

R7 M A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, APPROVING THE DESIGN FOR THE 41ST STREET CORRIDOR REVITALIZATION PROJECT, INCLUDING CERTAIN ADDITIONAL SCOPE ITEMS AS RECOMMENDED BY THE COMMUNITY, DESIGN REVIEW BOARD, AND THE MAYOR'S 41ST STREET BLUE RIBBON COMMITTEE, WITH ADDITIONAL FUNDING TO BE REQUESTED THROUGH THE FISCAL YEAR 2026 CAPITAL BUDGET PROCESS.

Applicable Area:

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission

FROM: Eric Carpenter, City Manager

DATE: November 20, 2024

TITLE: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, APPROVING THE DESIGN FOR THE 41ST STREET CORRIDOR REVITALIZATION PROJECT, INCLUDING CERTAIN ADDITIONAL SCOPE ITEMS AS RECOMMENDED BY THE COMMUNITY, DESIGN REVIEW BOARD, AND THE MAYOR'S 41ST STREET BLUE RIBBON COMMITTEE, WITH ADDITIONAL FUNDING TO BE REQUESTED THROUGH THE FISCAL YEAR 2026 CAPITAL BUDGET PROCESS.

RECOMMENDATION

The Administration recommends adopting the Resolution.

BACKGROUND/HISTORY

In 2018, the City engaged Alta Planning and Design, Inc. (Alta) to prepare a vision plan for the 41st Street Corridor Revitalization Project (Project). The resulting vision plan (Alta Vision Plan) prioritized pedestrians along the corridor by supporting consistent, safe, and comfortable bus and bike networks, creating more reasons to spend time on the street, support transit riders and foster social resiliency. The Vision Plan was a culmination of 4 weeks of stakeholder engagement, several committee discussions, meetings with business owners and residents, questionnaires, pop-up workshops, a public survey, and a public charrette.

The 2018 General Obligation Bond (GOB) Program allocated \$15 million for the Project as described in the Alta Vision Plan, which was approved by the Mayor's 41st Street Blue Ribbon Committee in August 2018.

On December 12, 2018, the City Commission accepted the recommendation of the Land Use and Sustainability Committee (LUSC), approving the Alta Vision Plan, and referring the Project to the City's Finance and Citywide Projects Committee (FCWPC) to develop a plan to prioritize the budgeted funds from the GOB Program.

In March, 2020, the City engaged the design firm AECOM to prepare a feasibility study for the implementation of the Alta Vision Plan and the development of conceptual design, which encompasses portions of 41st Street, and intersecting roads north to 42nd Street and south to 40th Street, between Alton Road and Pine Tree Drive. The conceptual design completed by AECOM included pedestrian improvements with widened, branded sidewalks, shortened crosswalks, alteration of on-street parking spaces, increased public art along the street, bike lanes, human scale lighting, landscaping to increase tree canopy, irrigation, outdoor seating, alteration of bus shelters and gateway features intended to reinvigorate the 41st Street corridor at Alton Road and Pine Tree Drive.

On January 13, 2021, the City Commission adopted Resolution No. 2021-31551 approving the AECOM 41st Street Conceptual Streetscape Design (Conceptual Design), authorizing the

Administration to develop and issue a Request for Qualifications for the selection of a firm for the design development, bid assistance, and construction administration services for the Project. The approval of the Conceptual Design included the removal of a maximum of 18 on-street parking spaces on 41st Street, 9 on-street parking spaces on side streets, and the condition that the eventual design limit the removal of Florida Royal Palms to no more than 15% of the existing Royal Palms along the corridor. Additionally, the Resolution stipulates that any Royal Palm that is removed from the corridor must be replaced with a Royal Palm on side streets within two blocks of the corridor (north and south), and that benches proposed must be designed to prevent loitering and vagrancy.

On September 2, 2021, the Mayor and City Commission adopted Resolution No. 2021-31838 approving and authorizing negotiations with Brooks + Scarpa (B+S) relating to Request for Qualifications No. 2021-196-ND for Architectural and Engineering Design Services for the Project, and the agreement was executed in March, 2022.

On March 29, 2022, the City issued Notice to Proceed to B+S to start the design of the Project. B+S has worked to prepare updated concept drawings, and 30% design documents, compliant with the scope identified in the Conceptual Design, and the conditions identified by the City Commission. B+S along with City staff have conducted public engagement meetings and have presented the project to the Mayor's 41st Street Blue Ribbon Committee.

The 41st Street Corridor is a state-owned road and therefore, B+S initially submitted schematic plans to FDOT on November 15, 2022, and received favorable support for the Project. The 30% design documents were presented to the Design Review Board (DRB) for advisory review and received a favorable recommendation during the July 5, 2023 DRB meeting.

Subsequent meetings with FDOT, at the 30% and 60% design phases, yielded several comments warranting significant design changes. B+S prepared updated 60% design documents incorporating comments received from the community, neighborhood committees, City staff and FDOT. The design has materially changed since the DRB approval in July 2023. Many of the design elements previously proposed within the street portion of the right-of-way, were rejected by FDOT during subsequent reviews and therefore removed from the scope of work, and replaced with additional design elements along the corridor, as allowed, and at the intersection of Pine Tree Drive and 41st Street, at Lieberman Square.

In May 2024, the updated 60% design documents including the material changes, were submitted for another round of review by City staff, FDOT and the DRB.

On May 15, 2024, the Mayor and City Commission (City Commission) referred item C4 AK, sponsored by Commissioner Alex Fernandez and co-sponsored by Commissioner Joseph Magazine, to the LUSC, to provide a presentation, status and direction of the Project.

On July 2, 2024, the 60% Design Documents, reflecting the FDOT requested design modifications were presented to DRB on an advisory basis (Exhibit A), where they provided favorable comments with recommendations. An LTC recapping the meeting was transmitted to the City Commission by the Planning Department on July 18, 2024 (Exhibit B). The DRB included the following:

- Explore utilizing other bright colors (besides Miami Beach pink) for the canopy structures.
- Miami Beach pink is acceptable for the sidewalk pavement and furniture that emerges from the sidewalk.
- Miami Beach pink sidewalks should have the same branding features as the gray sidewalks.

- Utilize the proposed canopy structures to provide shade.
- Utilize the proposed canopy structures to call attention to and embrace the palm trees or shade trees.
- Option 2 regarding lighting (up and down light for every other Royal Palm tree) is recommended.
- Recommend increasing the number of shade trees and widening sidewalks, including a reduction in the number of on-street parking.
- Recommend signage be provided for navigation to adjacent parking garages and surface lots.
- Although not in the existing scope, recommend replacing the existing acorn lamp posts with a more contemporary type of lighting.
- Explore relocating either the utility pole or Starchild art piece at Liebman Square, as they conflict with each other.

The project was scheduled to be presented during the LUSC meeting on July 9, 2024, then deferred to the September 2024 meeting. The item was anticipated to be included in the October 18, 2024 meeting, but was recently deferred to a future meeting.

The updated project design will be presented to the G.O. Bond Oversight Committee (GOBOC) at their November 14, 2024 meeting. The presentation will also advise them of the additional scope of work that is being considered and the cost implications.

ANALYSIS

Project Overview

The Project currently includes design elements to enhance the pedestrian experience with new, widened concrete sidewalks, the relocation of trees and hardscape or lighting that obstruct the pathway, new fixed outdoor seating walls at four (4) mid-block locations, strategically placed bike racks, alteration of limited on-street parking spaces to create more sidewalk area, planting of native canopy trees with the required irrigation, incorporation of public art in the form of canopy structures and gateway features, and the creation of a public space at the intersection of 41st Street and Pine Tree Drive, at Henry Liebman Square. The impacts to the Florida Royal Palms and on-street parking in the current design, are within the limits stipulated by the City Commission in its approval of the AECOM concepts.

Renovation of the existing light fixtures was implemented in a separate project by the Public Works Department (PWD), using GOB funds for this Project, and therefore was not included in the scope of work for B+S. The DRB has recommended that the existing city-owned acorn lights be updated with a more contemporary type of lighting to match the proposed updated design on 41st Street. B+S has recommended the use of a Louis Poulsen light fixture and pole from the City's Approved Product List as a possible replacement.

During the design process, the PWD identified that the string lighting installed on the Florida Royal Palm trees does not meet the code requirements for permanent installation of lighting in the public right-of-way. The string lights were installed temporarily for the holidays in 2020 and have been left in place since then. A light fixture that lights the tree canopy and trunk, as suggested by the DRB, and its required infrastructure, is proposed in the 60% design documents. The integration of new tree lighting and the required infrastructure was not included in the AECOM Conceptual Design, the GOB Project scope or the Project budget.

There are currently no cameras or security facilities within the 41st Street corridor. The Police Department has requested that new infrastructure with new service points and several poles be

provided as infrastructure for future License Plate Reader (LPR) installations. Each pole will include conduit and wires for data and electric service. Police will later install data wire and LPRs only, subject to the installation of all other infrastructure by the Project. B+S suggested that LPRs share electrical service from the street lighting and be mounted to city-owned light poles to minimize cost. FDOT has indicated, through the coordination of the scope of work, that separate poles are required for mounting LPRs within their right of way.

A PWD project, utilizing separate funding, for the replacement of existing water transmission and distribution lines along 41st Street is currently in the permitting phase. In order to minimize disruptions to the community, CIP will manage the construction of the utility replacement project, concurrently with this Project.

Current Progress

The project remains in the 60% design phase while the consultant prepares to submit formally for a permit with FDOT. Previous comments provided by FDOT focused on technical compliance, the requirements for approval of design variations, easements and harmonization agreements required with adjacent property owners, execution of a Community Aesthetic Feature (CAF) agreement (with accompanying bond requirement) and a Maintenance Memorandum of Agreement (MMOA). The formal permit application to FDOT is scheduled to be submitted in December 2024. The project team will also initiate permitting with Miami-Dade County Department of Environmental Resources Management (DERM) and Miami-Dade County Department of Transportation and Public Works (MDTPW).

The estimate of construction cost based on the 60% design is approximately 6% over the construction cost allocated in the project budget. B+S has identified opportunities for value engineering that will bring the project construction cost within the budget.

