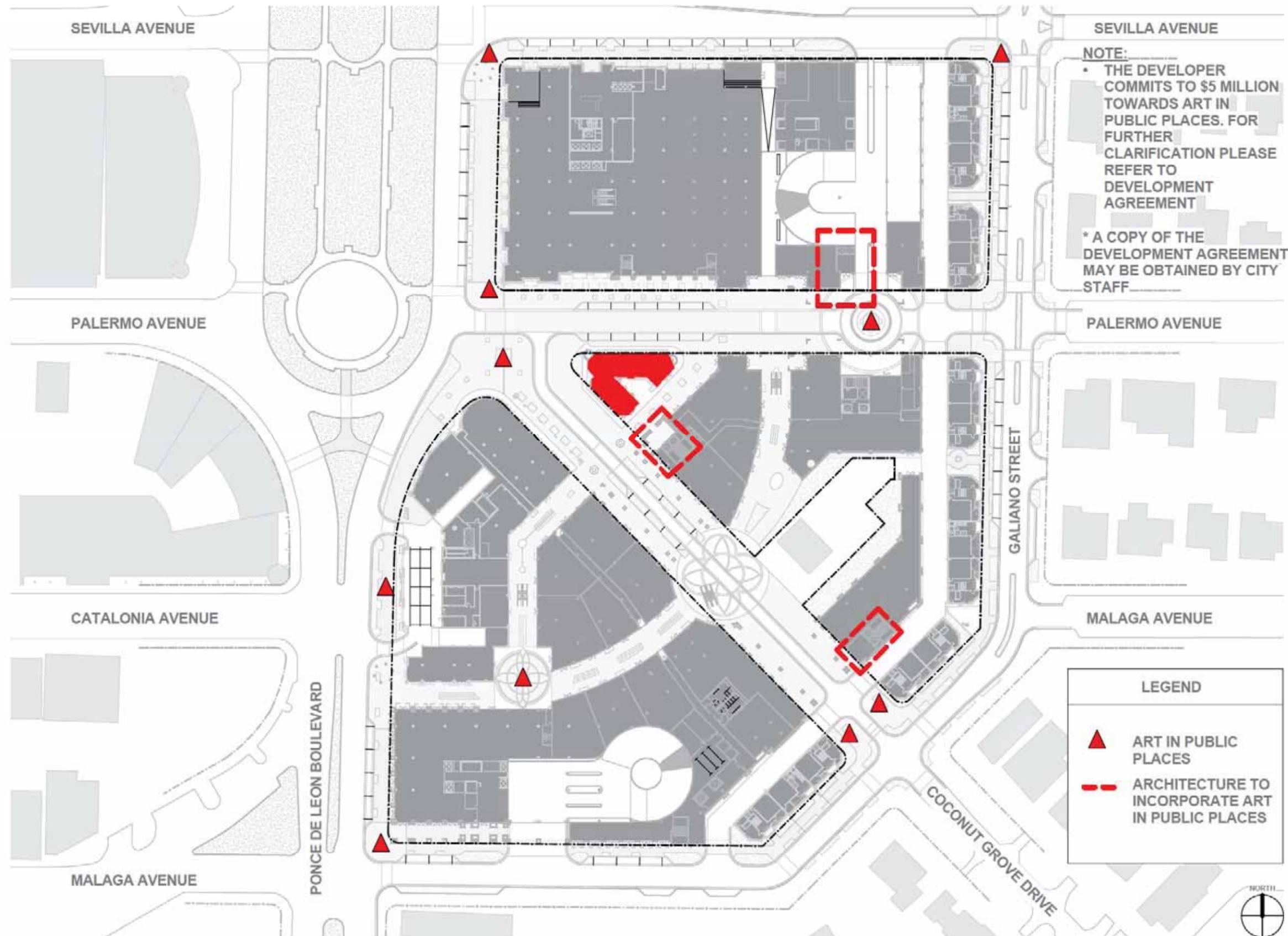


## 6. ART IN PUBLIC PLACES

- Determine the percentage contribution that will be made to the program, above and beyond the current requirements of the Zoning Code, subject to the approval of the Director of Economic and Cultural Development.

**\*THE DEVELOPER HAS AGREED TO PROVIDE \$5 MILLION TOWARDS ART IN PUBLIC PLACES. PLEASE REFER TO THE DEVELOPMENT AGREEMENT FOR FURTHER DETAIL  
A COPY MAY BE OBTAINED BY CITY STAFF**

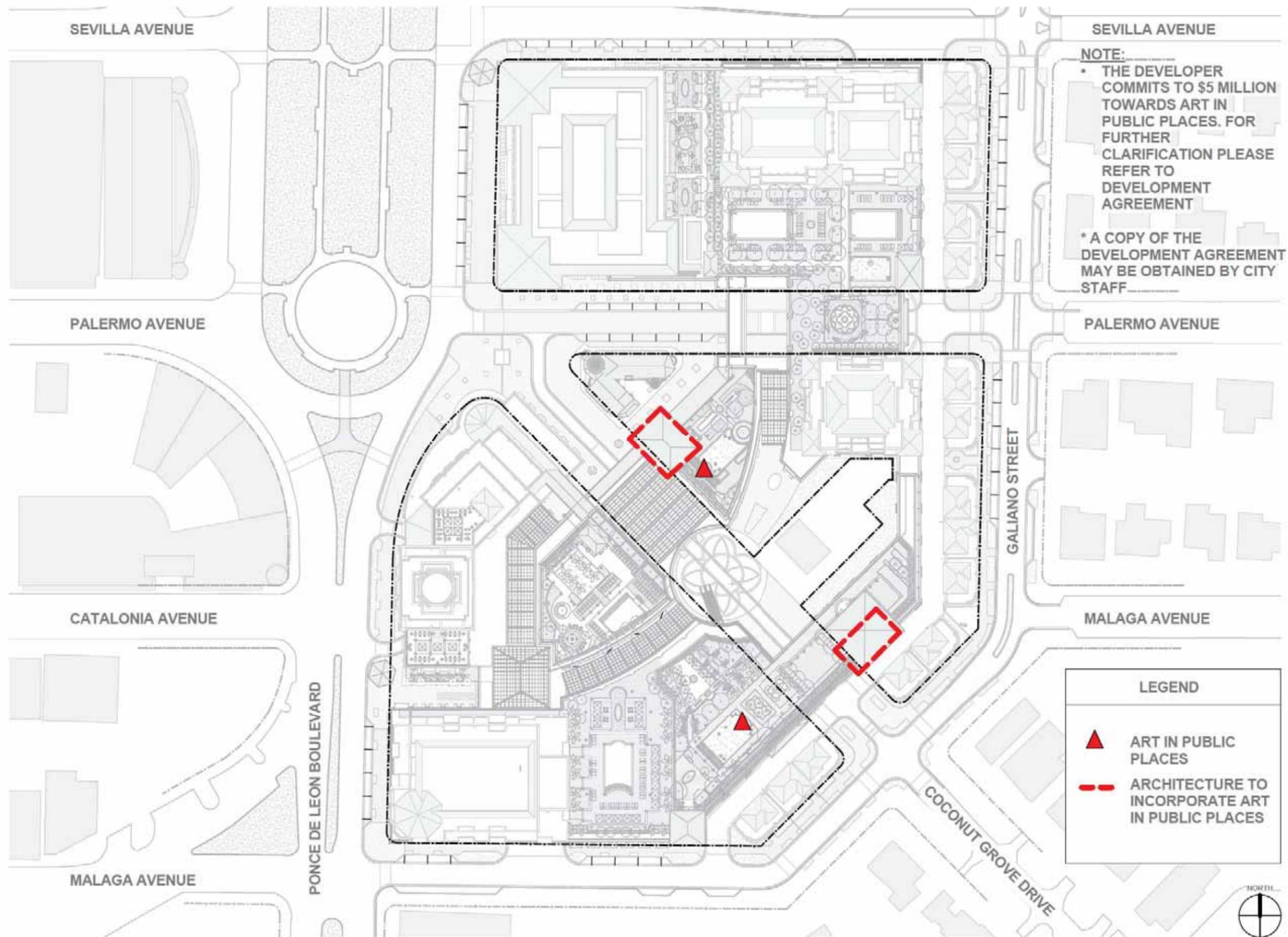
# PUBLIC ART LOCATIONS - GROUND FLOOR



ADDENDUM #1  
CITY COMMISSION  
03/09/15



# PUBLIC ART LOCATIONS - ROOF



SEVILLA AVENUE

**NOTE:**

- THE DEVELOPER COMMITS TO \$5 MILLION TOWARDS ART IN PUBLIC PLACES. FOR FURTHER CLARIFICATION PLEASE REFER TO DEVELOPMENT AGREEMENT
- \* A COPY OF THE DEVELOPMENT AGREEMENT MAY BE OBTAINED BY CITY STAFF

PALERMO AVENUE

MALAGA AVENUE

**LEGEND**

- ▲ ART IN PUBLIC PLACES
- - - ARCHITECTURE TO INCORPORATE ART IN PUBLIC PLACES



## 7. ARTS CENTER BUILDING

- Determine the program for this building and work with the Preservation Officer, Director of Economic and Cultural Development, and the City Manager's office to determine an appropriate public benefit use for this structure, and use of Art in Public Places contributions towards this building.

**\*PLEASE REFER TO THE DEVELOPMENT AGREEMENT  
A COPY MAY BE OBTAINED BY CITY STAFF**



# ARTS CENTER BUILDING



The developer is proposing to incorporate the building into the City's Art in Public Places program by either (a) enlisting a recognized non-profit organization involved in arts and culture to utilize the building or a portion thereof for the exhibiting of works of art, history, or cultural performances to the general public at no charge; or (b) leasing the building to the City at either no or minimal charge for use by the City for the furtherance of the public arts and culture. Under either option, exhibits will need to be curated by a professional staff with the appropriate credentials.

Please refer to Development Agreement for further clarification. A copy may be obtained by city staff.

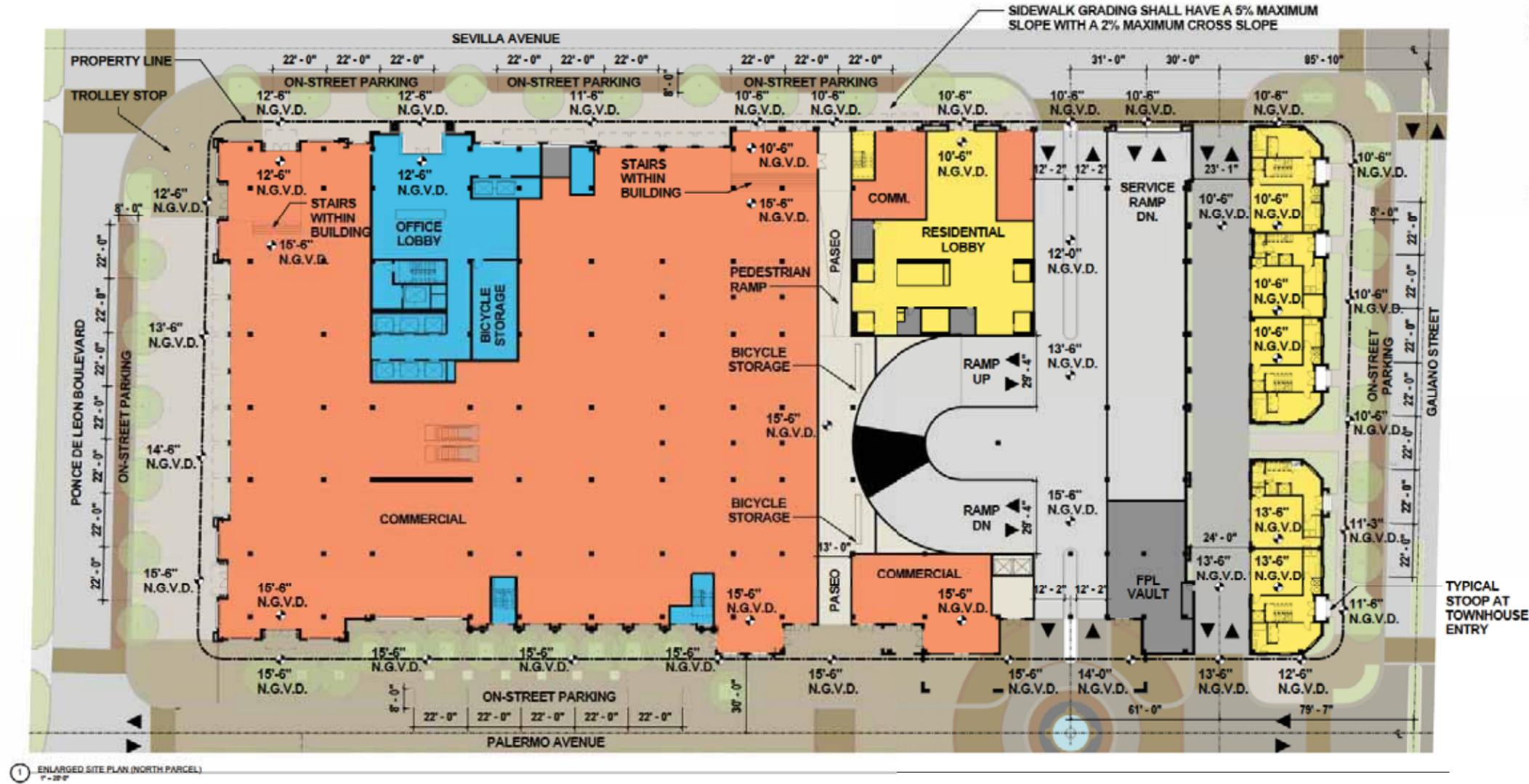


An architectural rendering of a large, multi-story Mediterranean-style building complex. The central focus is a tall, ornate tower with a domed top and classical architectural details. To the left, there's a long, multi-story building with many windows and balconies. In the foreground, there's a street with several cars and a few people walking. The overall scene is set in a bright, clear environment.

## 8. GRADING

**- Grade changes that result from the construction of the underground parking garage shall be addressed and fully explained in a pedestrian open space plan, in particular addressing the sidewalk and storefront entrances along Ponce de Leon Boulevard, Sevilla Avenue, and Malaga Avenue, and around the Arts Center Building and the existing single-family residence. All steps and ramps between levels shall be fully designed and clearly marked on the plans.**

# ARCHITECTURAL SITE PLAN - NORTH PARCEL



**NOTE:**

- SITE PLANS INCORPORATE CONCEPTUAL GRADING FOR ALL BUILDING ENTRANCES TO BE FLUSH WITH PUBLIC SIDEWALKS
- IT IS IN THE BEST INTEREST OF THE DEVELOPMENT FOR ALL SIDEWALKS TO BE FLUSH WITH BUILDING ENTRIES

1 ENLARGED SITE PLAN (NORTH PARCEL)  
1" = 20'

ADDENDUM #1  
CITY COMMISSION  
03/09/15



AGAVE PONCE

# ARCHITECTURAL SITE PLAN - CENTRAL PARCEL



- NOTE:**
- SITE PLANS INCORPORATE CONCEPTUAL GRADING FOR ALL BUILDING ENTRANCES TO BE FLUSH WITH PUBLIC SIDEWALKS
  - IT IS IN THE BEST INTEREST OF THE DEVELOPMENT FOR ALL SIDEWALKS TO BE FLUSH WITH BUILDING ENTRIES

