tom Korge, Chairman
- Eibi Aizenstat, Vice-Chairman
- Pat Keon
- Javier Salman
- Michael Tein

City Staff:

- Eric Riel, Jr., Planning Director
- Elizabeth M. Hernandez, City Attorney
- Jill Menendez-Duran, Administrative Assistant

Also Participating:

Page

Charles Siemon, Consultant

5

Public Speakers:

Page

- Omar Fernandez
- Bart Upthegrove
- Margarita Palacio
- Eddie Lee
- Joe Fadel
- William Arthur
- Carlos Sardinas

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1 (Thereupon, the following proceedings were had:)

2 CHAIRMAN KORGE: We have a quorum. We can start.

3 MS. MENENDEZ-DURAN: Eibi Aizenstat.

4 MR. AIZENSTAT: Here.

5 MS. MENENDEZ-DURAN: Pat Keon.

6 MS. KEON: Here.

7 MS. MENENDEZ-DURAN: Cristina Moreno?

8 Javier Salman?

9 Michael Tein?

10 MR. TEIN: Here.

11 MS. MENENDEZ-DURAN: Tom Korge.

12 CHAIRMAN KORGE: Here. We have no minutes to be
13 approved from the prior meeting. We have only one item

14 on the agenda, which is the presentation of the North
15 Ponce Neighborhood Study, Strategies For
16 Redevelopment.

17 I understand that a consultant is -- Charlie's
18 going to give us a presentation of about 30 to 40
19 minutes. Then after the presentation, we're going to
20 open for public comments.

21 We'd like to limit the public comments to between
22 three and five minutes each. Also, I'd like to
23 encourage everybody, whether you are making your
24 comments before us or not, if you have anything to add,
25 or want to make further comments, to do so in writing,

1 because that way it's more efficient for us. We really
2 can focus on it better. And it makes these meetings
3 more manageable, getting more out of the meetings in
4 that way.

5 The e-mail address to send these comments on the
6 North Ponce Study is
7 "NorthPoncecomments@atCoralGables.com."

8 We'd like to, you know, conclude -- the last
9 meeting we were here till midnight. We'd like to get
10 this one done by 7:30, eight o'clock.

11 Eric, do you want to --

12 MR. RIEL: Thank you, Mr. Chairman. I'd like to
13 make some, just introductory comments before Mr. Siemon
14 comes up.

15 As you said, the Planning Department is not
16 seeking a recommendation this evening. It's basically
17 to present the North Ponce Strategies Report. We're
18 asking for the Board's input and, obviously, a City
19 Commission -- I mean, an interested party input.

20 After the Board -- after we complete this
21 presentation, Staff will be drafting Land Development
22 regulations, or Zoning Code regulations, and, in
23 actuality, those are included in the rear portion of
24 the Study.

25 We also do have copies of the Study available up

1 here, if any of the Board members had forgotten those,
2 and for members of the public. It's also online at the
3 City's web page, at Coral Gables.com.

4 As I said, basically it's to receive input this
5 evening. Question, why was the Study completed? The
6 primary basis for the Study was the City held a
7 Charrette in 2002, which this document, right here, is
8 a result of that. Out of that Charrette came,
9 approximately, about 60 to 65 recommendations. It
10 dealt with issues from design review to Zoning Code
11 issues.

12 The greater percentage, and I would almost say,
13 almost 50 percent or more of the recommendations had to
14 do with the North Ponce area, or the Study area, for
15 which the Study was the basis for.

16 Also, previous studies have been completed for
17 this area. They were done in 1998, '94. And, in fact,
18 the Planning and Zoning Board, in 2003, had a tri-Board
19 workshop with the Historic Preservation Board, Economic
20 Development Board, and then, obviously, the Planning
21 and Zoning Board, to discuss issues.

22 I don't recall, on the Board, who was here at that
23 time, but there's been a lot of background and a lot of
24 issues that have been identified.

25 The Comprehensive Plan also has goals and

1 objectives that indicate that a special Study should be
2 done.

3 So, basically, that's how we got to this point.

4 The same presentation that you're going to hear
5 this evening, you're going to have an opportunity to do
6 that in front of -- here, at the City Commission.
7 That's on Tuesday, January 24th, at 11:00 a.m.

8 Likewise, that meeting is also televised.
9 Basically, the intent was to try to present the Study
10 to the Commission, as well as the Planning and Zoning
11 Board, and then allow those -- those Boards and
12 Commission to provide us input.

13 We also invite other participation of other City
14 Boards. We have invited them to this meeting. We're
15 trying to get recommendations on this, and then those
16 recommendations will be folded into the Zoning Code,
17 obviously, dependent upon what direction we get.

18 So that kind of gives you an idea of where we've
19 been, where we want to go, and with that, I'll turn it
20 over to Mr. Siemon. And Mr. Siemon has a PowerPoint
21 presentation, which we do also have copies available up
22 here, if you'd like.

23 MR. SIEMON: Mr. Chairman, Members of the Board.
24 I would just like to add one additional observation
25 about the origins of this Study. About, I guess,

1 almost a year ago, there was extensive discussion about
2 a -- with regard to the use of the transferable
3 development rights technique.

4 (Whereupon, Javier Salman entered the meeting
5 chambers at 6:23 p.m.)

6 MR. SIEMON: And there was a significant
7 discussion as to whether North Ponce represented an
8 area where rights could be transferred to. And one of
9 the observations that we made with Staff was that while
10 there had been a number of conversations, dialogues,
11 studies, reports, addressing North Ponce, there had
12 been no decisions made as to whether any of them would
13 be implemented in any way.

14 And so our advice to the Administration was, if
15 you're going to consider making it a receiver site for
16 additional density, we think you ought to figure out
17 what you really want to do in North Ponce, and that was
18 a significant part of the impetus for the work that
19 we've done.

20 The second point I'd like to make is that the --
21 as just an introductory remark, is that we have
22 had a significant amount of interaction with various
23 elements of the Administration, and what I'm going to
24 present is -- is what's in the Study, but it reflects
25 the perspectives and input of a significant number of

1 interests that have been considered.

2 Matt, if you could start.

3 We'll just go through this presentation, and I'll
4 try to give you -- I want to -- let me first put on my
5 glasses.

6 I think you all know the Study area that's been
7 included here. This, north, is to the right -- excuse
8 me. These slides, because of the nature of the area,
9 don't work very well in the vertical component, so
10 we have decided to give you more direction, and I want
11 to point out here, that there is an area here that has
12 not had a whole lot of discussion before, to the
13 southwest of this area.

14 We gave serious consideration to including these
15 areas of influence, which are outside the Study area,
16 but they are not in the form of a final study.

17 Next slide. "Reconnaissance." I just want to make
18 sure you recall what we have done. We have reviewed
19 all kinds of related material. There have been a
20 number of studies that have been conducted -- I'll just
21 go through them quickly -- about this area previously,
22 and each of these areas, each of these documents,
23 including the Charrette, were the starting point for
24 our effort, and were not ignored.

25 We did an extensive survey. We photographed every

1 structure in the North Ponce area. In order to speak
2 coherently about the potential redevelopment of any of
3 these streets, it was important to understand exactly
4 what's going on.

5 This is a very complex area. There's very little
6 off-street parking, so the redevelopment of this area
7 really involves some complex issues about use of the
8 public realm for off -- for on-street parking, because
9 there is limited parking.

10 So we did a survey, and there are inventories for
11 each of the streets in the entire Study area, in this
12 forum.

13 We did in-house workshops with Planning Staff. We
14 had in-house interdepartmental workshops, and we had
15 interviews with key people, key developers, key
16 property owners, et cetera, about what their hopes,
17 aspirations, and concerns were.

18 Next. And the essential components of our
19 strategies are, we think the North Ponce area is a
20 distinctive area. It has relatively unique
21 characteristics, and in trying to fit it into the
22 standard zoning districts that have either historically
23 been in existence or that we are proposing in the new
24 code, we believe that there are distinctive
25 characteristics that deserve specific regulations

1 designed to achieve specific objectives in that area.

2 We believe that if the City really wants to turn
3 North Ponce into an attractive, vibrant urban
4 pedestrian-oriented neighborhood, the City needs to
5 invest in the public realm to transform the character
6 of the streets into attractive desirable places and
7 address the off-street parking issue.

8 And that if you want to see a coherent strategy
9 that's not automobile-dependent, you need to commit,
10 not just from a regulatory, what lands uses are going
11 to go forward, but in terms of public investment, and
12 we believe, and we think that we've shown to Staff,
13 that public investment in those roads will generate a
14 concomitant of private investment that will return to
15 the City a net fiscal benefit.

16 We think creating addresses for redevelopment,
17 by committing additional public dollars for the
18 public realm that benefit qualifying redevelopment
19 projects, is a prudent investment strategy, assuming,
20 again, that the wish is to create a distinctive urban
21 neighborhood that is largely pedestrian-oriented.

22 Create a catalytic project in the heart of the
23 area in a prominent location.

24 Right now the character is of a series of
25 buildings, some of them in various shapes of

1 redevelopment. We think something that has an anchor
2 quality to it, that constitutes a new model of
3 redevelopment, would be a very significant factor in,
4 one, supporting the public investment, but also
5 generating additional private investment.

6 Reinforce the existing neighborhood by connected
7 sidewalks and continuing to grant loan programs for
8 renovation of existing buildings.

9 The sidewalks are disconnected, discontinuous
10 throughout the neighborhood. It's hard to have a
11 pedestrian environment when you only have sidewalks
12 along the force of the street. And provide ideas
13 for sources of funding for variety of regulatory
14 changes and initiatives that are suggested.

15 We think, for example, the off-street parking is
16 an opportunity to create a new paragon in addressing
17 the redevelopment needs of this area.

18 Next. And finally, concentrating the most intense
19 development, to the extent we can, along the North
20 Ponce corridor through the use of incentives, such as
21 TDRs and allowing greater heights along the corridor
22 and otherwise. And there's an extensive amount of
23 development under the existing zoning, and we think
24 that strategy would help, in the long-term, to create
25 the kind of diverse neighborhood, urban neighborhood,

1 that has been talked about in each of the prior studies
2 and plans.

3 Now, we made a couple of observations that sort of
4 guided what we thought. The areas transected are
5 served by a number of major roads, Ponce, Southwest
6 8th, Douglas, LeJeune. The good news is, it has
7 superior access to the regional network. The bad news
8 is, it divides the area and, in many ways, defines the
9 character of the streets.

10 Streets, when they become a certain character,
11 carry a certain volume of traffic. Change in their
12 character, they are no longer local streets, they no
13 longer serve as across the curb, across the street,
14 front-to-front retail street, and that's a major
15 factor.

16 And so it leads to an analysis of between
17 these major streets. These are the streets that define
18 it. And what they show, they reveal when they go is
19 that there are street -- Matt, you went one too fast --
20 there are street areas that have different
21 characteristics and different abilities to interact
22 across Galiano, for example, than you have across Ponce
23 because of the width of the pavement, and the
24 character, and that is a significant factor as we went
25 forward.

1 Go ahead. The next slide.

2 The area is, however, served by a network of local
3 streets, by what is still a functional grid, and that
4 is -- and we discussed in front of you the significance
5 of this for providing lots of local access, local
6 addresses. Of course, it also represents conflicts
7 because of the potential for diversion of traffic
8 through these local streets from this major artery.