Community Engagement:

During the conceptual, 30% and 60% design phases, B+S conducted meetings to present the design, garner input and provide updates on the Project. These include:

- Several presentations to the Mayor's 41st Street Blue Ribbon Committee (Blue Ribbon Committee), in 2022, 2023 and 2024, to present the design and provide updates on the Project. A Letter to Commission, LTC #157-2024, presented a motion from the Blue Ribbon Committee urging the City Commission "to prioritize funding for lighting [string lighting and street lighting] and locations of curb outs, signage and bus stops".
- Three (3) stakeholder meetings were held in January 2023 to present the conceptual design to property and business owners.
- A hybrid meeting was held at City Hall to present the conceptual design to the public/community in February 2023.
- Two (2) presentations have been made to the Nautilus Area Homeowner Association (NAHA) during their annual meetings in February 2023 and 2024.
- On April 23, 2023, CIP shared a booth with the Economic Development Department at the 2023 Annual Miami Beach Police Department Block Party, to present the Project where residents asked questions and received information on the Project.
- On March 29, 2024, B+S provided a presentation of the initial 60% design documents reflecting FDOT comments to the 41st Street Business Improvement District (BID).

The Project has received favorable comments on the proposed design from the community and stakeholders. The community, BID and Blue Ribbon Committee have urged that the City expedite the Project, minimize disruption to traffic during construction, and that the Project correct the

improperly installed, faulty or failing string lighting wrapped around the existing Florida Royal Palms.

In consideration of DRB advisory review and recommendations, and input from the community, BID and Blue Ribbon Committee, staff is presenting the 60% design documents to the City Commission, highlighting changes since the approval of the AECOM conceptual design and additional scope that was not factored into the initial project scope or budget. Staff requires direction from the City Commission to determine if these items shall be included in the project as it moves towards the 90% design. The additional scope of work requested by the community, BID and Blue Ribbon Committee, includes:

- Replacement of the string lights, installed by the Facilities and Fleet department for the 2020 holidays and left in place at the request of the community, was requested during community meetings. Replacing these lights with permanent up and down lights, at every other palm tree, as requested by the community and as recommended by the DRB, and providing the appropriate electrical infrastructure can be included at an estimated additional cost of \$1.7 million. The Administration recommends including this additional scope.
- Providing infrastructure, including underground conduit for power and data, new service racks in alley with associated panels and electrical service for nine (9) license plate readers (LPR), as required by the Miami Beach Police Department can be included at an estimated cost of \$807,000. The Administration recommends including this additional scope.
- Replacing 44 existing city owned, pedestrian level, acorn light fixtures and poles, with more contemporary type of lighting as recommended by the DRB, can be included in the project scope at an estimated cost of \$1.2 million. The Administration does not recommend including this additional scope at this time, since 1) these fixtures were renovated by the Public Works Department in 2020; and 2) replacement of these fixtures could be considered wasteful of GOB funding.

Based on the recommendations of the Administration, the total additional project cost is approximately \$2.5 million. If the additional scope, as recommended by the Administration, is accepted, the funding will be requested through the Fiscal Year 2026 Capital Budget process.

Next steps include returning to the City Commission with an amendment to the agreement with B+S, and completing the 90% design by spring 2025. The Project, as required by FDOT, will need City Commission approvals of the design, a Community Aesthetic Feature Agreement and a Maintenance Memorandum of Agreement (MMOA). Selection of a contractor for the construction phase is scheduled for fall 2025. Commencement of construction, including the PWD utility replacement scope of work, is anticipated in spring 2026 and completion, approximately 24 months later, in spring 2028.

FISCAL IMPACT STATEMENT

The total additional project cost is approximately \$2.5 million.

Does this Ordinance require a Business Impact Estimate? (FOR ORDINANCES ONLY)

If applicable, the Business Impact Estimate (BIE) was published on:

See BIE at: <https://www.miamibeachfl.gov/city-hall/city-clerk/meeting-notice/>

FINANCIAL INFORMATION

2018 GOB Funding: \$15 million

CONCLUSION

The Administration recommends approval of the design, including the replacement of the temporary string lights with permanent up and down lights at every other palm tree, and providing the electrical infrastructure for LPR cameras. The Administration does not recommend the replacement of the existing Acorn light fixtures and poles, for the reasons noted above. Funding for the additional scope will be requested through the Fiscal Year 2026 Capital Budget process.

Applicable Area

Middle Beach

Is this a “Residents Right to Know” item, pursuant to City Code Section 2-17?

Yes

Is this item related to a G.O. Bond Project?

Yes

Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481, includes a principal engaged in lobbying? No

If so, specify the name of lobbyist(s) and principal(s):

Department

Capital Improvement Projects

Sponsor(s)

Co-sponsor(s)

