

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: July 24, 2020

SUBJECT: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE LAND USE AND SUSTAINABILITY COMMITTEE AT ITS MAY 26, 2020 MEETING, TO PROCEED WITH THE LOCATION OF THE PUMP STATION AND OUTFALL DISCHARGE AT SOUTH POINTE PARK, AND ROADWAY DESIGN FOR FIRST STREET (OPTION 2).

RECOMMENDATION

The Administration recommends accepting the recommendation of the Land Use and Sustainability Committee at its May 26, 2020 meeting, to proceed with the location of the pump station and outfall discharge at South Pointe Park, and roadway design for First Street (Option 2).

BACKGROUND/HISTORY

The City of Miami Beach is committed to preserving the welfare and safety of its residents, visitors, and businesses. One way that the City meets this goal is by adapting its infrastructure to sea level rise and climate change.

Low-lying areas, such as First Street, are vulnerable to tidal and rainfall flooding. The First Street corridor experiences constant flooding during extreme high tides and heavy rain events. As a result, the City decided to implement improvements to the stormwater system that will provide the neighborhood with a higher level of service.

The improvements not only include robust stormwater infrastructure that will reduce flooding in the neighborhood, but also include significant improvements to the water system to address critical fire flow needs for life safety. Additionally, the improvements will provide substantial benefits to the First Street hardscape in terms of beautification and transportation measures aligned with the City's Transportation Master Plan. In fact, the improvements will prioritize pedestrians over vehicular traffic, aligning with the City's adopted Modal Hierarchy.

In 2017, the City engaged Wade Trim Inc. to perform architectural and engineering design services for the South of Fifth Neighborhood, consisting of streetscape enhancements and drainage system improvements including:

- Installation of a robust drainage system comprised of a major stormwater pump station and major stormwater pipes along Alton Road, Washington Avenue, and First Street.
- Elevating First Street and providing streetscape enhancements such as new sidewalks, pavement, lighting, landscaping, etc.

In order to ensure that the community's interests were accounted for and to limit changes after the project had been designed, City staff and Wade Trim coordinated community engagement efforts. Through March 2020, there have been approximately 28 meetings regarding the pump station and outfall and roadway design.

During these meetings a concerted effort was taken to align the community's requests with the recommendations made by experts such as Urban Land Institute and Harvard University on the City's overall stormwater program. While most of the residents were in favor of the proposed improvements, many differed on an appropriate location for the pump station and the typical section along First Street.

ANALYSIS

PUMP STATIONS ALTERNATIVES:

The City evaluated a total of six different pump station locations and six different outfall routes into Biscayne Bay and Government Cut. These include:

1. The First Street Park at the southeast corner of First Street and Alton Road
2. The Miami Beach Marina south parking lot
3. The Commerce Street and Jefferson Avenue intersection
4. The Pilot Boat Basin behind the Apogee Condominium
5. The South Pointe Elementary School parking lot
6. South Pointe Park

Numerous community meetings with residents and stakeholders were held to determine the appropriate pump station location. These meetings and a brief summary of their content are described below:

THE FIRST STREET PARK AT THE SOUTHEAST CORNER OF FIRST STREET AND ALTON ROAD

- January 23, 2019 – Meeting with Marie Peters, SOFNA President, to review the original pump station design at Triangle Park.
 - o SOFNA requested the City to consider alternate outfall routes, as the Murano at Portofino and the Yacht Club reportedly opposed to having the pump station and outfall routed through their properties.
- February 11, 2019 - Meeting with Michael O'Hara, Rebecca Towers Director of Housing Development Programs.
 - o The City confirmed it does not have property rights to connect the outfall at Biscayne Bay through this property.
- February 20, 2019 - Meeting with Marie Peters, SOFNA President and Bill Johnson, Murano at Portofino former President, to review the original pump station design at Triangle Park.
 - o Bill Johnson expressed strong opposition to the outfall route through their property due to major disruption in their front entrance and asked to consider other options.
- September 27, 2019 – February 5, 2020 - Seven meetings were held to present all available information to the Murano at Portofino administration.
 - o The City prepared multiple conceptual plans to inform building residents of potential impacts to the building from construction of the outfall to piping through the property.
 - o The City presented all the information to building residents at its November 15, 2019 HOA meeting.
 - o Stakeholders requested the City to consider South Pointe park as an alternate location for the pump station and outfall, and requested to create layout exhibits to be presented at its next SOFNA meeting.
 - o Stakeholders: Marie Peters, SOFNA President; Bill Johnson, Murano at Portofino Former President; John Rutherford, Murano at Portofino President; Rosi Klee, Murano at Portofino Administration; Stephen Mandy, Murano at Portofino; Engineering Rep, Murano at Portofino; Attorney, Murano at Portofino; Murano at Portofino Board of directors and residents (during HOA Presentation)

THE MIAMI BEACH MARINA SOUTH PARKING LOT

- May 5, 2019 – Meeting with Marie Peters, SOFNA President, and Suntex Marinas Staff, to discuss the pump station and outfall at the Marina property.
 - o The City shared a conceptual design and clarified it can be adjusted to work with Suntex Marinas.
 - o Suntex Marinas stated they would not agree to anything above or underground that could prohibit their growth and development.
 - o The Marina also expressed their concern with having the outfall in the marina as they have dealt with similar issues in their New York properties.

