

RESOLUTION NO. 2017-29926

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, RECOMMEND THAT THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) WORK WITH THE CITY'S URBAN FORESTER TO DETERMINE WHICH TREES BETWEEN ALTON ROAD FROM MICHIGAN AVENUE TO 63RD STREET ARE HEALTHY AND NOT INTERFERING WITH UTILITIES; TO REMOVE UNHEALTHY OR MATURE TREES THAT INTERFERE WITH INFRASTRUCTURE; AND TO INCREASE THE HEIGHT OF ALTON ROAD TO 3.7 NAVD, WHILE MITIGATING THE EFFECTS TO EXISTING TREES.

WHEREAS, the Florida Department of Transportation (FDOT) is in the late design stages for the reconstruction of Alton Road (SR 907) from Michigan Avenue to 63rd Street with construction expected to begin in 2020; and,

WHEREAS, during the design of the project, the City had requested that FDOT save all of the existing canopy trees along this roadway and also that FDOT raise the roadway to a minimum crown elevation of 3.7 NAVD, in accordance with the City Commission amended Storm Water Management Master Plan; and,

WHEREAS, FDOT conducted an inventory of the existing trees and determined that many trees will be significantly impacted by the new roadway elevation; and,

WHEREAS, FDOT staff is requesting direction from the City to proceed in one of two directions:

- 1) Save all of the existing trees to the maximum extent practicable which may limit the extent of increasing the roadway elevation during the reconstruction; or
- 2) Allow many of the existing mature trees to be removed. Due to the overhead power lines, replacement trees of similar type may not be allowed to be replanted in the location of where the mature large canopy trees existed; and,

WHEREAS, to gauge the residents' opinion with regards to this project, project information has been distributed door-to-door by the City to inform residents and address any of their issues or questions and conduct a public meeting on Tuesday, May 23, 2017, at 6 pm, at the Miami Beach Golf Club at 2301 Alton Road to discuss the project and take questions from the public; and,

WHEREAS, following the meeting, a survey was conducted which results were inconclusive; and,

WHEREAS, this item was briefly discussed at the Neighborhood/Community Affairs Committee (NCAC) meeting of June 23, 2017, and referred to the Joint Workshop of the NCAC and the Mayor's Blue Ribbon Panel on Sea Level Rise, which took place on July 12, 2017; and,

WHEREAS, the workshop discussion did generate a few ideas: there is a distinguishable difference between upper and lower Alton Road with regards to the swale width; the two directions do not have to be mutually exclusive; undergrounding of FPL lines would negate the need for pruning the trees which result in their early demise however it is something that is a lengthy process and would require a significant amount of funding; and raising the roadway should be the priority as trees have a limited life span; and,

WHEREAS, the members of the Committee and Panel requested that the City's Urban Forester review the existing trees along the corridor and provide his professional recommendation using the results of the GIS Tree Inventory, identify trees that must be removed because they are in conflict with overhead utilities or in poor health and, therefore, are not projected to have a long lifespan; and,

WHEREAS, the FDOT Alton Road project presents an opportunity to replace these trees with new, healthy trees that are shorter and will not need to be excessively pruned to maintain utility clearance, the Urban Forester should work with the FDOT and City engineers in developing a design that preserves as many of the mature healthy trees as possible, while meeting other project goals and the requirements set forth by FDOT; and

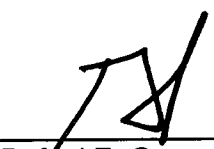
WHEREAS, mitigation measures could include the introduction of tree wells or retaining walls or more moderate increases in roadway elevations provided that they are not in currently low lying areas; and