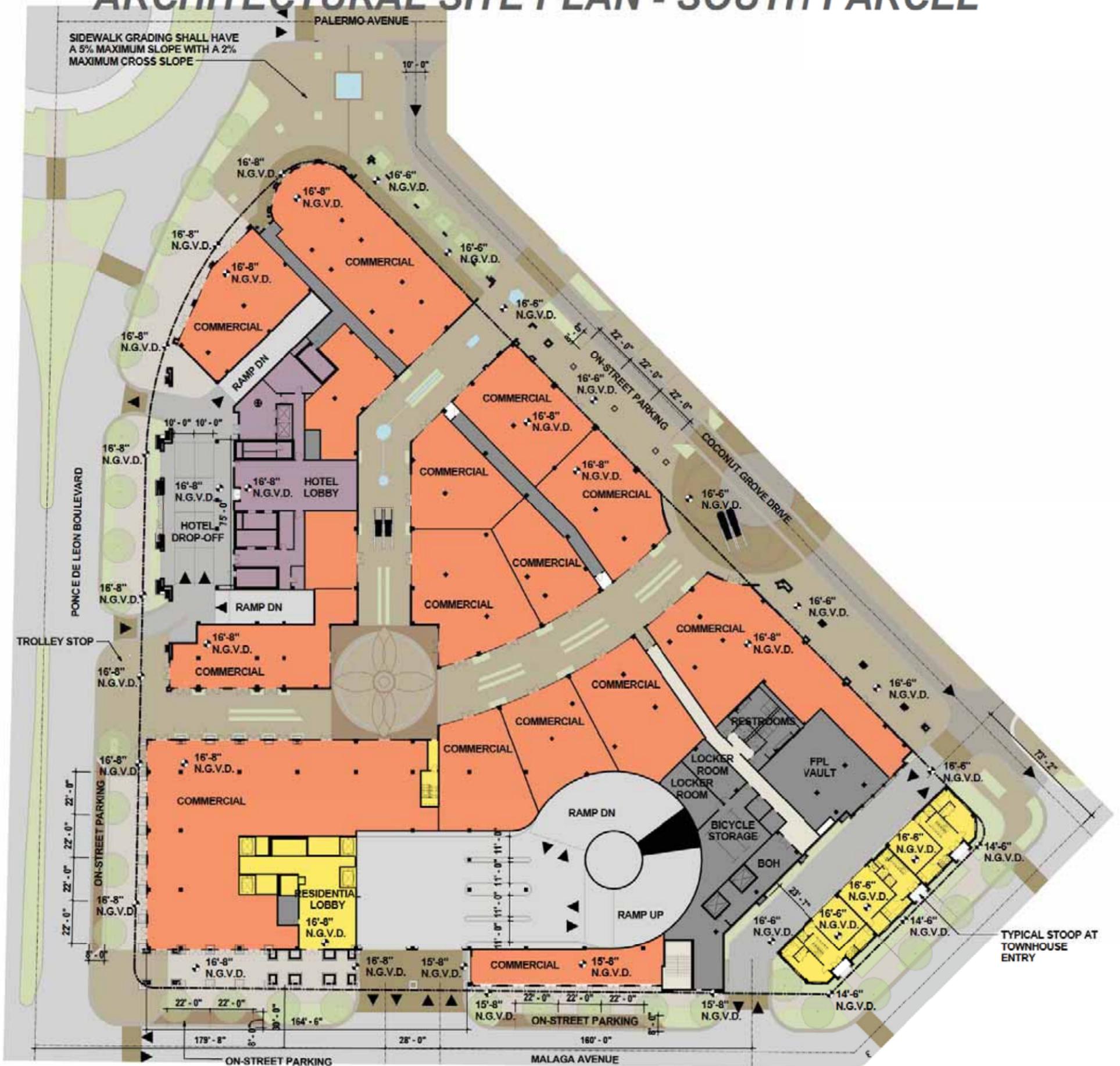
MEDITERRANEAN VILLAGE  
AT PONCE CIRCLE

ADDENDUM #1  
CITY COMMISSION  
03/09/15





# ARCHITECTURAL SITE PLAN - SOUTH PARCEL



- NOTE:**
- SITE PLANS INCORPORATE CONCEPTUAL GRADING FOR ALL BUILDING ENTRANCES TO BE FLUSH WITH PUBLIC SIDEWALKS
  - IT IS IN THE BEST INTEREST OF THE DEVELOPMENT FOR ALL SIDEWALKS TO BE FLUSH WITH BUILDING ENTRIES

**MEDITERRANEAN VILLAGE**  
**AT PONCE CIRCLE**

ADDENDUM #1  
 CITY COMMISSION  
 03/09/15





An architectural rendering of a large, multi-story building complex with classical architectural features, including a prominent central tower with a dome and arched windows. The scene is set in an urban environment with trees and a street with cars in the foreground.

## 9. PARKING GARAGE

- The parking garage layout will be revised to address staff concerns regarding valet operations, parking, and vehicular and pedestrian circulation.

**\* SEE PARKING GARAGE DESIGN, CHAPTER 16**

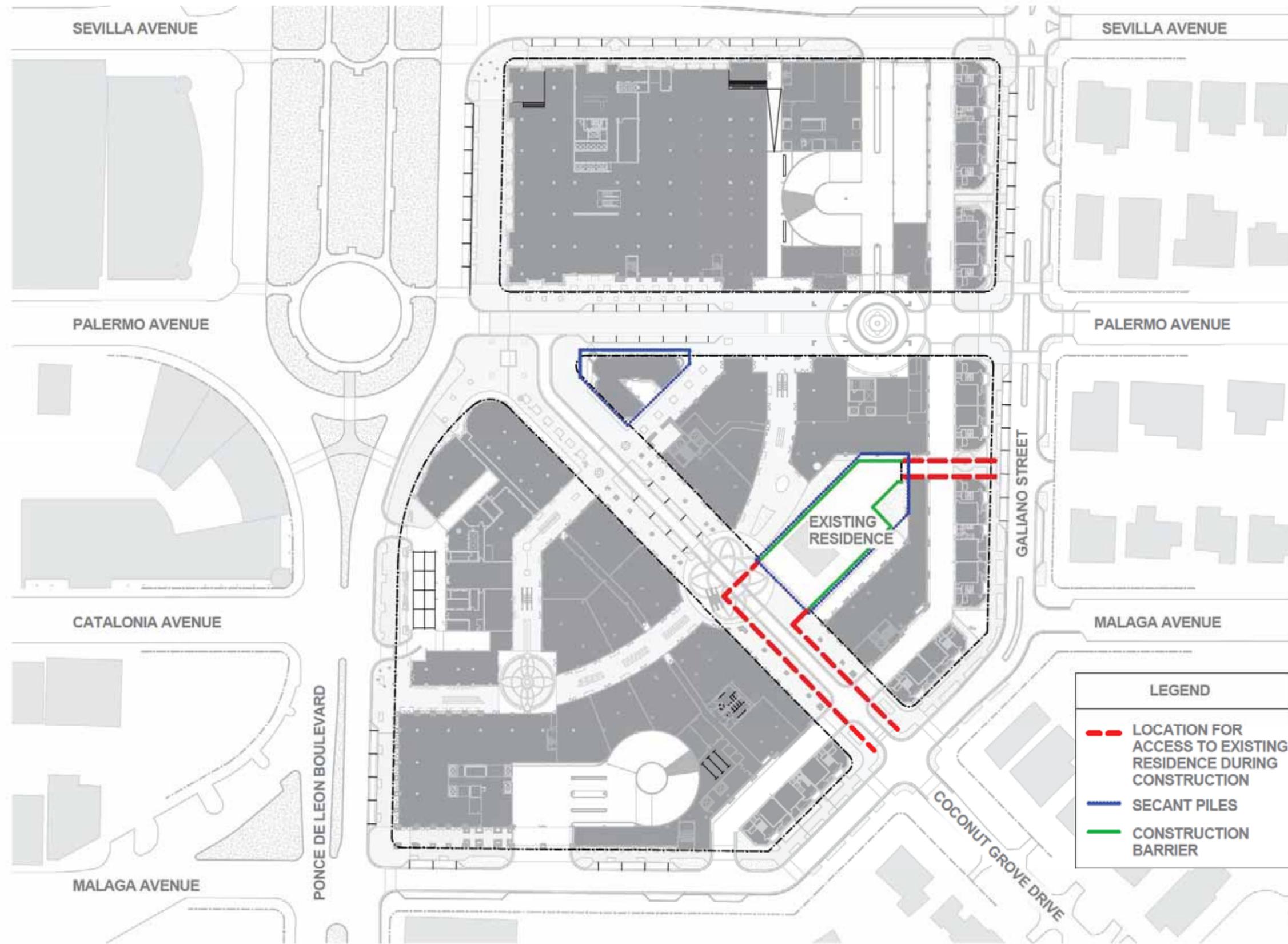




## 10. EXISTING SINGLE FAMILY RESIDENCE

- A construction staging plan needs to be prepared to demonstrate the feasibility and appropriateness of constructing the above-ground parking garage, cinema, roof top park, and retail areas to the east of the existing single-family residence.

# SINGLE FAMILY RESIDENCE CONSTRUCTION ACCESS DIAGRAM



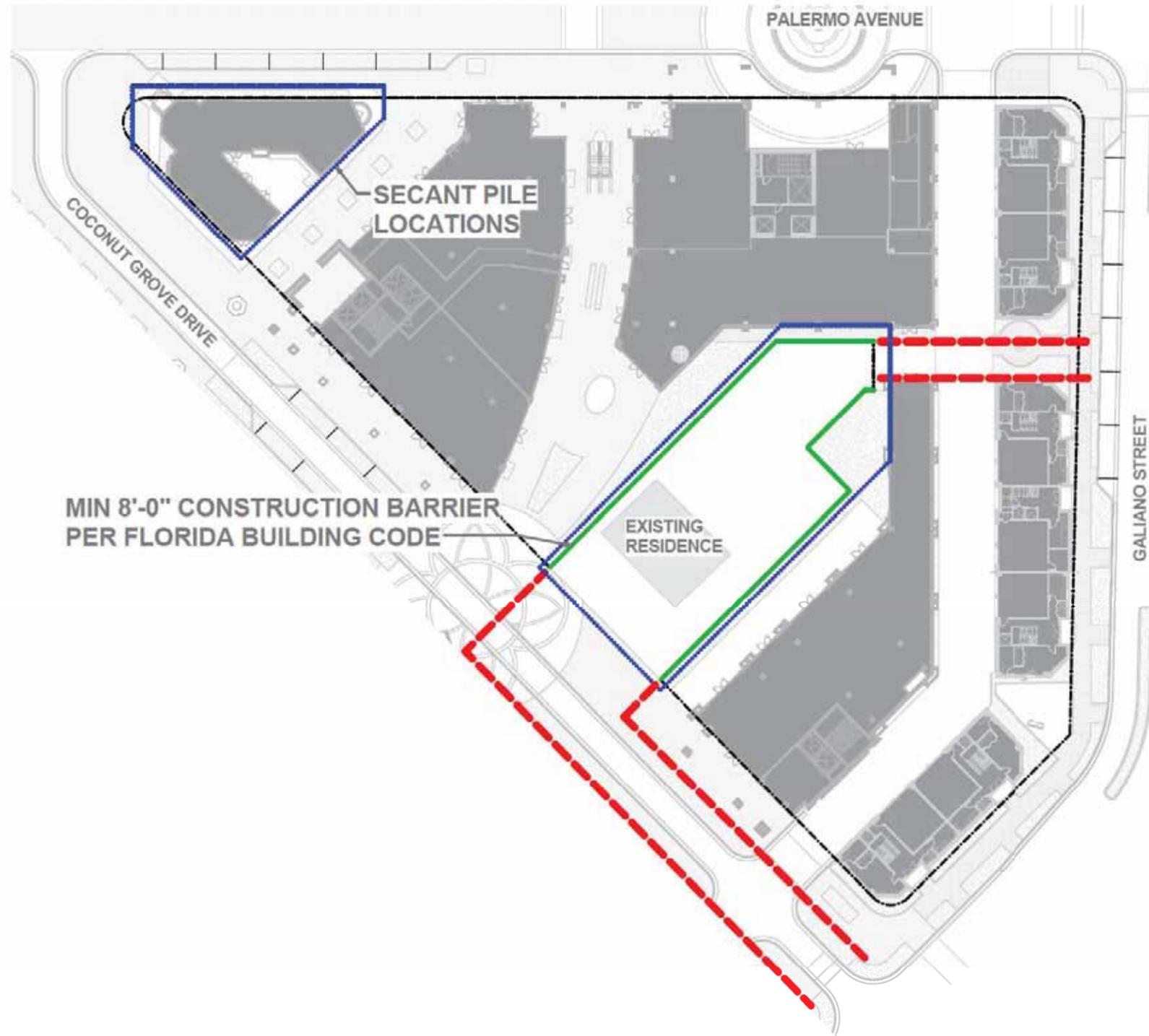
- NOTE:**
- ACCESS AND PUBLIC UTILITIES TO EXISTING RESIDENCE SHALL BE MAINTAINED DURING CONSTRUCTION OF THE PROJECT.
  - A COMPLETE CONSTRUCTION STAGING PLAN WILL BE SUBMITTED PRIOR TO ISSUANCE OF BUILDING PERMIT.

LEGEND	
	LOCATION FOR ACCESS TO EXISTING RESIDENCE DURING CONSTRUCTION
	SECANT PILES
	CONSTRUCTION BARRIER

ADDENDUM #1  
CITY COMMISSION  
03/09/15



# CONSTRUCTION PROTECTION DIAGRAM



- NOTE:**
- ACCESS AND PUBLIC UTILITIES TO EXISTING RESIDENCE SHALL BE MAINTAINED DURING CONSTRUCTION OF THE PROJECT.
  - A COMPLETE CONSTRUCTION STAGING PLAN WILL BE SUBMITTED PRIOR TO ISSUANCE OF BUILDING PERMIT.

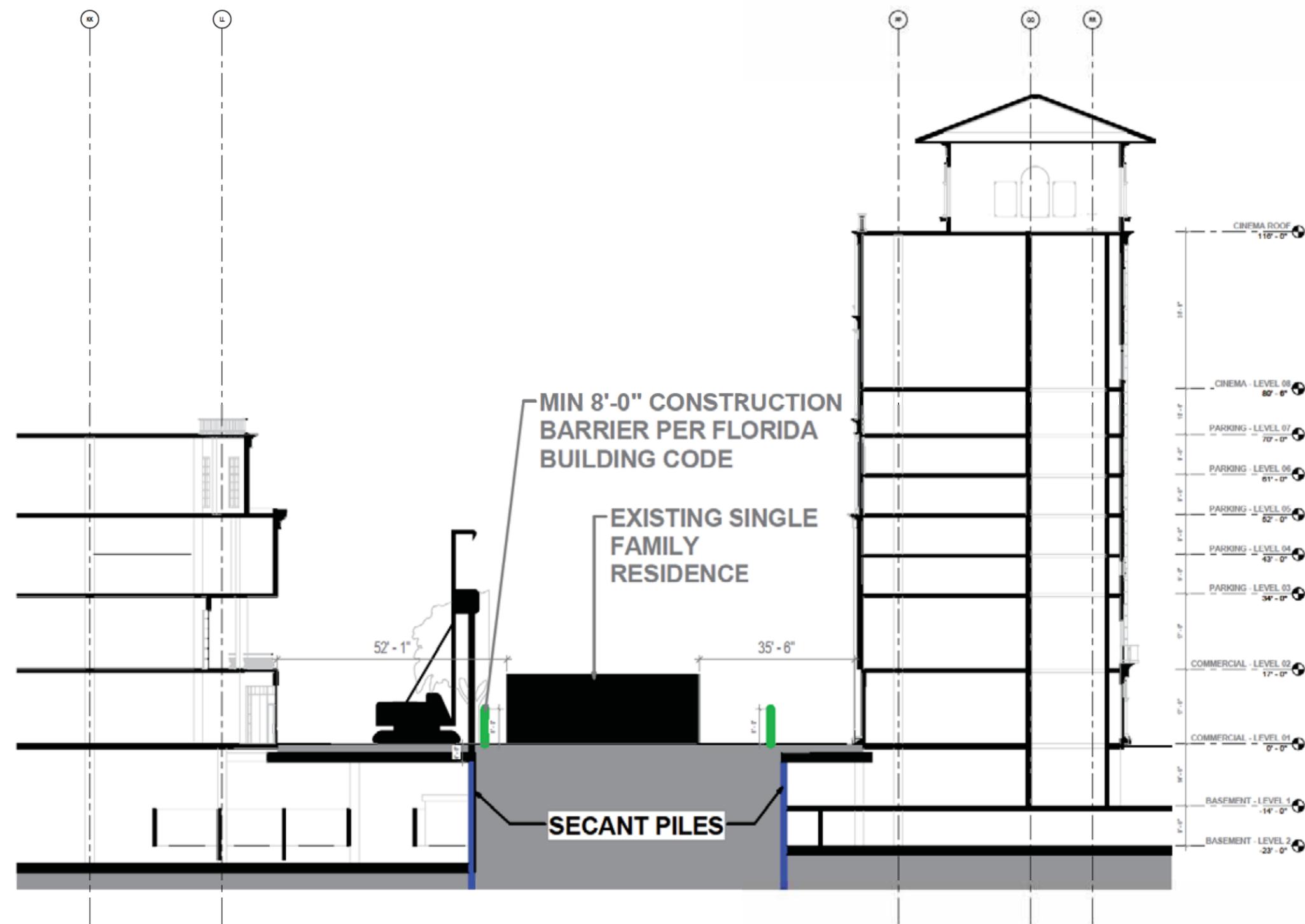
LEGEND	
	LOCATION FOR ACCESS TO EXISTING RESIDENCE DURING CONSTRUCTION
	SECANT PILES
	CONSTRUCTION BARRIER



# CONSTRUCTION PROTECTION SECTION

**NOTE:**

- ACCESS AND PUBLIC UTILITIES TO EXISTING RESIDENCE SHALL BE MAINTAINED DURING CONSTRUCTION OF THE PROJECT.
- A COMPLETE CONSTRUCTION STAGING PLAN WILL BE SUBMITTED PRIOR TO ISSUANCE OF BUILDING PERMIT.