THE COMMERCE STREET AND JEFFERSON AVENUE INTERSECTION

- July 8, 2019 & July 23, 2019- Two meetings with Marie Peters, SOFNA President; Bill Johnson, Murano at Portofino Former President; Robert Fiore, Murano At Portofino Resident; Murano at Portofino Property Management SOFNA president and Murano at Portofino building to discuss results.
 - o City Staff discussed the response from Suntex Marina's response.
 - o The City proposed a new location for the pump station at the intersection of Jefferson Ave and Commerce Street to relieve the Triangle Park from disruption. The option was discarded due to constructability constraints.
 - o Murano at Portofino Administration requested that the South Pointe Elementary School parking lot be considered.

THE PILOT BOAT BASIN BEHIND THE APOGEE CONDOMINIUM

- March 12, 2019- Meeting with Nicolas Di Giovanni, Apogee Property Manager, and an Apogee Legal Representative.
 - o The Apogee Condominium rejected the proposed pump station location behind their property or routing the outfall through their property.
- April 29, 2019- Meeting with Marie Peters, SOFNA President to discuss response from the Apogee Condominium.

THE SOUTH POINTE ELEMENTARY SCHOOL PARKING LOT

- September 18, 2019 - Meeting with Jaime Torrens, Chief of Staff Dade-County Schools; Raul Perez, Chief facilities and Design Construction Officer; Victor Alonso, Eco-Sustainability Officer to discuss potential location for PS and outfall.
 - o The City's request was rejected by Dade-County schools due to future building expansion plans which requires them to maintain all existing parking spaces.

SOUTH POINTE PARK

- March 5, 2020 – The City presented the South Pointe Park location option at the SOFNA meeting.

Alternatives 1 - 5: These locations were eliminated due to site constraints, such as lack of easements, construction disturbances, impacts to the marina operations, and limited space. Additionally, due to the site constraints, a second pump station would be required to provide a full 10-year storm event level of service to the South Pointe Neighborhood.

Alternative 6 - South Pointe Park: After careful consideration of all potential alternatives, Public Works recommended that the pump station be located within the park. Conceptually, the underground components of the pump station can be located underneath the parking lot and the above ground components can be dressed with greenery just south of the parking lot.

The major benefits to this alternative are:

No easements are required

- The construction of the pump station does not disturb residences

- There is ample space to install a pump station that can service the entirety of the South Pointe Neighborhood. Therefore, a second pump station would not be required, assuming the ability to install pipes with enough capacity (this will need to be defined during detailed design).
- Designers have the ability to use vegetation and trees to screen the pump station's above ground components
- The pump station will discharge to Government Cut, thereby eliminating the possibility of impacts to the marina's operations.

TYPICAL SECTION ALTERNATIVES:

Although the community generally agreed with the urgent need to implement a reliable stormwater management system within the South Pointe Neighborhood, there were differing views regarding the configuration of the First Street corridor.

A total of nine different typical sections were presented to the community for consideration. The first six options were prepared by the consultant and presented to the residents in two separate presentations in late 2017. Some included water features and greenspace separators for valet parking. Others included large iconic medians with dramatic greenspace and enlarged pedestrian promenades. These options, however, did not appeal to residents. The City engaged Florida Transportation Engineering, Inc., a traffic engineer consultant to conduct a traffic analysis, evaluate all options, and provide a recommendation.

City staff gathered all the feedback from the residents, the traffic report, and City Departments involved, and by January 2019, developed a 7th design iteration, known as Option 1, to include:

Option 1:

Divided two-way traffic (median)

- Dedicated bike lanes
- On-street parallel parking adjacent to the sidewalk and on the median for the residential side only

Meanwhile, the City continued its discussions regarding the pump station and outfall. Nine months later, the City was approached by SOFNA residents, who expressed several concerns with the current design. They provided staff with a couple of design options to consider and evaluate. The City compared both options to Option 1, highlighted the differences and ensured they met the design criteria required, and selected the following, known as Option 2:

Option 2:

- Undivided two-way traffic (no median)
- Shared bike lanes
- On-street parallel parking adjacent to the sidewalk

Public Works ultimately determined either option was acceptable and neighborhood input should be considered.

At the January 21, 2020 Land Use and Sustainability Committee (LUSC), Roy Coley, Public Works Director presented a Resiliency Projects Update including the First Street Project and spoke of the need to reach a consensus. A motion was made by the Committee to have a Public Works presentation made to SOFNA, and to provide the presentation's feedback at a future LUSC meeting.

On March 5, 2020, an open house was coordinated by SOFNA. Commissioners Samuelian and Meiner attended the meeting where Public Works, Transportation, and the Marketing and Communications Departments presented Options 1 and 2 of the road design. Roy Coley, Public Works Director further discussed the pump station location and outfall discharge at South Pointe Park and requested for SOFNA to provide its official recommendation to the City. A decision was made by the SOFNA Committee to develop a survey where the neighborhood could vote on these items.

On May 6, 2020, Public Works received an email from SOFNA recommending option 2 of the road design and the proposed location of the pump station. After "considering the extensive consultation with City officials, and the widespread opportunity for community feedback" SOFNA wrote, they felt "confident as a Neighborhood Association to request the City to now move ahead". SOFNA further stated they understood "the location of the pump station in South Pointe Park and the extensive reconstruction of this segment of 1st Street is necessary for the introduction of a large-diameter storm water collection pipe".

Out of the 308 tallied votes received from the residents, 64.9% (200 residents) were in favor of Option 2; 31.4% (97 residents) were in favor of Option 1; and 3.5% (11 residents) responded but did not check off a preference. As described above, Option 2 will be an undivided roadway with parallel parking on both sides of the road, shared bike lanes, and equal greenspace and sidewalk on both commercial and residential sides. Compared to the existing conditions, the new typical section will provide wider sidewalks and more green space. However, due to the removal of the median, 24 parking spaces on the median side will be lost.

