



**PASEO DE LA RIVIERA**  
**PLANNING & ZONING SUBMITTAL 7.29.15**  
 1350 S DIXIE HWY, CORAL GABLES, FL  
**A DEVELOPMENT BY NP-INTERNATIONAL, USA**

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**PASEO DE LA RIVIERA**  
 1350 S DIXIE HWY  
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DRAWING:  
 DATE:  
 SHEET:

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## Table of Contents

### Project Site and its Context

	Pages
a. Planning Division Application and Property Owner's Authorization	1
b. Application Representation and Contact Information	4
c. Letter of Intent	6
d. Project Introduction	7
e. Project Introduction	8
f. Aerial	9
g. Nolli Plan of the US. No.1 Corridor	10

### Mixed- Use Development along Transit Corridors

h. Rapid Transit and the Underline	11
i. Transit Stations along the US. No1 Corridor	13
j. Five Minute Walk from University Metro Station	14
k. Connecting Communities	15
l. Proposed Underline Renderings	16

### Development along the US. No.1 Corridor

m. 1926 George Merrick Land Use Map	17
n. Current Land Use Map	18
o. Dates of Construction along US. No.1	19
p. Block depths along US No. 1	20

q. Plats	21
r. Site Survey	24
s. Zoning Drawings of Project Site	26

### The Project- Paseo de La Riviera

t. Project Fact Sheet	30
u. Nolli Plan	31
v. Immediate Site Context	32
w. Site Plan	33
x. Rendering	34
y. Urban Project Diagrams	35
z. Scale Comparisons with Known Urban Projects	37
z.1 Floor Plans	38
z.2 Building Elevations	45
z.3 Building Sections	50
z.4 Response Diagrams to Planning & Zoning	53
z.5 Project Renderings	64
z.6 Interior Unit Plans for Residences and Hotel	72
z.7 Zoning Information	77
z.8 Encroachment Plan	78
z.9 Project Floor Area Ratio Calculation Diagrams	79
z.10 Project Parking Diagrams	80
z.11 Existing Site Conditions	81
z.12 Zoning Code Text Amendment Justification	83
z.13 The Project and it's Context	84
z.14 Landscape Plans and Calculations	90

z.15 Project Signage and Lighting Plans	97
z.16 Existing Covenants and Declarations	99
z.17 Historic Significance Letter	103
z.18 Concurrency Impact Statement/Public School Concurrency	104
z.19 Comprehensive Plan Analysis	105
z.20 Deed	108
z.21 Traffic Executive Summary	113
z.22 Public Transportation Exhibit	114
z.23 Conceptual Utilities Plan	115
z.24 Existing Circulation Signage and Marking Plan	116
z.25 Proposed Circulation Signage and Marking Plan	117
z.26 Public Neighborhood Meetings- Sign in Sheets	118
z.27 Traffic Study	120
z.28 Traffic Study Appendices	141
z.29 Traffic Study Addendum Responses to P&Z Comments	198



# City of Coral Gables Planning Division Application

305.460.5211 [planning@coralgables.com](mailto:planning@coralgables.com) [www.coralgables.com](http://www.coralgables.com)

## Application request

The undersigned applicant(s)/agent(s)/property owner(s) request City of Coral Gables consideration and review of the following application(s) (please check all that apply):

- Abandonment and Vacations
- Annexation
- Coral Gables Mediterranean Architectural Design Special Locational Site Plan
- Comprehensive Plan Map Amendment - Small Scale
- Comprehensive Plan Map Amendment - Large Scale
- Comprehensive Plan Text Amendment
- Conditional Use - Administrative Review
- Conditional Use without Site Plan
- Conditional Use with Site Plan
- Development Agreement
- Development of Regional Impact
- Development of Regional Impact - Notice of Proposed Change
- Mixed Use Site Plan
- Planned Area Development Designation and Site Plan
- Planned Area Development Major Amendment
- Restrictive Covenants and/or Easements
- Site Plan
- Separation/Establishment of a Building Site
- Subdivision Review for a Tentative Plat and Variance
- Transfer of Development Rights Receiving Site Plan
- University Campus District Modification to the Adopted Campus Master Plan
- Zoning Code Map Amendment
- Zoning Code Text Amendment
- Other: \_\_\_\_\_

## General Information

Street address of the subject property: 1350 South Dixie Highway, Coral Gables, FL

Property/project name: Paseo de la Riviera

Legal description: Lot(s) See Exhibit "A"

Block(s) \_\_\_\_\_ Section (s) \_\_\_\_\_

Property owner(s): Coral Park Inn, LLC

Property owner(s) mailing address: 3850 Bird Road, Suite 302, Miami, Florida 33146

Telephone: Business 305-448-2808 Fax 305-448-2958

Other \_\_\_\_\_ Email bcastera @ soundhospitality.com



# City of Coral Gables Planning Division Application

Applicant(s)/agent(s): Laura L. Russo, Esq.

Applicant(s)/agent(s) mailing address: 2655 LeJeune Road, Suite PH 2-B, Coral Gables, Florida 33134

Telephone: Business 305-476-8300 ext. 17 Fax 305-476-8383

Other Cell: 305-801-9002 Email Laura @ Laurarusselaw.com

## Property Information

Current land use classification(s): Commercial Low Rise Intensity

Current zoning classification(s): Commercial

Proposed land use classification(s) (if applicable): Commercial High Rise Intensity

Proposed zoning classification(s) (if applicable): N/A

## Supporting information (to be completed by Planning Staff)

A Preapplication Conference is required with the Planning Division in advance of application submittal to determine the information necessary to be filed with the application(s). Please refer to the Planning Division Development Review Process Handbook, Section 3.0, for an explanation of each item. If necessary, attach additional sheets to application. The Planning Division reserves the right to request additional information as necessary throughout the entire review process.

- Aerial.
- Affidavit providing for property owner's authorization to process application.
- Annexation supporting materials.
- Application fees.
- Application representation and contact information.
- Appraisal.
- Architectural/building elevations.
- Building floor plans.
- Comprehensive Plan text amendment justification.
- Comprehensive Plan analysis.
- Concurrency impact statement.
- Encroachments plan.
- Environmental assessment.
- Historic contextual study and/or historical significance determination.
- Landscape plan.
- Lighting plan.
- Massing model and/or 3D computer model.
- City of Coral Gables Annual Registration Application and Issue Application Lobbyist forms.
- Ordinances, resolutions, covenants, development agreements, etc. previously granted for the property.
- Parking study.
- Photographs of property, adjacent uses and/or streetscape.
- Plat.
- Property survey and legal description.

**City of Coral Gables Planning Division Application**

- Property owners list, notification radius map and two sets of labels.
- Public Realm Improvements Plan for mixed use projects.
- Public school preliminary concurrency analysis (residential land use/zoning applications only).
- Sign master plan.
- Site plan and supporting information.
- Statement of use and/or cover letter.
- Streetscape master plan.
- Traffic accumulation assessment.
- Traffic impact statement.
- Traffic impact study.
- Traffic stacking analysis.
- Utilities consent.
- Utilities location plan.
- Vegetation survey.
- Video of the subject property.
- Zoning Analysis ( Preliminary).
- Zoning Code text amendment justification.
- Warranty Deed.
- Other: \_\_\_\_\_

**Application submittal requirements**

1. Hard copies. The number of application binders to be submitted shall be determined by Staff at the preapplication meeting. The application shall include all the items identified in the preapplication meeting.
2. Digital media copies. Two (2) compact discs (CD ROMs) of the entire application including all the items identified in the Preapplication Conference. Each document shall be separated into PDF files (i.e., application; site plan, landscape plan; etc.). Please include a "Table of Contents" identifying all PDF file name(s). Each PDF file size shall not exceed 10 Mb. All discs shall be labeled with the applicant(s) name, project name and date of submittal.

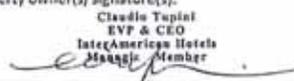
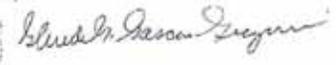
**Applicant/agent/property owner affirmation and consent**

(I) (We) affirm and certify to all of the following:

1. Submission of the following:
  - a. Warranty deed/tax record as proof of ownership for all properties considered as a part of the application request; or
  - b. Authorized as the applicant(s)/agent(s) identified herein to file this application and act on behalf of all current property owner(s) and modify any valid City of Coral Gables entitlements in effect during the entire review process.
2. This request, application, application supporting materials and all future supporting materials complies with all provisions and regulations of the Zoning Code, Comprehensive Land Use Plan and Code of Ordinances of the City of Coral Gables unless identified and approved as a part of this application request or other previously approved applications. Applicant understands that any violation of these provisions renders the application invalid.
3. That all the information contained in this application and all documentation submitted herewith is true to the best of (my) [our] knowledge and belief.
4. Understand that the application, all attachments and fees become a part of the official records of the City of Coral Gables and are not returnable.

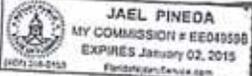
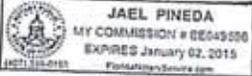
**City of Coral Gables Planning Division Application**

5. Failure to provide the information necessary pursuant to the established time frames included but not limited to application submittal, submission of revised documents, etc. for review by City Staff and the designated reviewing entity may cause application to be deferred without further review until such time the requested information is submitted.
6. All representatives of the application have registered with and completed lobbyist forms for the City of Coral Gables City Clerk's office.
7. Understand that under Florida Law, all the information submitted as part of the application are public records.
8. Additional costs in addition to the application fees may be assessed associated with the review of applications by the City. These are costs that may be incurred by the applicant due to consultant fees paid by City to review the application. The types of reviews that could be conducted may include but are not limited to the following: property appraisals; traffic impact analyses; vegetation/environmental assessments; archeological/historic assessments; market studies; engineering studies or reports; and legal fees. Such fees will be assessed upon finalization of the City application review.

Property owner(s) signature(s):  Claudia Tupin EVP & CEO InterAmerican Hotels Managing Member	Property owner(s) print name: Coral Park, Inn, LLC By: 1350 South Dixie Highway, LLC, its Managing Member By: InterAmerican Hotels Corp., its sole member
Property owner(s) signature(s):	Property owner(s) print name:
Property owner(s) signature(s):	Property owner(s) print name:
Address: 3850 Bird Road, Suite 302 Miami, Florida 33146	
Telephone: 305-448-2858	Fax: 305-448-2958
NOTARIZATION STATE OF FLORIDA/COUNTY OF Miami-Dade The foregoing instrument was acknowledged before me this <u>10</u> day of <u>NOV</u> <u>2014</u> by _____ (Signature of Notary Public - State of Florida)	
 	
(Print, Type or Stamp Commissioned Name of Notary Public) <input checked="" type="checkbox"/> Personally Known OR <input type="checkbox"/> Produced Identification; Type of Identification Produced _____	



City of Coral Gables Planning Division Application

Contract Purchaser(s) Signature: By: <u>[Signature]</u> Brent Reynolds, President		Contract Purchaser(s) Print Name: NP International
Contract Purchaser(s) Signature:		Contract Purchaser(s) Print Name:
Address: 2903 Salzedo Street Coral Gables, Florida 33134		
Telephone:	Fax:	Email: breynolds@np-international.com
NOTARIZATION		
STATE OF FLORIDA/COUNTY OF The foregoing instrument was acknowledged before me this <u>10</u> day of <u>Nov</u> , by Brent Reynolds (Signature of Notary Public - State of Florida)		
		
(Print, Type or Stamp Commissioned Name of Notary Public)		
<input checked="" type="checkbox"/> Personally Known OR <input type="checkbox"/> Produced Identification; Type of Identification Produced _____		
Applicant(s)/Agent(s) Signature: <u>[Signature]</u>		Applicant(s)/Agent(s) Print Name: Laura L. Russo, Esq.
Address: 2655 LaJeune Road, Suite PH 2-B Coral Gables, Florida 33134		
Telephone: 305-476-8300 ext. 17	Fax: 305-476-8383	Email: Laura@Laurarussolaw.com
NOTARIZATION		
STATE OF FLORIDA/COUNTY OF Miami-Dade The foregoing instrument was acknowledged before me this <u>10</u> day of <u>NOV</u> , by Laura L. Russo (Signature of Notary Public - State of Florida)		
		
(Print, Type or Stamp Commissioned Name of Notary Public)		
<input checked="" type="checkbox"/> Personally Known OR <input type="checkbox"/> Produced Identification; Type of Identification Produced _____		

September 2014

Exhibit "A"

Legal Description

The Southwesterly 360.00 feet of Tract A, REPLAT OF PART OF CORAL GABLES RIVIERA SECTION PART 8, according to the plat thereof as recorded in Plat Book 46 at Page 100 of the Public Records of Dade County, Florida.

Also Known As:

All that part of tract A (which said Tract A includes areas indicated as Parking Area and Unloading Area, containing 8.4 acres, more or less) as shown on plat entitled REPLAT OF PART OF CORAL GABLES, RIVIERA SECTION PART 8 and recorded in Plat Book 46, at Page 100 of the Public Records of Dade County, Florida, that lies Southwesterly of the following described line:

Commence at a point where the Southeasterly line of Miami-Homestead Highway (U.S. 1) intersects the Northeasterly line of Hardee Road; thence Northeasterly along the Southeasterly line of Miami-Homestead Highway a distance of 360 feet to the Point of Beginning of the line being described; thence Southeasterly parallel to and 360 feet Northeasterly at right angles to the Northeasterly line of Hardee Road a distance of 325 feet to a point located on the Northwesterly line of Avenue Madruga, said point, being 303.70 feet Northeasterly from a point where the Northwesterly line of Avenue Madruga intersects the Northerly line of Hardee Road.

## NP International Project Directory

### List of Representatives

#### OWNER

##### NP International

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Law Firm  
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Coral Gables, Florida 33134-5837

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Telefax: 305-476-8383

laura@laurarussolaw.com

March 5, 2015

Mr. Ramon Trias  
Planning and Zoning Director  
The City of Coral Gables  
427 Billmore Way  
Coral Gables, Florida 33134

Re: Paseo de la Riviera - Zoning  
Property: 1350 South Dixie Highway, Coral Gables, FL  
File No.: 14L-164

Dear Mr. Trias:

My office represents NP International ("NPI") the contract purchaser of the referenced property.

NPI is proposing an innovative mixed-use and pedestrian friendly redevelopment project for the property located on the corner of U.S. 1 and Caballero - the current location of the Holiday Inn (the "Project Site"). The Project Site represents 2.66 acres, which translates to approximately 115,870 square feet. The project is called Paseo de la Riviera and is named for the approximately 72 foot wide by 325 foot long paseo that serves as the organizing concept of the design. In addition to the hotel and residential components, the project also includes 35,671 square feet of retail space, public art (3 sculptures) and parking.

The goal of the project is to retain in Coral Gables those working professionals who would otherwise be living in Downtown Miami. The project is strategically located walking distance to the Metrorail at the University station.

The project will require approval of the following applications: a Change in Land Use from Commercial Low Rise Intensity to Commercial High Rise Intensity for the height, a Zoning Code Text Amendment to delete the subject property from site specific requirements, Mixed Use - Site Plan Approval and a Planned Area Development Approval. In addition we are requesting the release of a 1962 parking Covenant that applies to the existing hotel and a 2000 Declaration that applies to the signage.

Mr. Ramon Trias  
March 5, 2015  
Page 2

Jorge Hernandez, the design architect, has given special attention and consideration to the stated purposes of the Mixed Use District and Planned Area Development (PAD) regulations. The project will create a diversity of uses within walking distance: hotel, residential, work places, neighborhood retail and public open spaces that will enhance the U.S. 1 streetscape as well as the surrounding area to the east.

We submit for the Planning & Zoning Board's consideration our application package.

Sincerely,

  
Laura L. Russo  
L.L.R./jp



## A. The Project

### 1. Location and Development Program

The “Paseo de la Riviera” is a mixed-use, planned area development organized around a classical design concept known as a paseo, i.e., a large, public outdoor room planted and dressed with public art and accessible for social communion. It is located within the South Dixie Highway transit corridor with close proximity to: the multimodal transportation center known as University Station; the linear park known as the Underline; and, the soon to-be-constructed pedestrian overpass bridge.

#### a. Project Design

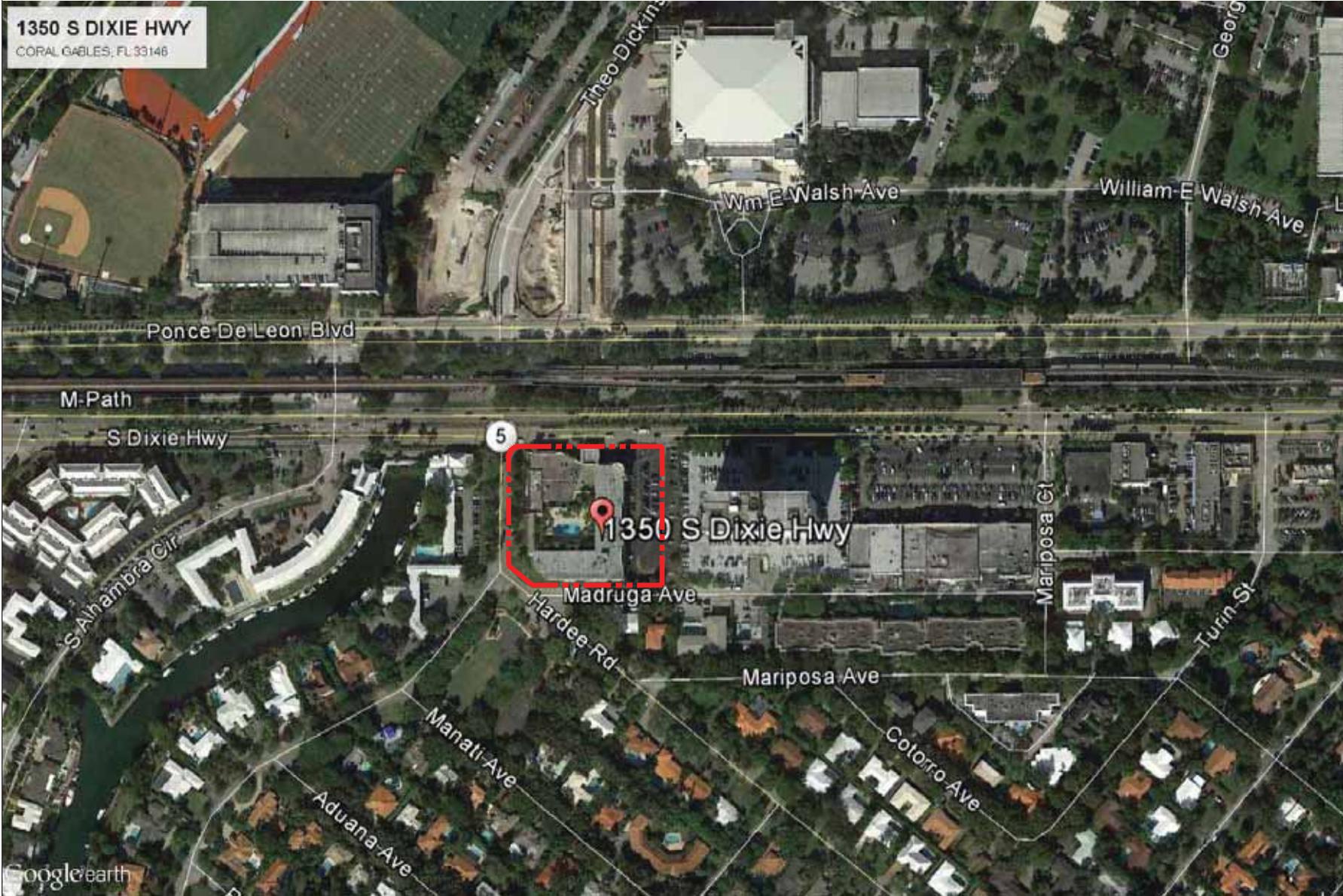
“Paseo de la Riviera” is designed to be an exercise in placemaking. It accomplishes this objective by organizing its complementary mix of uses around a classical “paseo” – a gathering place with connectivity between and among its various elements and the surrounding fabric of the community.



**Figure 1.** Paseo De La Riviera scale comparison to the Biltmore Hotel Courtyard and Restaurant Row.

The project includes two primary structures – a hotel with 252 keys and a residential structure with 234 units. The two structures are connected by an animated and lively ground floor with 19,218 square feet of retail and commercial functions, arcaded spaces, and generous sidewalks. The project is bordered by commercially zoned properties with duplex and multi-family zoning adjacent to it. A public park serves as a natural and substantial buffer between the project and the single-family neighborhood that exists nearby.

The buildings are detailed with balconies, roof terraces, open loggias on multiple levels, open arcades, porticos, breezeways, stepped roof profiles, moldings and cornices that produce an articulated architecture. The project has received Mediterranean bonuses level one and two from the City of Coral Gables Board of Architects.



**1350 S DIXIE HWY**  
CORAL GABLES, FL 33146

Google Earth

**SITE AERIAL**  
SCALE: N.T.S.

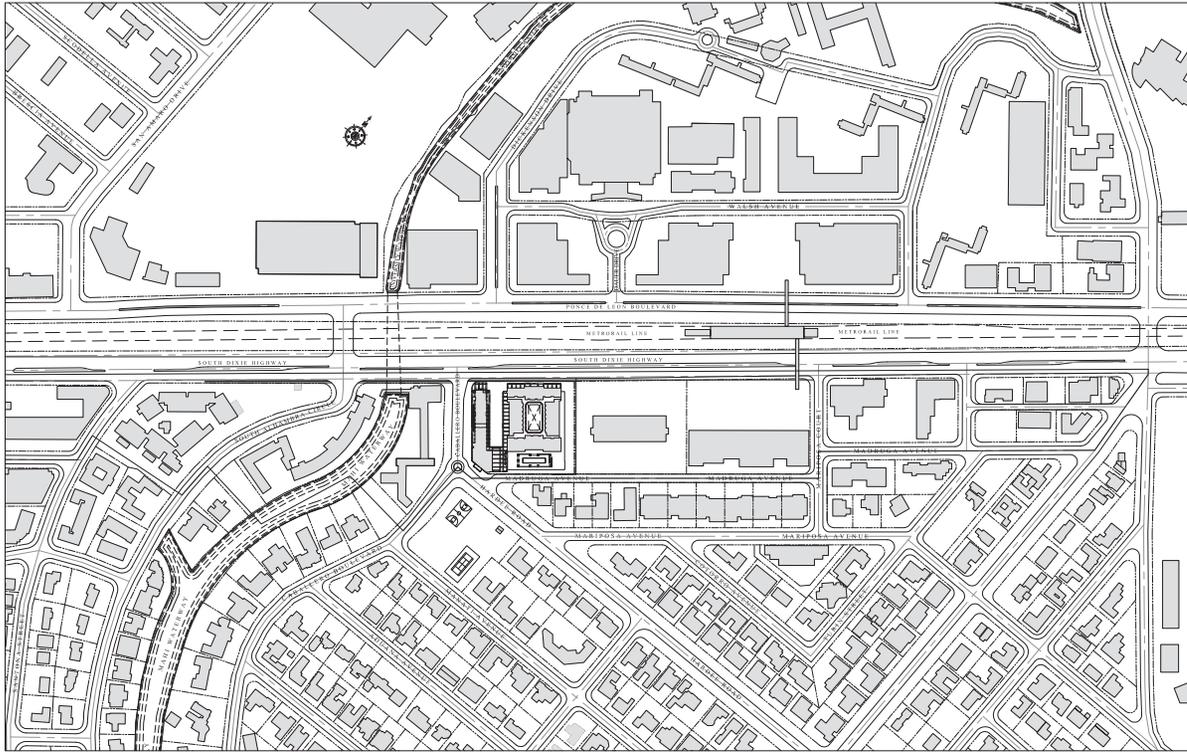
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TEL: 305.372.7000

**PASEO DE LA RIVIERA**  
1350 S Dixie Highway  
Coral Gables, Florida 33146

**JORGE L. HERNANDEZ**  
ARCHITECT  
DESIGN ARCHITECT  
337 PASEO AVENUE  
CORAL GABLES, FLORIDA 33134  
305.774.0022

DRAWING:  
SITE AERIAL  
DATE:  
03.18.15  
SHEET: S-1.03



NOLLI PLAN  
SCALE: 1/200" = 1'-0"

SITE SECTION  
SCALE: 1/50" = 1'-0"



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Architect of Record  
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**PASEO DE LA RIVIERA**  
1350 South Dixie Highway  
Coral Gables, Florida 33146

**JORGE L. HERNANDEZ**  
ARCHITECT  
DESIGN ARCHITECT  
1350 SOUTH DIXIE HIGHWAY  
CORAL GABLES, FLORIDA 33134  
305.774.0022

DRAWING:  
SITE PLAN &  
SITE SECTION  
DATE:  
BY:  
SHEET: SP-1.04

### Rapid Transit – Metrorail

Following more than a decade of public study and debate, multiple county-wide referenda, and a federal-state-county funding partnership, the citizenry of Miami-Dade County committed in 1972 to fund the rapid transit system now known as Metrorail. Specifically, at a county-wide election the electorate approved the bonds for the “Decade of Progress” which was – at the time – the single largest general obligation bond issue in the nation at over \$500 million. The electorate approved this substantial commitment to rapid transit by a vote of 2-1. That vote set the stage for Metrorail. The groundbreaking for Metrorail occurred on June 7, 1979 at the site of what would become University Station – the first station in the rapid transit system to be built. Construction on the station itself began in 1980 and the station was dedicated in 1983.



Figure 6. Groundbreaking Ceremony for the Metrorail at the University of Miami.



Figure 7. Governor Bob Graham speaking at the Groundbreaking Ceremony for the Metrorail.

Source: University of Miami Historical Photograph Collection.

Since that time, Metrorail, together with Metromover and Tri-Rail, has grown to include connections to the urban centers of Miami International Airport, the Civic Center (Jackson Memorial Hospital Campus), Downtown Miami, and Brickell. Further connections exist to the northern neighborhoods of Hialeah and Medley and to the southern neighborhoods of Coral Gables, South Miami, and Dadeland. Ridership on Metrorail in general, and at University Station in particular, has grown substantially in recent years as illustrated in the charts below.

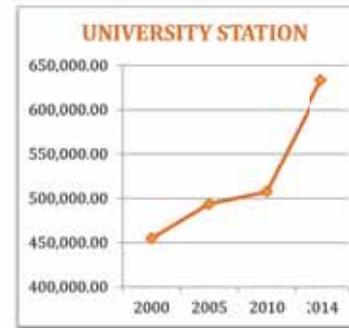


Figure 8. Total Annual Boardings from University Station

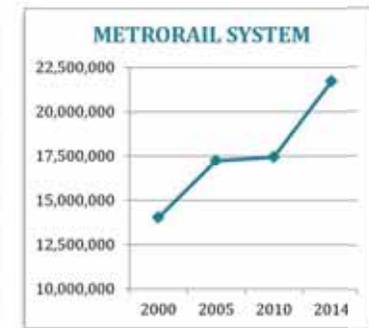


Figure 9. Total Annual Boardings for all Metrorail Stations

Source: Miami-Dade Transit Ridership Technical Reports, 2000, 2005, 2010, 2014.

The City’s comprehensive plan expressly declares its support for higher density, mixed-use development near transit centers such as University Station. See MOB-1.1.3 (“Locate higher density development along transit corridors and near multimodal stations.”); see also MOB-1.1.4 (“Support incentives that promote walking, bicycling, and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, *University of Miami and multimodal transit centers/stations* (Emphasis supplied); MOB-1.1.1 (“Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.”).

#### ii. Gables Redevelopment Infill District (“GRID”)

On August 29, 1995, the City of Coral Gables adopted Ordinance No. 3148 and created a Transportation Concurrence Exception Area (“TCEA”) known as the Gables Redevelopment Infill District (“GRID”). The GRID is incorporated within the City’s adopted Comprehensive Plan in Policy MOB-2.2.1. The City recognizes in numerous goals, policies, and objectives

within its Comprehensive Plan of the suitability of property within the GRID for the uses, densities, and intensities proposed by the Project. See MOB-2.2.2; MOB-2.2.4; MOB-2.2.5.

### iii. The Pedestrian Bridge

Starting in summer 2015 and concluding in summer 2016, a new pedestrian overpass bridge will be constructed in close proximity to the Project. The connectivity offered by the Pedestrian Bridge to University Station will further limit the vehicle trips generated by the Project by allowing residents and visitors to access University Station with far greater ease and safety than exists at present.



Figure 10. University Station Pedestrian Overpass.

The City's Comprehensive Plan encourages development that de-emphasizes automobile dependence in favor of walking or bicycling. See MOB-1.1 ("Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with an emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling."); see also MOB 1.1.1 ("Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive."); MOB 1.1.2 ("Encourage land use decisions that encourage infill, redevelopment, and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use."); MOB-1.1.4 ("Support incentives that promote walking, bicycling, and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, *University of Miami and multimodal transit centers/stations.*) (Emphasis supplied).

### iv. The Underline

The Underline is a new, visionary linear park that spans over 10 miles beneath the Metrorail right-of-way. The Underline will serve as a regional recreational green spine to the greater Miami area. It will link University Station (and several other Metrorail Stations) with verdant bicycle, exercise, and pedestrian trails. All of the municipalities along the Underline parkway are participating in the planning process and have incorporated the project in their respective comprehensive plans. Across from the Project, the University of Miami section of the Underline will feature a planted area more than 125 feet in width. Lushly planted, it will transform the land within the Ponce De Leon Blvd – South Dixie Highway median into an actively used tropical boulevard that will act not only as a recreational linear park but as a passive transit thoroughfare. More information about the Underline is available at: <https://www.theunderline.org/>.

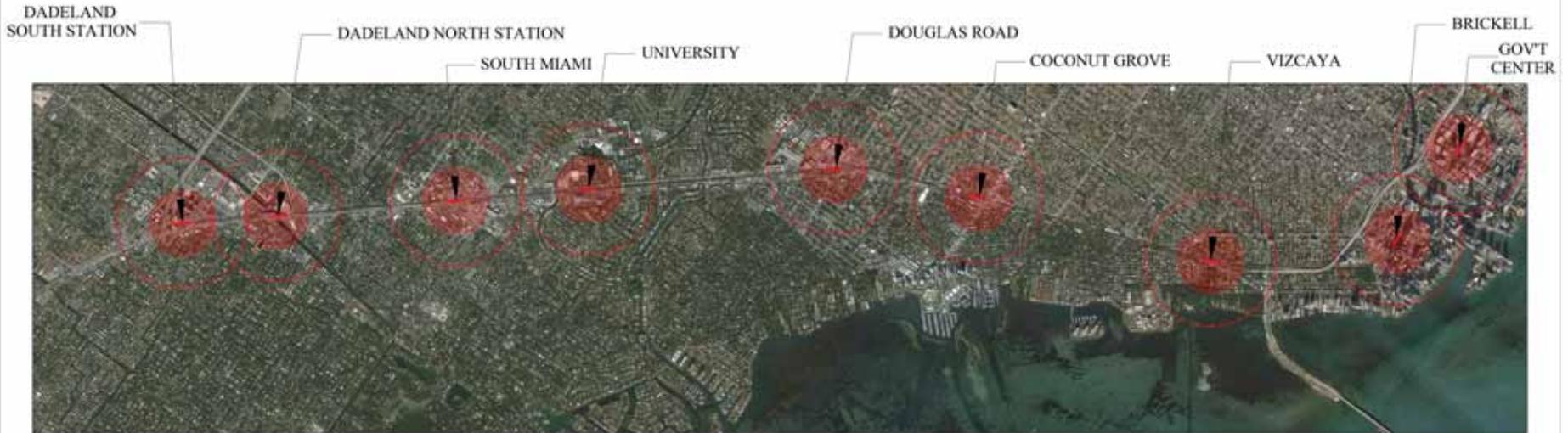


Figure 11. University Station Now



Figure 12. University Station after Underline

### TRANSIT STATIONS ALONG US NO.1 CORRIDOR



TRANSIT STATIONS- DADELAND SOUTH TO GOVT CENTER  
SCALE: 1:2000

\*FIVE MINUTE WALK (1/4 MILE RADIUS) AND TEN MINUTE WALK (1/2 MILE RADIUS) SHOWN



TRANSIT STATIONS- DADELAND NORTH TO DOUGLAS ROAD  
SCALE: 1:750

\*FIVE MINUTE WALK (1/4 MILE RADIUS) AND TEN MINUTE WALK (1/2 MILE RADIUS) SHOWN

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DRAWING NO. 100-1118-0104  
DATE: 08.26.11  
SHEET: SP-1 (of 1)

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SCALE - 1:150



STUDY AREA FOR DEVELOPMENT ALONG US NO.1  
 (YELLOW CIRCLES OUTLINE THE RADIUS OF A FIVE MINUTE WALK)

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 Coral Gables, FL 33134

DRAWING:  
 DATE:  
 SHEET:

PASEO DE LA RIVIERA

# CONNECTING COMMUNITIES TO DOWNTOWN CORAL GABLES

 JAYCEE PARK

 THE UNDERLINE BIKE + PEDESTRIAN TRAIL

 PASEO DE LA RIVIERA

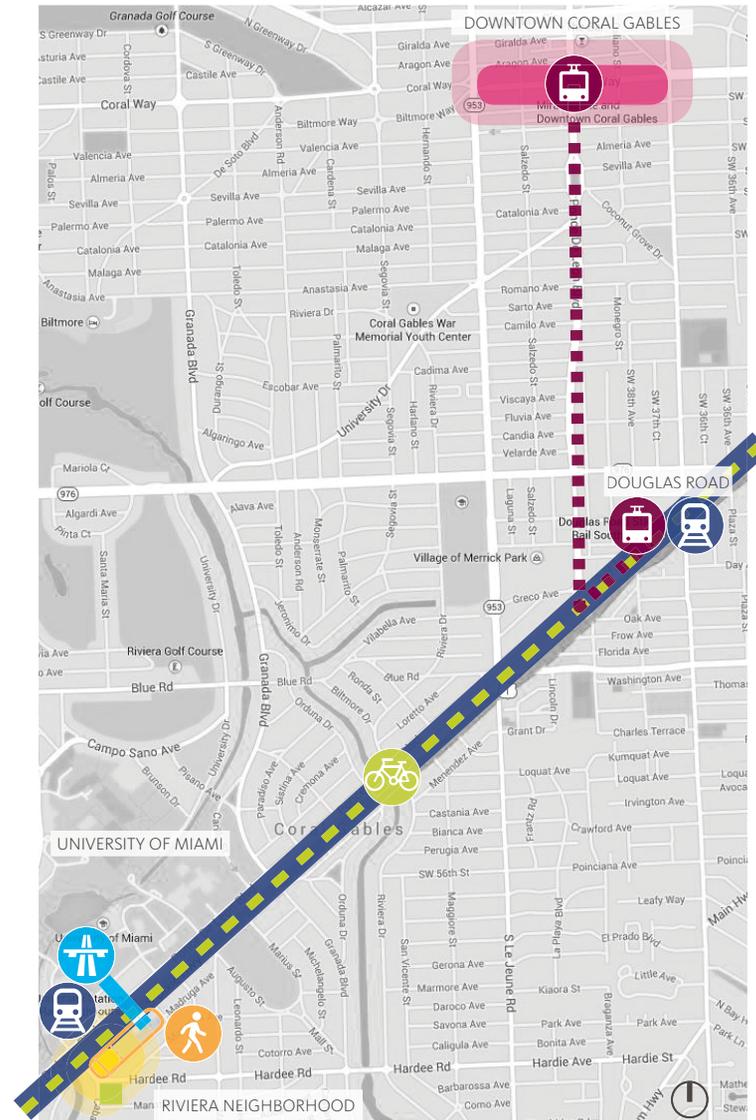
 METRORAIL LINE + STATION

 PEDESTRIAN WALKWAY TO METRO STATION

 CORAL GABLES TROLLEY ROUTE

 PLANNED PEDESTRIAN BRIDGE OVERPASS ON US1

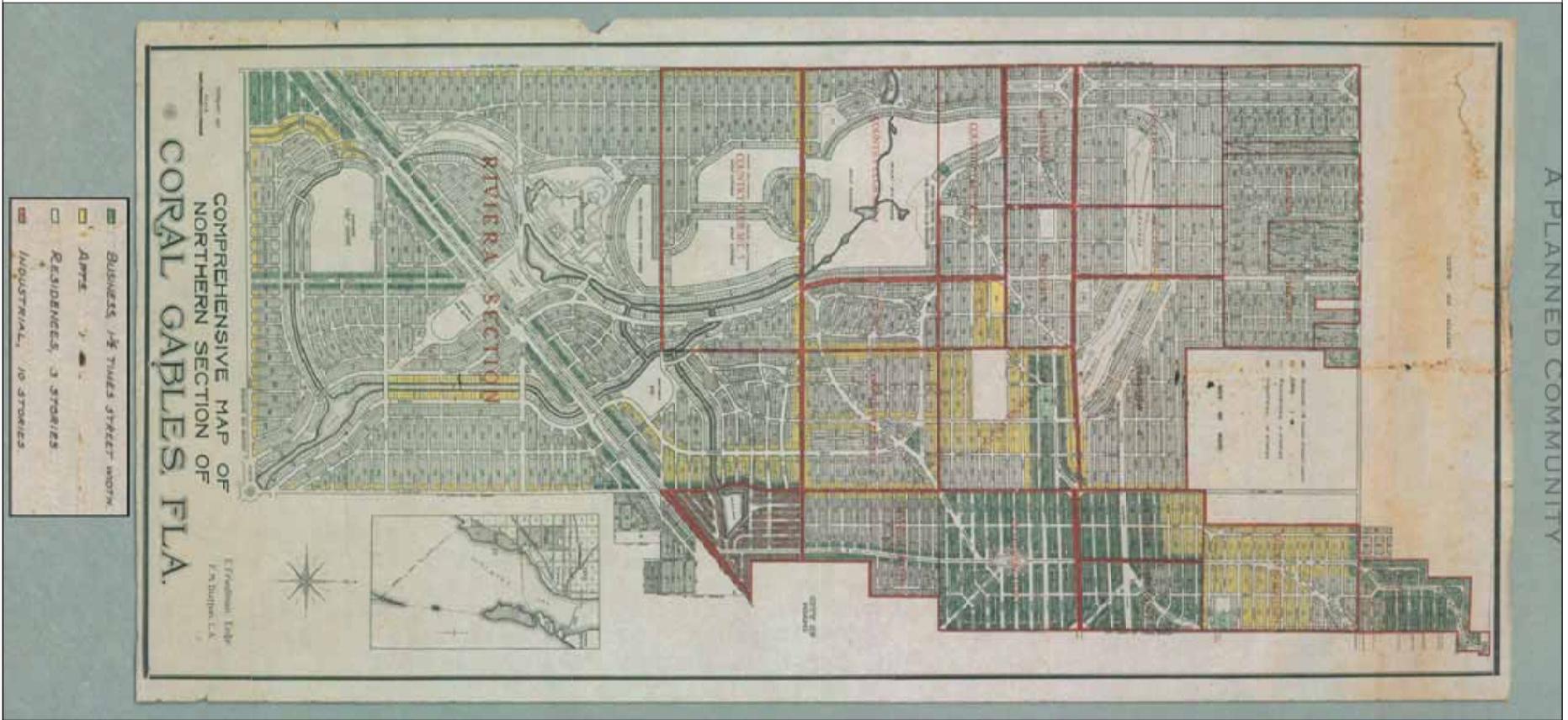
 DOWNTOWN CORAL GABLES





RENDERINGS OF THE UNDERLINE  
10 MILE LINEAR PARK AND URBAN TRAIL

# 1926 MERRICK LAND USE VISION



\*COMMERCIAL AREAS ALONG US NO.1 WERE PLANNED BY GEORGE MERRICK FOR 150'-0" OF HEIGHT

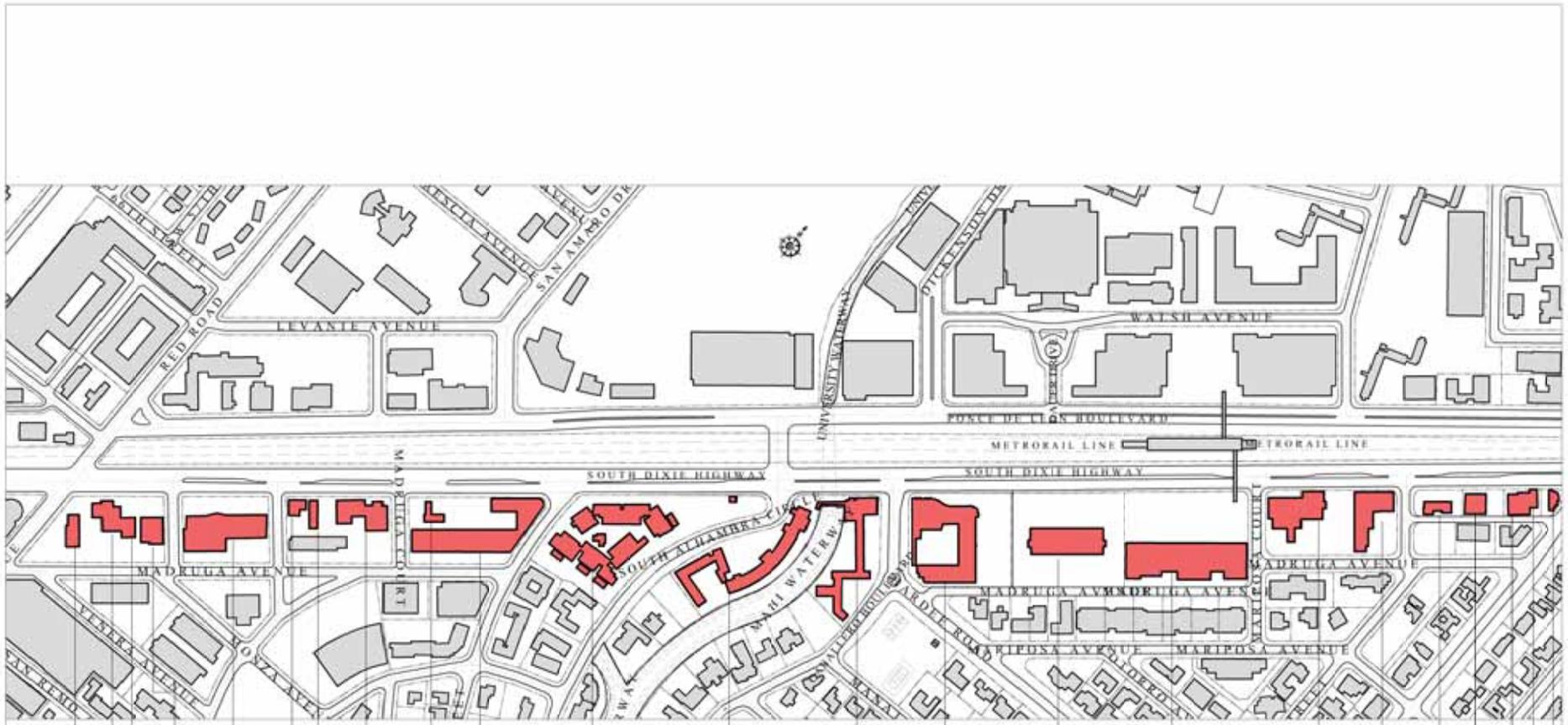
DRAWING:  
DATE:  
SHEET:

**JORGE L. HERNANDEZ**  
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DESIGN ARCHITECT  
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Coral Gables, Florida 33146

**Gensler**  
800 Brick Avenue S.W.  
Atlanta, GA 30333  
404.525.2000





A B,C,D,E F G H I,J K L M N N O P Q R S T U V,W X

- A). WENDY'S - 1979
- B/C). CROWN LIQUOR - 1935 (1982, UPDATED)
- D). SWENSENS - 1976
- E). CHASE BANK (FORMERLY SPEC'S MUSIC) - 2013
- F). RIVIERA THEATER PLAZA - 1955
- G). FIVE GUYS BURGERS - 1952
- H). CLOSET FACTORY - 1945
- I). SIR PIZZA - 1956

- J). BANK OF AMERICA - 1981
- K). SHELL GAS STATION - 1953
- L). SANTONA TOWER - 2004
- M). UNIVERSITY INN CONDOS - 1990
- N). RIVIERA WATERWAYS/CAPITOL BANK - 1952
- O). HOLIDAY INN - 1962
- P). GABLES ONE (FORMERLY IRE) - 1971

- Q). UNIVERSITY SHOPPING CENTER - 1953
- R). CITIBANK, ALL4CYCLING - 1962
- S). CVS, DENNY'S, UPS - 1963
- T). MCDONALDS - 1994
- U). COMPUTER VILLAGE - 1956
- V). STARBUCKS - 1955
- W). BOOK HORIZONS - 1958
- X). STIR MOON - 1959

**DATES OF PROPERTIES BUILT OR UPDATED ALONG US-1 CORRIDOR**  
NOT TO SCALE

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**Gensler**  
ARCHITECTS

---

**PASEO DE LA RIVIERA**  
ARCHITECTS

---

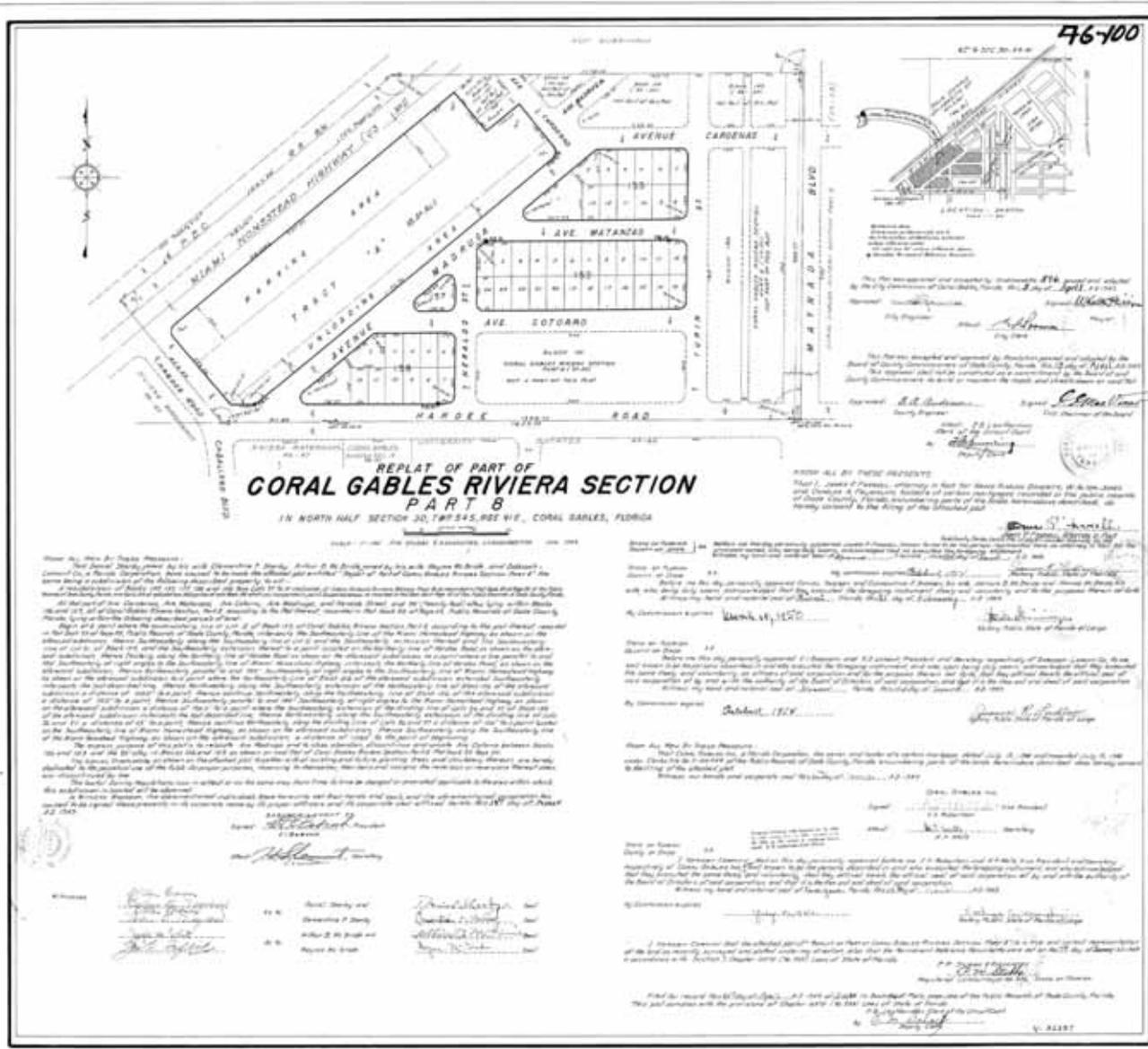
**JORGE L. HERNANDEZ ARCHITECTS**  
DESIGN ARCHITECTS

---

DRAWING: DATE: SHEET:







1945 REPLAT OF PROJECT SITE





**Exhibit "A"**

Legal Description

The Southwesterly 360.00 feet of Tract A, REPLAT OF PART OF CORAL GABLES RIVIERA SECTION PART 8, according to the plat thereof as recorded in Plat Book 46 at Page 100 of the Public Records of Dade County, Florida.

Also Known As:

All that part of tract A (which said Tract A includes areas indicated as Parking Area and Unloading Area, containing 8.4 acres, more or less) as shown on plat entitled REPLAT OF PART OF CORAL GABLES, RIVIERA SECTION PART 8 and recorded in Plat Book 46, at Page 100 of the Public Records of Dade County, Florida, that lies Southwesterly of the following described line:

Commence at a point where the Southeasterly line of Miami-Homestead Highway (U.S. 1) intersects the Northeasterly line of Hardee Road; thence Northeasterly along the Southeasterly line of Miami-Homestead Highway a distance of 360 feet to the Point of Beginning of the line being described; thence Southeasterly parallel to and 360 feet Northeasterly at right angles to the Northeasterly line of Hardee Road a distance of 325 feet to a point located on the Northwesterly line of Avenue Madruga, said point, being 303.70 feet Northeasterly from a point where the Northwesterly line of Avenue Madruga intersects the Northerly line of Hardee Road.



PROJECT SITE

EXISTING SITE ZONING MAP  
SCALE: 1/100" = 1'-0"

Zoning Districts	
[Yellow Box]	MPF1 Single-Family Residential District
[Green Box]	MPF2 Single-Family Residential District
[Brown Box]	MPF3 Multi-Family 1 District
[Orange Box]	MPF4 Multi-Family 2 District
[Light Blue Box]	MPF5 Multi-Family Special Area District
[Dark Blue Box]	UCSD University Campus District
[Light Green Box]	UC General Use District
[Light Blue Box]	UC Professional District
[Light Green Box]	UC Commercial Limited District
[Light Blue Box]	UC Commercial District
[Light Green Box]	UC Industrial District

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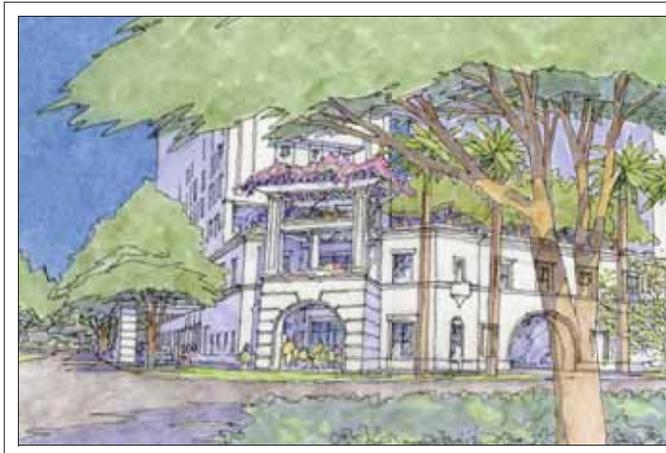
DRAWING: EXISTING SITE ZONING MAP  
DATE: 01.18.15  
SHEET: SP-1.06

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## PASEO DE LA RIVIERA



## PASEO DE LA RIVIERA

### Property

- 360' of frontage on US1, 325'-6" depth
- Bounded by US No. 1, Caballero Boulevard, and Madruga Avenue
- Area 2.653 acres (115,870 sq. ft.)
- Classifies as a P.A.D. (minimum area of 1 acre)
- Designed as a P.A.D., Mixed-Use, Mediterranean Level I & Level II Project
- Property surrounded by Commercial, Multi-Family, and Duplex zoning and separated by Jaycee Park from Single Family Residential
- Reviews:
  - Development Review Committee Review (October 31, 2014)
  - Board of Architects Med. Bonus Levels I & II approved (January 22, 2015)
  - Project filing with Planning Department (November 14, 2015)

### Neighborhood Outreach

- 48 meetings with the neighbors
- 2 public town hall style meetings
- 46 individual and small group meetings (up to 6 persons)
- NPI developed traffic patterns and varied heights and massing in response to neighborhood input

### Types & Areas of Various Uses

- 252 Key Hotel – 129,760 sq. ft.
- 234 Unit Residential Building – 246,153 sq. ft.
- Ground Floor Retail – 19,218 sq. ft.
- Parking – 838 spaces (12 spaces over required parking)

### Building and Public Realm Design

#### Project Design

- Mix Use Project, Mediterranean Bonus, PAD
- Project is designed as two buildings with complimentary massing and detailing.
- Urban grain is perpendicular to US No. 1 creating spatial channels which breaks down the massing

## PASEO DE LA RIVIERA, (PAGE 2)

### HOTEL:

- Thin building perpendicular to US No. 1, brought to the ground floor to activate the streets, sidewalks and the Paseo
- Pool terrace on 3<sup>rd</sup> floor
- Height matches Gables One Building

### RESIDENTIAL BUILDING:

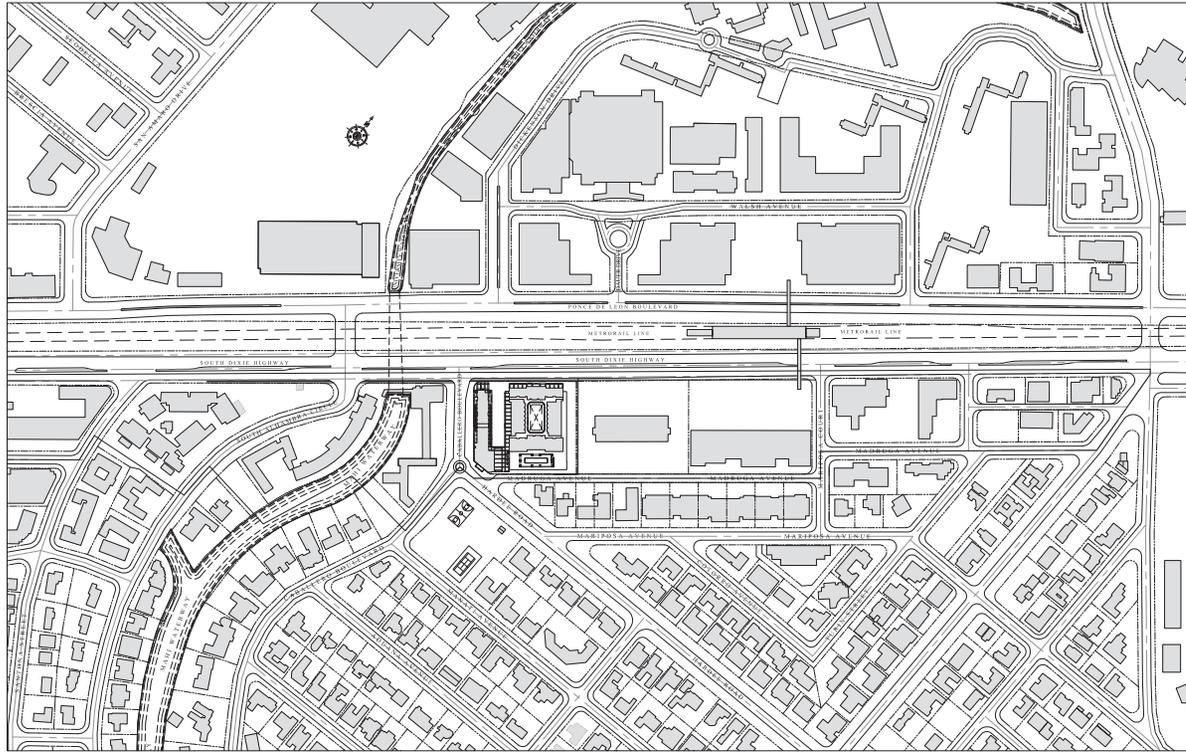
- Sits over a parking plinth which accommodates all the parking for the project
- Designed as courtyard type building
- Pool terrace is on 5<sup>th</sup> floor
- Height matches Gables One Building

### Public Realm

- The positioning of the buildings creates the signature space of the project – Paseo de la Riviera
- 72' x 326' through block public space that connects US No. 1 to Jaycee Park
  - Includes: Cafés
  - Restaurants
  - Shops
  - Landscaping
  - Fountains
  - Public Art
- 19' high arcade throughout project – over 1,000 linear feet of continuous arcades
- Inner block lane (34' x 326') for vehicular stacking, parking garage entry and exit, and loading
- Hotel drop off pulled towards Madruga Avenue for stacking
- Garage is lined with retail
- Covered and uncovered sidewalks have an approximate width of 18'- 24'
- 38' high portico as an urban landmark on US No. 1

### Exterior Public Realm Improvements

- Round point
- Public art
- Investment in Underline
- Investment in Jaycee Park

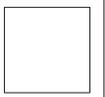
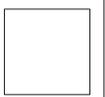


NOLLI PLAN  
SCALE: 1/200' = 1"=1"

SITE SECTION  
SCALE: 1/50' = 1"=1"



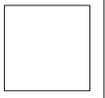
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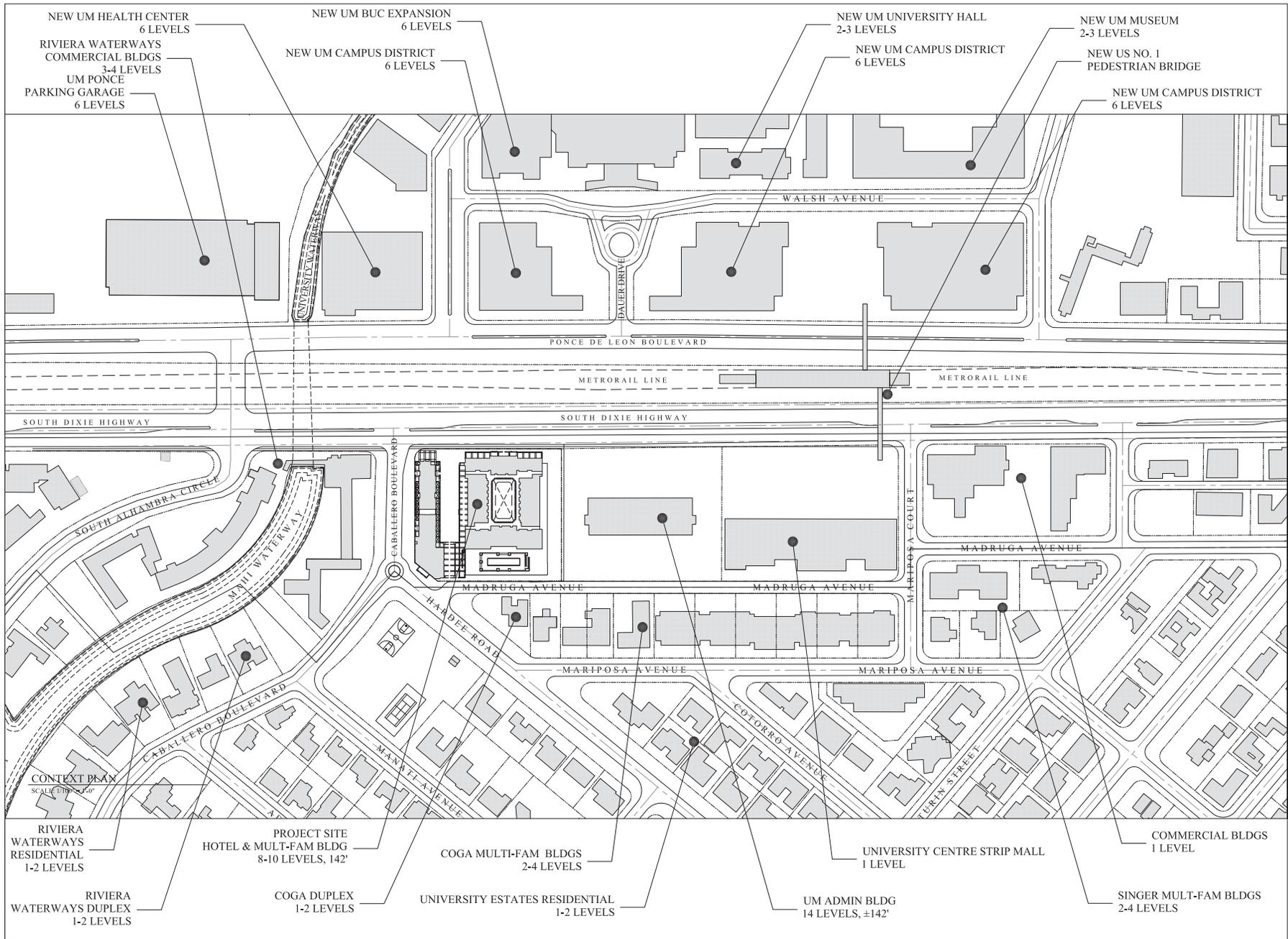
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DRAWING:  
SITE PLAN &  
SITE SECTION  
DATE:  
BY:  
SHEET: SP-1.04



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<p><b>JORGE L. HERNANDEZ ARCHITECT</b> DESIGN ARCHITECT 1377 Palmetto Avenue Coral Gables, Florida 33134 305.774.9022</p>
<p>DRAWING: _____ CONTENT PLAN DATE: 01.18.15 SHEET: SH-1.0b</p>



GROUND LEVEL & PARKING LEVELS 1-2 PLAN  
SCALE: 1/8" = 1'-0"

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**PROJECT RENDERING**  
 LOOKING TOWARD CORNER OF US.1 AND CABALLERO

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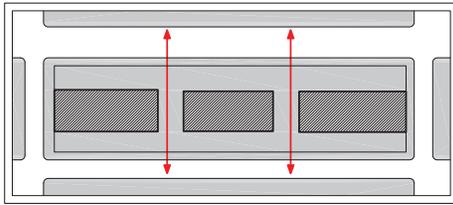
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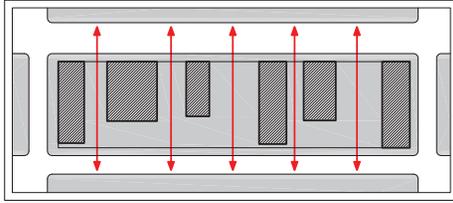
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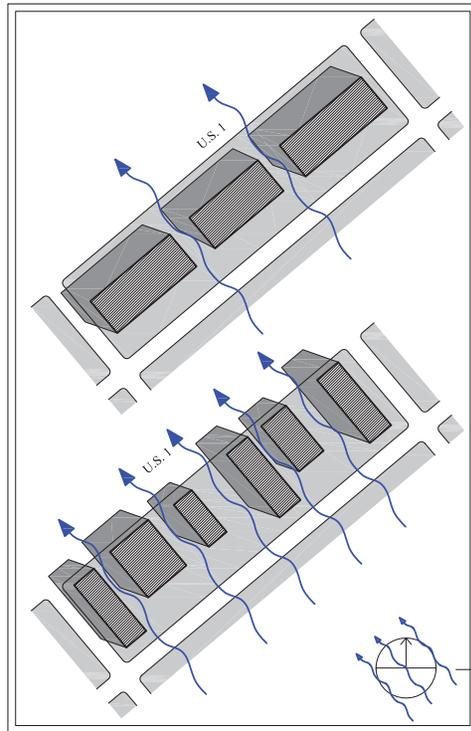
**URBAN GRAIN- Permeability**

\*Both plans contain same floor area

- **PARALLEL-** Building orientation (Grain)  
Creates a canyonesque condition of monolithic long faces along on the street frontage.



- **PERPENDICULAR-** Building orientation (Grain)  
Breaks up the street frontage into smaller units and allows permeability of light, shade, breezes, and pedestrian access through the blocks.



**SUNLIGHT AND SHADING**

- **PARALLEL GRAIN-**  
Produces two long faces, one perpetually shaded and one always in sunlight; hot.

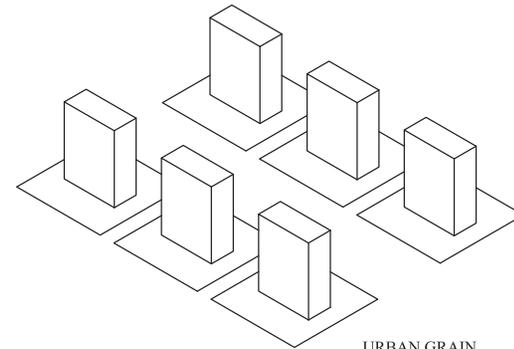
- **PERPENDICULAR GRAIN-**  
Produces a diversity of light and shadow; both long faces receive shade and sunlight throughout the day.

Prevailing Southeasterly breezes

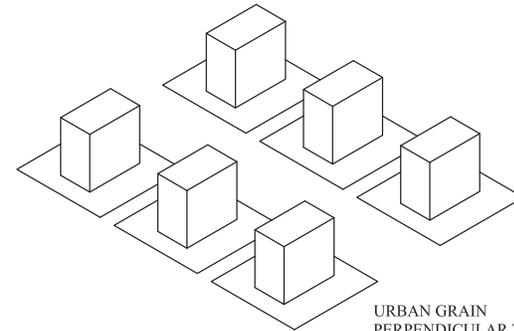
**URBAN GRAIN**

GIVEN THE NATURE OF THE US NO. 1 CORRIDOR, A PERPENDICULAR ORIENTATION OF BUILDINGS ON BLOCKS FRONTING US NO. 1 IS PREFERABLE TO A PARALLEL ORIENTATION. THIS WOULD INCREASE THRU BLOCK CONNECTIVITY, LIGHT, SHADE, AND PREVAILING BREEZES AND GIVE A MORE DIVERSE AND SPATIALLY OPEN MASSING OF BUILDINGS ALONG US NO. 1.

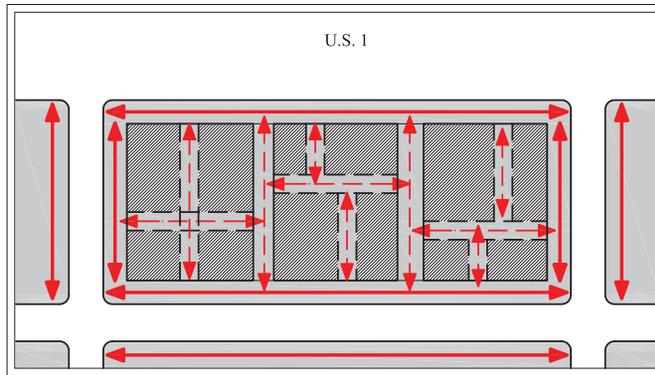
**PARALLEL VS. PERPENDICULAR URBAN GRAIN**



URBAN GRAIN PARALLEL TO STREET FRONTAGE (VOLUMETRICALLY EQUAL)



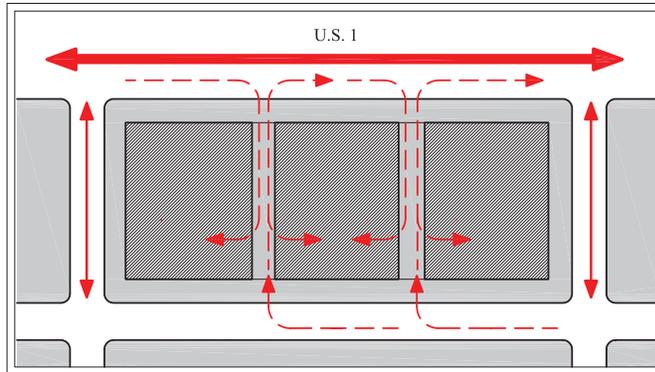
URBAN GRAIN PERPENDICULAR TO STREET FRONTAGE (VOLUMETRICALLY EQUAL)



**PEDESTRIAN, VEHICULAR, AND SERVICE ACCESS;  
THROUGH A TYPICAL BLOCK IN THIS STUDY AREA**

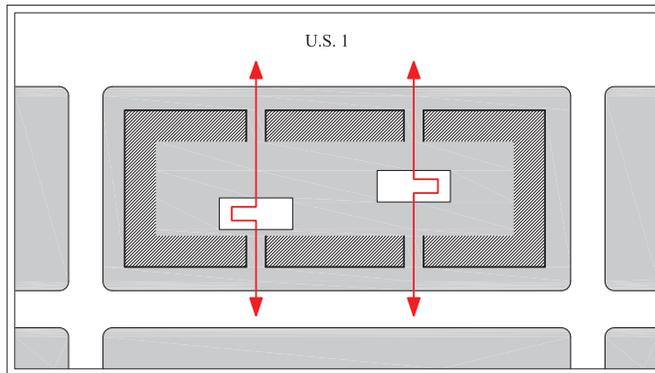
PEDESTRIAN CONNECTIVITY

- Pull buildings forward to the street front to encourage the creation of wide, planted sidewalks and arcades fronting the streets and public realm
- Create internal thru block pedestrian passages to encourage connecting thru block.



VEHICULAR ACCESS

- Direction of traffic should enter and exit from U.S. 1. Minor entries can occur at rear if appropriate.



INTERNALIZED  
POINTS OF SERVICE

- Internalize services



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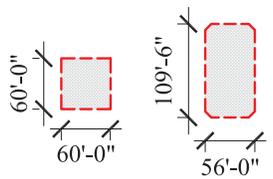
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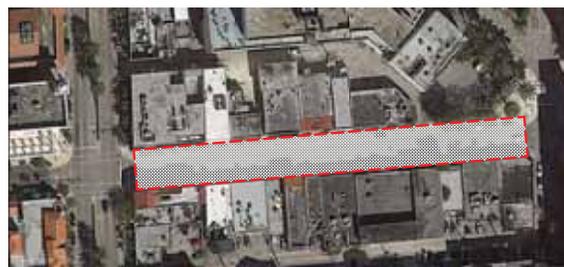
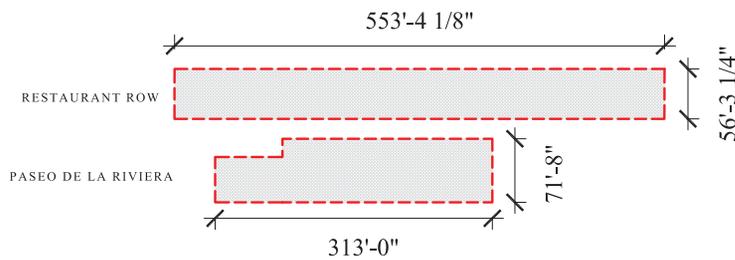
DRAWING:  
DATE:  
SHEET:

SCALE COMPARISONS OF THE PASEO DE LA RIVIERA WITH KNOWN URBAN PLACES



BILTMORE HOTEL COURTYARD COURTYARD OF RESIDENCES

SCALE COMPARISON WITH BILTMORE HOTEL COURTYARD AND THE COURTYARD OF THE RESIDENCES



SCALE COMPARISON - RESTAURANT ROW AND PASEO DE LA RIVIERA



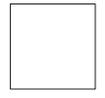
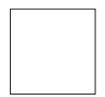
UFFIZI GALLERY, FLORENCE, ITALY



SCALE COMPARISON - ESPANOLA WAY AND THE PASEO DE LA RIVIERA



SCALE COMPARISON - UFFIZI GALLERY AND THE PASEO DE LA RIVIERA







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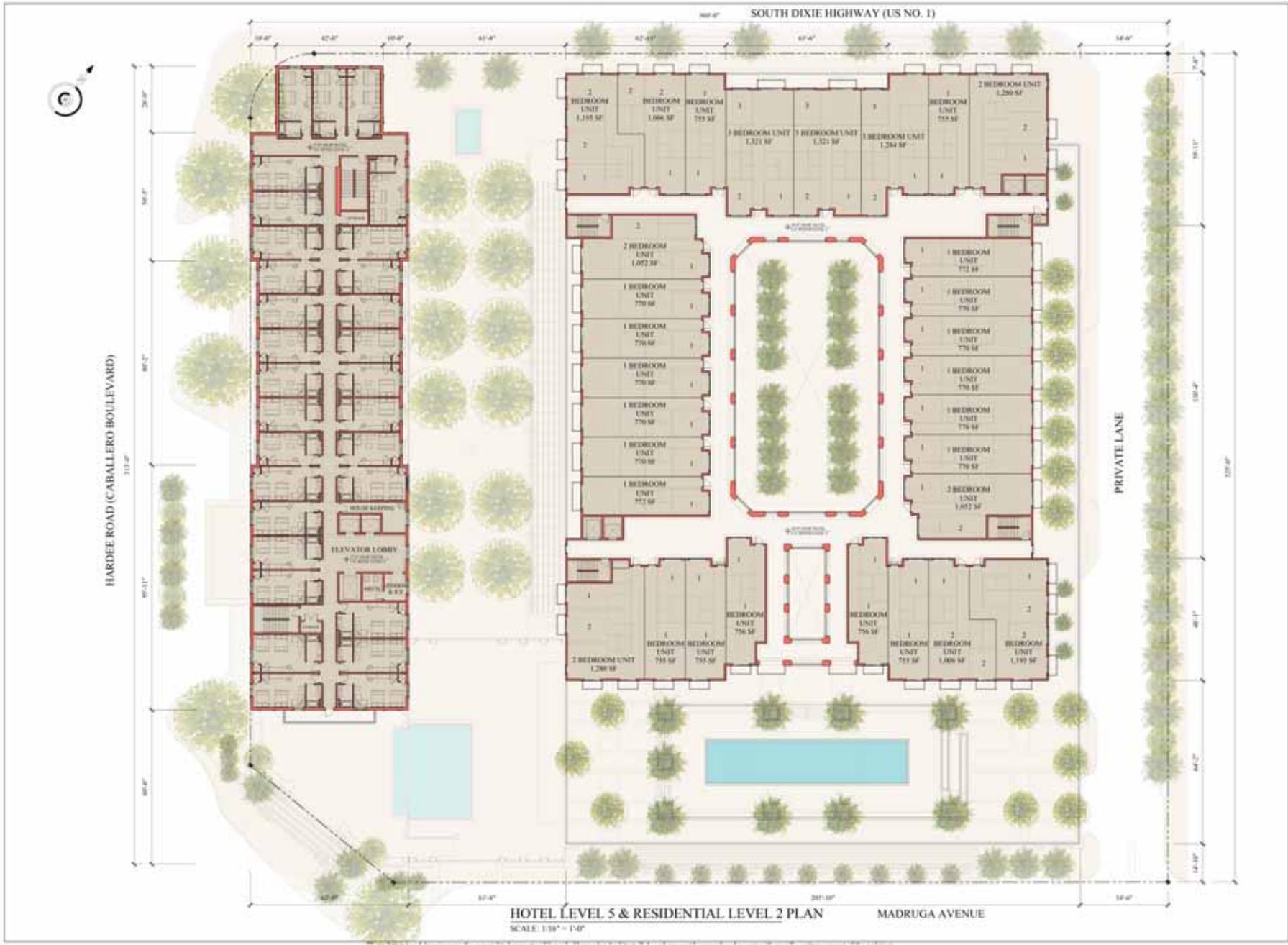
DRAWING:  
HOTEL LEVEL 3 & TYPICAL PARKING LEVEL 6  
DATE: 06/11/15  
SHEET: A-1.2

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DRAWING:  
HOTEL LEVEL 5 &  
RESIDENTIAL LEVEL 2 PLAN  
DATE:  
BY: JAS  
SHEET: A-1/A

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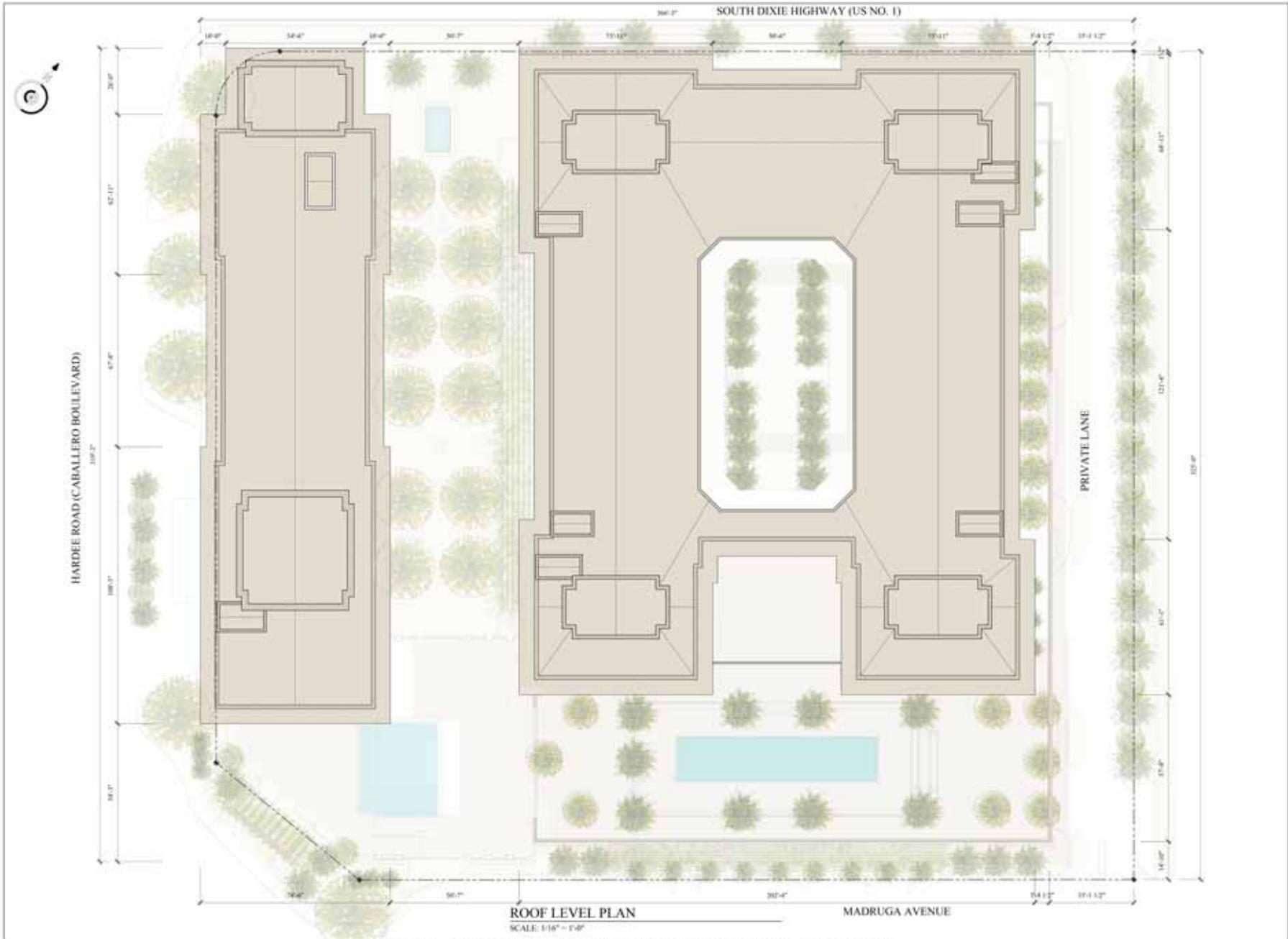
**DRAWING:** TYPICAL FLOOR PLAN  
**DATE:** 04/2015  
**SHEET:** A-1.5

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DRAWING:  
NOV 2014 PLAN  
DATE:  
BY: JLD  
SHEET: A-1.7

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**PASEO DE LA RIVIERA**  
 1500 South Dixie Highway  
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**JORGE L. HERNANDEZ**  
 ARCHITECT  
 DESIGN ARCHITECT  
 3377 Overseas Avenue  
 Coral Gables, FL 33134

DRAWING NO. 2019-0001  
 DATE: 08/01/19  
 SHEET A-4.3



US.1 ELEVATION  
SCALE: 1/8"=1'-0"