Condensed Title

Provide Direction for 41st Street Corridor Revitalization Project. CIP

MIAMI BEACH 41 STREET CORRIDOR REVITALIZATION PROJECT

DESIGN REVIEW BOARD PRESENTATION
JULY 2, 2024



Stantec



MIAMI BEACH

SCOPE OF WORK



EXISTING CONDITIONS

EXISTING CHALLENGES



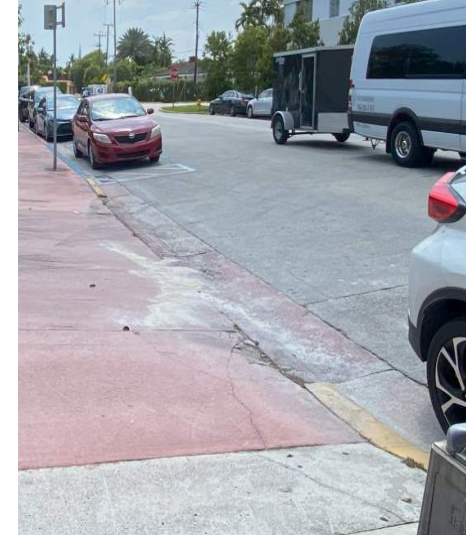
LOOSE CONCRETE PAVER



INAPPROPRIATE LANDSCAPING



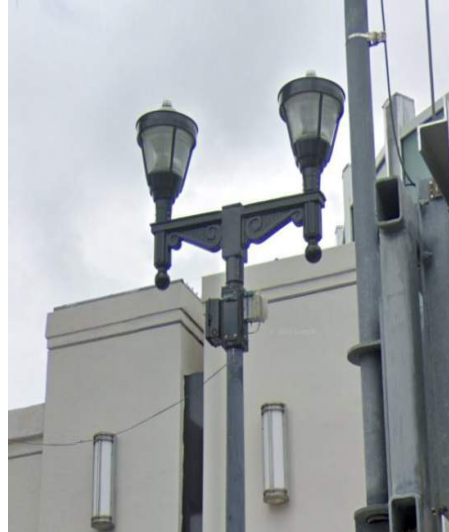
ACCESSIBILITY ISSUES



BROKEN PAVEMENT



UNSAFE WIRING



OUTDATED STREET LAMPS



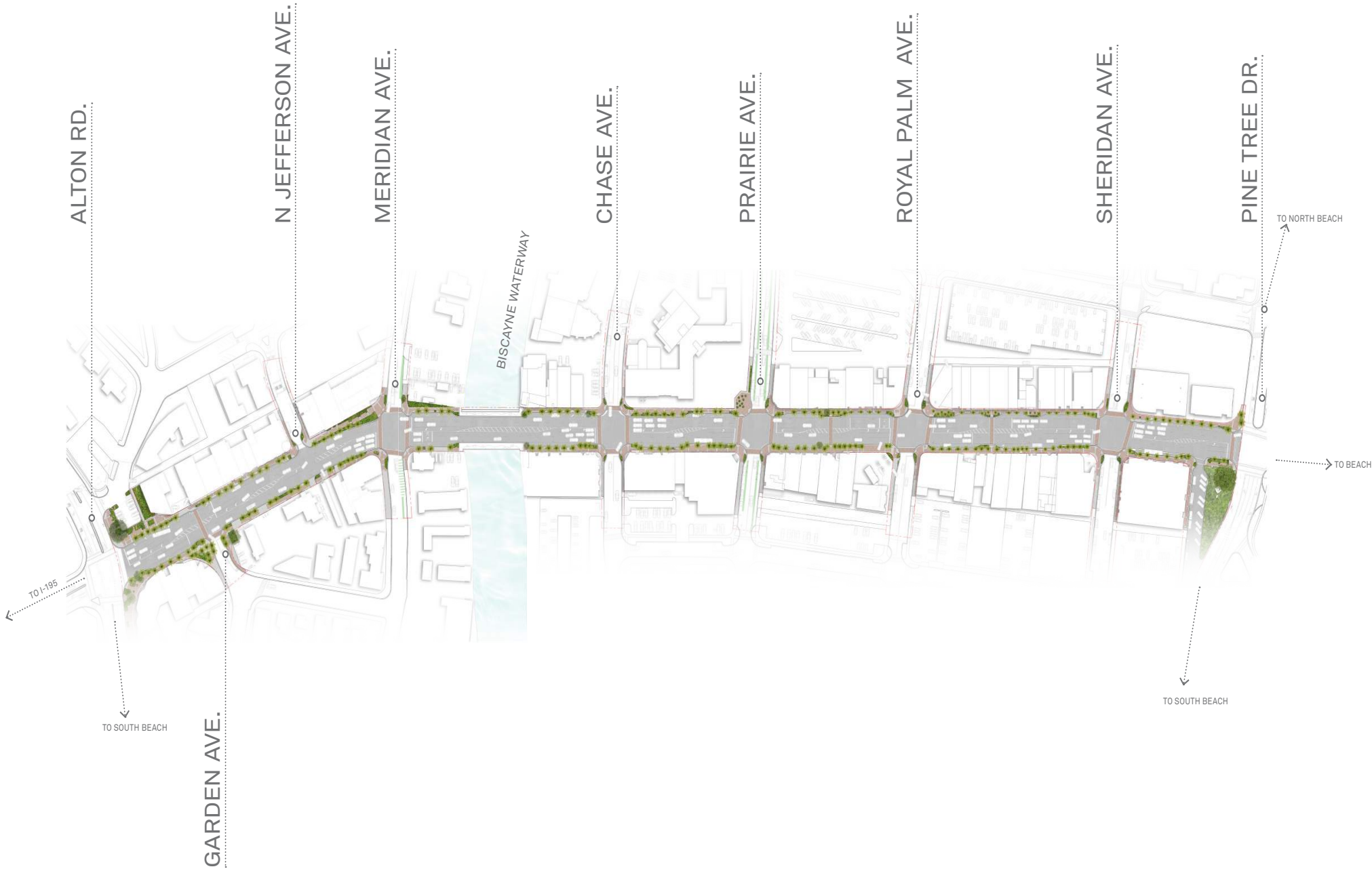
BROKEN LIGHT FIXTURES



DAMAGED SIDE-STREETS

41ST STREET REVITALIZATION PLAN

EXISTING SITE PLAN





60% DESIGN SITE PLAN

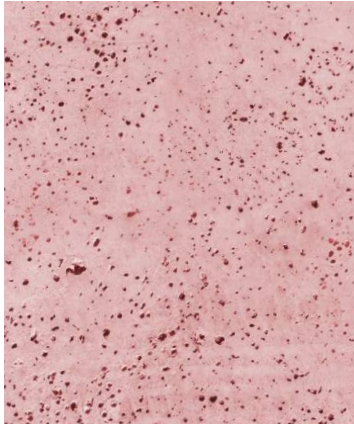


60% DESIGN SITE PLAN



KIT OF PARTS

EXHIBIT A



Miami Beach Red Concrete



Branded Concrete



Public Art



Bike Racks



Benches



Shade Trees



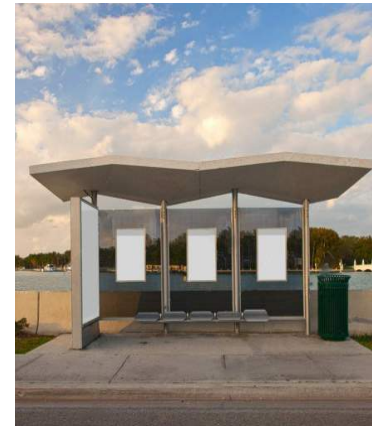
Landscaping



Precast Seat Walls



Trash Receptacles



Bus Stops

PROPOSED PLANTING PALETTE

EXISTING CANOPY



Royal Palm
Roystonea regia



Strangler Fig
Ficus aurea



Green Buttonwood
Conocarpus erectus

IF THE ROOT OF AN EXISTING ROYAL PALM ARE AT GRADE,
THEN METAL GRATING BECOMES THE PRIMARY TOOL TO
PROTECT THE TREE AND EXPAND THE WALKS