9 So there are a whole series of implications that
10 come out of this, but it's a series of a network of
11 streets that allows for high functionality within a
12 residential neighborhood.

13 This street, which is, however, an orphan, with
14 some prior considerations and decisions, we think could
15 have a different future, potentially, in some manner,
16 one way or another.

17 Next. We see five distinct areas or districts in
18 the area. There is, to the north, an area which is
19 primarily a single family -- a single family district.
20 It is a relatively homogenous district, similar size
21 houses on similar size lots.

22 Next is a Multi-Family Conservation -- and I
23 want to point out, we've given these these titles,
24 these were the conclusions of our analysis, but our
25 investigations and communications with the community

1 indicated that these were areas where there are values
2 which the residents wish to see conserved.

3 For example, the Single Family Conservation
4 District, the residents of the area see that as having
5 qualities that they would like to see preserved and
6 protected, and to be a distinct neighborhood within the
7 community, and not change, as some other portions of
8 the single family neighborhoods had indicated.

9 The same is true for multi-family, is that some --
10 there's a strong desire that not every parcel of land
11 in that area be redeveloped to its maximum potential
12 development.

13 A Low Intensity Mixed-Use District. This is a
14 transition area between the downtown and the North
15 Ponce area, and we'll go through it.

16 And finally, there's this North Ponce Mixed-Core
17 District, which we have defined as where we think
18 development needs to be concentrated, and then there
19 are several areas of just classic, traditional
20 commercial uses, which we have identified and we think
21 can be handled, not with a Special District, but by the
22 existing -- the proposed regulations for the commercial
23 and the limited commercial district.

24 The Single Family Conservation District, it's a
25 distinct single family neighborhood north of

1 Southwest 8th. It's located in this area, and is
2 relatively consistent. If you just look at the
3 character in this aerial photograph, you'll see that it
4 has a relatively uniform appearance, and when you look
5 at it at the ground level, look at the streets, you can
6 notice, however, that there's a comparison, this color
7 slightly covers it, there's less tree cover in this
8 area, and there's a relatively short distance between
9 two very major streets here and here.

10 So it has a distinctive character. It's a
11 vital neighborhood, but it's also very exposed in terms
12 of surrounding transportation. These are the kind of
13 units that are found in the area and -- go ahead --
14 keep --

15 Has an established character. We believe it's
16 vulnerable to change as real estate values change
17 throughout this area itself in the City of Coral
18 Gables.

19 It is, however, a neighborhood that has not yet
20 seen some of the upper pressure on prices. We think
21 it's inevitable that it will be vulnerable to change,
22 and we have heard from the various citizens concerned
23 about those changes.

24 We also heard, to be particularly straightforward
25 about it, a lot of concern about the cut-through

1 traffic.

2 Next. What we've suggested is, there is a concept
3 called Neighborhood Conservation Zoning, and I would
4 describe it as being midway between a standard zoning
5 ordinance, which accommodates change with a significant
6 effort to protect the character of the overall
7 community, and historic preservation, which is intended
8 to freeze, for all practical purposes, redevelopment in
9 the historical character that it is.

10 And Conservation District is something in between.
11 It's to conserve the existing character. Not intended
12 necessarily to conserve specific structures, but rather
13 intended to conserve a set of neighborhood values, a
14 particular pattern of development, moderately-sized
15 homes and set back generously from property lines.

16 Next slide. We've also suggested contextual
17 review by the Board of Architects that we previously
18 discussed should be required for renovation to increase
19 the floor area by more than 35 percent of the average
20 floor in the neighborhood block, or for projects with
21 an FAR that is greater than .35.

22 These are relatively small homes on these lots.
23 We recognize there's going to be change. A certain
24 amount of change can be accommodated without, we think,
25 the necessary contextual review, but that change,

1 when it either reaches a particular floor area -- the
2 maximum floor for one bed -- one story building, or
3 when it reaches a 35 percent increase over the average
4 in that area is worthy of additional contextual review
5 by the Architectural Review Board.

6 We discussed last week whether this should be for
7 everything or not. That's a policy decision. When
8 this was drafted, that was the decision, the
9 recommendation to that point of the consensus has been
10 that it would not be for all development. We left that
11 open when we last visited.

12 And, again, this is how the analysis would be
13 done. If this is the home which is proposed to be
14 expanded, you would look at the homes in these areas,
15 look at the size, the floor area, the character of the
16 roofs, et cetera, in making that contextual review.

17 Second floors must be set back an additional five
18 feet to insure that they don't intrude into the
19 sensibility of adjacent properties.

20 Regulations. The importance of architectural
21 character, and something that is typical, is those
22 buildings have some portion of it. The roof of those
23 structures is typically a gabled roof, and so a
24 requirement that some portion be including a gabled
25 roof, which is an identifying characteristic that came

1 from the survey of the existing structures.

2 Garages offset from the main facade by at least
3 five feet, and garages set back further. Detached
4 garages and carports are eligible for FAR discounts or
5 bonuses.

6 We've suggested that some greater diversity in
7 expanding and enlarging facilities could be desirable
8 by giving them some bonuses as opposed to required
9 regulations.

10 Landscaping is required to be planted within five
11 feet of the property line. This is an area where some
12 additional landscape material, particularly at the
13 periphery of the properties, would be beneficial to
14 enhance the character.

15 We think the public realm and the SFC needs to be
16 renovated. The current streetscape is largely
17 dominated by paving. And, we -- this is an example.
18 This is what we mean by the public realm.

19 We think it could be made to be a more hospitable
20 environment, and we've sketched out a series of ideas.
21 They would have to be designed for individual streets
22 because of the location of driveways, et cetera. But
23 the idea is to reduce the width of the travel lanes,
24 break up the on-street parallel parking with landscaped
25 islands, and introduce traffic calming devices where

1 appropriate to transform these streets in the desirable
2 residential locations.

3 And again, and as a strategy to conserve the
4 character, this illustration is just intended to say
5 that when we looked at the aerial photograph this is
6 what dominates the vision at the street level. This is
7 something to help to conserve, create value, and
8 frankly, our experience is the more the character is of
9 a local street, the less likely you have traffic
10 diversion.

11 I mean, when you've got a big wide-set of pavement
12 like this, there's an instinct to say, "This is the
13 place I should go."

14 These are, just again, sketches we -- as has been
15 pointed out, we didn't make an effort to draw where the
16 driveways are, but these concepts, we think, could be
17 deployed to recapture some of this travel area that's
18 all asphalt, and still preserve some on-street parking,
19 and then enhance landscaping to define the streets.

20 If you go over to Salazar, you get a good sense of
21 the kind of street-lined tree canopy that could really
22 enhance the neighborhood.

23 Improvement of the Rotary Centennial Park is
24 needed. We would like to see a much more formal park
25 that has not just a green space, but something that

1 becomes a place to gather.

2 This is just an illustration with gazebos and
3 places for shading trees, and then a kids' park in the
4 back.

5 We think these kind of places can have a lot to do
6 with the conservation, attraction of families. Just
7 having green areas doesn't have the formality that we
8 think helps to give it structure and definition, and
9 this is just, again, intended to illustrate the kind of
10 opportunity that we think -- this is an urban
11 neighborhood. I mean, it's surrounded by urban
12 development, and to the south is the downtown, to the
13 north is the City of Miami. There's going to continue
14 to be increased, even more intense development.

15 We think this can be a unique single family
16 neighborhood in that district, but it needs to have
17 some of the characteristics, because if you don't
18 provide these alternative spaces, then they are going
19 to have to be compensated for on site and other kinds
20 of modifications and redevelopment. That's the Single
21 Family District.

22 The Multi-Family District, basic thesis here is,
23 we have a basic set of multi-family regulations. They
24 will continue to be in place, but we think that there
25 is an interest in this area, and this is between

1 Galiano and Douglas, and in the west side of Salazar,
2 that this is a distinct area where, to the extent
3 practicable, the kind of fabric intensity of buildings
4 that exist should be conserved.

5 That doesn't mean preserved, but it should be
6 conserved. The buildings should be consistent and
7 compatible to the extent possible, and this is in
8 distinction to what's contemplated in the ordinary
9 districts.

10 So the concept of the Multi-Family District with
11 the conservation inquiry is, there are strategies
12 intended to maintain the character.

13 One of the things that members of this Board said
14 when we first discussed it, in this area they would
15 like not to see every building, every parcel of land
16 redeveloped to the maximum permitted height in density.
17 And so we've looked at ways to try to -- try to promote
18 conservation without violating anybody's development
19 expectations.

20 And this is an area where there is relatively
21 modest off-street parking, given the number of units
22 there, and that's -- that dynamic of converting the
23 public realm into attractive desirable streets where
24 off-street parking is, is challenged by the fact that
25 there's limited off-street parking, and there's some

1 strategies that we've suggested in this area to try to
2 address that.

3 Next slide. Accommodation of Various Forms of
4 Medium Density Multi-Family Housing to meet the
5 housing needs of a diverse community.

6 Still intended to be pedestrian-oriented, still
7 has -- within a short walk to Ponce. Obviously, a
8 short walk to Douglas.

9 Provide incentive to protect the existing
10 character from new highrise development.

11 Again, emphasis on incentives.

12 Ensure that there is a transition to single family
13 neighborhoods that protect the integrity of those
14 areas, and similar to the SFC District, streetscape and
15 the MFC Districts, at least some of the streets are not
16 particularly attractive and can be enhanced again.

17 There is -- there are two aspects. Not only does
18 the attractive street create a -- a good address that
19 can support reinvestment in the existing structures in
20 some cases, but it also defines this place.

21 And I showed this Board a number of slides of
22 streets where higher, more intense buildings, have been
23 inserted into a traditional neighborhood of some
24 smaller buildings, and the existence of an attractive
25 attention-gathering streetscape helps to create a place

1 in a visual scene, and an understanding that allows
2 those taller buildings not to be aliens in the
3 environment, but actually, if they're properly
4 designed, to fit into that streetscape in an acceptable
5 way.

6 Again, these are some of the streets. This is the
7 kind of things that are, we think, desirable
8 characteristics, a street parkway, the areas along here
9 reminiscent of the area along Salazar.

10 Next. Incentives To Develop Below The Height Of
11 60. We suggested that the -- one strategy could be to
12 buildings that don't exceed 40 feet could have a
13 reduced parking requirement.

14 We recognize that there are lots of balancing
15 issues that are implicated by that. We are here trying
16 to create a pedestrian environment.

17 We are -- we have lots of strategies to try to
18 identify ways to provide parking other than on site.

19 Through collective parking spaces we currently
20 accommodate parking on the street. But, again, when
21 you're trading off, asking someone not to exploit some
22 of the land, exploit the maximum permitted density,
23 they're not going to do that just as volunteers. I
24 mean, the marketplace is going to require --

25 So I recognize that some of these strategies

1 are challenging, but we were asked to come up with ways
2 that we could try to promote.

3 Understand also, as I'm sure that the architects
4 on the Board can tell you, every one of those
5 additional parking spaces you have to accommodate
6 on site complicates your ability to produce a quality
7 attractive, desirable building.

