

MIAMI BEACH

Land Use and Sustainability Committee
June 18, 2024 - 3:00 PM

Commissioner Alex Fernandez, Chair
Commissioner Tanya Bhatt, Vice Chair
Commissioner Laura Dominguez, Member
Commissioner David Suarez, Member

Thomas Mooney, Liaison
Jessica Gonzalez, Support Staff

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LAND USE AND SUSTAINABILITY COMMITTEE AGENDA

Tuesday, June 18, 2024, 3:00 PM

Hybrid Meeting Commission Chambers and Zoom

Please click the link below to join the webinar:

<https://miamibeachfl-gov.zoom.us/j/85059923037>

Or Telephone: 1 301 715 8592 or 888 475 4499 (Toll Free)

Webinar ID: 850 5992 3037

PRIORITY ITEMS

- 1 DISCUSS/CONSIDER PHASE I AND II FOR FIRST STREET PROJECT

Commissioner Fernandez and Commissioner Suarez

March 14, 2024- C4B

Public Works

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

Item 1 **COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Rickelle Williams, Interim City Manager

DATE: June 18, 2024

TITLE: **DISCUSS/CONSIDER PHASE I AND II FOR FIRST STREET PROJECT.**

HISTORY:

At its March 13, 2024 meeting, at the request of the Administration, the Mayor and City Commission approved a referral (Item C4 B) to the April 19, 2024 Finance and Economic Resiliency Committee (FERC) meeting to discuss funding for the construction phase and path forward of the First Street Project.

At its May 15, 2024 meeting, the City Commission approved a referral to this Special Land Use and Sustainability Committee (LUSC) meeting on June 18, 2024 to discuss the path forward of the First Street Project.

The City of Miami Beach is committed to preserving the welfare and safety of its residents, visitors, and businesses. As part of this commitment, the City prioritizes infrastructure needs throughout Miami Beach. The last remaining area of the South of Fifth Neighborhood to receive improvements after the approval of the 1999 General Obligation (G.O.) Bonds is the segment of First Street between Alton Road and Washington Avenue. The City has considered this area's recurring flooding issues and low elevations and has worked diligently to provide both short and long-term solutions by designing the improvements to the infrastructure.

The City began the process for this project by performing public outreach prior to Commission approval to issue a Request for Qualifications (RFQ) to select a design consultant on October 19, 2016 via Consent Agenda Item C2 C. On February 8, 2017, via Resolution No. 2017-29759, the City selected and awarded the contract for design to civil engineering firm Wade Trim, Inc. Following a significant rainfall event on August 1, 2017, the Commission approved Resolution No. 2017-30039 on October 18, 2017, which directed the City to modify the design criteria for stormwater systems citywide from a 5-year level of service (LOS) to a 10-year LOS. On September 11, 2019 via Resolution No. 2019-30987, the City attempted to resolve the issues at First Street by amending Wade Trim's contract to allow them to increase the LOS to a 10-year storm, incorporate additional hydraulic modeling, and continue coordination on the selection of a cross section and pump station location.

After nearly two (2) more years of trying to reach consensus regarding the cross section and pump station location, on May 12, 2021, the City Commission adopted Resolution No. 2021-31711, which directed the Administration to select a location for the stormwater treatment system

and to negotiate a design task order with a new design team.

On December 8, 2021, the City Commission approved the consultant service order for Jacobs Engineering Group Inc. (Jacobs) for the design of the First Street Neighborhood Improvement Project (the "Project") for a total of \$5,981,000. This task entails the design and permitting for the installation of a new stormwater quality treatment system and pump station at First Street and Washington Avenue; road reconstruction including appropriate elevation and streetscape redesign for First Street between Alton Road and Washington Avenue; and replacing water, sewer and stormwater infrastructure along Alton Road and Washington Avenue from South Pointe Drive to 5th Street and along First Street.

Extensive public outreach efforts took place upon completion of the conceptual design (in June 2022) and the 30% design (in November 2022). The 30% design update included engineering findings and resulting recommended scope changes that received strong community opposition. The proposed scope changes included full reconstruction and elevating Alton Road as well as rerouting drainage on South Point Drive between Washington and Alton. As a result of the community opposition, the proposed scope changes were abandoned and the Public Works Department continued with the 60% design, as originally approved by the City Commission. The 60% design was completed in December 2023.

FINANCIAL INFORMATION

There has been a significant increase in the overall estimated construction cost of the Project. It is important to note that significant market volatility and uncertainty experienced with contractor bids in the past 18 to 24 months due to materials supply shortages, labor shortages, inflation, and other factors following the start of the pandemic is still impacting project budgets citywide and beyond. Unfortunately, this Project's budget is not an exception.

The construction of this Project was originally estimated and funded for \$46 million in early 2021, based on pre-COVID-19 historical bid data. As of the 30% design completion, the consultant estimated the Project construction cost at \$129 million (\$168 million total budgetary cost, including construction management, design, permitting, inspections, and other administrative fees, that are necessary for the administration of a capital project).

The Administration, in an effort to validate that early design stage construction cost estimate, engaged a third-party independent consultant, Nova Consulting Inc., at 60% design completion to provide a detailed cost estimate and conduct a constructability and phasing analysis. This task was intended to provide a more accurate Project estimate, as well as provide guidance on an implementation plan for this project. The independent estimate, received in February 2024, resulted in a total Project budgetary cost estimate of \$178 million.

The Project currently has a total available funding of \$81.4 million, which includes Resilient Florida Grant funds of \$35 million for construction and G.O. Bond funds of \$5 million. The City has already committed \$7 million toward planning and design of the project. The total funding gap is estimated at \$89.5 million. Additionally, the City submitted a PROTECT grant from the Federal Highway Administration (FHWA) in August of 2023 in the amount of \$63,240,000. The Administration expects to hear back from the FHWA in late summer 2024. However, it should be noted there is no guarantee that this grant will be awarded to the City.

At the April 19, 2024 FERC meeting, Public Works presented a First Street Project update

including a timeline, design update, project budget and construction schedule update and parking summary. A discussion ensued following the presentation where a motion was made to move forward with Phases 1 and 2, select to modify the approved typical section for First Street and Jefferson Avenue to incorporate diagonal parking, reducing the parking space loss to less than 10% and to reach out to the South of Fifth Neighborhood Association (SoFNA) and businesses before going back to the City Commission. On April 25, 2024, the Administration provided an update to the SoFNA Board. At the conclusion of the presentation, the SoFNA Board unanimously passed a resolution supporting Phases 1 and 2 and revising the typical section to accommodate diagonal parking in lieu of the previously approved parallel parking configuration. The estimated cost for Phases 1 and 2 is \$104 million, greatly reducing the funding gap.

At the May 15, 2024 City Commission meeting, the Administration presented the FERC recommendation to Commission members, to move forward with Phases 1 and 2, modify the approved typical section for First Street and Jefferson Avenue and to incorporate diagonal parking. Consensus for the item was not reached, instead, a motion was made to defer the item to a Special LUSC meeting to discuss alternate locations for the stormwater trunkline installation, expand upon community outreach efforts, especially with the impacted businesses and provisions for access during construction, parking configuration, and other key community concerns, such as the relocation of the existing oak trees. The motion also requested to come back to the June 26, 2024 Commission for a final vote.

CONCLUSION:

The attached slides will be presented and discussed on June 18, 2024 to address the items as requested by the City Commission at its May 15, 2024 meeting. The Administration recommends the favorable recommendation of the FERC at its April 19, 2024 meeting as follows: 1.) Proceed with Phases I and II of the First Street Neighborhood Improvement Project 2.) Maintain the previously approved typical section for First Street with parallel parking in lieu of the previously proffered diagonal parking 3.) Maintain the 60% design trunkline alignment through First Street shifted to the north as necessary to allow two lanes of traffic eastbound during installation of the pipe, as this is the optimal solution considered 4.) Relocate and preserve as many of the existing oak trees as possible to reuse on the project 5.) Have the Administration negotiate a Task Agreement change with the Design Consultant to address and incorporate the necessary scope changes including additional interim condition hydraulic model, temporary utility connections associated with the phased project limits, relocation of existing oak trees and other pertinent items.

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

Departments

Public Works

ATTACHMENTS:

Description

Type

- ▢ Commission Referral to FERC
- ▢ Presentation, Special Land Use meeting
- ▢ First Street Meeting Summary
- ▢ SOFNA

- Other
- Other
- Other
- Other



MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Alina T. Hudak, City Manager
DATE: March 13, 2024

SUBJECT: REFERRAL TO THE APRIL 19, 2024 FINANCE AND ECONOMIC RESILIENCY COMMITTEE TO DISCUSS FUNDING AND PATH FORWARD OF THE FIRST STREET PROJECT.

RECOMMENDATION

The Administration recommends approving the referral.

BACKGROUND/HISTORY

Public Works would like to place a referral to the April 19, 2024 Finance and Economic Resiliency Committee meeting to discuss funding for the construction phase and path forward of the First Street Project.

The City of Miami Beach is committed to preserving the welfare and safety of its residents, visitors, and businesses. As part of this commitment, the City prioritizes the needs of infrastructure throughout Miami Beach. The last remaining area of the South of Fifth Neighborhood to receive improvements after the approval of the 1999 General Obligation bonds is the segment of First Street between Alton Road and Washington Ave. The City has considered this area's recurring flooding issues and low elevations and has worked diligently to provide both short- and long-term solutions by designing the improvements to the infrastructure.

The City began the process for this project by performing public outreach prior to the Commission approval to issue a Request For Qualifications (RFQ) to select a design consultant on October 19, 2016 via Consent Agenda Item C2 C. On February 8, 2017, via Resolution 2017-29759, the City selected and awarded the contract for design to civil engineering firm Wade Trim, Inc. Following a significant rainfall event on August 1, 2017, the Commission approved Resolution 2017-30039 on October 18, 2017, which directed the City to modify the design criteria for stormwater systems citywide from a 5-year level of service (LOS) to a 10-year LOS. On September 11, 2019 via Resolution 2019-30987, the City attempted to resolve the issues at First Street by amending Wade Trim's contract to allow them to increase the LOS to a 10-year storm, incorporate additional hydraulic modeling, and continue coordination on the selection of a cross section and pump station location.