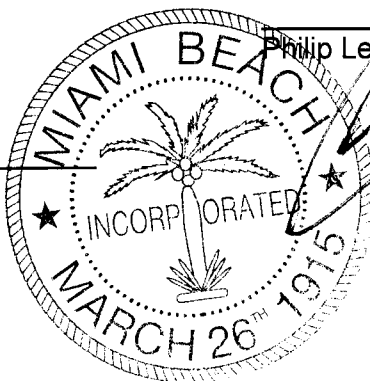
WHEREAS, the Administration recommends that the Commission find that the general direction of raising Alton Road to 3.7 feet NAVD to the extent possible with consideration given for the introduction of mitigating measures to save those trees that have been deemed mature canopy trees in good health.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, recommend that the Florida Department of Transportation (FDOT) work with the City's urban forester to determine which trees between Alton Road from Michigan Avenue to 63rd Street are healthy and not interfering with utilities; to remove unhealthy or mature trees that interfere with infrastructure; and to increase the height of Alton Road to 3.7 NAVD, while mitigating the effects to existing trees.

PASSED AND ADOPTED this 26 day of July, 2017.

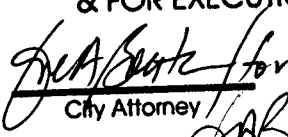
ATTEST:


Rafael E. Granado, City Clerk



Philip Levine, Mayor

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION


City Attorney

7/18/17
Date

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: July 26, 2017

SUBJECT: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, RECOMMEND THAT THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) WORK WITH THE CITY'S URBAN FORESTER TO DETERMINE WHICH TREES BETWEEN ALTON ROAD FROM MICHIGAN AVENUE TO 63RD STREET ARE HEALTHY AND NOT INTERFERING WITH UTILITIES; TO REMOVE UNHEALTHY OR MATURE TREES THAT INTERFERE WITH INFRASTRUCTURE; AND TO INCREASE THE HEIGHT OF ALTON ROAD TO 3.7 NAVD, WHILE MITIGATING THE EFFECTS TO EXISTING TREES.

ANALYSIS

The Florida Department of Transportation (FDOT) is in the late design stages of the reconstruction of Alton Road (SR 907) from Michigan Avenue to 63rd Street. Construction is expected to begin in 2020. During the design of the project, the City had requested that FDOT save all of the existing canopy trees along this roadway. The City had also requested that FDOT raise the roadway to a minimum crown elevation of 3.7 NAVD in accordance with the City Commission amended Storm Water Management Master Plan.

FDOT conducted an inventory of the existing trees. During design it was determined that many trees will be significantly impacted by the new roadway elevation. FDOT staff is requesting direction from the City to proceed in one of two directions:

- 1) Save all of the existing trees to the maximum extent practicable which may limit the extent of increasing the roadway elevation during the reconstruction; or
- 2) Allow many of the existing mature trees to be removed. Due to the overhead power lines, replacement trees of similar type may not be allowed to be replanted in the location of where the mature large canopy trees existed.

Regardless, the Department of Public Works will work with FDOT to save as many trees as possible during the process but in the event that they must make a choice, FDOT has requested some direction on this matter.

To gauge the residents' opinion with regards to this project, the attached project information (Exhibit A) has been distributed door-to-door by the City to inform residents and address any of their issues or questions. In addition, there was a public meeting on Tuesday, May 23, 2017 at 6 pm at the Miami Beach Golf Club at 2301 Alton Road to discuss the project and take questions from the public.

Following the meeting, a survey was conducted. The survey results and opinions expressed are attached as Exhibit B.

To summarize the public outreach efforts completed to date:

- Physical letter/meeting invites sent to (352) homes: May 1
- Door to door outreach to (352) homes: May 3, 4, 5
- Digital outreach via email by HML
- Digital meeting invite via NextDoor website
- Public Meeting: May 22 at Miami Beach Golf Club
- Physical mailer/survey call to action sent to (352) homes: May 25

This item was briefly discussed at the Neighborhood/Community Affairs Committee (NCAC) meeting of June 23, 2017 and referred to be brought up at the Joint Workshop of the NCAC and the Mayor's Blue Ribbon Panel on Sea Level Rise. That workshop took place on July 12, 2017. While the results from the extensive public surveys were inconclusive, the workshop discussion did generate a few ideas: there is a distinguishable difference between upper and lower Alton Road with regards to the swale width; the two directions do not have to be mutually exclusive; undergrounding of FPL lines would negate the need for pruning the trees which result in their early demise however it is something that is a lengthy process and would require a significant amount of funding; and raising the roadway should be the priority as trees have a limited life span.