EXISTING



PROPOSED

LARGE CANOPY



Live Oak
Quercus virginiana



Green Buttonwood
Conocarpus erectus



Gumbo Limbo
Bursera simaruba



Mahogany Tree
Swietenia mahogani



Wild Tamarind
Lysiloma latissiliquum

MEDIUM CANOPY



Silver Buttonwood
Conocarpus erectus



Pigeon Plum
Coccoloba diversifolia



Autograph Tree
Clusia rosea

GROUND COVERS



Wart Fern
Phymatosorus scolopendria



Philodendron 'Burle-Marx'
Philodendron burle-marxii



Monstera
Monstera deliciosa



Dwarf palmetto
Sabal minor



Muhly Grass
Muhlenbergia capillaris



Milkweed
Asclepias syriaca



Spartina Grass
Spartina



Fakahatchee Grass
Tripsacum dactyloides



Perennial Peanut
Arachis glabrata

SUSTAINABILITY

- Combating Heat Island effect with light materials

EXISTING FURNITURE



Benches

REFINISHED STREET FURNITURE



Stainless Steel/
Aluminum Mill Finish

PROPOSED FURNITURE

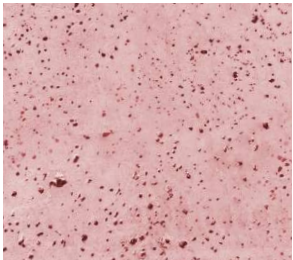


Landscape Forms
Milenio



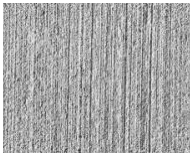
Wausau
Seat Walls

PRECAST SEAT WALLS

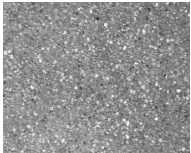


Miami Beach Red Concrete

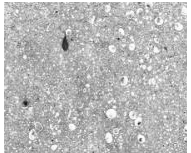
PROPOSED PAVING
MATERIAL



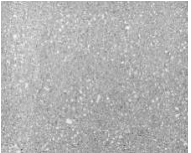
Broom Finish



Exposed Aggregate



Seashell Aggregate



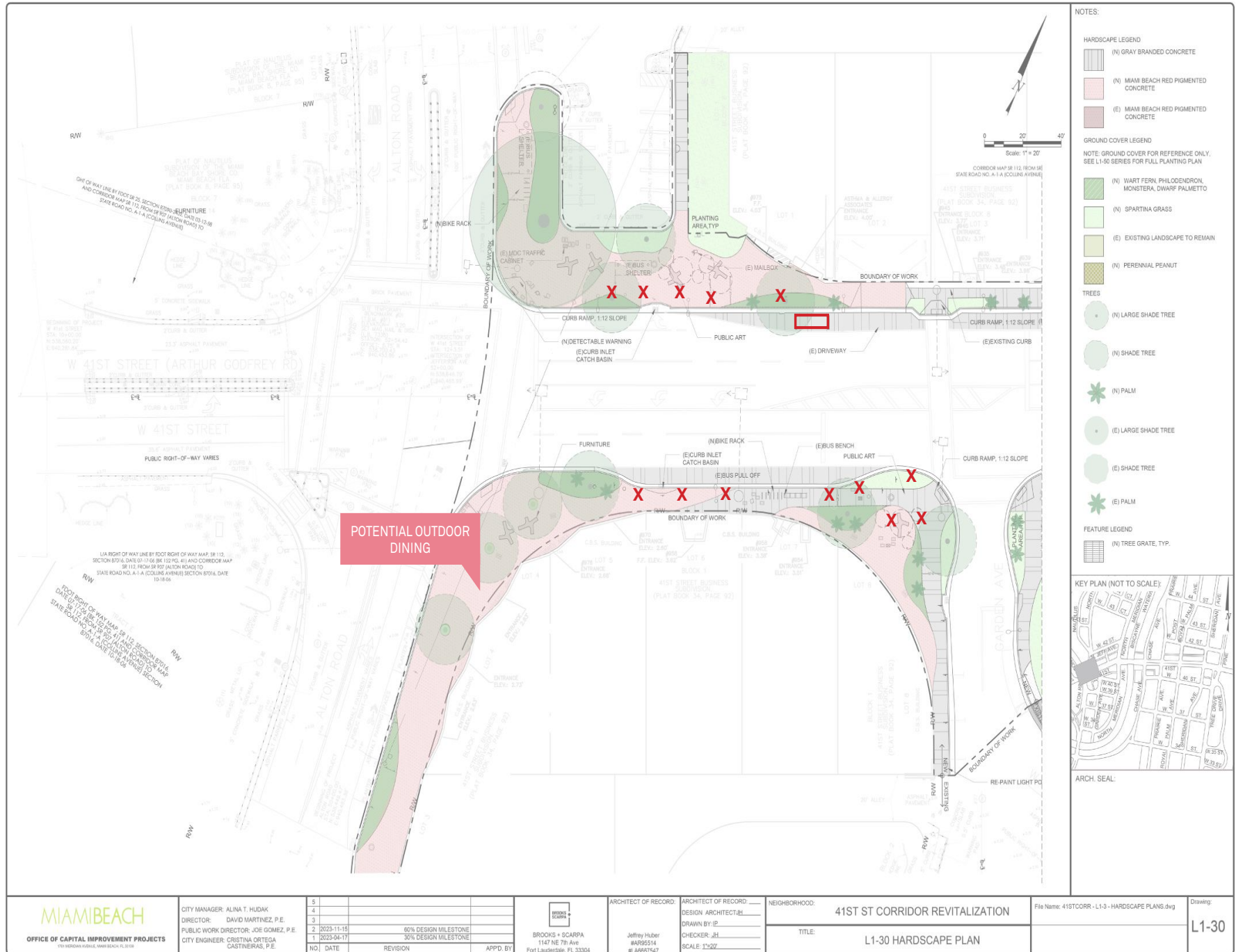
Light Sandblasted

SUSTAINABILITY

- Combating Heat Island effect with shade trees





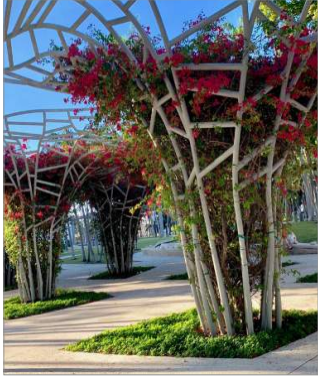








PRECEDENTS



Miami Beach Soundscape
West 8



Miami Design District
Bouroullec Brothers



Firefly - moving wall
Ned Kahn



Gateway Pavilion
Pembroke Pines, FL

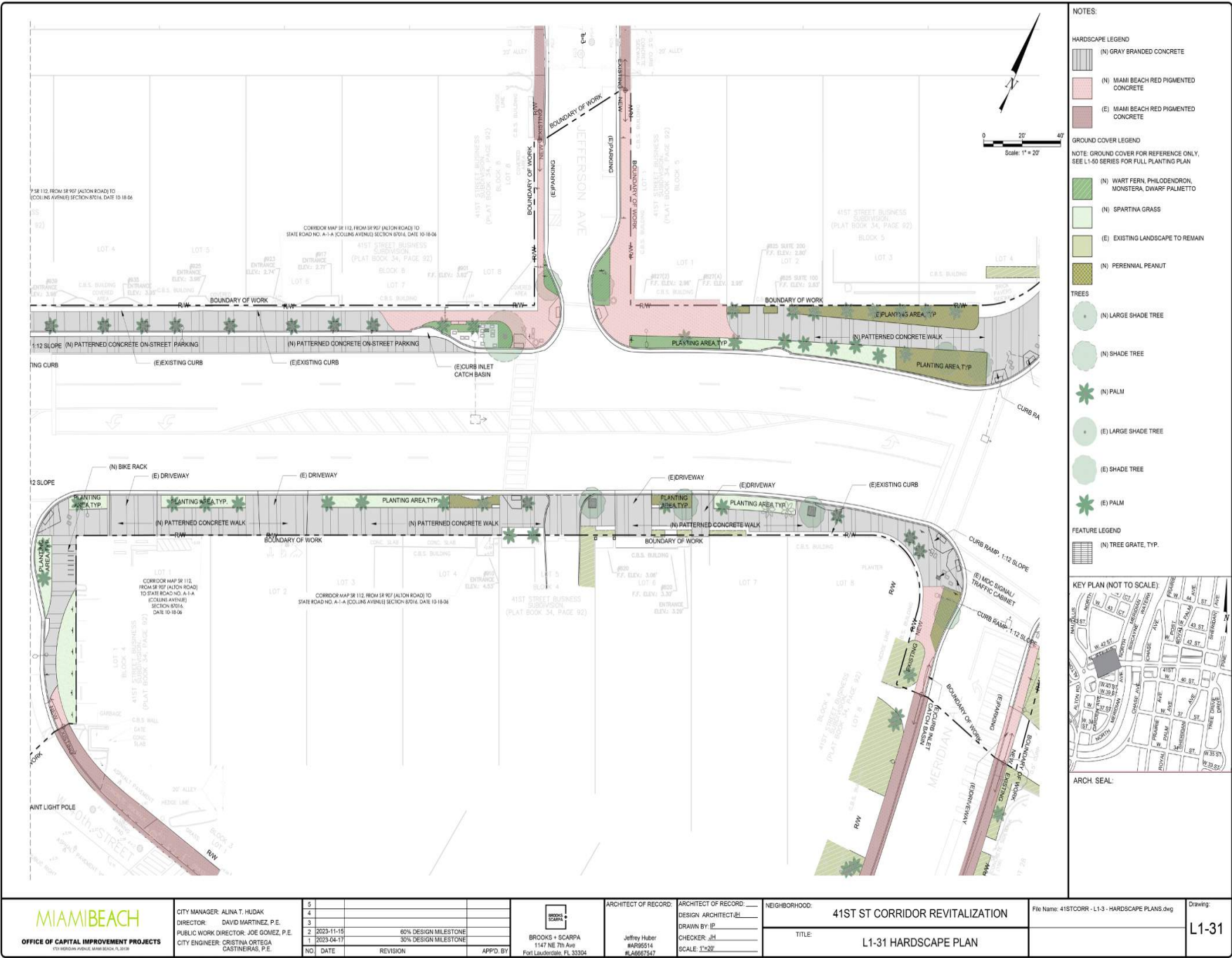


CAM Museum of Art
Raleigh, NC



Proposed Gateway Art Feature
Bent pipe, metal mesh, marine grade paint



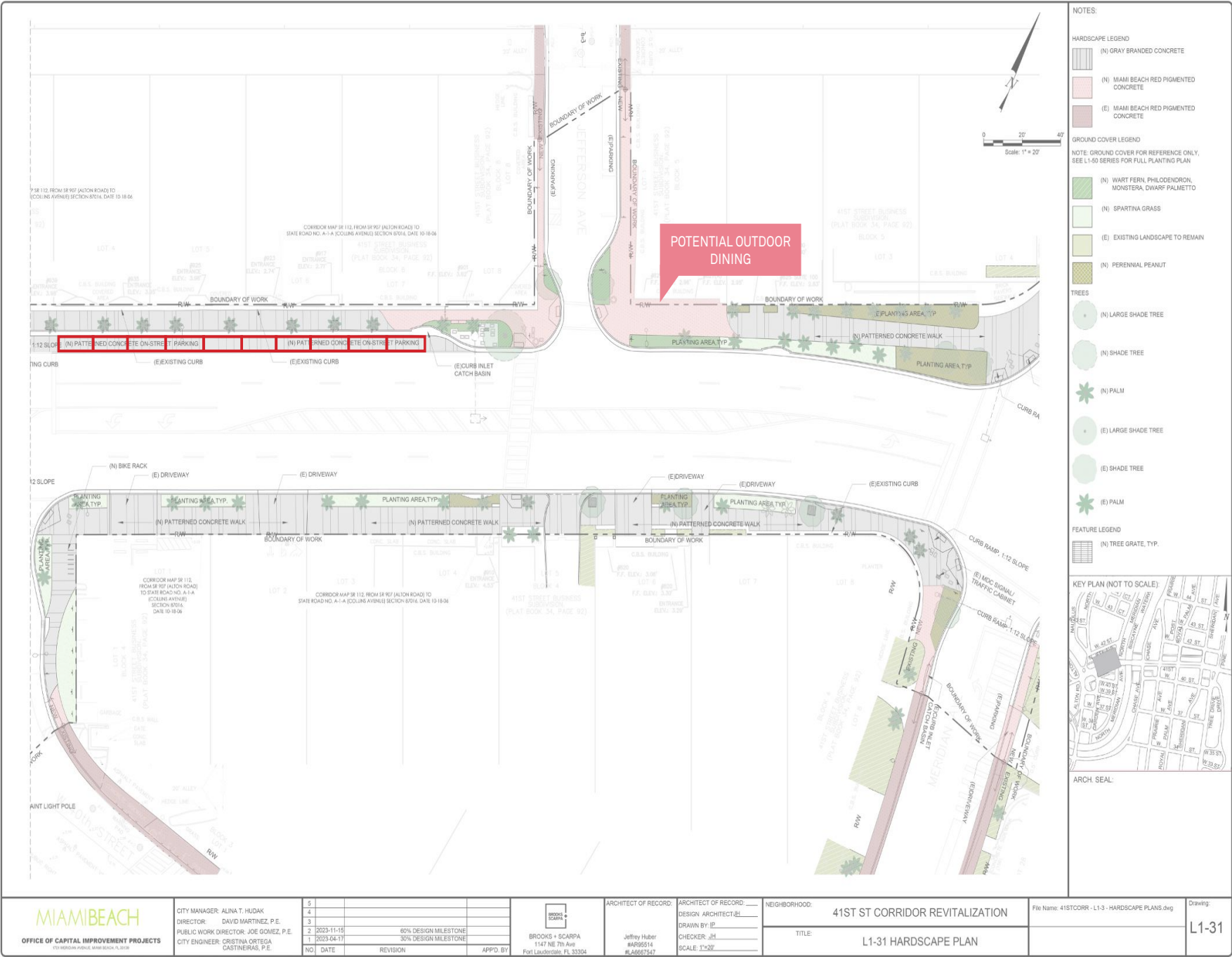


THIS SPACE RESERVED FOR PROJECT MILESTONE

<div>MIAMI BEACH</div> <div>OFFICE OF CAPITAL IMPROVEMENT PROJECTS</div> <div>1701 MERIDIAN AVENUE, MIAMI BEACH, FL 33139</div>	CITY MANAGER: ALINA T. HUDAK	5				<div><div>BROOKS + SCARPA</div><div>BROOKS + SCARPA</div><div>1147 NE 7th Ave</div><div>Fort Lauderdale, FL 33304</div></div>	ARCHITECT OF RECORD:	ARCHITECT OF RECORD:	NEIGHBORHOOD:	<div>41ST ST CORRIDOR REVITALIZATION</div> <div>TITLE:</div> <div>L1-31 HARDSCAPE PLAN</div>	<div>File Name: 41STCORR - L1-3 - HARDSCAPE PLANS.dwg</div> <div>Drawing:</div> <div>L1-31</div>
	DIRECTOR: DAVID MARTINEZ, P.E.	4					DESIGN ARCHITECT: JH	ARCHITECT OF RECORD: JH			
	PUBLIC WORKS DIRECTOR: JOE GOMEZ, P.E.	3					DRAWN BY: JE				
	CITY ENGINEER: CRISTINA ORTEGA CASTINEIRAS, P.E.	2	2023-11-15	60% DESIGN MILESTONE			CHECKER: JH				
		1	2023-04-17	30% DESIGN MILESTONE			SCALE: 1"=20'				
		NO.	DATE	REVISION	APPD. BY						

File Path: Z:\B10 ARCHITECTURE\021 JOB\21011010.0 City of Miami Beach-41st Street Corridor FL\21011010.0 Current Drawings_30X42

CURRENT DESIGN - JEFFERSON AVE.