8 So, they're tradeoffs, and in the long run people
9 -- my experience is, working in a lot of marketplaces,
10 if you build a place that has one parking space per
11 unit, households that are going to locate there are
12 going to be the ones that have one car. By and large,
13 if you don't have one, over time the ones who have two
14 are going to get tired of having to walk to or find
15 an external parking space, or having their vehicle on
16 the street.

17 And so it does balance. It's not a magic act, and
18 I'm not a big proponent of it, but this is an area we
19 have -- we're underparked as it is, we have inadequate
20 parking, and if we look to the conservation component
21 of the objective, we think that's one program that
22 could be considered.

23 Transfer of the development rights. We think
24 transferring the rights within the North Ponce area,
25 not outside, transferring them to the corridor along

1 North Ponce, is another way to induce smaller
2 buildings, give them a right to exploit their right.

3 Four ways to use those TDRs, stay below the
4 height, reduce the maximum FAR, dedicate at least five
5 hundred square feet for purposes of a pocket park.

6 One of the things that came up is the opportunity
7 to create some character in these areas, not just to
8 have everything be a street front and a house.

9 Next. 20 parking spaces to the public. There may
10 be some projects that give us an opportunity where
11 someone could provide public parking and find a way to
12 create an opportunity to benefit from these TDRs.

13 And finally, rehabilitate a historically
14 significant structure. Use it for the same use as
15 it was historically intended is another opportunity
16 where you could use TDRs.

17 Any one of those situations are ones that we think
18 could be used effectively to try to achieve the
19 conservation objective in this district, by
20 transferring these rights to those mixed use corridors.

21 There's a little green space in the area. Pocket
22 parks are encouraged as a part of the TDR program. We
23 like these little places in neighborhoods, think they
24 can contribute a great deal. And they don't have to be
25 big parks. They can be places of assembly and

1 neighborhood use. This is just an example of how they
2 can be used.

3 Parking. The goal is to reduce the dependency on
4 on-street parking and consolidate parking into
5 attractive and centralized parking facilities.

6 If you want to make the streets into attractive
7 streets, we think you need to reduce the on-street
8 parking, which is currently, right now, from one end to
9 the other, without any lined areas.

10 There are possibilities. In some projects the
11 developers, in some of the large scale projects, could
12 accommodate additional access parking spaces, and
13 transfer those parking rights to another property
14 owner. And we think if you could create such a
15 situation, where if I'm redeveloping a smaller property
16 I can do a deal with Matt in his project to acquire ten
17 parking spaces in his garage, that that would be a
18 desirable situation because it would allow me to
19 achieve a different kind of development than I would if
20 I have to accommodate that parking on site.

21 Another strategy is a buy-out strategy and the
22 provision of collective parking spaces.

23 We've shown you a couple of different strategies
24 whereby we think you could create some interesting
25 spaces.

1 It would have parking and it would be another way
2 -- I've said this before. I don't expect it to ever
3 really happen here, but if it were my community in this
4 neighborhood I would have a long term parking strategy
5 that would actually do a special assessment. Do
6 payments in lieu of parking garages, and I would have
7 shared parking facilities built, attractively
8 and desirability in a couple of strategic locations,
9 and then I would allow the redevelopment on site not to
10 be built on the pedestals of parking, et cetera.

11 There are parts of the world that live like that.
12 There are parts where there's a lot of pedestrianism.
13 There are very attractive neighborhoods near downtown
14 areas, and we believe, in the future, that's the kind
15 of neighborhood North Ponce could be, and we would be
16 -- suggest that you consider those things.

17 Interior surface parking lots. We've just gone
18 through and done some preliminary sketches, but we
19 think that there's economically viable means of
20 acquiring a block, parceled land on either side, making
21 it a parking facility that serves and gets some of the
22 parking off the street to create more attractive space
23 here that allows short block pedestrianism through the
24 parking lot, and that it could be an attractive and
25 effective part of achieving --

1 Again, the objective is to make these great
2 addresses, to get some of the parking off the street
3 onto another location, and we think the air and light
4 and cross block, innerblock communications could be
5 effective, and we think, frankly, if some of these uses
6 didn't have to provide their parking, could accommodate
7 by parking in this area, the payments in lieu, this
8 becomes a potentially practicable solution.

9 Historically Significant Structures. In addition
10 to the TDR provisions, we've also suggested that there
11 ought to be some use flexibility, what we call adaptive
12 reuse. If the structure can't be used for the purposes
13 it was used, and you can demonstrate that it's not
14 economically feasible, and there's no way to use the
15 TDRs, then we believe there ought to be consideration
16 of an adaptive reuse for uses not otherwise permitted
17 in a district subject to some performance standards to
18 insure that it doesn't fundamentally change the
19 character of the neighborhood in which it's located.

20 And, again, this is contemplated to be an urban
21 neighborhood, and that's why we believe some of these
22 distinctive uses could be appropriate in order to,
23 again, achieve the specific purpose of a building that
24 has historically significant value.

25 Next slide. The Low Intensity Mixed-Use District.

1 This is the district I pointed out to you at the
2 southwest corner of the area. It's a transition area
3 between North Ponce, really, and the CBD. It's been
4 sort of an orphan area. It's right, this area in
5 here. We've suggested in the strategies -- go ahead,
6 next -- an intermediate height of 60 feet ought to be
7 the maximum height.

8 There's been some changes, some efforts, to
9 assemble land and to go greater than that height. We
10 think that if it could be interdicted, should be.
11 Mixed-use would be allowed. Retail and office on the
12 ground floor, on Salzedo. Adaptive reuse of
13 historically structures in this area is, again,
14 encouraged, and that's the summary of our strategy for
15 that.

16 Again, it's introducing mixed-use at a low
17 intensity and non-residential use on the first floor.
18 Some of those buildings are likely to be adaptively
19 reused for some of those purposes.

20 And finally, the North Ponce Mixed-Use District.
21 This is where we see the Core Redevelopment District.
22 These are the intensive uses along the core. We define
23 this as this area. I want to make sure that everybody
24 understands, that although we've defined this area,
25 there are different intensities of uses allowed as you

1 go away from North Ponce.

2 As we look at these areas, how they're
3 functioning, how they're being developed, how they
4 use the size dimensions, we believe that these are
5 logical units, but that doesn't mean that they should
6 be uniformly developed across that entire length, and
7 that's the strategy.

8 Go back one.

9 Historically what's happening is, there is
10 emerging a ragged line along the backs of this area as
11 individual projects are developed, and what we would
12 like to see happen is that this be the core and then
13 there be a logical transition, in part because of
14 sometimes uniform consistent comprehensive development
15 that transitions back to this area.

16 Next slide.

17 It's, again, supposed to be mixed-use,
18 architecturally diverse, pedestrian-friendly, and
19 varied scale in-town neighborhood. Again, this is
20 contemplated to be the urban neighborhood within this
21 area.

22 Large urban residential base with ground floor
23 retail to enhance the experience at the street level,
24 and opportunities to develop office space on upper
25 floors of mixed-use buildings.

1 Next. This is what I call the Quasi-Urban
2 Market.

3 I use quasi-urban for buildings that are less than
4 20 stories, maybe less than 15.

5 When people talk about urban, we're really talking
6 about significant structures, and this is not really at
7 that level. Make the place walkable.

8 And so we focused on where people walk. Even in
9 the non-residential areas, ought to be attractive and
10 desirable, so you don't go by a bunch of garages, you
11 don't walk down a big gap where you're looking into
12 parked cars.

13 Provide interconnectivity. Integrate the
14 residential and the commercial fabric of the community
15 with connected streets and sidewalks. Provide nodes of
16 activity concentrated at various places of pedestrian
17 life, culture, community and commerce.

18 Again, promoting interactivity, public gathering.

19 That's what makes great neighborhoods, and that's
20 what makes great urban neighborhoods.

21 And then concentrate uses, pedestrian access
22 as facilitated by human and building densities, and so
23 we've not been shy about the intensity of the use in
24 these corridors.

25 Though we've limited in this plan the use of TDRs

1 to rights developed, then, from the North Ponce
2 District, and we have not accommodated rights from
3 outside of the North Ponce area.

4 Next. And this is just intended to show a
5 characteristic. Here's Ponce. Going east we've
6 suggested some dimension off the -- there ought to be
7 -- there ought to be retail not to extend no further
8 back. The height of the building is 150 feet in
9 depth to the mid block. Then a lower area. And if you
10 were to build this as a uniform project, then some
11 additional height along Galiano to give focus.

12 Going the other way. Again, to the mid block is
13 where the 150 back or 130 foot buildings, 80 feet to
14 the mid block, and then beyond that, again, the same
15 characteristics.

16 Neighborhood Serving Retail. We propose that it
17 be permitted, at least in some cases, areas would be
18 corners on Galiano, potentially Salzedo. We think, in
19 the long run, the kind of neighborhood commercial
20 serving uses, a coffee shop, et cetera, are unlikely to
21 find their way on the Ponce corridor. They're also
22 unlikely to be neighborhood-serving on the Ponce
23 corner, but we can imagine and have identified a lot of
24 urban neighborhoods.

25 There are some recent emerged neighborhoods near

1 downtown in Orlando, where these little corner shops
2 concentrated at the corner -- there's a limitation on
3 how far from the corner they can actually be -- become
4 the organizing areas of neighborhoods, and we think --
5 discussed this with you before, and think that's
6 something that can be included, and would be a
7 desirable attribute in this neighborhood.

8 Again, it's not to make Galiano a commercial
9 streets, but it's to make those corners -- there is
10 some pretty good experience that there are limited
11 market opportunities for this, and while everyone may
12 design one at the corner, it's unlikely that there will
13 be too many of them that will come to fruition, and
14 giving up residential opportunity, these are not going
15 to be big revenue generators.

16 TDRs can be transferred within the North Ponce
17 Mixed-Use District or received from the mixed --
18 Multi-Family Conservation District, additional height,
19 which equals the Mediterranean bonuses permitted when
20 the site is a receiving site, what has been recommended
21 by the Staff and the consultant is, that instead of
22 giving the additional height bonus because of the
23 Mediterranean bonus, we do it with TDRs in order to
24 achieve those, reducing the heights in the Multi-Family
25 Conservation District, or for protecting historic

1 structures within the area.

2 Catalytic Project. There's been a lot of talk,
3 a lot of discussion in the private sector. There's
4 some areas where it might make some sense, particularly
5 because of this road, which I described to you as an
6 orphan.

7 These blocks, if assembled, could really offer
8 significant possibilities, and we have included that
9 possibility. There's no mandate, but the possibility
10 of creating a major green space, a central park, in
11 this area could get an advantage to the extent that
12 someone might wish to undertake that. We think a
13 strategy should be that the City would be ready,
14 willing, and able to support that.

15 Established Commercial Districts. You're familiar
16 with them. We think that those areas are sufficiently,
17 I won't say ordinary, but this is already well-taken
18 care of existing development.

19 This area here is rather traditional commercial,
20 and we think they can be easily handled with the
21 existing districts, either in the existing Code, or in
22 the two Codes that are contemplated.

23 That's an overview of our suggestions to you.

24 CHAIRMAN KORGE: Thank you. We can either take
25 comments and questions from the Board first or have the

1 public speak first. I prefer the public, but if the
2 Board feels otherwise --

3 Why don't we call everybody --

4 MS. MENENDEZ-DURAN: Speakers?

5 CHAIRMAN KORGE: Well, first, anybody who would
6 like to testify, if you would please stand up and be
7 sworn in, at this time. Anybody who wants to speak
8 from the public? Nobody wants to speak from the
9 public?