FDOT has expressed that they are intending on increasing the roadway elevation by one foot and there may be instances where some trees that may be desirable to save would be at conflict. It was also explained that there are mitigating steps that could be taken to save such trees as the installation of tree wells or retaining walls.

Taking these ideas into consideration, the members of the Committee and Panel requested that the City's Urban Forester review the existing trees along the corridor and provide his professional recommendation. Using the results of the GIS Tree Inventory, the review will first identify trees that must be removed because they are in conflict with overhead utilities or in poor health and therefore are not projected to have a long lifespan. This project presents an opportunity to replace these trees with new, healthy trees that are shorter and will not need to be excessively pruned to maintain utility clearance. The next step is for the Urban Forester to work with the FDOT and City engineers in developing a design that preserves as many of the mature trees as possible, while meeting other project goals and the requirements set forth by FDOT.

CONCLUSION

The Administration recommends that the Commission find that the general direction of raising Alton Road to 3.7 feet NAVD to the extent possible with consideration given for the introduction of mitigating measures to save those trees that have been deemed mature canopy trees in good health. Mitigation measures could include the introduction of tree wells or retaining walls or more moderate increases in roadway elevations provided that they are not in currently low lying areas.

Legislative Tracking

Public Works

ATTACHMENTS:

Description

- ▣ Alton Road Trees Survey Fact Sheet
- ▣ Alton Road Trees Responses
- ▣ Resolution

Upcoming FDOT Alton Road Projects

Work from Michigan Avenue to east of Allison Road

Project Overview

The Florida Department of Transportation (FDOT) is developing the design for two roadway and drainage reconstruction projects along State Road (SR) 907/Alton Road from Michigan Avenue to east of Allison Road.

The City of Miami Beach is reaching out to its residents to inform them of the upcoming FDOT projects and to collect feedback from the community. The City will be hosting a public meeting in several weeks to answer additional questions regarding the work.

Scope of Work

Michigan Avenue to 43 Street:

- Repaving and restriping of the roadway
- Changing the roadway elevation and minor widening
- Adding two new pump stations with new inlets and upgrades to the existing drainage
- Updating pedestrian ramps, signage, pavement markings, and lighting to meet the current standards
- Adding bicycle markings along both sides of Alton Road
- Enhancing landscape

43 Street to east of Allison Road:

- Reconstructing the roadway throughout the length of the corridor
- Elevating the roadway profile
- Widening existing parking lanes from 43 Street to Pine Tree Drive
- Installing new upgraded pavement markings for bicycle facilities throughout the corridor
- Designing and constructing a new drainage system consisting of curb inlets, and three pump stations (one will be designed and constructed by the City of Miami Beach), with three outfalls to the Intracoastal Waterway
- Upgrading roadway lighting to LED
- Upgrading signal mast arms
- Providing signing and pavement markings
- Upgrading pedestrian ramps and sidewalks to current standards
- Providing American with Disabilities Act (ADA) Compliance

Timeline and Estimated Cost

These projects are currently anticipated to begin construction in the fall of 2020. The combined estimated construction cost is approximately \$60 million.

Please note this schedule may change due to unforeseen circumstances.

Additional information on the FDOT Alton Road projects may be found at:

<http://www.fdotmiamidade.com/design-projects/beaches.html>

Sea Level Rise Mitigation and Landscaping

The City and FDOT are preparing for sea level rise through elevating roads and implementing storm water pumps. Mitigating sea level rise includes the need to harmonize the new roadway to private properties and will impact the existing tree canopy.

It has been determined that many of the existing trees may not survive the roadway reconstruction at a higher elevation because their root systems and trunks would be covered. Additionally, many of the existing trees are in failing health or in conflict with the power lines and may have to be removed.

A landscaping plan is being evaluated along the Alton Road corridor that would remove the existing canopy and replace it with a mix of smaller native trees and palms. Additional information on the landscaping impacts may be found on the opposite side of this sheet.