After nearly two more years of trying to reach consensus regarding the cross section and pump station location, on May 12, 2021, the Commission adopted Resolution No. 2021-31711, which directed the Administration to select a location for the stormwater treatment system and to negotiate a design task order with a new design team.

On December 8, 2021, the City of Miami Beach Commission approved the consultant service order for Jacobs Engineering Group Inc (Jacobs) for the design of the First Street Neighborhood Improvement Project for a total of \$5,981,000. This task entails the design and permitting for the installation of a new stormwater quality treatment system and pump station at First Street and Washington Avenue; road reconstruction including appropriate elevation and streetscape redesign for First Street between Alton Road and Washington Avenue; and replacing water, sewer and stormwater infrastructure along Alton Road and Washington Avenue from South Pointe Drive to 5th Street and along First Street.

Extensive public outreach efforts took place upon completion of the conceptual design (in June 2022) and the 30% design (in November 2022). The 30% design update included engineering findings and resulting recommended scope changes that received strong community opposition. Public Works continued with the 60% design, as originally approved by Commission. The 60% design was completed in December 2023.

Project Budget Update

There has been a significant increase in the overall estimated construction cost of the project. It is important to note that significant market volatility and uncertainty experienced in recent months with contractor bids—due to materials supply shortages, labor shortages, inflation, and other factors experienced following the start of the pandemic—is impacting project budgets citywide and beyond.

Unfortunately, this project's budget is not an exception.

The construction of this project was originally estimated and funded for \$46M in early 2021, based on pre-covid historical bid data. As of the 30% design completion, the consultant estimated the project construction cost at \$129M (\$168M total budgetary cost,

including construction management, design, permitting, inspections, and other administrative fees, that are necessary for the administration of a capital project).

The Administration, in an effort to validate that early-design-stage construction cost estimate, engaged a third-party independent consultant, Nova Consulting Inc., at the 60% design completion to provide a detailed cost estimate and conduct a constructability and phasing analysis. This task was intended to provide a more accurate project estimate, as well as provide guidance to the implementation plan for this project. The independent estimate, received in February 2024, resulted in total project budgetary cost estimate of \$178M.

The project currently has a total available funding of \$81.4M, which includes Resilient Florida Grant funds for construction of \$35M and GOB funds of \$5M. The total funding gap is estimated at \$96.6M

With this reality in mind, the Administration continues to work on securing grant funds and is considering the option to phase out the implementation. The 60% updated cost estimate is being presented to the governing body and to the community for further input on the project path forward.

SUPPORTING SURVEY DATA

Results from the 2022 Resident Survey related to the City's perception and satisfaction show an overall approval of 67.4%, and rated the City as a good place to live.

FINANCIAL INFORMATION

To be discussed at the FERC Committee.

CONCLUSION

The Administration recommends approving the referral.

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

Strategic Connection

Environment & Infrastructure - Reduce risk from storms, high tides, groundwater, and sea level rise.

Legislative Tracking

Public Works

MIAMIBEACH
RISING
ABOVE

June 18, 2024

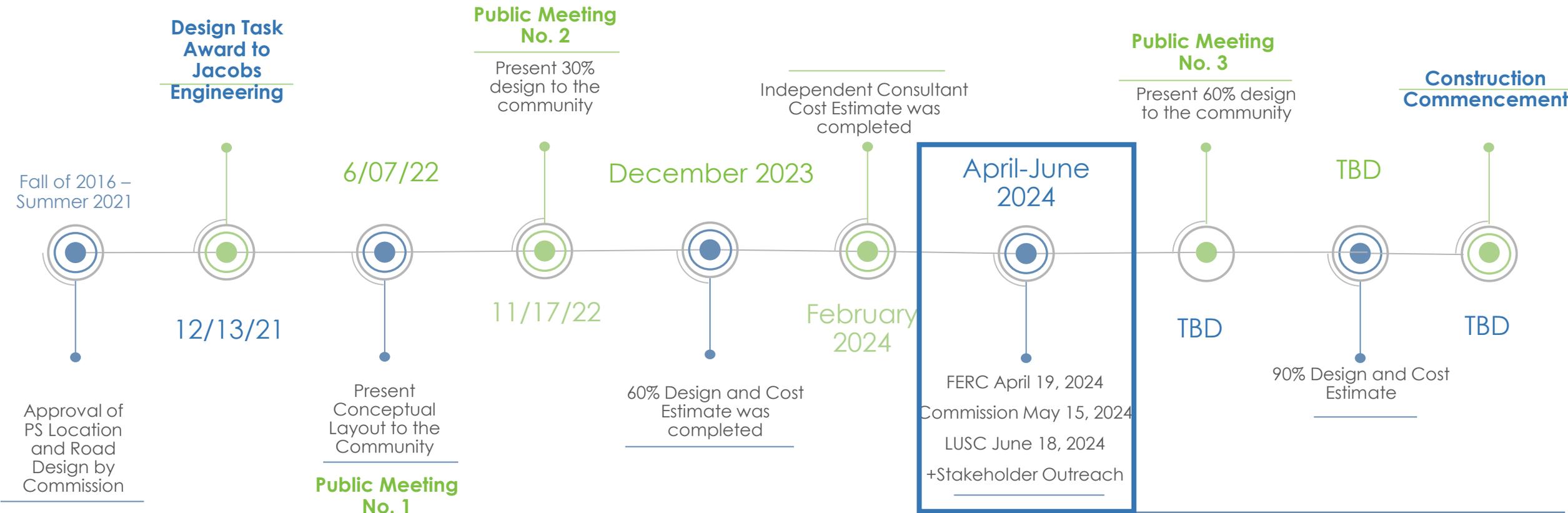
First Street & South Pointe Stormwater Improvements Update to LUSC

Meeting Agenda

- 1 Project Timeline & Outreach
- 2 Current Optimized Design & MOT
- 3 96-inch Trunkline Alternatives
- 4 Other Community Concerns: Greenspace/Trees and Parking
- 5 Conclusions and Next Steps



Project Timeline



Public Outreach
2016 – 2021:
Extensive public outreach to select Stormwater Treatment/ Pump Station site location & typical section.

Project updates will continue to be provided to the community as the project design progresses. Once construction commences, the community will be notified of any neighborhood impacts.

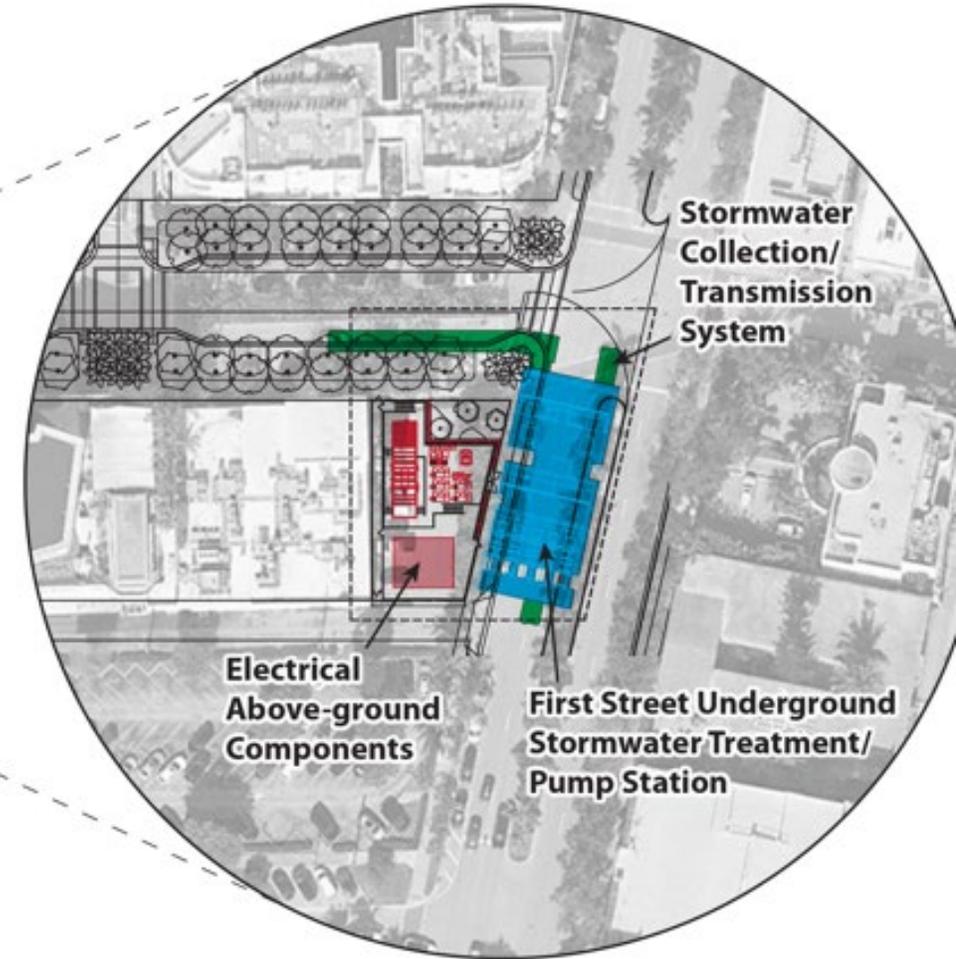
*This Schedule is subject to change.