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DRAWING: 04 ELEVATIONS  
DATE: 08.08.17  
SHEET: A.3.1





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**JORGE L. HERNANDEZ**  
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JLH ARCHITECT  
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TEL: 305.442.4422

DRAWING: \_\_\_\_\_  
REVISION: \_\_\_\_\_  
DATE: 08/01/17  
SHEET: A-3.4



**Gensler**  
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 901 Florida Avenue, Suite 2000  
 Miami, Florida 33139  
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**JORGE L. HERNANDEZ**  
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 DESIGN ARCHITECT  
 7377 Collins Avenue  
 Coral Gables, Florida 33114  
 305.774.8022



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 REVISIONS:  
 DATE:  
 08.08.17  
 SHEET: A-3.3

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SECTION THRU PASEO LOOKING WEST  
SCALE: 1/8" = 1'-0"

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<p><b>Gensler</b> 300 South Duval Highway Fort Lauderdale, Florida 33301 954.573.2200</p>
<p><b>PASEO DE LA RIVIERA</b> 300 South Duval Highway Fort Lauderdale, Florida 33301 Client: Gensler, Project # 111764</p>
<p><b>JORGE L. HERNANDEZ</b> ARCHITECT DESIGN ARCHITECT 3377 Fennell Avenue Fort Lauderdale, Florida 33309 954.774.0022</p>
<p>DATE: 11/21/14 SHEET: A-4.2</p>



NORTH SOUTH SECTION THROUGH RESIDENTIAL BUILDING, FACING EAST  
 SCALE: 1/8" = 1'-0"

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DRAWING:  
 DESIGN ARCHITECT  
 DATE: 06-2017  
 SHEET: A-4.4

JORGE L. HERNANDEZ  
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Gensler  
 ARCHITECTS OF RECORD  
 601 South American Lane, 20th  
 Floor  
 New York, NY 10038



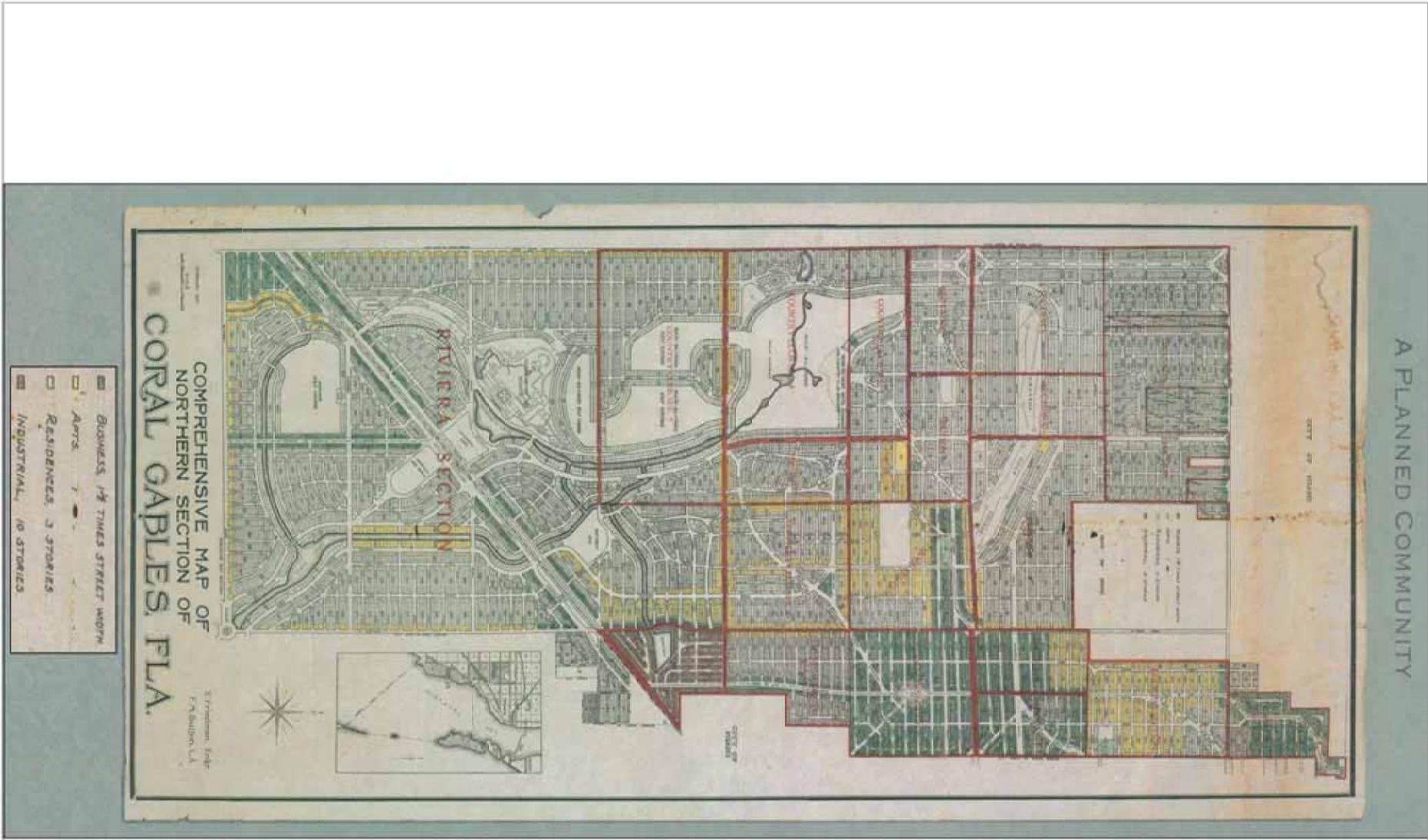
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407.241.0000

**PASEO DE LA RIVIERA**  
1115 N. Florida Highway  
Orlando, FL

**JORGE L. HERNANDEZ ARCHITECTS**  
1115 N. Florida Highway  
Orlando, FL 32819  
407.241.0000

DESIGNED BY  
JORGES L. HERNANDEZ ARCHITECTS  
DATE: 07/2014  
PROJECT: PASEO DE LA RIVIERA  
SHEET: A-4.1



1926 MERRICK LAND USE MAP  
NTS

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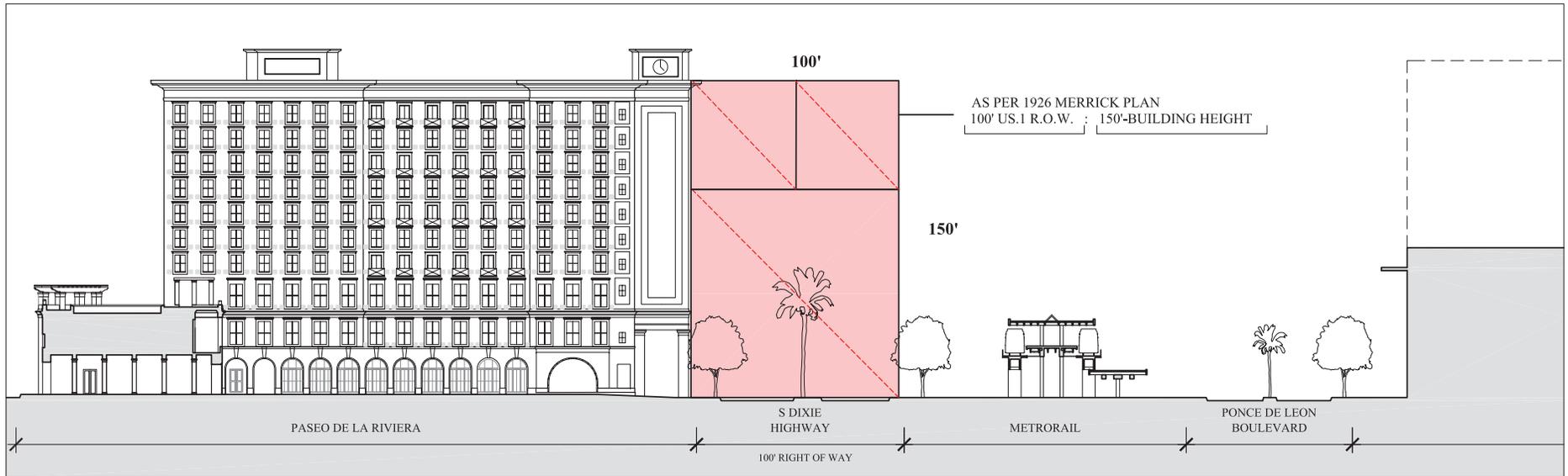
**JORGE L. HERNANDEZ**  
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Coral Gables, Florida 33146

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1000 Brick Avenue Suite 200  
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305.447.4402

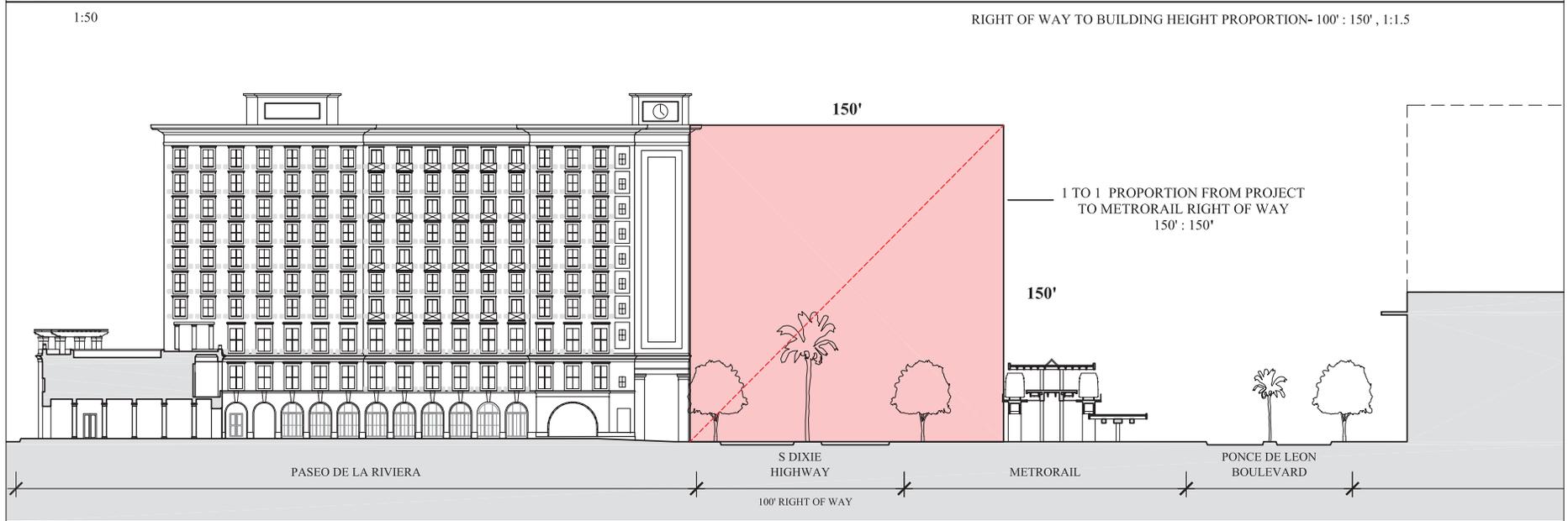
Blank box for drawing information.

Blank box for drawing information.



1:50

RIGHT OF WAY TO BUILDING HEIGHT PROPORTION- 100' : 150' , 1:1.5



1:50

PROPORTION OF PROJECT HEIGHT TO LENGTH FROM METRORAIL TO HOTEL- 150' : 150'

PROPORTIONS FROM MERRICK CITY PLAN 1926 FOR BUILDING HEIGHT TO RIGHT OF WAY RATIO

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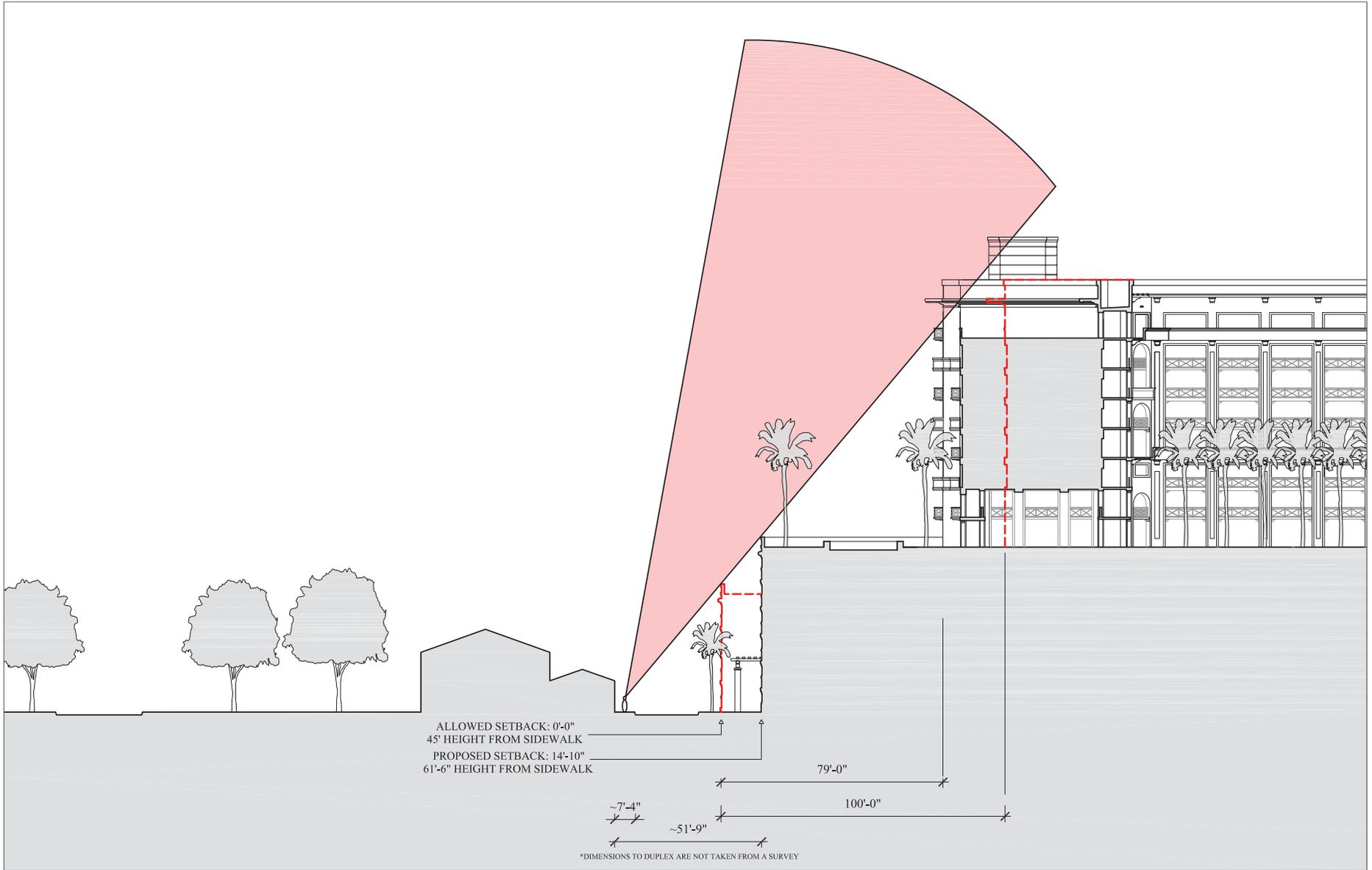
**Gensler**  
 875 Third Avenue S.W.  
 Atlanta, GA 30331  
 March 15, 2023  
 1000000000

**PASEO DE LA RIVIERA**  
 Jorge L. Hernandez  
 Director of Architecture  
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**JORGE L. HERNANDEZ**  
 ARCHITECT  
 DESIGN ARCHITECT  
 337 Palmetto Avenue  
 Coral Gables, Florida 33134  
 305.441.1442



DRAWING:  
 DATE:  
 SHEET:



1/32" = 1'-0"

**LINE OF SIGHT COMPARISON WITH VARYING SETBACKS**  
 SIGHT LINES ARE IDENTICAL, NEITHER 100' P.A.D. SETBACK NOR 45' HEIGHT LIMIT CHANGES SIGHT LINES VS PROPOSED



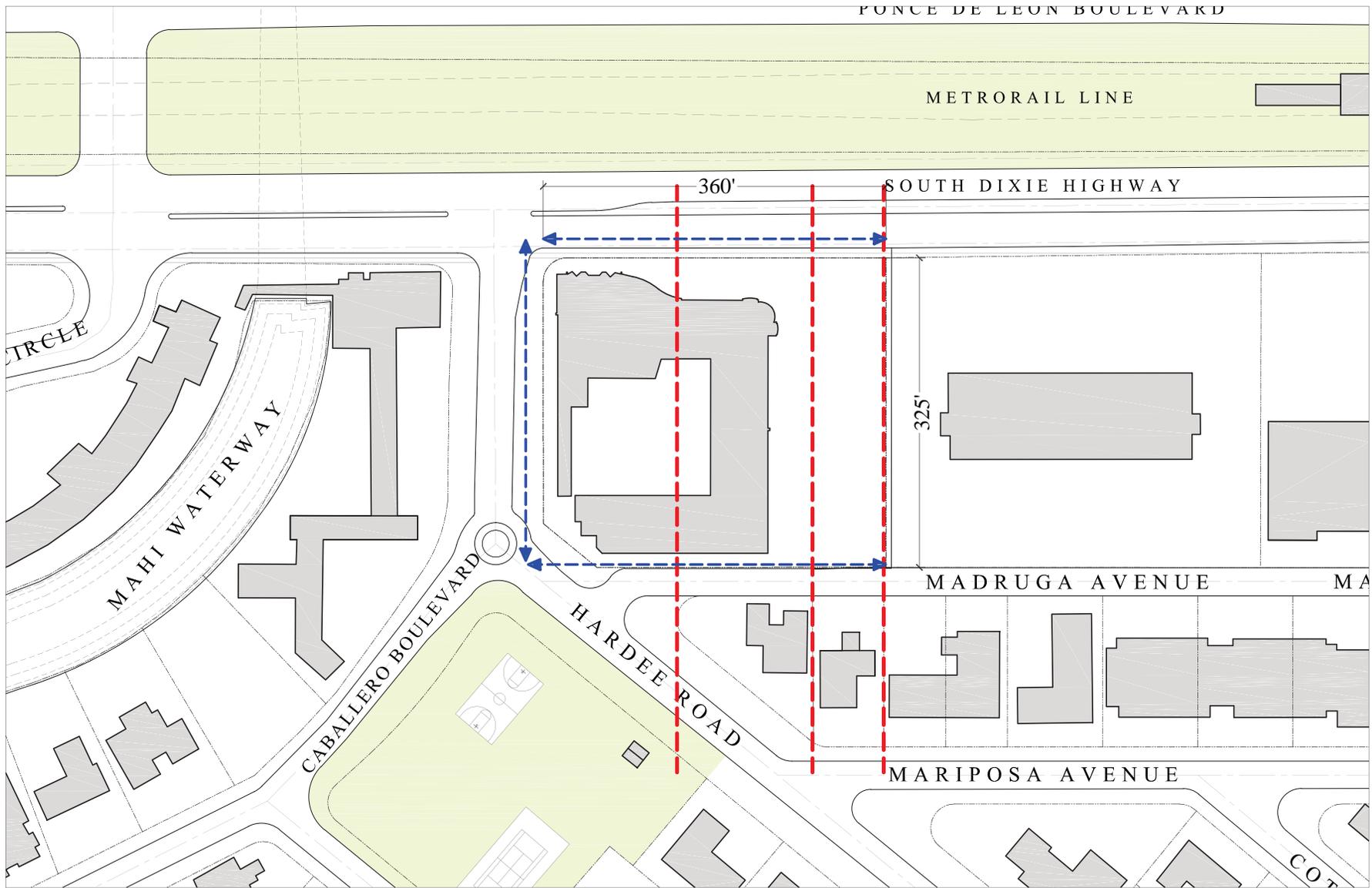
**Gensler**  
 875 Broadway, New York, NY 10003  
 March 15, 2023  
 1000000000

**PASEO DE LA RIVIERA**  
 1000000000  
 1000000000  
 1000000000  
 1000000000

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 305.441.4444

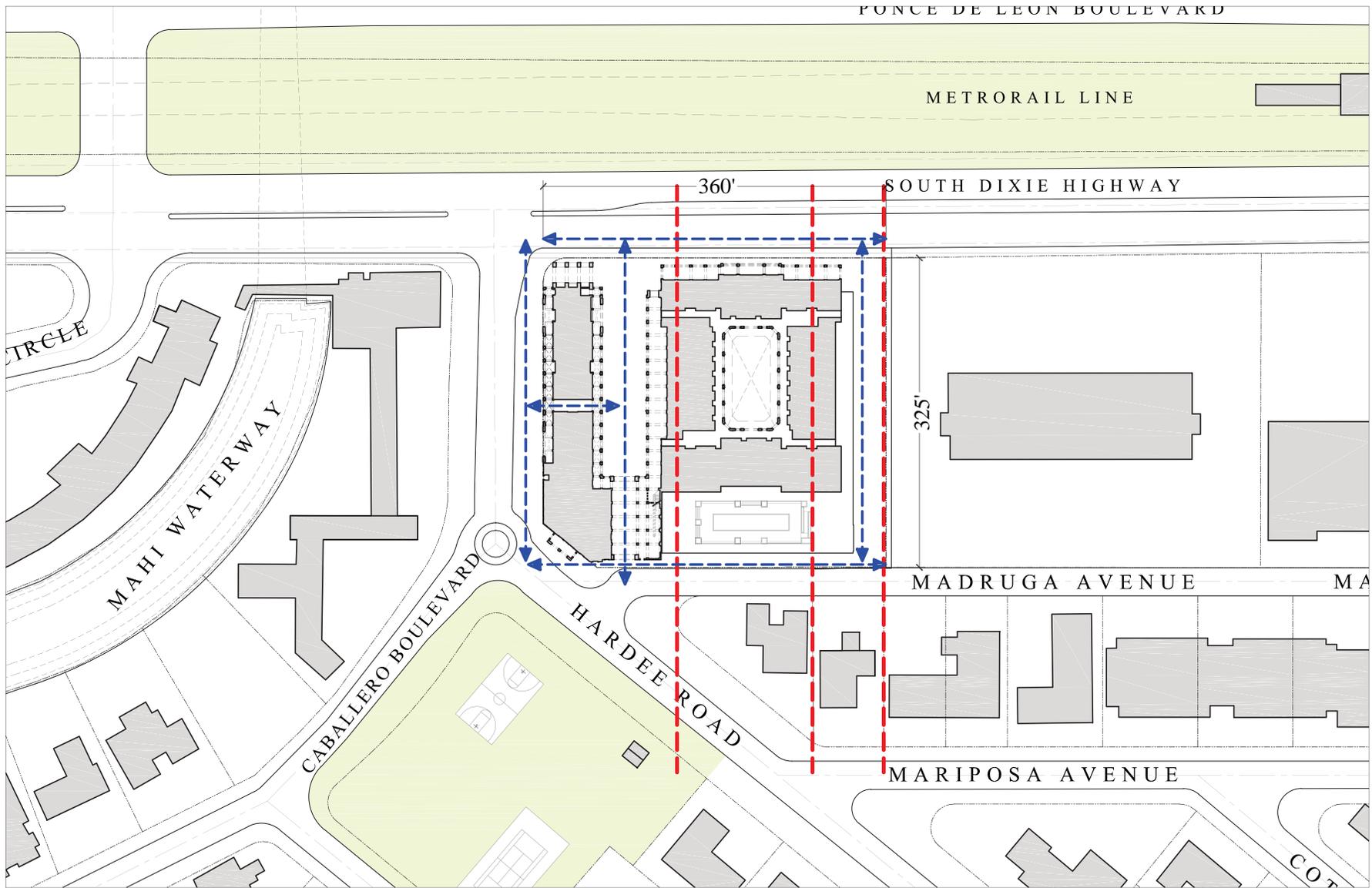


DRAWING:  
 DATE:  
 SHEET:



EXISTING HOLIDAY INN SITE SHOWING NEIGHBORS FRONTAGE ADJACENT TO PROJECT AND URBAN CONNECTIVITY

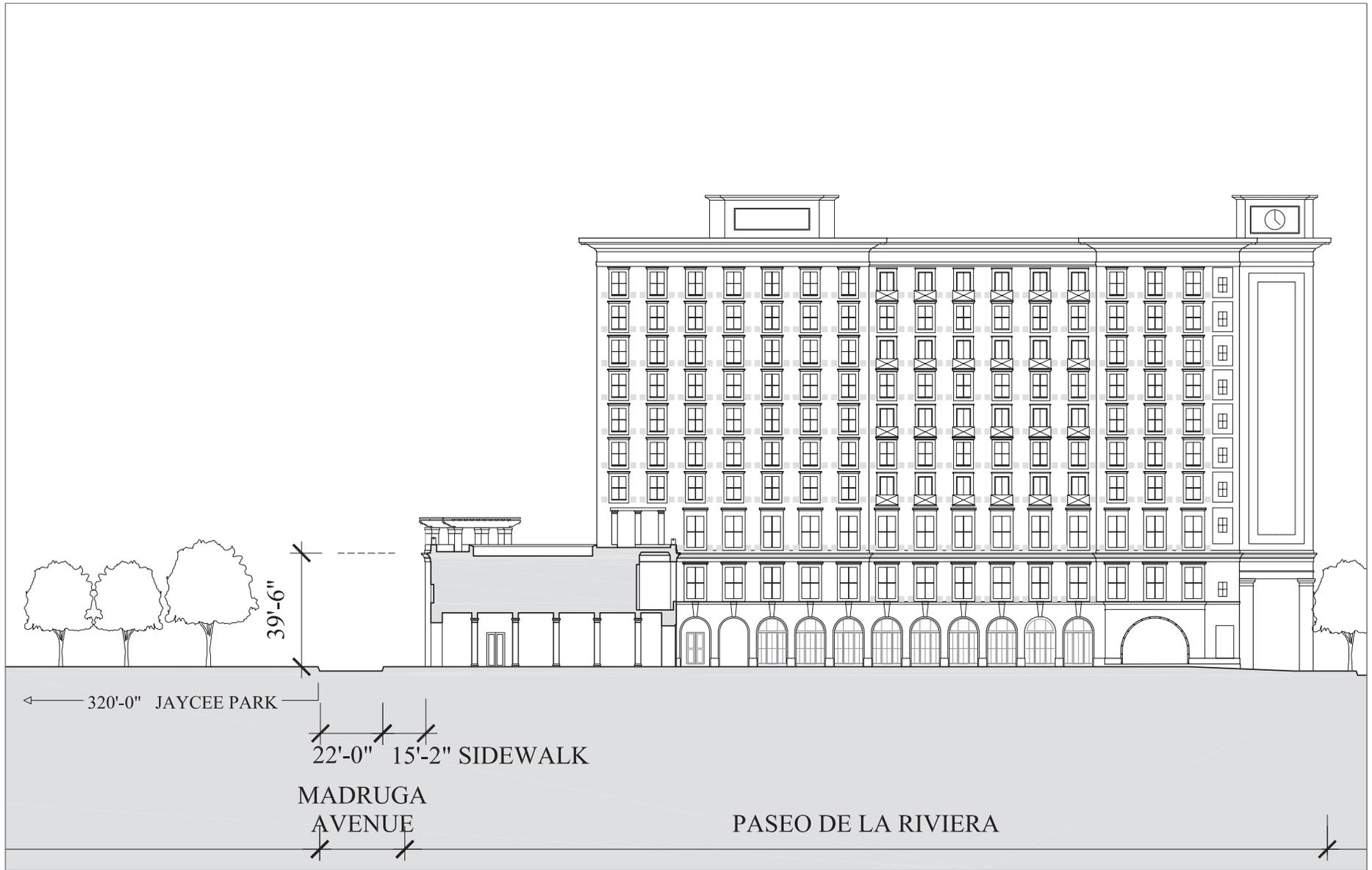
\*PASSAGES THRU AND AROUND BLOCK INDICATED DASHED IN BLUE  
 \*NEIGHBOR'S FRONTAGE INDICATED DASHED IN RED



PROPOSED PASEO DE LA RIVIERA SHOWING NEIGHBORS FRONTAGE ADJACENT TO PROJECT AND URBAN CONNECTIVITY

\*PASSAGES THRU AND AROUND BLOCK INDICATED DASHED IN BLUE  
 \*NEIGHBOR'S FRONTAGE INDICATED DASHED IN RED

<p><b>Gensler</b>  <small>100 South Duane Highway        Miami, Florida 33130        305.575.2700</small></p>
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<p><b>JORGE L. HERNANDEZ</b>        ARCHITECT  <small>DESIGN ARCHITECT        1307 Palmetto Avenue        Coral Gables, Florida 33134        305.742.0222</small></p>
<p>DRAWING:        DATE:        SHEET:</p>



**HEIGHT ALONG MADRUGA FRONTING JAYCEE PARK AND NEIGHBORS**

$\frac{1}{32}'' = 1'-0''$

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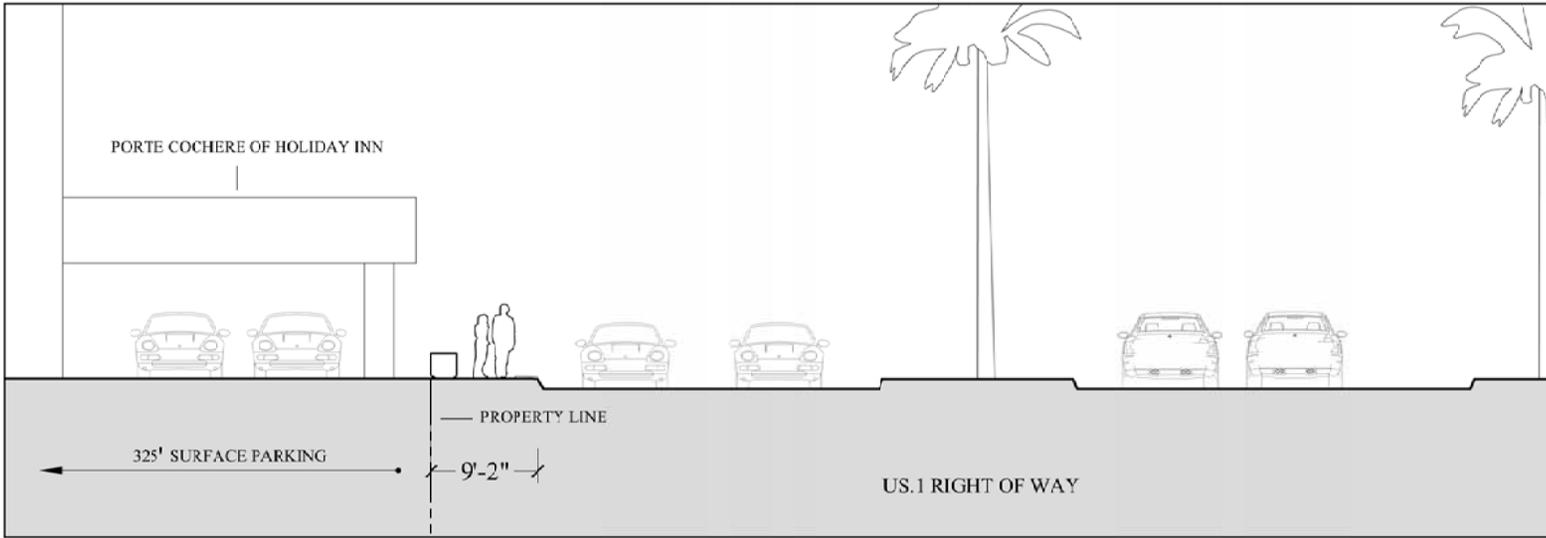
**Gensler**  
 800 Broadway, Suite 2000  
 New York, NY 10003  
 Phone: 212.279.6000

**PASEO DE LA RIVIERA**  
 Director  
 337 Palmetto Avenue  
 Coral Gables, Florida 33134

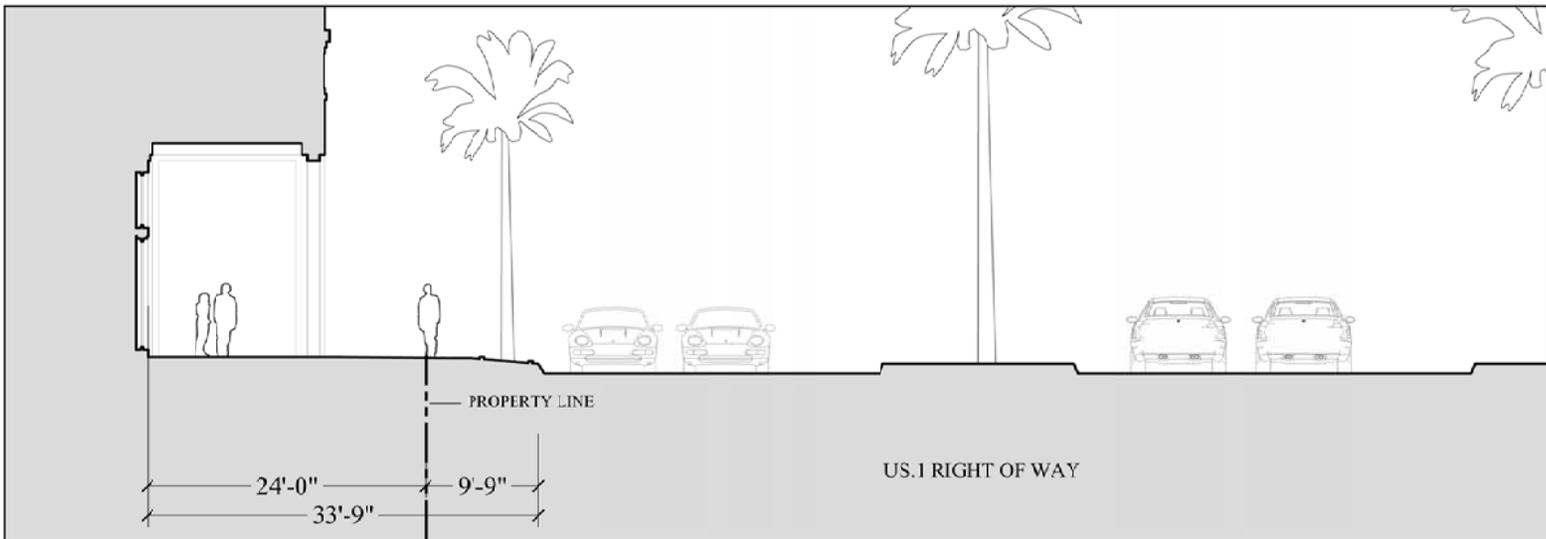
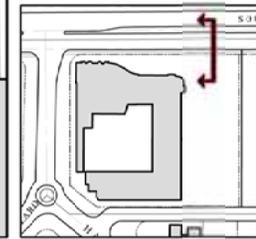
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 DESIGN ARCHITECT  
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 Coral Gables, Florida 33134  
 Phone: 305.441.4444



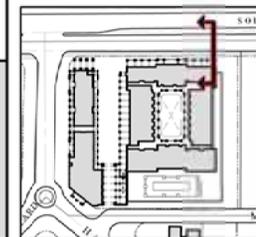
DRAWING:  
 DATE:  
 SHEET:



SECTION THROUGH EXISTING CONDITION ALONG US.1  
SCALE: 3/32" = 1'-0"

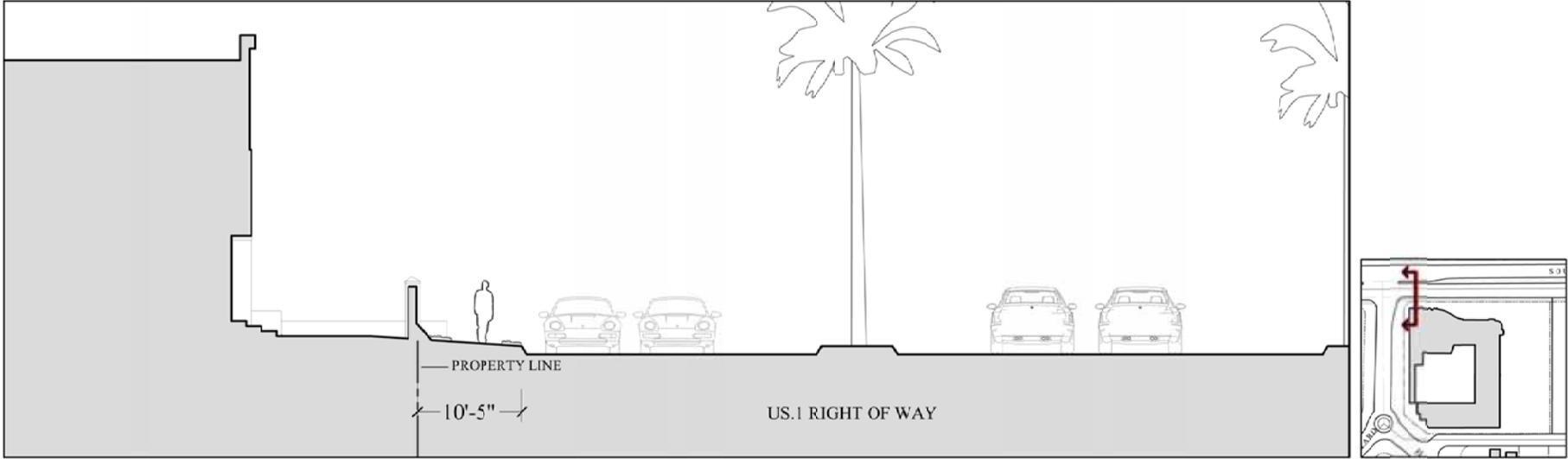


SECTION THROUGH RESIDENTIAL BUILDING ON US. 1  
SCALE: 3/32" = 1'-0"

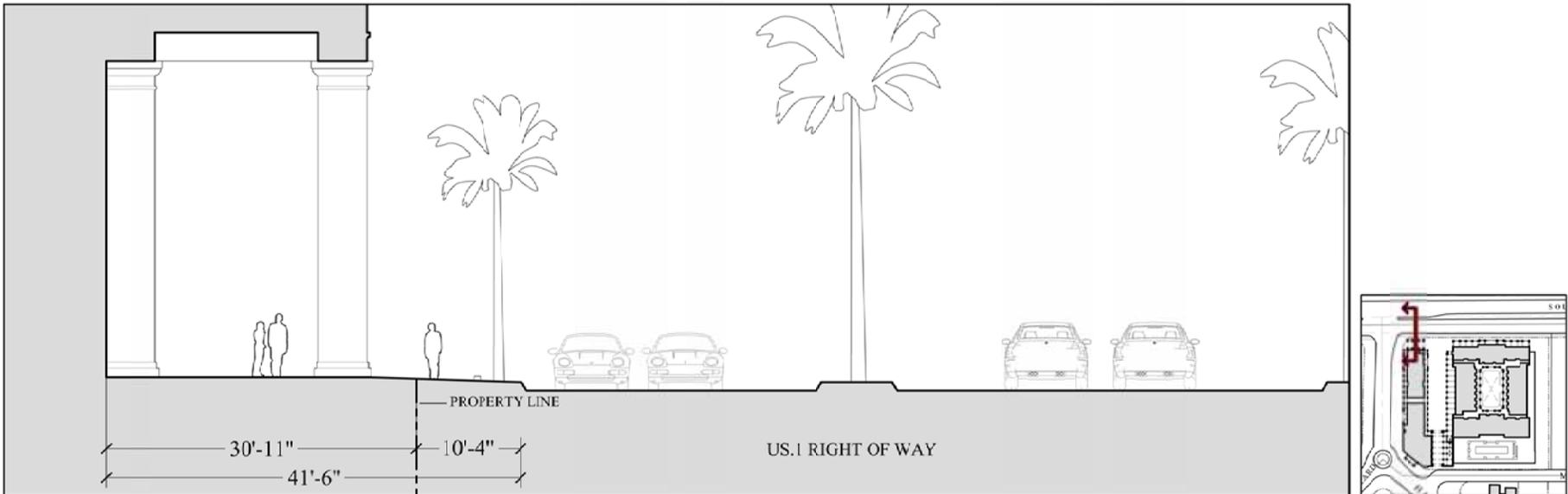


PEDESTRIAN REALM CONTRIBUTIONS FROM PRIVATE SETBACKS

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SECTION THROUGH EXISTING CONDITION IN FRONT OF HOLIDAY INN  
 SCALE: 3/32" = 1'-0"