EXISTING



PROPOSED
AECOM

Bus Bay



CURRENT DESIGN

EXHIBIT A



LIGHTING OPTION 1

EXHIBIT A



LIGHTING OPTION 2

EXHIBIT A



LIGHTING OPTION 3

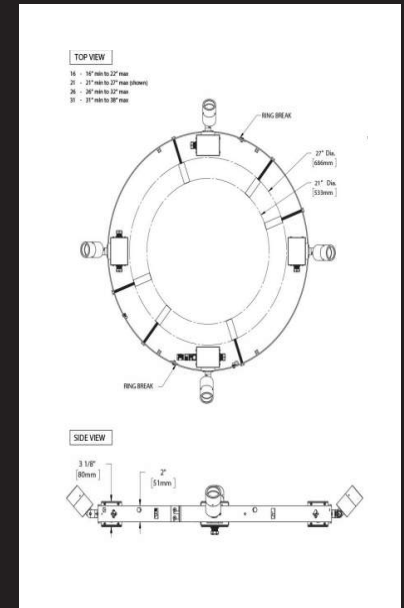
EXHIBIT A



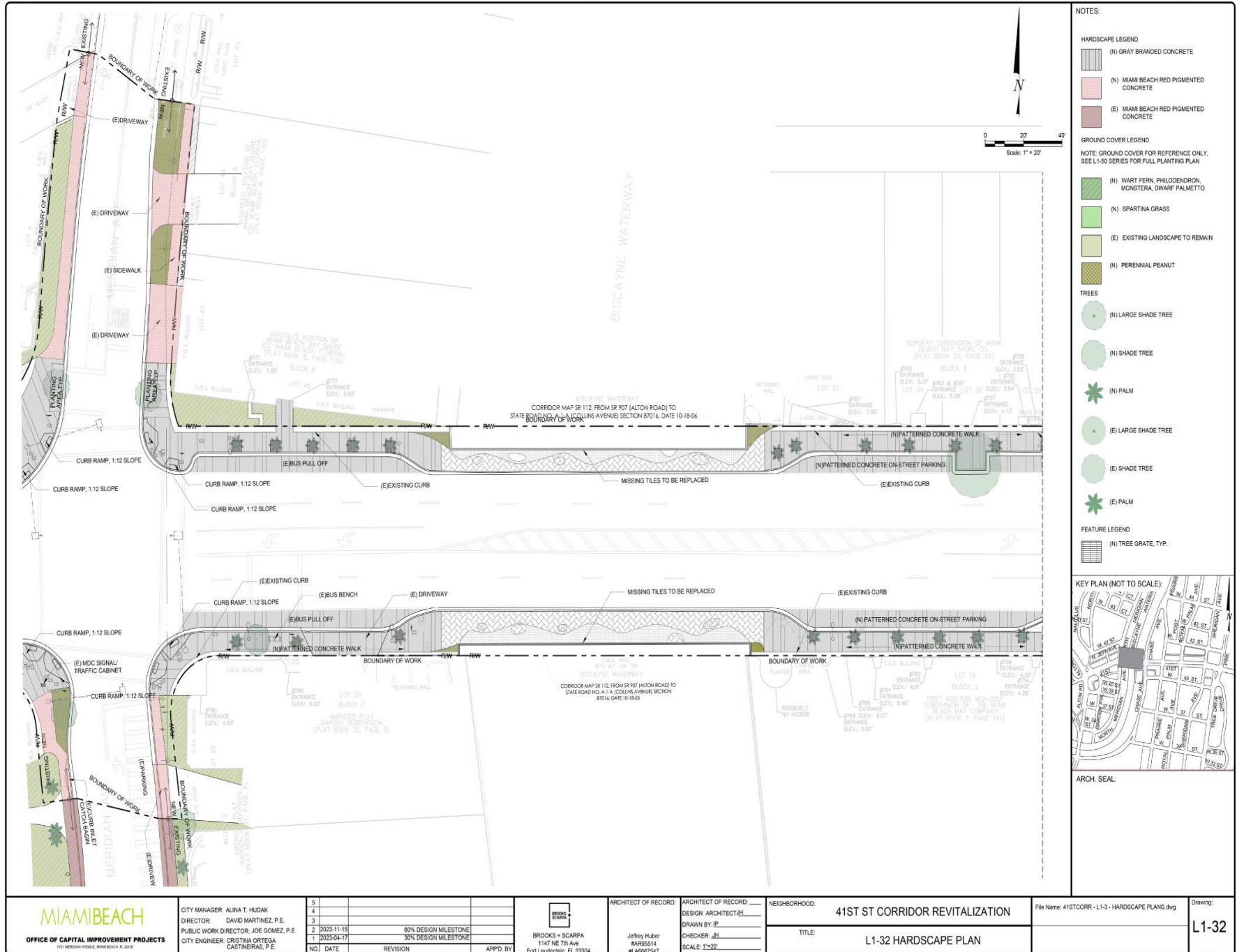
LIGHTING OPTIONS | WALKS

- Four adjustable ring sizes
- Remote or integral power supply
- Tree-friendly mounting
- 1/8" stainless steel construction