OUTREACH SUMMARY

- Over 70 meetings, dating back to 2017
 - Nearly 40 one-on-one meetings with stakeholders in the first era of this project (2017-2021)
 - 32 more stakeholder meetings from January 2021 to present
 - These meetings are with residents, businesses, restaurants, and neighborhood leaders
- 9 Public Meetings
 - Including commission and committee appearances
- Regular SOFNA presentations and updates
- Dedicated Public Outreach Liaison for the project
- Ongoing project team meetings among staff and explaining project details to the public

Proposed Infrastructure Improvements (Commission Appvd. 2021)

- Stormwater Collection, Treatment and Discharge
- Water and Sewer Upgrades
- First St. Reconstruction



1st Street – Current Optimized 60% Design- Road Raising ~1.5ft



Proposed



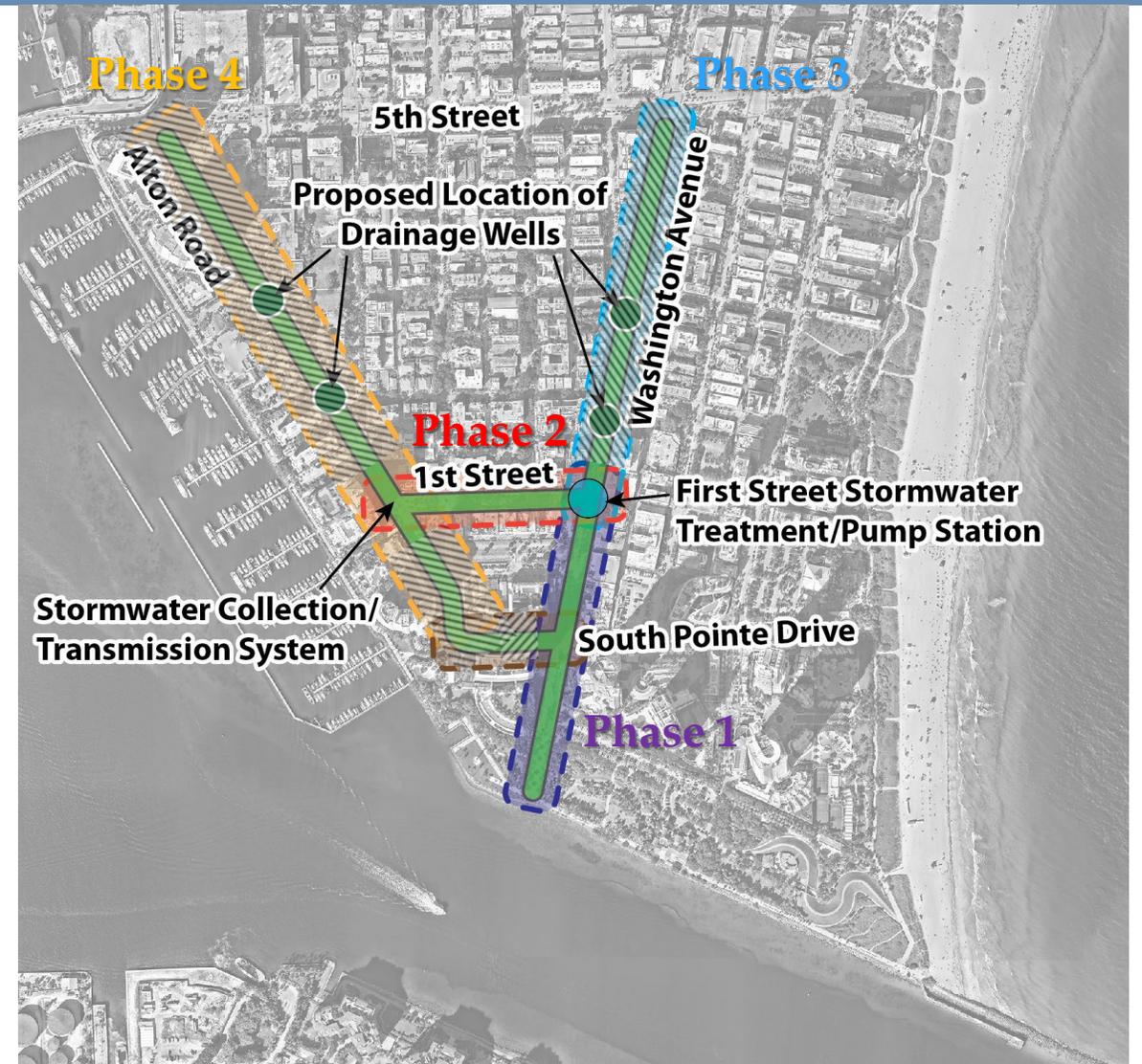
Existing

1st St

Construction and MOT Estimated Duration

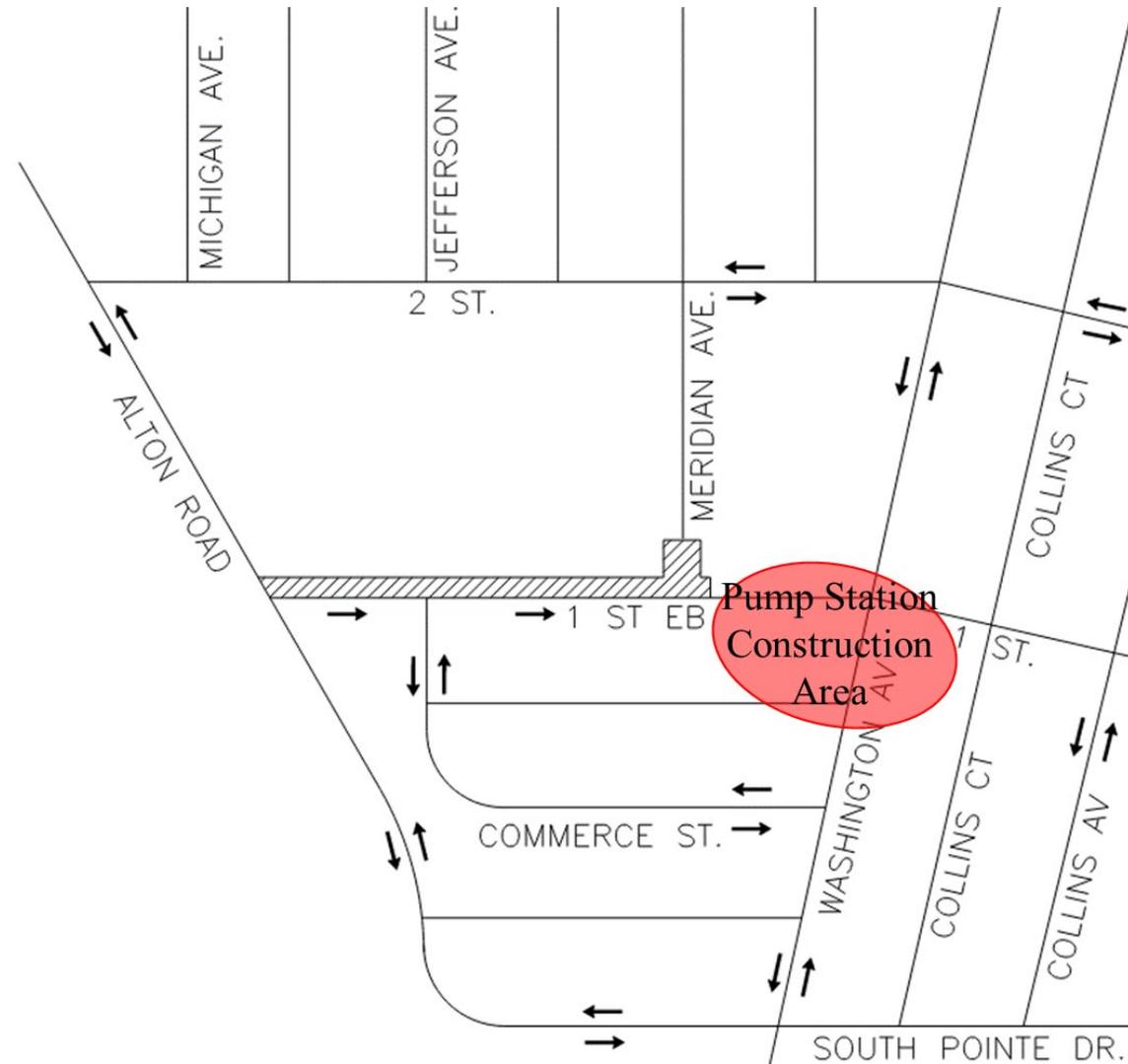
- **Phase 1** – PS, FM & dissipator **17 Months**
 - **Phase 2** – 1st Street **6 Months**
 - **Phase 3** – Washington Ave 1st to 5th St. **9 Months**
 - **Phase 4** – Alton Rd South Point to 5th St. **19 Months**
- * Total Construction Time (Phases 1 &2 Only) = 23 to 24 Months**
- **South Point Drive** – Not included in Contract

***On April 19, 2024, FERC gave a favorable recommendation to move forward with Phases 1 and 2 only**



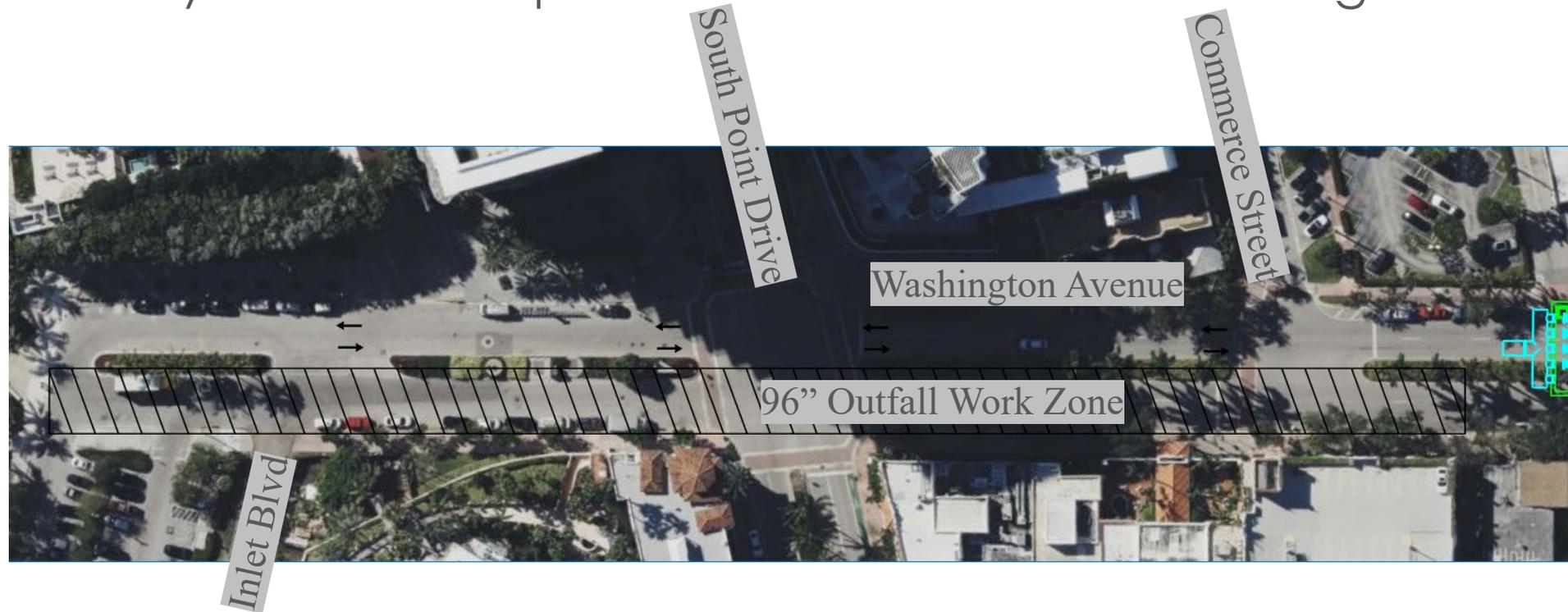
Community Concerns: Phase 1A - PS Construction - MOT & Access