**MEDITERRANEAN VILLAGE  
AT PONCE CIRCLE**

**ADDENDUM #1  
CITY COMMISSION  
03/09/15**



EXISTING SINGLE FAMILY RESIDENCE



## 11. LEED-ND

- Complete “Stage 1” submission for a Conditionally Approved Plan prior to Commission consideration.

THE PROJECT IS REGISTERED WITH USGBC AND THE  
DEVELOPER COMMITS TO STAGE 2 & 3 LEED-ND  
SUBMITTAL

## LEED-ND REGISTRATION

On Thursday, May 15, 2014 5:55 PM, LEED Info <[leedinfo@usgbc.org](mailto:leedinfo@usgbc.org)> wrote:  
Dear Michael Harris,  
Your LEED project has been successfully registered in LEED Online v3.  
Project ID : 1000042388  
Project Title : Urban Village at Ponce Circle  
Project Access ID : 1914535035175250  
Project Rating System : LEED-ND v2009 Stage 1  
Registration Type : Individual Project  
Registration Date : 05/15/2014  
Project Location : Coral Gables,FL,US,33134

You may now log into LEED Online v3 at <https://www.leedonline.com> to manage your project and begin the application process. The first time you log in, you will be presented with a set of 'Getting Started' information that will help you kick off the certification process. Further technical LEED assistance is available through the following resources:

- The help section of LEED Online
- LEED Resources & Tools : <http://www.usgbc.org/projecttools>
- LEED Reference Guides : [http://www.usgbc.org/Store/PublicationsList\\_New.aspx?CMSPageID=1518](http://www.usgbc.org/Store/PublicationsList_New.aspx?CMSPageID=1518)
- Subscribe to LEED Update, a quarterly e-newsletter from USGBC : <http://www.usgbc.org/subscriptions> and GBCI
- LEEDuser, a third-party resource that offers a variety of supplemental LEED advice : <http://www.leeduser.com/>

If you find an error within the LEED Online system, including any of the forms, please report it using of the feedback button, located in the menu bar. If you have questions about the technical content of LEED or the certification process, please contact the Green Building Certification Institute (GBCI)

If you experience any problems, please contact the Green Building Certification Institute (GBCI) at:

Phone : 1-800-795-1746

Email : <http://www.gbci.org/ContactUs>

Please note, only projects registered through LEED Online v3 will be visible in your LEED Online v3 project list. If you have previously registered a project under LOv2, you will only be able to access those projects in LEED Online v2.

Thank you,  
GBCI

*\*This is an automatically generated email. Please do not reply to this message.\**

# LEED-ND



## NOTE:

- THE PROJECT IS REGISTERED WITH USGBC AND THE DEVELOPER COMMITS TO STAGE 2 & 3 LEED-ND SUBMITTAL

## LEED-ND STAGES

- **STAGE 1 - CONDITIONALLY APPROVED PLAN:** PROVIDES THE CONDITIONAL APPROVAL OF A LEED-ND PLAN AVAILABLE FOR PROJECTS BEFORE THEY HAVE COMPLETED THE ENTITLEMENTS, OR PUBLIC REVIEW, PROCESS. IT IS ENVISIONED THAT COMPLETING STAGE 1 WILL HELP PROJECTS GET SUPPORT FROM THE LOCAL GOVERNMENT AND FROM THE COMMUNITY
- **STAGE 2 - PRE-CERTIFIED PLAN:** PRE-CERTIFIES A LEED-ND PLAN AND IS APPLICABLE FOR FULLY ENTITLED PROJECTS OR PROJECTS UNDER CONSTRUCTION. COMPLETING THIS REVIEW CAN HELP PROJECTS SECURE FINANCING, EXPEDITED PERMITTING OR ATTRACT TENANTS.
- **STAGE 3 - CERTIFIED NEIGHBORHOOD DEVELOPMENT:** COMPLETED PROJECTS FORMALLY APPLY FOR LEED CERTIFICATION TO RECOGNIZE THAT THE PROJECT HAS ACHIEVED ALL OF THE PREREQUISITES AND CREDITS ATTEMPTED.

## LEED-ND ANALYSIS

- **SITE DEVELOPMENT WITH EXISTING NEIGHBORHOOD ASSETS:** THE GOAL FOR THIS PROJECT'S CONCEPT IS TO SITUATE A DEVELOPMENT WITHIN A 1/4 MILE WALK OF AT LEAST 5 DIFFERENT SHOPS, USES AND FACILITIES. IN ADDITION, THE PROJECT'S GEOGRAPHIC CENTER IS LOCATED WITHIN A 1/2 MILE WALK OF 7 DIFFERENT DIVERSE USES.
- **CONSERVATION OF EXISTING SPECIES AND ECOLOGICAL COMMUNITIES:** A STUDY WILL BE COMPLETED TO DETERMINE IF THERE ARE ANY EXISTING OR POSSIBLE FUTURE ENDANGERED SPECIES AND ECOLOGICAL COMMUNITIES THAT MAY AFFECT THE PROJECT'S SITE. IF ANY SPECIES OR ECOLOGICAL COMMUNITIES ARE FOUND OR ARE LIKELY TO OCCUR, THEN THE DEVELOPMENT SHALL COMPLY WITH AN APPROVED HABITAT CONSERVATION PLAN
- **WETLAND AND WATER BODY CONSERVATION:** WE WILL STRIVE TO PRESERVE WATER QUALITY, NATURAL HYDROLOGY AND HABITATS BY LESSENING THE IMPACT ON WETLANDS AND WATER BODIES. DUE TO THE LOCATION OF THE SITE, NO WETLANDS OR NATURAL BODIES OF WATER WILL BE IMPACTED.
- **AGRICULTURAL AND LAND CONSERVATION:** BY INCORPORATING THIS CONCEPT WE INTEND TO PROTECT VALUABLE FARM AND FORESTS FROM BEING DEVELOPED. DUE TO THE NATURE OF THE SITE, NO VALUABLE FARMLAND OR FORESTS WILL BE AFFECTED.
- **FLOODPLAIN AVOIDANCE:** THE PROPOSED LOCATION OF THE PROJECT IS IN A FEMA DESIGNATED FLOOD ZONE X. THIS TYPE OF ZONE IS NOT PRONE TO A 100 YEAR FLOOD.
- **WALKABLE STREETS:** WE WILL STRIVE TO PROVIDE A MORE LIVABLE AND WALKABLE MICRO ENVIRONMENT WHERE PEOPLE ARE LESS AUTO DEPENDENT.
- **COMPACT DEVELOPMENT:** WE PLAN TO PROVIDE A MORE LIVABLE AND WALKABLE MICRO ENVIRONMENT WHERE PEOPLE ARE LESS AUTO DEPENDANT.
- **CONNECTED AND OPEN COMMUNITY:** THE SITE WAS SELECTED TO MAXIMIZE THE PEDESTRIAN CONNECTIVITY TO OTHER PARTS OF THE COMMUNITY. WE ALSO MEET THE REQUIRED NUMBER OF INTERSECTIONS TO CONNECT THE SITE WITH THE SURROUNDING COMMUNITY THROUGH OTHER TYPES OF TRANSPORTATION.
- **BUILDING ENERGY EFFICIENCY:** IT IS THE GOAL TO PROVIDE AN ENERGY EFFICIENT PROJECT THROUGH THE USE OF PASSIVE AND ACTIVE SYSTEMS.
- **BUILDING WATER EFFICIENCY:** IT IS THE GOAL TO PROVIDE A WATER EFFICIENT PROJECT THROUGH THE USE OF LOW FLOW FIXTURES.

MEDITERRANEAN VILLAGE  
AT PONCE CIRCLE

ADDENDUM #1  
CITY COMMISSION  
03/09/15

RTKL

AN ARCADIS COMPANY



AGAVE PONCE





## 12. UTILITIES

**- Address the possible need to extend power, water or sewer lines to the site and confirm that all utilities can be obtained at the levels required.**



# UTILITIES SUMMARY

## LANGAN

Technical Excellence  
Practical Experience  
Client Responsiveness

Utility Services  
Mediterranean Village  
Langan Project No.: 300129101

12 March 2015  
Page 2 of 2

12 March 2015

City of Coral Gables  
405 Biltmore Way  
Coral Gables, FL 33134

**Re: Utility Services  
Mediterranean Village  
Coral Gables, Florida  
Langan Project No.: 300129101**

To Whom It May Concern:

Langan Engineering and Environmental Services have been coordinating with Miami-Dade Water and Sewer Department (M-DWASD), the City of Coral Gables Public Works Department, and Florida Power and Light (FPL) with respect to utility services to the subject project. Based on our initial coordination with these agencies, we anticipate that they will serve the Mediterranean Village project. We anticipate that the utility improvements may include the following:

- Water main extension along Ponce De Leon Boulevard from Malaga Avenue to Palermo Avenue.
- Providing fire hydrants along Ponce De Leon Boulevard, Sevilla Avenue, Galiano Street and Malaga Avenue.
- Gravity sewer extension along Malaga Avenue and Sevilla Avenue between Galiano Street and Ponce De Leon Boulevard.
- Sanitary sewer pumping station for service to the project.
- Bringing electrical feeders to the project site from the nearest FPL service point of connection.
- Roadway drainage improvements along Ponce De Leon Boulevard between Malaga Avenue and Sevilla Avenue.
- Roadway drainage improvements along Malaga Avenue and Sevilla Avenue between Ponce De Leon Boulevard and Sevilla Avenue.

Upon receipt of service agreements, copies will be forwarded to the City.

If you have any questions please do not hesitate to contact our offices at 786-264-7200.

Sincerely,  
**Langan Engineering and Environmental Services, Inc.**



Leonardo Rodriguez, PE  
Senior Project Manager

FL Certificate of Authorization No. 6601  
\\langan.com\data\MI\data\1300129101\Office Data\Correspondence\2015-03-12 REvised Utility Letter to CoCG\2015-03-12 Revised Utility Letter to CoCG.docx





## 13. TRAFFIC ANALYSIS

- A. The improvements discussed in the Traffic Impact Analysis report must be documented in the Development Agreement and the timing for the improvements should be clearly documented.
- B. The traffic calming devices proposed by the applicant will need city Public Works, Miami-Dade County, and city fire department approval.

**\*PLEASE SEE FULL TRAFFIC STUDY &  
DEVELOPMENT AGREEMENT  
COPY MAY BE OBTAINED BY CITY STAFF**



## 14. PARKING ANALYSIS

- A. The study uses a modal split reduction for employees/residents and visitors that needs to be revised using the five-year average of 8% / 4%.
- B. The Day Care should remain separate from retail use in the Shared Parking Analysis, unless the Day Care will not be open to the general public and only visitors of Mediterranean Village will be allowed to use the facility.
- C. The shared parking calculation in Appendix B needs to be updated based on the above comments.

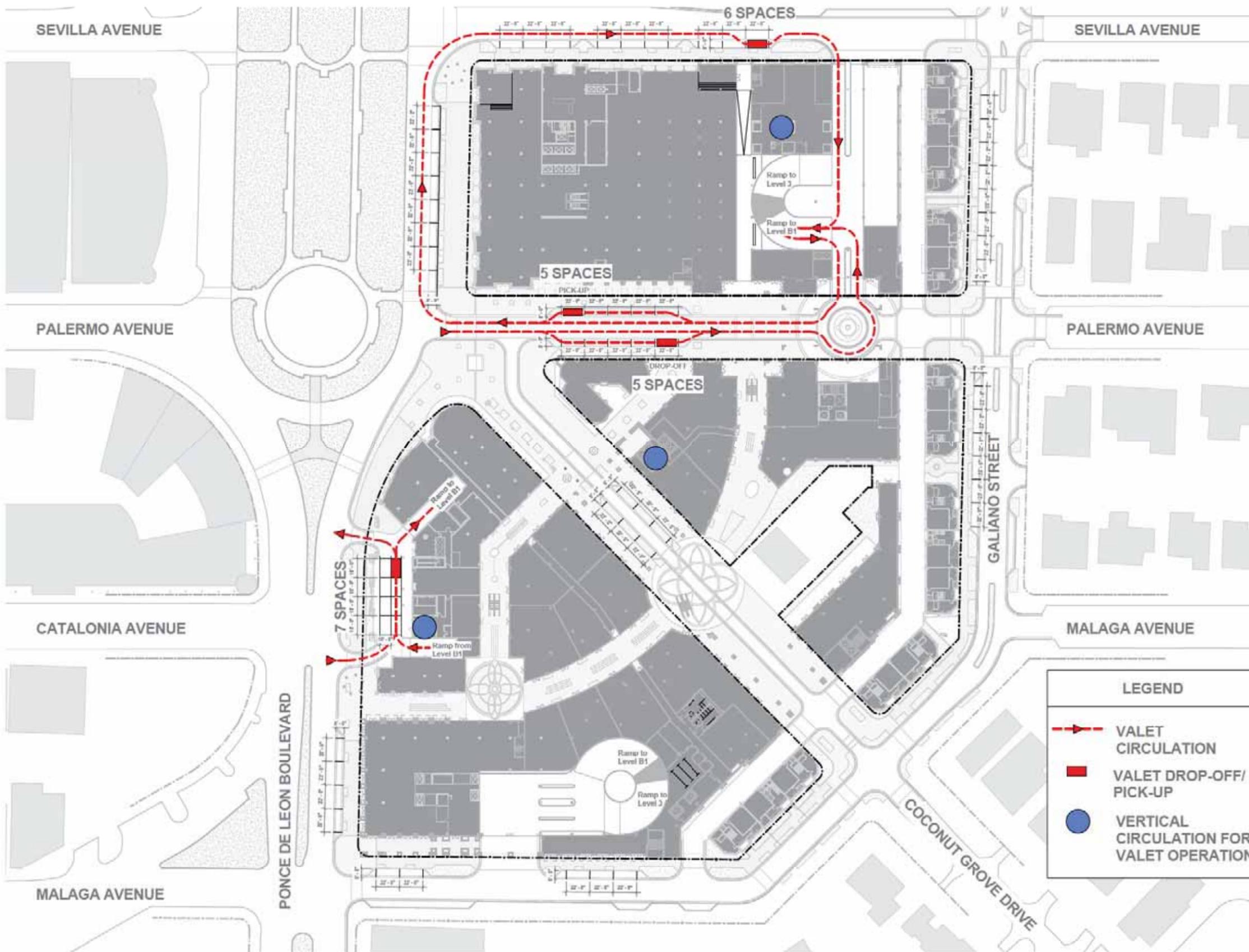
**\* PLEASE SEE PARKING ANALYSIS  
COPY MAY BE OBTAINED BY CITY STAFF**



## 15. VALET OPERATIONS ANALYSIS

- A. The applicant should provide dimensions of the proposed valet drop-off / pick-up areas to verify the number of vehicles that can be accommodated. Exhibit A-0.11.6 shows the number of on-street spaces but no dimensions. This exhibit shows one parking space for the North valet station but the text and analysis references seven on-street parking spaces.
- B. The Mediterranean Village Parking Operations Narrative (January 7, 2015) states that only part of level B2 will be for valet parking. Based on the assumed valet parking percentages, this is not possible. The applicant should provide the anticipated number of parking spaces that will be available for self-parking by land use. This information was not provided.
- C. The analysis concludes that the North valet station needs between 23 and 29 valet attendants, the Central valet station needs between 19 and 26 valet attendants, and the hotel needs between 5 and 6 valet attendants. This is an extremely high number of valet attendants. The city needs to determine how they will enforce that an adequate number of valet attendants will be on-site to make sure parking operations works adequately.

# VALET OPERATIONS DIAGRAM - GROUND FLOOR



**MEDITERRANEAN VILLAGE CONCEPTUAL VALET OPERATING PLAN**

VALET SERVICE IS PLANNED FOR SEVERAL USES WITHIN THE OVERALL PROJECT FOR HOTEL GUESTS, RESIDENTIAL VISITORS, AND RETAIL PATRONS. ALL VALET PARKING WILL BE PROVIDED WITHIN THE LOWER BASEMENT LEVEL OF THE PARKING AREA. THE FOLLOWING SECTIONS SUMMARIZE THE ANTICIPATED LOCATION OF THE VALET STAND FOR EACH USE AND THE VALET ROUTE FOR EACH VALET STAND.