10 MR. RIEL: Mr. Chair, you probably don't need to
11 have people be sworn in because it's basically just a
12 presentation this evening.

13 CHAIRMAN KORGE: Does anybody -- do we have a list?

14 MR. RIEL: I think seven people signed up.

15 CHAIRMAN KORGE: Seven people signed up? I
16 encourage you to keep your comments brief. We'd like
17 to be out of here no later than eight o'clock. And I
18 also would encourage everybody, after they've heard
19 this, if they have any comments they would like to
20 submit in writing, it would really be appreciated.
21 We'll review them, and I believe the City Commission
22 will also get copies of them as well.

23 Want to call the first --

24 MS. MENENDEZ-DURAN: Arthur, William? Would you
25 like to speak?

1 MR. ARTHUR: What?

2 MS. MENENDEZ-DURAN: Would you still like to
3 speak?

4 MR. ARTHUR: No.

5 MS. MENENDEZ-DURAN: Okay. Samuel Mozes?

6 MR. MOZES: NO.

7 MS. MENENDEZ-DURAN: Robert and Ricardo Calderon?

8 MR. CALDERON: No.

9 MS. MENENDEZ-DURAN: Jose and Christine Delgado?

10 MR. DELGADO: Not at this time.

11 MS. MENENDEZ-DURAN: Fernandez? Omar Fernandez?

12 MR. FERNANDEZ: Yes. Can I speak in Spanish?

13 Can I speak --

14 MR. AIZENSTAT: How's the court reporter --

15 MR. FERNANDEZ: Okay. You don't want -- Can I
16 speak in Spanish?

17 Yes, I want to ask --

18 MS. MENENDEZ-DURAN: You need to come up to the
19 podium.

20 MR. RIEL: Sir, you need to come up to the podium.

21 CHAIRMAN KORGE: Come up to the podium.

22 MR. FERNANDEZ: I have to go up to the --

23 MR. RIEL: You need to state your name and your
24 address.

25 MR. FERNANDEZ: Okay. Excuse me. I want to know

1 one question. I have --

2 CHAIRMAN KORGE: Would you state your name and
3 address for the record, first?

4 MR. FERNANDEZ: Excuse me?

5 CHAIRMAN KORGE: Would you please state your name
6 and address, for the record?

7 MR. FERNANDEZ: Okay. My name is Omar Fernandez,
8 and I live in Ponce de Leon Boulevard, Number 304.

9 CHAIRMAN KORGE: Thank you.

10 MR. FERNANDEZ: In front of my house I have an
11 idea that somebody retire the signs, and probably they
12 going to make a TDR or rotunda. I don't know what's
13 going on. And according the specification and
14 everything that they could, they have an exercise, an
15 example, that when I look at, I feel that -- probably
16 you can replace this -- the graphic with the rotunda,
17 the TDR. And I want to know, please -- I going to show
18 there -- if they are going to remain the sidewalk,
19 because they have the probability to retire the
20 sidewalk, and probably, after that, they are going to
21 say, "We need your garden."

22 So my question is, in some situation I have to
23 bring the garden -- my garden to the City to make that
24 landscaping, everything?

25 MR. AIZENSTAT: I think there's a difference

1 between the rotunda and the TDR. The TDR is a transfer
2 of developmental rights. It doesn't apply --

3 MR. HERNANDEZ: Yes, I know.

4 MR. AIZENSTAT: Okay.

5 MR. HERNANDEZ: But I would like to be more
6 specific and observe -- can you put the TDR in --

7 MS. KEON: I think it's the street, where there's
8 the thing in the middle of the street, the roundabout
9 in the center of the --

10 MR. RIEL: The traffic calming.

11 MS. KEON: Yeah.

12 MR. AIZENSTAT: The traffic calming.

13 MR. FERNANDEZ: That's the one. That is a TDR or
14 a rotunda. Yeah?

15 MR. RIEL: Yeah.

16 MR. FERNANDEZ: Okay. In that example, I would
17 like to know, sidewalk effect could be, no garden, no
18 area and everything?

19 MS. KEON: It's just to reduce the part of the
20 street. It takes it just from the existing street. It
21 doesn't take it from your yard or your setback, or
22 anything else.

23 MR. FERNANDEZ: Thank you.

24 MS. KEON: It takes it from the street.

25 MS. MENENDEZ-DURAN: Bart Upthegrove.

1 MR. UPTHEGROVE: I think you mean Bart Upthegrove.
2 I live at 25 Veragua Avenue.

3 The presentation is pretty self-explanatory, but
4 one thing I was going to mention, and I didn't see it
5 addressed, is crossing Southwest 8th Street. If you
6 live north of 8th Street, it's treacherous trying to
7 walk across 8th Street. Ponce is bad, which is true,
8 and it's true, people do fly through the side streets
9 and the street I live on, Veragua, but I don't know
10 how, or could that be introduced into the plan,
11 crossing 8th Street, which is horrendous.

12 Everything else seemed pretty decent.

13 MR. RIEL: I think -- the comment I have is, I
14 believe -- we're doing traffic improvements, or doing
15 sidewalks right now for Ponce, and that's going to go
16 up to Southwest 8th. Now, I'm not sure what happens on
17 the north side of Southwest 8th Street. I'm not that
18 familiar with the plan. That's, like, Phase III.
19 We're doing Phase I right now, in the Miracle Mile
20 area, but if you'd like to contact my office, I'll be
21 able to give you an answer.

22 MR. MENENDEZ-DURAN: Margarita Palacio?

23 MS. PALACIO: Good evening to all of you. I live
24 on 1520 Salzedo Street. I've been there for 25 years,
25 and I compliment all of you on taking the initiative to

1 take care of this area.

2 Sometimes I feel that I live in Hialeah and not in
3 the City Beautiful.

4 I feel that we have been ignored when it comes to
5 code enforcement or to the maintenance given to the
6 streetlights and the trees along Salzedo.

7 So I feel like an orphan. That I am paying taxes
8 for the City Beautiful, but that I reside in Hialeah.
9 That's the way I feel. So I compliment all of you in
10 taking an initiative to help this area.

11 These are some of the things that I am seeing in
12 this area. For instance, we are concerned about
13 parking, but along Menores, Mendoza, Salzedo, people
14 park there during the day and they do not use the
15 parking garage or the meters along Ponce de Leon. They
16 block our street. People work in downtown Coral Gables
17 and they rather walk two or three blocks and park far,
18 in one of these side streets --

19 CHAIRMAN KORGE: Because it's free.

20 MS. PALACIO: -- rather than pay a garage or the
21 meters. Then we see trucks, vans, buses, parked at
22 night along Salzedo, Menores, Mendoza. You call the
23 police and they say, "Oh, that's Code Enforcement."
24 You call Code Enforcement, if you're lucky, they come
25 once, they ticket that person for a week, he doesn't

1 park there. The next week he's back again.

2 Going to the height on the buildings in Ponce de
3 Leon. Right now, at the intersection of Mendoza and
4 Ponce de Leon, where the Oldsmobile place used to be,
5 you have a building going there, you have another
6 16-story building going on the opposite side, and
7 across the street you have a 16-story office building
8 going up.

9 So that intersection is going to be a mess,
10 because you have three highrise buildings going up, and
11 we're going to have construction in that corner for a
12 long time. The workers working there, they park all
13 over. I understand. They have to park somewhere, but
14 they should take more care of the debris that they are
15 leaving. Okay? Every day. I clean my street once a
16 week. I sweep my street because I am embarrassed to
17 have people coming over and see the trash laying all
18 over.

19 And the last, all of this looks beautiful,
20 gorgeous. I hope that the City approve this, but what
21 about maintenance to all of these trees? Who's going
22 to do the maintenance? Right now we have none. So
23 that's the only thing that I have to say, and I hope
24 everybody --

25 CHAIRMAN KORGE: Are there no trash receptacles on

1 the street, at all?

2 MR. SALMAN: No.

3 MS. PALACIO: No, sir. None whatsoever. I walk
4 my dog every morning, and when I go from Salzedo to
5 Ponce I carry a trash bag with me, and I -- the dog
6 stops and I pick up a piece of paper, I pick up another
7 piece of paper. On the way back, I throw away the
8 trash. It's unbelievable.

9 We have people living in Coral Gables, that they
10 don't know what Coral Gables is all about. They have
11 no clue that this is the City Beautiful, and I think we
12 need to do something. If we want to preserve this
13 area, I think we need to do something.

14 So I compliment all of you on the hard work that
15 you have done providing this, but these are my
16 concerns.

17 CHAIRMAN KORGE: So, I guess, really addressing
18 that, we would need to have in this plan, a provision
19 for trash receptacles.

20 MR. RIEL: Let me make a couple comments on the
21 comments, some of the things that are happening.
22 Regarding the code enforcement issues of parking on the
23 street, Code Enforcement is the appropriate department
24 to take up those concerns.

25 With reference to construction workers, we do have

1 a construction staging plan that each development needs
2 to go through and, in fact, it was updated by the
3 Commission, and it's actually going for a second
4 reading to change that, to make the restrictions more
5 restrictive for smaller-type developments.

6 Now, regarding the City maintenance of City trees,
7 that's an ongoing issue that is an issue before the
8 Commission as well, and actually, that issue is coming
9 to light more so because of, obviously, the recent
10 storm events.

11 MS. PALACIO: Right.

12 MR. RIEL: So, in summary, I think the Commission
13 and the City is working on a lot of these issues, but
14 in terms of the standards for trash receptacles and
15 things like that, we're also doing a streetscape master
16 plan that deals with the entire commercial district,
17 the CBD, as well as North Ponce, that deals with trash
18 receptacles, seating, benches, landscaping, trolley
19 stops, et cetera.

20 So that's kind of -- we're working on a lot of
21 different things, and kind of the Study brings all of
22 those together and creates a plan for that, so --

23 MS. PALACIO: Thank you, very much.

24 MR. TEIN: Can I ask you a question before you sit
25 down?

1 MS. PALACIO: Yes, sir.

2 MR. TEIN: You mentioned a parking issue, and I'm
3 wondering, is it your sense that residents of your
4 neighborhood in North Ponce would want to have, for
5 example, zoned parking where you can't -- simply can't
6 park there unless you're a resident, you have a
7 resident tag or --

8 MS. PALACIO: That would be marvelous, if we can
9 get that on Salzedo. My building is at the corner of
10 Salzedo and Mendoza. We had to put a sign there that
11 said no trucks or vans, which the City put, but now
12 Hurricane Wilma took the sign away. The sign is laying
13 on the street, and we have the potential of park -- of
14 trucks or vans parking there.

15 Right across the street there's a church. And we
16 had a van -- I mean, a bus, a tour bus, parked there
17 every day. And it wasn't a small bus. Okay? It was a
18 big bus. Finally, the guy's not parking there
19 anymore. Okay?

20 But when I walk my dog, I see people parking along
21 Zamora, Mendoza. They park there. Okay? Now, if they
22 would have a sign, like I believe it's on Navarre, that
23 they have a sign, just like you said, "Residential
24 parking only," maybe that will help, just like you
25 said.