SECTION THROUGH HOTEL PORTICO  
 SCALE: 3/32" = 1'-0"

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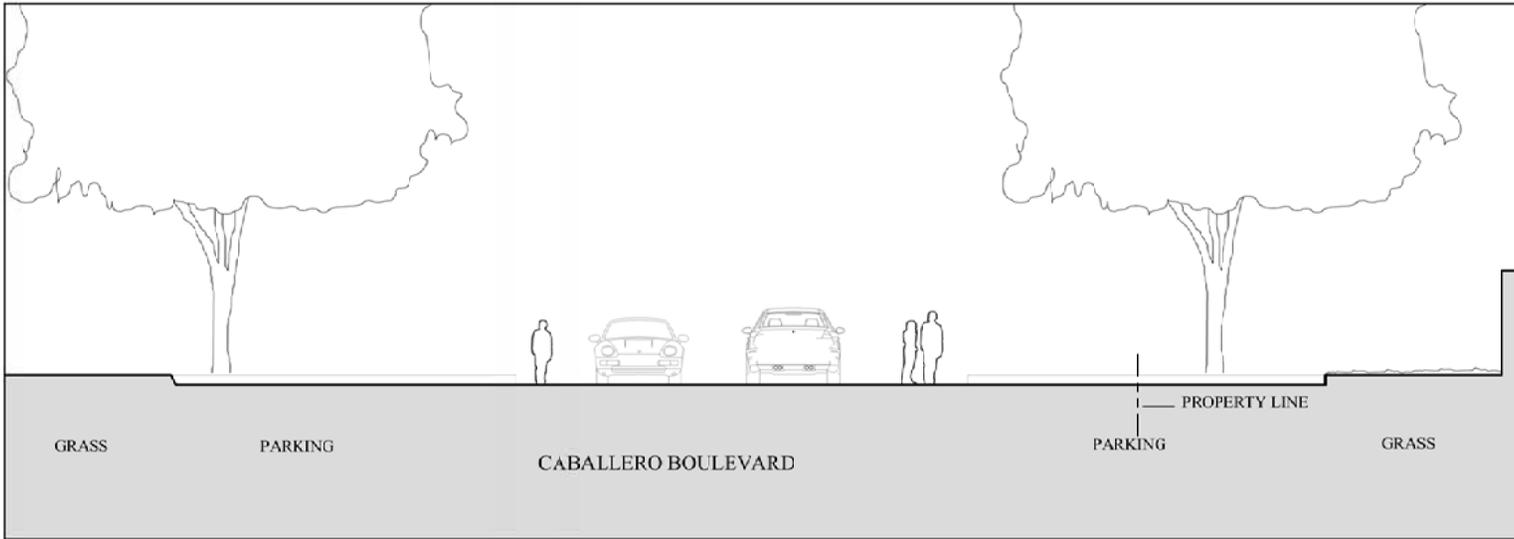
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 Atlanta, Georgia 30309  
 404.525.2000  
 www.gensler.com

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 Coral Gables, Florida 33134

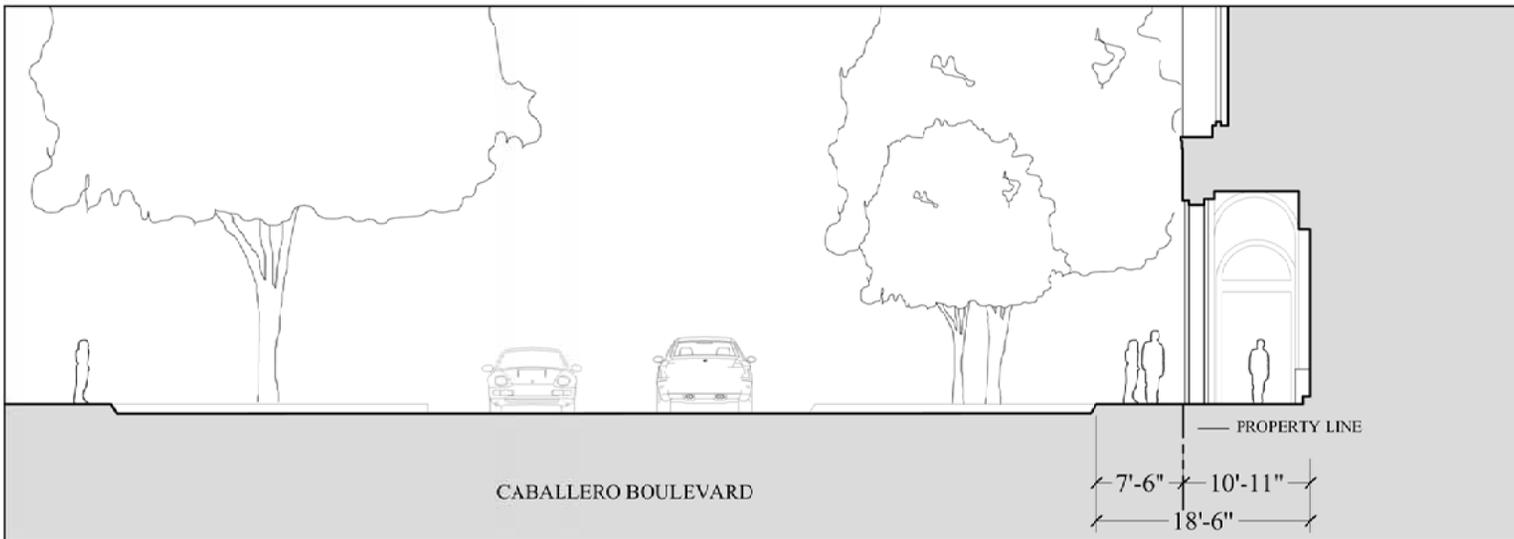
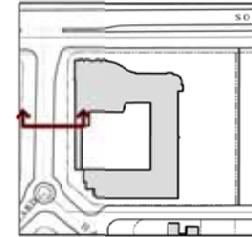
**JORGE L. HERNANDEZ**  
 ARCHITECT  
 DESIGN ARCHITECT  
 317 Palmetto Avenue  
 Coral Gables, Florida 33134  
 305.774.1802



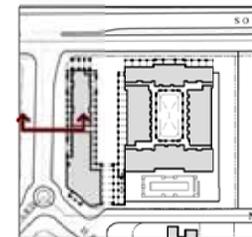
DRAWING:  
 DATE:  
 SHEET:



SECTION THROUGH CABALLERO EXISTING  
SCALE: 3/32" = 1'-0"



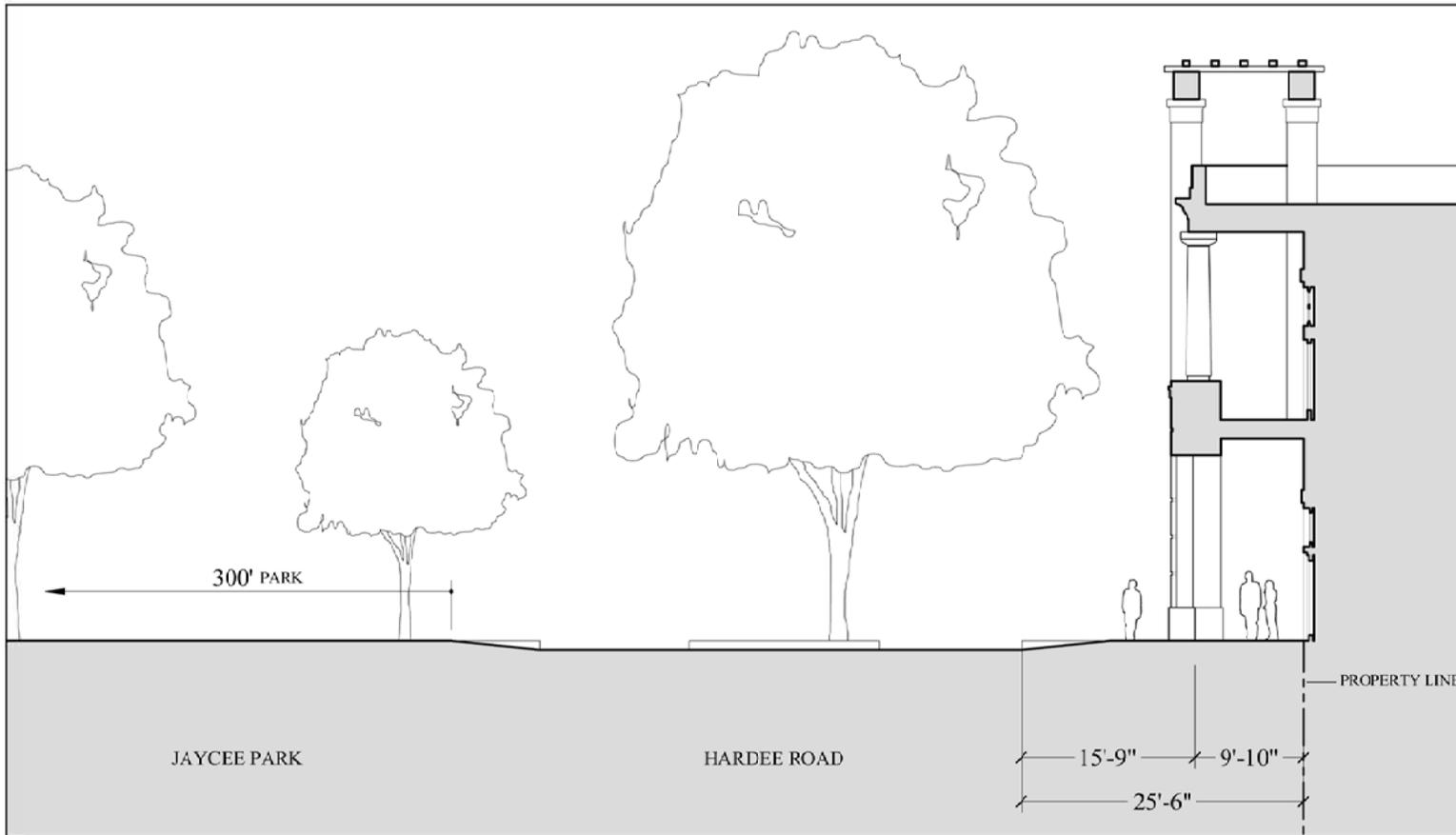
SECTION THROUGH CABALLERO BOULEVARD  
SCALE: 3/32" = 1'-0"



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<small>DRAWING:        DATE:        SHEET:</small>



SECTION THROUGH HARDEE ROAD FACING JAYCEE PARK  
 SCALE: 3/32" = 1'-0"

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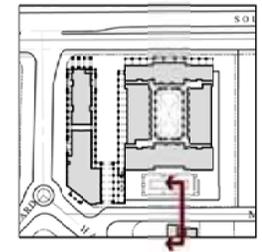
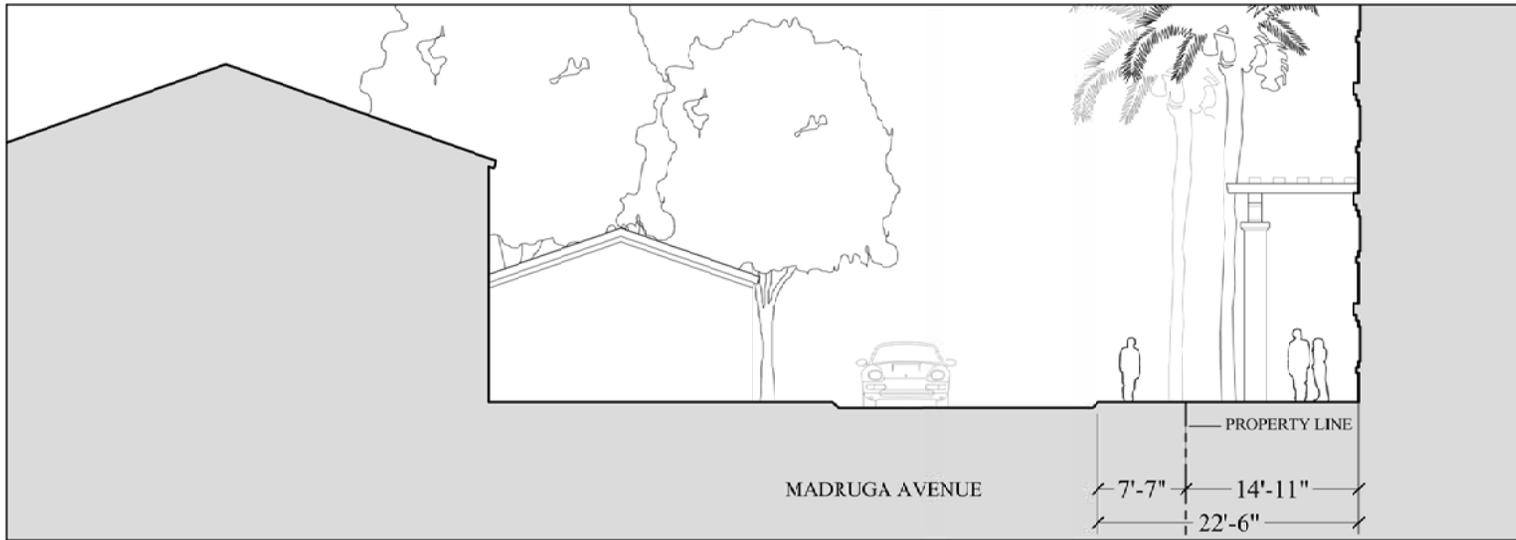
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SECTION THROUGH MADRUGA AVE AND DUPLEX  
SCALE: 3/32" = 1'-4"

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305.441.4002

DRAWING:  
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**PROJECT RENDERING**  
 LOOKING FROM ACROSS US. 1

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 LUSKON ADMINISTRATIVE  
 ROBERT PARSLEY A.S.L.A.  
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 MIAMI, FLORIDA 33146

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 801 Brickell Avenue, Suite 2500  
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 ARCHITECT**  
 DESIGN ARCHITECT  
 337 Palmetto Avenue  
 Coral Gables, Florida 33134  
 305.442.4422



DRAWING:  
 DATE:  
 SHEET:



**PROJECT RENDERING**  
 LOOKING TOWARD CORNER OF US.1 AND CABALLERO



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**JORGE L. HERNANDEZ  
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 337 Palmetto Avenue  
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 (305) 442-2000



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**PROJECT RENDERING**  
LOOKING INTO PASEO

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**JORGE L. HERNANDEZ  
ARCHITECT  
DESIGN ARCHITECT**  
1377 PASEO AVENUE  
CORAL GABLES, FLORIDA 33134  
305.442.4422



DRAWING:  
DATE:  
SHEET:



**PROJECT RENDERING**  
 LOOKING FROM JAYCEE PARK AT HOTEL POOL DECK



**GEOMANTIC  
 DESIGNS, INC.**  
 LANDSCAPE ARCHITECTURE  
 ROBERT PARSELY, A.S.L.A.  
 4800 N.W. 147 STREET, MIAMI FL, 33150  
 PHONE: 305.455.1111 FAX: 305.455.1112

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 Miami FL 33131  
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 1350 SOUTH DIXIE HIGHWAY  
 CORAL GABLES, FLORIDA 33134  
 305.774.0022



DRAWING:  
 DATE:  
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**PROJECT RENDERING**  
 LOOKING SOUTH ACROSS US.1 TOWARD RESIDENCES

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 4800 N.W. 147 STREET, MIAMI, FL 33157  
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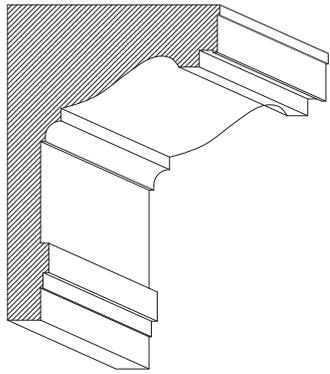
**Genster**  
 Architect of Record  
 801  
 Miami, FL 33137  
 305.266.8700

**PASEO DE LA RIVIERA**  
 1350 South Dixie Highway  
 Coral Gables, Florida 33146

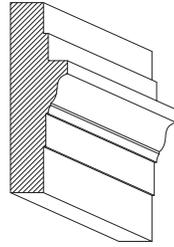
**JORGE L. HERNANDEZ  
 ARCHITECT**  
 DESIGNS ARCHITECT  
 1350 SOUTH DIXIE HIGHWAY  
 CORAL GABLES, FLORIDA 33146  
 305.774.0022



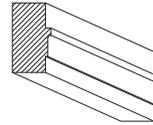
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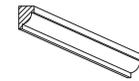
MAIN CORNICE



CORNICE

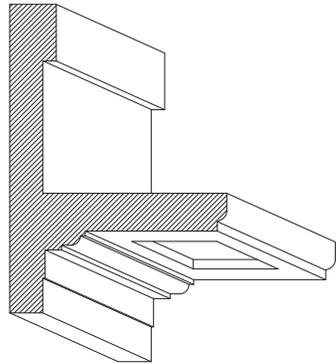


STRING MOLDING

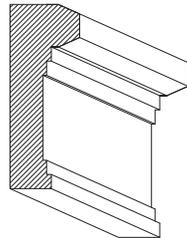


WINDOW SURROUND

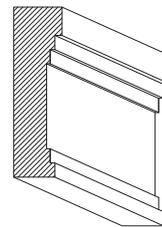
HOTEL PROFILES



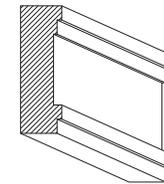
MAIN CORNICE



PLINTH CORNICE



STRING MOLDING



GARAGE WINDOW SURROUND

RESIDENCE PROFILES

CORNICES AND MOLDINGS  
SCALE: 1/2" = 1'-0"

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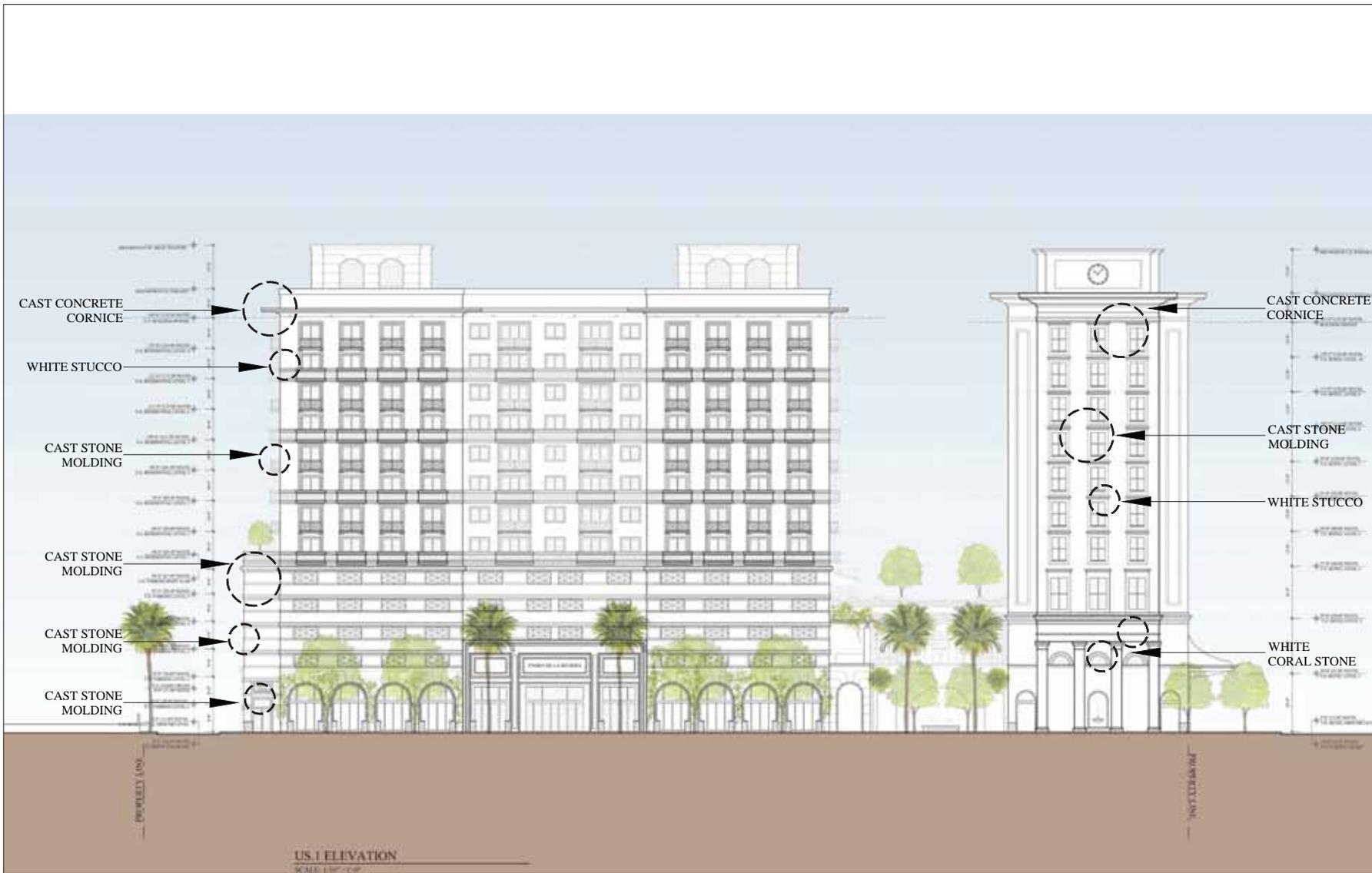
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Coral Gables, Florida 33134  
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DRAWING:  
MOLDING PROFILES  
DATE:  
12.21.14  
SHEET: A-2.2



US.1 ELEVATION  
SCALE: 1/8" = 1'-0"

PROJECT MATERIALS  
SCALE: 1/100" = 1'-0"

**Gensler**  
ARCHITECTS  
801 Bishop Avenue, Suite 2000  
Miami, Florida 33130  
305.457.7000

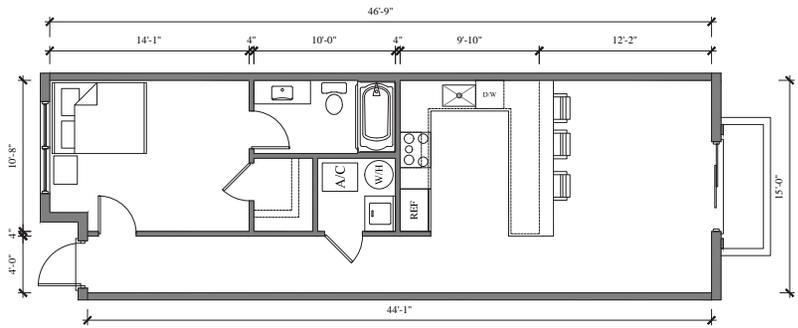
**PASEO DE LA RIVIERA**  
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Coral Gables, Florida 33134  
305.774.0022

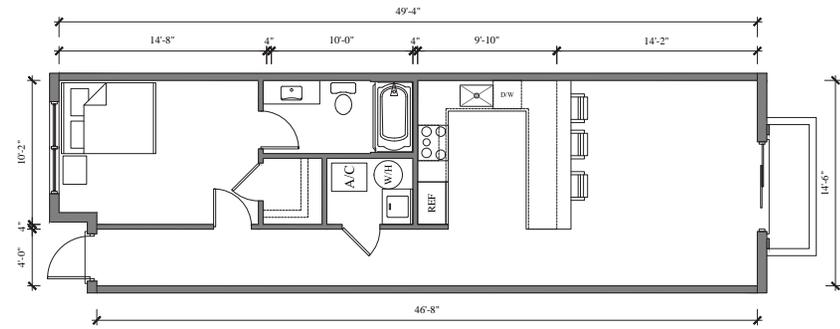
DRAWING:  
MATERIALS  
DATE: 02.06.15  
SHEET: A-2.3



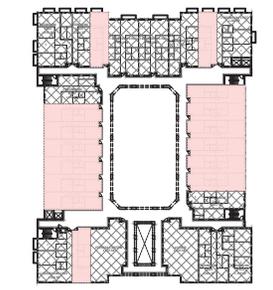
Multi-Family Unit Mix	Impact Fee - Unit	Class ID	Building ID	Unit Mix	Number of Units	Number of Beds
1 Bed A	755	-	-	47%	33	67
1 Bed B	770	-	-	47%	30	60
2 Bed A	896	-	-	7%	14	32
2 Bed C	842	-	-	7%	14	32
2 Bed D	1057	-	-	7%	14	32
3 Bed A	1280	-	-	9%	14	38
3 Bed B	1284	-	-	9%	14	38
3 Bed C	1221	-	-	81%	20	70
<b>Total</b>				<b>100%</b>	<b>129</b>	<b>270</b>



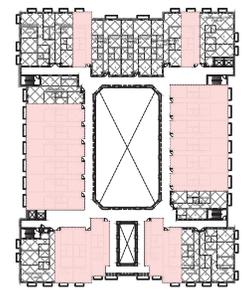
1 BEDROOM UNIT  
755 SF



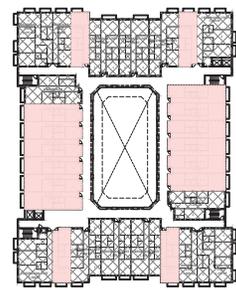
1 BEDROOM UNIT  
770 SF



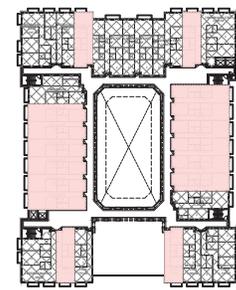
RESIDENTIAL LEVEL 1



RESIDENTIAL LEVEL 2



RESIDENTIAL LEVELS 3-7



RESIDENTIAL LEVEL 8

TYPICAL 1 BEDROOM PLANS  
SCALE: 1/4" = 1'-0"

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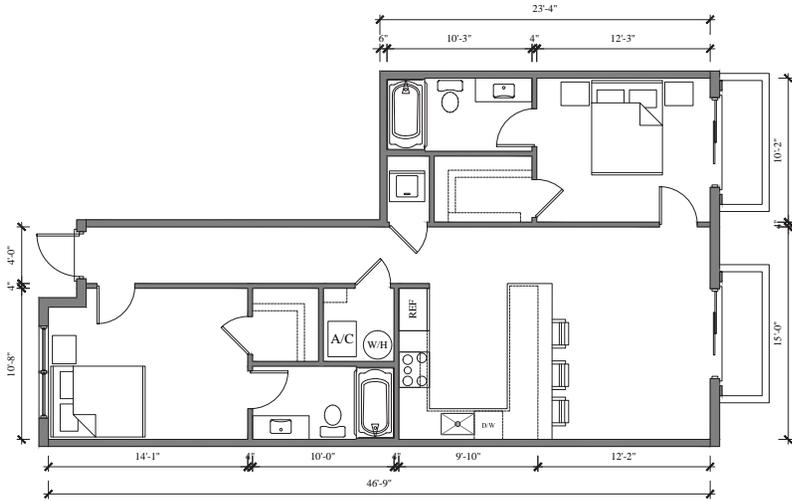
**Gensler**  
ARCHITECTS  
80 Bishop Avenue, Suite 2000  
New York, NY 10023

**PASEO DE LA RIVIERA**  
1380 South Dixie Highway  
Coral Gables, Florida 33146

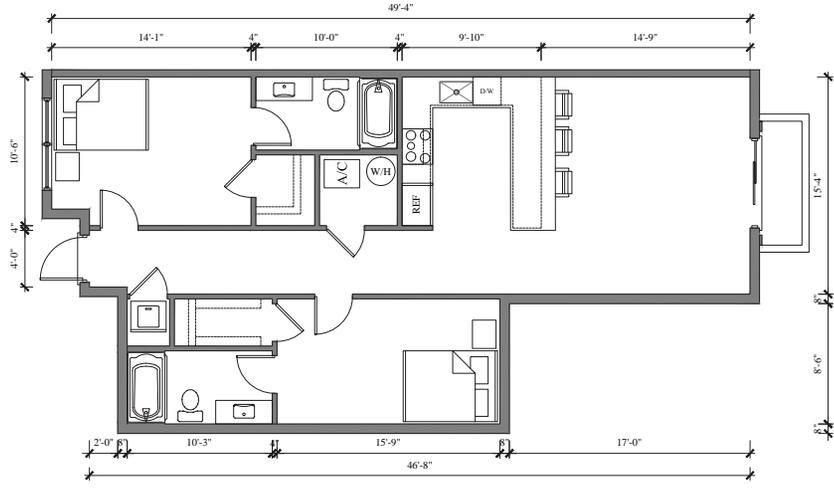
**JORGE L. HERNANDEZ**  
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3377 Palmetto Avenue  
Coral Gables, Florida 33134  
305.774.8022

DRAWING:  
RESIDENTIAL TYPICAL  
FLOOR PLAN  
DATE:  
02.16.15  
SHEET: A-1.83

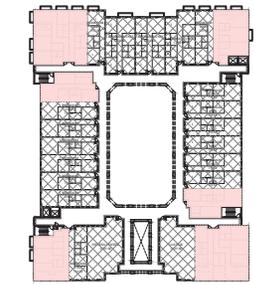
Bedroom Unit No.	Square Foot Unit	Area SF	Percentage SF	Unit No.	Number of Units	Number of Beds
Bed A	733		7.1%	23	33	
Bed B	776		7.6%	36	36	
Bed C	1096		10.7%	36	36	
Bed D	1072		10.5%	36	36	
Bed E	1145		11.2%	36	36	
Bed F	1288		12.6%	36	36	
Bed G	1288		12.6%	36	36	
Bed H	1313		12.9%	36	36	
<b>Total</b>			<b>100%</b>	<b>324</b>	<b>324</b>	



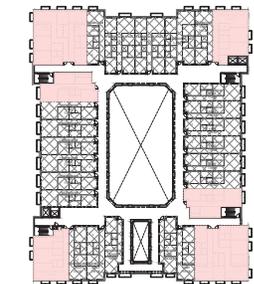
2 BEDROOM UNIT  
1,006 SF



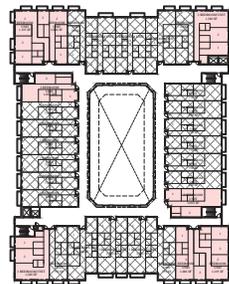
2 BEDROOM UNIT  
1,052 SF



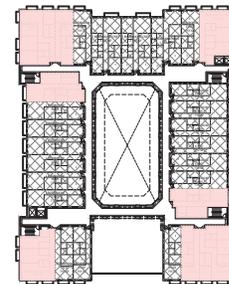
RESIDENTIAL LEVEL 1



RESIDENTIAL LEVEL 2



RESIDENTIAL LEVELS 3-7



RESIDENTIAL LEVEL 8

TYPICAL 2 BEDROOM PLANS  
SCALE: 1/4" = 1'-0"

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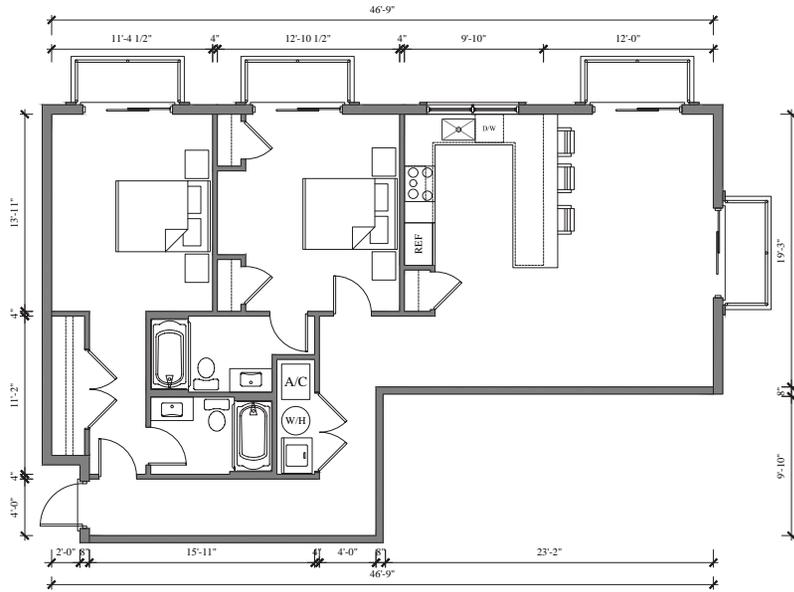
**Gensler**  
ARCHITECT  
800 Third Avenue, Suite 2000  
New York, NY 10022

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1380 South Dixie Highway  
Coral Gables, Florida 33146

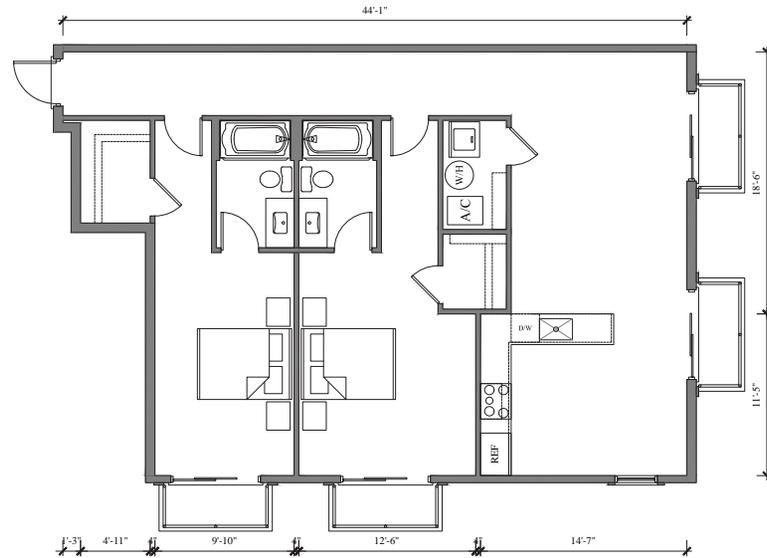
**JORGE L. HERNANDEZ**  
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3377 Palmetto Avenue  
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(305) 774-0022

DRAWING:  
RESIDENTIAL TYPICAL  
FLOOR PLAN  
DATE:  
02.16.15  
SHEET: A-1.8b

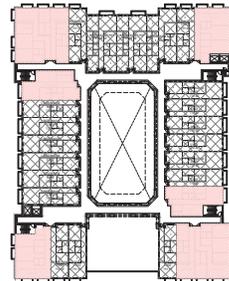
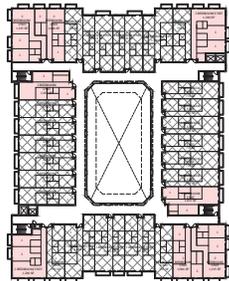
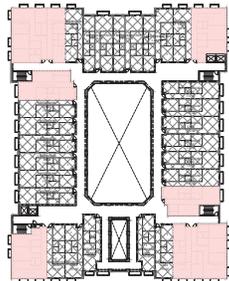
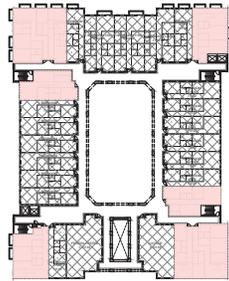
Unit Name	Square Feet / Unit	Area SF	Volume SF	Unit Area	Number of Units	Number of Beds
2 Bed A	753	13%	83	13%	33	33
2 Bed B	753	13%	83	13%	33	33
2 Bed C	1096	19%	116	19%	33	33
2 Bed D	1096	19%	116	19%	33	33
2 Bed E	1195	21%	126	21%	33	33
2 Bed F	1280	23%	134	23%	33	33
2 Bed G	1284	23%	134	23%	33	33
2 Bed H	1331	24%	141	24%	33	33
<b>Total</b>		<b>100%</b>	<b>1214</b>		<b>334</b>	<b>334</b>



2 BEDROOM UNIT  
1,195 SF



2 BEDROOM UNIT  
1,280 SF



TYPICAL 2 BEDROOM PLANS  
SCALE: 1/4" = 1'-0"

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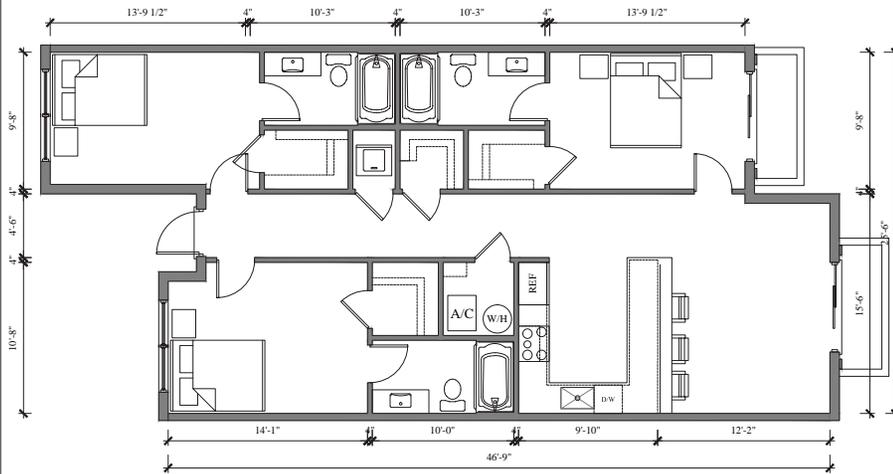
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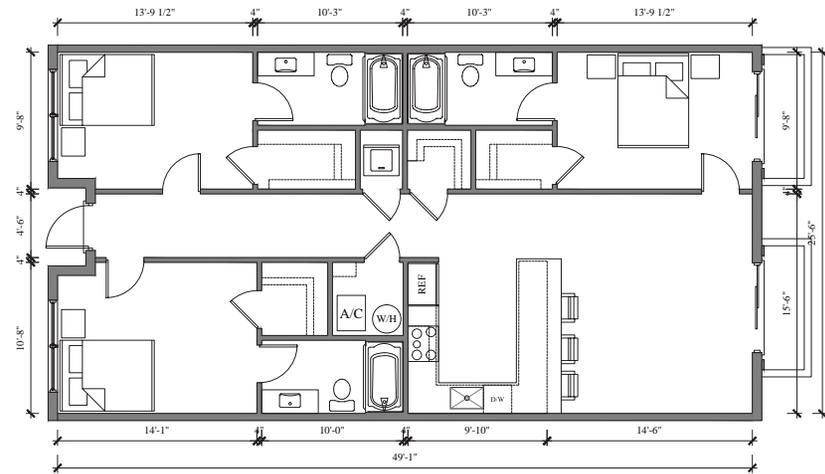


DRAWING:  
RESIDENTIAL TYPICAL  
FLOOR PLAN  
DATE:  
02.16.15  
SHEET: A-1.8-C

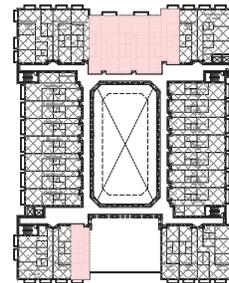
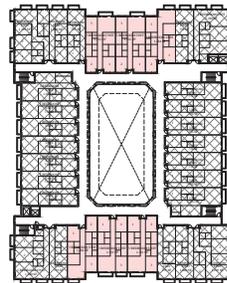
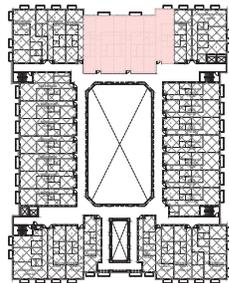
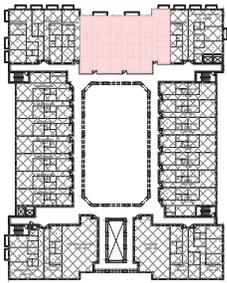
Multi-Family Unit Mix	Square Feet / Unit	Owner ID	Example ID	Unit Mix	Number of Units	Number of Beds
1 Bed A	755			17%	33	33
2 Bed A	776			13%	26	52
2 Bed B	808			7%	14	28
2 Bed C	8195			2%	4	8
2 Bed D	8280			2%	4	8
3 Bed A	8288			6%	12	24
3 Bed B	8751			13%	26	52
<b>Total</b>				<b>100%</b>	<b>143</b>	<b>273</b>



3 BEDROOM UNIT  
1,284 SF



3 BEDROOM UNIT  
1,321 SF



TYPICAL 3 BEDROOM PLANS  
SCALE: 1/4" = 1'-0"

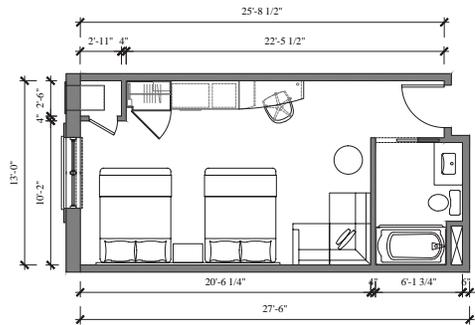
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Brooklyn, NY 11211

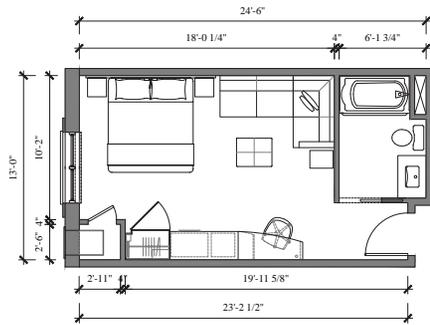
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DRAWING:  
RESIDENTIAL TYPICAL  
FOUNDATION PLAN  
DATE:  
02.16.15  
SHEET: A-1.8c



DOUBLE QUEEN ROOM  
358 SF



KING ROOM  
319 SF

Hotel Room Mix	Square Feet / Unit	Unit Mix	Number of Units
Double Queen	358	58%	146
King	319	42%	106
<b>Total</b>		<b>100%</b>	<b>252</b>



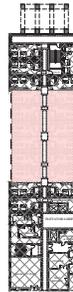
HOTEL LEVEL 2



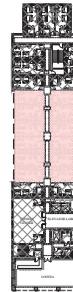
HOTEL LEVEL 3



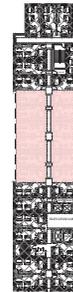
HOTEL LEVELS 4-10



HOTEL LEVEL 2



HOTEL LEVEL 3



HOTEL LEVELS 4-10

HOTEL TYPICAL ROOM PLANS

SCALE: 1/4" = 1'-0"

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 Coral Gables, Florida 33134  
 305.774.0022



DRAWING:  
 HOTEL TYPICAL ROOMS  
 DATE:  
 02.16.15  
 SHEET: A-1.9

**LEGAL DESCRIPTION**

THE SOUTHWESTERLY 36.00 FEET OF TRACT A, REPLAT OF PART OF CORAL GABLES RIVERA SECTION PART B, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 180, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

COMMENCE AT A POINT WHERE THE SOUTHEASTERLY LINE OF MIAMI-RODESTAD HIGHWAY (US 1) INTERSECTS THE NORTHEASTERLY LINE OF HARDEE ROAD; THENCE NORTHEASTERLY ALONG THE SOUTHEASTERLY LINE OF MIAMI-RODESTAD HIGHWAY A DISTANCE OF 30.00 FT TO THE POINT OF BEGINNING OF THE LINE BEING DESCRIBED; THENCE SOUTHEASTERLY PARALLEL TO AND 36.00 FEET NORTHEASTERLY AT RIGHT ANGLES TO THE NORTHEASTERLY LINE OF HARDEE ROAD A DISTANCE OF 325.00 FEET TO THE POINT LOCATED ON THE NORTHWESTERLY LINE OF AVENUE MADRUGA, SAID POINT BEING 30.31 FEET NORTHEASTERLY FROM A POINT WHERE THE NORTHWESTERLY LINE OF AVENUE MADRUGA INTERSECTS THE NORTHERLY LINE OF HARDEE ROAD.