- Closed Intersection on First St and Washington Ave.
- Construction Cofferdam and Underground Pump Station



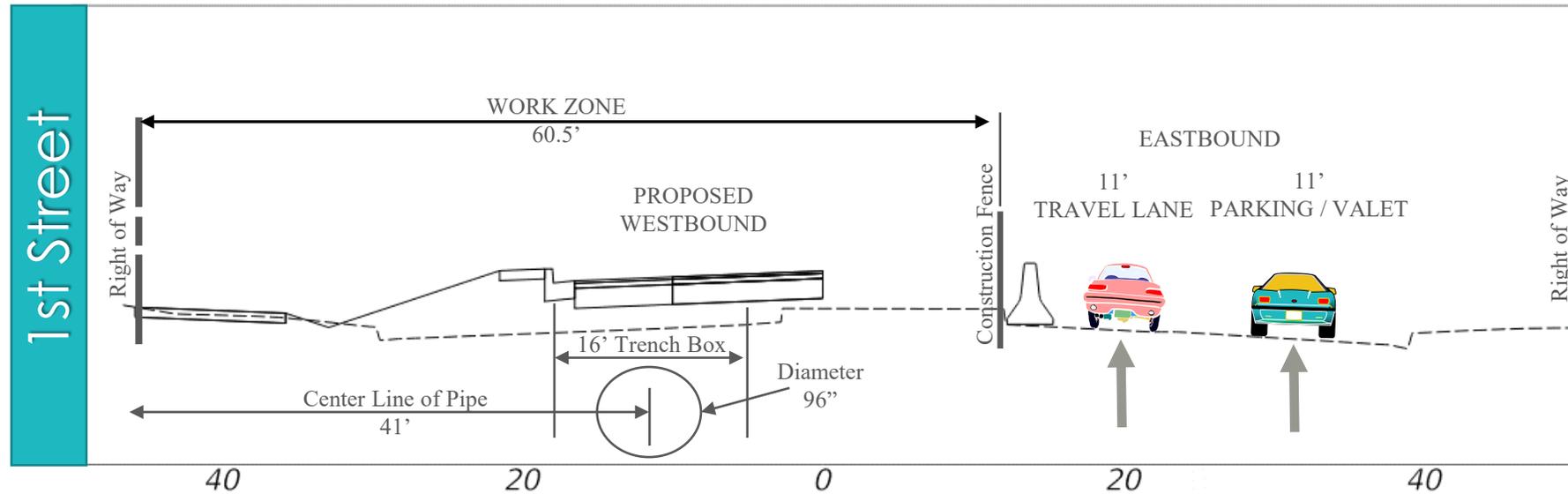
Community Concerns: Phase 1B- Outfall Construction - MOT & Access

- Close coordination with Joe's and Other Businesses.
- Property access will be maintained at all times.
- Two-way traffic to be provided on one side of Washington Ave.



Community Concerns: Phase 2A – First St MOT & Access

The only suitable location for the 96-inch diameter pipe is 1st Street.



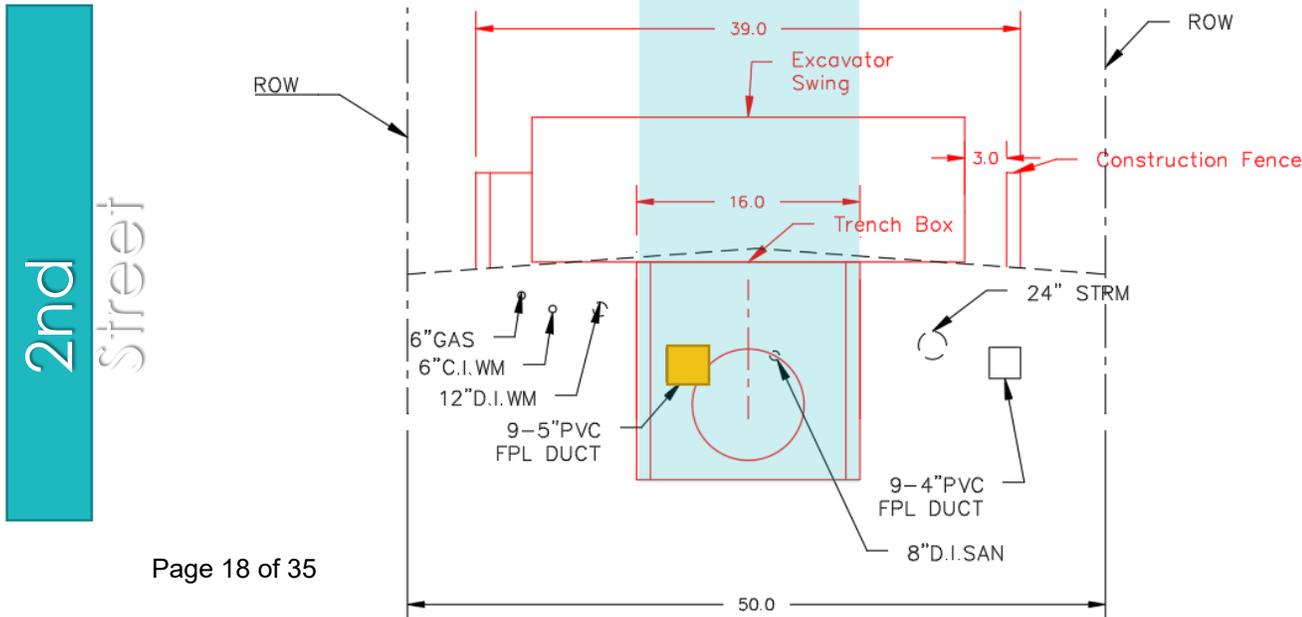
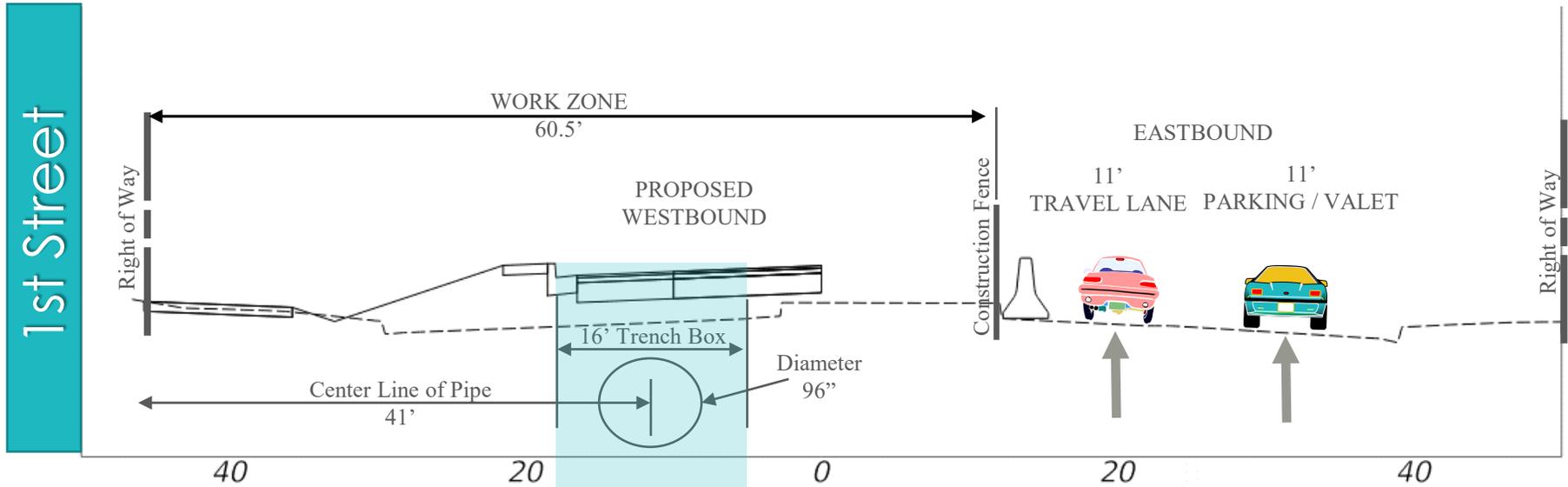
MOT 1st Street Westbound

- ✓ Property access shall be maintained at all times.
- ✓ Two eastbound lanes maintained during construction of the 96-inch diameter trunk line.