City staff presented the SOFNA voting results to the May 26, 2020 LUSC for review and direction. Saul Frances, Parking Director, also discussed the parking analysis for the parking needs for First Street. The study found that 58% of the residential spaces were utilized. Josiel Ferrer, Transportation Assistant Director, presented on the transportation and mobility study completed for this corridor. Following feedback from the public, the Committee members made a motion to bring the item to the June 24, 2020 City Commission for further discussions regarding Option 2, and to provide final direction. Meanwhile, the City is to continue to receive feedback from the public before reaching Commission approval.

At its June 24 meeting, the City Commission made a motion to refer the item to the July 24, Special (Resilience) Commission for discussion and further direction.

From June 26, 2020, through July 9, 2020, the City has had an additional 9 virtual meetings with the following stakeholders:

June 26, 2020 - The Continuum Master, Continuum North and South, Portofino and South Pointe Tower

- June 30, 2020 - One Ocean
- June 30, 2020 - The Hilton Bentley
- July 1, 2020 - The Apogee
- July 1, 2020 - The Rebecca Towers
- July 2, 2020 - SOFNA Group
- July 2, 2020 - Joe's Stone Crab
- July 7, 2020 - Virtual public meeting with SOFNA
- July 9, 2020 – Smith & Wollensky

From June 26, 2020, through June 30, 2020, mailings were sent out to the following stakeholders: Nikki Beach, the Yacht Club at Portofino, Golden Dreams Condo Association, Marea Condominium, The Cosmopolitan, Yukon Building, PRIME Group, Smith & Wollensky, Hotel St. Augustine, 200 Washington Avenue, The Courts at South Beach, Jewish Museum of Florida (FIU), La Locanda Restaurant, Gelateria 4D, and Alda.

DESIGN EFFORTS AND PROPOSED CHANGES

In March 2017, the Mayor and City Commission approved Resolution No. 2017-29759 accepting the recommendation of the City Manager to negotiate with Wade Trim, Inc. for the Architectural and Engineering Design Services of the First Street Project.

On June 16, 2017, the City and Wade Trim entered into an agreement to perform said services. Over the course of the following two years, Wade Trim and staff coordinated with stakeholders to define the appropriate design criteria, including typical section, pump station location, and outfall location.

During this time, a change order to the original scope was negotiated and subsequently approved (Resolution No. 2019-30987) to address a change in the City's design storm criteria from a 5-year, 24-hour storm to a 10-year, 24-hour storm. However, due to major changes in the design parameters and the lack of advancement in the project design, the City terminated the original design contract with Wade Trim Inc. for convenience. The Administration intends to incorporate its integrated water management strategy to the First Street Project.

The City intends to continue to use the design-bid-build procurement method. The design will include the following changes in accordance with the blue green strategy provided by Jacobs Engineering:

- Implement new strategies related to Blue Green Stormwater Infrastructure
- Implement the latest stormwater level of service and design criteria
- Develop a hydraulic model that includes the latest stormwater criteria
- Attempt to design a single pump station to serve the entire South Pointe Neighborhood at the new proposed location (South Pointe Park). The feasibility of this item will be fully determined during detailed design.
- Implement requirements for water quality treatment to include a hybrid solution (pollution control devices, and outfall discharge) to address concerns raised by the regulatory agencies.

The preliminary cost for this project is approximately \$25 million. The current budget is approximately \$26 million. In addition, there will be a future allocation of \$5 million as part of the General Obligation (GO) Bond for the above ground infrastructure. However, to comply with DERM water quality requirements, it is expected that this estimate can be 10 to 20 percent higher, dependent on what be accepted.

The Administration is currently working to show the revised project to the community, the current presentation is attached.

Results from the 2019 Resident Survey show that 50% of residents rated efforts to manage stormwater drainage and flooding as excellent or good. In order to continue maintaining excellent standards in this area, the City recommends accepting the recommendation of the LUSC to proceed with the location of the pump station and outfall discharge at South Pointe Park and roadway design for First Street.

CONCLUSION

The City has spent significant resources engaging the community for three years. While the Administration makes every effort possible to address resident concerns, there are no projects that garner complete community support. The existential issue of sea level rise and climate change is requiring significant infrastructure investments that will adapt the City and reinforce the resilience program.

Additionally, the Transportation and Mobility Department has determined that while both options are viable, Option 2 better aligns with the City's adopted Modal Hierarchy and Transportation Master Plan which prioritizes pedestrians over other modes.

The Administration recommends accepting the recommendation of the Land Use and Sustainability Committee at its May 26, 2020 meeting, to proceed with the location of the pump station and outfall discharge at South Pointe, and roadway design for First Street (Option 2).

Applicable Area

South Beach

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-14?

Yes

Does this item utilize G.O. Bond Funds?

No

Legislative Tracking

Public Works

Sponsor

Vice-Mayor Mark Samuelian

ATTACHMENTS:

Description

- [May 26, 2020 LUSC afteraction](#)
- [May 26 MEMO1_D\)_First_Street_MEMO_revised \(1\)](#)
- [Resident_Poll_Results_and_SOFNA_Letter_of_Support](#)
- [Typical_Section_Option_\(1_2\)](#)
- [LTC 213-2020 TPBPF Committee Motion - Re 1st Street Design.pdf](#)
- [First Street Presentation](#)

R7 - RESOLUTIONS**2:39:57 p.m.**

R7 A A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE LAND USE AND SUSTAINABILITY COMMITTEE AT ITS MAY 26, 2020 MEETING, TO PROCEED WITH THE LOCATION OF THE PUMP STATION AND OUTFALL DISCHARGE AT SOUTH POINTE PARK, AND ROADWAY DESIGN FOR FIRST STREET (OPTION 2).