**ZONING INFORMATION**

DISTRICT:	PLANNED AREA DISTRICT (PAD) MIXED USE DISTRICT (MXD) COMMERCIAL DISTRICT (C)	
FLOOD ZONE:	X	
LOT AREA:	±115,870 SQ. FT. (2.653 ACRES)	
	REQUIRED	PROPOSED
SETBACKS (W/ MED BONUS):		
FRONT:	0'-0"	0'-0**
INTERIOR SIDE:	0'-0"	34'-6"
SIDE STREET:	0'-0"	0'-0***
REAR:	0'-0"	6'-0****
MAXIMUM LOT COVERAGE	NO MIN. OR MAX.	87,204 SQ.FT.
MAXIMUM FLOOR AREA RATIO: (3.5 W/ MED BONUS)	ALLOWABLE 405,545 SQ. FT.	404,610 SQ. FT.
MAXIMUM BUILDING HEIGHT (W/ MED BONUS)	190'-6"	142'-6"
MAXIMUM ARCHITECTURAL ELEMENT HEIGHT (W/ MED BONUS)	15'-0"	15'-0"
BASE FLOOD ELEVATION	N/A	11.00' NGVD

- \* ONLY OCCURS AT CORNER OF US NO. 1 AND HARDEE ROAD. TYPICAL FRONT SETBACK IS 7'-8" WHICH PRODUCES A 17'-6" WIDE SIDEWALK ADJACENT TO A 15'-0" WIDE COVERED ARCADE.
- \*\* ADJACENT TO A 10'-0" WIDE ARCADE
- \*\*\* TYPICAL REAR SETBACK IS 14'-10" TO PARKING PLINTH COMPRISED OF GREEN SPACE



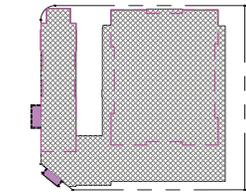
**ZONING DIAGRAMS**  
SCALE: 1/8" = 1'-0"

**Genster**  
Architect of Record  
10000 SW 15th St  
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305.850.0000

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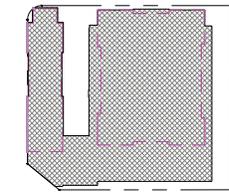
DRAWING: 10/10/2020  
DATE: 10/10/2020  
SHEET: SP-1.2b



**GROUND LEVEL ENCROACHMENTS**

- ENCROACHMENT AREA
- 1,170 SF

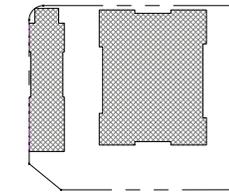
INCLUDES HOTEL DROP OFF AWNING ABOVE REAR PORCH, REAR PORCH PERGOLA ABOVE, & WINDOW MOLDINGS



**LEVEL 2 ENCROACHMENTS**

- ENCROACHMENT AREA
- 201 SF

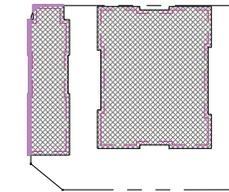
INCLUDES LEVEL 2 CORNICE



**TYPICAL LEVEL ENCROACHMENTS (LEVELS 3-10)**

- ENCROACHMENT AREA
- 18 SF X 7 LEVELS = 126 SF

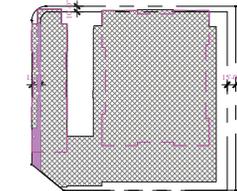
INCLUDES WINDOW MOLDINGS



**ROOF LEVEL ENCROACHMENTS**

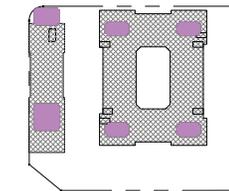
- ENCROACHMENT AREA
- 1,458 SF

INCLUDES ROOF LEVEL CORNICES



**REDUCTION IN SETBACK**

- REDUCTION IN SETBACKS REPLACED AS PUBLICLY ACCESSIBLE STREET LEVEL OPEN SPACE AT 25% (SECTION 5-604, H, TABLE 3)
- 1,825 SF X 25% = 457 SF (SEE SF OF ARCADES & LOGGIAS DIAGRAMS)



**ROOF LEVEL STRUCTURE COVERAGE**

- COVERAGE AREA
- 7,376 SF

53,514 SF X 25% = 13,378 SF MAX ALLOWED

**ENCROACHMENT DIAGRAMS**

SCALE: 1/100" = 1'-0"

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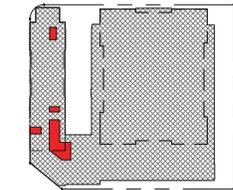
**Gensler**  
 1000 Peachtree Street, NE  
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 305.774.9022

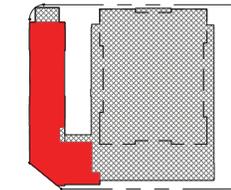


DRAWING: ENCROACHMENT  
 DATE: 02.16.15  
 SHEET: SP-1.3



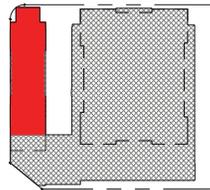
**HOTEL GROUND LEVEL**

- FLOOR AREA RATIO
- 2,323 SF
- INAPPLICABLE FLOOR AREA



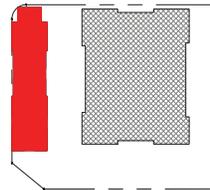
**HOTEL LEVEL 2**

- FLOOR AREA RATIO
- 11,301 SF
- FLOOR AREA RATIO
- 8,695 SF
- INAPPLICABLE FLOOR AREA



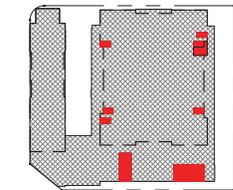
**HOTEL LEVEL 3**

- FLOOR AREA RATIO
- 12,998 SF
- INAPPLICABLE FLOOR AREA



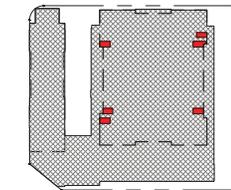
**HOTEL LEVEL 4-10**

- FLOOR AREA RATIO
- 14,734 SF
- INAPPLICABLE FLOOR AREA



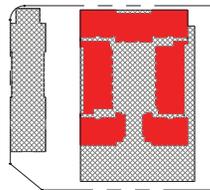
**RESIDENTIAL GROUND LEVEL**

- FLOOR AREA RATIO
- 4,118 SF
- INAPPLICABLE FLOOR AREA



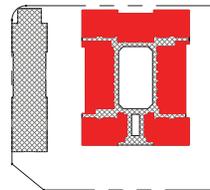
**PARKING LEVEL 2-6**

- FLOOR AREA RATIO
- 1,061 SF
- INAPPLICABLE FLOOR AREA



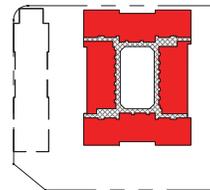
**RESIDENTIAL LEVEL 1**

- FLOOR AREA RATIO
- 28,769 SF
- INAPPLICABLE FLOOR AREA



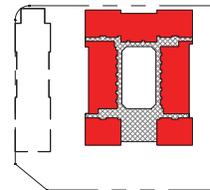
**RESIDENTIAL LEVEL 2**

- FLOOR AREA RATIO
- 28,740 SF
- INAPPLICABLE FLOOR AREA



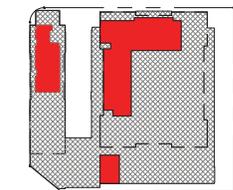
**RESIDENTIAL LEVELS 3-7**

- FLOOR AREA RATIO
- 30,399 SF
- INAPPLICABLE FLOOR AREA



**RESIDENTIAL LEVELS 8**

- FLOOR AREA RATIO
- 27,226 SF
- INAPPLICABLE FLOOR AREA



**COMMERCIAL GROUND LEVEL**

- FLOOR AREA RATIO
- 19,218 SF
- INAPPLICABLE FLOOR AREA

**FLOOR AREA RATIO DIAGRAMS**  
SCALE: 1/100" = 1'-0"

City of CO Floor Area Ratio SF	Hotel FAR SF	Residential FAR SF	Retail FAR SF	Conference FAR SF	Total FAR SF
Residential Level 8	-	27,226	-	-	27,226
Residential Level 7	-	30,399	-	-	30,399
Residential Level 6	-	30,399	-	-	30,399
Residential Level 5	-	30,399	-	-	30,399
Residential Level 4 (Hotel Level 10)	14,734	30,399	-	-	45,133
Residential Level 3 (Hotel Level 9)	14,734	30,399	-	-	45,133
Residential Plinth Level 2 (Hotel Level 8)	14,734	28,740	-	-	43,474
Residential Plinth Level (Hotel Level 7)	14,734	28,760	-	-	43,500
Hotel Level 6	14,734	1,061	-	-	15,795
Hotel Level 5	14,734	1,061	-	-	15,795
Hotel Level 4	14,734	1,061	-	-	15,795
Hotel Level 3	12,998	1,061	-	-	14,059
Hotel Level 2	11,301	1,061	-	8,695	21,057
Ground Level	2,323	4,118	19,218	-	25,659
<b>Total</b>	<b>125,760</b>	<b>346,153</b>	<b>19,218</b>	<b>8,695</b>	<b>499,826</b>
					<b>405,545</b>
					<b>1.49</b>
					<b>Floor Area Ratio: 1.49 FAR</b>

**Gensler**

1000 17th Street, Suite 2000  
Denver, CO 80202

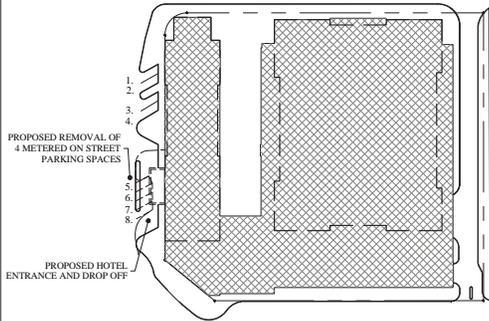
**PASEO DE LA RIVIERA**

1500 S. De Anza Blvd., Suite 200  
Coral Gables, Florida 33146

**JORGE L. HERNANDEZ**

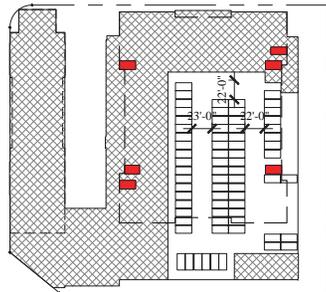
ARCHITECT  
DESIGN ARCHITECT  
337 Palmetto Avenue  
Coral Gables, Florida 33134  
(305) 774-0022

DRAWING: FAR DIAGRAMS  
DATE: 02.16.15  
SHEET: SP-1.4b

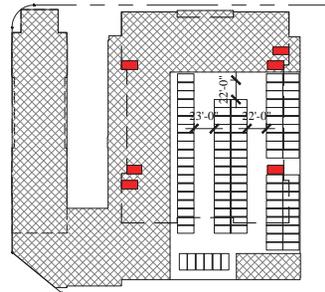


**GROUND LEVEL ON STREET PARKING**

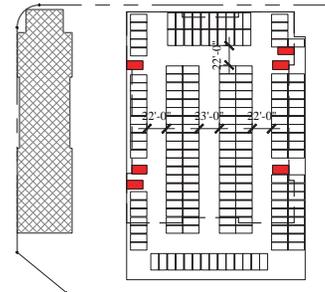
EXISTING SITE CONTAINS 8 METERED, ON STREET PARKING SPACES ON HARDEE ROAD. PROPOSED REMOVAL OF CLUSTER OF 4 SPACES DUE TO PROPOSED HOTEL ENTRANCE AND DROP OFF LOCATION.



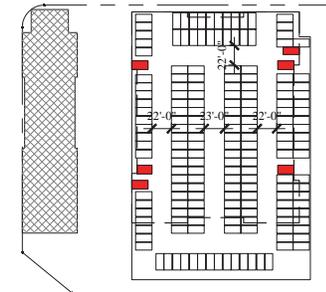
**PARKING GROUND LEVEL**  
 LEVEL SUBTOTAL: 61 SPACES  
 • 3 TANDEM SPACE SETS  
 • 18 ADA SPACES  
 • 40 BICYCLE SPACES



**PARKING LEVEL 2**  
 LEVEL 2 SUBTOTAL: 95 SPACES  
 • 19 TANDEM SPACE SETS



**PARKING LEVEL 3-5**  
 LEVEL 3-5 SUBTOTAL: 537 SPACES  
 • 179 SPACES PER LEVEL  
 • 30 TANDEM SPACE SETS



**PARKING LEVEL 6**  
 LEVEL 6 SUBTOTAL: 145 SPACES  
 • 30 TANDEM SPACE SETS

**PARKING TOTAL: 838 SPACES**

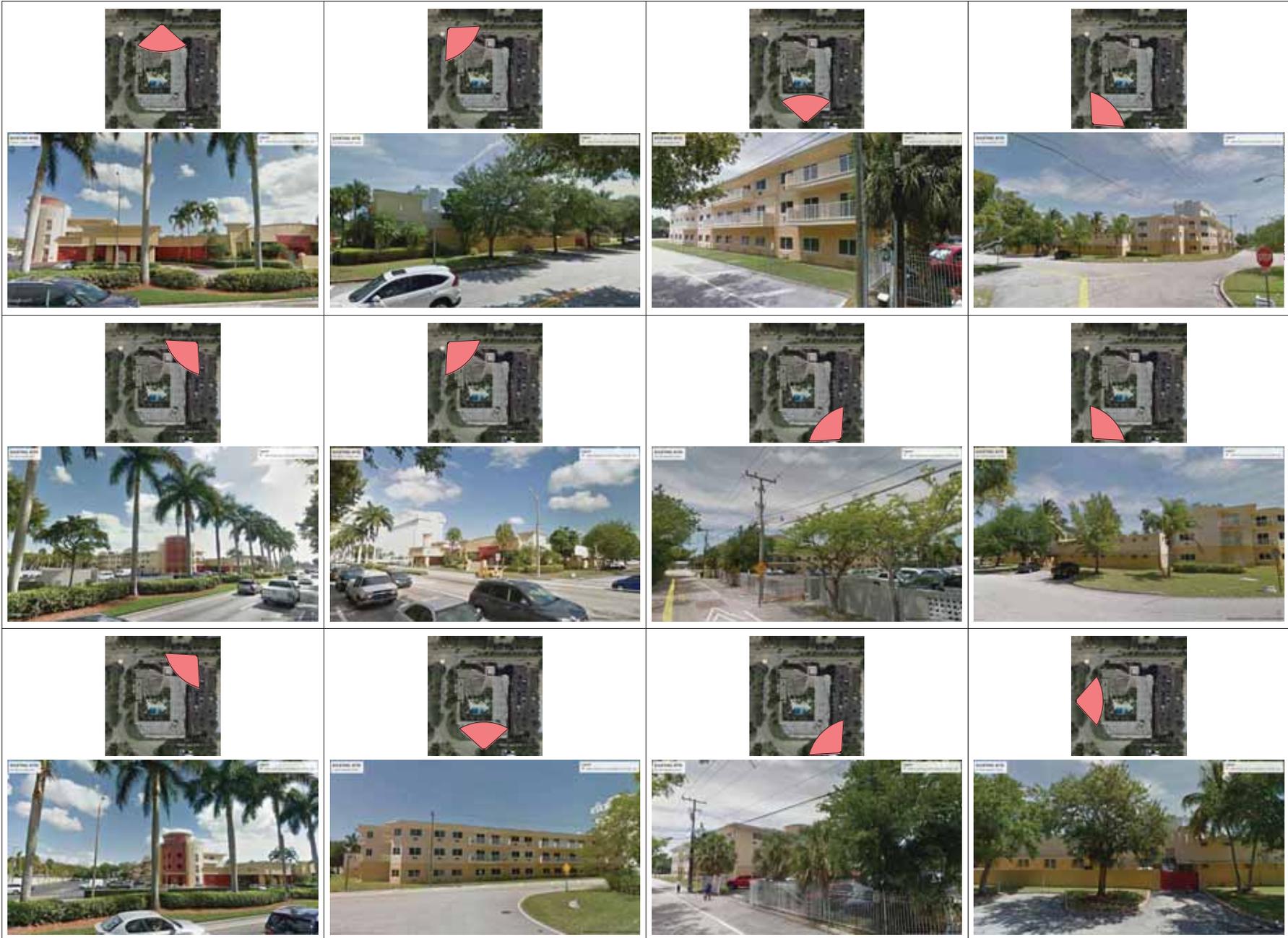
PARKING DIAGRAMS  
 SCALE: 1/8" = 1'-0"

Use	Factor	Area/Quantity	Spaces Required	Actual Distribution
Retail	1 per 250 SF	14,854	60	60
Restaurant	12 per 1,000 SF	4,364	53	58
Hotel	1.125 per Key	252	284	286
1-2 Beds	1.75 per Unit	195	341	324
3-4 Beds	2.25 per Unit	39	88	110
<b>Total</b>			<b>826</b>	<b>838</b>

Please note:  
 18 ADA spaces  
 141 tandem spaces for Multi-Family Units only



DRAWING:  
 PARKING DIAGRAMS  
 DATE:  
 02.06.15  
 SHEET: SP-1.4b



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**JORGE L. HERNANDEZ  
 ARCHITECT  
 DESIGN ARCHITECT**  
 3377 Palmetto Avenue  
 Coral Gables, Florida 33134  
 305.774.9022



DRAWING:  
 EXISTING SITE  
 DATE:  
 01.18.15  
 SHEET: SP-1 OF



**Gensler**  
 ARCHITECT OF RECORD  
 801 N. W. 10th St.  
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 305.375.1000

**PASEO DE LA RIVIERA**  
 1350 South Dixie Highway  
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 Coral Gables, Florida 33146  
 305.774.4022



DRAWING:  
 EXISTING SITE  
 CONDITIONS  
 DATE:  
 03.24.15  
 SHEET: SP-1.05

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## PROPOSED ZONING CODE TEXT AMENDMENT

### SITE SPECIFIC ZONING REGULATIONS

Section A-83 - Riviera Section **Part 8.**

- A. Floor area ratio (FAR) Provisions for buildings four (4) or more stories in height.
  - 1. See Archived Zoning Code Section 3-6(y).
  - 2. Maximum floor area ratio (FAR) for C District buildings four (4) stories in height located on the following described property shall not exceed 1.5: (2829)
    - a. Lots 1 through 13, inclusive, Block 148.
    - b. Lots 1,16,17 and 27 in Block 155.
    - c. Lots 27, 28, 29, 30 and 31, in Block 156.
    - d. ~~Tract A.~~
- B. Height of buildings.
  - 1. No commercial building shall be constructed or erected on the following described properties to exceed four (4) stories or forty-five (45) feet, whichever is less:
    - a. Lots 1 through 13, inclusive, Block 148.
    - b. Lots 1, 17, 26 and 27, Block 155.
    - c. Lots 27, 28, 29, 30 and 31, Block 156.
    - d. ~~Tract A.~~
- C. ~~Setbacks-Minimum front.~~
  - 1. ~~Tract A One hundred and twenty five (125) feet (P. B. 46, Page 100).~~
- D. ~~Setbacks-Minimum rear.~~
  - 1. ~~Tract A Fifty (50) feet (P. B. 46, Page 100).~~

### ZONING CODE TEXT AMENDMENT JUSTIFICATION

The applicant is requesting a text amendment deleting Tract A from the site specific regulations set forth in Zoning Code Section 83 A. 2. d, B. 1. d., C and D. The proposed text amendment promotes activated, pedestrian-friendly building form on Tract A that animates US 1 more than the strip-mall, surfacing parking lot configuration ordained by the existing, outdated code. It also eliminates a condition known as spot-zoning in reverse by restricting Tract A in a way that other similarly situated properties are not restricted.

As indicated above, the existing regulations were drafted to promote a strip shopping center building type characterized by surface parking lots fronting US 1. This discredited building typology is not pedestrian friendly, it centers on the automobile, and, consequently, it discourages an integrated streetscape experience. In short, the existing site specific zoning regulations impede the ability to deliver first class quality building design, to the surrounding properties, and an animated streetscape experience.

The text amendment is to delete Tract A from these regulations and allow the existing provisions of the Zoning Code to apply to Tract A. U.S.1 is a major six-lane, arterial highway that readily accommodates the present scale of the project. In this regard, one of the properties on Tract A is an existing high-rise building. Tract A abuts U.S.1 across the highway from the University Metrorail station, the site of one of the future Underline projects. The pedestrian bridge across U.S. 1 will end at the northwest corner of Tract A providing for easy and safe access for pedestrians accessing properties on Tract A, the Metrorail, the future Underline and the University of Miami campus.

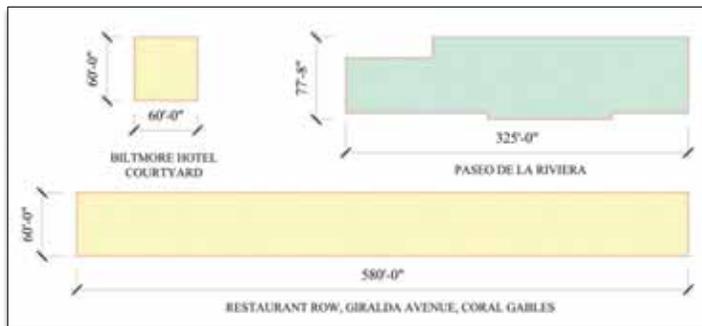
## A. The Project

### 1. Location and Development Program

The “Paseo de la Riviera” is a mixed-use, planned area development organized around a classical design concept known as a paseo, i.e., a large, public outdoor room planted and dressed with public art and accessible for social communion. It is located within the South Dixie Highway transit corridor with close proximity to: the multimodal transportation center known as University Station; the linear park known as the Underline; and, the soon to-be-constructed pedestrian overpass bridge.

#### a. Project Design

“Paseo de la Riviera” is designed to be an exercise in placemaking. It accomplishes this objective by organizing its complementary mix of uses around a classical “paseo” – a gathering place with connectivity between and among its various elements and the surrounding fabric of the community.



**Figure 1.** Paseo De La Riviera scale comparison to the Biltmore Hotel Courtyard and Restaurant Row.

The project includes two primary structures – a hotel with 252 keys and a residential structure with 234 units. The two structures are connected by an animated and lively ground floor with 19,218 square feet of retail and commercial functions, arcaded spaces, and generous sidewalks. The project is bordered by commercially zoned properties with duplex and multi-family zoning adjacent to it. A public park serves as a natural and substantial buffer between the project and the single-family neighborhood that exists nearby.

The buildings are detailed with balconies, roof terraces, open loggias on multiple levels, open arcades, porticos, breezeways, stepped roof profiles, moldings and cornices that produce an articulated architecture. The project has received Mediterranean bonuses level one and two from the City of Coral Gables Board of Architects.

As a result of a series of neighborhood meetings, the applicant further revised the massing of the project in response to concerns voiced by area residents. As it relates to height, in direct response to neighbor feedback, the applicant lowered the height of the building. Specifically, the applicant created a step down in the height of the multi-family residential building to 8 rather than 9 stories over parking. In addition to this, the applicant introduced a two story open arcade and further reduced the center of the building by yet another story along Madruga Avenue. These changes operate to break down the solidity of the mass and create channels of space for breezes to flow between the pool deck and the open courtyard of the residential structure.

Additionally, the applicant increased the setback on Madruga Avenue. More particularly, the Madruga Avenue setback – which is zero – was enlarged to a setback of 14 feet 10 inches. With this newfound space, a planted sidewalk and a verdant pergola were designed to soften and enliven this portion of Madruga. These improvements are in vast contrast to the balance of Madruga in this location which is best characterized as an alley with dumpsters, loading docks, and continuous asphalt swaths across the public and private realm all in view.



**Figure 2.** Current View from Madruga Avenue



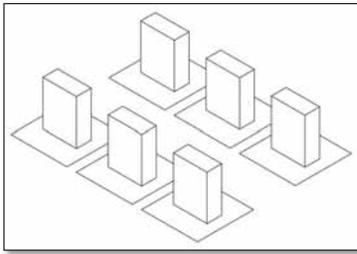
**Figure 3.** View from Madruga Avenue After Paseo De La Riviera

#### b. Urban Form – Placemaking

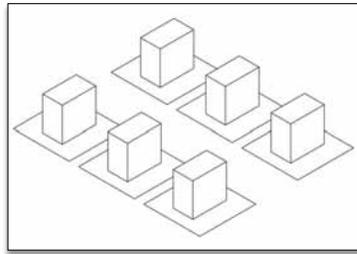
The massing concept for the project is to create an urban grain that runs perpendicular – *not parallel* – to South Dixie Highway. This creates spatial channels that cut through the block from front to back and, consequently, minimize the mass of the project and break the scale with an architecture defined by light and shadows. In contradistinction to the adjacent Gables One Tower that shows a broad shoulder to South Dixie Highway, “Paseo de la Riviera” shows a slender profile to South Dixie Highway with its perpendicular axial configuration.

It is vitally important to note that the axial orientation of “Paseo De La Riviera” cuts against the grain of the parallel, broad-shouldered, sprawl-style development that characterizes much of South Dixie Highway. That antiquated building typology originates from the automobile-centric design that prevailed in the 1950s, 60s, and 70s where emphasis was placed on vast surface parking lots and strip shopping malls. In a deliberate departure from this approach, the grain of “Paseo De La Riviera” is turned perpendicular – not parallel – to South

Dixie Highway. As a result, the design disrupts and prohibits the canyonesque condition that results from the stacking of broad-shouldered buildings one after the other. This principle is illustrated diagrammatically as follows:



**Figure 4.** Urban Grain Parallel to Street Frontage



**Figure 5.** Urban Grain Perpendicular to Street Frontage

In “Paseo De La Riviera”, the building mass is pulled forward towards South Dixie Highway frontage and defines a public realm of streets, landscaped sidewalks, and continuous arcades for pedestrians. The mass is broken up into two buildings; a hotel and a multi-family residential building linked on the ground floor by retail and the Paseo – a generous, open space designed for placemaking. The two buildings turn their narrow faces to South Dixie Highway and a serious of generous spatial corridors is created between the building masses.

**c. Comprehensive Plan Favors Mixed-Use**

Tremendous support exists within the comprehensive plan for mixed-use, higher density development at this location due to its proximity to the multimodal transportation center commonly referred to as University Station, its location within the Gables Redevelopment Infill District (“GRID”), and its adjacency to the substantial employment center that is the University of Miami. See MOB-1.1.3 (“Locate higher density development along transit corridors and near multimodal stations”); see also MOB-1.1.4 (“Support incentives that promote walking, bicycling, and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, *University of Miami and multimodal transit centers/stations.*)(Emphasis supplied); MOB-1.1.1 (“Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.”); see also HOU-1.5 (“Support the infill of housing in association with mixed use development.”); MOB 1.1.2 (“Encourage land use decisions that encourage infill, redevelopment, and reuse of vacant or underutilized parcels that support walking, bicycling, and transit use.”)

**2. Traffic and Transportation**

**a. Access, Circulation, Parking and Loading**

The vehicular access, circulation, and traffic plan was developed as a result of series of meetings and open dialoguing with area residents and city staff over the course of approximately six (6) months. The objective of the plan is to protect the single-family neighborhoods from additional traffic intrusion. To that end, the project principally relies upon a major arterial – South Dixie Highway – for access, ingress, and egress. Specifically, the circulation plan was designed so that residential, retail, and restaurant traffic accesses the parking garage via South Dixie Highway. All outbound residential, retail, and restaurant traffic will leave the site via northbound South Dixie Highway. A 325 foot (full block long) two-way access lane has been developed within the property to accommodate the stacking of vehicles on the property itself. Similarly, the loading dock and garage entrance and exits are located on this inner project lane where covered drop-off and passing capability is provided. A short-term drop-off for the hotel is located near the new round about on the intersection of Madruga Avenue, Hardee Road, and Caballero Boulevard. The location of these drop-offs has created the longest possible stacking distances both in the interior lane and the hotel drop off area. As a result of the foregoing, the potential for through-traffic, queuing, and stacking problems on the surrounding residential streets is reduced to the greatest extent possible.

**i. Hotel Access Plan**

Hotel traffic will use South Dixie Highway to access the drop-off/pick-up area adjacent to Caballero Boulevard. The valet driver will use South Dixie Highway to park the vehicle in the garage. The valet driver will be able to exit the garage using Madruga Avenue to return the vehicle to the drop-off/pick-up area on Caballero Boulevard. Only hotel valet drivers will be able to exit the garage and access Madruga Avenue because of the gate control.

**ii. Residential Access Plan**

Residential traffic to the site will be able to access the parking garage from Madruga Avenue via Mariposa Court. A control gate is provided on the south end of the access drive preventing these drivers from exiting Madruga Avenue. Valet parking service will also be provided on the access drive leading to the parking garage.

**iii. Parking**

The parking for the project has been accommodated under the multi-family building. This allows the hotel to fully engage the public space of the Paseo at the ground floor. Retail lines the frontage to all streets and shields the garage from public ground floor views. The project provides an excess of parking according to the standards required by the City’s Zoning Code and current parking studies relating to the project. The excess is seventeen cars over the required parking standard.

**iv. Off-Site Improvements**

A new traffic-calming circle is proposed at the intersection of Madruga Avenue, Hardee Road, and Caballero Boulevard. The purpose of the new proposed circle is to improve vehicular safety, control vehicular flow, and provide safer pedestrian access to Jaycee Park. Medians and lane reductions are being proposed to ensure reduced speed on Caballero Boulevard. Additionally, the intersection of Madruga Avenue and Hardee Road will be re-aligned to improve vehicular safety and operations, as well as increase lines of sight and visibility.

**b. Public Infrastructure**

“Paseo de la Riviera” is designed to limit vehicle trip generation by the inclusion of mixed-use development programs that benefit from the substantial public investment in the rapid transit infrastructure known as Metrorail. The goal of the project is to create a sense of place that is not dependent upon single-occupant vehicle trips. This is in contrast to the majority of development within the as-built environment along South Dixie Highway. The site is appropriate for the uses, densities, and intensities proposed by virtue of its proximity to rapid transit.

**i. Rapid Transit – Metrorail**

Following more than a decade of public study and debate, multiple county-wide referenda, and a federal-state-county funding partnership, the citizenry of Miami-Dade County committed in 1972 to fund the rapid transit system now known as Metrorail. Specifically, at a county-wide election the electorate approved the bonds for the “Decade of Progress” which was – at the time – the single largest general obligation bond issue in the nation at over \$500 million. The electorate approved this substantial commitment to rapid transit by a vote of 2-1. That vote set the stage for Metrorail. The groundbreaking for Metrorail occurred on June 7, 1979 at the site of what would become University Station – the first station in the rapid transit system to be built. Construction on the station itself began in 1980 and the station was dedicated in 1983.



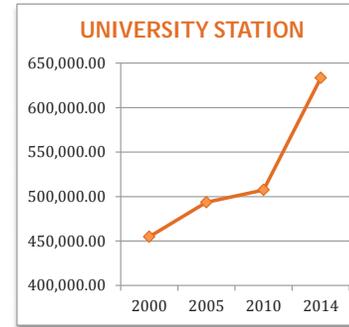
**Figure 6.** Groundbreaking Ceremony for the Metrorail at the University of Miami.



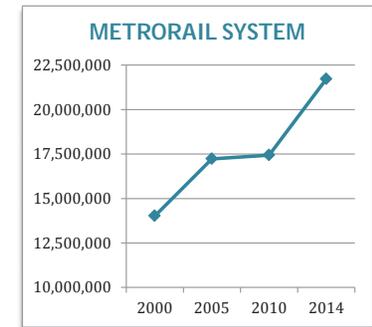
**Figure 7.** Governor Bob Graham speaking at the Groundbreaking Ceremony for the Metrorail.

Source: University of Miami Historical Photograph Collection.

Since that time, Metrorail, together with Metromover and Tri-Rail, has grown to include connections to the urban centers of Miami International Airport, the Civic Center (Jackson Memorial Hospital Campus), Downtown Miami, and Brickell. Further connections exist to the northern neighborhoods of Hialeah and Medley and to the southern neighborhoods of Coral Gables, South Miami, and Dadeland. Ridership on Metrorail in general, and at University Station in particular, has grown substantially in recent years as illustrated in the charts below.



**Figure 8.** Total Annual Boardings from University Station



**Figure 9.** Total Annual Boardings for all Metrorail Stations

Source: Miami-Dade Transit Ridership Technical Reports, 2000, 2005, 2010, 2014.

The City’s comprehensive plan expressly declares its support for higher density, mixed-use development near transit centers such as University Station. See MOB-1.1.3 (“Locate higher density development along transit corridors and near multimodal stations.”); see also MOB-1.1.4 (“Support incentives that promote walking, bicycling, and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, *University of Miami and multimodal transit centers/stations.*)(Emphasis supplied); MOB-1.1.1 (“Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.”).

**ii. Gables Redevelopment Infill District (“GRID”)**

On August 29, 1995, the City of Coral Gables adopted Ordinance No. 3148 and created a Transportation Concurrency Exception Area (“TCEA”) known as the Gables Redevelopment Infill District (“GRID”). The GRID is incorporated within the City’s adopted Comprehensive Plan in Policy MOB-2.2.1. The City recognizes in numerous goals, policies, and objectives

within its Comprehensive Plan of the suitability of property within the GRID for the uses, densities, and intensities proposed by the Project. See MOB-2.2.2; MOB-2.2.4; MOB-2.2.5.

### iii. The Pedestrian Bridge

Starting in summer 2015 and concluding in summer 2016, a new pedestrian overpass bridge will be constructed in close proximity to the Project. The connectivity offered by the Pedestrian Bridge to University Station will further limit the vehicle trips generated by the Project by allowing residents and visitors to access University Station with far greater ease and safety than exists at present.



Figure 10. University Station Pedestrian Overpass.

The City's Comprehensive Plan encourages development that de-emphasizes automobile dependence in favor of walking or bicycling. See MOB-1.1 ("Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with an emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling."); see also MOB 1.1.1 ("Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive."); MOB 1.1.2 ("Encourage land use decisions that encourage infill, redevelopment, and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use."); MOB-1.1.4 ("Support incentives that promote walking, bicycling, and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, *University of Miami and multimodal transit centers/stations.*)(Emphasis supplied).

### iv. The Underline

The Underline is a new, visionary linear park that spans over 10 miles beneath the Metrorail right-of-way. The Underline will serve as a regional recreational green spine to the greater Miami area. It will link University Station (and several other Metrorail Stations) with verdant bicycle, exercise, and pedestrian trails. All of the municipalities along the Underline parkway are participating in the planning process and have incorporated the project in their respective comprehensive plans. Across from the Project, the University of Miami section of the Underline will feature a planted area more than 125 feet in width. Lushly planted, it will transform the land within the Ponce De Leon Blvd – South Dixie Highway median into an actively used tropical boulevard that will act not only as a recreational linear park but as a passive transit thoroughfare. More information about the Underline is available at: <https://www.theunderline.org/>.



Figure 11. University Station Now



Figure 12. University Station after Underline

### 3. Landscaping

The primary purpose of the project's landscape design is to promote exterior community gathering spaces that will enjoy South Florida's outdoor climate in an urban setting. The master site landscape plan is designed to enhance and complement the proposed Mediterranean architecture features and existing site environmental conditions. The landscape plan incorporates medium sized shade trees within the paseo that will provide shade relief for outdoor activity and relaxation. Throughout the paseo will be decorative pavement, sculptural elements, benches, and seating arrangements. Fragrant flowering vines will cover decorative colonnade and pergola walkways. Native oak trees, sabal and royal palms, and flowering trees will line walks throughout the Project. Refer to sheet L-3 Concept Master Plan.

All good quality existing large specimen oak trees are to be preserved on site when possible. The remaining trees that are unable to be incorporated on site will be donated and transplanted to the neighboring Jaycee park where needed. Refer to sheet L-6 Jaycee Park Off-Site Tree Planting Plan.

The introduction of a new traffic circle at the intersection of Madrugá Avenue, Hardee Road, and Caballero Boulevard will include a sculptural landmark and large date palms and colorful plantings. Decorative paved crosswalks will connect Jaycee Park and the neighboring community to the project. Refer to sheet L-3 Concept Master Plan.

The hotel and resident building will incorporate roof top pool decks and terraces planted with palms, shrubs and groundcovers. The residential building's courtyard will include tall slender palms that are planted within groundcovers inside planters with walls that act as benches. Refer to sheets L-3, L-4, & L-5.

#### **B. Public Outreach and Neighborhood Participation**

The applicant conducted two publicly noticed neighborhood meetings together with multiple small group meetings. Public notice of the neighborhood meetings was mailed to property owners within 1000 linear feet of the development site by the applicant. The Riviera Neighborhood Association (RNA), with whom the applicant has been meeting since early September 2014 asked the applicant's permission to send this notice by email to their membership. The geographic boundary of the RNA is a significantly larger radius than that which is required by the City's Zoning Code. Copies of the applicant notices are attached hereto as Exhibits A and B.