A HOTEL/SOUTH RESIDENTIAL TOWER VALET STAND WILL BE PROVIDED FOR HOTEL GUESTS AND GUEST OF THE SOUTH RESIDENTIAL TOWER WITHIN THE PORTE COCHERE LOCATED DIRECTLY OFF THE NORTHBOUND LANES OF PONCE DE LEON BOULEVARD NORTH OF MALAGA AVENUE. VALET DRIVERS WILL ENTER THE PARKING AREA VIA THE DOWNWARD ONE-WAY PARKING RAMP LOCATED WITHIN THE PORTE COCHERE IMMEDIATELY NORTH OF THE VALET STAND PROVIDING DIRECT ACCESS TO THE LOWER PARKING LEVEL. VALETS WILL RETURN PARKED VEHICLES FROM THE LOWER LEVEL VIA THE UPWARD ONE-WAY PARKING RAMP LOCATED WITHIN THE PORTE COCHERE AREA IMMEDIATELY SOUTH OF THE VALET STAND. NOTE THAT ALL VALET OPERATIONS WILL OCCUR WITHIN THE PORTE COCHERE AREA AND WILL NOT REQUIRE CIRCULATION ON TO Ponce de Leon Boulevard. THE PORTE COCHERE HAS A VEHICLE QUEUING CAPACITY OF APPROXIMATELY 7 SPACES WHICH IS EXPECTED TO BE ADEQUATE.

A VALET DROP-OFF STAND WILL BE PROVIDED ALONG PALERMO AVENUE WEST OF THE SITE'S MAIN PARKING GARAGE ACCESS POINT. THE VALET DROP-OFF STANDS WILL BE PROVIDED ALONG THE SOUTH SIDE OF THE ROADWAY WITH THE PRIMARY DROP-OFF STAND LOCATED CENTRAL TO THE STREET BLOCK. THE VALET DROP-OFF STAND WILL SERVE RETAIL/RESTAURANT/THEATRE PATRONS OF THE OVERALL DEVELOPMENT. A TOTAL OF FIVE (5) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET DROP-OFF STAND. VALET OPERATORS WILL ENTER THE PARKING AREA FROM THE VALET DROP-OFF STANDS BY PERFORMING AN EASTBOUND LEFT-TURN ONTO THE INTERNAL NORTH SOUTH PARKING SERVICE DRIVE AND PERFORMING A NORTHBOUND LEFT-TURN ONTO THE DOWNWARD HELIX TO THE VALET PARKING AREA.

A VALET PICK UP STAND WILL BE PROVIDED ALONG THE NORTH SIDE OF PALERMO AVENUE SERVING BOTH THE RESIDENTIAL GUESTS AND GENERAL RETAIL/RESTAURANT/THEATRE PATRONS. VALET DRIVERS WILL RETRIEVE VEHICLES BY TRAVELING ON THE UPWARD HELIX FROM THE BASEMENT LEVEL, PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO PALERMO AVENUE, AND RETURNING TO THE VALET STAND. A TOTAL OF FIVE (5) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET PICK-UP STAND.

A VALET STAND WILL BE PROVIDED ALONG THE SOUTH SIDE OF SEVILLA AVENUE ADJACENT TO THE NORTH RESIDENTIAL TOWER LOBBY AND PASSEO. THIS VALET STAND WILL SERVE BOTH RESIDENTIAL GUESTS OF THE NORTH TOWER AND A PORTION OF THE RETAIL/RESTAURANT/THEATRE PATRONS. VALET DRIVERS WILL ACCESS THE PARKING AREA BY PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE, SOUTHBOUND, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO THE DOWNWARD HELIX TO THE VALET PARKING AREA. VALET DRIVERS WILL RETRIEVE BY TRAVELING ON THE UPWARD HELIX FROM THE BASEMENT LEVEL TO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO PALERMO AVENUE WESTBOUND, AND RETURN TO THE VALET STAND VIA PALERMO AVENUE WESTBOUND, PONCE DE LEON BOULEVARD NORTHBOUND, AND SEVILLA AVENUE EASTBOUND (CLOCKWISE ROUTE). A TOTAL OF SEVEN (7) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET STAND.

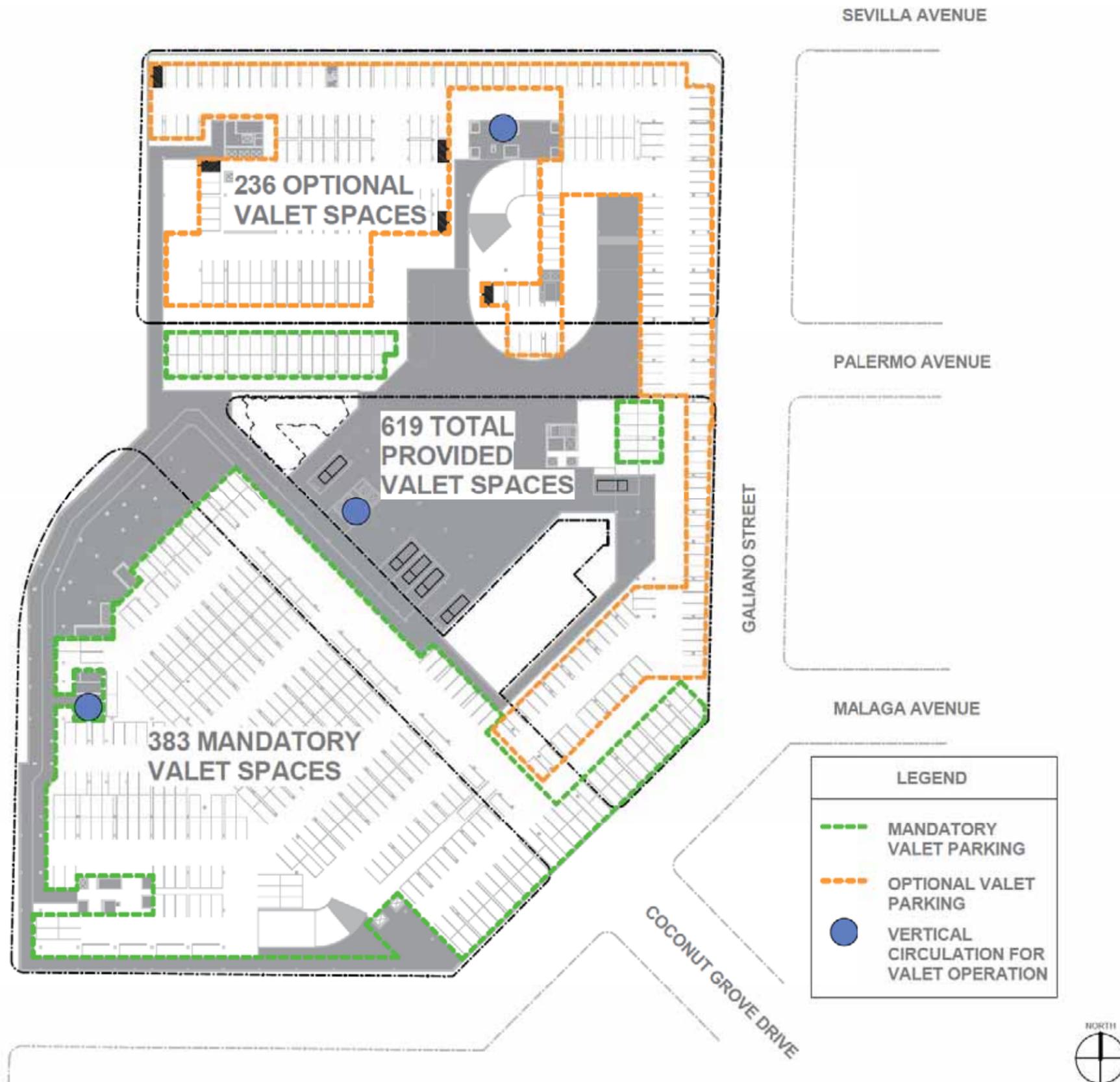
DETAILED VALET OPERATIONS/STAFF PLANS FOR EACH LOCATION WILL BE FURTHER DEVELOPED AS THE PROJECT IS REFINED AND OPERATING COMPANIES ARE RETAINED.

**LEGEND**

- VALET CIRCULATION
- VALET DROP-OFF/PICK-UP
- VERTICAL CIRCULATION FOR VALET OPERATION



# VALET OPERATIONS DIAGRAM - BASEMENT FLOOR 2



**MEDITERRANEAN VILLAGE**  
**AT PONCE CIRCLE**

**ADDENDUM #1**  
**CITY COMMISSION**  
**03/09/15**



# VALET OPERATIONS



## Memorandum

To: Eddie Avila  
Agave Ponce, LLC

From: John J. McWilliams, P.E. 

Date: March 6, 2015

**Subject: Mediterranean Village  
Valet Operations Analysis**

Kimley-Horn and Associates, Inc. has prepared a valet operations analysis for the proposed Mediterranean Village redevelopment. This analysis has been updated from the 1/27/2015 analysis incorporating the consolidation of the central residential and retail valet drop-off stands. The existing site contains vacant land and buildings that will be demolished. The proposed redevelopment will consist of a mixed use development with the following land uses:

- 242,000 square feet of retail space
- 314,000 square feet of office space
- 15 residential townhouses
- 214 high-rise residential condominiums
- 184-room hotel
- 21,750 square feet of quality restaurant
- 7,250 square feet of high-turnover (sit-down) restaurant
- 9,500 square-foot gym/fitness club
- 12,000 square-foot day care center
- 8-screen movie theater

The site proposed for redevelopment is bounded by Sevilla Avenue to the north, Malaga Avenue to the south, Galiano Street to the east, and Ponce De Leon Boulevard to the west. A location map is provided as Figure 1 in Attachment A. The following sections summarize the analysis.

## VALET SERVICE AND OPERATIONS

The Mediterranean Village redevelopment will be served by four (4) valet drop-off/pick-up areas that include:

- The North valet drop-off/pick-up is located within on-street parking (a vehicle queue capacity of seven [7] vehicles is required) on the south side of Sevilla Avenue adjacent to the north residential tower lobby and paseo. This valet will serve both residential guests of the north tower and a portion of the retail/restaurant/theater patrons.
- Central valet drop-off stands will be provided along the south side of the Palermo Avenue. The valet drop-off stand will serve general retail/restaurant/theater patrons, and residential guests of the adjacent tower. A total of five (5) on-street parking spaces are required for the valet drop-off stand.



Mr. Eddie Avila, Friday, March 06, 2015, Page 2

- A Central valet pick-up stand will be provided along the north side of Palermo Avenue serving both the residential guests of the adjacent tower and general retail/restaurant/theater patrons. A total of five (5) on-street parking spaces are required for this valet pick-up stand.
- A hotel/south residential tower valet stand will be provided for hotel guests and guest of the south residential tower within the porte-cochere located directly off the northbound lanes of Ponce De Leon Boulevard north of Malaga Avenue. Note that all valet operations will occur within the porte-cochere area and will not require circulation on to Ponce De Leon Boulevard. The porte-cochere has a required vehicle queuing capacity of seven (7) spaces.

Self-parking will be provided at the site. Therefore, the following valet service assumptions were utilized to determine the required amount of vehicle queue storage and valet attendants:

- Twenty five percent (25%) of the retail traffic is expected to utilize the valet. Based on the trip distribution from the traffic study contained as Figure 2 in Attachment A, retail traffic is expected to utilize the north and central valet areas.
- Twenty five percent (25%) of the movie theater traffic is expected to utilize the valet. Based on the trip distribution from the traffic study contained as Figure 2 in Attachment A, movie theater traffic is expected to utilize the north and central valet areas.
- High-rise residential guests or eight decimal point four percent (8.4%) of the high-rise residential condominium traffic are expected to utilize the valet. As these units are contained on the north, central, and south parcels, traffic from this land use is expected to utilize the north, central, and hotel/south valet areas.
- One hundred percent (100%) of the hotel trips are expected to utilize the valet. As a dedicated hotel porte-cochere is provided, traffic from this land use is expected to utilize the hotel valet area.
- Seventy five percent (75%) of the quality restaurant trips are expected to utilize the valet. Based on the trip distribution from the traffic study contained as Figure 2 in Attachment A, quality restaurant traffic is expected to utilize the north and central valet areas.
- Twenty five (25%) of the high-turnover (sit-down) restaurant trips are expected to utilize the valet. Based on the trip distribution from the traffic study contained as Figure 2 in Attachment A, quality restaurant traffic is expected to utilize the north and central valet areas.

Figure 3 contained in Attachment A depicts the valet vehicle circulation routes.

## TRIP GENERATION

### Typical Demand Condition (Weekday P.M. Peak Hour)

Trip generation for the proposed redevelopment for the typical demand condition (weekday P.M. peak hour) was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 9<sup>th</sup> Edition. Trip generation was determined using ITE Land Use Codes (LUC) 820 (Shopping Center), 710 (General Office Building), 230 (Residential Condominium/Townhouse), 232 (High-Rise Residential Condominium/Townhouse), 310 (Hotel), 931 (Quality Restaurant), 932 (High-Turnover [Sit-Down] Restaurant), 492 (Health/Fitness Club), 565 (Day Care Center), and 445 (Multiplex Movie Theater). Consistent with the traffic study, an internal capture of 13.2 percent (13.2%), and a 6.0 percent (6.0%) multimodal reduction were applied. Table 1 summarizes the valet trips at each valet location. Detailed valet trip calculations are contained in Attachment B.

# VALET OPERATIONS

Valet Location	In	Out	Total
North Valet	63	56	119
Central Valet	141	118	259
Hotel/South Valet	37	36	73

**Highest Demand Condition**

Trip generation for the highest demand condition was calculated based on a comparison of the weekday P.M. peak hour and weekday P.M. peak hour of generator rates for the land uses expected to utilize the valet including the shopping center, movie theater, high-rise residential condominium, and hotel. The comparison yielded a 1.30 factor that was applied to develop the highest demand condition trip generation. Table 2 summarizes the valet trips at each valet location. Detailed valet trip calculations are contained in Attachment B.

Valet Location	In	Out	Total
North Valet	83	70	153
Central Valet	182	157	339
Hotel/South Valet	48	47	95

**VALET OPERATIONS ANALYSIS**

The valet queuing operations analysis was performed based on the methodology outlined in the ITE's *Transportation and Land Development*, 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking travel lanes on public right-of-way. Two (2) analyses were developed, (1) for the highest demand condition and (2) for the typical demand condition.

**North Valet Operations Analysis**

**Assumptions**

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization,  $\rho$ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

The average service rate corresponds to the time it would take a valet attendant to obtain a vehicle from an arriving patron, park the vehicle, and return to the valet area. The calculated average service time was 8.9 minutes. Detailed trip length calculations are included in Attachment C.

The average service rate for departing patrons corresponds to the time it would take the valet attendant to walk to the parked vehicle, return with the vehicle to the valet area, and for the patron to exit the valet

area. The calculated average service time was 9.8 minutes. Detailed trip length calculations are included in Attachment C.

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one ( $> 1$ ), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage, M, which is exceeded P percent of the time. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 95 percent. Seven (7) vehicle drop-off/pick-up spaces are required.

**Analysis**

An iterative approach was used to determine the number of valet attendants required to accommodate traffic demand during the analysis hour and ensure that the 95<sup>th</sup> percentile valet queue does not extend beyond the designated valet service area. The valet analysis worksheet is provided in Attachment D.

Results of the valet operations analysis demonstrate that a total of 23 valet attendants are required under average demand conditions with 29 valet attendants being needed during the highest demand condition without blocking travel lanes on Sevilla Avenue.

**Conclusion**

Based on the valet operations analysis performed, it was determined that the 95<sup>th</sup> percentile valet queues will not extend beyond the valet service area blocking travel lanes on Sevilla Avenue. Based upon the conservative assumptions regarding the traffic demand, it was estimated that between 23 and 29 valet attendants may be required during typical and high demand peak hours. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

**Central Valet Operations Analysis**

**Assumptions**

The average service rate corresponds to the time it would take a valet parking attendant to obtain a vehicle from an arriving patron, park the vehicle, and return to the valet area. The calculated average service time was 6.6 minutes. This service rate was used for both the primary valet and secondary residential valet. Detailed trip length calculations are included in Attachment C.

The average service rate for departing patrons corresponds to the time it would take the valet to walk to the parked vehicles, return with the vehicle to the valet area, and the patron exits the valet area. The calculated average service time was 6.6 minutes. This service rate was used for both the primary valet and secondary residential valet. Detailed trip length calculations are included in Attachment C.