Public Works
Deferred from June 24, 2020 - R7 J
Vice-Mayor Mark Samuelian

ACTION: Resolution not adopted. Motion failed. There was consensus to defer the item to the September 16, 2020 Commission Meeting as directed; All present. Lilia Cardillo to place on the Commission Agenda, if received. **Roy Coley to handle.**

DIRECTION:

- Option 2 selected for 1st Street design.
- Consider locating the pump station against the northern most part of the parking lot at South Pointe Park.
- Consider bringing in Jacobs Engineering to look at the Blue-Green Infrastructure, and the generator/pump location and work closely with residents.
- Consider the idea of a Blue-Green Advisory Panel.
- Look for options to replace parking loss as part of the Marina project.

Mayor Gelber informed his colleagues that he has been running in and out of meetings today, as a group of Mayor's Conferences are discussing the CARES Acts funds with Miami-Dade County. He explained that during today's Commission meeting he may be stepping out for brief periods of time. This is particularly important, as it is going to determine what the distribution of the money coming into the County is and how much will be dedicated to municipalities. The parties are finalizing negotiations and that will determine how much money the City of Miami Beach will receive.

Vice-Mayor Samuelian explained that this project that has been going on for six plus years. In discussion with the City Administration, he decided to sponsor the project on 1st Street, which is South of Fifth. The degree of road raising in this project is comparatively limited. 1st Street has a 150-foot right-of-way and there is a great deal of room to work with. Secondly, he sponsored the project because it was pre-funded. He has great admiration for this neighborhood, and residents have become engaged to make it a better project. At the Land Use and Sustainability Committee, his colleagues thought they should take more time with this discussion and he offered to have additional public outreach. That was an incredibly wise decision and they are better positioned today because of the decision to move forward with a better project. The first question for his colleagues is do they want to move forward with this project, because the next step would be costly at \$2 million of design work. He wants to move this project forward and will champion that. The second question is regarding street design on 1st Street. The recommendation on the table is for one of two alternatives. He is hopeful that they can decide that today. The third decision is related to the location of the pump, which involves a generator as well as an outfall location. His recommendation is that the decision on the location be keyed up in the next phase of the design work and he recommends not making that decision today. After countless meetings, he is not convinced that they are ready to make that decision today. He notified Mayor Gelber that there are 24 speakers online that may have taken Friday off to speak on the issue, and procedurally, to the extent they can have direction from the Body as whether or not they are making that decision, they might save

people's time in explaining things. He asked for the City Administration and his colleagues for their perspective.

Mayor Gelber explained that Vice-Mayor Samuelian is recommending approving either Option 1 or 2 today and deferring the location and configuration of the pump station.

Vice-Mayor Samuelian agreed with the Mayor's recap.

City Manager Morales suggested taking the second item first, and if they are deferring the pump location station that would save a great deal of discussion time. He has no objections to that.

Mayor Gelber urged the speakers to not speak if the item is deferred.

Commissioner Richardson asked the Administration if they can decide one of the items and not the other, and which of the two issues must be decided first. Can it be bifurcated?

City Manager Morales explained that this is one project and they are both critical paths. The City Commission can decide on the street configuration today, but they cannot start design in earnest, because not knowing the location of the pump station is a critical path issue. It does not hurt to make one decision today, but the Administration cannot give the green light to the design builder to put together a design criteria package without knowing all the critical elements, such as the pump location, where the pipe goes, and where the outfall is.

Commissioner Richardson added that people want to talk about the location of the pump and per the discussion they will not be able to start the project until they decide on both. At last month's meeting, he raised concerns about process and outreach; there was an online and email survey that yielded results, but his friends at Rebecca Tower told him that they were excluded since they do not have access to computers. He does not know if there has been specific outreach to people who normally do not use computers. This is difficult for him because he ran on a platform of not being a "pause person" on sustainability issues and now, they must pause. He is troubled and frustrated by the process seen on West Avenue and now on this project. If they cannot bifurcate these two and they are not ready to decide on the pump station location, which they are not, then they should defer the decision on both. He intends to bring an item in September for consideration by the City Commission on minimum standards and protocols that must be followed for all these projects to "check boxes;" a check sheet to check on before the project moves forward. He thinks they need that type of protocol in the City. He recognized that part of the problem is that citizens do not become engage until they see the bulldozer and he saw that with the five-year Alton project. If they are going to defer the decision on the location, which he supports, then they should defer both issues. He will bring his item in September as he said.

Commissioner Meiner shared his colleagues' concerns about process. He also sponsored an item dealing with notifications to residents and is curious to see the check list Commissioner Richardson will come up with. He met with Public Works Director Roy Coley yesterday and they walked through the area and he got some understanding of the issues. Under the current Administration's recommendation, where would the pumps be?