Two noticed meetings were conducted at the Holiday Inn site on November 18, 2014 and December 16, 2014. During the first neighborhood meeting, the applicant and architect Jorge Hernandez presented the project, its design, location, development programs, and initial approaches to traffic calming, access, ingress, and egress. During the November 18th meeting, attendees posed questions about the following:

- Nature and extent of the retail component;
- Truck access;
- Lines of sight and visibility from Hardee;
- Signalization of intersections;
- Lighting;
- Number of hotel rooms;
- Number of residential units;
- Signage and wayfinding;
- Parking and sufficiency thereof; and,
- Height, sunlight, and shadows.

During the December 16th meeting, engineer Tim Plummer presented the access, ingress, and egress plan for the project as well as the proposed turning movements and associated volumes of vehicle trips generated by the project. Attendees posed questions about the following:

- Sufficiency of parking and parking on the swale of Caballero;
- Convention or meeting space at hotel;
- Restaurant and parking for restaurant;

- Amount of commercial square footage;
- Signal timing at the intersection of South Dixie Highway and South Alhambra Avenue;
- Traffic calming and speed bumps;
- Parking for hotel employees;
- Height, zoning, and land use;
- As-of-right development;
- Number of commercial vehicles parking;
- Furnishings in the residential units;
- Shadows;
- Lines of sight and privacy into back yards;
- University of Miami students versus young professionals;
- Pedestrian bridge at Mariposa Avenue; and,
- Whether Walgreens or Publix could be built there

In addition to the questions presented, neighbors expressed opinions about:

- Gables One Tower as an eyesore;
- Difficulty crossing the street at Hardee Road at French Village – east of Maynada Street during the morning; and,
- Concerns over the footbridge at Mariposa Avenue.

Numerous small group follow-up meetings ensued with as few as two neighbors to as many as six neighbors. These meetings – almost **fifty (50)** of them – took place between September 9, 2014 and April 17, 2015. Exhibit C, attached hereto is a compilation of the dates and times of the meetings and the number of those in attendance. At these meetings neighbors further discussed the issues of height, traffic circulation, and protection of the neighborhood streets and adjacent park. In response to these meetings, the applicant and his team significantly redesigned the project in those material respects that follow:

#### **1. Height and Massing**

To address neighborhood concerns about the height and massing of the project, the following revisions to the plan were made:

- The applicant lowered the height of the building through a step down to 8 rather than 9 stories over parking.
- The applicant introduced a two story open arcade and reduced an additional floor in the center of the building's top as it faces on to Madrugá Avenue to give the building more articulation. These changes operate to break down the solidity of the mass and create channels of space for breezes to flow between the pool deck and the open courtyard of the residential structure.
- Additionally, the applicant increased the setback on Madrugá Avenue. More particularly, the Madrugá Avenue setback – which is zero – was enlarged to a setback of 14 feet 10 inches. With this newfound space, the applicant proposes a

planted sidewalk and a verdant pergola to soften and enliven this portion of Madruga Avenue.

## 2. Traffic Circulation, Access, Ingress, Egress

In response to neighbor concerns about traffic cutting through the residential neighborhood, the following revisions to the access, circulation, ingress, and egress plans were made:

- Primary access is located on a major arterial roadway: South Dixie Highway;
- Egress from the parking garage to Madruga Avenue is prohibited; and
- When exiting the hotel valet area, patrons will be prohibited from turning south on Caballero Boulevard.

## 3. Intersection Improvements

In response to neighbor concern about vehicular safety, in addition to those revisions referenced above, the following off-site improvements were made:

- A traffic circle will be constructed at the intersection of Madruga Avenue, Hardee Road, and Caballero Boulevard; Medians and reduced travel land width is proposed to control speed of cars;
- Crosswalks will be installed at the intersection of Caballero Boulevard and Hardee Road; and
- Madruga Avenue will be re-aligned at Hardee Road.

## C. Professional Technical Peer Review

At the suggestion of the City's Planning and Zoning Department, the applicant convened a professional, technical peer review of Paseo De La Riviera ("Peer Review"). The Peer Review took place on the site of the existing Holiday Inn on May 19, 2014. It was conducted by:

- Dean Elizabeth Plater-Zyberk, the former Dean of the University of Miami School of Architecture;
- Professor Charles C. Bohl, the Director of the Knight Program in Community Building at the University of Miami School of Architecture; and,
- Meg Daly, Founder and President of Friends of the Underline.

The City's Director of Planning and Zoning – Mr. Ramon Trias – attended the Peer Review. A court reporter was present, the review was transcribed, and a copy of that transcript is attached hereto as Exhibit D.

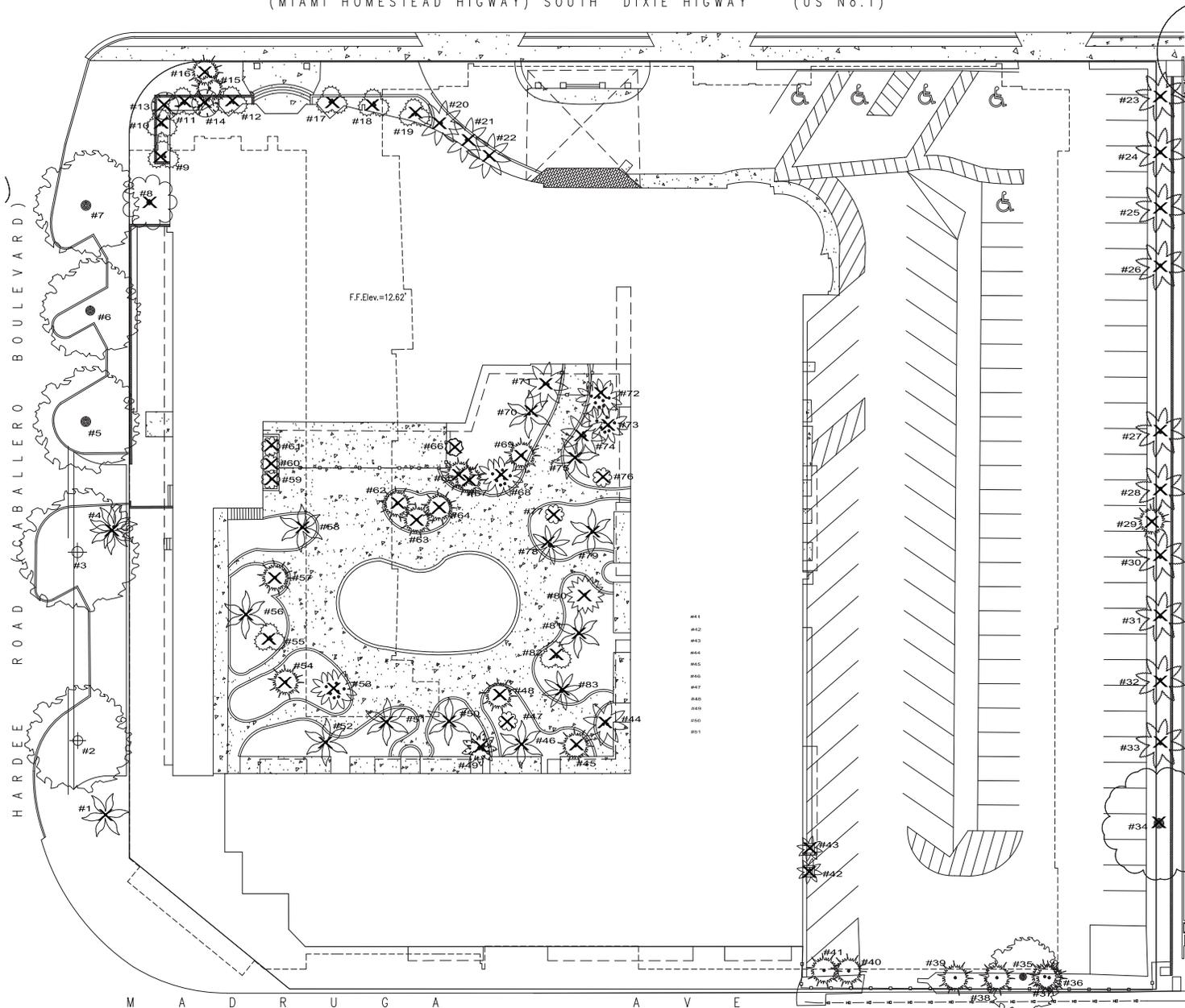
The Peer Review examined the design, density, massing, and mixture of uses for "Paseo De La Riviera" within the context of its location and adjacent existing conditions. The Peer Review considered the existing pattern of development within this portion of the South Dixie

Highway transit corridor and the suitability of this location for development that strategically leveraged the proximity to rapid transit in the form of the Metrorail. The Peer Review also considered whether, or if, the City should transition away from the existing pattern of strip mall development in this location given its proximity to the University of Miami, the Metrorail, the pedestrian bridge, and the Underline. Following discussion on a wide range of topics, the Peer Review concluded and Professor Chuck Bohl summarized his opinion this way:

Given the development pressures on this corridor, both within Coral Gables and in the adjacent properties along U.S. 1 in South Miami, the most important thing that can happen to reset and guide future development is a built example that embodies a new vision for the corridor. This peer review and discussion clearly embraces the Paseo De La Riviera project as that exemplary project. The project provides a model to replace the automobile-dependent, low density, single-use commercial buildings surrounding by parking lots along U.S. 1 with a compact, walkable, transit and bike-oriented place of walkable streets and public spaces defined by good, urban buildings in keeping with Merrick's original vision for the city.

(Ex. D, Tr. 65-66).

(MIAMI HOMESTEAD HIGHWAY) SOUTH DIXIE HIGHWAY (US No.1)



**LEGEND**

- EXISTING TO REMAIN
- TO BE TRANSPLANTED
- X DEMO

**C G HOTEL & APT. DISPOSITION LIST**

No.	Common Name	Botanical Name	Ht.	Sp.	Chk.	Coord.	Bar	Disposition
#1	...	...	...	...	...	...	...	...
#2	...	...	...	...	...	...	...	...
#3	...	...	...	...	...	...	...	...
#4	...	...	...	...	...	...	...	...
#5	...	...	...	...	...	...	...	...
#6	...	...	...	...	...	...	...	...
#7	...	...	...	...	...	...	...	...
#8	...	...	...	...	...	...	...	...
#9	...	...	...	...	...	...	...	...
#10	...	...	...	...	...	...	...	...
#11	...	...	...	...	...	...	...	...
#12	...	...	...	...	...	...	...	...
#13	...	...	...	...	...	...	...	...
#14	...	...	...	...	...	...	...	...
#15	...	...	...	...	...	...	...	...
#16	...	...	...	...	...	...	...	...
#17	...	...	...	...	...	...	...	...
#18	...	...	...	...	...	...	...	...
#19	...	...	...	...	...	...	...	...
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#78	...	...	...	...	...	...	...	...
#79	...	...	...	...	...	...	...	...
#80	...	...	...	...	...	...	...	...
#81	...	...	...	...	...	...	...	...

**EXISTING TREE - DISPOSITION PLAN**  
SCALE: 1/8" = 1'-0"

PROJECT TITLE: PASO DE LA RIVIERA 130 S. DIXIE HIGHWAY CORAL GABLES, FL.  
 DRAWN BY: GEOMANTIC  
 CHECKED BY: GEOMANTIC  
 DATE: 12/22/14  
 PROJECT NO.:  
 SHEET NO.:  
 TOTAL SHEETS:

**LANDSCAPE**  
 EXISTING TREE - DISPOSITION PLAN

GEOMANTIC  
 LANDSCAPE ARCHITECTURE  
 ROBERT JARLEY A.S.A.  
 1300 S.W. 15TH AVENUE, SUITE 100  
 MIAMI, FL 33135  
 PHONE: 305.859.1111 FAX: 305.859.1112

CABALLERO BOULEVARD



NORTH PROPERTY LINE



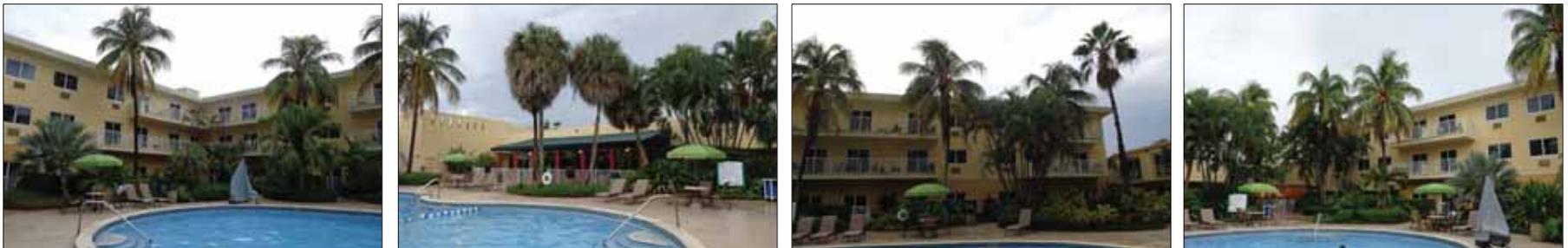
SOUTH DIXIE HIGHWAY



MADRUGA AVENUE



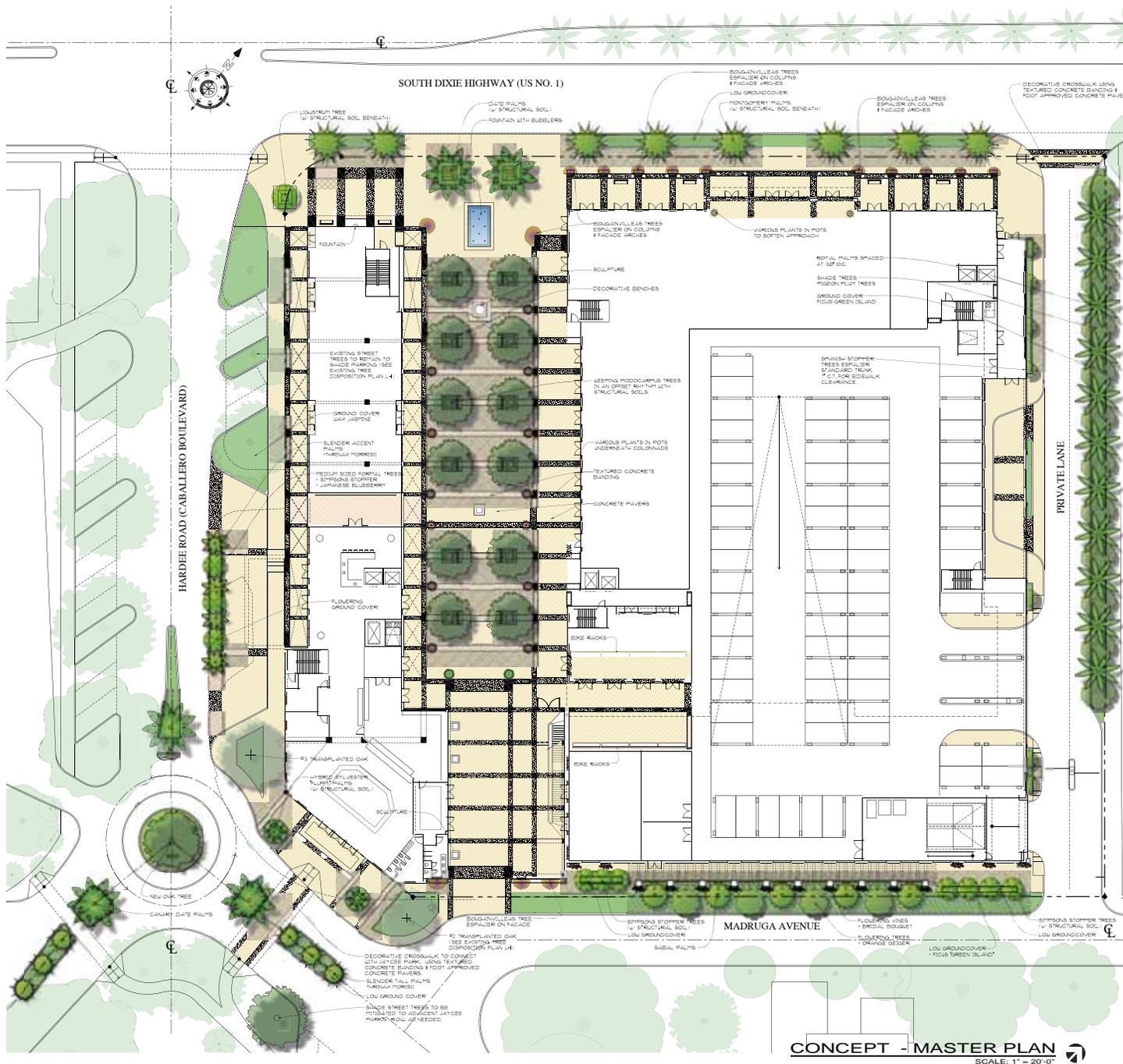
POOL DECK COURTYARD



PROJECT TITLE: PASO DE LA RIVIERA 130 S DIXIE HIGHWAY CORAL GABLES, FL  
 PREPARED BY: NEWBORN GROUP  
 DATE: 12/22/14  
 SCALE: 1/8"=1'-0"  
 DRAWING NO.: 2  
 PROJECT NO.: 122214

LANDSCAPE EXISTING TREE - IMAGES

GEORGE J. MCNEIL  
 LICENSED ARCHITECT  
 ROBERT J. MCNEIL AS LA  
 ARCHITECTS  
 1300 S. DIXIE HWY., SUITE 100  
 CORAL GABLES, FL 33134



**CONCEPT - MASTER PLAN**  
SCALE: 1" = 20'-0"

**LANDSCAPE LEGEND**

Net Lot Area (acre) 2.65 Zoning District: MXD Net Lot Area (S.F.) 115,567

	Required	Provided
A. Square feet of open space required by Chapter 33, as indicated on site plan: Net lot area = 115,567 S.F. x .20% = 23,113.4 S.F.	23,174	83,685
B. Square feet of parking lot open space required by Chapter 18A, as indicated on site plan: No. parking spaces 75 x 10.8 ft per parking space	-	-
C. Total s.f. of landscaped open space required by Chapter 33: A+B=	-	-
<b>LAWN AREA CALCULATION</b>		
A. Total s.f. of landscaped open space: required by Chapter 33	-	-
B. Maximum lawn area (St. Augustine sod) permitted = 20% x <u>23,113.4</u> =	-	-
<b>TREES</b>		
A. No. trees required per net lot acre (Less existing number of trees meeting minimum requirements = 28 trees x net lot acres)	74	81
B. 30% Palms Allowed: (2 palms = 1 tree)	22	(22) 11
C. % Natives Required = No. trees provided x 30%	23	28
D. Street trees (maximum average spacing of 35' o.c.): 1005 linear feet along street / 35 = 28.7	29	29
E. Street trees located directly beneath power lines (maximum average spacing of 25' o.c.): 140 linear feet along street / 25 =	0	0
F. Total number of trees:	x	x
<b>SHRUBS</b>		
A. No. trees required x 10 = No. of shrubs required	740	740 min.
B. No. shrubs allowed x 30% = No. of native shrubs required	222	222 min.

**TREES: 43**  
**PALMS: 29**

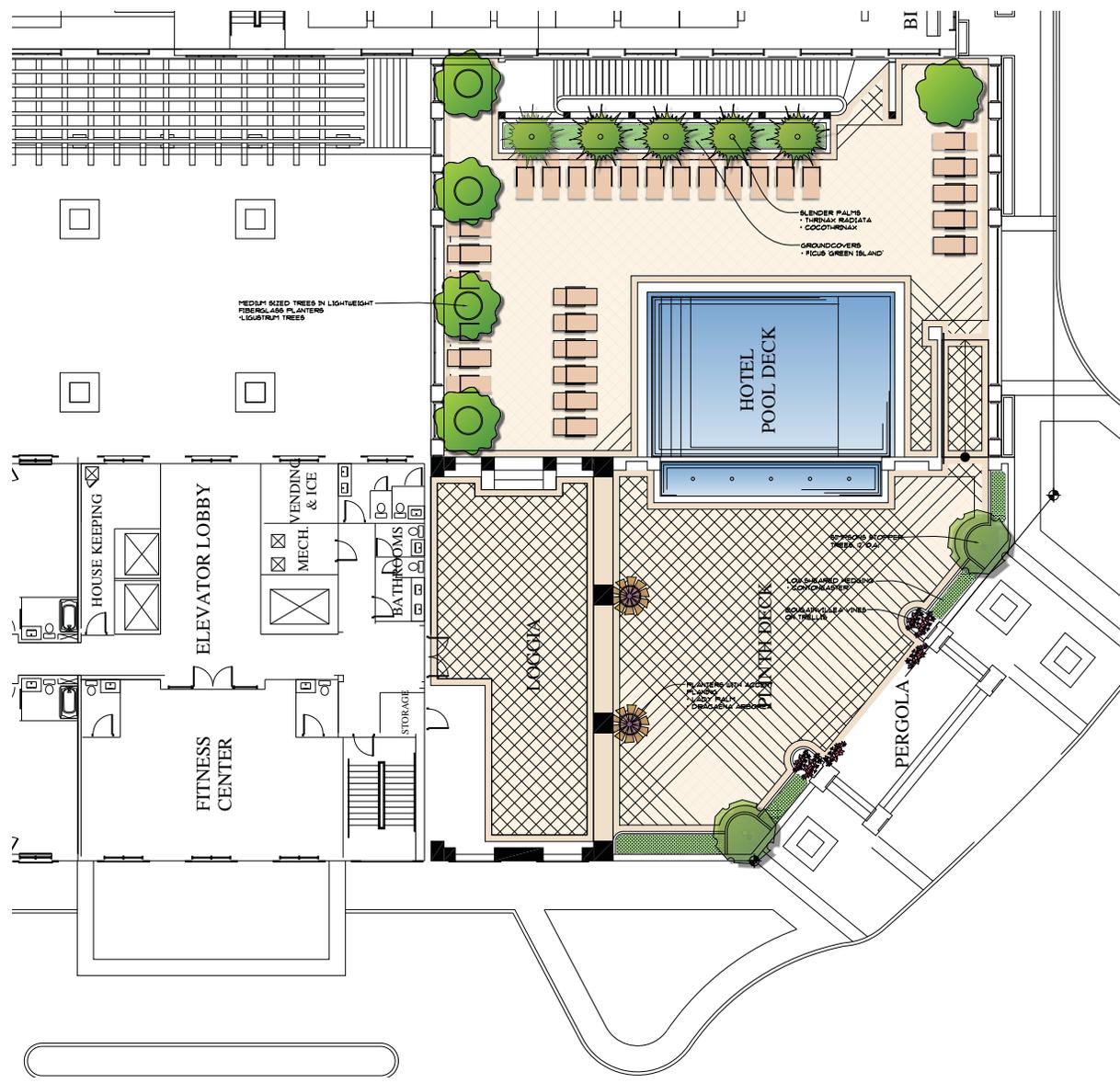
**NOTE:**  
ALL LANDSCAPE AREAS MUST BE ON AN AUTOMATIC IRRIGATION SYSTEM WITH TREE OR PAVEMENT-LITHIUM-BODY COVERAGE AND BODILY COVERED WITH RAIN SENSORS. SYSTEM TO COMPLY WITH FLORIDA'S LOCAL CITY CODES.

CHROMANTIC DESIGNS, INC. LANDSCAPE ARCHITECTURE  
 ROBERT PARKLEY, A.S.L.A.  
 1000 S. W. 10TH AVENUE, SUITE 100  
 MIAMI, FLORIDA 33135  
 PHONE: 305.375.1111 FAX: 305.375.1112

**LANDSCAPE CONCEPTUAL MASTER PLAN**

**PASEO DE LA RIVIERA**  
 100 S. DIXIE HIGHWAY CORAL GABLES, FL

PROJECT DATE: 7/14/15  
 SCALE: 1" = 20'-0"



NOTE:  
ALL LANDSCAPE AREAS MUST BE ON AN AUTOMATIC IRRIGATION SYSTEM FROM THE TIME OF INSTALLATION WITH 100% COVERAGE AND 100% OVERLAP WITH RAIRI SENSORS. SYSTEM TO COMPLY WITH MUNICIPALITY & LOCAL CITY CODES.

TREES: 7  
PALMS: 5

HOTEL POOL & PLINTH DECK - PLAN  
SCALE: 1/8" = 1'-0"

PROJECT TITLE: PASO DE LA RIVIERA 100 S. DDBB HIGHWAY CORAL GABLES, FL  
 ARCHITECT: GEOMANTIC LANDSCAPE ARCHITECTURE ROBERT FARLEY A.S.A.  
 DATE: 1/22/15  
 SHEET TITLE: LANDSCAPE HOTEL POOL & PLINTH DECK - PLAN  
 SHEET NO.: 14  
 SCALE: 1/8" = 1'-0"



TREES & PALMS



Live Oak Tree



Weeping Podocarpus



Ficus Alii



Ficus Amstel king



Simpsons Stopper



Bougainvillea Espalier



Sabal Palmetto Palm



Medjool Date Palms



Montgomery Palms



Cocothrinax Palm



Cabada Palm

SHRUBS, GROUNDCOVERS, & ACCENTS



Jamaican Caper



Dwarf Wild Coffee



Podocarpus



Dwarf Bougainvillea



Coontie Cycad



Ficus 'Green Island'



Foxtail Asparagus



Wax Jasmine



Philodendron Burle Marx



False Agave



Imperial Bromeliad



GEOMATICS  
LANDSCAPE ARCHITECTURE  
ROBERT DANIELY A.S.A.  
MAY 13 1981 - MIAMI, FL, USA  
P. 305.444.1111 F. 305.444.1112

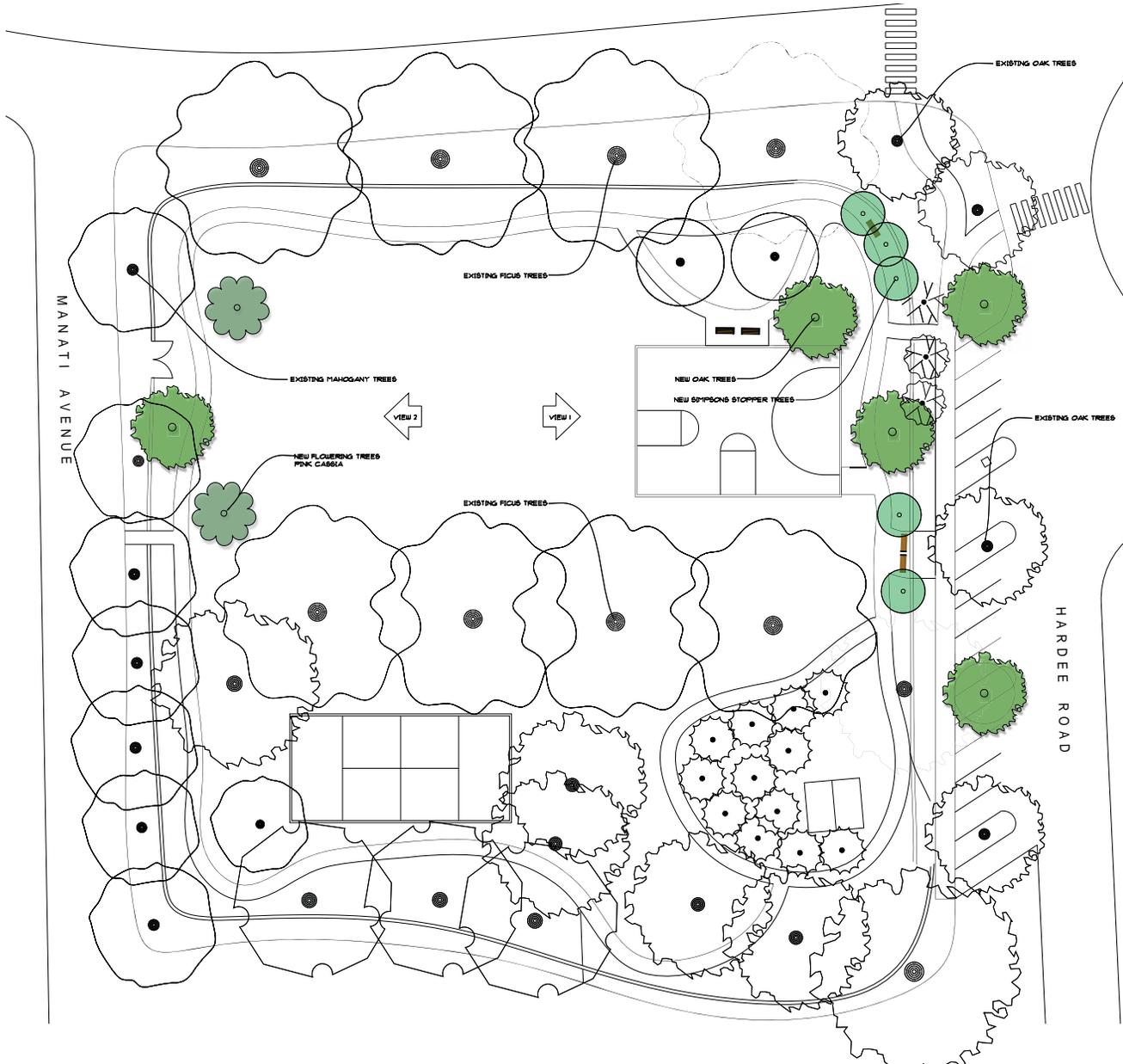
DATE: \_\_\_\_\_  
PROJECT TITLE: \_\_\_\_\_

LANDSCAPE  
CONCEPTUAL PLANTING IMAGES

PASEO DE LA RIVIERA  
130 S. DIXIE HIGHWAY CORAL GABLES, FL

PROJECT TITLE: \_\_\_\_\_  
REVISED DATE: \_\_\_\_\_

DATE: 12/22/14



JAYCEE PARK - OFF SITE TREE PLANTING PLAN  
SCALE: 1" = 20'-0"



VIEW 1 BEFORE



VIEW 1 AFTER

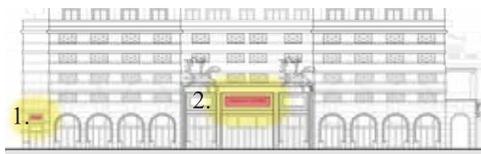


VIEW 2 BEFORE



VIEW 2 AFTER

PROJECT FILE: PASO DE LA RIVIERA 100 S DOBB BREWERY CORAL GABLES, FL  
 DATE: 10/22/14  
 REVISION DATE: / /  
 PROJECT FILE: JAYCEE PARK - OFF SITE TREE PLANTING PLAN  
 DATE: 10/22/14  
 REVISION DATE: / /  
 LANDSCAPE ARCHITECT: GEOMANTIC LANDSCAPE ARCHITECTURE  
 ROBERT FARLEY A.S.A.  
 1000 N.W. 10TH AVENUE, SUITE 100  
 MIAMI, FLORIDA 33136  
 TEL: 305.442.1111  
 WWW.GEOMANTIC.COM



US NO. 1 ELEVATION

1.

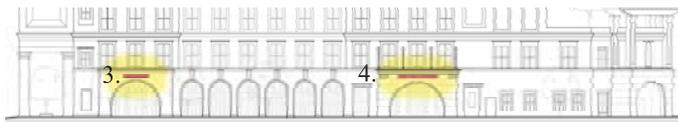


US NO. 1 RESIDENTIAL LOBBY ENTRANCE SIGN

2.



US NO. 1 COMMERCIAL ENTRANCE SIGN



CABALLERO BLVD ELEVATION

3.

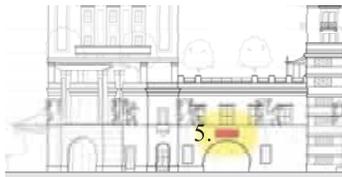


HARDEE ROAD COMMERCIAL ENTRANCE SIGN

4.



HARDEE ROAD HOTEL ENTRANCE AWNING SIGN

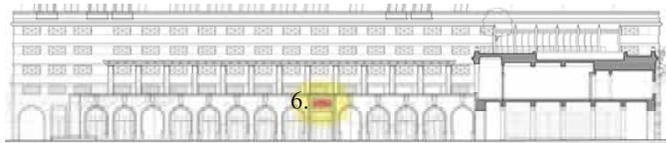


MADRUGA AVE ELEVATION

5.



MADRUGA AVENUE PASEO ENTRANCE SIGN

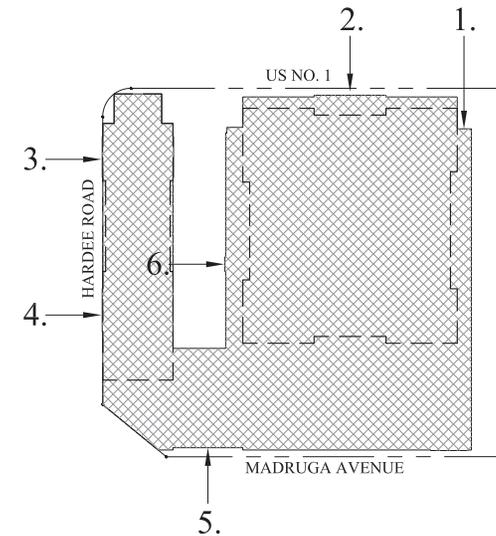


PASEO LOOKING WEST ELEVATION

6.

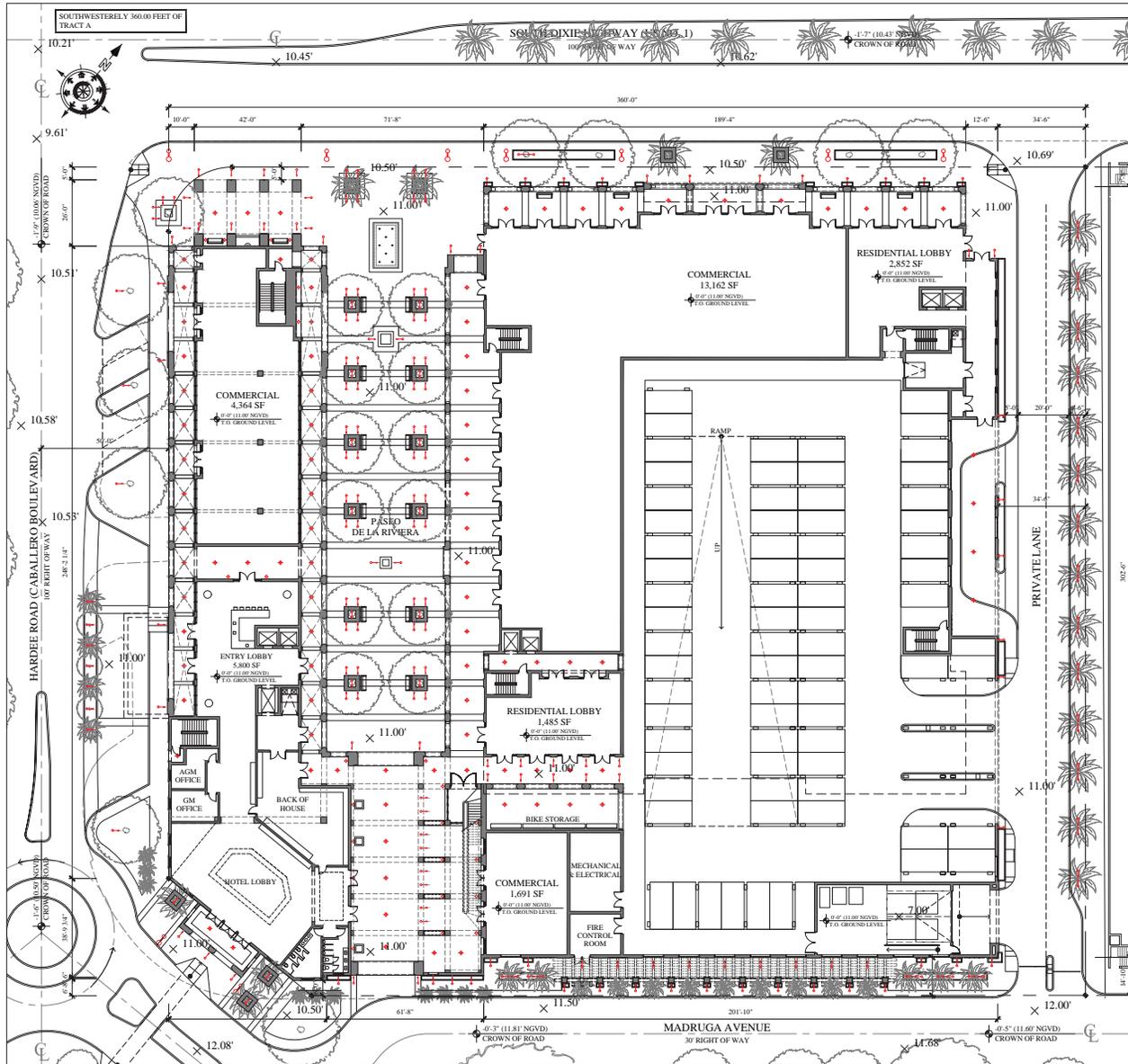


PASEO COMMERCIAL ENTRANCE SIGN



SIGNAGE PLAN  
SCALE: 1/100" = 1'-0"





**GROUND LEVEL LIGHTING PLAN**  
SCALE: 1/20" = 1'-0"

**CUSTOM PENDANT  
FIXTURE INSPIRATION**



CORAL GABLES MUSEUM PENDANT OVERALL



PRIVATE RESIDENCE PENDANT OVERALL

**LAMP POST INSPIRATION**



GRANADA BLVD LAMP POST DETAIL



GRANADA BLVD LAMP POST OVERALL



GRANADA BLVD LAMP POST BASE

**LEGEND**

-  CUSTOM PENDANT FIXTURE
-  DECORATIVE WALL SCONCE
-  DIRECTIONAL LANDSCAPING SPOT LIGHT
-  STREET LAMP FIXTURE

LIGHTING TO COMPLY WITH CITY OF CORAL GABLES PUBLIC WORKS LIGHTING STANDARDS

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**Gensler**  
1000 Peachtree Street, N.E.  
800 Brickell Avenue, Suite 2000  
Coral Gables, Florida 33134  
TEL: 305.370.7000

**PASEO DE LA RIVIERA**  
1500 S.W. 22nd Avenue  
Coral Gables, Florida 33146

**JORGE L. HERNANDEZ  
ARCHITECT**  
DESIGN ARCHITECT  
3377 Palmetto Avenue  
Coral Gables, Florida 33134  
TEL: 305.774.0022

DRAWING:  
GROUND LEVEL LIGHTING PLAN  
DATE:  
02.16.15  
SHEET: A-2.4

SEE: 18931N 805

DECLARATION OF RESTRICTIVE COVENANT

KNOW ALL MEN BY THESE PRESENTS: WHEREAS, the undersigned Coral Park Co. is /are the owner(s) of the following described property situated and being in the City of Coral Gables, Florida:

Lot(s) T R A Block \_\_\_\_\_ of Coral Gables Pavers Sect. A: K Subdivision, according to the plat thereof, as recorded in Plat Book 46 Page 100 of the Public Records of Dade County, Florida, and

WHEREAS, it is the desire of the undersigned to encroach over the public right-of-way at 1350 S. Dixie Hwy with sign(s) and in order to induce the City of Coral Gables to issue a permit for said sign, the undersigned agree(s) to (1) maintain the sign(s) in good repair at all times, (2) save the City harmless and; (3) furnish the City with a policy or certificate of insurance coverage in the minimum limits of \$300,000 each person and \$300,00 each occurrence for the bodily injury and \$250,000 each occurrence on property damage or \$300,000 single limit coverage and naming the city as co-insured under such policy.

NOW, THEREOF, for good and valuable consideration, the undersigned do(es) hereby declare that he/she will not convey or cause to be conveyed the title to the above property without requiring the successor in title to abide by all terms and conditions set forth herein.

FURTHER, the undersigned declare(s) that this covenant is intended and shall constitute a restrictive covenant concerning the use, enjoyment and title to the above property and shall constitute a covenant running with the land and shall be binding upon the undersigned, his/her successors and assigns and may only be released by the City of Coral Gables, or its successor, in accordance with the ordinance of said City then in effect.