As separate areas are provided for vehicle pick-up and drop-off, vehicle pick-up is metered by the number of valet attendants on duty and therefore is not expected to exceed the available storage. Therefore, this analysis only examines the drop-off area. The analysis determined the required queue

# VALET OPERATIONS



Mr. Eddie Avila, Friday, March 06, 2015, Page 5

storage, M, which is exceeded P percent of the time. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 95 percent. A total of five (5) on-street parking spaces are required for the primary valet drop-off stand. A total of three (3) on-street parking spaces are required for the residential guest secondary valet drop-off stand. A total of five (5) on-street parking spaces are required for the valet pick-up stand.

## Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate traffic demand during the analysis hour and ensure that the 95<sup>th</sup> percentile valet queue does not extend beyond the designated valet service area. The valet analysis worksheet is provided in Attachment D.

Results of the valet operations analysis demonstrate that a total of 19 attendants are required under average demand conditions with 26 valet attendants being needed during the highest demand condition without blocking travel lanes on Palermo Avenue at the primary valet stand.

## Conclusion

Based on the valet operations analysis performed, it was determined that the 95<sup>th</sup> percentile valet queues will not extend beyond the valet service area blocking travel lanes on Palermo Avenue. Based upon the conservative assumptions regarding the traffic demand, it was estimated that between 19 and 26 valet attendants may be required during typical and high demand peak hours at the primary valet. The residential guest secondary valet will require one (1) valet attendant under both average and highest demand peak hours. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

## Hotel/South Valet Operations Analysis

### Assumptions

The average service rate corresponds to the time it would take a valet parking attendant to obtain a vehicle from an arriving patron, park the vehicle, and return to the valet area. The calculated average service time was 2.6 minutes. Detailed trip length calculations are included in Attachment C.

The average service rate for departing patrons corresponds to the time it would take the valet to walk to the parked vehicle, return with the vehicle to the valet area, and the patron exits the valet area. The calculated average service time was 2.7 minutes. Detailed trip length calculations are included in Attachment C.

The analysis determined the required queue storage, M, which is exceeded P percent of the time. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 95 percent. Seven (7) vehicle drop-off/pick-up spaces are required.



Mr. Eddie Avila, Friday, March 06, 2015, Page 6

## Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate traffic demand during the analysis hour and ensure that the 95<sup>th</sup> percentile valet queue does not extend beyond the designated valet service area. The valet analysis worksheet is provided in Attachment D.

Results of the valet operations analysis demonstrate that a total of five (5) valet attendants are required under average demand conditions with six (6) valet attendants being needed during the highest demand condition without extending across the crosswalk or blocking Ponce De Leon Boulevard.

## Conclusion

Based on the valet operations analysis performed, it was determined that the 95<sup>th</sup> percentile valet queues will not extend beyond the valet service area across the crosswalk or blocking Ponce De Leon Boulevard. Based upon the conservative assumptions regarding the traffic demand, it was estimated that between five (5) and six (6) valet attendants may be required during typical and high demand peak periods. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

## CONCLUSION

Based on the valet operations analysis performed, it was determined that the 95<sup>th</sup> percentile valet queues will not extend beyond the valet service area blocking travel lanes on the adjacent roadways or crosswalks. Based upon the conservative assumptions regarding the traffic demand, it is estimated that under average demand conditions the north valet may require 23 attendants, the central valet drop-off may require 19 attendants, and the south valet may require 5 attendants. During the unlikely event that all uses on site experience peak traffic conditions simultaneously, it was estimated that the north valet may require 29 valet attendants, the central valet may require 26 valet attendants, and the hotel/south valet may require six (6) valet attendants. Please note that the number of required valet attendants is consistent with other large scale developments such as entertainment complexes, mixed-use developments, and major hotels in the Miami and Miami Beach areas.

It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

K:\FTL\_TPTO\043567000-Old Spanish Village\Correspondence\03 06 15 valet operations analysis memo.docx



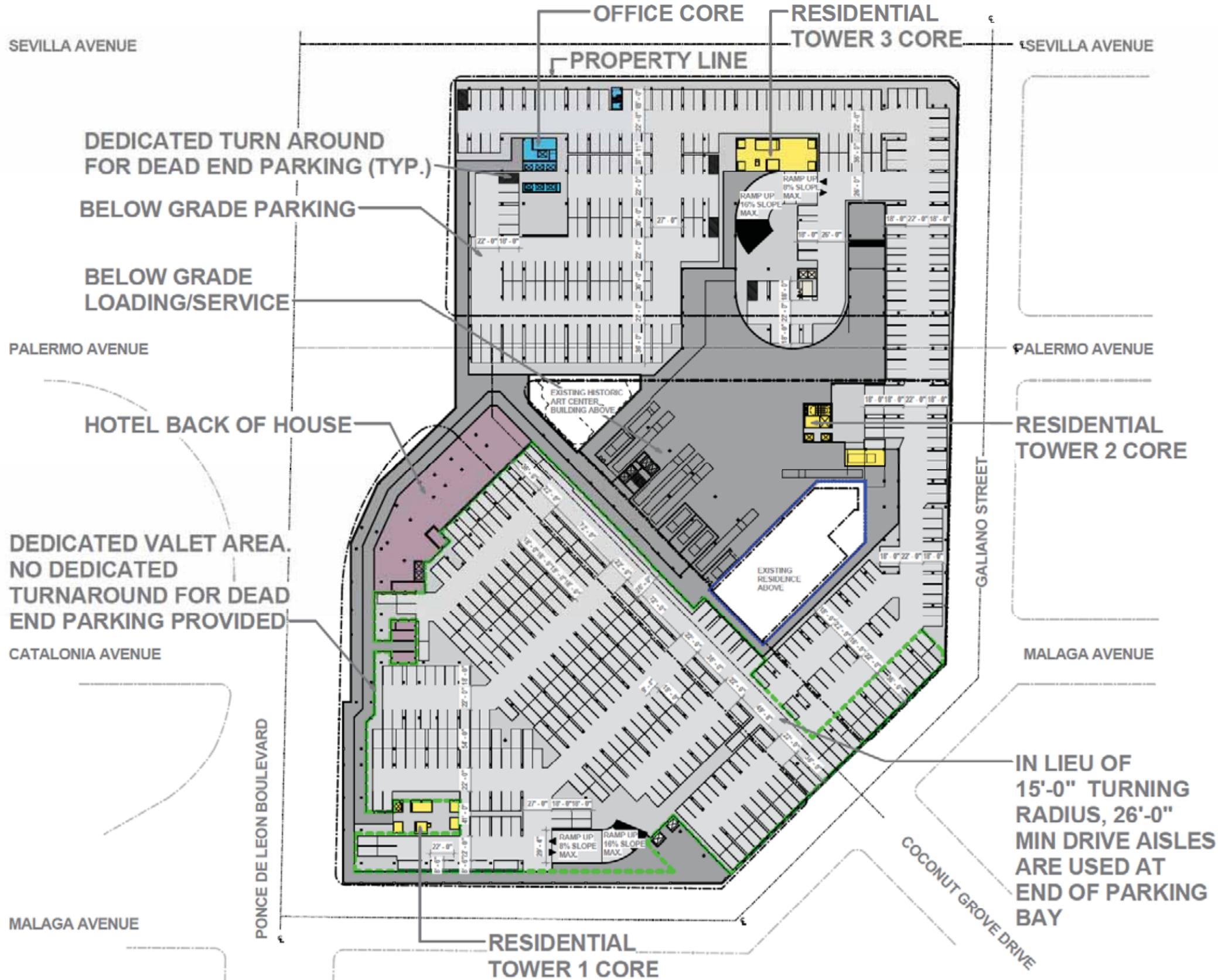


## 16. PARKING GARAGE DESIGN

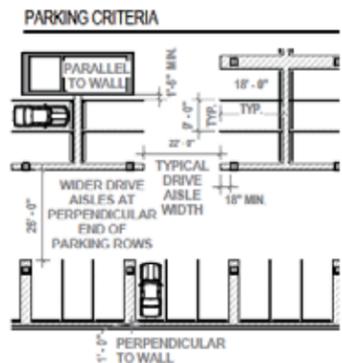
- A. The inside end of each drive aisle needs a 15-foot radius to allow for simultaneous turns. This is good design practice and is required by Miami-Dade County.
- B. Ideally, the garage shouldn't have any "dead-ends." If there are dead-ends, then turnaround areas are needed, which generally requires removal of parking spaces.
- C. There are many areas that need to show if vehicular maneuverability works using AutoTurn, especially in the loading areas, the circular ramps, etc.
- D. There are columns that are in conflict with the vehicle maneuvers.
- E. The city zoning code for parking requirements needs to be met.
- F. There are areas where parking spaces conflict with ramp circulation.
- G. Vehicular cross connections on levels 3 through 7 are not adequate for two-way traffic.
- H. Ramp grades that do not have parking on them ideally do not exceed 10% and should not exceed 12%.

**FINAL PARKING AND LOADING DESIGN TO BE REVIEWED BY CITY PARKING CONSULTANT FOR COMPLIANCE WITH ZONING AND BUILDING CODE REQUIREMENTS PRIOR TO APPLYING FOR A BUILDING PERMIT.**

# FLOOR PLAN - BASEMENT LEVEL 2



- NOTE:**
- FINAL PARKING AND LOADING DESIGN TO BE REVIEWED BY CITY PARKING CONSULTANT FOR COMPLIANCE WITH ZONING AND BUILDING CODE REQUIREMENTS PRIOR TO APPLYING FOR A BUILDING PERMIT.
  - ALL VEHICULAR RAMPS NOT BEING PARKED ON SHALL BE DESIGNED WITH THE INDUSTRY STANDARD OF A MAXIMUM OF 16% SLOPE. EACH RAMP SHALL INCORPORATE A TRANSITION RAMP AT BOTH TOP AND BOTTOM WITH A MAXIMUM SLOPE OF 8%