Alternatives Considered and Rejected: 96-inch Pipe on 2nd St

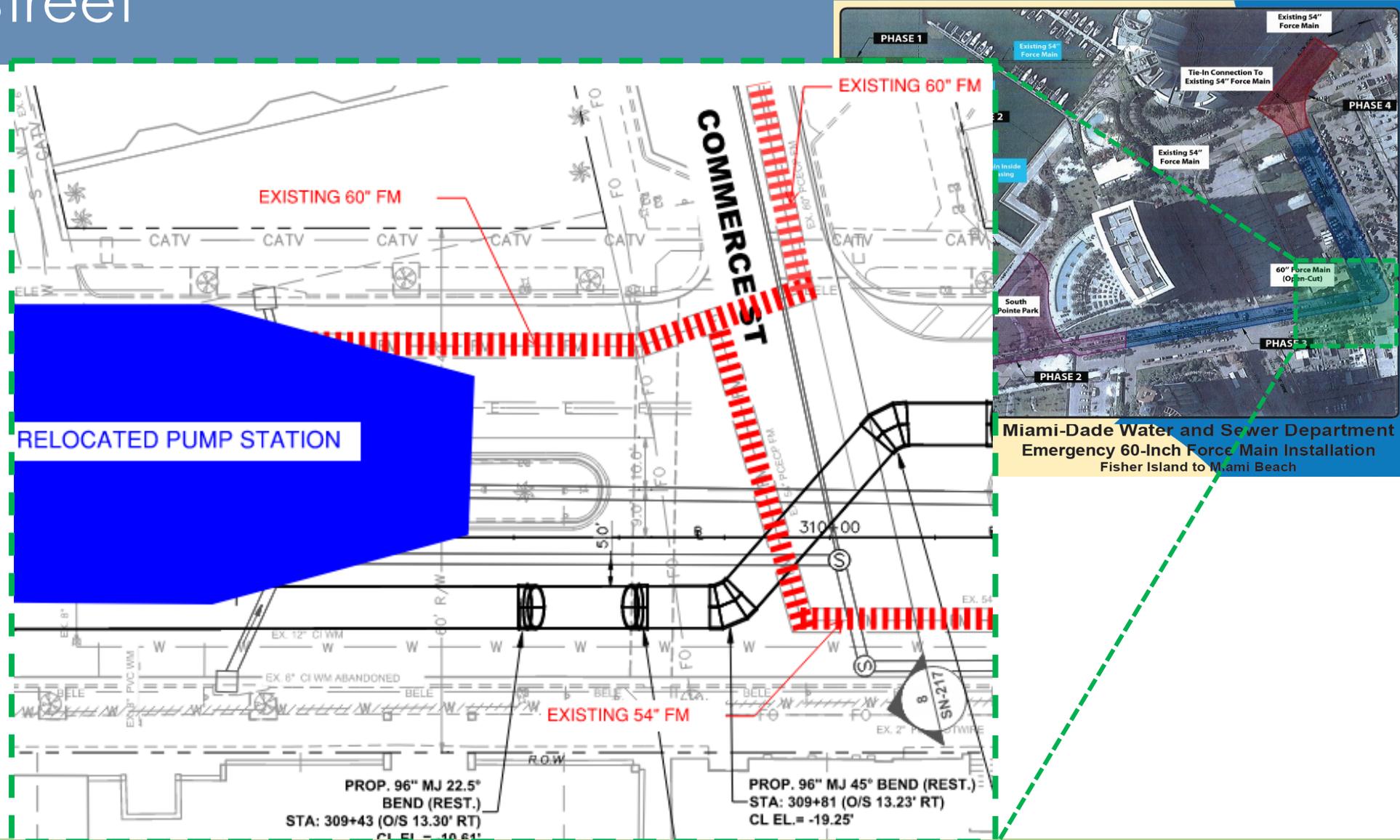
- ✓ Property access shall be maintained at all times.
- ✓ Two eastbound lanes maintained during construction of the 96" trunk line.

- ✗ Limited right of way (50 feet) congested with utilities
- ✗ Installation of 96" pipe will span entire right of way and prevent travel and access to properties and removal/demo of all surface features



Alternatives Considered and Rejected: 96-inch Pipe on Commerce Street

- ❌ Commerce has a 60-inch Force main on it
- ❌ The intersection of Commerce and Washington has a connection of a 54" FM with the 60" FM. Adding a 96" pipe to this intersection is impossible
- ❌ Pump station would have to be relocated just south of Commerce with this change (directly in front of Joes Stone Crab) (pump station size and revised location shown in blue)



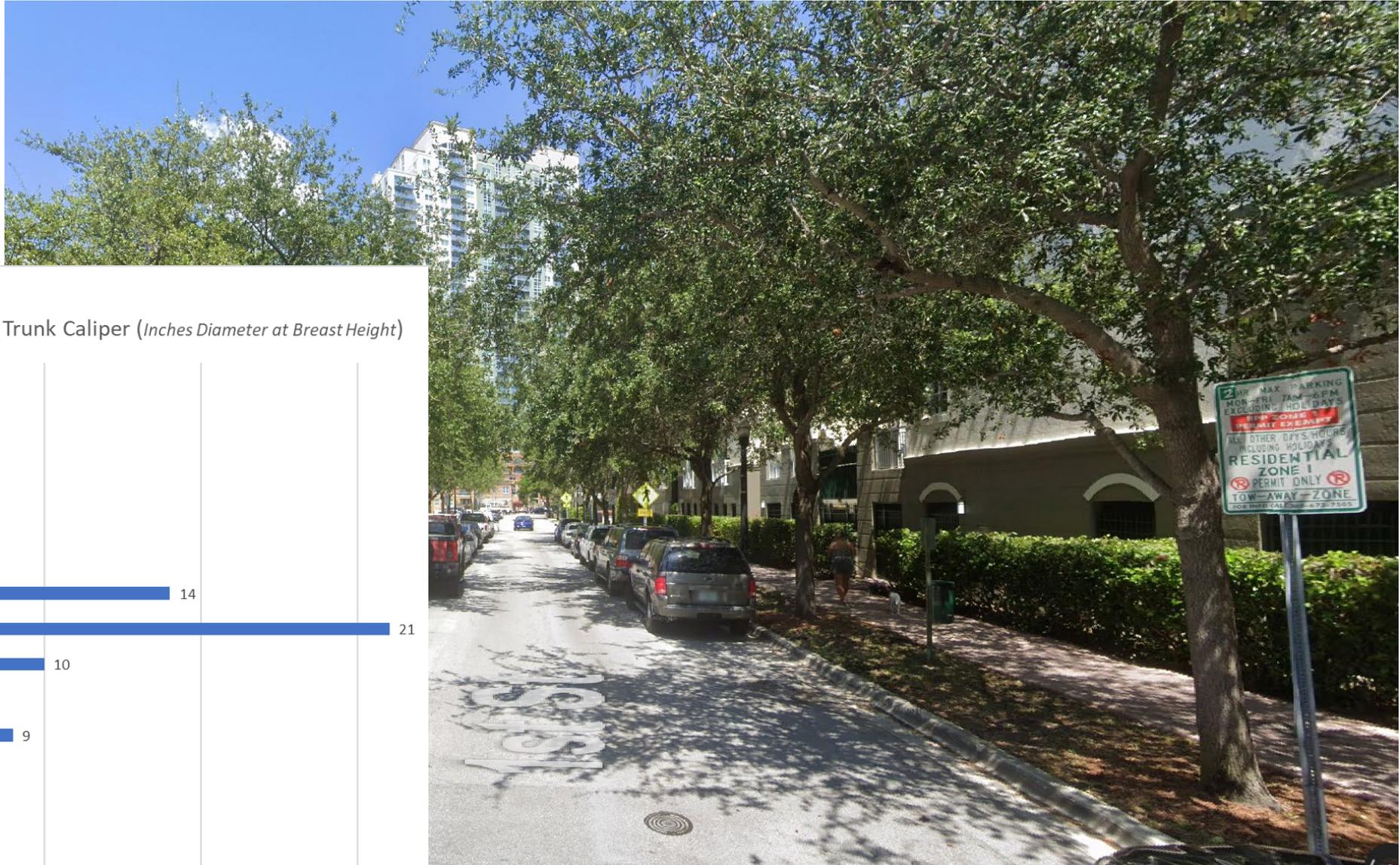
Other Alternatives Considered and Rejected

- ❌ Multiple smaller pipes on 1st St:
 - will result in larger work zone and trench, aka further limited space for 2 travel lanes in the 96-inch diameter pipe option
- ❌ Horizontal Directional Drill (HDD) Pipe on 1st St:
 - Because the system works by gravity, HDD technology is not suitable because HDD creates a parabolic shape when installed.
- ❌ Alleyway:
 - Less than 20' ROW with existing water and sewer pipes.
- ❌ Joe's Stone Crab Parking Lot:
 - Previously discussed and rejected by Joe's Ownership.

Conclusion:

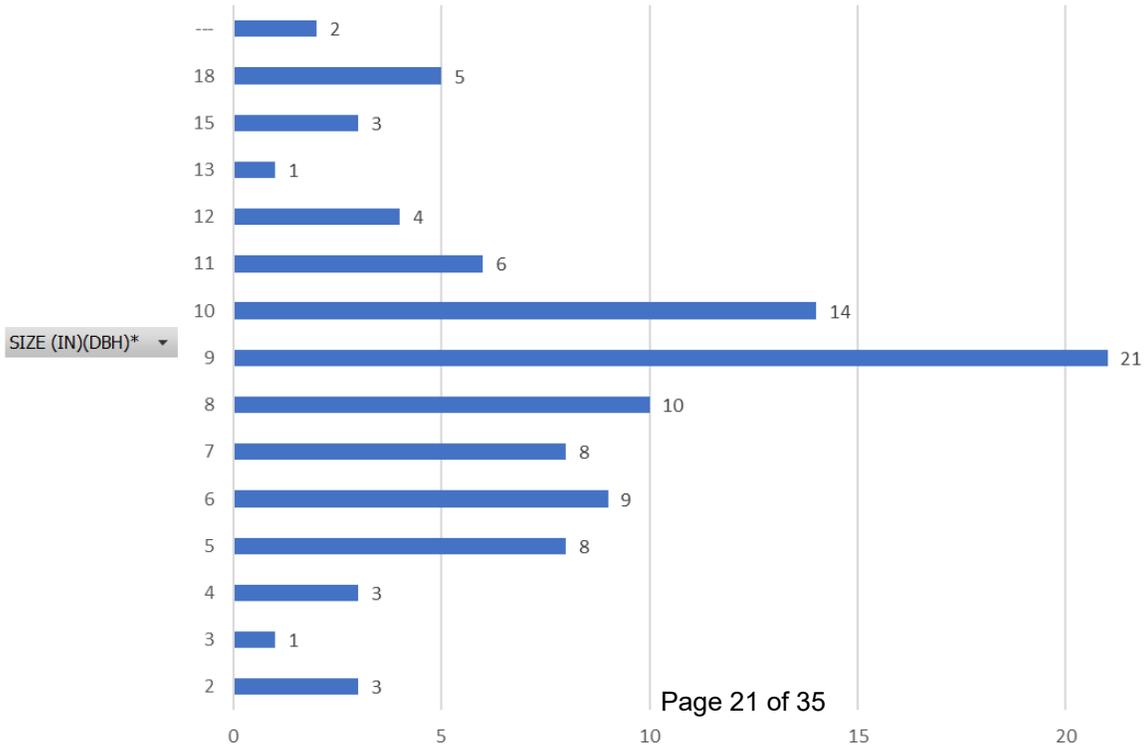
- ✓ **The only suitable location for the 96-inch diameter pipe is 1st Street.**

Community Concerns: Tree Relocation to Maintain the Character of 1st St



Count of TREE NUMBER

Count of Trees by Trunk Caliper (*Inches Diameter at Breast Height*)





Existing Live Oaks on
1st Street to be Relocated



Trench Opened to Access
Roots



Roots Exposed for Pruning



Trench and Root Area Refilled w/
Soil Until Ready to Transplant Tree

WHAT IS ROOT PRUNING?:

Root pruning involves the careful trimming of the roots of a tree that is intended to be transplanted in order to manage root growth and to mitigate potential issues. By pruning roots, arborists can prompt them to grow deeper into the soil, cultivating a stable, healthy, and flourishing root system.