IN WITNESS WHEREOF, the undersigned has/have caused \_\_\_\_\_ hand(s) and seal(s) to be affixed hereto on this 28 day of Sept, 1999.

WITNESS(ES) OWNER(S)
[Signature] [Signature]
Sign above and print name here GG Gasco-Gonzalez Sign above and print name here Benoist Castro
[Signature] [Signature]
Sign above and print name here Giovanni Lima Sign above and print name here \_\_\_\_\_

STATE OF FLORIDA:
COUNTY OF DATE )

RECORDED IN OFFICIAL RECORDS BOOK
OF DADE COUNTY, FLORIDA
RECORD NUMBER
HARVEY RUVIN
CLERK, CIRCUIT COURT

I HEREBY CERTIFY that on this day personally appeared before me Benoist Castro who is personally known to me or has produced \_\_\_\_\_ (type of identification) as identification and he/she acknowledge that he/she executed the foregoing, freely and voluntarily, for purposes therein expressed

SWORN TO AND SUBSCRIBED before me on this 28 day of Sept, 1999

My commission expires \_\_\_\_\_ NOTARY SEAL
JUDY HERNANDEZ
NOTARY PUBLIC STATE OF FLORIDA
COMMISSION NO. CC650663
MY COMMISSION EXPIRES JUNE 10, 2001
[Signature]
NOTARY PUBLIC STATE OF FLORIDA

PREPARED BY:

Judy Hernandez
270 NW 4 St
Miami, FL 33132

APPROVED AS TO FORM
[Signature]
Elizabeth M. Hernandez, City Attorney

SIGN COVENANT

00600002253 2000 JUN 03 09:28



The City of Coral Gables

Historical Resources Department

September 26, 2014

Coral Park Co.  
270 NE 4<sup>th</sup> Street  
Miami, FL 33146

Re: 1350 South Dixie Highway, legally described as the Southwesterly 360.00 feet of Tract A, Replat of Part of Coral Gables Riviera Section Part 8

Dear Sirs:

Section 3-1107(g) of the Coral Gables Zoning Code states that "All demolition permits for non-designated buildings and/or structures must be approved by the Historic Preservation Officer or designee. The approval is valid for six (6) months from issuance and shall thereafter expire and the approval is deemed void unless the demolition permit has been issued by the Development Services Department. The Historic Preservation Officer may require review by the Historic Preservation Board if the building and/or structure to be demolished is eligible for designation as a local historic landmark or as a contributing building, structure or property within an existing local historic landmark district. This determination of eligibility is preliminary in nature and the final public hearing before the Historic Preservation Board on Local Historic Designation shall be within sixty (60) days from the Historic Preservation Officer determination of "eligibility." Consideration by the Board may be deferred by mutual agreement by the property owner and the Historic Preservation Officer. The Historic Preservation Officer may require the filing of a written application on the forms prepared by the Department and may request additional background information to assist the Board in its consideration of eligibility. Independent analysis by a consultant selected by the City may be required to assist in the review of the application. All fees associated with the analysis shall be the responsibility of the applicant. The types of reviews that could be conducted may include but are not limited to the following: property appraisals; archeological assessments; and historic assessments."

Therefore, please be advised that after careful research and study of our records and the information you presented the following information has been determined:

**1350 South Dixie Highway, legally described as the Southwesterly 360.00 feet of Tract A, Replat of Part of Coral Gables Riviera Section Part 8, does not meet the minimum eligibility criteria for designation as a local historic landmark. Therefore, the Historical Resources staff will not require review by the Historic Preservation Board if an application is made for a demolition permit.**

This letter is a reissue of the previous letter dated October 13, 2005. Please note that, pursuant to Section 2-705(b)(15) of the Coral Gables Zoning Code, this determination does not constitute a development order and is valid for a period of six (6) months. In the case where the Historic Preservation Officer or designee determines that the property does not meet the minimum eligibility criteria for designation, a permit for the demolition of the property must be issued within the six-month period. Upon expiration of the six-month period, you will be required to file a new application.

Any change from the foregoing may be made upon a demonstration of a change in the material facts upon which this determination was made. If you have any further questions concerning this matter, please do not hesitate to contact this office.

Sincerely,

Dona M. Spain  
Historic Preservation Officer

- cc: Laura L. Russo, Esq., 2655 Le Jeune Road, Suite PH 2-B, Coral Gables, FL 33134
- Craig Leen, City Attorney
- Bridgette Thornton, Deputy City Attorney
- Jane Tompkins, Development Services Director
- Charles Wu, Assistant Development Services Director
- Ramon Trias, Planning & Zoning Director
- William Miner, Building Director
- Virginia Goizueta, Plans Processor Lead
- Historical Significance Request Property File

## CORAL GABLES CONCURRENCY MANAGEMENT

### Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.



Laura L. Russo, Esq.  
1350 South Dixie Hwy  
Coral Gables, FL

Hotel: -155 rooms  
STATUS=P

Date Printed: 10/7/2014  
Development Order: 0  
Record Number: 3253  
Assoc. Demolition Record: 0

#### Zones:

Traffic	Fire Protection	Flood Protection	Parks and Recreation
45	201	X-500	3

#### Concurrency Needs

Minimum Required Elevation (ft): 0

Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	Within Urban Infill Area
Trips	-1627			OK	
Golf Course	0	47.41	0.397990135	OK	
Tennis Courts	0	40.35	3.97989973	OK	
Racquetball Courts	0	6.23	0.51945	OK	
Basketball Courts	0	15.34	1.7076	OK	
Ball Diamonds	0	6.27	1.05865	OK	
Playing Fields	0	7.27	1.05865	OK	
Swimming Pools	0	3.13	0.11945	OK	
Equipped Playing Areas	0	6.34	1.1945	OK	
Special Recreation Facilities	0	93.84	17.914	OK	
Neighborhood Parks (acres)	0	5.62	4.4782	OK	
Mini Parks (acres)	0	0.97	0.2388	OK	
Open Space (acres)	0	1.53	0.5979	OK	
Water Flow (gpm)	3000	3000	3000	OK	

Application Fee: \$190.31  
Application Date: 10/7/2014  
Expiration Date: N/A

Statement Issued by:

Comments: DEMOLISH EXISTING (155) UNIT HOTEL

Although the proposed use for which this Concurrency Statement is issued is located in the Urban Infill Area of the City of Coral Gables, and the Statement does not reflect the actual trips that would be generated for this use, Concurrency Fees are applicable and will be assessed.

## CORAL GABLES CONCURRENCY MANAGEMENT

### Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.



Laura L. Russo, Esq.  
1350 South Dixie Hwy  
Coral Gables, FL

Multi Family Dwellings: 236 units  
Department Store: 14000 Sq Ft.  
Civic Center: 8700 Sq Ft.  
Hotel: 252 rooms  
STATUS=P

Date Printed: 10/7/2014  
Development Order:  
Record Number: 3253  
Assoc. Demolition Record: 0

#### Zones:

Traffic	Fire Protection	Flood Protection	Parks and Recreation
45	201	X-500	3

#### Concurrency Needs

Minimum Required Elevation (ft): 0

Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	Within Urban Infill Area
Trips	5020			OK	
Golf Course	0.039333353	47.41	0.437323488	OK	
Tennis Courts	0.393333294	40.35	4.373233024	OK	
Racquetball Courts	0.05133	6.23	0.57078	OK	
Basketball Courts	0.16874	15.34	1.87634	OK	
Ball Diamonds	0.10561	6.27	1.17426	OK	
Playing Fields	0.10561	7.27	1.17426	OK	
Swimming Pools	0.01118	3.13	0.11945	OK	
Equipped Playing Areas	0.118	6.34	1.3125	OK	
Special Recreation Facilities	1.77	93.84	17.914	OK	
Neighborhood Parks (acres)	0.4425	5.62	4.9207	OK	
Mini Parks (acres)	0.0236	0.97	0.2624	OK	
Open Space (acres)	0.059	1.53	0.6569	OK	
Water Flow (gpm)	3000	3000	3000	OK	

Application Fee: \$190.31  
Application Date: 10/7/2014  
Expiration Date: N/A

Statement Issued by:

Comments: PROPOSED NEW DEVELOPMENT - (236) MULTI-FAMILY UNITS; (14,094) S.F. RETAIL; (8,695) S.F. CONFERENCE CENTER; (4,380) S.F. RESTAURANT AND (252) UNITS HOTEL

Although the proposed use for which this Concurrency Statement is issued is located in the Urban Infill Area of the City of Coral Gables, and the Statement does not reflect the actual trips that would be generated for this use, Concurrency Fees are applicable and will be assessed.

**PASEO DE LA RIVIERA**

Comprehensive Plan Analysis

The vision statement in the City’s Comprehensive Plan is “to continue the City’s vision and mission as a community that is attractive to live, work, play and visit.”

The proposed Mixed Use project Paseo de la Riviera (“Paseo”) implements that vision by virtue of its upscale hotel, residential, fine dining, gallery space, neighborhood retail and beautifully designed activated public space in the form of a central paseo.

The proposed Mixed Use project Paseo de la Riviera is consistent with the goals, policies and objectives of the City of Coral Gables’ Comprehensive Plan.

**Goal FLU-1. Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live and play.**

Paseo continues the tradition of Coral Gables as a vibrant place to work, live and play. It will provide employment and business opportunities at its hotel and retail components. The paseo itself will be the backdrop for 3 sculptures to be enjoyed by the public and will be a gathering spot for cultural activities. The multifamily residential component will provide desirable housing for the working professionals who prefer the Coral Gables lifestyle and the convenience of walkable access to the Metrorail.

Table FLU-4. Mixed-Use land use.

<p><b>Mixed uses are permitted to varying degrees in the multi-family residential, commercial, and industrial land use categories, pursuant to underlying land use regulations and applicable Zoning Code provisions.</b></p> <p><b>The general intent of the MXD is to promote a multi-faceted pedestrian friendly environment comprised of an assortment of uses, including the following:</b></p> <p><b>Residential; Retail/Commercial; Office; Industrial; and Public Open Spaces.</b></p>
--

Paseo is consistent with the intent of the Mixed Use District. It contains residential, commercial and retail uses and public open space in a mix that will enhance the adjacent neighborhood and U.S.1. The paseo feature itself is oriented and designed to attract the nearby residents to walk over.

**Policy FLU-1.3.3. Non-residential uses designated in the Comprehensive Plan which cause significant noise, light, glare, odor, vibration, dust, hazardous conditions or industrial traffic, shall provide buffering such as landscaping, walls and setbacks, when located adjacent to or across the street from incompatible uses such as residential uses.**

The design architect has given special consideration to the portion of the project that is across the street from multi-family and the park. While Madruga Avenue is a street, it has historically functioned for decades as an alley and looks like an alley.

**Objective FLU-1.7. When amendments to the Zoning Code are processed, discourage the proliferation of urban sprawl by including a regulatory framework for encouraging future infill and redevelopment within existing developed areas.**

Paseo is a redevelopment of the Holiday Inn site: the proposed Zoning Code text amendment will allow this project versus a building(s) with a strip shopping center design prototype with parking in front being the focal point.

**Policy FLU-1.7.2. The City shall continue to enforce the Mediterranean architectural provisions for providing incentives for infill and redevelopment that address, at a minimum, the impact on the following issues:**

- Surrounding land use compatibility.**
- Historic resources.**
- Neighborhood Identity.**
- Public Facilities including roadways.**
- Intensity/Density of the use.**
- Access and parking.**
- Landscaping and buffering.**

**Policy HOU-1.2.3. Aesthetic compatibility and visual harmony shall be considered as bona fide criteria in reviewing requests for residential housing.**

**Objective FLU-1.11. Maintain a pattern of overall low density residential use with limited medium and high density residential uses in appropriate areas to preserve the low intensity and high quality character of the residential neighborhoods.**

The high density residential use is appropriate abutting a major roadway as U.S.1 and will serve as a buffer to the medium density and low density residential adjacent to the project.

The project's Mediterranean architecture and elements of the MXD regulations that emphasize Mediterranean elements in the building layout will provide a neighborhood identity, will provide a generous public space with the paseo, various intensities and densities with the hotel, retail and residential uses. Parking and access have been designed to avoid traffic intrusion into the neighborhood. Landscaping will be abundant and add much needed greenery to the site.

**Policy HOU-1.2.6. New development shall be compatible with adjacent established residential areas.**

**Goal HOU-1. Provide a supply of housing that addresses the City's needs that shall include a variety of housing opportunities for all income ranges, provide housing diversity to enhance the City's social and economic growth and continue to be a distinctive, diverse, attractive and desirable place to live.**

The multi-family component will give the working professional a desirable place to live with easily accessible public transit, parks and neighborhood retail uses.



**Concurrency Management System (CMS)**

Miami-Dade County Public Schools

**Miami-Dade County Public Schools**

**Concurrency Management System  
School Concurrency Determination**

MDCPS Application Number: **SP0314120201396** Local Government (LG): **Coral Gables**  
 Date Application Received: **12/2/2014 4:03:14 PM** LG Application Number: **305-460-5236**  
 Type of Application: **Site Plan** Sub Type: **Redevelopment**

Applicant's Name: **Parco de la Riviera**  
 Address/Location: **1350 South Dixie Highway**  
 Master Folio Number: **0341300040021**  
 Additional Folio Number(s):

PROPOSED # OF UNITS: **230**  
 SINGLE-FAMILY DETACHED UNITS: **0**  
 SINGLE-FAMILY ATTACHED UNITS: **0**  
 MULTIFAMILY UNITS: **230**

**CONCURRENCY SERVICE AREA SCHOOLS**

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5401	SUNSET EL - GEORGE CARVER EL - CORAL GABLES EL	137	11	11	YES	Current CSA
962	CORAL GABLES PREPARATORY ACADEMY (MID COMP)	0	6	0	NO	Current CSA
962	CORAL GABLES PREPARATORY ACADEMY (MID COMP)	0	6	0	NO	Current CSA Five Year Plan
6741	POINCE DE LEON MIDDLE	90	6	6	YES	Current CSA
7071	CORAL GABLES SENIOR	-452	8	0	NO	Current CSA
7071	CORAL GABLES SENIOR	115	8	8	YES	Current CSA Five Year Plan

**ADJACENT SERVICE AREA SCHOOLS**

\*An Impact reduction of **21.13%** included for charter and magnet schools (Schools of Choice).

MDCPS has conducted a public school concurrency review for this application and has determined that it **DOES MEET (Concurrency Met)** all applicable LOS Standards for a Final Development order as adopted in the local Government's Educational Element and incorporated in the Interlocal Agreement for Public School Facility Planning in Miami-Dade County.

Master Concurrency Number: **MA0314120201396** Total Number of Units: **230**  
 Issue Date: **12/10/2014 8:00:37 PM** Expiration Date: **12/10/2015 8:00:37 PM**  
 Capacity Reserved: **Elementary:11 / Middle:6 / Senior: 8**

MDCPS Administrator

MDCPS Authorized Signature

1450 NE 2 Avenue, Room 525, Miami, Florida 33132 / 305-995-7634 / 305-995-4760 fax / concurrency@dadeschools.net

## EXECUTIVE SUMMARY

The Paseo de la Riviera project will be located at 1350 S. Dixie Highway (US-1) in Coral Gables, Florida. The site is located within the Gables Re-development Infill District (GRID), the city's traffic concurrency exception area. The project will replace a 155 room hotel with a new 252 room hotel, 236 residential units, 4,380 SF of restaurant space, and 14,094 SF of retail space. The project proposes an onsite parking garage providing 935 parking spaces. The provided parking spaces meet the city's requirement. Access to and from the proposed project will be via a two-way driveway (right-in/right-out) located on S. Dixie Highway (US-1). An additional entrance accessing Madruga Avenue is proposed for valet and service use only. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Coral Gables Public Works Department. For the purpose of this traffic analysis, project build-out is anticipated in 2016.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Coral Gables. The results show that the roadway segment analyzed, Madruga Avenue between Hardee Road and Mariposa Court, currently meets and is projected to meet the city's LOS standards during the AM and PM peak periods.

As with existing and future without project conditions, the minor approach of the US-1 and Caballero Boulevard intersection continues to operate at low levels of service. This is due to the fact that for un-signalized intersections the software tends to overestimate delay measurements for the minor approaches and does not account for gaps in traffic created by the upstream signalized intersections to allow the minor street traffic flow. If the minor approach delays do reach the software estimates, observed behavior shows drivers will find alternate routes. It should be noted that the project only consumes approximately 6% and 8% of the roadway capacity at the northbound approach of the US-1 and Caballero Boulevard intersection during the AM peak and PM peak period respectively.

The eastbound and westbound left turns of the US-1 and Alhambra Circle intersection during existing conditions operates at low levels of service experiencing undesirable levels of delay. However with adjustments to signal timings this intersection is projected to operate within the adopted LOS standards. It should be noted that the project consumes less than 1% of the roadway capacity at the eastbound and westbound approaches of the US-1 and Alhambra Circle intersection during the AM peak and PM peak period. All other intersections analyzed are projected to operate within the city's LOS standard during the morning and afternoon peak periods.

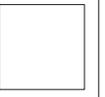
The analysis shows that the project would not adversely impact the roadway link and intersections that were analyzed within the study area. An assessment of circulation as it relates to the valet services during the PM peak hour was performed. The analysis shows that both anticipated queues can be accommodated at each valet drop-off/ pick-up area.



GRAPHIC SCALE IN FEET  
0 50 100 200

-  MIAMI-DADE COUNTY BUS STOP
-  MIAMI-DADE COUNTY METRO RAIL STATION
-  PROJECT LOCATION

LICENSED PROFESSIONAL  
  
 JULIO A. COLLIER, P.E.  
 FLORIDA LICENSE NUMBER  
 72489  
 DATE: \_\_\_\_\_



**Kimley**  **Horn**

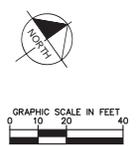
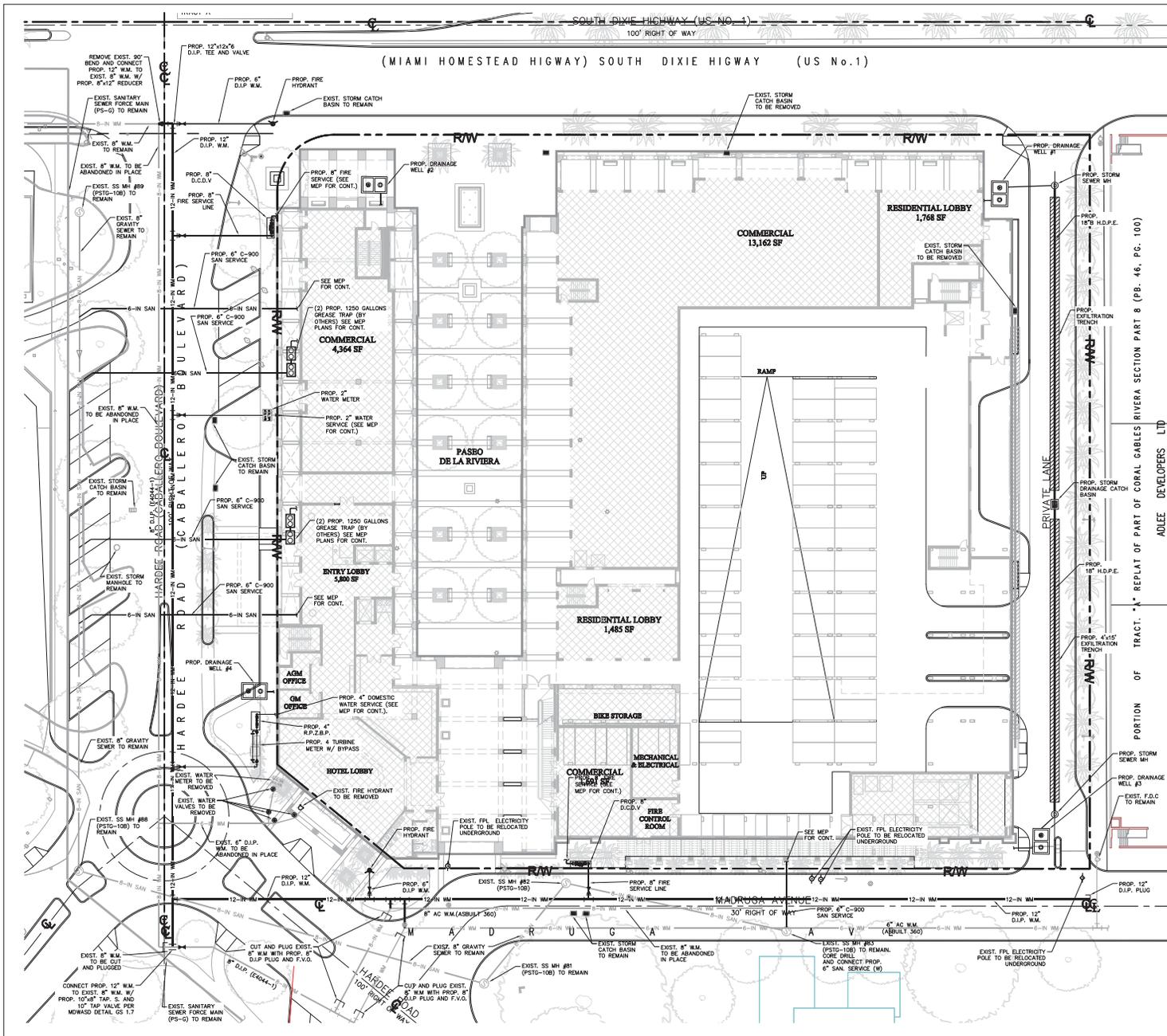
**Gensler**  
 ARCHITECT  
 800 Brickell Avenue, Suite 2300  
 Miami, Florida 33130  
 (305) 410-3700

**PASEO DE LA RIVIERA**  
 ARCHITECT  
 1350 South Dixie Highway  
 Coral Gables, Florida 33146

**JORGE L. HERNANDEZ**  
 ARCHITECT  
 DESIGN ARCHITECT  
 3377 Palmetto Avenue  
 Coral Gables, Florida 33134  
 (305) 774-0022



DRAWING: PUBLIC TRANSPORTATION  
 DATE: 03.03.15  
 SHEET: EX-4



- LEGEND:**
- RIGHT-OF-WAY OR PROPERTY LINE
  - CENTER LINE OF ROADWAY
  - PROPOSED BUILDING
  - EXISTING BUILDING OUTLINE

- NOTES:**
1. DRAWING IS BASED OFF AERIALS AND SURVEYS PROVIDED BY E.R. BROWNELL & ASSOCIATES, INC. DATE 01.03.2014 AND BY CAMPANILE & ASSOCIATES, INC. DATE 03.10.2005.
  2. ALL PROPOSED UTILITIES ARE TO BE INSTALLED UNDERGROUND PER CITY OF CORAL GABLES.

LICENSED PROFESSIONAL

JULIO A. COLLIER, P.E.  
FLORIDA LICENSE NUMBER 72489

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

**Gensler**  
ARCHITECT  
1350 South Dixie Highway  
Coral Gables, Florida 33146  
TEL: 305.345.3300

**PASEO DE LA RIVIERA**  
1350 South Dixie Highway  
Coral Gables, Florida 33146

**JORGE L. HERNANDEZ**  
ARCHITECT  
DESIGN ARCHITECT  
3337 Pammel Avenue  
Coral Gables, Florida 33134  
TEL: 305.774.0022

DRAWING: CONCEPTUAL UTILITIES PLAN  
DATE: 03.03.15  
SHEET: EX-1





Paseo de la Riviera - Neighborhood Meeting

Presenter: NP-International  
Place/Room: The Granada Room at the Holiday Inn

Date: November 18, 2014  
Time: 7:00 PM

NAME	ADDRESS	PHONE	EMAIL
1 Jorge Arrizurieta	111436 ceter Ave	(305) 771-4948	jorgearrizurieta@gmail.com
2 Aristides Abril	1106 Placetas Ave	305-490-3335	arabid@calcas.com
3 Roy & Paula Lyons	6300 Caba Herra Blvd	305-734-7298	roylyons@bellsouth.com
4 Arnoldo Marrero	1205 Maniposa Ave	305-582-7160	arnoldo@earthlink.net
5 Catherine Andrea Colon	1005 Harder Road	305-466-4888	andrea143@aol.com
6 R. Scott Darden	1339 Maniposa	3-292-4944	rscott@scott.com
7 Rachel D. and Baby	1152 Harder Rd		rdandbaby1@aol.com
8 Tony Friguers	1131 Manati Ave		TFRIGUERS@comcast.net
9 Peter Turner	6301 Casablanca Blvd	377-995-6995	turner@sonnet.com
10 Eric Asberlin	6374 Casablanca		
11 Cathy Burnweit	6204 Casablanca		cburnweit@aol.com
12 Patricia Abril	634 Leonide St	305-490-3336	psabrill@calcas.com
13 Patricia Nolan	915 S. Alhambra Cir	305-495-8264	patnolan@earthlink.net
14 Juan Ramirez Jr	1200 S. Alhambra Cir		
15 Josie Ramirez	" "		
16 Howard Taff	" "	305-439-5944	HTAFF@AZTECVOLVOY.COM
17 Al Christolm	1200 Manati Ave	305-678-7712	al@matosystems.com
18 Tracy Kerkovik	935 S. Alhambra Cir	317-771-2538	tracykerkovik@gmail.com
19 Cindy Reisman	1001 " "	316-08-2330	CR15A@1102.com
20 Roberto Newby	1235 S. Alhambra	316-61-5661	Roberto@newby.com
21 Cristina Santa-Cruz	1212 Manati Ave	316-61-6651	csantacruz@fragrances.com
22 Elizabeth and Jerry Marcus	6401 Caballero	305-665-5557	jlmarcus@bellsouth.net
23 Menachem Field	1251 Manati	515-206-4403	Rabbi.Feld@jmail.com
24 Steve Goldstein	" "	" "	" "
25 Orlando Cisneros	7003 N. Westwood Drive S-7218, #1241, PL 31153	305-665-9884	ORCSA@CISNEROS.COM

Paseo de la Riviera - Neighborhood Meeting

Presenter: NP-International  
Place/Room: The Granada Room at the Holiday Inn

Date: November 18, 2014  
Time: 7:00 PM

NAME	ADDRESS	PHONE	EMAIL
26 Javier Vives	1114 Harder Road	(305) 904-3176	JVives@mr.com
27 Michael Joseph Colon	1201 Alhambra Ave	305-667-0723	cheung@pac.com
28 Richard Ebsary	950 Alondra Ave	305-665-5603	richard@foundation.com
29 David Henderson	1205 Maniposa Ave	305-666-4717	david3346@aol.com
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Paseo de la Riviera - Neighborhood Meeting

Presentor: NP-International  
Place/Room: The Granada Room at the Holiday Inn

Date: December 16, 2014  
Time: 7:00 PM

NAME	ADDRESS	PHONE	EMAIL
1. <del>Walter Gordon</del>	1022 ADRIANA	305-665-1929	
2. EVA GORDON	1022 ADRIANA	305-665-1927	
3. ERIC ASERLIND	6304 CABALLERO	375/606-5201	eserlind@bellsouth.net
4. <del>Antonio</del>	1125 HARVEY RD	305-666-4222	
5. ELSIE MIRANDA	1114 ADRIANA	③ 666-9170	
6. ANDREA GATO	1110 ADRIANA	③ 613-7001	
7. TON & SANDY LEWIS	919 ALFONSO	③ 206-2000	
8. <del>Susan</del> SUSAN GERBER	1156 MANATI	③ 667-1130	
9. Richard E. Wobeser	1110 PLACETAS	305-665-5540	
10. SUE KAWALEWSKI	6830 GERTMAN ST	305-978-2233	tuppeople@gmail.com
11. CARLOS COLE	1009 HARVEY RD		
12. Rachel Bibby	1132 HARVEY RD		
13. Luis M. Mejias	1120 ADRIANA AVE 3	322-2968	lmejias58@aol.com
14. REBECCA NEWELL	1010 ADRIANA AVE	305-663-3530	
15. TROY DUBOIS	1240 PLACETAS AVE	305-807-5523	
16. Sander Pata	1237 Placetas Ave	305-663-1676	
17. SARA HUGO	1208 HARVEY RD		
18. SANDRA WOTUS	1228 ADRIANA AVE	305-652-4908	
19. LINDA NORTON	104 HARVEY RD	LG	
20. MONICA VILLAMEDA	1111 ANDRICA	305-668-4286	
21. JOE MULLIN	1222 MANATI AVE	305-667-7001	jmullin@bellsouth.net
22. JOSE & LUCY BANKS	1200 ADRIANA AVE	305-668-4619	lbanks@aol.com
23. Serge Ammirante	1118 Placetas Ave		
24. Stefan Pichler	1225 ADRIANA AVE	773-2176	
25. Gordon Gregory	1217 Placetas	305-661-3543	
A. ESPINO	1236 ADRIANA	305-661-5234	lespia@comcast.net

Paseo de la Riviera Neighborhood Meeting

Presentor: NP-International  
Place/Room: The Granada Room at the Holiday Inn

Date: December 16, 2014  
Time: 7:00 PM

NAME	ADDRESS	PHONE	EMAIL
26. <del>Stuart Rich</del>			
27. STUART RICH	1222 ADRIANA	305-661-8262	
28. Amanda Rich	1222 ADRIANA		
29. Patrick Nunez	915 S. ADRIANA AVE		
30. AL CHOSHOLOM	1200 MANATI AVE	305-648-4712	al@matosakos.com
31. ANTONIO GONZALEZ	1116 ADRIANA AVE	305-799-1717	aggonz@guadalupe.com
32. Michael Loh	1201 ADRIANA AVE		
33. Astrid Weink	1119 Placetas Ave	305-979-3984	awweink@aol.com
34. AMANDA NUNIA	1200 Manate Ave Ebel		
35. Financia Vega	1121 Adriana	713-703-5341	vegaadriana@gmail.com
36. CHAS LEWIS	1233 PLACETAS AVE		
37. Barbara Neumann	1219 Adriana Ave	305-284-1197	
38. Keyla Burnham	1219 Adriana		
39. David Henderson	1205 Manati Ave		davidsh4@aol.com
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# Paseo de la Riviera

TRAFFIC STUDY

## Responses to the Atkins Comments on Behalf of City of Coral Gables (January 13, 2015)

### Re: Review of Paseo de la Riviera Traffic Impact Analysis dated November 2014

1. **Page 1:** In Section 1.1, it is stated that there will be only one access point on US 1 to the property. However, can also access the parking garage on the entrance in Madruga Avenue. Please modify.

*Response: The entrance accessing Madruga Avenue is proposed for valet and service use only. This entrance will have a mechanical arm gate to control access. Text describing this entrance has been added to this section.*

2. **Page 3:** Traffic counts were collected on a typical weekday. However, since this is a hotel and retail shouldn't the counts have been collected on a Friday or Saturday? This area gets very busy on the weekends.

*Response: The traffic counts were collected during the weekdays as agreed on by the city and stated in the approved methodology.*

3. **Page 3:** Under the bullet for traffic counts, please correct the spelling for Caballero Boulevard.

*Response: Text has been revised to show correct spelling.*

4. **Page 6:** In section 2.2 Traffic counts, was the axle factor applied to the volumes as specified in the previous emails from the city? (Please see attached)

*Response: The axle correction factor is applied to the counts when the counting device measures 'number of axles'. The counts collected and received for the analyzed intersections are in 'number of vehicles'. Therefore, the counts do not require an axle correction factor.*

5. **Page 7:** Exhibit 2: At the intersection of US 1 at Caballero Blvd. and Mariposa Court, the diagram is showing NB left turns at the intersection but it should only be a through only. No lefts are allowed at those locations.

*Response: Exhibit 2 has been revised to show the correct lane configurations at the intersections of US 1 at Caballero Boulevard and Mariposa Court.*

6. Page 16: it is stated that the intersection of Caballero Boulevard and US 1 operates at a low level of service due to the software overestimating delay at un-signalized intersections. Was a field observation done to calibrate the model and show the true conditions out in the field? What is occurring today?

Response: As mentioned, the software overestimates delays at un-signalized intersections. Field review of existing conditions do not show excessive delays.

7. Page 16: at the intersection of US 1 and Alhambra Circle, it is mentioned that it operated at low level of service during the PM peak period and that signal timings would have to be adjusted. Has this been discussed with Miami Dade County Traffic and Signs division and will it be taken care prior to this new development? As noted in Exhibit 9, the peak LOS for this project was determined with the adjustments to the timings.

Response: Signal timing improvement will be coordinated with Miami-Dade County once the project is approved.

8. Page 18: 10% transit adjustment was used for this project. Was this approved by the city?

Response: The proposed site is located directly in front of the University of Miami Coral Gables campus and the University Metrorail Station. It is an area where pedestrian activity is common between the existing site and surrounding properties. Furthermore, US Census Bureau data for Miami-Dade County show that 10% of the population uses other modes of transportation (transit, walking, bicycling).

9. Page 19: Exhibit 10

a. For the Land Use of apartments and specialty retail, why weren't the equations used instead of the rate.

Response: The ITE Handbook recommends using the regression equation when the data plot has at least 20 points. Both of these proposed land uses have a very limited number of points in the data plot (5 and 7). Therefore, based on engineering judgment, the weighted average rate was used.

b. For the hotel land use, wouldn't it have been more conservative to use rate for occupied rooms vs. rooms?

Response: The occupied-rooms data is difficult to estimate for proposed projects especially when a hotel brand has not been identified. However, even if a conservative occupation rate of 75% is use in the analysis, this will result in a lower trip generation than using hotel-rooms data.

10. Page 22: Exhibit 12: You are showing increase traffic at US 1 and Caballero Blvd and at US 1 and Alhambra Circle. Both these intersections are failing today. What do you suggest for improvements at these locations to accommodate this increase in traffic?

Response: Adjustments to signal timing were proposed at the US-1 and Alhambra Circle intersection in order to improve the intersections' existing condition. An additional drop-off/ pick-up area has been proposed accessing the Private Lane which is internal to the proposed site reducing the number of vehicles accessing Caballero Boulevard.

11. Page 24: Exhibit 14: please show the traffic volumes anticipated at the entrance on US 1 to the parking garage and the vehicles entering and exiting the parking garage.

Response: Exhibit 14 has been revised to show traffic volumes at the entrance on US 1.

12. Page 29: Appendix G: the traffic data from Grand Beach Hotel was on a weekday pr weekend? Also, please remove the note at the bottom of the spreadsheet referring to school traffic.

Response: Data was collected on a weekday. The note has been removed from data sheet.

13. Page 11, Section 2.4: For the signal timings for future conditions were the timings optimized or left as existing.

Response: Results for future conditions are shown with signal timing improvements.

14. General Comment: for this traffic study there are some concerns that have not been addressed. This is a large development that is going to impact the near intersections and this report does not really discuss what improvements will be done to help the operations. Please focus on that in your next submittal.

Response: The proposed project is located within the GRID, the city's traffic concurrency exception area. Although there are some intersections that are currently operating at low level of service, the project traffic is not triggering the deficiency. However, the project is proposing the following improvements to enhance the traffic operations in the area:

-Adjustments to signal timing were proposed at the US-1 and Alhambra Circle intersection in order to improve the intersections' existing condition.

-An additional drop-off/ pick-up area has been proposed accessing the Private Lane which is internal to the proposed site reducing the number of vehicles accessing Caballero Boulevard.

-A traffic circle has been proposed at the Caballero Boulevard and Hardee Road intersection to improve overall operation of the intersection.

# Paseo de la Riviera

TRAFFIC STUDY

**PREPARED FOR**  
NP International

**PREPARED BY**  
David Plummer & Associates

**DATE**  
April 2015

**DPA JOB No.**  
14196

## TABLE OF CONTENTS

	<u>Page</u>
List of Exhibits .....	ii
<b>EXECUTIVE SUMMARY</b> .....	iii
<b>1.0 INTRODUCTION</b> .....	1
1.1 Project Background .....	1
1.2 Study Objective .....	1
1.3 Study Area and Methodology .....	3
<b>2.0 DATA COLLECTION</b> .....	5
2.1 Roadway Characteristics .....	5
2.2 Traffic Counts .....	6
2.3 Intersection Data .....	6
2.4 Walking / Other Modes of Transportation .....	9
2.5 Roadway Capacity Analysis .....	9
2.6 Intersection Capacity Analysis .....	10
<b>3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS</b> .....	12
<b>4.0 FUTURE TRAFFIC CONDITIONS</b> .....	13
4.1 Background Traffic .....	13
4.2 Future Without Project Roadway Capacity Analysis .....	14
4.3 Future Without Project Intersection Capacity Analysis .....	16
4.4 Project Trip Generation .....	18
4.5 Project Trip Assignment .....	21
4.6 Future With Project Roadway Capacity Analysis .....	23
4.7 Future With Project Intersection Capacity Analysis .....	25
<b>5.0 QUEUING ANALYSIS</b> .....	27
<b>6.0 CONCLUSIONS</b> .....	33
Appendix A: Site Plan	
Appendix B: Methodology	
Appendix C: Data Collection	
Appendix D: Intersection Capacity Analysis Worksheets	
Appendix E: Committed Development Information	
Appendix F: Project Trip Generation	
Appendix G: Queuing Documentation	

## LIST OF EXHIBITS

<u>Exhibit</u>	<u>Page</u>
1	Location Map..... 2
2	Existing Lane Configurations..... 7
3	Existing AM and PM Peak Period Traffic Volumes ..... 8
4	Existing Roadway Capacity Analysis ..... 9
5	Existing Intersection Capacity Analysis..... 11
6	Committed Developments AM and PM Peak Hour Trip Generation ..... 13
7	Future without Project Roadway Capacity Analysis..... 14
8	Future without Project AM and PM Peak Period Traffic Volumes ..... 15
9	Future without Project Intersection Capacity Analysis ..... 17
10	Project Trip Generation ..... 19
11	Cardinal Distribution Project ..... 21
12	Project Trip Distribution..... 22
13	Future with Project Roadway Capacity Analysis ..... 23
14	Future with Project AM and PM Peak Period Traffic Volumes ..... 24
15	Future with Project Intersection Capacity Analysis ..... 26
16	Project Trip Generation – PM Peak Hour ..... 27
17	West Valet Processing Rate..... 30
17A	West Valet Queue Calculations ..... 30
18	East Valet Processing Rate ..... 31
18A	East Valet Queue Calculations ..... 32

## EXECUTIVE SUMMARY

The Paseo de la Riviera project will be located at 1350 S. Dixie Highway (US-1) in Coral Gables, Florida. The site is located within the Gables Re-development Infill District (GRID), the city’s traffic concurrency exception area. The project will replace a 155 room hotel with a new 252 room hotel, 234 residential units, 4,364 SF of restaurant space, and 14,854 SF of retail space. The project proposes an onsite parking garage providing 838 parking spaces. The provided parking spaces meet the city’s requirement. Access to and from the proposed project will be via a two-way driveway (right-in/right-out) located on S. Dixie Highway (US-1). An additional entrance accessing Madruga Avenue is proposed for inbound residence, valet-return, and service use only. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Coral Gables Public Works Department. For the purpose of this traffic analysis, project build-out is anticipated in 2016.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Coral Gables. The results show that the roadway segment analyzed, Madruga Avenue between Hardee Road and Mariposa Court, currently meets and is projected to meet the city’s LOS standards during the AM and PM peak periods.

As with existing and future without project conditions, the minor approach of the US-1 and Caballero Boulevard intersection continues to operate at low levels of service. This is due to the fact that for un-signalized intersections the software tends to overestimate delay measurements for the minor approaches and does not account for gaps in traffic created by the upstream signalized intersections to allow the minor street traffic flow. If the minor approach delays do reach the software estimates, observed behavior shows drivers will find alternate routes. It should be noted that the project only consumes approximately 6% and 8% of the roadway capacity at the northbound approach of the US-1 and Caballero Boulevard intersection during the AM peak and PM peak period respectively.

The eastbound and westbound left turns of the US-1 and Alhambra Circle intersection during existing conditions operates at low levels of service experiencing undesirable levels of delay. However with adjustments to signal timings this intersection is projected to operate within the adopted LOS standards. It should be noted that the project consumes less than 1% of the roadway capacity at the eastbound and westbound approaches of the US-1 and Alhambra Circle intersection during the AM peak and PM peak period. All other intersections analyzed are projected to operate within the city's LOS standard during the morning and afternoon peak periods.