Public Meeting

Please join City staff to further discuss the FDOT Alton Road projects.

Tuesday, May 23, 2017

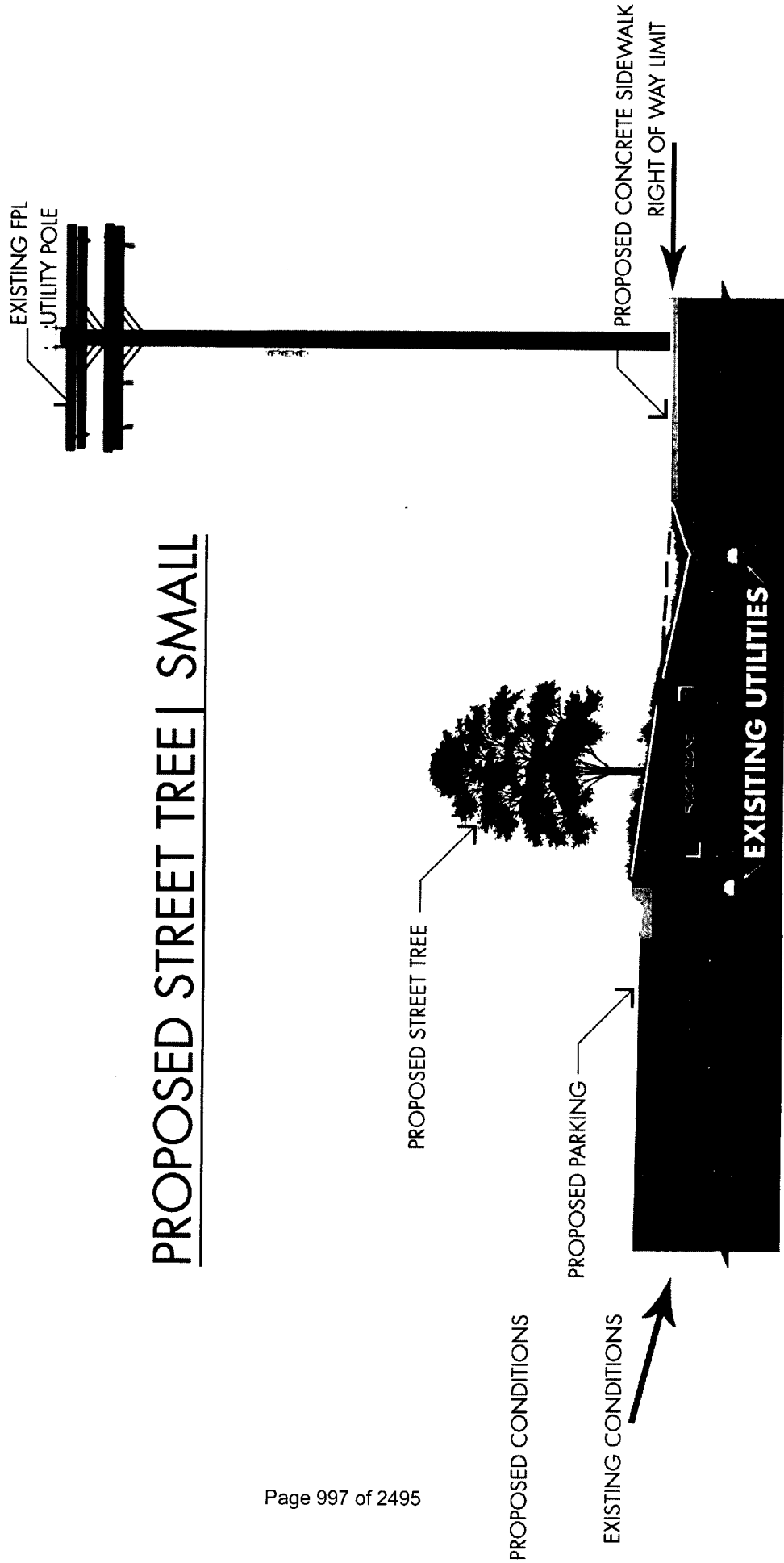
6 p.m.