WHEN IS ROOT PRUNING NEEDED?:

Root pruning is commonly conducted prior to the transplantation of a tree. Root pruning reduces stress on the tree and stimulates fresh root growth at the cutting site.

ADVANTAGES OF ROOT PRUNING:

Healthy Root System: Root pruning stimulates the development of a compact and robust root system. By trimming unnecessary or circling roots, the tree focuses on cultivating healthier roots that provide enhanced anchorage, water, and nutrient access.

Reduced Tree Stress: During transplantation or construction activities, root pruning alleviates stress on the tree, increasing its chances of survival and successful establishment.

GUIDELINES FOR ROOT PRUNING:

Timing: Root pruning should be done 3 - 4 months in advance, and is most effective during the dormant season, typically late fall or early winter, when trees aren't actively growing.

Appropriate Tools: Utilize sharp and clean pruning tools for precise cuts that minimize root damage.

Distance from Trunk: Avoid cutting roots too close to the tree's trunk, as this could compromise its stability.

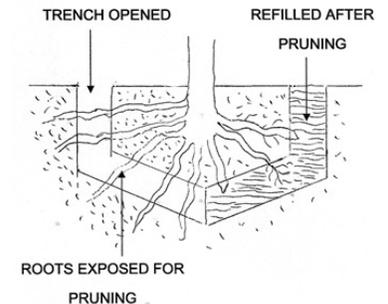
Watering: After root pruning, maintain proper watering to aid the tree's recovery and stimulate new root growth.

FACTORS AFFECTING THE SUCCESS OF ROOT PRUNING:

- Age of Tree
- Number of Roots That Need Pruning
- Overall Health of the Tree
- The Species of Tree
- Trimming in Structural Root Zone
- Soil Type
- Lean of Tree/Instability
- Diseases Introduced Through Prune Wounds



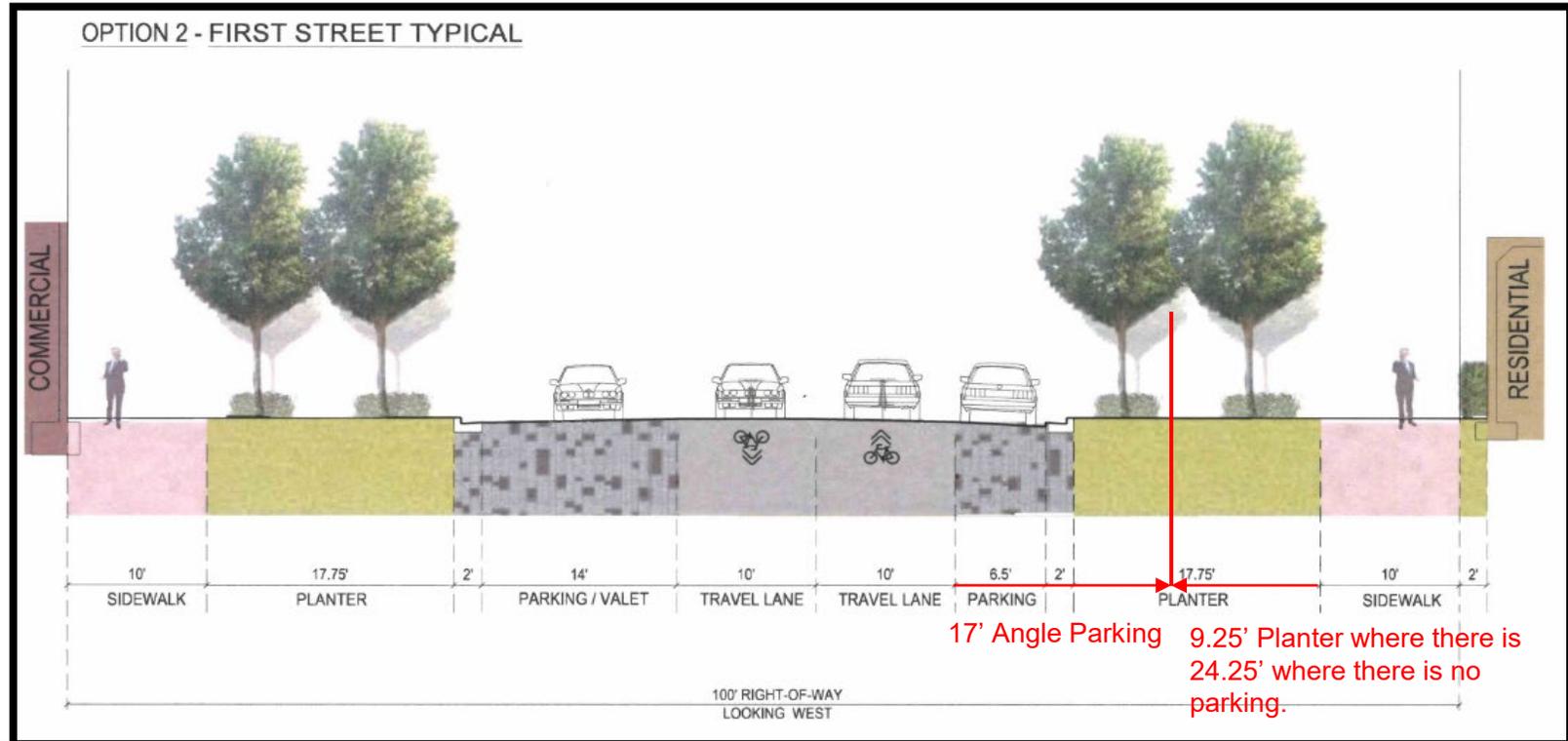
ONE OF SEVERAL
POTENTIAL TEMP. TREE
HOLDING SITES:
Perimeter of
Greenspace
Maintenance Facility,
2100 Meridian Ave.



Community Concerns: Parking

- Parallel parking is statistically safer
- Community feedback (SOFNA [81%], meetings with business owners, original community poll support current design for more green space with parallel parking.

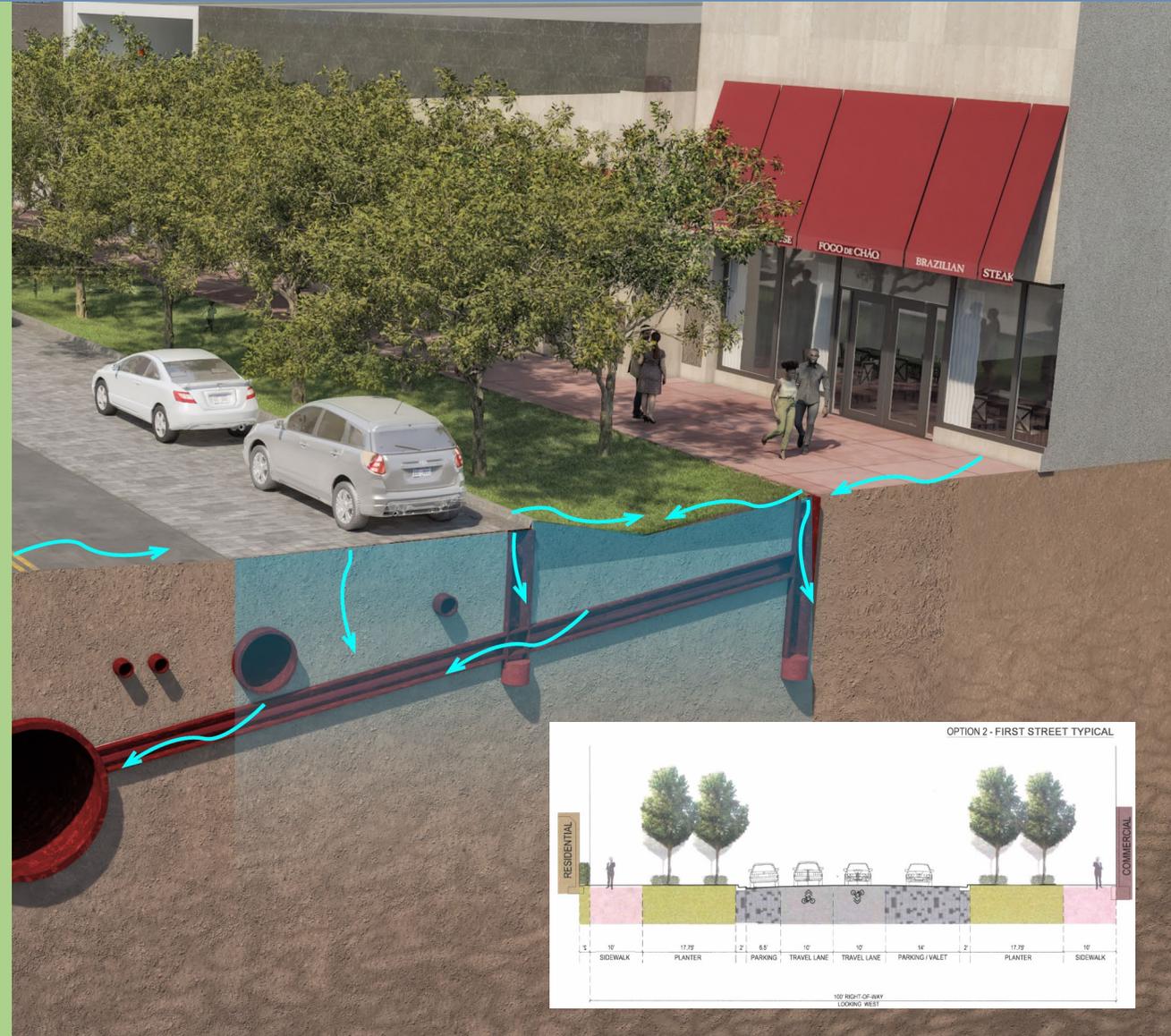
Location	Existing	Parallel Parking Current 60%	Angled (Diagonal) Parking Alternative
Active Parking First Street	64	36	62
Parking in Surface Lot	12	0	0
Parking on Jefferson Ave	9	12	15
Total	85	48	77



Recommendation and Next Steps

- 1** Bring to Full Commission for Approval to re-start design with the necessary scope adjustments to proceed with Phases 1 and 2 only

-continue with approved typical section maximizing green areas and with relocation of existing trees
- 2** Re-Start Design
- 3** Continue to meet with Stakeholders, Businesses and Residents
- 4** Hold 60% Public Meeting w/Community
- 5** Complete Design and Permitting in 2025 to start construction in 2026



MIAMIBEACH RISING ABOVE

Questions

www.miamibeachfl.gov/firststreetproject

Thank You!