The analysis shows that the project would not adversely impact the roadway link and intersections that were analyzed within the study area. An assessment of circulation as it relates to the valet services during the PM peak hour was performed. The analysis shows that both anticipated queues can be accommodated at each valet drop-off/ pick-up area.

## 1.0 INTRODUCTION

### 1.1 Project Background

The Paseo de la Riviera project will be located at 1350 S. Dixie Highway (US-1) in Coral Gables, Florida (See Exhibit 1). The site is located within the Gables Re-development Infill District (GRID), the city's traffic concurrency exception area. The project will replace a 155 room hotel with a new 252 room hotel, 234 residential units, 4,364 SF of restaurant space, and 14,854 SF of retail space. The project proposes an onsite parking garage providing 838 parking spaces. The provided parking spaces meet the city's requirement. Access to and from the proposed project will be via a two-way driveway (right-in/right-out) located on S. Dixie Highway (US-1). An additional entrance accessing Madruga Avenue is proposed for inbound residence, valet-return, and service use only. See Appendix A for site plan. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Coral Gables Public Works Department. For the purpose of this traffic analysis, project build-out is anticipated in 2016.

### 1.2 Study Objective

The purpose of the study is to provide a traffic study that meets the requirements of the city of Coral Gables for the project. This study includes vehicular flow, trip generation, roadway and intersection analyses, and queuing analysis.



■ Project Location

## EXHIBIT 1 Location Map

DAVID PLUMMER & ASSOCIATES



p. 2

### 1.3 Study Area and Methodology

The analysis undertaken follows the study methodology previously discussed with and approved by the city of Coral Gables Public Works Department (See Appendix B). A synopsis of the methodology is as follows:

- Traffic Counts (Intersections) – Two-hour turning movement counts were collected for the AM (7-9 AM) and PM (4-6 PM) hours on a typical weekday at the following intersection:
  - US-1 / Alhambra Circle (S)
  - US-1 / Caballero Boulevard (U)
  - US-1 / Mariposa Court (S)
  - Caballero Boulevard / Hardee Road / Madrug Avenue (U)

S= Signalized  
U=Un-signalized

- Traffic Counts (Segments) - 48-hour machine counts, summarized at 15-minute intervals, were taken during a typical weekday (Tuesday through Thursday only) at the following roadway segments:
  - Madrug Avenue between Hardee Road and Mariposa Court
- Signal Location and Timing – Existing signal phasing and timing for the signalized intersection were obtained from Miami-Dade County.
- Trip Generation – project trips were estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition.
- Trip Distribution / Trip Assignment – Net new external project traffic were assigned to the adjacent street network using the appropriate cardinal distribution from the Miami-Dade Long Range Transportation Plan Update, published by the Metropolitan Planning Organization. Normal traffic patterns were considered when assigning project trips.
- Background Traffic - Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) counts were consulted to determine a growth factor consistent with historical annual growth in the area. The growth factor was applied to the existing traffic volumes to establish background traffic.
- Future Transportation Projects – The 2013 TIP and the 2035 LRTP were reviewed and considered in the analysis at project build-out.

- Committed Developments – The city was consulted to determine any committed development in the vicinity of the project site. Even though the UHealth Gables project has not been approved by the city, traffic associated with the project was considered in the analysis.
- Intersection analysis was done using the Synchro software. Operation analysis at driveways providing access to/from the site was conducted.
- Link / Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual.

## 2.0 DATA COLLECTION

Data collection for this study included roadway characteristics, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

### 2.1 Roadway Characteristics

#### US-1 (South Dixie Hwy/ SR 5)

US 1 (South Dixie Highway/SR 5) is a major state arterial that provides northeast/southwest access throughout Miami-Dade County. Within the project area, US 1 is a two-way, six-lane, divided roadway. On-street parking is not provided along this route. The posted speed limit is 45 mph. The Florida Department of Transportation (FDOT) operates and maintains US 1.

#### Alhambra Circle

Alhambra Circle within the project area is a local roadway that provides northwest/southeast access between Ponce de Leon Boulevard and Granada Boulevard. Alhambra Circle is a two-way, two-lane, undivided roadway with on-street angle parking on portions of the roadway. The city of Coral Gables operates and maintains Alhambra Circle. The posted speed limit is 25 mph.

#### Caballero Boulevard

Caballero Boulevard within the project area is a local roadway that provides northeast/southwest access between US 1 (South Dixie Hwy) and Andora Avenue. Caballero Boulevard is a two-way, two-lane, undivided roadway with on-street angle parking on portions of the roadway. The city of Coral Gables operates and maintains Caballero Boulevard. The posted speed limit is 25 mph.

#### Mariposa Court

Mariposa Court within the project area is a local roadway that provides northeast/southwest access between US 1 (South Dixie Hwy) and Mariposa Avenue. Mariposa Court is a two-way, two-lane, undivided roadway with on-street parallel parking on portions of the roadway. The city of Coral Gables operates and maintains Mariposa Court. The speed limit is not posted within the study limits.

### Hardee Road

Hardee Road within the project area is a local roadway that provides east/west access between Le Jeune Road and Caballero Boulevard. Hardee Road is a two-way, two-lane, undivided roadway. On-street parking is not provided. The city of Coral Gables operates and maintains Hardee Road. The speed limit is 30 mph within the study limits.

### Madrugá Avenue

Madrugá Avenue within the project area is a local roadway that provides northeast/southwest access between Hardee Road and Mariposa Court within the study area. Madrugá Avenue is a two-way, two-lane, undivided roadway. On-street parking is not provided. The city of Coral Gables operates and maintains Madrugá Avenue. The speed limit is not posted within the study limits.

## 2.2 Traffic Counts

Forty-eight hour traffic machine counts were collected on September 16<sup>th</sup> through September 17<sup>th</sup>, 2014 at Madrugá Avenue between Hardee Road and Mariposa Court. Vehicle turning movement counts were taken on September 16<sup>th</sup>, 2014 at the study intersections during the AM and PM peak periods. The counts were adjusted to reflect average annual daily traffic conditions using the latest weekly volume adjustment factors were obtained from FDOT. A weekly volume adjustment factor of 1.01 (Miami-Dade County South) corresponding to the dates of the counts was used. Traffic counts and FDOT season factors are provided in Appendix C.

## 2.3 Intersection Data

Signal timing data was obtained from Miami-Dade County for the signalized intersections analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was also conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Existing volumes for the morning and afternoon peak periods at the segments and intersections analyzed are shown in Exhibit 3. The signal timings are also provided in Appendix C.



■ Project Location

## EXHIBIT 2 Existing Lane Configurations

## 2.4 Walking / Other Modes of Transportation

Pedestrian activity is an essential element within the study area. The project site is just south of the University of Miami Coral Gables campus. The University Metrorail Station is located directly north, approximately 0.1 miles from the project site. The study area is also serviced by Miami-Dade transit bus routes 48, 56, and 500. The closest Miami-Dade transit bus stop is approximately 0.1 miles from the project site. The project site is located in an area where pedestrian activity is common between existing site and surrounding properties.

## 2.5 Roadway Capacity Analysis

The FDOT's generalized service volume tables provide the maximum volume for a specific Level of Service (LOS). LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition.

The proposed project is located within the city of Coral Gables Redevelopment and Infill District (GRID), which is a Transportation Concurrence Area established by the city to promote development within its boundaries. In essence, this ordinance establishes that roadways within the geographical area of the GRID are exempt from the citywide traffic LOS Standards.

Exhibit 4 shows roadway link analysis for the segment based on the FDOT generalized peak hour directional service volume tables. This roadway segment currently operates within the city's LOS standards (LOS E).



**EXHIBIT 3**  
Existing Peak Period Traffic Volumes

**Exhibit 4**  
Existing Roadway Capacity Analysis  
Weekday AM and PM Peak Period Conditions

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV <sup>1</sup>	Meet LOS Std?
Madruga Avenue between Hardee Road and Mariposa Court	EB	1LD	36	133	E	640	Yes
	WB	1LD	75	42	E	640	Yes

<sup>1</sup> *Madruga Avenue*: Class II Arterial 1 Lanes -20% for No Exclusive Right/Left Turns (800 vph \* 0.8 = 640 vph)

## 2.6 Intersection Capacity Analysis

The Synchro software was used to perform intersection capacity analysis at the analyzed intersections. Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. Exhibit 5 shows the resulting LOS for existing conditions during morning and afternoon peak periods.

The results show that the minor approach of the US-1 and Caballero Boulevard intersection currently operates at low levels of service experience undesirable levels of delay. This is due to the fact that for un-signalized intersections the software tends to overestimate delay measurements for the minor approaches and does not account for gaps in traffic created by the upstream signalized intersections to allow the minor street traffic flow. If the minor approach delays do reach the software estimates, observed behavior shows drivers will find alternate routes. The eastbound and westbound left turns of the US-1 and Alhambra Circle intersection during existing conditions operates at low levels of service experiencing undesirable levels of delay. All other intersections operate within the city's LOS standards (LOS E). Analysis worksheets are included in Appendix D.

**Exhibit 5**  
**Existing Intersection Capacity Analysis**  
**Weekday AM and PM Peak Period Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1 / Alhambra Circle	S	NB	E	E	E
		SB	D	E	E
		EB	C	B	E + 50
		WB	B	B	E + 50
		<i>Overall</i>	<b>C</b>	<b>B</b>	N/A
US-1 / Caballero Boulevard	U	NB	F	F	E
US-1 / Mariposa Court	S	NB	D	D	E
		EB	B	B	E + 50
		WB	B	B	E + 50
		<i>Overall</i>	<b>B</b>	<b>B</b>	N/A
Hardee Road / Madruga Avenue	U	SB	A	A	E
Caballero Boulevard / Hardee Road	U	NB	A	A	E
		SB	A	A	E
		WB	A	A	E

Source: David Plummer & Associates

### 3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The 2014 Miami-Dade County Transportation Improvement Program (TIP) and the 2035 Long Range Transportation Program (LRTP) were reviewed to identify any programmed or planned projects within the limits of the study area established. The 2035 LRTP shows congestion management improvements on US1, from S.W 88<sup>th</sup> Street to I-95. However, this improvement was not considered in analysis.

### 4.0 FUTURE TRAFFIC CONDITIONS

#### 4.1 Background Traffic and Committed Developments

Average Daily Traffic counts published by the Miami-Dade Public Works Department and the FDOT were reviewed to determine historic growth in the area. Historic growth rate documentation is included in Appendix C. This analysis indicated that traffic has a growth rate of 0.7 % in the past years. However, a conservative 1.0% annual growth rate was used for this study.

The city was consulted to determine any committed development in the vicinity of the project site. UHealth Gables (September 2014) was considered for estimating future traffic volumes in this study. Even though this project has not been approved by the city, it was considered a committed development. Exhibit 6 provides a tabulation of AM and PM peak hour trips generated by the committed development, along with the approved land uses. Committed development information is included in Appendix E.

**Exhibit 6  
Committed Development Trip Generation\***

Project	ITE Land Use	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
UHealth Gables	Medical Offices/ Surgery/ Imaging Land Use 720	114,580 SF	216	58	274	92	237	329
	Clinic Land Use 630	74,825 SF	255	68	323	105	283	388
Sub-Total UHC			471	126	597	197	520	717
Transit Use- 5.0%			-24	-6	-30	-10	-26	-36
<b>Net External Trips</b>			<b>447</b>	<b>120</b>	<b>567</b>	<b>187</b>	<b>494</b>	<b>681</b>

\* Committed development documentation is included in Appendix E.

#### 4.2 Future without Project Roadway Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 7 shows the future without project AM and PM peak period traffic at the analyzed roadway segment. Exhibit 8 shows the projected roadway volumes for future without project traffic.

**Exhibit 7**  
**Future without Project Roadway Capacity Analysis**  
**Weekday AM and PM Peak Period Conditions**

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV <sup>1</sup>	Meet LOS Std?
Madruga Avenue between Hardee Road and Mariposa Court	EB	1LD	37	136	E	640	Yes
	WB	1LD	77	43	E	640	Yes

<sup>1</sup>Madruga Avenue: Class II Arterial 1 Lanes -20% for No Exclusive Right/Left Turns (800 vph \* 0.8 = 640 vph)



### EXHIBIT 8

Future Without Project Peak Period Traffic Volumes

### 4.3 Future Without Project Intersection Capacity Analysis

Future without project conditions was obtained by adding background traffic to existing traffic. Exhibit 8 also shows the projected turning movements for future without project traffic. Exhibit 9 shows the resulting LOS for morning and afternoon peak conditions for future without project.

The minor approach of the US-1 and Caballero Boulevard intersection continues to operate at low levels of service experience undesirable levels of delay. As previously mentioned this is due to the fact that for un-signalized intersections the software tends to overestimate delay measurements for the minor approaches and does not account for gaps in traffic created by the upstream signalized intersections to allow the minor street traffic flow. If the minor approach delays do reach the software estimates, observed behavior shows drivers will find alternate routes.

The eastbound and westbound left turns of the US-1 and Alhambra Circle intersection continue to operate at low levels of service experiencing undesirable levels of delay. For the future without project conditions, the southbound approach of the US-1 and Alhambra Circle intersection operates at low levels of service experiencing undesirable levels of delay during the PM peak period. This is mostly due to the increase in approach traffic volume associated with the traffic generated by the committed development. However with adjustments to signal timings this intersection would operate within the adopted LOS standards. All other intersections operate within the city's LOS standards (LOS E). Capacity worksheets are included in Appendix D.

**Exhibit 9**  
**Future without Project Intersection Capacity Analysis**  
**Weekday AM and PM Peak Period Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
<sup>(1)</sup> US-1 / Alhambra Circle	S	NB	E	E	E
		SB	D	E	E
		EB	C	B	E + 50
		WB	B	B	E + 50
		<i>Overall</i>	<b>C</b>	<b>C</b>	N/A
US-1 / Caballero Boulevard	U	NB	F	F	E
US-1 / Mariposa Court	S	NB	D	E	E
		EB	B	B	E + 50
		WB	A	B	E + 50
		<i>Overall</i>	<b>B</b>	<b>B</b>	N/A
Hardee Road / Madrugá Avenue	U	SB	A	A	E
Caballero Boulevard / Hardee Road	U	NB	A	A	E
		SB	A	A	E
		WB	A	A	E

<sup>(1)</sup> PM Peak LOS with Signal Timing Improvements

Source: David Plummer & Associates

#### 4.4 Project Trip Generation

Trip generation for the proposed project and the existing use was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. See Appendix F for project trip generation worksheets.

The proposed development plan incorporates residential and retail land uses, which can satisfy the work trip, dining, and retail need for some residence, employees and visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates are also included in Appendix F.

The Trip Generation Handbook User's Guide and Handbook includes data on pass-by trips. Pass-by trips are those trips that are attracted from the traffic passing the site on an adjacent street. Since the pass-by trips are already on the street system, the total trip generation from a site was adjusted to estimate the new external traffic actually added to the street system. The average pass-by rate published by ITE for restaurant was used to establish the pass-by component.

The project site is located in an area where pedestrian activity is common between the existing site and surrounding properties. The project site is approximately 0.1 miles south of the University of Miami Coral Gables campus and the University Metrorail Station. The study area is also serviced by Miami-Dade transit bus routes; with the closest stop approximately 0.1 miles from the project site. A 10% adjustment was applied to the trip generation of the proposed uses to account for other modes of transportation. An additional 10% adjustment was applied specifically for apartment pedestrian trips. The project trip generation summary is provided in Exhibit 10.

**Exhibit 10**  
**Project Trip Generation Summary**

Proposed ITE Land Use Designation <sup>1</sup>	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips			
		In	Out	Total	In	Out	Total	
Apartments (Land Use 223)	234 DU	21	50	71	54	38	92	
		Rate = $\frac{0.30 \text{ trips}}{\text{DU}}$			Rate = $\frac{0.39 \text{ trips}}{\text{DU}}$			
		31% In		69% Out	58% In		42% Out	
Hotel (Land Use 310)	252 Rooms	78	56	134	78	73	151	
		Rate = $\frac{0.53 \text{ trips}}{\text{Rooms}}$			Rate = $\frac{0.60 \text{ trips}}{\text{Rooms}}$			
		59% In		41% Out	51% In		49% Out	
Restaurant (Land Use 931)	4,364 SF	0	0	0	22	11	33	
		-			Rate = $\frac{7.48 \text{ trips}}{1000 \text{ SF GFA}}$			
		- In		- Out	67% In		33% Out	
Specialty Retail (Land Use 826)	14,854 SF	0	0	0	17	21	38	
		-			Rate = $\frac{2.71 \text{ trips}}{1000 \text{ SF GLA}}$			
		- In		- Out	44% In		56% Out	
Subtotal Gross Trips		99	106	205	171	143	314	
Transit Trips		10%	-10	-11	-21	-17	-14	-31
Pedestrian Trips (Apartment only)		10%	-2	-5	-7	-5	-4	-9
Internal Capture <sup>2</sup>		0% (AM) 12.4% (PM)	0	0	0	-16	-18	-34
Pass-by Trip <sup>2</sup> (Restaurant only)		44%	0	0	0	-10	-5	-15
<b>Net External Trips (Proposed)</b>		<b>87</b>	<b>90</b>	<b>177</b>	<b>123</b>	<b>102</b>	<b>225</b>	

<sup>1</sup> Based on ITE Trip Generation Manual, Ninth Edition.

<sup>2</sup> Based on ITE Trip Generation Manual User's Guide and Handbook, Ninth Edition

Exhibit 10 - continued

Existing ITE Land Use Designation <sup>1</sup>	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Hotel (Land Use 310)	155 Rooms	48	34	82	48	45	93
Transit/Pedestrian Trips	10%	-5	-3	-8	-5	-4	-9
<b>Net External Trips (Existing)</b>		<b>43</b>	<b>31</b>	<b>74</b>	<b>43</b>	<b>41</b>	<b>84</b>

Proposed Uses	87	90	177	123	102	225
Existing Uses	-43	-31	-74	-43	-41	-84
<b>Net New External Trips</b>	<b>44</b>	<b>59</b>	<b>103</b>	<b>80</b>	<b>61</b>	<b>141</b>

#### 4.5 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 1088 shown in Exhibit 11. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. The distribution can be summarized as followed: 40.92% to the north, 18.31% to the south, 13.11% to the east, and 27.65% to the west. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Project trip distribution for the proposed project is shown in Exhibit 12.

Exhibit 11  
Cardinal Distribution (TAZ 1088)

Direction	Distribution
NNE	27.26%
ENE	11.34%
ESE	1.77%
SSE	5.90%
SSW	12.41%
WSW	18.75%
WNW	8.91%
NNW	13.66%
Total	100.00%

Source: Miami-Dade Long Range Transportation Plan



#### 4.6 Future With Project Roadway Capacity Analysis

Trip assignments in the previous sections and traffic projections for the project were combined to obtain the total traffic on the analyzed roadway segments. Exhibit 13 shows roadway capacity for the future with project during the AM and PM peak periods for the roadway segment analyzed. This segment meets the city's LOS standards (LOS E). Exhibit 14 shows the projected AM and PM roadway volumes.

**Exhibit 13**  
Future with Project Roadway Capacity Analysis  
Weekday AM and PM Peak Period Conditions

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV <sup>1</sup>	Meet LOS Std?
Madruga Avenue between Hardee Road and Mariposa Court	EB	1LD	25	121	E	640	Yes
	WB	1LD	88	60	E	640	Yes

<sup>1</sup>Madruga Avenue: Class II Arterial 1 Lanes -20% for No Exclusive Right/Left Turns (800 vph \* 0.8 = 640 vph)



#### 4.7 Future With Project Intersection Capacity Analysis

The trip assignments in the previous section, traffic projections for the project and background growth were combined to obtain future traffic with project at the analyzed intersections. Exhibit 15 shows the resulting LOS for the morning and afternoon peak conditions for future with project. Capacity worksheets are included in Appendix D. Exhibit 14 also shows the projected turning movement volumes for future with project shows the resulting LOS for morning and afternoon peak conditions for future without project.

As with existing and future without project conditions, the minor approach of the US-1 and Caballero Boulevard intersection continues to operate at low levels of service experience. As previously mentioned this is due to the fact that for un-signalized intersections the software tends to overestimate delay measurements for the minor approaches and does not account for gaps in traffic created by the upstream signalized intersections to allow the minor street traffic flow. If the minor approach delays do reach the software estimates, observed behavior shows drivers will find alternate routes. It should be noted that the project only consumes approximately 6% and 8% of the roadway capacity at the northbound approach of the US-1 and Caballero Boulevard intersection during the AM peak and PM peak period respectively.

The eastbound and westbound left turns of the US-1 and Alhambra Circle intersection continue to operate at low levels of service. The southbound approach of the US-1 and Alhambra Circle intersection also continues to operate at low levels of service. However with adjustments to signal timings this intersection would operate within the adopted LOS standards. It should be noted that the project consumes less than 1% of the roadway capacity at the eastbound and westbound approaches of the US-1 and Alhambra Circle intersection during the AM peak and PM peak period. All other intersections analyzed are projected to operate within the city's LOS standard during the morning and afternoon peak periods.

**EXHIBIT 14**  
Future With Project Peak Period Traffic Volumes

**Exhibit 15  
Future with Project Intersection Capacity Analysis  
Weekday AM and PM Peak Period Conditions**

Intersection	Signalized/ Unsignalized/	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
<sup>(1)</sup> US-1 / Alhambra Circle	S	NB	E	E	E
		SB	D	E	E
		EB	C	B	E + 50
		WB	C	B	E + 50
		<i>Overall</i>	C	C	N/A
US-1 / Caballero Boulevard	U	NB	F	F	E
US-1 / Mariposa Court	S	NB	E	E	E
		EB	A	A	E + 50
		WB	A	A	E + 50
		<i>Overall</i>	A	B	N/A
Hardee Road / Madrugá Avenue	U	SB	A	A	E
Caballero Boulevard / Hardee Road	U	NB	A	A	E
		SB	A	A	E
		WB	A	A	E

<sup>(1)</sup> PM Peak LOS with Signal Timing Improvements

Source: David Plummer & Associates

**5.0 QUEUING ANALYSIS**

The queuing analysis at the project drop-off area was performed based on the methodology outlined in the *Institute of Transportation Engineers (ITE) Transportation and Land Development*. The analysis was performed to determine the number of valet parking attendants required during the peak period of a regular weekday so that the queue does not extend past the entrance (95% confidence level analysis). The potential queue at the drop-off areas of the valet operations was calculated based on the peak hour traffic published by the Institute of Transportation Engineers (ITE) trip generation rates and/or equations for the proposed development plan. The site will provide full valet services at the drop-off / pick-up areas. The valet service at the west drop-off/ pick-up area is provided as a convenience to hotel guest. The valet service at the east drop-off/ pick-up area is provided as a convenience to restaurant, and retail patrons. The project provides sufficient self parking for all uses. For a conservative analysis valet usage was assumed to be 30% of hotel, 20% of restaurant, and 10% of retail. Exhibit 16 provides the total project trip generation at each valet drop-off/pick-up area during the weekday PM peak hour conditions (worst case scenario).

**Exhibit 16  
Paseo de la Riviera - PM Peak Hour  
West valet drop-off/pick-up**

ITE Land Use Designation	Percentage of Trips <sup>(1)</sup>	PM Peak Hour Vehicle Trips		
		In	Out	Total
Hotel (ITE Land Use 310)	30%	21	20	41

**East valet drop-off/pick-up**

Quality Restaurant (Land Use 931)	20%	4	2	6
Specialty Retail (Land Use 826)	10%	2	2	4

(1) Percentage calculated for the Net New Trips

Source: ITE Trip Generation Manual, 9<sup>th</sup> Edition

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The analysis is based on the coefficient of utilization ( $\rho$ ) which is the ratio of the average arrival rate of vehicles to the average service rate.

$$\rho = \frac{\text{Average Demand Rate}}{\text{Average Service Rate}}$$

The average service rate corresponds to the time it will take a valet parking attendant to park or retrieve a vehicle. If the coefficient of utilization is greater than 1, then the calculation will yield an infinite queue length.

The required queue storage ( $M$ ) is determined using the following equation:

$$M = \left\lceil \frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right\rceil - 1$$

In this equation,  $P(x > M)$  is set at 5% to yield a 95% confidence that the queue will not back-up onto the adjacent street.

The west valet drop-off / pick-up area is proposed for hotel guests and the east valet drop-off / pick-up area is proposed for the restaurant and retail guests. Valet parking for the development will be assumed to be 30% of hotel, 20% of restaurant, and 10% of retail. Valet inbound/outbound circulation for both valet areas is included in Appendix G. Valet circulations are described below.

East Valet Drop-off / Pick-up: Valet attendant will exit the east drop-off / pick-up area making a right onto the proposed private drive accessing the parking garage entrance on the right. Outbound valet attendants will exit the parking garage making a left onto the proposed private drive, and left into the east valet drop-off / pick-up area.

West Valet Drop-off / Pick-up: Valet attendant will exit the west drop-off / pick-up area making a right onto Caballero Boulevard and a right onto northbound US-1. Valet attendant will then turn right onto the proposed private drive accessing the parking garage entrance on the right. Outbound

valet attendants will exit the parking garage making a right onto the proposed private drive, then attendants will open a mechanical arm gate (only for valet access) and make a right onto Madruga Avenue. Valet attendant will then turn right onto Caballero Boulevard and right into the west valet drop-off / pick-up area.

Since the driving distance differs for west valet inbound/outbound access, a weighted average of the inbound and outbound driving time was used. The weighted average was based on the trip generation in/out distribution, which was 53% IN and 47% OUT. Similarly the driving distance differs for east valet inbound/outbound access and the trip generation in/out distribution was 60% IN and 40% OUT.

A mechanical arm gate is proposed for the valet return to allow southbound access on Private Lane. According to ULI's Dimensions of Parking (2<sup>nd</sup> Edition) publication, with automated entrances, patrons can pass through the mechanical arm at a rate of 6 to 10 vehicles per minute. For a conservative analysis, 0.25 minute per vehicles was used for the **mechanical arm processing rate**.

The processing rate was calculated by adding the time it will take a valet attendant to process the vehicles (**processing time**), the time it will take him to park or retrieve a vehicle (**driving time**), and the time it will take him to walk to/from the parking area (**walking time**). A processing time of 51 seconds per vehicle was used in the analysis. This information is based on data collected on a hotel in Miami Beach (see Appendix G). The driving time for the valet attendant was calculated on a conservative speed of 10 mph, and the walking time for the valet attendant was calculated on a jogging speed of 6ft/sec. The **mechanical arm time** has a process time of 0.25 minutes per vehicle.

The calculations for the west valet drop-off/pick-up are presented in Exhibit 17.

**Exhibit 17  
West Valet Drop-off/ Pick-up Processing Rate**

**Valet Time (Inbound)**

<b>Processing time:</b>	51 sec / 60 sec / 1 min = <b>0.85 min</b>
<b>Driving time (most distant space):</b>	1170 ft * 1 mile/5280 ft * 1hr/10 miles * 60 min/hr = <b>1.33 min</b>
<b>Walking time:</b>	415ft/6 ft/sec / 60 sec/min = <b>1.15 min</b>
<b>Total</b>	= <b><u>3.33min</u></b>

**Valet Time (Outbound)**

<b>Processing time:</b>	51 sec / 60 sec / 1 min = <b>0.85 min</b>
<b>Driving time (most distant space):</b>	930 ft * 1 mile/5280 ft * 1hr/10 miles * 60 min/hr = <b>1.06 min</b>
<b>Mechanical arm gate time:</b>	= <b>0.25 min</b>
<b>Walking time:</b>	415ft/6 ft/sec / 60 sec/min = <b>1.15 min</b>
<b>Total</b>	= <b><u>3.31 min</u></b>

**Weighted Valet Time**

<b>53% Inbound Valet parking:</b>	0.53*3.33 min = <b>1.76 min</b>
<b>47% Outbound Valet Parking:</b>	0.47*3.31 min = <b>1.56 min</b>
<b>Total</b>	= <b><u>3.32 min</u></b>

An iterative approach was used to determine the minimum number of valet attendants required during the PM peak hour to serve the entering and exiting vehicles that will ensure that the average valet queue will not extend past the property entrance. Exhibit 17A shows the calculations for the west valet drop-off / pick-up area.

**Exhibit 17A  
Paseo de la Riviera  
West Valet Drop-off/ Pick-up Queue Calculations**

$$Q = \text{Processing rate} = \frac{60 \text{ min/hr}}{3.32 \text{ min/process}} = 18.07 \text{ process/hr}$$

$$q = \text{Demand Rate} = 41 \frac{\text{veh}}{\text{hr}}$$

$$N = \text{Service Positions} = 4 \text{ attendants}$$

$$\rho = \text{Utilization factor} = \frac{q}{(NQ)} = \frac{41 \text{ veh/hr}}{4 \times 18.07 \text{ process/hr}} = 0.5671$$

$$Q_m = \text{Table Value} = 0.2499$$

M = queue length which is exceeded 5% of the time [P(x>M)]

$$M = \frac{\ln P(x>M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.2499)}{\ln(0.5671)} - 1 = 1.84, \text{ say } 2 \text{ vehicles}$$

The results of the analysis show that 4 valet attendants would be able to handle the demand during PM peak hour at the west valet drop-off / pick-up area with a queue of approximately 2 vehicles. The proposed west drop-off / pick-up area can accommodate approximately 4 vehicles in queue.

The calculations for the east valet drop-off/pick-up are presented in Exhibit 18.

**Exhibit 18  
East Valet Drop-off/ Pick-up Processing Rate**

**Valet Time (Inbound)**

<b>Processing time:</b>	51 sec / 60 sec / 1 min = <b>0.85 min</b>
<b>Driving time (most distant space):</b>	480 ft * 1 mile/5280 ft * 1hr/10 miles * 60 min/hr = <b>0.55 min</b>
<b>Walking time:</b>	400ft/6 ft/sec / 60 sec/min = <b>1.11 min</b>
<b>Total</b>	= <b><u>2.51min</u></b>

**Valet Time (Outbound)**

<b>Processing time:</b>	51 sec / 60 sec / 1 min = <b>0.85 min</b>
<b>Driving time (most distant space):</b>	600 ft * 1 mile/5280 ft * 1hr/10 miles * 60 min/hr = <b>0.68 min</b>
<b>Walking time:</b>	400ft/6 ft/sec / 60 sec/min = <b>1.11 min</b>
<b>Total</b>	= <b><u>2.64 min</u></b>

**Weighted Valet Time**

<b>60% Inbound Valet parking:</b>	0.60*2.51 min = <b>1.50 min</b>
<b>40% Outbound Valet Parking:</b>	0.40*2.64 min = <b>1.05 min</b>
<b>Total</b>	= <b><u>2.56 min</u></b>

An iterative approach was used to determine the minimum number of valet attendants required during the PM peak hour to serve the entering and exiting vehicles that will ensure that the average valet queue will not extend past the property entrance. Exhibit 18A shows the calculations for the east valet drop-off / pick-up area.

**Exhibit 18A**  
**Paseo de la Riviera**  
**East Valet Drop-off/ Pick-up Queue Calculations**

$$Q = \text{Processing rate} = \frac{60 \text{ min/hr}}{2.56 \text{ min/process}} = 23.44 \text{ process/hr}$$

$$q = \text{Demand Rate} = 10 \frac{\text{veh}}{\text{hr}}$$

$$N = \text{Service Positions} = 2 \text{ attendants}$$

$$\rho = \text{Utilization factor} = \frac{q}{(NQ)} = \frac{10 \text{ veh/hr}}{2 \times 23.44 \text{ process/hr}} = 0.2133$$

$$Q_m = \text{Table Value} = 0.0756$$

M = queue length which is exceeded 5% of the time [P(x>M)]

$$M = \frac{\ln P(x>M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.0756)}{\ln(0.2133)} - 1 = -0.73, \text{ say } 0 \text{ vehicles}$$

The results of the analysis show that 2 valet attendants would be able to handle the demand during PM peak hour at the east valet drop-off / pick-up area with no vehicles on queue. The proposed east drop-off / pick-up area can accommodate approximately 2 vehicles on queue. The site plan is included in Appendix G.

## 6.0 CONCLUSIONS

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Coral Gables. The results show that the roadway segment analyzed, Madruga Avenue between Hardee Road and Mariposa Court, currently meets and is projected to meet the city's LOS standards during the AM and PM peak periods.

As with existing and future without project conditions, the minor approach of the US-1 and Caballero Boulevard intersection continues to operate at low levels of service. This is due to the fact that for un-signalized intersections the software tends to overestimate delay measurements for the minor approaches and does not account for gaps in traffic created by the upstream signalized intersections to allow the minor street traffic flow. If the minor approach delays do reach the software estimates, observed behavior shows drivers will find alternate routes. It should be noted that the project only consumes approximately 6% and 8% of the roadway capacity at the northbound approach of the US-1 and Caballero Boulevard intersection during the AM peak and PM peak period respectively.

The eastbound and westbound left turns of the US-1 and Alhambra Circle intersection during existing conditions operates at low levels of service experiencing undesirable levels of delay. However with adjustments to signal timings this intersection is projected to operate within the adopted LOS standards. It should be noted that the project consumes less than 1% of the roadway capacity at the eastbound and westbound approaches of the US-1 and Alhambra Circle intersection during the AM peak and PM peak period. All other intersections analyzed are projected to operate within the city's LOS standard during the morning and afternoon peak periods.

The analysis shows that the project would not adversely impact the roadway link and intersections that were analyzed within the study area. An assessment of circulation as it relates to the valet services during the PM peak hour was performed. The analysis shows that both anticipated queues can be accommodated at each valet drop-off/ pick-up area.

**Paseo** *de la*  
**Riviera**  
TRAFFIC STUDY

**Appendix A**  
**Site Plan**

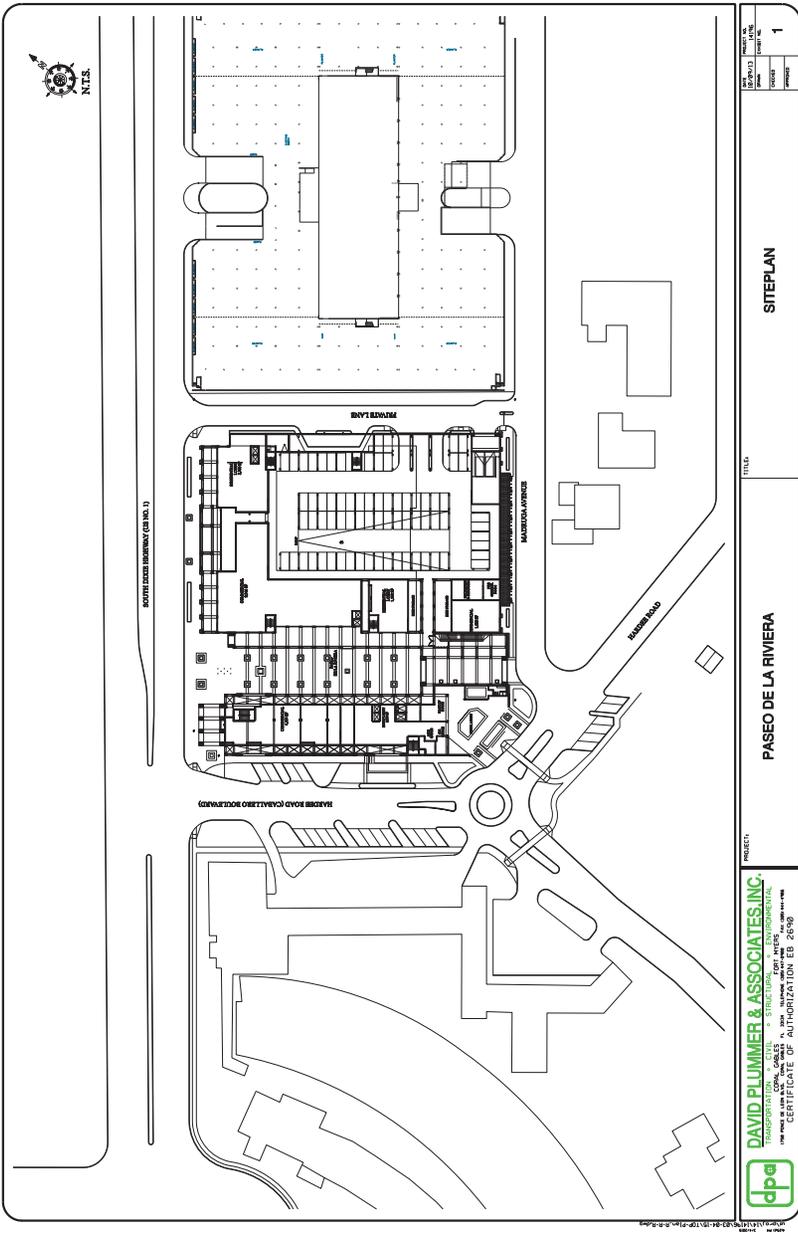
**PREPARED FOR**  
NP International

**PREPARED BY**  
David Plummer & Associates

**DATE**  
April 2015

**DPA JOB No.**  
14196

# Appendix B Methodology



 <b>DAVID PLUMMER &amp; ASSOCIATES, INC.</b> REGISTERED PROFESSIONAL ENGINEERS AND ARCHITECTS 1000 WEST 10TH AVENUE, SUITE 1000, DENVER, CO 80202 CERTIFICATE OF AUTHORIZATION EB 26598	PROJECT:	PASEO DE LA RIVIERA	TITLE:	SITEPLAN	DATE:	11/11/2011
	SHEET NO. 1 TOTAL SHEETS 1					

## Coral Gables Hotel and Apartments Traffic Analysis Methodology

September 9, 2014  
Revised: September 11, 2014

DPA will undertake a Traffic Impact Analysis as required by the City of Coral Gables. The analyses are for the existing conditions, future conditions with committed development, and the future conditions with project and committed developments.

**Location:** The site is located at 1350 S. Dixie Highway (US-1) in Coral Gables, FL.

**Existing Site:** Hotel – 155 rooms

**Proposed Plan:** Hotel – 252 rooms  
Residential – 188 units  
Restaurant – 4,150 SF  
Retail – 15,525 SF

The proposed methodology is outlined below:

- Traffic Counts (Intersections) – Two-hour turning movement counts will be collected for the AM (7-9 AM) and PM (4-6 PM) hours on a typical weekday at the following intersections:
    - US-1 / Alhambra Circle (S)
    - US-1 / Caballero Blvd (U)
    - US-1 / Mariposa Court (S)
    - Caballero Boulevard / Hardee Road / **Madruga Avenue** (U)
- S= Signalized  
U=Un-signalized
- Traffic Counts (Links) – Twenty-four bi-directional machine counts will be collected on Madruga Avenue between Hardee Road and Mariposa Court.
  - Signal Location and Timing – Existing signal phasing and timing for the signalized intersections will be obtained from Miami-Dade County.

- Trip Generation – project trips will be estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition.
- Trip Distribution / Trip Assignment – Net new external project traffic will be assigned to the adjacent street network using the appropriate cardinal distribution from the Miami-Dade Long Range Transportation Plan Update, published by the Metropolitan Planning Organization. Normal traffic patterns will also be considered when assigning project trips.
- Background Traffic - Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) counts will be consulted to determine a growth factor consistent with historical annual growth in the area. The growth factor will be applied to the existing traffic volumes to establish background traffic
- Future Transportation Projects – The 2013 TIP and the 2035 LRTP will be reviewed and considered in the analysis at project build-out.
- Committed Developments – This information will be provided by the city of Coral Gables.
- Intersection analysis will be done using Synchro or the Highway Capacity Software (HCS) based on the 2010 Highway Capacity Manual (HCM). Operation analysis at driveways providing access to/from the site will also be conducted.
- Link /Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual, or other acceptable equivalent.

### QUEUING ANALYSIS

If a gated parking entrance or a drop-off area is proposed, a queuing analysis will be required. The potential queue will be calculated based on the peak hour traffic published by ITE's Trip Generation, 9<sup>th</sup> Edition. The project trip generation for the PM peak hour (the critical inbound hour) will be used for the analysis. The processing time will be determined based on data provided by the gate manufacturer. Data collected and processing time calculation will be included in the study.

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