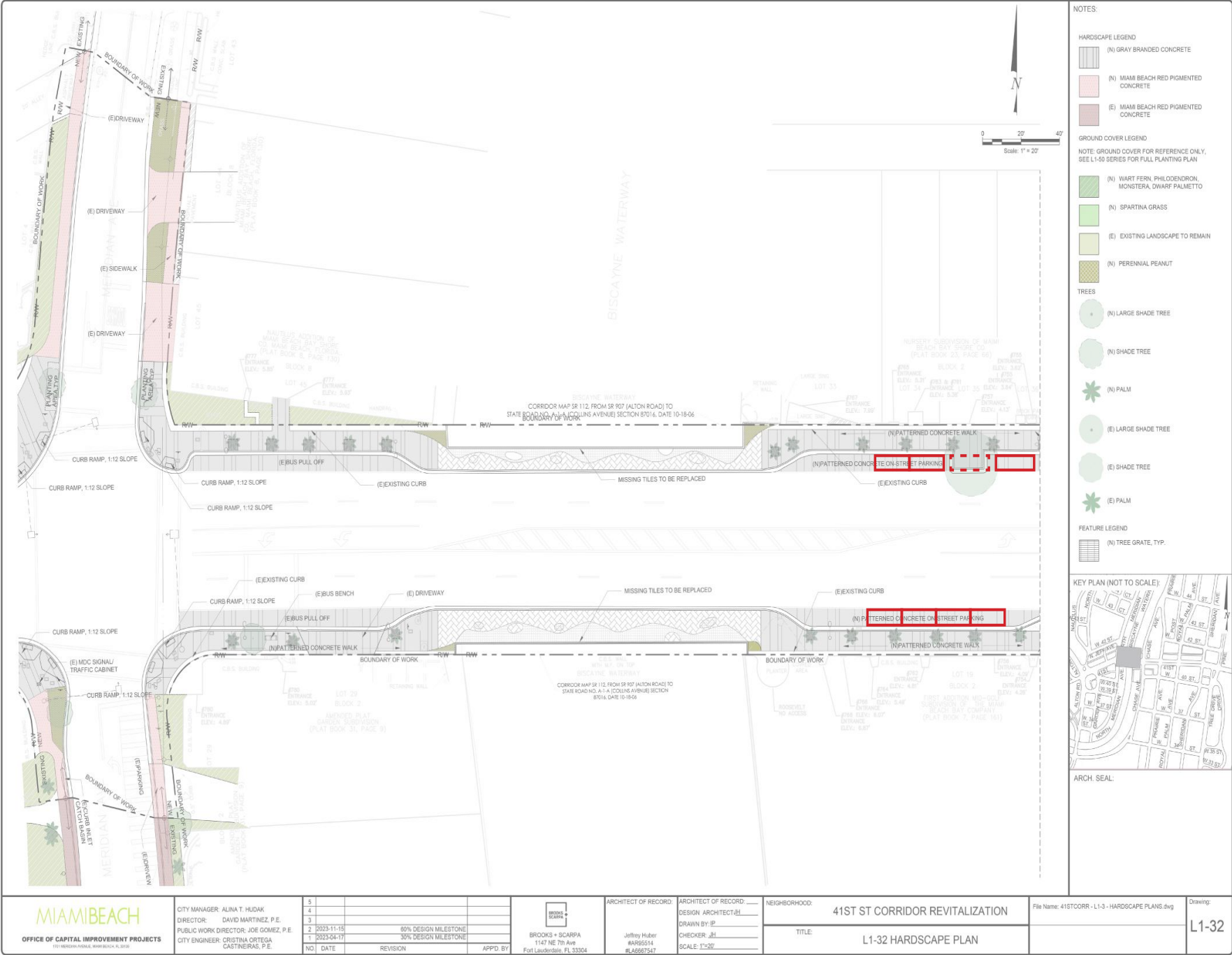
ACCENT LIGHTS

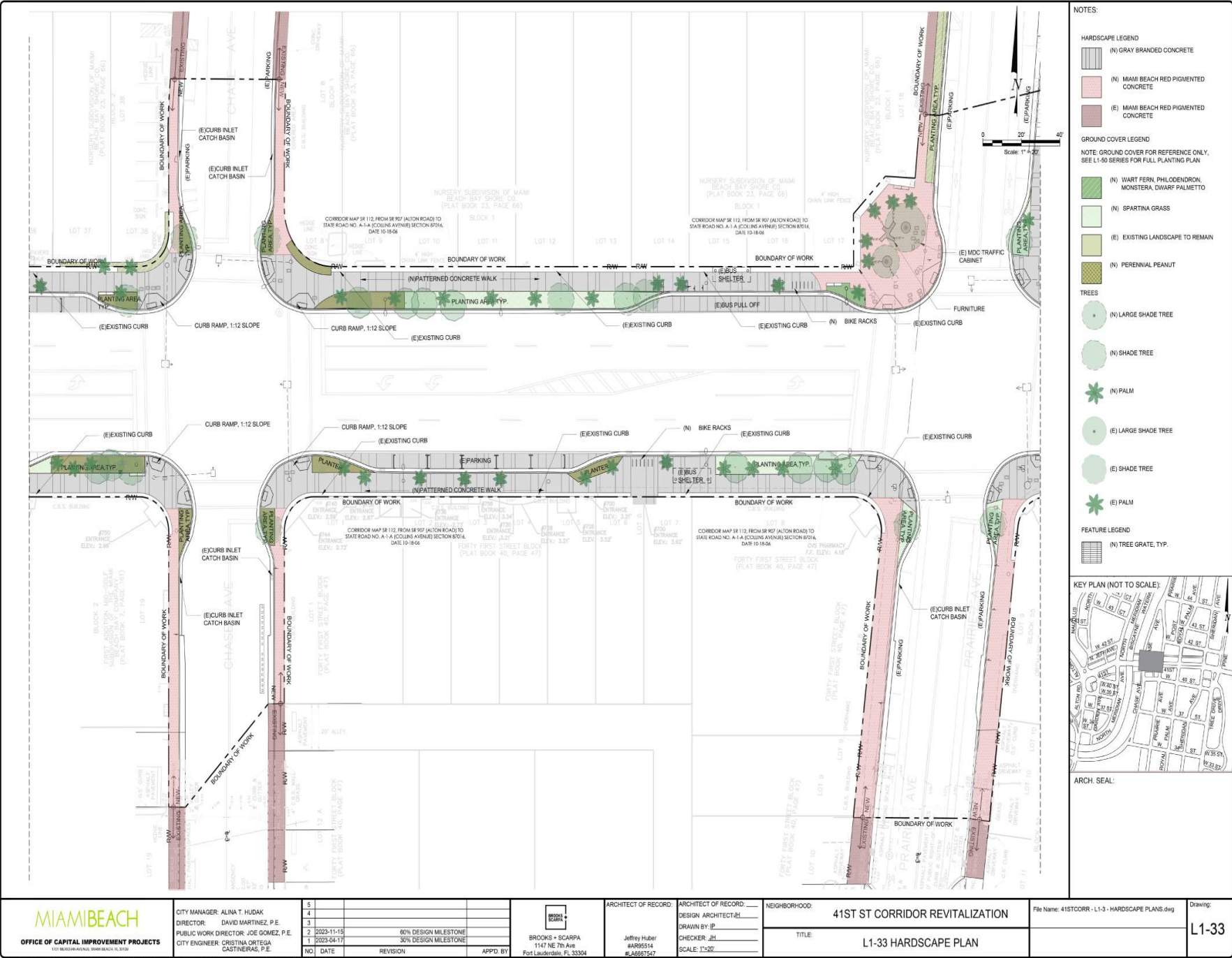


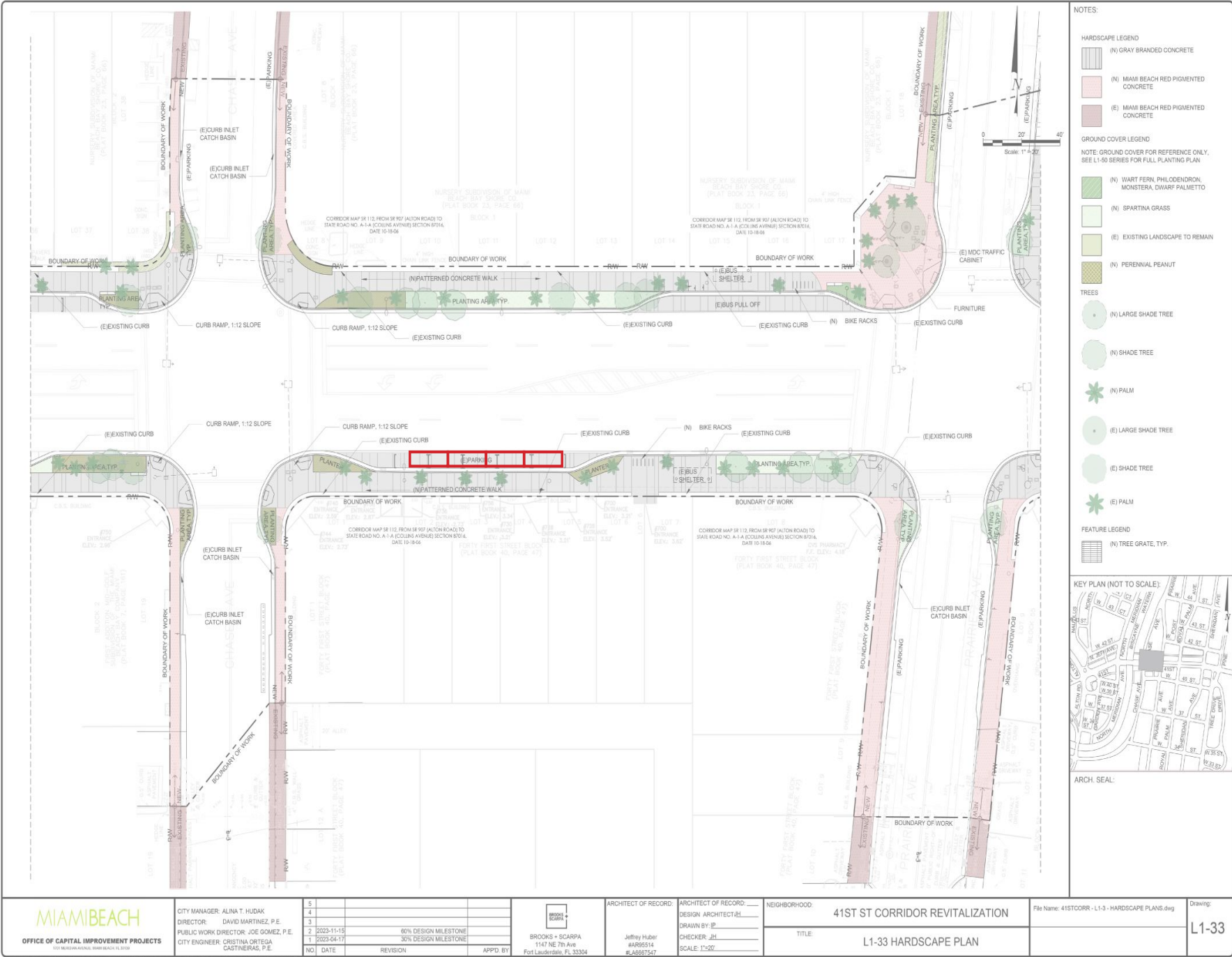
B-K LIGHTING
PALM TREE RING



CURRENT DESIGN - BRIDGE OVER BISCAIYNE WATERWAY

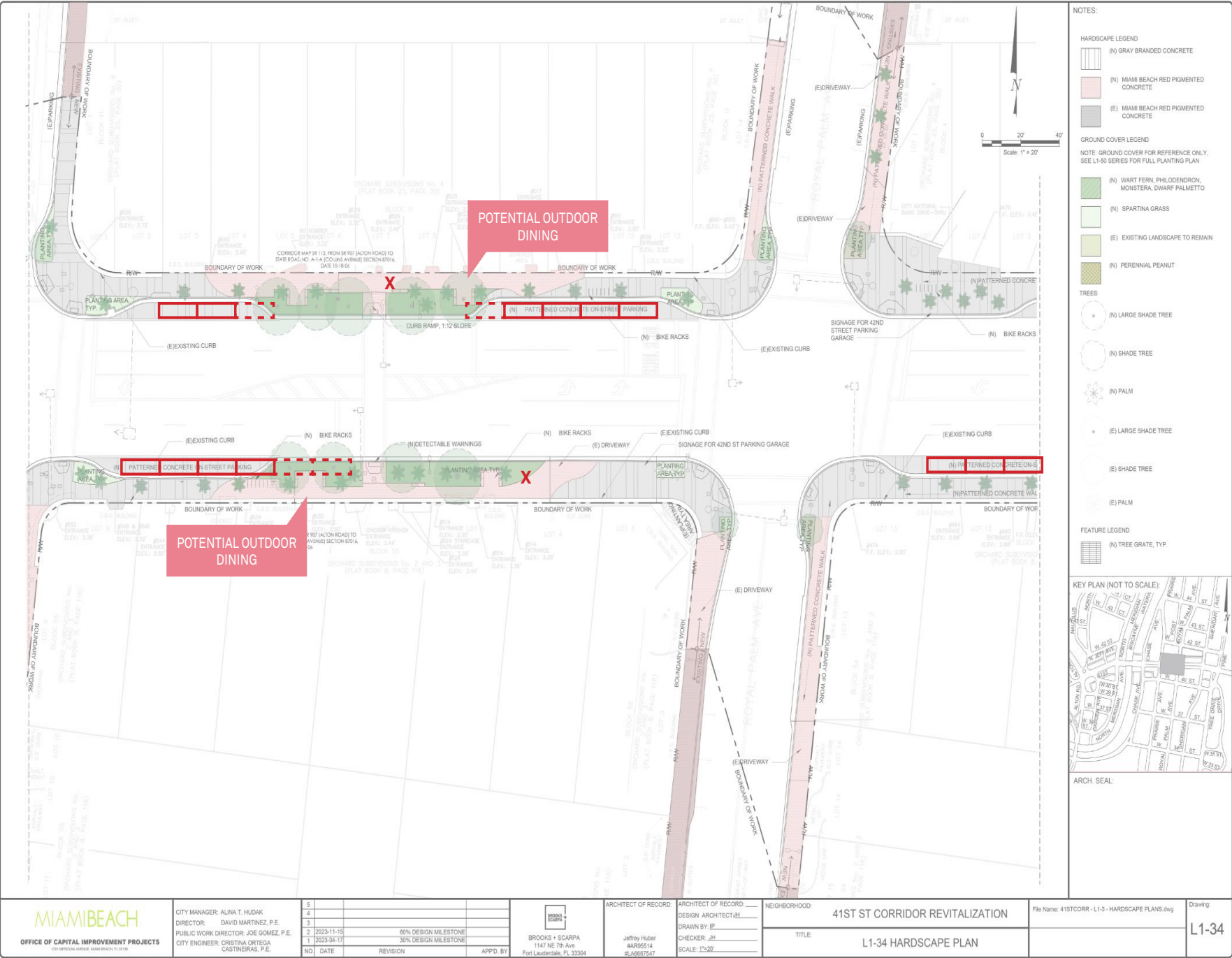








CURRENT DESIGN - MID BLOCK CROSSING BEFORE ROYAL PALM AVE.



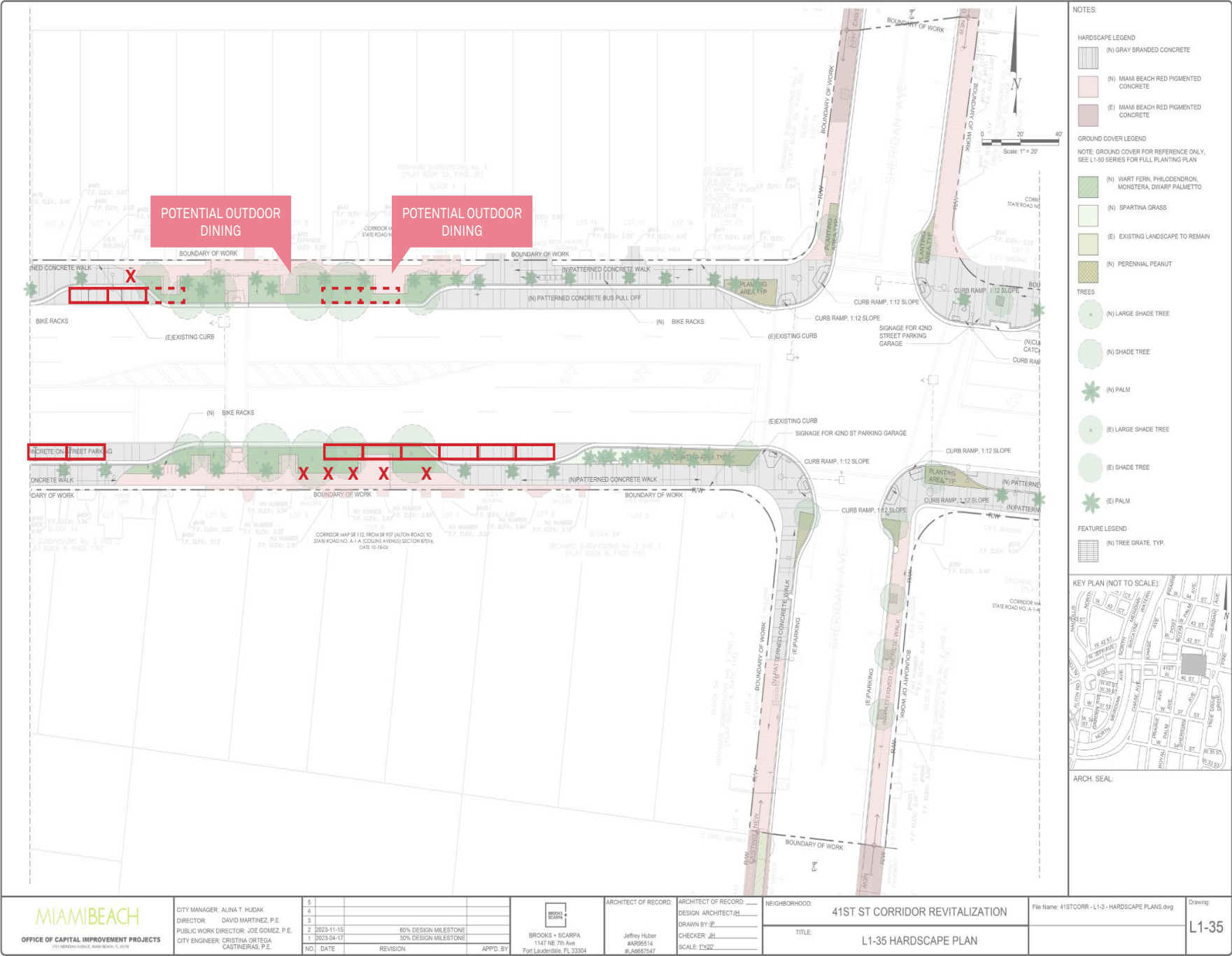
THIS SPACE RESERVED FOR PROJECT MILESTONE

CURRENT DESIGN - MID BLOCK CROSSING BEFORE SHERIDAN AVE.