**Miami Beach Golf Club
2301 Alton Road**

For more information on the public meeting, please contact us at 305.673.7575.

To request this material in alternate format, sign language interpreter (five-day notice required), information on access for persons with disabilities, and/or any accommodation to review any document or participate in any city-sponsored proceedings, call 305.604.2489 and select 1 for English or 2 for Spanish. Page 996 of 2495 may call via 711 (Florida Relay Service).

PROPOSED STREET TREE | SMALL



ALTON ROAD OUTREACH RESPONSES

Were you aware of this Florida Department of Transportation (FDOT) project before the City of Miami Beach reached out to you?

Yes 23

No 9

Are you in favor of roadway improvement projects in your neighborhood to mitigate sea level rise?

Yes 17

No 15

Do you feel adequately informed about this project?

Yes 8

No 24

Do you understand how this project will affect your property after learning this new information?

Yes 12

No 20

What aspect of the project are you most concerned about?

Roadway elevations	24
Pump station installation	13
Preservation of trees	16
Construction fatigue	13

OTHER:

Length of project

SEWER LINES

Water runoff onto my property

Changes in driveways and parking spots
 Parking, turn around in Alton
 Destruction of quality of life both long term and short term
 Underground utilities
 Too expensive and not a long-term solution
 Being able to turn into my driveway safely with the new elevation when people are speeding behind you; water from street draining onto my property; drop in property value
 damage done to homes by vibratory roller
 Flooding to private property
 Road widening; high speed limit of road-cars already going too fast
 Road widening, too high speed limit
 I don't think this project is worthy.
 Insurance Implications, Reverse Condemnation

How much importance should be given to the preservation of trees along the route of the project?

Take the necessary measures to mitigate sea level rise, despite tree loss and replant where necessary. 9

Maintain the current trees and do not move forward with the elevation of the roadway. 14

OTHER:

Elevate roads, bury power lines, replace existing trees with new, larger trees
 LIKE TREES MUST BE REPLACED

Move forward but save as many trees possible

Provide adequate canopy species

trees should be replaced with healthy plants; the roadway should not be elevated

If you end up moving forward with project – if there is tree loss, it should be replanted – not replant where necessary

Maintain trees and elevate roadway

If you plant large trees as replacement trees that is fine, but small short trees is not ok

If you plant large trees as replacement but small short trees is unacceptable

Are you in favor of the city further exploring the possibility of undergrounding utility lines between Michigan Avenue and 63 Street?

Yes 25

No 3

Maybe 4

If so, are you comfortable with a transformer device on an easement within your property?

Yes 5

No 18

Maybe 9

If you answered "yes," are you aware of a total cost to you of up to \$20,000?

Yes 5

No 16

Maybe 2

Questions or Comments?

I don't understand why the City hasn't planned for putting electricity underground along with this project (it seems to me to be common sense) with all of our tax dollars and now just because some people HAVE paid for it – all of us have to pay for it??? The city pulled the wool over our eyes on that one.

I have never seen a synopsis of this project so I cannot answer most of these questions with sufficient knowledge.

Since the city continues to push more and more traffic to Alton ROAD NOT HIGHWAY, the cost for undergrounding utilities, transformers, etc. should be shared by all roadway users. Put a toll or fee for roadway use to pay for enhancements that all users will benefit from.

If you go ahead with the two left turns, push the road widening into the golf course property and not the swale on the southbound side of the road. Begin the left turn lanes from the turn (looking south on the golf course property) north of North Michigan Ave. on the northbound side of Alton Rd. You must identify where these ugly pump stations go, make every effort NOT to put them in front of someone's property. DO NOT butcher trees, REQUIRE FDOT to agree NOT TO USE a VIBRATORY ROLLER. And FINALLY Postpone the project indefinitely, we are experiencing TOO MUCH ROAD CONSTRUCTION

I would like to get more information about this project.