Roy Coley, Public Works Director, explained that the pump station itself would be below ground in the parking lot commonly referred to as the Smith & Wilensky's parking lot. The control panel would be above ground. Originally the Administration proposed it to be in the park surrounded by vegetation and in today's presentation they are willing to offer to move those controls to the parking lot if they want to preserve the park. In answering Commissioner Meiner questions, Mr. Coley added that as part of all designs going forward, per City Commission direction, all pump station projects

must include generators, the largest single component. A great deal of the aboveground components in this project is the generator. He explained that the underground pump station would collect the pipe water from throughout the South of Fifth neighborhood and pump the water out to Government Cut as proposed. They are all electrically run by FPL power. The generator is a backup in case of a power failure. Power reliability is high and there is low likelihood of power failure, that is why originally they did not install generators in these projects, but then they experienced a power failure in the middle of a storm in the Sunset Harbour community, and after that experience that is when City Commission decided that all future projects should have generators to not have that risk. They have not a power failure situation since.

Commissioner Meiner stated that there are ten projects without generators.

Mr. Coley explained that the pump stations built prior to City Commission Resolution directing the installation of generators do not have generators and they have not gone back to retrofit most of those. In answering Commissioner Meiner, he explained that originally when projects were designed staff was largely guided by the Blue Ribbon Panel on Sea Level Rise, who were advised by AECOMB and staff; they had debate about the intrusiveness of the large equipment versus the risk of power failure and the risk of flooding if there was a power failure. The advice was not to install the generator, and they did not. After the power failure the City Commission decided to install the generators.

Commissioner Meiner understands that current policy per City Commission now is that any project that installs a pump must accompany a generator.

Mr. Coley stated that is their current directive.

Commissioner Meiner asked if Mr. Coley were starting from scratch, would he implement that policy.

Mr. Coley responded that each project should be looked at individually as there is a different risk in each neighborhood if there was a power failure, depending on elevation of habitable spaces, and FPL's ability to offer reliability representation. For example, the Sunset Harbour pump stations have a single power feed to the pump stations, and they are working with FPL now about getting an agreement that all pump stations have dual electrical feeds from dual sources. Dual FPL power sources would make it be very unlikely to lose power from both. If they were able secure that, that would certainly impact how much risk one has from not having a generator. Mr. Coley added that a temporary generator works if they have a planned outage or they want to deploy temporary generators in advance during or after a hurricane. A temporary generator will not allow time to deploy generator to the location and get it running in the middle of a storm. That is the risk of not having a permanent generator.

Commissioner Meiner stated that the policy existing requires a generator, and a great deal of projects get hung up due to the size of the generator, which can be imposing; understandingly residents near the vicinity are objecting. He wonders if they should consider changing that policy on a case by case basis and hear from each neighborhood whether they want the generator understanding the risk that could happen with pump failure. There have not been any issues with the projects that do not have generators, but for one.

Mayor Gelber explained where they are at on the issues and asked if there is consensus to defer the pump station location and asked for a vote on the deferral.

Discussion held.

Commissioner Arriola thinks they should proceed with Option 2 and address public concerns with beautification of the project.

Vice-Mayor Samuelian stated that it is important to know where they go from here. The plans must be reviewed by the Design Review Board per Ordinance. He thinks they need to be clear with the Administration as to the path forward, so they can make the decisions such as to the size and magnitude of the pump and its location, where the generator is going to go, and how they are going to apply the Blue-Green, which is for approval per Jacobs Engineering Study, and how do they engage residents in the process. He suggested proceeding with a design process. He fears that if they defer without a process in place, they will not be able to jump start the progress. He suggested moving forward with the project. If the City Administration thinks they have the resources to do that, so be it, but he thought there was also a notion of bringing a design firm like Jacobs Engineering. He thinks this needs to be viewed in an integrated way and with residents. They need to come to some clarity on the path forward.

Mayor Gelber asked for a vote on the streetscape; Option 1 or Option 2. He asked if there were any objections for Option 2.

Commissioner Richardson previously asked if the Commission decides on one and not the other, can they keep the project moving, and the answer he received is "no." Deciding on the street today would not benefit anyone because the Commission has deferred the pump station location. He thinks there is more work that needs to be done on the streetscape. He does not think there has been enough engagement, the online poll was not fair as there are people in the community that have not had their voices heard. If there is a benefit by making this decision he would be in support, but he is being told that both items are in the critical path together.

Mayor Gelber announced that there appears to be consensus to defer the pump location issue. They will discuss the Options. He added that he appreciates his colleagues talking about notice, and this may have been due to the pandemic related. No one has ever accused this City government of hiding things from residents. If there are people in the community that do not know what the City is doing, they are going to be given the chance to know and be aware of the options. That is incumbent on the Administration, and it is challenging during a pandemic. The Administration may have to improve their outreach, but he is proud of how the City does outreach. He looks forward to more items. He clarified that the pump station item has been deferred, and for the speakers they will be addressing only whether they prefer Option 1 or 2.

Roy Coley, Public Works Director, showed a PowerPoint Presentation (Road Raising & South Pointe Neighborhood Drainage Improvements) and explained the differences between Options 1 and 2, which also includes the road design. Click [here](#) to view.

Vice-Mayor Samuelian thanked staff for the community outreach and stated they are focused on the 1st Street design Option 1 or Option 2. He asked for comments from his colleagues.

Mayor Gelber announced called for public comments. Speakers can talk about anything they want, but the decision on the pump location has been deferred.

3:62:01 p.m.

PUBLIC COMMENT

- 1) State Representative Michael Grieco stated that the one drawback for Option 2 is the loss of parking spaces, which has been addressed. A vote for Option 2 is a vote for saving lives, decreasing the size of the streets, and increasing pedestrian safety. The other option provides for two 20-foot travel lanes

adjacent to private property. They had a Town Hall meeting and mailers were sent out. He is excited to have this one decision made today and thanked them for their time.