THIS SPACE RESERVED FOR PROJECT MILESTONE

CURRENT DESIGN - MID BLOCK CROSSING BEFORE SHERIDAN AVE.



THIS SPACE RESERVED FOR PROJECT MILESTONE

EXISTING

Existing Mid-Block Crossing



PROPOSED
AECOM



Mid-Block Crossing







THIS SPACE RESERVED FOR PROJECT MILESTONE









OFFICE OF THE CITY CLERK

LTC No. 304-2024

LETTER TO COMMISSION

TO: Honorable Mayor Steven Meiner and Members of the City Commission

FROM: Rafael E. Granado, City Clerk

A handwritten signature in black ink, appearing to read "R. Granado", written over the printed name.

DATE: July 18, 2024

SUBJECT: **DRB24-1023 (FKA DRB23-0918)**
41st Street Right-of-Way Improvements

On July 5, 2023, the Design Review Board (DRB) reviewed an application on an advisory basis, for streetscape improvements along 41st Street that include gateway entry features, landscaping, lighting, site furniture, and hardscaping.

Project Description

The Office of Capital Improvements Projects (CIP) submitted an application pertaining to the 41st Street Corridor Revitalization Project, for advisory review by the Design Review Board (DRB). The project is intended to revitalize the streetscape corridor on 41st Street with a focus on pedestrian mobility, safety, and community aesthetics. 41st Street is one of the primary entry corridors into the city, extending from the Julia Tuttle Causeway eastward to Indian Creek Drive. This is a General Obligation Bond (GOB) project and Brooks + Scarpa is the prime consultant.

The project area encompasses the portion of 41st Street between Alton Road and Pine Tree Drive, including all intersections from 40th Street to 42nd Street. The project design proposes a place-making program that includes hardscape, landscape, lighting, street/pedestrian furniture and gateway/public art features. The design limits are within the public right-of-way on 41st Street, with some harmonization of existing storefronts. The proposed improvements will tie into the existing roadway facilities at each end of the project limits. The project does not include any subsurface utility or drainage improvements, nor any traffic patterns or signalization modifications along the corridor.

The project will increase tree canopy and landscaping along the corridor by preserving and relocating existing trees, as well as the introduction of native and drought-tolerant shade trees. The hardscape enhancements include upgrading the surfaces of the existing sidewalks and on-street parking with branded pavement and other aesthetic improvements. The project also includes extended hardscaped areas, or "oasis", where paving materials cross the streets from building edge to building edge. These 'plaza-like' moments promote pedestrian safety and traffic calming, as well as provide visual interest.

Additionally, the project includes improved street lighting along the corridor and specialty lighting within the "oasis" that will be treated as public art. Finally, the project includes site furniture such as benches, seat walls, bike racks, trash receptacles and shade structures.

DRB Review – July 5, 2023

On July 5, 2023, the DRB provided the following comments and recommendations:

1. Scooter parking should be added if possible, without reducing vehicular parking, in 'left over' areas that cannot accommodate a full parking space.
2. The concrete furniture should have a more natural or neutral finish, and not the proposed pink color as shown.
3. The preferred option of the artistic lighting is option #3, with the circular downlights on poles. Option 1, with vertical beacon lights on the top of poles, was not recommended.
4. Wrapping of the palm trees with holiday lights was discouraged in favor of up lighting of the palm tree fronds.
5. Up lighting of the canopy trees was also supported, except for placing light fixtures within the canopy of the trees, as this can later result in health issues for the trees due to the required conduits and attachments.
6. The pink pavement of the 'oasis' area of Jefferson and 41st Street should be extended further along Jefferson Avenue.
7. Some concerns were expressed regarding the lack of any proposed infrastructure improvements along the corridor, and the need for the city to provide the additional funding as part of the proposed above ground improvements. CIP did clarify that there would be coordination with Public Works for the replacement of the water main under 41st Street, which is a separate project, to minimize future disruptions.
8. Concerns were expressed regarding impacts to traffic along the corridor with any traffic calming measures. Included in this concern was a recommendation to study the removal of the two (2) mid-block crosswalks, which are located within short blocks.

The Office of Capital Improvements Projects (CIP) has indicated that all the aforementioned recommendations from the DRB should be able to be incorporated into the project, with the exception of including infrastructure improvements, and any changes to the traffic lights at this time, due to budget constraints.

DRB Review – July 2, 2024

The 41st Street corridor is owned by the Florida Department of Transportation (FDOT). In response to comments from FDOT certain changes had to be made to the proposal. As a result of these changes, a revised proposal was presented to the DRB on July 2, 2024.

Major changes to the project from the July 5, 2023 DRB submission relate to the removal of large pedestrian crosswalks and lighting within the earlier oases features. On July 2, 2024, the DRB provided the following comments and recommendations:

1. Explore utilizing other bright colors (besides Miami Beach pink) for the canopy structures.
2. Miami Beach pink is acceptable for the sidewalk pavement and furniture that emerges from the sidewalk.
3. Miami Beach pink sidewalks should have the same branding features as the grey sidewalks.
4. Utilize the proposed canopy structures to provide shade
5. Utilize the proposed canopy structures to call attention to and embrace the palm trees or shade trees.
6. Option 2 regarding lighting (up and down light for every other Royal Palm tree) is recommended.

7. Recommend increasing the number of shade trees and widening sidewalks, including a reduction in the number of on-street parking.
8. Recommend signage be provided for navigation to adjacent parking garages and surface lots.
9. Although not in the existing scope, recommend replacing the existing acorn lamp posts with a more contemporary type of lighting.
10. Explore relocating either the utility pole or Starchild art piece at Liebman Square, as they conflict with each other.

RG/DM/TRM/MAB/RAM

C: Rickelle Williams, Interim City Manager
Ricardo Dopico, City Attorney
Joseph Centorino, Inspector General

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, APPROVING THE DESIGN FOR THE 41ST STREET CORRIDOR REVITALIZATION PROJECT, INCLUDING CERTAIN ADDITIONAL SCOPE ITEMS AS RECOMMENDED BY THE COMMUNITY, DESIGN REVIEW BOARD, AND THE MAYOR'S 41ST STREET BLUE RIBBON COMMITTEE, WITH FUNDING TO BE REQUESTED THROUGH THE FISCAL 2026 CAPITAL BUDGET PROCESS.

WHEREAS, in 2018, the City engaged Alta Planning and Design, Inc. ("Alta") to prepare a vision plan for the 41st Street Corridor Revitalization Project (the "Project"); and

WHEREAS, the resulting vision plan (the "Alta Vision Plan") prioritized pedestrians along the corridor by supporting consistent, safe, and comfortable bus and bike networks, creating more reasons to spend time on the street, support transit riders and foster social resiliency; and

WHEREAS, the Alta Vision Plan was the culmination of 4 weeks of stakeholder engagement, several committee discussions, meetings with business owners and residents, questionnaires, pop-up workshops, a public survey, and a public charrette; and

WHEREAS, the 2018 G.O. Bond ("GOB") Program allocated \$15 million for the Project as described in the Alta Vision Plan, which was approved by the Mayor's 41st Street Blue Ribbon Committee in August 2018; and

WHEREAS, on December 12, 2018, the City Commission accepted the recommendation of the Land Use and Sustainability Committee ("LUSC"), approving the Alta Vision Plan, and referring the Project to the City's Finance and Citywide Projects Committee ("FCWPC") to develop a plan to prioritize the budgeted funds from the GOB program; and

WHEREAS in March 2020, the City engaged the design firm AECOM to prepare a feasibility study for the implementation of the Alta Vision Plan and the development of conceptual design, which encompasses portions of 41st Street, and intersecting roads north to 42nd Street and south to 40th Street, between Alton Road and Pine Tree Drive; and

WHEREAS, the conceptual design completed by AECOM included pedestrian improvements with widened, branded sidewalks, shortened crosswalks, alteration of on-street parking spaces, increased public art along the street, bike lanes, human scale lighting, landscaping to increase tree canopy, irrigation, outdoor seating, alteration of bus shelters and gateway features intended to reinvigorate the 41st Street corridor at Alton Road and Pine Tree Drive;

WHEREAS, on January 13, 2021, the City Commission adopted Resolution No. 2021-31551 approving the AECOM 41st Street Conceptual Streetscape Design (the "Conceptual Design"), authorizing the Administration to develop and issue a Request for Qualifications for the selection of a firm for the design development, bid assistance, and construction administration services for the Project; and

WHEREAS, the approval of the Conceptual Design included the removal of a maximum of 18 on-street parking spaces on 41st Street, 9 on-street parking spaces on side streets, and the

condition that the eventual design limit the removal of Florida Royal Palms to no more than 15% of the existing Royal Palms along the corridor; and

WHEREAS, the Resolution stipulates that any Royal Palm that is removed from the corridor must be replaced with a Royal Palm on side streets within two blocks of the corridor (north and south), and that benches proposed must be designed to prevent loitering and vagrancy; and

WHEREAS, on September 2, 2021, the Mayor and City Commission adopted Resolution No. 2021-31838 approving and authorizing negotiations with Brooks + Scarpa ("B+S") relating to Request for Qualifications No. 2021-196-ND for Architectural and Engineering Design Services for the Project; and

WHEREAS, the agreement between the City and B+S for Architectural and Engineering Services for the Project was executed in March, 2022; and

WHEREAS, on March 29, 2022, the City issued Notice to Proceed to B+S to start the design of the Project; and

WHEREAS, B+S has worked to prepare updated concept drawings, and 30% design documents, compliant with the scope identified in the Conceptual Design, and the conditions identified by the City Commission; and

WHEREAS, B+S along with City staff have conducted public engagement meetings and have presented the project to the Mayor's 41st Street Blue Ribbon Committee; and

WHEREAS, the 41st Street Corridor is a state-owned road and therefore, B+S initially submitted schematic plans to FDOT on November 15, 2022, and received favorable support for the Project; and

WHEREAS, the 30% design documents were presented to the Design Review Board (DRB) for advisory review and received a favorable recommendation during the July 5, 2023 DRB meeting; and

WHEREAS, subsequent meetings with FDOT, at the 30% and 60% design phases, yielded several comments warranting significant design changes; and