1 MR. TEIN: I'm talking about going a step further
2 than just a sign that says residential parking. I'm
3 talking about a regulation that only residents and
4 guests of residents can park in the area, enforced by
5 issuing badges to -- and, you know, permit badges to
6 the cars or -- or stickers that are applied in the
7 windshield, the way it's done in Miami Beach.

8 MR. RIEL: The City does have a residential permit
9 parking program. It's been in effect for some time.
10 If you contact the Parking Department, they'll be happy
11 to meet with you and explain, and they actually go out
12 to the neighborhood.

13 I know there's one, for sure, that's been enacted
14 in the City -- of North Ponce and South Ponce, and I
15 know there's some others in the works. But contact the
16 Parking Department and --

17 MR. TEIN: Is it a permit parking only, Eric?

18 MR. RIEL: It's the Residential Permit Parking
19 Program.

20 CHAIRMAN KORGE: Well, can that be incorporated
21 into this plan?

22 MR. RIEL: Well, the regulation is already in
23 place.

24 CHAIRMAN KORGE: I know. I understand that.
25 That's not what I'm asking. Can that be a part of the

1 Plan, where certain areas are designated by the Plan as
2 permit parking, residential permit parking only,
3 pursuant to regulations that provide for such a
4 program?

5 MR. RIEL: That's getting beyond my --

6 MS. HERNANDEZ: That recommendation would come
7 from the Board, and then the Commission can adopt the
8 appropriate regulations that would coexist with
9 whatever plan is being adopted.

10 MR. RIEL: Right.

11 CHAIRMAN KORGE: That's something that we should
12 look at.

13 MR. RIEL: That opportunity is available and a
14 neighborhood essentially needs to get together --

15 CHAIRMAN KORGE: But we're talking about a
16 completely new plan for this area where we're going to
17 have much more limited parking, and maybe it should
18 come from this Board as part of the recommendation.

19 How it's ultimately adopted, if at all, is another
20 matter. But if -- and it really sounds logical, and as
21 North Ponce becomes very highly developed with
22 highrises or midrises, that's going to be a much worse
23 problem than it is now. It's not going to get better,
24 it's going to get worse. So I think that's something
25 that you should think about in terms of putting in

1 your --

2 MR. RIEL: I mean, certainly parking is a big part
3 of this. I mean, a facet of it. When we talk about
4 the regulations, I think if that's the Board's will,
5 they should provide the recommendation.

6 MR. TEIN: I really have to say that I think these
7 ideas that Charlie and that the Department are working
8 on are really wonderful in the long term, but before --
9 it's going to take a long time for a street to be
10 restructured, to put roundabouts in streets, to create
11 these mini parks, and the ins and outs, which I think
12 all are wonderful ideas, but I think that the sense
13 that we get, not just from this North Ponce meeting,
14 but from the prior ones that we've had, is that two of
15 the major issues for residents right now, not 15 years
16 from now, are traffic, cut through, in these areas, and
17 parking.

18 And it strikes me that those are things that
19 can be really solved by this City in the very
20 short-term with some new and stringent regulations
21 protect the residents who are already in these
22 neighborhoods. Not 15 years from now, right now.

23 MS. PALACIO: Right now. Exactly.

24 MR. SALMAN: And likewise, if I may, I would
25 encourage you and your neighbors to get together and

1 see what it is that you can do to implement this
2 special parking district, which is really what we're
3 talking about. And even though it's not necessarily a
4 zoning issue, it is overall a City regulatory issue.

5 My understanding of the area, and I walk the area
6 a lot. My office is just up the street. A lot of my
7 subconsultants, the engineers, are around there, and
8 it's a very diverse area. Anywhere from garden
9 apartments to little lowrise condos to midrise condos,
10 up to five, six stories in some cases.

11 It's a wonderful street, has a lot of character.
12 I see a lot of neighbors, especially out in the
13 morning, like you, walking your dog. It's a great
14 place to live, and what can we do to help make it
15 better? And one of the things that I see, are that a
16 lot of these projects are older developments, done 40
17 years ago, 50 years ago, and these buildings were
18 originally built as apartments, land banks. Some of
19 them have been converted into condominiums, but there's
20 a real residential neighborhood feel to it.

21 MS. PALACIO: Right.

22 MR. SALMAN: Unfortunately, a lot of those didn't
23 have a lot of off-street parking to help serve the
24 buildings, so a lot of residents park there in the
25 evenings. I think that there needs to be a little bit

1 of a tradeoff, in that some of these residents work
2 elsewhere and then those spaces become vacant, and
3 that's where you have the people who live -- who work
4 in those offices come in during the day, and then they
5 swap sometime around 5:00. You see a lot of the
6 scramble of cars, people running out to get in their
7 cars to go home, and then people getting home parking
8 in the spaces that have been vacated.

9 You look at maybe making those hours, like, from
10 6:00 to 6:00 or 6:00 to 10:00, and then that would be a
11 decal parking only.

12 With regards to parking of trucks by residents on
13 the street, that is a totally regulatory issue with
14 regards to Code Enforcement and having residents
15 parking trucks outside the right of way on the
16 property. That's what's illegal. On the street it's a
17 little more interesting, but certainly it's about
18 working with your neighborhood, and your concerns are
19 very, very important to us. And we're really glad you
20 spoke up.

21 You got a great round of applause, and there's a
22 lot that the City can do to help, and I think the idea
23 of helping you incorporating those parking requirements
24 in here is great, and I would look to you and any
25 organization you want to bring forward to help do that,

1 make the case when it does go to Commission, because it
2 doesn't end here.

3 MS. PALACIO: I know. Thank you.

4 MS. KEON: I have one question. Eric, when they
5 do the residential parking program in neighborhoods,
6 it's up to the neighborhood to make that determination
7 -- to come to the City and ask for --

8 MS. HERNANDEZ: Yes. They will conduct a study,
9 and then a determination will be made. Unfortunately,
10 some neighborhood that requested the limited permit
11 parking, what was happening, was then some of the
12 residents were caught selling that permit parking to
13 some of the commercial business owners nearby, so we
14 had to suspend it. So the City has to actually conduct
15 the study, make sure the needs are there, what's the
16 encroachment, what's going on --

17 MR. SALMAN: Also, doesn't the majority of the
18 neighborhood have to be for it before it will be
19 implemented?

20 MS. HERNANDEZ: Absolutely.

21 MR. SALMAN: Just like you would any kind of
22 special taxing, or special regulatory --

23 CHAIRMAN KORGE: Combined with meter parking so
24 that the residents don't have to pay for the meter and
25 everybody else does?

1 MS. HERNANDEZ: What we do is, we remove the
2 meter parking and then designate it as a permit parking
3 or, you know, we limit the time period. Some of the
4 residences, or the majority of the owners have said,
5 "We only have this problem in the evenings." And they
6 don't have a problem -- you know, I mean, each
7 neighborhood is different.

8 CHAIRMAN KORGE: But during the day, if, for
9 example, this isn't a problem for the residents so much
10 as it is -- in other words, there's excess space for
11 use by the businesses, the adjacent business, allowing
12 them to park there, but meter parking as opposed to
13 free parking. Where the residents who have permits
14 don't have to pay for the meter. Sort of a mix of the
15 two.

16 MS. HERNANDEZ: Right. That's always, you know,
17 as I -- we are always talking amongst ourselves. We're
18 entering into a new era. You know, the community is
19 changing, the face of the community is changing, and we
20 need to come up with innovative solutions. So it's
21 obviously, something, you know, that we need to look
22 at.

23 MR. TEIN: My question is, how is it that we can
24 address -- we can have a plan like this, a strategy for
25 redevelopment, a large part of which addresses traffic

1 flow and reconfigures parking, without addressing
2 the parking in its most immediate need, which is the
3 residents who are there now, not 15 years from now.

4 I mean, I don't know that you have to conduct a
5 study of this particular neighborhood here or this
6 particular neighborhood here. We're addressing this
7 entire North Ponce neighborhood, and it appears, and
8 what we're hearing from residents, is that the parking
9 for this neighborhood should be for the people who live
10 in the neighborhood, period.

11 And the only way that you're going to be able to
12 insulate the folks who live there now from the
13 development and commercial development that we're
14 having in the Gables, and preserve this area, which is
15 what makes a lot of the Gables so attractive to live
16 in, is to give these folks places to park their own
17 cars.

18 And it seems to me that a permit is not an idea to
19 be resisted, but a permit is an idea whose time
20 probably came a long time ago. And if others feel
21 different, I'd love to hear the arguments against that,
22 but it seems that that's a -- this is a natural that I
23 strongly believe should be included in the North Ponce
24 Neighborhood Plan.

25 MS. KEON: I agree.

1 CHAIRMAN KORGE: Next up.

2 MS. MENENDEZ-DURAN: Eddie Lee?

3 MR. LEE: Good evening. My name is Eddie Lee. I
4 live at 155 Ponce de Leon Boulevard. I've got a couple
5 questions for Mr. Siemon.

6 MS. HERNANDEZ: You have to address your questions
7 to the Chair, sir.

8 MR. LEE: Oh, to the Chair. Okay. Last time we
9 met I was asked -- I asked the question, will this Plan
10 be included on actual Ponce de Leon Boulevard, and then
11 -- it came up it was and then it wasn't, so I would
12 just want to find out if it actually got put into the
13 Plan.

14 MR. SIEMON: Landscaping for North Ponce?

15 MR. LEE: Landscapings, bump-outs, traffic
16 deterrents.

17 MR. SIEMON: There is a program that's addressing
18 that.

19 MR. LEE: But not this.

20 MR. SIEMON: What was previously -- there were
21 some statements that it was not necessary, and I
22 believe those have all been eliminated, and it's just
23 now neutral, the affirmative program for beautification
24 of Ponce de Leon.

25 CHAIRMAN KORGE: You're talking about the area

1 north of 8th Street, that residential --

2 MR. RIEL: Master landscape. Yes, it will be
3 included as it was said previously, in June, and that
4 study has not been concluded yet. It's going to come
5 out in the next month, but since it was added at a
6 later date, it probably won't be coming out in the
7 study next month, but it will be the next phase.

8 MR. LEE: Okay. The next question I have, as
9 these condos keep getting -- you know, as they go up
10 and are being constructed, if you have a six story
11 unit, six story building, and it's got 40 units in it,
12 what are the rules for parking spaces per unit? Has
13 that changed? Because I remember it used to be, like,
14 one parking space was mandatory for each unit. Will
15 that be modified in this new plan or does that stay the
16 same?

17 MR. RIEL: Charlie, want to respond to that?

18 MR. SIEMON: Recommendation for parking staying
19 below 60 feet?

20 MR. LEE: No. If you have a 40-unit condominium
21 building being built, what are the minimum parking
22 spaces per unit that are required?