Freitas, Gabriela

From: Mooney, Thomas
Sent: Tuesday, June 18, 2024 1:19 PM
To: Freitas, Gabriela
Cc: Gonzalez, Jessica
Subject: First Street Meeting Summary: TJune 18 2024 LUSC

Importance: High

Hi Gaby

Please print 10 copies of the e-mail below. We will distribute at the LUSC today.

TY, Tom

From: Keith Marks <KMarks@bhsusa.com>

Sent: Tuesday, June 18, 2024 8:48 AM

To: Meiner, Steven <StevenMeiner@miamibeachfl.gov>; Dominguez, Laura <Laura@miamibeachfl.gov>; Suarez, David <David@miamibeachfl.gov>; Magazine, Joe <Joe@miamibeachfl.gov>; Kristen Rosen Gonzalez <kristen@rosengonzalez.com>; Bhatt, Tanya <Tanya@miamibeachfl.gov>; Fernandez, Alex <Alex@miamibeachfl.gov>

Cc: Gomez, Joe <JoeGomez@miamibeachfl.gov>; Carpenter, Eric <EricCarpenter@miamibeachfl.gov>; Williams, Rickelle <RickelleWilliams@miamibeachfl.gov>; Dopico, Ricardo <RicardoDopico@miamibeachfl.gov>; Jones, Wayne <WayneJones@miamibeachfl.gov>; alysherman@aol.com; Ron Starkman <rpstarkman@gmail.com>; John Stimmel <johnstimmel@aol.com>; John Caprio <johncaprio25@gmail.com>; mark haskins <markphaskins@gmail.com>; David Podein <dpodein@gmail.com>; Jordan Levy <jordan@seedcp.com>

Subject: FW: First Street Meeting Summary: Thank you!

Dear Mayor and Commissioners,

Below is a summary of the meeting notes from a detailed discussion on the 1st Street Project. It documents the following:

1. No further discussion from the Mayor and Commissioners is needed on alternatives to the currently designed large pipe down 1st Street. There is no practical alternative that would not kill the project in its entirety.
2. The project is for the ENTIRE South of Fifth Community. While serious consideration of the needs of those who reside on 1st street have been discussed for approximately Seven (7) years, this is a community decision of South of Fifth to move forward to protect against sea level rise and increasingly strong weather events like those seen recently in the area.
3. The commercial stake holders stated valid concerns with the implementation on 1st Street in regards to 2 North Bound Travel Lanes, one for thru traffic and one for valet, at all time during the street work, saving and transplanting of all Live Oak Trees with like kind replacement for any that do not survive, a shifting of the pipe as far north down 1st street as technically possible, a 1 foot transfer of sidewalk from the North side to the South Sidewalk and a continuing effort to assure that commercial operators can stay open with minimal disruption of their patrons.

The time for all other alternative discussions is over. SOFNA Strongly Supports the Land Use Committee and the next meeting of the Commissioners and Mayor to approve the project as designed with the modifications listed by Mr. Gomez to proceed immediately. We support the project moving forward with the single space parking as approved approximately four years ago by the Commission as Option 2. The community can no longer afford discussions of the unattainable perfect and you MUST move to the implementable as designed with the Public Works approved modifications below.

We believe the meeting with Commercial Stakeholders affected by the 1st Street Project was effective as it went into detail on the possible and the impossible with written agreement below.

SOFNA requests for the good of all of South of Fifth you approved Public Works plan including public works approved modifications to retain the integrity of 1st street and the operations of our valued restaurants.

For the SOFNA Board,

Keith Marks, President

Sent from [Mail](#) for Windows

Keith Marks

Director of Luxury Sales

2023 Miami Beach Team of the Year

Keith & Sonia

Int'l Circle of Excellence 2023

Brown Harris Stevens

40 South Pointe Drive, Suite 110 | Miami Beach, FL 33139

O. 305-695-1111 C. 786-999-5898

E. KMarks@bhsusa.com

BHSMiami.com/KeithSonia

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From: Russell Galbut <rgalbut@CrescentHeights.com>

Sent: Wednesday, June 5, 2024 5:20:23 PM

To: Gomez, Joe <JoeGomez@miamibeachfl.gov>

Cc: Keith Marks <KMarks@bhsusa.com>; Carpenter, Eric <EricCarpenter@miamibeachfl.gov>; Firtel, Lauren <LaurenFirtel@miamibeachfl.gov>; Ortega, Cristina <CristinaOrtega@miamibeachfl.gov>; Pena, Giancarlo <GiancarloPena@miamibeachfl.gov>; Knowles, Rodney <rodneyknowles@miamibeachfl.gov>; Jcaraballo@cesconsult.com <Jcaraballo@cesconsult.com>; Magazine, Joe <Joe@miamibeachfl.gov>; Atencio, Luis <LuisAtencio@miamibeachfl.gov>; Steve Sawitz (ssawitz@joesstonecrab.com) <ssawitz@joesstonecrab.com>; Lyle Stern <lyle@verticalremia.com>; nelsonfoxx@gmail.com <nelsonfoxx@gmail.com>; Fox Noah (noahramfox@yahoo.com) <noahramfox@yahoo.com>; Cengiz Baskir <cengiz.baskir@baskircapital.com>

Subject: First Street Meeting Summary: Thank you!

Joe,

I agree the meeting was most productive.

You and Eric did a great job but your team (Lauren Firtel, Neighborhood Affairs Manager, Rodney Knowles, RLA and Assistant Director of Public Works and Jose Caraballo, PE, SVP of CES part of the Jacobs, Design Team) deserves tremendous credit as well.

I believe the below outlines our agreement.

It stands as the right example of working together as one community for the benefit of all!

You and your team are to be commended for this. Thank you!

I believe we can save the beauty of our street as well as our restaurants with these moderate changes and agreements.

All the best!

Russell Galbut
Managing Principal

CRESCENT HEIGHTS

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From: Gomez, Joe <JoeGomez@miamibeachfl.gov>
Sent: Wednesday, June 5, 2024 4:42 PM
To: Russell Galbut <rgalbut@CrescentHeights.com>
Cc: kmarks@bhsusa.com; Carpenter, Eric <EricCarpenter@miamibeachfl.gov>; Firtel, Lauren <LaurenFirtel@miamibeachfl.gov>; Ortega, Cristina <CristinaOrtega@miamibeachfl.gov>; Pena, Giancarlo <GiancarloPena@miamibeachfl.gov>; Knowles, Rodney <rodneyknowles@miamibeachfl.gov>; Jcaraballo@cesconsult.com; Magazine, Joe <Joe@miamibeachfl.gov>; Atencio, Luis <LuisAtencio@miamibeachfl.gov>
Subject: First Street Meeting Summary

[WARNING] THIS E-MAIL IS FROM AN EXTERNAL SENDER. Do not click on links, enter passwords or open attachments unless you recognize the sender, know the content to be safe, or are expecting the e-mail.

Good afternoon, Russell. First let me start by thanking you for coordinating the meeting with stakeholders of the 1st Street project on May 21st. I believe the meeting was productive. As requested, the following is a detailed summary of what was discussed and agreed upon. I have summarized the memo by major topic.

Item 1- 96 inch Stormwater Pipe: The discussion ensued by the representatives of 1st Street asking the City to look at alternative locations for the placement of the 96 inch (8ft) diameter pipe instead of 1st Street. The locations that were proffered by the Group included:

Installing multiple smaller diameter pipes via horizontal directional drilling (HDD) on 1st Street

Relocating the 96 inch pipe to Commerce Street

Relocating the 96 inch pipe to 2nd Street

Shift the 96 inch pipe on 1st Street as far north as possible to maintain two lanes of traffic during the installation of the 96 inch pipe and provide two lanes of traffic in one direction; one through lane and one valet lane.

City's Response:

Installing multiple smaller diameter pipes via horizontal directional drilling (HDD) on 1st Street: The drainage system designed for the project is for the entire South of Fifth Neighborhood between Washington Ave and Alton Rd, not just for First Street. The stormwater will be collected via increasing diameter size of pipes that will eventually connect to the pump station at Washington Ave and 1st street. Because the system works by gravity, HDD technology is not suitable because HDD creates a parabolic shape when installed. This shape will change the hydraulics of the drainage system. HDD technology is only suitable for pressurized systems, not gravity as is the case of stormwater pipes for the project.

Relocating the 96 inch pipe to Commerce Street: This is currently not possible for two (2) reasons.

There is a large diameter sanitary sewer force main currently running along Commerce Street that would need to be relocated.

The connection point to the pump station is on the north side of the pump station, and it cannot be accessed from Commerce Street without moving the entire pump station to the south.

Relocating the 96 inch pipe to 2nd Street: This is currently not possible because it would require significant utility relocations from Alton Road to Washington Avenue, including an FPL duct bank.

Shift the 96 inch pipe on 1st Street as far north as possible to maintain two lanes of traffic during construction in one direction (EB) with one through lane and one valet lane: Our team has looked at this carefully, consulted with Contractors and has determined that this can be accomplished.

Conclusion: The only suitable location for the 96 inch diameter pipe is 1st Street. During installation of the 96 inch pipe along 1st, the City will maintain two lanes of traffic, EB, one through lane and one valet lane.