2) Ronald Starkman stated that the communications was dismal up until a month ago and meetings were held with condominiums was just with a couple of buildings by someone unauthorized. That may have been the confusion on the survey. They need to look carefully at the original Blue-Green option. Since the original advances have been made in this area, maybe they can do more. The engineer for the Marina project has presented several ideas on Blue-Green that could apply to the rest of the neighborhood.

3) John Lasalandra urged Mayor Gelber and the City Commission to listen to their voices. He opposes the pump station and is concerned with the parking of choice A or B and suggested deferring both items.

Clerk Granado called for speaker Katie, then Jack. There being no connection, the next speaker was announced.

4) Robert Goodrich thanked everyone for providing time for the residents in the South of Fifth area to have more personal input and information on what is going on with the pump station. His concern is that they try to get it more in an already commercialized area as opposed to areas that are more residential and recreational.

5) Matthew Goldhanna, resident of The Courts at South Beach, thanked Vice-Mayor Samuelian for championing this project. He is in support of Option 2 and urged the City Commission to proceed with the choice to prioritize the safety of pedestrians, family, and children that live in the neighborhood, with wider sidewalks, more green space and shade trees, and a more walkable urban neighborhood and safer for all.

6) Silvia Alvarez lives at Murano and Portofino and owns units at 65 Washington Avenue with 26 units, eleven of her residents have residential parking, many of the buildings South of Fifth have no vendor parking and rely on street parking. There are plenty of canopy from trees on either sidewalk and the medians and urged the Commission to select Option 1.

7) Keith Marks thanked the City Commission and Vice-Mayor Samuelian for considering the volume of inbound letters holding this off on the pump location decision. He is glad to hear that Jacobs Engineering is getting involved. He would like to be part of a Blue-Green Residents Advisory Board, which could get outreach and take streets from 5th Street to Alton Road and Washington Avenue. He suggested the City engage other engineers, such as Jacobs and look at raising the streets and making them porous.

8) Eric Margules would like to see Option 2 for a more walkable City. He would appreciate if the presentations, questions, and answers could be distributed to residents by emails.

9) Derrick Chan stated on some days he can smell the pump station. As to pedestrian safety, the facility will be blocking people from the sight of vehicles. Also, homeless people could sleep there. It may not be safe.

10) Cinthia Olsen called to urged to vote for Option 1. She has tenants that utilize the street parking. Residents in the neighborhood need their vehicles to go to work and many buildings do not have designated parking. Parking is essential to the neighborhood.

11) Paula Allen thanked the City Commission and staff who has worked on this project for so long. She is in support of Option 1, which keeps the 39 parking spaces and does not do away with 24 parking spaces, to leave only 15 spaces to serve all the residents and businesses of 1st Street. She disagrees with the

parking studies as they were done during a pandemic and did not reflect the four days when the beach was closed.

12) Vivian Cruz wanted to speak on a Lincoln Road presentation.

Mr. Coley explained that the item she is referring to will come back in September for discussion.

13) Alan Fishman, President, Continuum South Tower Condominium Association, on behalf of the association thanked the City Commission for deferring the pump location conversation until more facts are received. In his experience in transportation and parking, the City at no time should be giving up sparse, coveted parking spaces without an alternative plan in place. Those parking spaces taken away need to be accounted for somewhere else with new parking, not parking already built a year ago. It is especially important that the City reaches out and use the online media and suggested for Tonya Daniels, Marketing and Communications Director, to reach to all citizens of Miami Beach so they can get their input. The City has the tools to do it and Tonya should be doing it.

14) Wayne Roberts is concerned about raising streets and the impact of properties. The water flows to the lowest point, so before they make any moves, they need to find out what the impact is. If they lose 40 parking spots between South Pointe Park to 1st Street, they will lose about a half a million dollars of revenue in income from parking meters.

15) Frank Del Vecchio stated that the engineers have advised that the pump station could be operational, if the South Pointe Park location is chosen, by the end of 2024. The complications with any other location would extend that completion date. (Technical difficulties). Should not the integration of the construction at 1st Street to place a stormwater drainpipe, which cannot function without the pump station, be timed to coincide so they are both completed on the same date. Could they integrate the decisions on 1st Street?

16) John Rutherford thanked the City Commission for doing this and in particular thanked Roy Coley for his compelling presentation on all aspects. It was really thought through and the City is lucky to have such an engineer working on things. He has seen the improvement in designs over the course of time and likes the idea of dropping the generator.

17) Michael "Mike B" Barrineau appreciates the opportunity for Vice-Mayor Samuelian to clarify his original three objectives. The idea was to move forward with the project and let Jacobs Engineering get involved with the location of the pump stations. That expertise might be useful. To Mayor Gelber, regarding the deferral, he does not think that was the intent of Vice-Mayor Samuelian.

City Clerk Granado called for speaker Jack F. twice, and there being no connection he called the next individual.

18) Cindy Esquivel thanked the City Commission for the time spent on this issue. Her concern is the information recently brought up with the change from Option 1 to 2. Option 1 was the originally proposed and thousands of hours were spent on it during the past three years. They noticed that both traffic studies are flawed. They both did their own studies and the numbers are inaccurate. She sent to the City Commission by email pictures and full documentation. During the day, the number is about 84%, at night five spaces were left out and other days were not documented, it is about 70%. Most importantly, the first night study showed there was a 90% scanning of residential decals.

19) Marta D. Trueba has two apartments at 65 Washington Avenue. She is in support of Option 1. They should be adding parking, not eliminating. This study may not have been done when the snowbirds are

down and there is an alleyway behind restaurants that could have been an option to do any kind of work. She thanked the City Commission for what they are doing.