23 MR. SIEMON: The standard requirements apply
24 unless you restrict the height to lower than is
25 otherwise permitted, and then we've suggested that

1 there could be a reduction of parking requirements per
2 unit in consideration for not building to the maximum
3 intensity, the maximum height. But if you build to the
4 maximum or permitted intensity and height, the standard
5 multi-family requirement --

6 MR. LEE: What is that standard?

7 MR. SIEMON: I believe it's two.

8 MR. SALMAN: If it's a two bedroom, you need two
9 spaces.

10 MR. LEE: And if it's a one bedroom?

11 MR. SALMAN: One plus a visitor.

12 MR. SIEMON: One plus a fraction.

13 MR. SALMAN: Plus a fraction.

14 MR. LEE: Thank you.

15 MS. MENENDEZ-DURAN: Joe Fadel?

16 MR. FADEL: Hi. Good evening. My name is Joe
17 Fadel. I live at One Alhambra Circle, Apartment 407.

18 I briefly reviewed the report, which I
19 guess we've been waiting for a long time, and I think
20 there's some -- it contains, I think, some good ideas,
21 and I think in some areas it reflects the concerns of
22 many of the residents, particularly, for example, in
23 the Single Family District, north part of the Gables.

24 However, I think -- I have some concerns and some
25 questions. I'm not a landuse urban planner, but one

1 concern I have is the -- is the continued construction
2 of these larger condominium buildings in the
3 Multi-Family Conservation Area, I think it's called,
4 and whether his recommendations actually -- while I
5 understand they reduce setbacks, which I think is an
6 excellent idea, does it address, in any way, the height
7 of the buildings in the Multi-Family Conservation Area?

8 That's the first question that I'd like to have,
9 you know, addressed, or will height remain the way it
10 as per current zoning?

11 CHAIRMAN KORGE: Charlie, do you have an answer
12 to that?

13 MR. SIEMON: The strategy is not to change the
14 regulations to reduce the height, but to provide some
15 incentives as an alternative to exploiting all the
16 available height.

17 There are some -- we've always been mindful of the
18 rights, the existing rights and expectations of
19 property owners, and tried to balance and adjust them
20 in ways that don't trigger either statutory or other
21 challenges to what we're trying to achieve. And so
22 there's a clear strong sentiment to reduce the height,
23 but there's also a recognition they have rights, and
24 that's why some incentives, like reduced parking
25 incentives, like TDRs and others have been approved.

1 MR. FADEL: Thank you.

2 One idea I have, which I'm certain Mr. Siemon --

3 MR. SIEMON: Siemon.

4 MR. FADEL: Excuse me, Siemon, you know, can
5 probably explain better than I can is, what about using
6 reduced setbacks, for example? What about cutting back
7 on the required number of feet you need in the parking,
8 or the configuration of the parking spaces in the
9 parking levels of condominium buildings? Are those the
10 kind of little things that can be used to help maintain
11 the same amount of density on the -- on that land
12 without taking any economic right from the property
13 owner, while at the same time bringing down the height
14 of the buildings?

15 CHAIRMAN KORGE: Charlie, is that --

16 MR. FADEL: Are there any -- is there anything
17 else that can be done without removing -- taking
18 an economic right away?

19 MR. SIEMON: I think that the parking dimensions
20 that the City enforces, I think, are pretty close to
21 the minimum that you want to accept. There are garages
22 in some communities that have narrow outlets and
23 shorter parking bays, and they are not functional, and
24 probably not desirable from a residential product
25 basis. You can compromise some in some commercial

1 products. So we don't think there's much to be gained
2 there, particularly given the relatively narrow
3 dimensions of the properties we're talking about.

4 MR. RIEL: It was actually reduced -- sorry,
5 Charlie.

6 About three years ago we actually reduced
7 the size. Three years ago it was actually larger sizes
8 that were required.

9 MR. SIEMON: But, I mean, I think you're at -- we
10 would not recommend that you reduce any of those
11 minimum dimensions any further. Because you want it to
12 be functional, if you're going to provide it. I'd
13 rather you don't provide it, than provide a garage that
14 really doesn't work, and I can show you many examples
15 of those in South Florida.

16 With regard to the setbacks. I think we are --
17 we've reduced the setbacks on the side yards to the
18 extent that I think we reasonably can.

19 Again, that's some incentive, but the fact of the
20 matter is it's not going to -- the fact that you can
21 exploit it may be beneficial, but I think it's
22 -- there are limited opportunities. I think providing
23 incentives are really the best we can do. We haven't
24 knowingly left anything off the table. I will say
25 that.

1 CHAIRMAN KORGE: Thank you, Charlie.

2 MR. FADEL: Another question I have is, why is it
3 that we want to increase height on the North Ponce
4 corridor? Why do we want to increase density on that
5 corridor? Does that translate into a further increase
6 in height? I mean, right now there's a 15-story -- I
7 think it's 15 stories, I'm not certain, the new
8 building that's going up at Douglas Entrance. It's a
9 huge building. You can see it from a very far away
10 distance. It's very prominent.

11 I mean, what's the purpose of increasing the
12 height on North Ponce, if that's the recommendation
13 that's being made in the report?

14 MR. SIEMON: Right now there is an opportunity to
15 achieve that additional height in the North Ponce area
16 along the corridor using the Mediterranean bonus. We
17 have suggested, instead of the Mediterranean bonus, you
18 should achieve that increase in density by a transfer
19 of rights within the area which helps to create an
20 opportunity for reduced heights away from the
21 corridor.

22 We're not really recommending that the height be
23 increased, but to the extent that there is a bonus
24 that's available, we're saying it should serve a
25 different purpose here, and, we've -- you know, the

1 collective decision's been made to continue the
2 Mediterranean bonus as a general proposition.

3 Here we think using it to absorb some of the
4 density from the Multi-Family Conservation District is
5 a more beneficial basis for the incentive.

6 CHAIRMAN KORGE: Thank you.

7 MR. FADEL: I want to also reiterate, I think,
8 something the report mentions, which is the idea of
9 traffic calming.

10 In the area where I live, which is not far from --
11 a block away from Galiano, is -- Galiano is a very,
12 very transient street. Why can't we have traffic
13 circles in strategic intersections on Galiano where
14 people -- people use that street regularly to get to
15 north -- to the central business district. That's
16 their route to get to work, and traffic is getting
17 worse there every day.

18 I think that should be incorporated in the study,
19 if it isn't already incorporated in the study, or the
20 -- rather than wait for it to go to the Traffic and --
21 Traffic Board, and then, you know, we go through all
22 that longer --

23 The idea -- there are a number of historic
24 buildings in North Ponce. Is there anything that TD --
25 can TDRs be used to help preserve those buildings? Is

1 that something that this report addresses? Those
2 historic properties or --

3 MR. RIEL: Yes.

4 MR. FADEL: -- properties of historic value, not
5 necessarily designated as historic yet?

6 MR. RIEL: Yes. That's one of the key points.

7 MR. FADEL: I know the report -- there are
8 different areas -- addresses the issue of funding
9 and landscape improvements, streetscape improvements,
10 additional open space, which is what everybody wants.
11 Can impact fees be something that should be
12 incorporated in the Zoning Code?

13 MR. RIEL: That's the subject of a separate study
14 that is coming later this year.

15 MR. FADEL: Because, I mean, that's where the --
16 that's where the -- that's a very good source of
17 potential --

18 MR. RIEL: The City's looking at a separate impact
19 fee study, or assessment fee study, that's not part of
20 this report, but it's kind of a subset of this. It
21 will be started shortly.

22 MR. FADEL: I want to echo the comments of the
23 lady who spoke a couple minutes before I did, here,
24 with regards to parking.

25 It's true, people constantly use this area.

1 Office workers that work in downtown Coral Gables, they
2 don't want to pay the charges, so they park in this
3 area, which already doesn't have enough parking space,
4 and is that something that should be addressed by this
5 report, by -- in the Zoning Code, The use of that right
6 of way?

7 MR. AIZENSTAT: That is something that we have
8 just discussed here. Michael went ahead and brought up
9 the suggestion of looking at permit parking for
10 residents. And that's something that could be a
11 recommendation from this Board.

12 We do want to try to keep to about five minutes
13 per individual.

14 MR. FADEL: Okay.

15 MR. AIZENSTAT: I mean, if it's something short --

16 MR. FADEL: That's it. I have nothing else to
17 say.

18 MR. AIZENSTAT: Also, if you have any other
19 comments, it could be a good idea to go ahead and write
20 them over to the Planning Department and --

21 MR. RIEL: And again, this is the first
22 presentation. We're going to be discussing the actual
23 specific regulations at a later date. So this is kind
24 of just like rolling out the plan. If you want to meet
25 with any member of Staff, we'll be happy to sit down

1 with you and go into more detail as well.

2 MR. FADEL: I also want to encourage, as much as
3 possible, public interest in the process.

4 MR. AIZENSTAT: That's a great suggestion. Thank
5 you.

6 MR. FADEL: Thank you.

7 MS. MENENDEZ-DURAN: William Arthur?

8 MR. ARTHUR: I bring my own air. It's not the air
9 in here that's bad, but I just need extra air.

10 I'd like to speak a little bit in support of a
11 portion of this report, which I found quite
12 interesting, is the diagonal takeoff of Ponce where it
13 runs in and ends up at Douglas Entrance.

14 MR. AIZENSTAT: Excuse me. Could you state your
15 name and address first, please?

16 MR. ARTHUR: Oh, I'm sorry. My name is William
17 Arthur. I'm an architect. I have offices at 800
18 Douglas Entrance, Suite 303, Coral Gables, Florida.

19 And I'd like to speak in support of the suggestion
20 of this report. Partly selfishly, because we're
21 proposing a fairly substantial project where the
22 Chateaubleu Hotel presently sits.

23 If we look at the diagonal corridor of Ponce from
24 Douglas Entrance to Ponce de Leon Boulevard, we find
25 that it's -- it's a hundred foot right of way.

1 It once was the grand entrance to the City of
2 Coral Gables from U.S. 41 and U.S. 1 from the City of
3 Miami. A hundred feet wide. It provided parking all
4 the way down until the hotel, which completely filled
5 that lot. A neat little building. I hate to see it
6 torn down, even though a friend of mine, Chris Pavlow,
7 did tear it down, and put up the Chateaubleu. But it
8 had no parking.

9 Well, why didn't it have parking? It didn't have
10 parking because the concept of the sale of the City of
11 Coral Gables was to provide a hundred foot right of
12 way, provide tourist parking on each side of the
13 hundred foot right of way, stay until the hotel could
14 get a tour bus and sell you lots, drive around the
15 City and sell you lots. That concept is no longer
16 valid. It's passe.

17 Number one, they found the corridor of Douglas
18 Road, if you cut across it diagonally, with the traffic
19 in two directions was too severe to have that diagonal
20 cut, so it was closed. So therefore the concept of
21 driving into the grand city through the Douglas
22 Entrance was mundane.

23 Down at the other end, where Ponce and Ponce
24 Extension meet, there's a little area there, there's a
25 park, and there's a little sliver of land just beyond

1 the park, and it's one way. You can't go straight on
2 in. You have to turn on that -- I think it's -- I
3 can't remember the name of that street, but there's no
4 magazine there. You got traffic coming up from Ponce
5 cutting off at an angle. You got cars turning in
6 there. You got turning around the park with only one
7 car magazine, and then you got somebody coming down
8 that street. So it's a very, very congested area.

9 Now that they are building that 16-story building
10 at Douglas Entrance, and they're proposing one across
11 the street. Diagonally across the street, they just
12 built another ten or 12-story building on the corner
13 over there on Douglas, and they're proposing a very
14 substantial building where the old bank used to be on
15 Ponce.