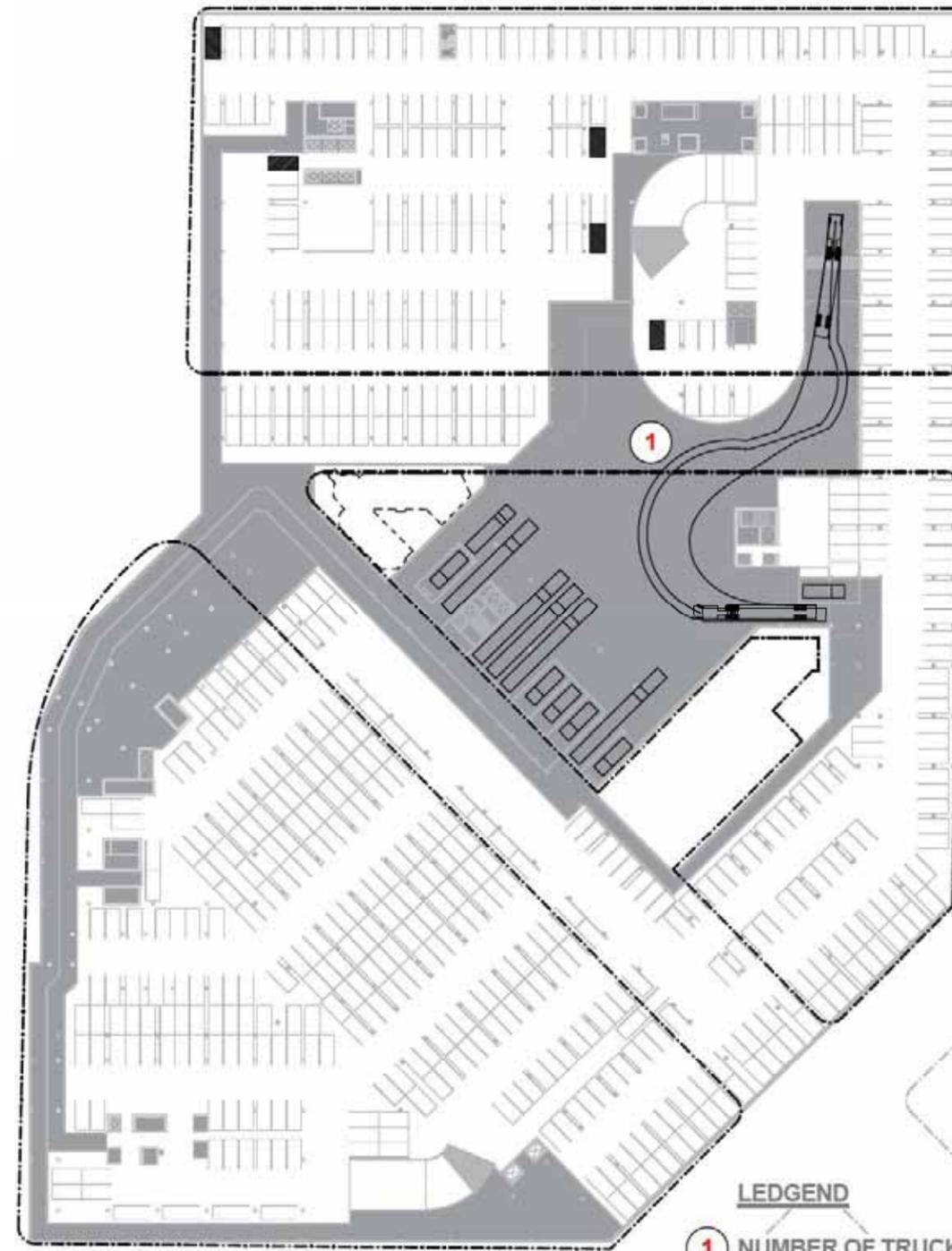


IN LIEU OF 15'-0" TURNING RADIUS, 26'-0" MIN DRIVE AISLES ARE USED AT END OF PARKING BAY

ADDENDUM #1  
CITY COMMISSION  
03/09/15



# BASEMENT LEVEL 2 LOADING/SERVICE AUTOTURN ANALYSIS

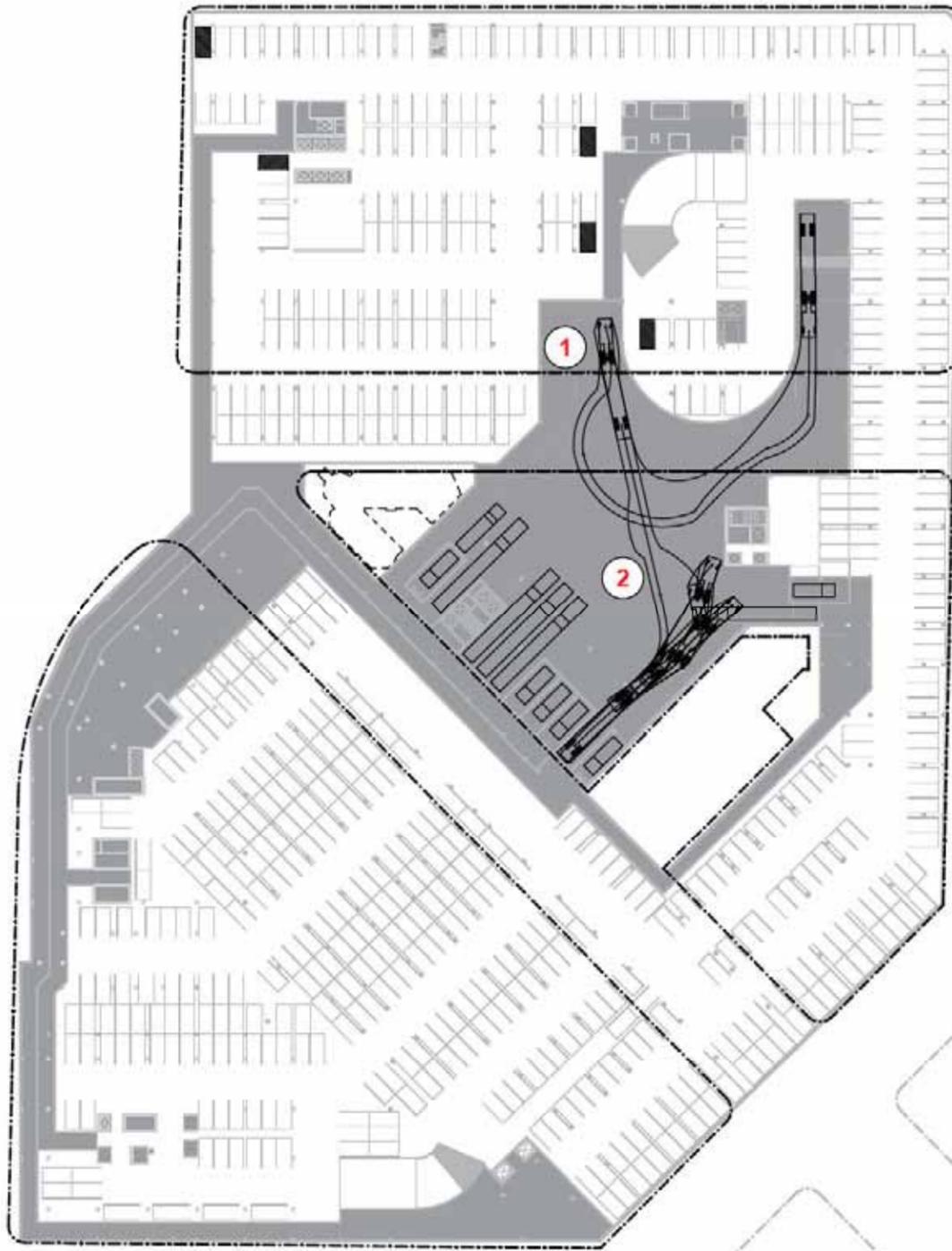


**LEGEND**  
① NUMBER OF TRUCK MOVES

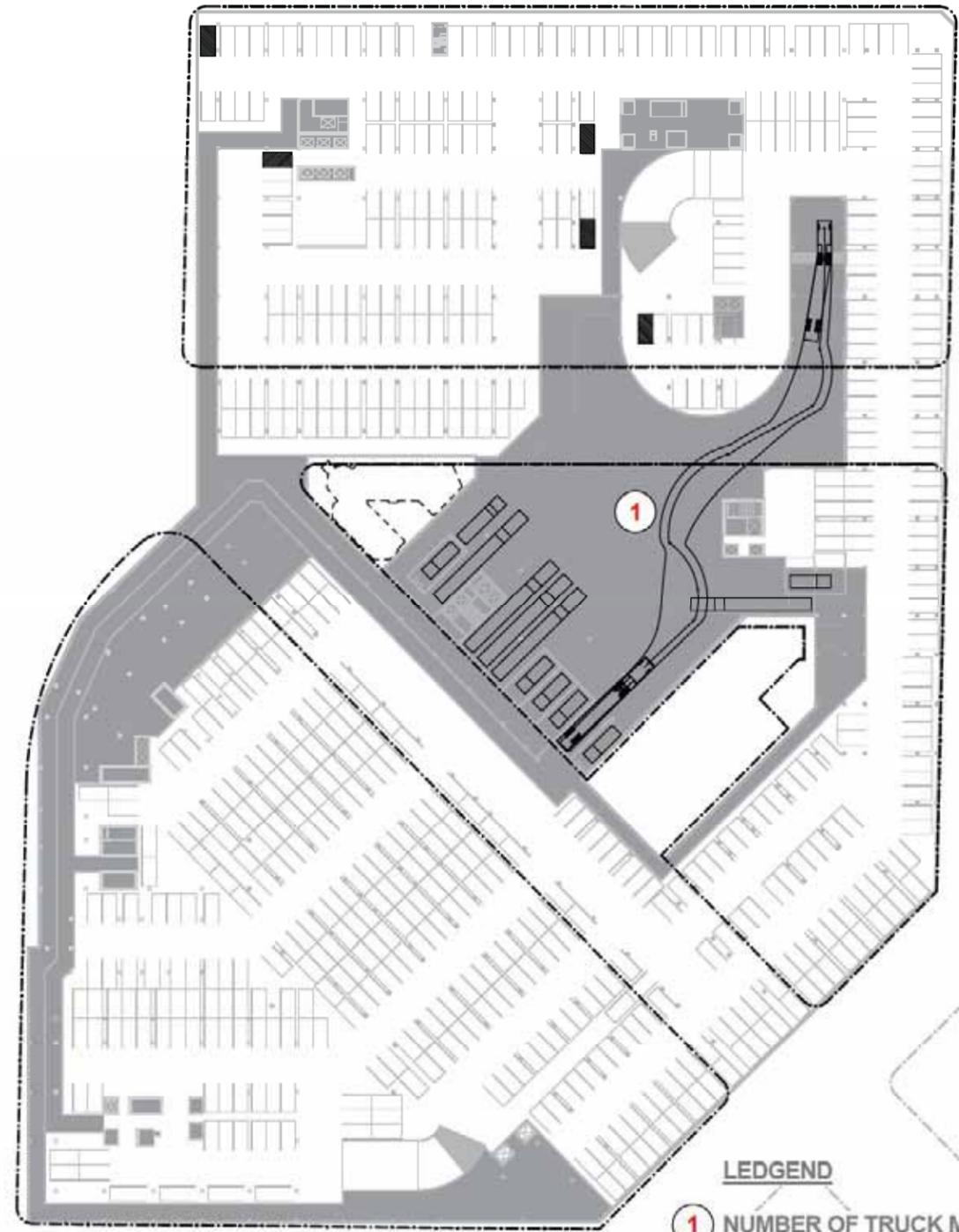
① LEVEL B2 LOADING INGRESS DIAGRAM  
1"=40'

② LEVEL B2 LOADING EGRESS DIAGRAM  
1"=40'

# BASEMENT LEVEL 2 LOADING/SERVICE AUTOTURN ANALYSIS



① LEVEL B2 LOADING INGRESS DIAGRAM  
1'-0" = 1"



② LEVEL B2 LOADING EGRESS DIAGRAM  
1'-0" = 1"

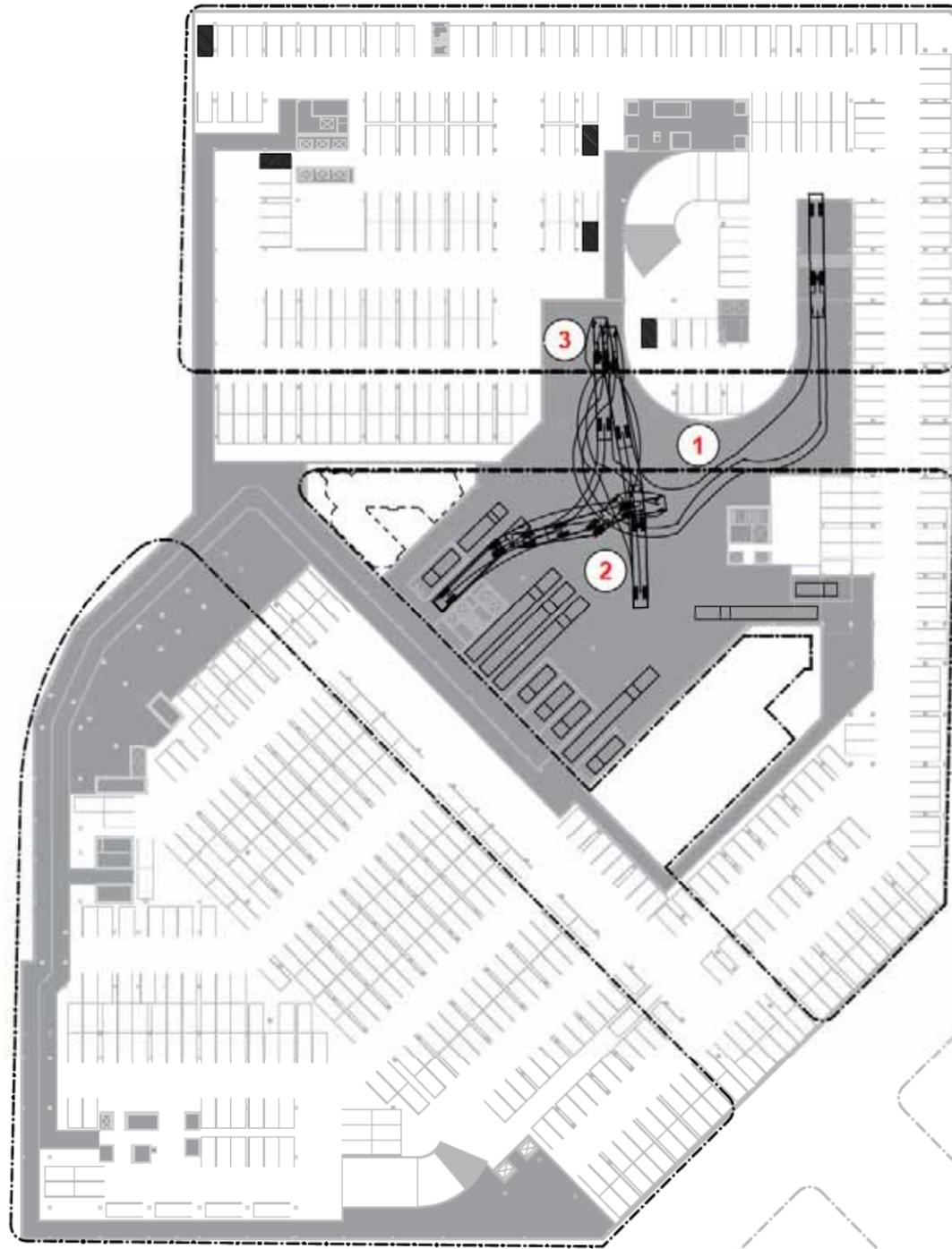
**LEGEND**

① NUMBER OF TRUCK MOVES

ADDENDUM #1  
CITY COMMISSION  
03/09/15



# BASEMENT LEVEL 2 LOADING/SERVICE AUTOTURN ANALYSIS



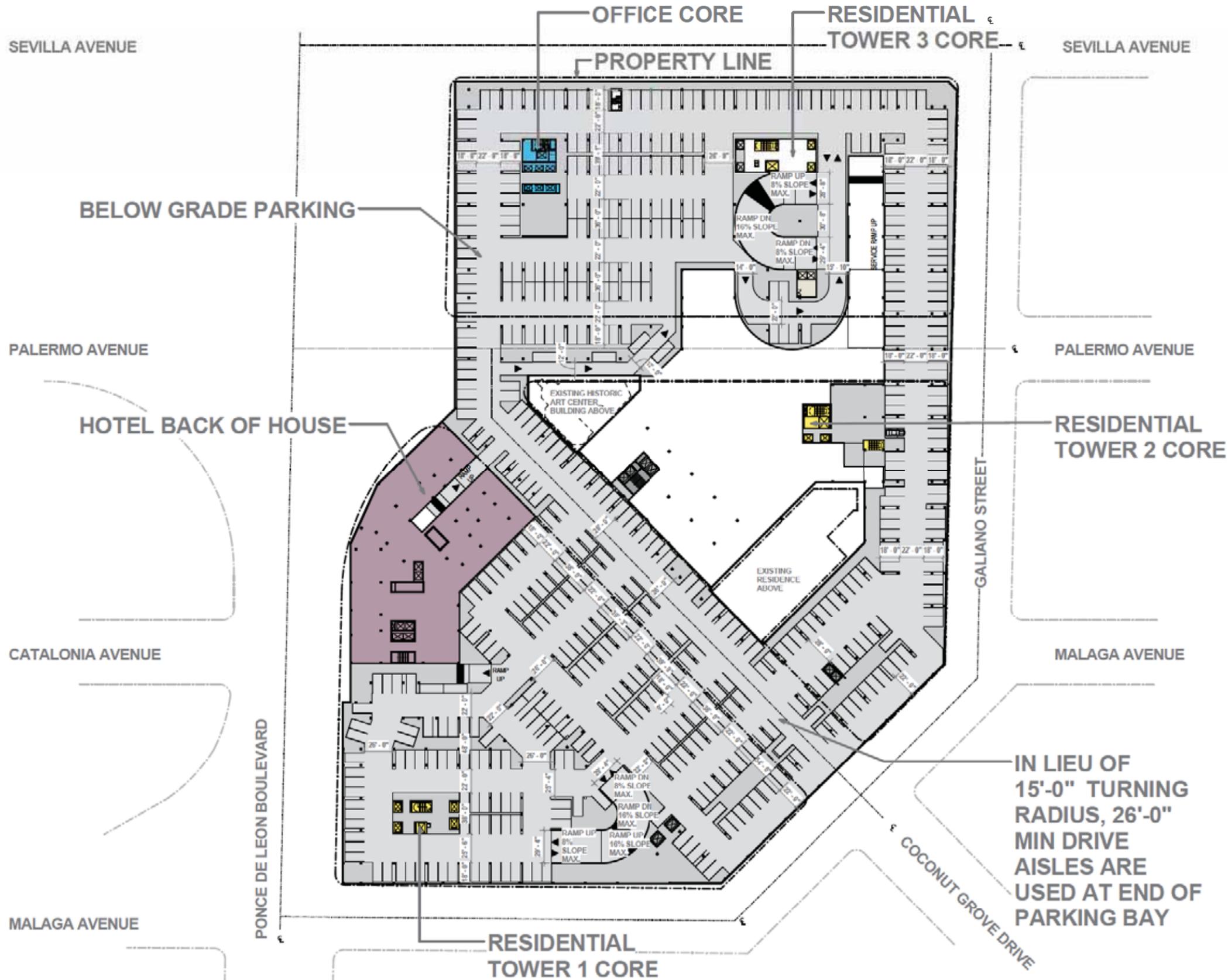
### LEGEND

1 NUMBER OF TRUCK MOVES

1 LEVEL B2 LOADING INGRESS DIAGRAM  
1"=40'

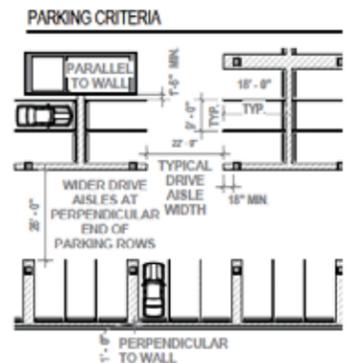
2 LEVEL B2 LOADING EGRESS DIAGRAM  
1"=40'

# FLOOR PLAN - BASEMENT LEVEL 1

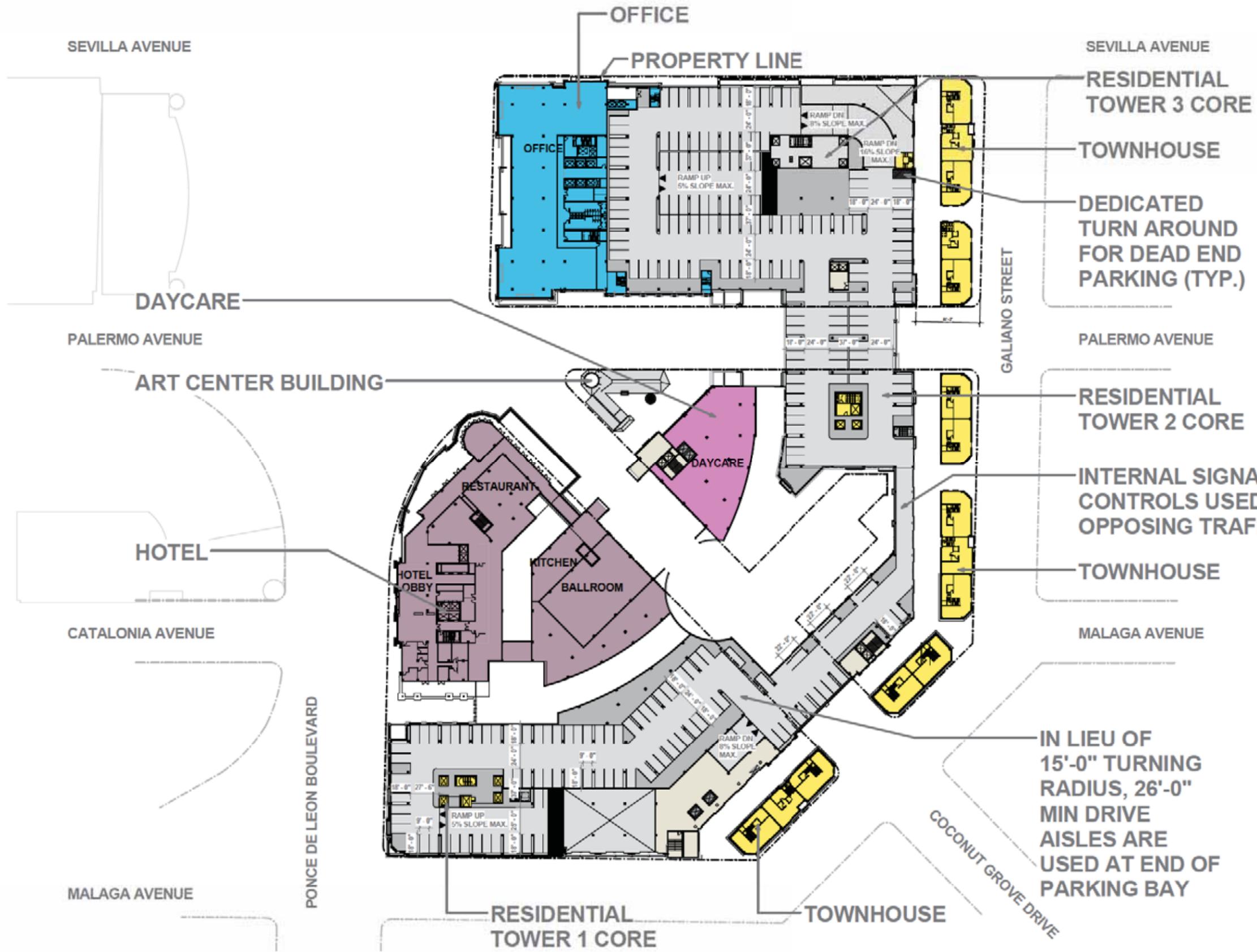


**NOTE:**

- FINAL PARKING AND LOADING DESIGN TO BE REVIEWED BY CITY PARKING CONSULTANT FOR COMPLIANCE WITH ZONING AND BUILDING CODE REQUIREMENTS PRIOR TO APPLYING FOR A BUILDING PERMIT.
- ALL VEHICULAR RAMPS NOT BEING PARKED ON SHALL BE DESIGNED WITH THE INDUSTRY STANDARD OF A MAXIMUM OF 16% SLOPE. EACH RAMP SHALL INCORPORATE A TRANSITION RAMP AT BOTH TOP AND BOTTOM WITH A MAXIMUM SLOPE OF 8%