- 20) Alyson Herman, on behalf of Portofino Towers and Portofino South Pointe Master Association, thanked the City Commission for reviewing all the community letters, taking that into consideration, and delaying the pump station location decision. She is in support of the Blue-Green Initiative infrastructure and suggested that Commissioners' energies should be focused in looking for a holistic and total solution. She supports the suggestion of a Green Advisory Group to find a long-term solution that benefits the neighborhood cohesively. She thinks Jacobs Engineering should be considered to find alternative locations to satisfy the community.
- 21) Rene Huber, resident of South of Fifth, is opposed to the location at South Pointe Park. Her concern is that they created a beautiful gem in South of Fifth and by putting this pump station they will diminish that. She has heard that the generators are run by diesel and is concerned with the park being their green space and with children playground area and the wind blowing. What would be the impact of the diesel in that area?
- 22) Rick Kendle stated that the City does not seem to know that they cannot place things in their parks that are larger than 1,500 square feet without a Countywide referendum. About 20+ years ago, Miami Beach voters voted to be covered by the park's amendments to the County Charter that restricts construction in a park of any structure of more than 1,500 square feet. It is a Charter violation and he asked that they investigate it.
- 23) Christina Vega is in support for Option 1 due to the lack of parking. During Spring Break or Art Basel there are huge crowds and there is not enough parking.
- 24) Susie Sherr lives on 1st Street and uses one of the parking spots but is in support of Option 2 as it is pedestrian safe.
- 25) Boriana Atanasova has two apartments on 65 Washington Avenue and is in support of Option 1, as there is already limited parking.

Mayor Gelber expressed to the callers and those who sent an email that they are being understanding and very polite about these issues in South Pointe. Residents were exceptional, and he thanked them for that. He asked Vice-Mayor Samuelian, regarding a comment made by a speaker, if he wanted to defer the pump location issue or not.

Vice-Mayor Samuelian agreed on the next steps and it was his intent to continue making progress with this project, whether it is Jacobs or in-house. It is a tough call; he listened carefully to both sides, but he is in support of Option 2, that is the recommendation of the professionals in the Administration and from the Land Use and Sustainability Committee.

Commissioner Richardson appreciates the community engagement and asked if Jacobs Engineering has been engaged on this project yet and what is the status of that.

Mr. Coley stated that Jacobs Engineering is currently under contract with the City to develop the integrated water management plan, and that contract would allow for the City to develop a future task order such as this. As of today, no outside consultants are under task orders to work on the South of Fifth Project. They have spent up to \$450,000 in consultant fees at the conceptual level and they ceased all outside work until they gather all their components. The intention was to negotiate a task with Jacobs Engineering, since they are the City Commission selected water

management consultant, and for them to design this project for the City. But Jacobs Engineering is not under that task today.

Commissioner Richardson asked why the Administration changed their recommendation from Option 1 to 2.

Mr. Coley explained that originally there were seven or eight options and they got to one they thought the community would support, realizing that staff was designing to suit the neighborhood at the time, and they thought they had. When other residents were not on board with that design, they came up with Option 2, and recognized that there are advantages with the model hierarchy, and that it gave them opportunities to capitalize on the Blue-Green Infrastructure plan, they thought that was the best choice. In answering to Commissioner Richardson, he explained that at the Land Use and Sustainability Committee's direction, they asked SOFNA for a recommendation. SOFNA recommended Option 2. Both Options were vetted by City professionals, in-house engineers, consultant engineers, and either design is safe.

Discussion held.

Commissioner Richardson stated that one of the callers said this would save lives. He has not heard of any accidents specific to that street, and public safety is particularly important.

Jose Gonzalez, Transportation and Mobility Department Director, is not aware of any serious accidents or fatalities when looking at 1st Street with or without the median configuration. Many valet drivers are making U turns and that will be allowed with Option 2. He is not aware of any fatalities on 1st Street.

Commissioner Richardson stated this is a tough call. The possibility of the pump station going into the parking lot means the loss of parking spaces. At the Finance and Economic Resiliency Committee they discussed the Parking Department, and employees complained that the City continues to take away parking spaces and there is less opportunity for revenue. They criticized them for not pulling enough revenue, so parking continues to be a problem. He is concerned with the use of the results of the SOFNA email studies as he does not think it was fair to have input based on an email study. There should have been input that allowed people to vote in another option, as they have seniors and other people that cannot vote online. He does not want to give up the parking in that area. There are reasons that Option 1 may have better safety measures. He learned during the Alton Road project that when there are medians it has a way of calming traffic. The business community did not want medians on Alton Road, so what they have there now is a compromise between businesses and pedestrians. Option 1 has medians. What troubles him about Option 2 is that there are no designated bike lanes and the Commission is encouraging people to ride bikes more. He also likes the median. If Option 2 provided better public safety than Option 1, he would go with that, but he is in favor of saving parking spaces, 22 spaces plus potential 18 more. He is not willing to support the loss of parking. He is in favor of Option 1.

Commissioner Meiner echoed some of his colleague's comments. There is much merit to Option 2, but he is concerned about the parking spaces. He is a data driven person and that is why at the last meeting he asked for a more robust parking data. He has trouble finding parking spots when he goes there, and he is concerned for residents and businesses that rely on parking there. For those reasons he will support Option 1.

Mayor Gelber sees a great deal of similarities with both Options. He will follow staff's recommendation on this decision, even though Cindy Esquivel made a compelling argument to him and he hates to disappoint her. He is in support of Option 2 because Roy Coley made a case.