WHEREAS, B+S prepared updated 60% design documents incorporating comments received from the community, neighborhood committees, City staff and FDOT; and

WHEREAS, the design has materially changed since the DRB approval in July 2023; and

WHEREAS, many of the design elements previously proposed within the street portion of the right-of-way, were rejected by FDOT during subsequent reviews and therefore removed from the scope of work, and replaced with additional design elements along the corridor, as allowed, and at the intersection of Pine Tree Drive and 41st Street, at Lieberman Square; and

WHEREAS, in May 2024, the updated 60% design documents including the material changes, were submitted for another round of review by City staff, FDOT and the DRB; and

WHEREAS, on May 15, 2024, the Mayor and City Commission ("City Commission") referred item C4 AK, sponsored by Commissioner Alex Fernandez and co-sponsored by

Commissioner Joseph Magazine, to the LUSC, to provide a presentation, status and direction of the Project; and

WHEREAS, on July 2, 2024, the 60% Design Documents, reflecting the FDOT requested design modifications were presented to DRB on an advisory basis, where they provided favorable comments with recommendations; and

WHEREAS, an LTC recapping the meeting was transmitted to the City Commission by the Planning Department on July 18, 2024, and the DRB included the following:

- Explore utilizing other bright colors (besides Miami Beach pink) for the canopy structures.
- Miami Beach pink is acceptable for the sidewalk pavement and furniture that emerges from the sidewalk.
- Miami Beach pink sidewalks should have the same branding features as the gray sidewalks.
- Utilize the proposed canopy structures to provide shade.
- Utilize the proposed canopy structures to call attention to and embrace the palm trees or shade trees.
- Option 2 regarding lighting (up and down light for every other Royal Palm tree) is recommended.
- Recommend increasing the number of shade trees and widening sidewalks, including a reduction in the number of on-street parking.
- Recommend signage be provided for navigation to adjacent parking garages and surface lots.
- Although not in the existing scope, recommend replacing the existing acorn lamp posts with a more contemporary type of lighting.
- Explore relocating either the utility pole or Starchild art piece at Liebman Square, as they conflict with each other; and

WHEREAS, the Project was scheduled to be presented during the LUSC meeting on July 9, 2024, then deferred to the September 2024 meeting, and then the item was anticipated to be included in the October 18, 2024 meeting, but was recently deferred to a future meeting; and

WHEREAS, the updated project design will be presented to the G.O. Bond Oversight Committee ("GOBOC") at their November 14, 2024 meeting and the presentation will also advise the GOBOC of the additional scope of work that is being considered and the cost implications; and

WHEREAS, the Project currently includes design elements to enhance the pedestrian experience with new, widened concrete sidewalks, the relocation of trees and hardscape or lighting that obstruct the pathway, new fixed outdoor seating walls at four (4) mid-block locations, strategically placed bike racks, alteration of limited on-street parking spaces to create more sidewalk area, planting of native canopy trees with the required irrigation, incorporation of public art in the form of canopy structures and gateway features, and the creation of a public space at the intersection of 41st Street and Pine Tree Drive, at Henry Liebman Square; and

WHEREAS, the changes to the Florida Royal Palms and on-street parking in the current design, are within the limits stipulated by the City Commission in its approval of the AECOM concepts; and

WHEREAS, renovation of the existing light fixtures was implemented in a separate project by the Public Works Department ("PWD"), using funds from the 2018 General Obligation Bond for this Project, and therefore was not included in the scope of work for B+S; and

WHEREAS, the DRB has recommended that the existing acorn lights be updated with a more contemporary type of lighting to match the proposed updated design on 41st Street; and

WHEREAS, B+S has recommended the use of a Louis Poulsen light fixtures and poles from the City's Approved product list as a possible replacement; and

WHEREAS, during the design process, the PWD identified that the string lighting installed on the Florida Royal Palm trees does not meet the code requirements for permanent installation of lighting in the public right-of-way; and

WHEREAS, the string lights were installed temporarily for the holidays in 2020 and have been left in place since then; and

WHEREAS, a light fixture that lights the tree canopy and trunk, as suggested by the DRB, and its required infrastructure, is proposed in the 60% design documents; and

WHEREAS, the integration of new tree lighting and the required infrastructure was not included in the AECOM Conceptual Design, the GOB Project scope or the Project budget; and

WHEREAS, there are currently no cameras or security facilities within the 41st Street corridor, and the Police Department has requested that new infrastructure with new service points and several poles be provided as infrastructure for future License Plate Reader ("LPR") installations; and

WHEREAS, each pole will include conduit and wires for data and electric service; and

WHEREAS, Police will later install data wire and LPRs only if all other infrastructure to be provided through the 41 Street Corridor Revitalization Project is completed; and

WHEREAS, B+S suggested that LPRs share electrical service from the street lighting and be mounted to city-owned light poles to minimize cost; and

WHEREAS, the scope of work is now being coordinated with FDOT to confirm what will be allowed and FDOT has indicated that separate poles are required for mounting LPRs within their right of way; and

WHEREAS, a PWD project for the replacement of existing water transmission and distribution lines along 41st Street is currently in the permitting phase; and

WHEREAS, CIP will procure and construct the utility replacement project, using separate funding, concurrently with the revitalization Project to minimize disruptions to the community; and

WHEREAS, the project remains in the 60% Construction Documents phase while the consultant prepares to submit formally for a permit with FDOT; and

WHEREAS, comments provided by FDOT focused on technical compliance, the requirements for approval of design variations, easements and harmonization agreements

required with adjacent property owners, execution of a Community Aesthetic Feature (“CAF”) agreement (with accompanying bond requirement) and a Maintenance Memorandum of Agreement (“MMOA”); and

WHEREAS, the formal permit application to FDOT is scheduled to be submitted in December 2024 and the project team will also initiate permitting with Miami Dade County Department of Environmental Resources Management (“DERM”) and Miami Dade County Department of Transportation and Public Works (“MDTPW”); and

WHEREAS, the estimate of construction cost based on the 60% Construction Documents is approximately 6% over the construction cost allocated in the project budget; and

WHEREAS, B+S has identified opportunities for value engineering that will bring the project construction cost within the budget; and

WHEREAS, during the conceptual, 30% and 60% design phases, B+S conducted meetings to present the design, garner input and provide updates on the Project; and

WHEREAS, these include:

- Several presentations to the Mayor’s 41st Street Blue Ribbon Committee, in 2022, 2023 and 2024, to present the design and provide updates on the Project. A Letter to Commission, LTC #157-2024, presented a motion from the Mayor’s 41st Street Blue Ribbon Committee urging the City Commission “to prioritize funding for lighting [string lighting and street lighting] and locations of curbs outs, signage and bus stops”.

- Three (3) stakeholder meetings were held in January 2023 to present the conceptual design to property and business owners.

- A hybrid meeting was held at City Hall to present the conceptual design to the public/community in February 2023.

- Two (2) presentations have been made to the Nautilus Area Homeowner Association (NAHA) during their annual meetings in February 2023 and 2024.

- On April 23, 2023, CIP shared a booth with the Economic Development Department at the 2023 Annual Miami Beach Police Department Block Party, to present the Project where residents asked questions and received information on the Project.

- On March 29, 2024, B+S provided a presentation of the initial 60% design documents reflecting FDOT comments to the 41st Street Business Improvement District (BID); and

WHEREAS, the Project has received favorable comments on the proposed design from the community and stakeholders, and the community, BID and Blue Ribbon Committee have urged that the City expedite the Project, minimize disruption of traffic during construction, and has requested that the Project correct the improperly installed, faulty or failing string lighting wrapped around the existing Florida Royal Palms; and

WHEREAS, in consideration of DRB advisory review and recommendations and input from the community, BID and Blue Ribbon Committee, staff is presenting the updated 60% design documents to the City Commission, highlighting changes since the approval of the AECOM conceptual design and additional scope that was not factored into the initial project scope or budget; and

WHEREAS, staff needs direction from the City Commission to determine if these items shall be included in the project as it moves towards the 90% Construction Documents; and

WHEREAS, the additional scope of work requested by the community, BID, and Blue Ribbon Committee, includes:

- Replacement of the string lights, installed by the Facilities department for the 2020 holidays and left in place at the request of the community, was requested during community meetings. Replacing these lights with permanent up and down lights, at every other palm tree, as requested by the community and as recommended by the DRB, and providing the appropriate electrical infrastructure can be included at an estimated additional cost of \$1.7 Million. The Administration recommends including this additional scope.
- Providing infrastructure for the license plate readers (LPR), as required by the Miami Beach Police Department can be included at an estimated cost of \$807,000. The Administration recommends including this additional scope.
- Replacing 44 existing city owned acorn light fixtures and poles, with more contemporary type of lighting as recommended by the DRB, can be included in the project scope at an estimated cost of \$1.2 Million. The Administration does not recommend including this additional scope at this time, since 1) these fixtures were updated by the Public Works Department in 2020; 2) replacement of these fixture would be wasteful of GOB funding; and 3) at a cost of \$1.2 million, this item is not cost effective; and

WHEREAS, based on the recommendations of the Administration, the total additional project cost is approximately \$2.5 million and if the additional scope, as recommended by the Administration, is accepted, the funding will be requested through the Fiscal Year 2026 Capital Budget process; and

WHEREAS, next steps include returning to Commission with an amendment to the agreement with B+S, and complete the 90% construction documents by spring 2025; and

WHEREAS, the Project, as required by FDOT, will need City Commission approval of the CAF and the MMOA; and

WHEREAS, selection of a contractor for the construction phase is scheduled for fall 2025, commencement of construction, including the PWD utility replacement scope of work, is anticipated in spring 2026 and completion, approximately 24 months later, in spring 2028; and

WHEREAS, the Administration recommends approval of the design, including the replacement of the temporary string lights with permanent up and down lights at every other palm tree, and providing the electrical infrastructure for LPR cameras; and

WHEREAS, the Administration does not recommend the replacement of the existing Acorn light fixtures and poles, for the reasons noted above; and

WHEREAS, funding for the additional scope will be requested through the Fiscal Year 2026 Capital Budget process.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA approving the design for the 41st Street Corridor Revitalization Project, including certain additional scope items as recommended by the community, Design Review Board, and the Mayor's 41st Street Blue Ribbon Committee, with funding to be requested through the fiscal year 2026 Capital Budget process.


PASSED and ADOPTED this _____ day of _____, 2024.

Steven Meiner, Mayor

ATTEST:

Rafael E. Granado, City Clerk

**APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION**



City Attorney *DA* 11/13/2024 Date