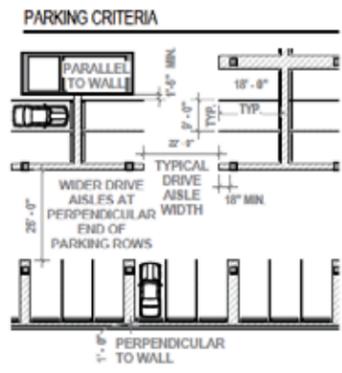


# FLOOR PLAN - LEVEL 3



**NOTE:**

- FINAL PARKING AND LOADING DESIGN TO BE REVIEWED BY CITY PARKING CONSULTANT FOR COMPLIANCE WITH ZONING AND BUILDING CODE REQUIREMENTS PRIOR TO APPLYING FOR A BUILDING PERMIT.
- ALL VEHICULAR RAMPS NOT BEING PARKED ON SHALL BE DESIGNED WITH THE INDUSTRY STANDARD OF A MAXIMUM OF 16% SLOPE. EACH RAMP SHALL INCORPORATE A TRANSITION RAMP AT BOTH TOP AND BOTTOM WITH A MAXIMUM SLOPE OF 8%

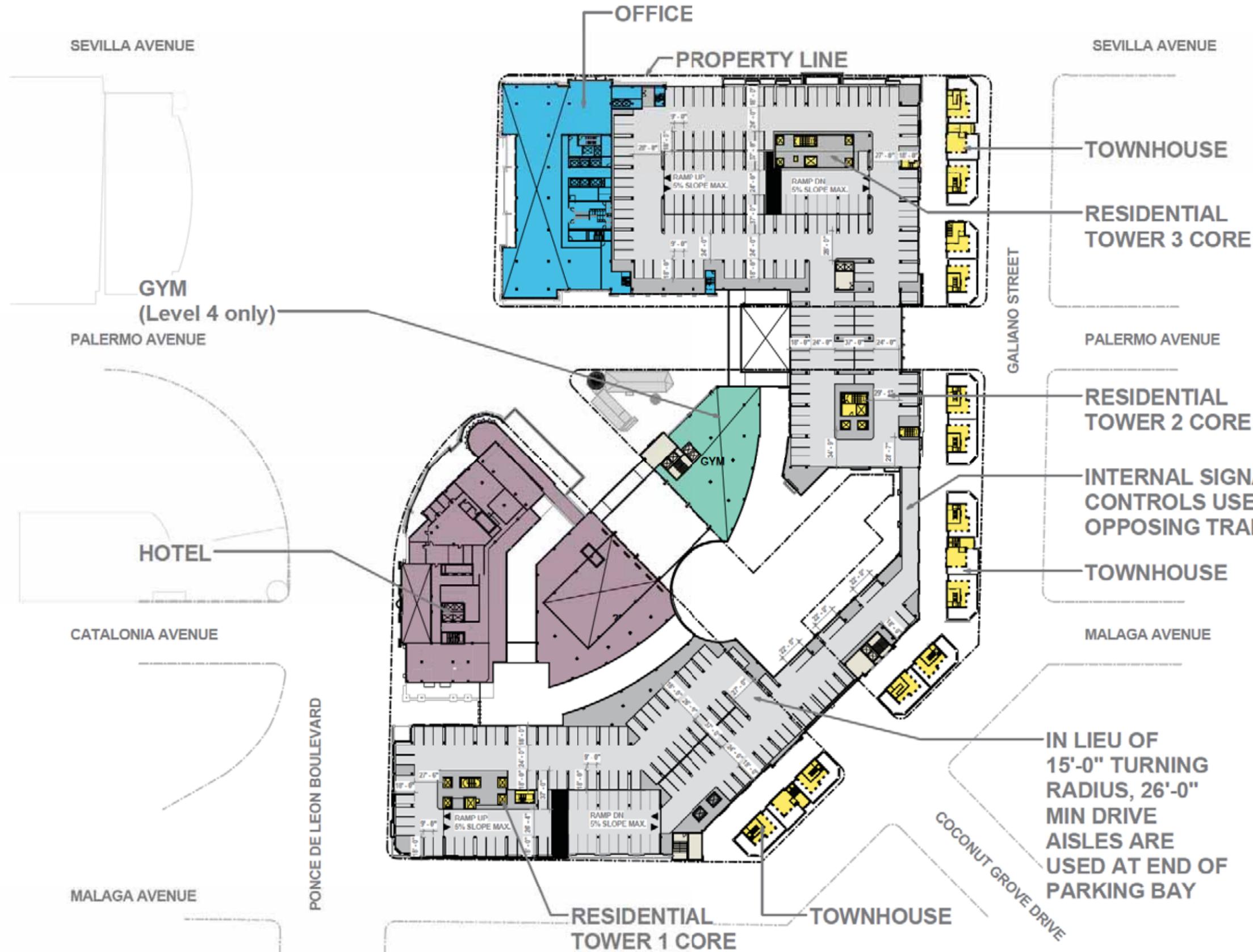


**MEDITERRANEAN VILLAGE**  
AT PONCE CIRCLE

ADDENDUM #1  
CITY COMMISSION  
03/09/15



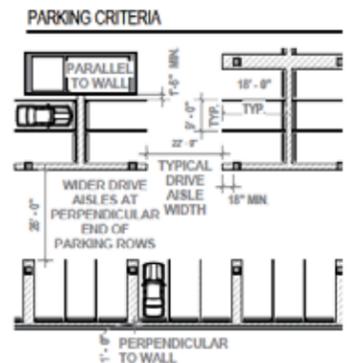
# FLOOR PLAN - LEVEL 4



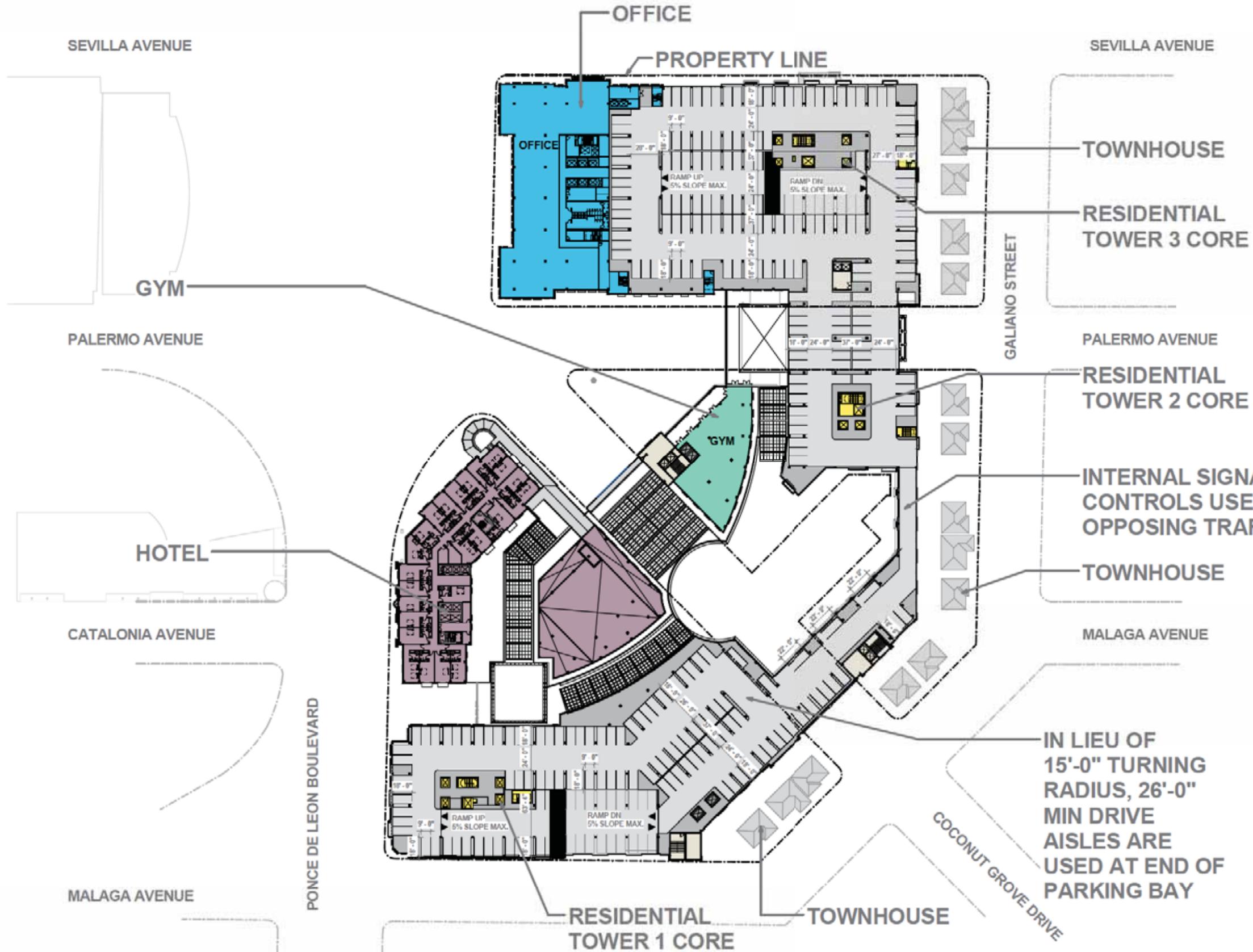
**NOTE:**

- FINAL PARKING AND LOADING DESIGN TO BE REVIEWED BY CITY PARKING CONSULTANT FOR COMPLIANCE WITH ZONING AND BUILDING CODE REQUIREMENTS PRIOR TO APPLYING FOR A BUILDING PERMIT.
- ALL VEHICULAR RAMPS NOT BEING PARKED ON SHALL BE DESIGNED WITH THE INDUSTRY STANDARD OF A MAXIMUM OF 16% SLOPE. EACH RAMP SHALL INCORPORATE A TRANSITION RAMP AT BOTH TOP AND BOTTOM WITH A MAXIMUM SLOPE OF 8%.

**IN LIEU OF 15'-0" TURNING RADIUS, 26'-0" MIN DRIVE AISLES ARE USED AT END OF PARKING BAY**

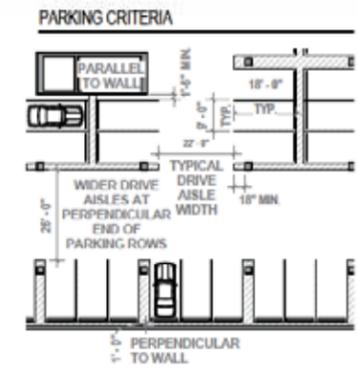


# FLOOR PLAN - LEVEL 5



**NOTE:**

- FINAL PARKING AND LOADING DESIGN TO BE REVIEWED BY CITY PARKING CONSULTANT FOR COMPLIANCE WITH ZONING AND BUILDING CODE REQUIREMENTS PRIOR TO APPLYING FOR A BUILDING PERMIT.
- ALL VEHICULAR RAMPS NOT BEING PARKED ON SHALL BE DESIGNED WITH THE INDUSTRY STANDARD OF A MAXIMUM OF 16% SLOPE. EACH RAMP SHALL INCORPORATE A TRANSITION RAMP AT BOTH TOP AND BOTTOM WITH A MAXIMUM SLOPE OF 8%.

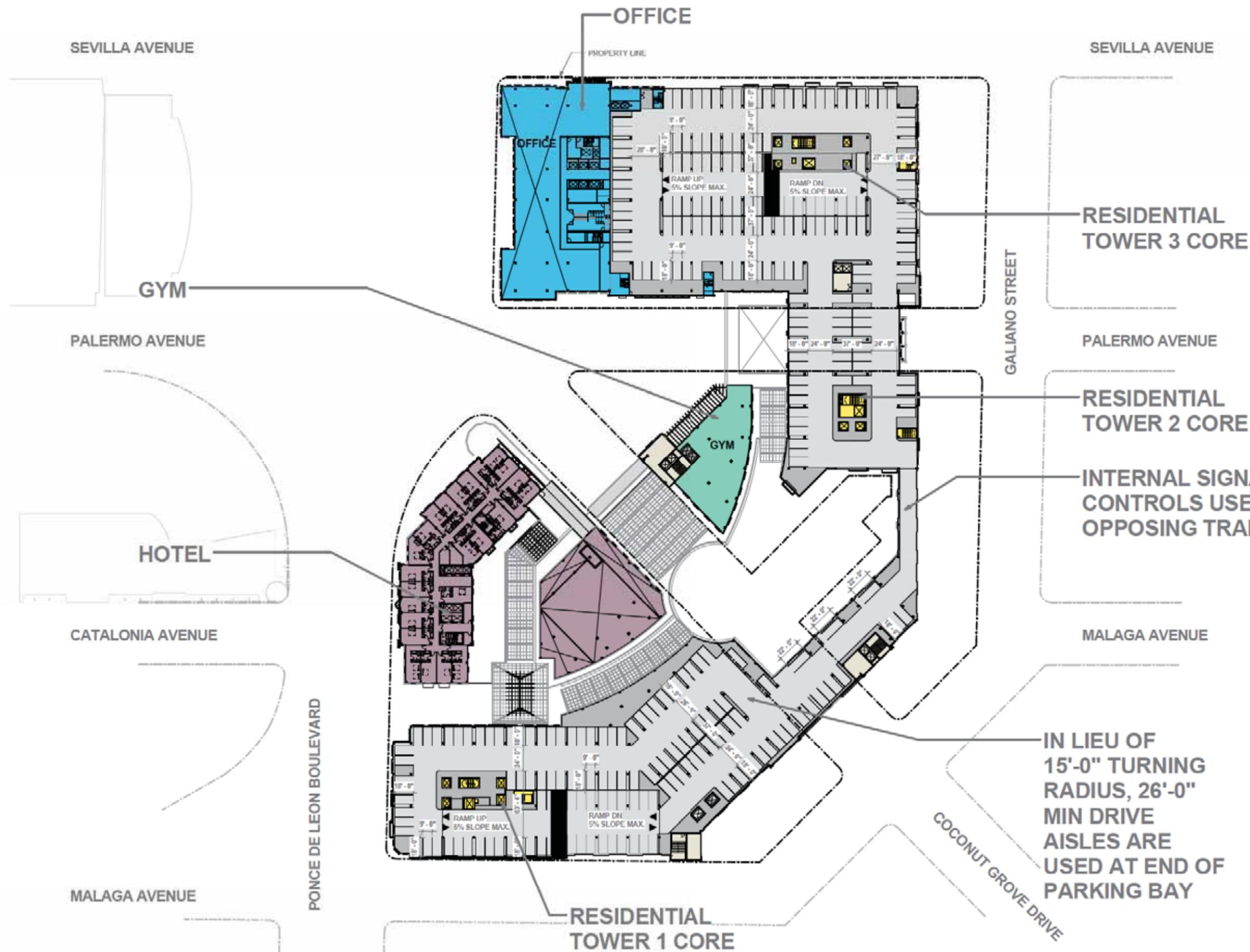


MEDITERRANEAN VILLAGE AT PONCE CIRCLE

ADDENDUM #1  
CITY COMMISSION  
03/09/15



# FLOOR PLAN - LEVEL 6



**NOTE:**

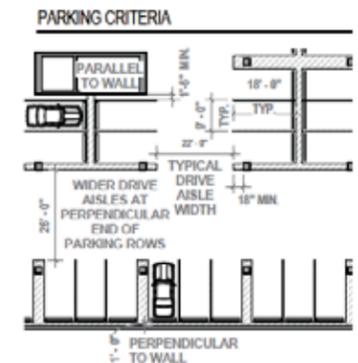
- FINAL PARKING AND LOADING DESIGN TO BE REVIEWED BY CITY PARKING CONSULTANT FOR COMPLIANCE WITH ZONING AND BUILDING CODE REQUIREMENTS PRIOR TO APPLYING FOR A BUILDING PERMIT.
- ALL VEHICULAR RAMPS NOT BEING PARKED ON SHALL BE DESIGNED WITH THE INDUSTRY STANDARD OF A MAXIMUM OF 16% SLOPE. EACH RAMP SHALL INCORPORATE A TRANSITION RAMP AT BOTH TOP AND BOTTOM WITH A MAXIMUM SLOPE OF 8%.