Regarding the survey, he feels they made an argument that although the SOFNA survey subsequently was what got them going at the end of the day, the Administration's position subsequently is the Blue-Green approach, and that is what the City is doing now. He understands that parking lot and parking spaces are an issue and they will consider that if they have a pump station. For him, the Blue-Green issues are the most important and to follow their professional staff's recommendation.

Commissioner Arriola is in support for Option 2.

Commissioner Steinberg thinks there were good things said. Parking is important and is not sure why some of the buildings are not allowing vendors to park inside their buildings. Causing vendors to park on the street, taking up parking spaces that are meant for residents and business patrons. As a City they started evolving, and they have set as their mission to prioritize pedestrian, bicycle, and then cars. They are trying to fit into that narrative and staff is recommending Option 2. She is fine with either option. At the end of the day, she is happy they are moving the project forward. She wants to make sure the Administration addresses the parking loss and how it would be made up especially for the residents of Rebecca Towers.

Mayor Gelber stated there is consensus to vote for Option 2.

Discussion held.

Commissioner Góngora added that Option 2 is approved 4 to 2, so his vote would not change anything. He is extremely concerned about the removal of the parking and suggested looking for a way to replace that as part of the Marina project.

Vice-Mayor Samuelian stated, that if they want to advance this project, they could bring in Jacobs Engineering, have them look at the Blue-Green and the generator/pump location, and work closely with residents. He loves the idea of having an Advisory Panel, and if they want to proceed forward that is the direction, if not, he is not sure they will be in a better place two or three months from now.

City Manager Morales added that they want a decision on the pump stations sooner rather than later. He does not see any reason why they cannot get Jacobs involved to look at that issue and help the City with it, even if it is not the full design of the criteria, that will also give them time to do more outreach and answer questions. Most of the emails he received expressed support for the project but did not have enough information about the location. He thinks they can do more outreach and answer questions. Roy Coley put out strong reasons why that location makes sense, but they can try to bring some finality to the pump station decision, so they do not lose the timetable shown. With communication he hopes to get some finality on the pump stations within 60 days.

Commissioner Richardson asked, after listening to comments on the pump station, what is on the table to have that footprint in the middle of that parking lot. He is asking for the City Commission to consider putting the pump against the northern most part of that parking lot, which would not be a box in the middle of the park but lined along the edge and may make it less imposing. It may not work, but he asked that they investigate that.

Handouts or Reference Materials:

1. Email from Alexander I. Tachmes, ATachmes@shutts.com, RE: R7 A – Request by Portofino/South Pointe Master Association to Bifurcate Item R7 A and postpone for One Month the Proposed Stormwater Pump Location, Dated: July 23, 2020.

2. Email from Alexander I. Tachmes, ATachmes@shutts.com, RE: R7 A – Request by Portofino/South Pointe Master Association to Bifurcate Item R7 A and postpone for One Month the Proposed Stormwater Pump Location, Dated: July 24, 2020.
3. Email from Diane Klein, dklein130@gmail.com, RE: OPPOSITION TO LINCOLN ROAD PUMP WEST END LOCATION; Dated: July 24, 2020.
4. Email from Suzy Buckley, suzybuckley@gmail.com, RE: Pump Station in South of Fifth, Date: July 23, 2020.

4:35:41 p.m.

R7 B A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ADOPTING THE 2019 UPDATE OF THE UNIFIED REGIONAL SEA LEVEL RISE PROJECTION OF SOUTHEAST FLORIDA AND THE ACCOMPANYING UNIFIED SEA LEVEL RISE PROJECTION, SOUTHEAST FLORIDA; AND FURTHER DIRECTING THE CITY OF MIAMI BEACH TO UTILIZE THE UPDATED REGIONALLY CONSISTENT UNIFIED SEA LEVEL RISE PROJECTIONS FOR PLANNING, DESIGN AND CONSTRUCTION PURPOSES.

Office of the City Manager

ACTION: Resolution 2020-31315 adopted. Adopted by acclamation; Vote: 7-0, **Amy Knowles to handle.**

Amy Knowles, Chief Resiliency Officer, showed a PowerPoint presentation. Click [here](#) to view. She explained that this item is to adopt the most recent sea level rise projections released by the Southeast Florida Climate Change Act. The City previously adopted projections back in 2016. Planning for sea level rise is particularly important. In 2018 the City Commission directed the Administration to collect data annually and report to the City Commission along with the compact. Miami Beach is close to sea level and it is incredibly important to be using the best available science for the City's policies and design standards. Per the diagram, the City has the lowest elevation on the west, and as it goes to the east it goes to up to about 11.4 feet. It is incredibly low, and any foot in rising sea affects their ability to address flooding in the future. Last year they adopted a Comprehensive Plan and additional regulations to address sea level rise. The Jacobs Engineering Report and the Resiliency Code are rooted on this. She presented statistical and planning graphs to show that over the last 100 years there has been sea level rise with acceleration of about three to four inches in the last decade. She spoke on the importance of using Sea Level Rise Projections and best engineering practices in the City's work.

Vice-Mayor Samuelian is in full support of the item; it is wonderful that they are using a regional approach. There is one inch of sea level rise per decade noted with recent acceleration. The projections over the next decade calls for a 40% percentage increase over what they have been experiencing. From the COVID-19 pandemic they are seeing that they need to be careful with their models, monitor and scrutinize them, and focus on the real-world data. He is happy to support the item.

Mayor Gelber stated there is unanimous support.