16 So that corridor is going to become -- there's
17 going to be more traffic in that corridor. But going
18 back to the fact that that corridor -- its historic
19 purpose is no longer there. Therefore, it's mundane.
20 It just doesn't make sense.

21 We're proposing a fairly substantial -- well, let
22 me back up just bit.

23 The Chateaubleu Hotel depends on public parking.
24 That's part of the deal. It doesn't have parking for
25 the number of units it has. The Women's Club has no

1 parking. It's provided -- it's supported by the City.

2 In other words, the City is subsidizing parking
3 for the Chateaubleu Hotel, which, fine, please
4 continue, they're our client. It subsidizes parking
5 for the Women's Club and it's subsidized parking for
6 the apartments along the west side of that extension.

7 We are proposing to close the south end of that
8 extension completely, extend the park on across what
9 now is -- is -- is road, which would enhance and
10 increase the amount of open space along Ponce, which is
11 going to become a fairly large canyon of buildings,
12 eventually, because we're proposing the 16-story
13 building where the Chateaubleu Hotel now exists.

14 I don't know what they're proposing across the
15 street where the old bank was, but it's a fairly big
16 building. I've seen a -- seen a picture of it.

17 But the enhancing of the open space in that area,
18 to me, just is a part of the hallmark of the City of
19 Coral Gables, which has two gigantic golf courses right
20 in the center of the City, and an open space just south
21 of Miracle Mile. Has little parks all over the City.

22 So open space is a hallmark of the City. What
23 we're proposing is to extend that park, increase the
24 amount of open space. We'd also like to close the
25 street on behind the proposed 16-story office building

1 we're proposing. We're going to tear down the
2 Chateaubleu Hotel. We'd like to close that off.

3 We would like to take the parking that's there
4 now, which you're subsidizing, we'll absorb it in the
5 building, and you can tax it. We want to do the same
6 thing down behind the park. We want to build an
7 eight-story 68 unit condominium, a residential
8 condominium --

9 MR. SALMAN: Excuse me, sir. As interesting as
10 the project that you're describing is, could you
11 confine your remarks to how it affects this plan that
12 they're presenting -- we've been presented with today
13 or what comments you have with regards to the project,
14 rather, with regards to the Ponce Corridor Neighborhood
15 presentation that we've had today?

16 MR. ARTHUR: Well, this report suggests that
17 corridor be closed to provide more open space and more
18 planning, and that -- that's why I'm saying, we're
19 enhancing that by extending that park.

20 CHAIRMAN KORGE: Eric, has anybody ever looked at
21 that possibility of closing that road?

22 MR. RIEL: That was a part of the recommendation
23 of the Study and is included in here.

24 CHAIRMAN KORGE: Okay. I think that --

25 MR. RIEL: That's absolutely --

1 MR. ARTHUR: I'm supporting that.

2 I'm trying -- just to let you know, we're going to
3 be coming up in front of you soon, and you kind of give
4 it a little thought, particularly the historical part
5 of the hundred foot right of way coming through there,
6 which is really -- all the streets are mainly 60 foot
7 right of ways. We're suggesting either we cut the
8 right of way down to 60 feet or completely eliminate
9 it, but not all of them, but --

10 I'll make it short. We support the idea to
11 increase the open space and landscaping in that area,
12 which we propose to do, also.

13 CHAIRMAN KORGE: Thank you.

14 MR. SALMAN: Thank you, very much.

15 MR. ARTHUR: You're welcome.

16 CHAIRMAN KORGE: Anybody else on --

17 MS. MENENDEZ-DURAN: Carlos Sardinas.

18 MR. SARDINAS: Hi. Good afternoon. My name is
19 Carlos Sardinas. I live at 48 Fonseca Avenue. Just
20 have one question to ask. I tend to agree with the
21 lady from Salzedo that this is a great project, and
22 it's going to look beautiful and so on, but we're
23 looking at maybe three or four years down the road
24 before it's all completed.

25 I agree with the gentleman and the lady who stated

1 that there's a lot of cut through -- if you live in
2 North Gables, you are bombarded with cars speeding one
3 way from Ponce and Douglas trying to cut through.

4 We had a meeting a year and a half ago at Mr.
5 Delgado's office, neighbors -- neighbors from our
6 block, and we discussed, at that time, the need to have
7 some sort of limitation of steps in order to reduce the
8 traffic.

9 Mr. Delgado told us that there had been a study
10 done in our neighborhood, North Gables, and that some
11 plans were going to be done. You mentioned here the,
12 you know, the rotundas. He also mentioned that there
13 would be speed bumps placed on blocks, and the corners
14 would be reduced, the entrance and the exits.

15 But it's been a year and a half. He told us back
16 then that it would be done around March. March has
17 come and gone. It's been a year, and so far we haven't
18 seen the first step towards the implementation of that
19 promise.

20 Have you or anybody in your office know of any
21 time frames for the North Gables area, Fonseca,
22 Bovidilla, where this particular plan that Mr. Delgado
23 told us was going to be implemented, when it would be
24 done? Because this is now not five years down the
25 road --

1 MR. RIEL: The plan has been prepared and
2 finalized. I know that. This issue was before the
3 Commission a couple months ago. It's an issue that is,
4 obviously, a financial one, allocate the dollars to it,
5 so --

6 This Board -- regarding financial issues, that's
7 probably more appropriate for the City Commission.

8 MR. SARDINAS: If it's a matter of money, I mean,
9 we all pay taxes. But the things is, lots of traffic,
10 lots of accidents. People can get hurt. And if you're
11 going to put money before people, then, you know -- we
12 were told a year and a half ago that this was going to
13 be done. So far we haven't seen the first step taken.
14 Just want to have an idea as to when our streets are
15 going to be safer as far as cut-through traffic, and
16 the speed.

17 MR. RIEL: I'll assure you I will convey the
18 message on to the City Manager's Office and --

19 MR. SARDINAS: Thank you, very much.

20 CHAIRMAN KORGE: Is that it?

21 MS. MENENDEZ-DURAN: That's it.

22 CHAIRMAN KORGE: That closes the public portion of
23 our meeting.

24 Are there any comments or questions from any of
25 the members of the Board?

1 MS. KEON: I have one. It seems that there is, to
2 make this work, there is a tremendous -- there is a
3 significant public investment in this area for the
4 provision of open space, collective parking, and all
5 of those things. Is that right, or no?

6 MR. SIEMON: I think it does require a significant
7 amount of public investment. I think that we've
8 suggested in some of the texts that there are
9 opportunities to share those costs --

10 MS. KEON: Right.

11 MR. SIEMON: -- and that some of the citizens
12 might find that a public offer to contribute a certain
13 sum in return, for example, a special assessment that
14 would finance the balance of it over a long time, long
15 term.

16 We did a number of calculations given the value of
17 the houses, and the likely long term value of the
18 houses, and it would probably be a good investment for
19 a resident to participate in that.

20 CHAIRMAN KORGE: Maybe a community development
21 district?

22 MR. SIEMON: Well, we think a special assessment,
23 Safe Neighborhood, maybe, funds. There are a number of
24 sources, but none of them are by themselves, and we
25 don't think the burden that the property owners could

1 sustain would be sufficient to cover it all. It would
2 take some public investment. But, on the other hand,
3 we think the long term, our long term analysis would be
4 that it would be fiscally beneficial to the community,
5 you know, but we started three hurricanes before --
6 ago.

7 MR. SALMAN: That wasn't that long ago.

8 MR. SIEMON: It was just a couple months, it
9 seems. No, I mean, seriously, we have been brought to
10 -- reminded that there are plenty needs for public
11 dollars, but we think, and we said right up front, it
12 requires some public investment, but we would hope that
13 over time it would be the beneficiary.

14 There are programs in the community in which you
15 do invest in streets and things like traffic calming
16 and build-outs and landscaping, and we hope that
17 ultimately these districts will come along.

18 We hope that embracing them will also encourage
19 some developers and who want to achieve redevelopment
20 will see the wisdom of following along.

21 MS. KEON: I think it's a great plan, but I think
22 it's a plan that will never come to fruition without
23 that, also, a plan for -- to finance it. So I would
24 hope, since that is not our realm, is not to produce
25 the financing package for this, that as, you know, we

1 talk about this, and when the recommendation comes to
2 move it forward, that it would come as a very strong
3 recommendation that a financial plan also be developed
4 from the City Manager's Office to --

5 CHAIRMAN KORGE: Maybe Don Nelson needs to take a
6 look at this.

7 MS. KEON: Somebody needs to. I mean, we -- that
8 isn't our purview. We don't have -- whatever, but, you
9 know, that needs to go before -- that message has to go
10 with this Study to the Commission that there has to be
11 a financial -- a plan to implement this. Just to --
12 you know, there has to be -- we've got to do the Study
13 for traffic calming in the North Gables, and unless
14 there's a plan to fund that, and a commitment to fund
15 it, it just never happens.

16 You know, instead of -- to just have this as a
17 document without having the rest of it there would be a
18 terrible waste of everybody's time and money to date.
19 So you would truly hope that when it goes that we send
20 that message that we need to really seek that plan,
21 even if it's staged and the project has to be staged
22 with the plan, and that it will be done that way.

23 CHAIRMAN KORGE: I was impressed of how much you
24 have incorporated the comments from the prior meetings
25 into, you know, a real plan -- I mean, I don't remember

1 all the details of all the presentations, and the
2 questions and the comments, but it seems, from the
3 overall presentation, that you've managed to capture
4 that very well. I was very impressed.

5 MR. SIEMON: Thank you.

6 MR. SALMAN: Charlie -- if I may.

7 CHAIRMAN KORGE: Yeah.

8 MR. SALMAN: I love the vision. I think that the
9 overall vision and the understanding of the
10 neighborhoods is something to be applauded. It really
11 brings, at least a cohesive bit of understanding to
12 what is a very, very diverse and rich area with an
13 enormous amount of diversity, both going east to west,
14 as well as going north to south.

15 I've got a couple of questions, and they have to
16 do with some of the nasty specifics.

17 You looked at your corridor along Ponce de Leon
18 Boulevard, and we're looking at a height of, I think it
19 was, like, 130 feet, is that correct? According to
20 your graphic.

21 MR. RIEL: The current code allows 190 feet.

22 MR. SALMAN: Correct. And that's precisely what I
23 wanted to discuss. A lot of these ideas that
24 contribute to the overall vision of what you're
25 proposing are necessitating the removal of development

1 rights away from the areas behind Ponce, over towards
2 Ponce, and yet we're governing and foreclosing the
3 height, so how are we going to get to -- how are we
4 going to move those development rights to Ponce if
5 we've reduced the overall height that's currently
6 allowed?

7 MR. SIEMON: I think that the --

8 MR. SALMAN: You don't have to answer that today.

9 MR. SIEMON: I think that you -- the text -- we're
10 not talking about the district regulations right now,
11 so I -- I'm not going to go back and look at them, but
12 I'm not sure this illustration was intended -- I don't
13 know whether the 130 feet comes on the graphic, because
14 immediately above it is the base of 150, and the
15 maximum of 190 is in the text immediately above it.

16 So the graphic was simply intended to illustrate,
17 and simply may have been mislabeled, that the -- and
18 the point was that the height would go back no more
19 than 150 feet from Ponce, but you're looking at the
20 graphic.