RESIDENTIAL TOWER 3 CORE

RESIDENTIAL TOWER 2 CORE

INTERNAL SIGNAGE AND TRAFFIC CONTROLS USED TO MODERATE OPPOSING TRAFFIC CIRCULATION

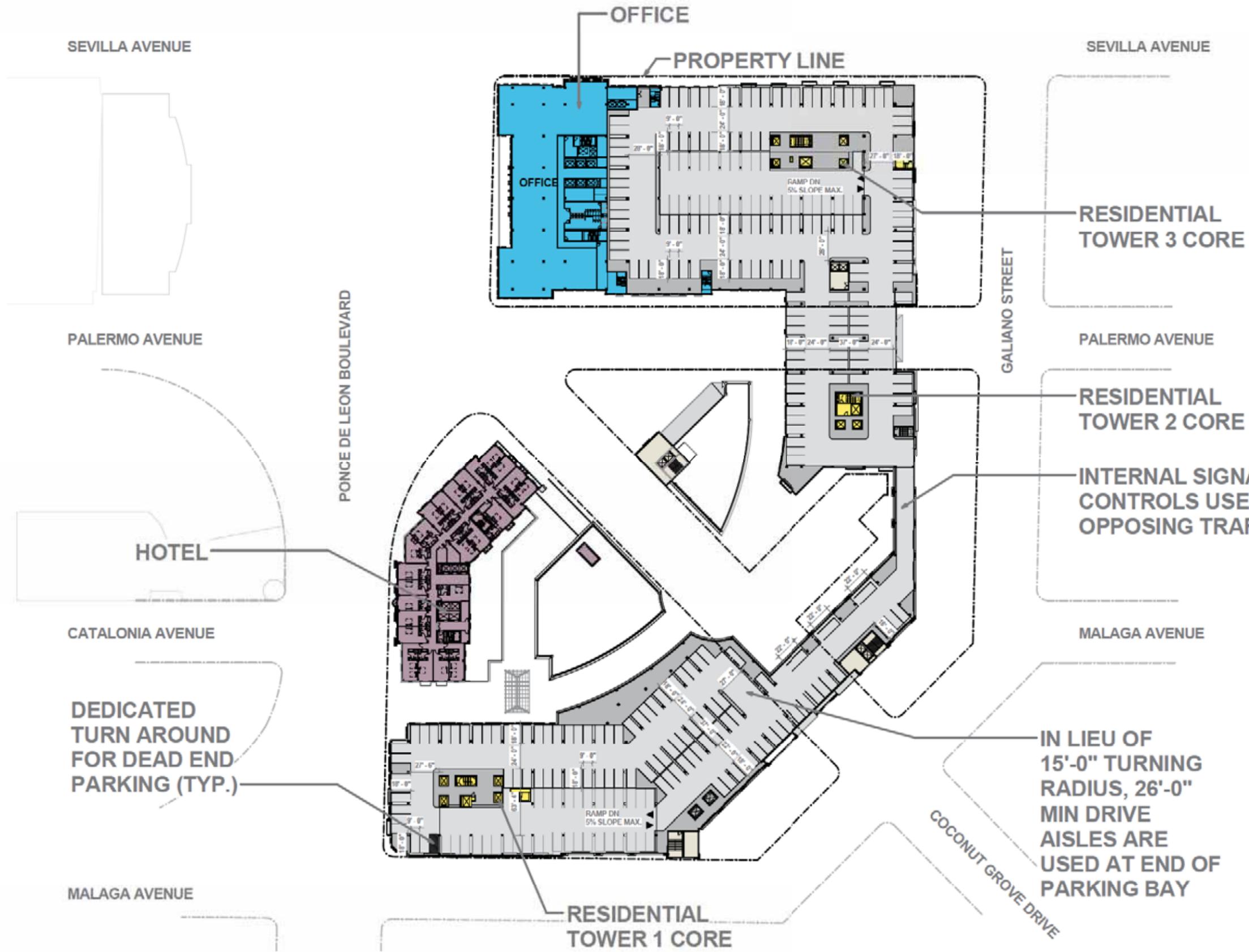
IN LIEU OF 15'-0" TURNING RADIUS, 26'-0" MIN DRIVE AISLES ARE USED AT END OF PARKING BAY



ADDENDUM #1  
CITY COMMISSION  
03/09/15

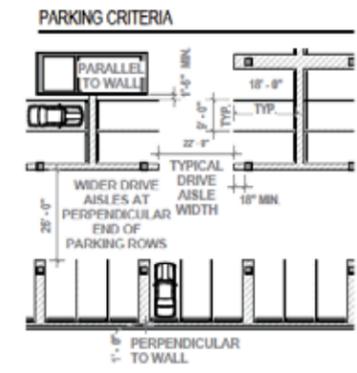


# FLOOR PLAN - LEVEL 7



**NOTE:**

- FINAL PARKING AND LOADING DESIGN TO BE REVIEWED BY CITY PARKING CONSULTANT FOR COMPLIANCE WITH ZONING AND BUILDING CODE REQUIREMENTS PRIOR TO APPLYING FOR A BUILDING PERMIT.
- ALL VEHICULAR RAMPS NOT BEING PARKED ON SHALL BE DESIGNED WITH THE INDUSTRY STANDARD OF A MAXIMUM OF 16% SLOPE. EACH RAMP SHALL INCORPORATE A TRANSITION RAMP AT BOTH TOP AND BOTTOM WITH A MAXIMUM SLOPE OF 8%





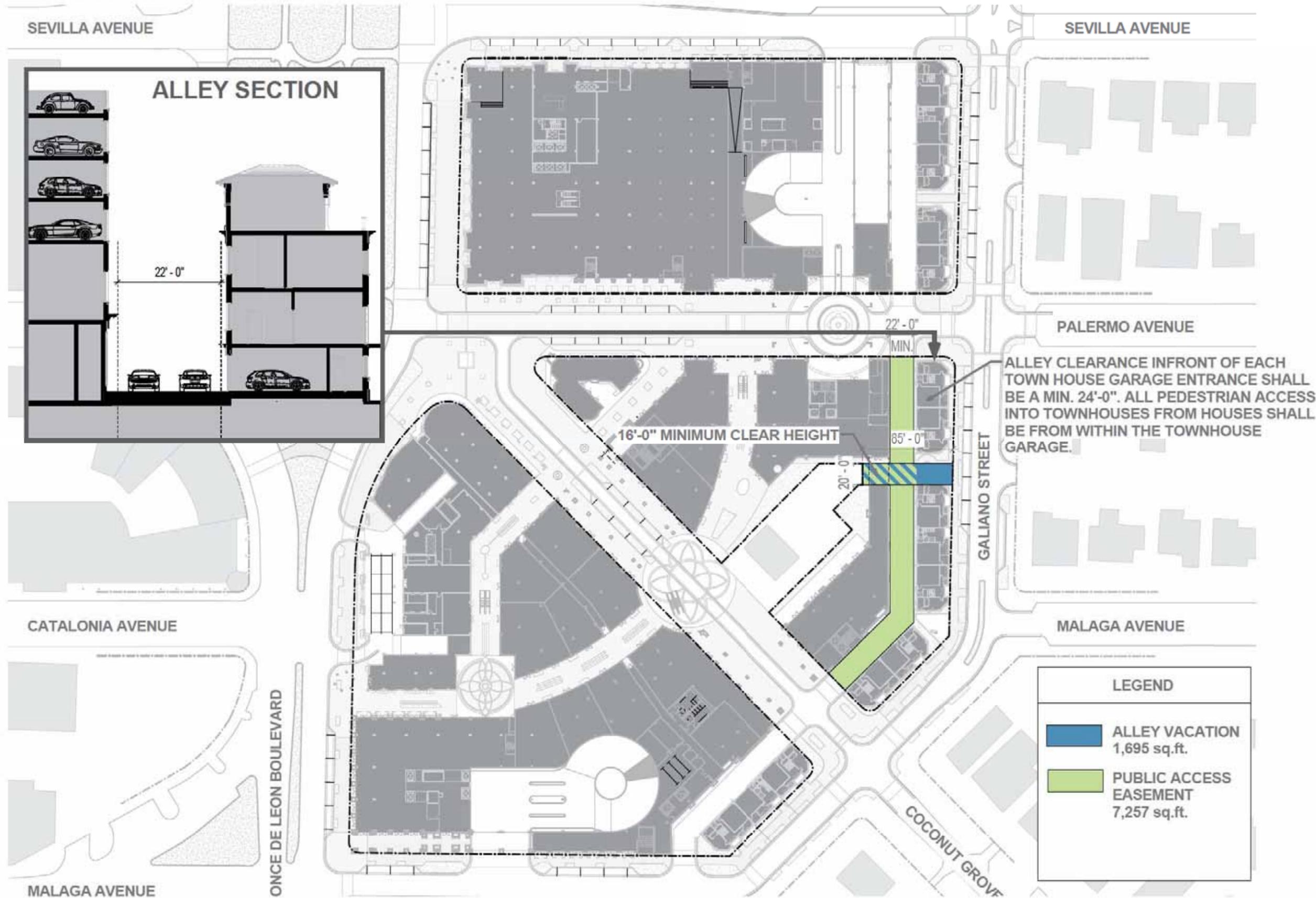
## 17. ALLEY VACATION

The applicant shall address staff comments from the Development Review Committee on January 30, 2015.

THE REQUEST FOR NO OBJECTION LETTERS HAS BEEN SUBMITTED TO ALL THE APPROPRIATE UTILITY COMPANIES. NOT ALL OF THE NO OBJECTION LETTERS HAVE BEEN RECEIVED AT THIS TIME. ALL LETTERS WILL BE PROVIDED PRIOR TO ISSUANCE OF BUILDING PERMIT.



# ALLEY VACATION





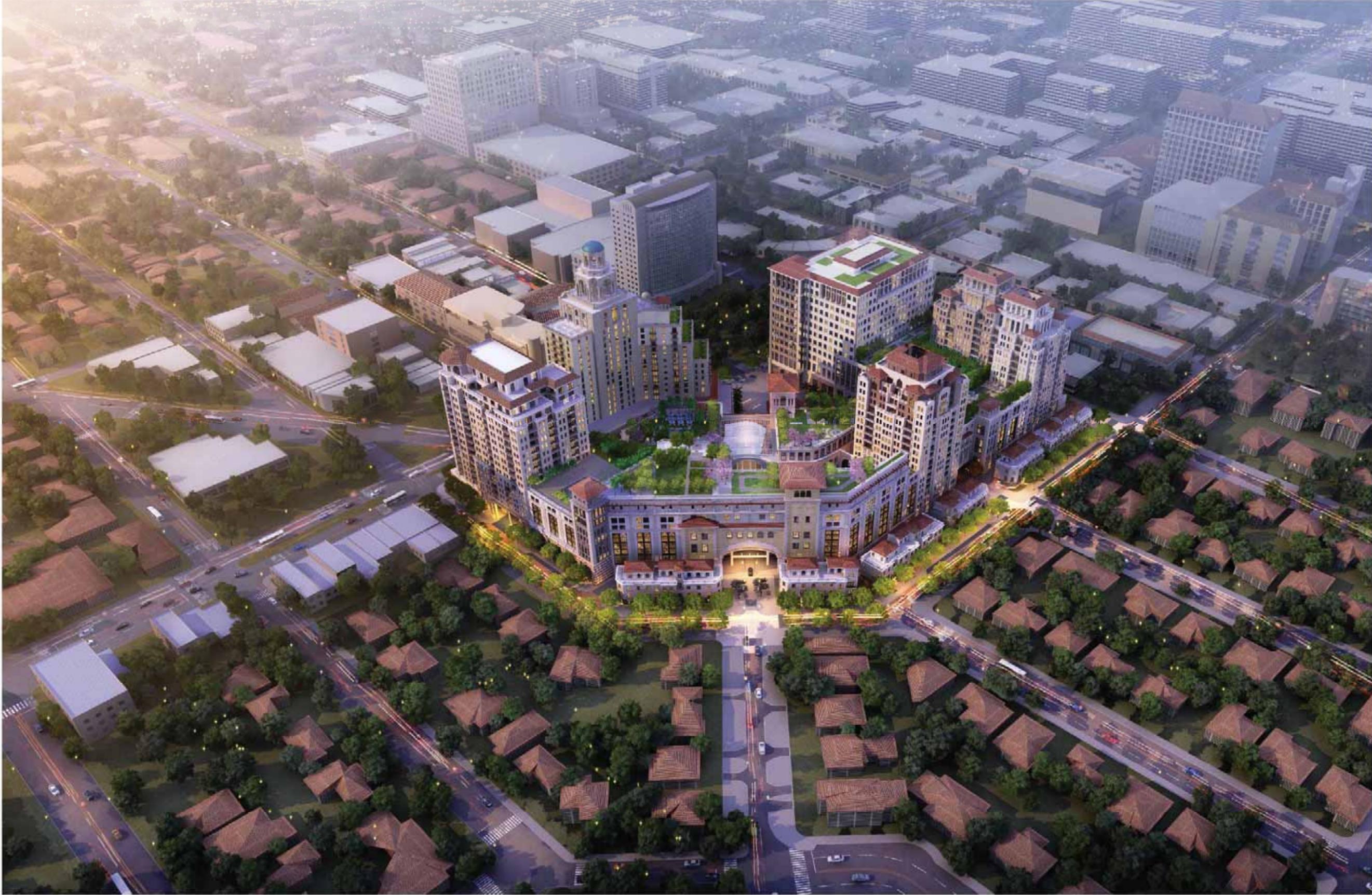


## 18. ADDITIONAL CONDITIONS OF APPROVAL

- Address additional conditions of approval that may emerge from the Planning and Zoning Board's comments and from coordination of the project with City Staff and the City Attorney. Provide enforceable and detailed conditions, including buildout schedule, and agreed standards and procedures for any proposed minor adjustments to approvals.

# MEDITERRANEAN VILLAGE AT PONCE CIRCLE

ADDENDUM #1  
CITY COMMISSION  
03/09/15





**MEDITERRANEAN VILLAGE**  
**AT PONCE CIRCLE**

ADDENDUM #1  
CITY COMMISSION  
03/09/15



**MEDITERRANEAN VILLAGE  
AT PONCE CIRCLE**

ADDENDUM #1  
CITY COMMISSION  
03/09/15



AGAVE PONCE





**MEDITERRANEAN VILLAGE**  
**AT PONCE CIRCLE**

ADDENDUM #1  
CITY COMMISSION  
**03/09/15**



AN ARCADIS COMPANY



AGAVE PONCE

**MEDITERRANEAN VILLAGE**  
**AT PONCE CIRCLE**

ADDENDUM #1  
CITY COMMISSION  
03/09/15





**MEDITERRANEAN VILLAGE**  
**AT PONCE CIRCLE**

**ADDENDUM #1**  
**CITY COMMISSION**  
**03/09/15**

**RTKL**

AN ARCADIS COMPANY



AGAVE PONCE

**MEDITERRANEAN VILLAGE**  
**AT PONCE CIRCLE**

ADDENDUM #1  
CITY COMMISSION  
03/09/15



AGAVE PONCE





**MEDITERRANEAN VILLAGE**  
**AT PONCE CIRCLE**

**ADDENDUM #1**  
**CITY COMMISSION**  
**03/09/15**



AN ARCADIS COMPANY



AGAVE PONCE





**MEDITERRANEAN VILLAGE  
AT PONCE CIRCLE**

**ADDENDUM #1  
CITY COMMISSION  
03/09/15**



**AGAVE PONCE**