21 MR. SALMAN: I'm looking at your presentation.

22 MR. SIEMON: Yeah, but if you look at the text
23 where that appears, and that's why you're --

24 MR. SALMAN: Okay.

25 MR. SIEMON: Because we clearly recognize that.

1 And what I said earlier, we even understood that we --
2 the heights were achieved. What we have done is said,
3 instead of going -- using the Mediterranean bonus to
4 get to 190, you would use TDRs to get to 190.

5 MR. SALMAN: But one is by right and one is by
6 which you have to buy.

7 MR. SIEMON: Yeah.

8 MR. SALMAN: Which is substantially different.

9 MR. SIEMON: There is a difference. I mean,
10 there's a tradeoff in --

11 MR. SALMAN: That needs to be clear in everybody's
12 mind, what we're doing. We're giving value to somebody
13 away from Ponce, so that the person on Ponce then can
14 build up to what he's currently allowed to build up
15 anyway, assuming he gets his bonus.

16 MR. SIEMON: Right. As you may recall, during the
17 moratorium discussion we talked at great length about
18 the difference between as a right and what comes from a
19 bonus and the ability to make those adjustments.

20 MR. SALMAN: Understood, and one is not
21 guaranteed.

22 MR. SIEMON: Right, and that's the basis for this
23 tradeoff that we've suggested.

24 CHAIRMAN KORGE: And the tradeoff would include
25 the fact that the bonus area would no longer be

1 required to follow the details of the Mediterranean
2 ordinance, which have all the additional public realm
3 improvements that were imposed and were returned for
4 the additional density.

5 MR. SALMAN: Again, I think this needs to be clear
6 in your presentation, that what was there by right as
7 opposed to what we're proposing makes it clear for
8 everybody as where we're heading.

9 MR. SIEMON: Yeah, because we are moving things
10 around.

11 MR. SALMAN: Charlie, are you aware of what's
12 going on in the Board of Adjustment and the amount of
13 variances for different projects in this area and the
14 heights are being reduced in exchange for reductions in
15 setback requirements and that's what's being done?

16 MR. SIEMON: And they are mimicking what we did --

17 MR. SALMAN: So we are getting actual built
18 examples. Now one of my concerns when I sat on that
19 Board, was one of we're creating a corridor of very
20 nicely planted parking lots, where, on street level,
21 what you're looking at is the ground level of
22 parking.

23 The market, the way I understand it, and I have
24 done a couple of these projects, is you really do need
25 those two spaces, if you're going to have anything more

1 than two or three bedrooms, otherwise you can't sell
2 it.

3 If you're going to do multiple developments of
4 single units, then perhaps one space would work, but
5 the biggest problem they have is that a lot of the
6 projects that are there, historically, were built
7 without on-site parking, and that's what's overloading
8 the street corridor. It's not anything else than that.

9 And that's why the District parking, and the
10 district parking by permit is going to be possibly
11 a solution that really needs to be put forward, maybe
12 recommended as part of this report.

13 MR. SIEMON: That's a policy decision for you all
14 to make. At least to this point the position has been
15 that there is an existing program for that and we
16 should not -- it's not necessary for us to go further.
17 I certainly understand the discussion that you had
18 earlier, and obviously, we think there's already a
19 problem because we have inadequate parking for just the
20 residential that's in the neighborhood, and using it
21 for other purposes clearly is problematic.

22 MR. SALMAN: I just want to make sure you're aware
23 what's going on City-wide with regards to a lot of the
24 ideas that came out of that Charrette as already being
25 implemented through variance and through other --

1 MR. SIEMON: We'll we're hoping to avoid having to
2 get a variance.

3 MR. SALMAN: But my only question is, what do we
4 do at the ground level? Your reports does -- I would
5 grant a bonus if you actually had living or commercial
6 retail on the ground floor versus open bay of parking,
7 because that's devastating to any kind of streetscape,
8 having designed more than one myself.

9 MR. SIEMON: I mean, I think that's not going to
10 be permitted, except for driveways to --

11 MR. SALMAN: I didn't see it, and maybe you want
12 to tell me -- show me where it is, that would be fine.

13 We can do that later.

14 MR. SIEMON: Okay.

15 MR. SALMAN: Charlie, with regards to the
16 preservation area at the north, the single family
17 preservation area you described, is there anything
18 uniquely different with regards to its current zoning
19 for that area that makes it part of its character?

20 Is there any difference in the setbacks or --

21 MR. SIEMON: No. What it is --

22 MR. SALMAN: -- of just the way it's built out
23 because of the lot sizes tended --

24 MR. SIEMON: Actually, the lots sizes vary a lot,
25 but the houses have a very uniform quality in terms of

1 size and physical characteristics.

2 MR. SALMAN: But there's nothing in the zoning
3 that promoted that?

4 MR. SIEMON: No.

5 MR. SALMAN: Other than they were all the built
6 within, like, a five year span, probably by the same
7 developer.

8 MR. SIEMON: Same group of builders used the same
9 models and created a very -- very distinctive from
10 anyplace else in what I --

11 MR. SALMAN: I think one of the things that makes
12 it distinctive, it doesn't have any greenway outside
13 the -- which is what makes it, you know, anomalous to
14 the rest of the City of Coral Gables as a residential
15 area.

16 One of the things that I would suggest you look
17 at, rather than unequally dividing up that off-street
18 parking, which they did need, because if you go by
19 there at night they're parking on that street --

20 MR. SIEMON: I'm not sure where it's all coming
21 from because --

22 MR. SALMAN: It's coming from the residents. If
23 they have more than one car, they're parking on the
24 street.

25 MR. SIEMON: It's interesting. They're parking

1 one on the street, but there is actually, in most of
2 the cases, there's adequate stacking space on their
3 driveway.

4 MR. SALMAN: They'd rather not stack, if they can
5 avoid it, and that makes a lot of sense.

6 But one of the strategies that we've employed in
7 our other projects for other cities is, they all have a
8 property line. They're all forced by regulation to
9 have their driveway X number of feet away from the
10 property line -- in Coral Gables it's five feet --
11 which by definition can create a place for a ten foot
12 green island and a tree, which would not inhibit their
13 right to park on the street, and allow you to create
14 what you're trying to do, both with traffic calming and
15 a treescaping point of view, without removing the
16 property owners right to park on the street.

17 MR. SIEMON: There are some areas where that will
18 work. A lot of them, unfortunately, the irregular lot
19 sizes, which is for, you know, not the way they've been
20 platted, but the way they've been assembled and used,
21 has -- complicates that, but I understand that.

22 MR. SALMAN: And finally, that whole North Ponce
23 from 8th Street up until it meets 37th, I would propose
24 a reduction in the paved right of way, both from a
25 traffic calming, as well as to help create a

1 greenway --

2 MR. SIEMON: On Ponce itself.

3 MR. SALMAN: -- on Ponce itself, to help limit
4 some of the --

5 MR. SIEMON: I'd support that.

6 MR. SALMAN: -- traffic velocity on there, because
7 right now it's 50 feet of paving each way, and they are
8 coming through very quickly.

9 MS. KEON: Wasn't that recommended?

10 MR. SIEMON: I don't think we've recommended it
11 here.

12 MR. RIEL: I really can't remember if it's
13 included in that traffic calming or not. I have to
14 look at the --

15 MR. SALMAN: Could we get what's going on there
16 exactly, so we can make sure we're not, A, at variance
17 with it, and B --

18 MR. RIEL: We actually looked at it.

19 MR. SIEMON: It's been changing, too.

20 MR. RIEL: They have had meetings and Public Works
21 met with the neighborhood. There is a plan that's in
22 place, but it just comes down to the dollars.

23 MR. SIEMON: It was not originally included.

24 MR. RIEL: Right, it was not. It was added --

25 MR. SIEMON: There was some preliminary stuff, but

1 I didn't know --

2 MR. SALMAN: Can we dump it in the appendix so we
3 know what's going on?

4 MR. SIEMON: We can get that.

5 MR. SALMAN: That's it. I'm done. 8:05.

6 MR. AIZENSTAT: A couple comments. One is, I
7 would encourage you, quite a bit, to really take a look
8 at the transition areas to make sure that your
9 transition areas between single family to low intensity
10 and multi-family, so forth, that it becomes a gradual
11 and not all of a sudden it goes from one step up to
12 another.

13 The second thought, which I had is, I actually
14 liked what you said about the base, or box structures,
15 for the building. I find very much that most of the
16 designs that I see today for tall buildings is done by
17 a big box at the bottom because you need to do that for
18 parking. Then you've got your small structure, or
19 your smaller structure, that goes up for your
20 apartments. I'd like to see if there's a way,
21 actually, to do away with that, because I feel that
22 those boxes at the bottom, some of them, five
23 stories, six stories is really what makes a structure
24 look massive, especially from down below, especially
25 when you're abutting different properties with

1 different uses.

2 That's basically it.

3 CHAIRMAN KORGE: Thank you.

4 MR. SIEMON: Just one comment. One of the
5 challenges here is that the original platting of these
6 properties created lot depths which are very
7 problematic in terms of structure, and it's being
8 wrestled with it in a lot of different ways, and that's
9 why we will be -- we have seen a lot of sketches that
10 involve not concentration of assembly along the street,
11 but from block to block through the street, so that you
12 can have the dimensions that will allow you to create a
13 more attractive street frontage, and avoid the parking
14 garages on the street.

15 MR. AIZENSTAT: It's just if we're trying to
16 create a pedestrian-friendly walking area, it's
17 hideous, it's killing it.

18 MR. SIEMON: Killers.

19 CHAIRMAN KORGE: That's it, I guess.

20 MR. RIEL: As I said earlier, this presentation,
21 it goes to the Commission on the 24th. Any input we
22 get, we'll include that when this comes back to
23 development regulations. The original date to bring us
24 back was February 1st. That will probably be delayed,
25 and we'll set that for a new date.

1 CHAIRMAN KORGE: Next meeting?

2 MR. RIEL: Next meeting is next week, next
3 Wednesday.

4 MS. KEON: When does the single family resident
5 come back to us?

6 MR. RIEL: We don't have a firm date yet.
7 Obviously, based upon the input we received, I guess
8 it's probably going to be about another three or four
9 weeks.

10 MS. KEON: Okay, but not more than that. You
11 know what happens when it gets too long out, you
12 forget.

13 MR. RIEL: It's one of the higher priorities,
14 things that will be coming back. That will be first
15 after we get all these other items taken care of.

16 Thank you.

17 MR. SIEMON: Thank you, Mr. Chairman.

18 Thank you, very much.

19 AIZENSTAT: We are going to do the affordable
20 housing, right?

21 MR. RIEL: Next weeks workshop. Next week.

22 (Thereupon, the meeting was concluded at 8:11
23 p.m.)

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2 CERTIFICATE

3

4 STATE OF FLORIDA:

5 SS.

6 COUNTY OF MIAMI-DADE:

7

8 I, JANINE P. CARROLL, Court Reporter, and a Notary
9 Public for the State of Florida at Large, do hereby certify
10 that I was authorized to and did stenographically report the
11 foregoing proceedings and that the transcript is a true and
12 complete record of my stenographic notes.

13

14 DATED this 23rd day of January, 2006.

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19 JANINE P. CARROLL

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