Item 2- Existing Oak Trees Along First Street: The significance and importance of saving the oak trees along 1st street was stressed by the Group. The Group commented on the proposed landscape plan and does not want to have different types of trees.

City's Response: City will commit to the following:

The Landscape Plan will be revised to only include live oak trees for 1st Street.

All oak trees will be root pruned 3 to 4 months prior to the start of construction.

Oak trees will be relocated to a suitable site, preferably within the City limits and maintained during the duration of construction

Once construction is completed oak trees will be brought back to re-plant along 1st Street.

Those oak trees that do not survive the relocation will be replaced by new oak trees with a 10 in diameter caliper.

The oak trees will be planted in a triangular configuration to provide for a canopy to flourish across the road over time.

It should be noted that this change of the landscape plans will add a significant cost to the project

Conclusion: Changes to the landscape plans as requested by the Group will be incorporated by the City, as indicated above, understanding that this adds a significant cost to the project.

- **Item 3- Significant Elevation Difference and Insurance Concerns:** Pamela Brummer (1st Street Representative) raised concerns regarding creating a significant elevation change as to impact the ability for insurance companies to properly cover the properties along 1st Street. The elevation example presented was Sunset Harbour.

City's Response: This project has a very different cross section from Sunset Harbour. In the Sunset Harbour design, the roads were raised significantly (2.5 ft), but the lack of ample right of way made it necessary to create retaining walls and stairs. On 1st Street, the removal of the median has allowed the design team to raise the road to a desired crown of road height (average of 1.5 ft) and slope down to meet the pedestrian sidewalk area without the need of retaining walls.

Conclusion: No insurance impacts will occur as a result of the required road raising for this project.

- **Item 4- Use of the Right of Way:** The representatives of 1st Street noticed that the pedestrian walkway on the south (commercial) side is about 1 foot narrower than on the north (residential) side. The representatives requested that the design team make the sidewalks on the south side of 1st street wider (anywhere from 1 to 5 extra feet).

City's Response: Widening the south (commercial) side 5 feet is not doable. The harmonization from the center of the road would cause elevation issues with the north (residential) side. However we will be able to add 1 ft of additional sidewalk with on the south side without any appreciable difference in the harmonization to the either side.

Conclusion: The city will revise the sidewalk width on the south (commercial) side by adding an additional 1 ft of sidewalk for an increase in sidewalk width from 10 ft to 11 ft in width.

Item 5- Duration of Phases 1 and 2: The 1st Street representatives asked for approximate durations of the construction.

- **City's Response:**

- Phase 1: Pump Station and 96 inch FM outfall through South Pointe Park – This portion will take approximately 16 to 18 months to complete. This phase will be divided in sub phases with the pump station as the first sub phase and the outfall as the second sub phase to minimize impact to businesses along Washington Ave south of 1st Street.

Phase 2: 1st Street – The pipelines and roadway will take approximately 6 months to complete. The work will be done in sub phases with installation of the 96 inch pipe in the first sub phase first, while maintain two lanes of traffic (1 through lane and 1 valet lane) and then switching sides to complete the work on the north side of 1st Street.

Conclusion: Our Engineers are working closely with construction professionals to make sure that the construction sequence will minimize disruption to businesses and residents as much as possible.

Lastly, you asked us to meet with representatives of Joe's. Our team had previously met with them on various occasions . However in the spirit of cooperation, Lauren Firtel and I met with representatives of Joe's on May 23rd to walk them through our project and to listen to their concerns They raised legitimate concerns about how construction would impact them. They also acknowledged that the project is needed. We agreed to work closely with them on the sequence during the construction of the outfall and possible relocation of their valet operations to their former entrance on South Pointe Drive. I also committed to exploring any funding options via grants (state or federal) that may be available to assist them during construction, as their business qualifies as a heritage business since it has been in operation for over 100 years.

I would be remiss if I did not acknowledge our Team who assisted in putting this comprehensive summary together; Lauren Firtel, Neighborhood Affairs Manager, Rodney Knowles, RLA and Assistant Director of Public Works and Jose Caraballo, PE, SVP of CES part of the Jacobs, Design Team.

Russell, I believe this is a complete summary of everything we discussed and agreed to. After you have had a chance to review, I would appreciate it if you would acknowledge same via email and that you are in agreement. Thank you for your time and for scheduling the meeting with the other representatives of 1st Street. Please feel free to distribute this to others that attended the meeting as well.

With Kind Regards,
Joe

MIAMIBEACH
RISING
ABOVE

Joe L. Gómez, PE, TTCP, F. FES

Director

Department of Public Works

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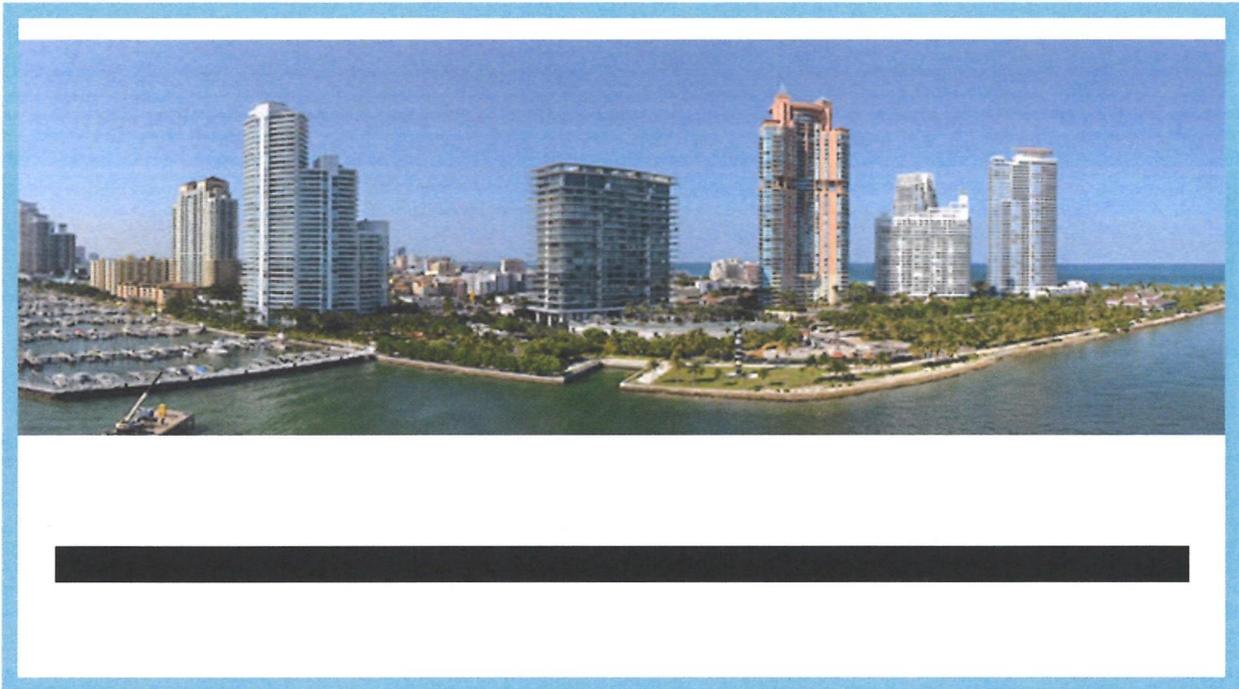
Freitas, Gabriela

From: Mooney, Thomas
Sent: Tuesday, June 18, 2024 1:22 PM
To: Freitas, Gabriela
Cc: Gonzalez, Jessica
Subject: Tomorrow: Special Land Use and Sustainability Committee Meeting

Importance: High

Gaby, please print 10 copies of this e-mail for today LUSC.
TY, Tom

From: Tomorrow: Special Land Use and Sustainability Committee Meeting <sofna-sofna.org@shared1.ccsend.com>
Sent: Monday, June 17, 2024 3:25 PM
To: Matteo-Salinas, Monica <MonicaSalinas@miamibeachfl.gov>
Subject: Tomorrow: Special Land Use and Sustainability Committee Meeting

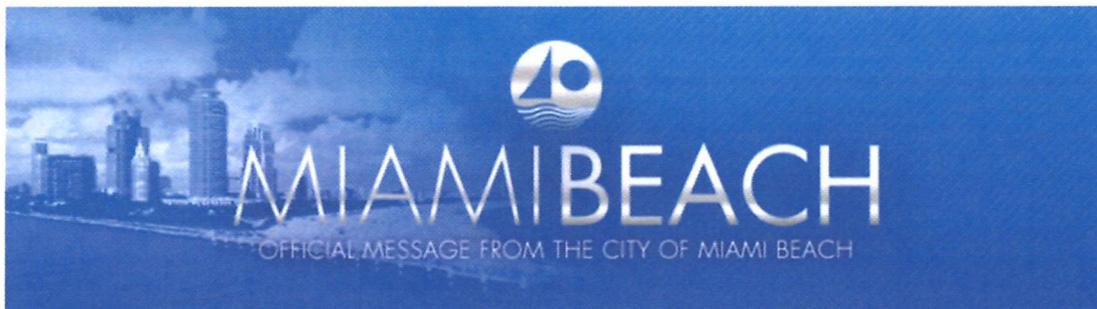


Dear SOFNA Community,

SOFNA has been in full support of the much needed 1st Street Pump Station for the last 5 years. As you have seen with the recent heavy rain storms South of Fifth is exposed to flooding in our low lying areas as we contend with rising sea levels and heavy storm conditions.

Tomorrow there is a Special Land Use meeting at 3pm for the Community to make their voice heard on the 1st Street Project. We are at 60% design and the city needs to move full speed ahead with the design as planned. SOFNA participated in a meeting recently where the major stakeholders representing the restaurants on 1st street discussed concerns with key stakeholders representing the City of MB. At the conclusion of the meeting, all parties agreed that with minor documented modifications relating to sidewalks and trees, the project as designed needs to move ahead.

Below is the City information on the Special Land Use Meeting.



Land Use and Sustainability Committee Special Meeting re: First Street & South Pointe Stormwater

Notice shared June 12, 2024

Date: Tuesday, June 18, 2024

Time: 3 p.m.

Location: Commission Chambers and Zoom

Topic: First Street and South Pointe Stormwater Neighborhood Improvements Project

The June 18, 2024 Land Use and Sustainability Committee Meeting will be held as a Hybrid Meeting. You're invited to join in person or online.

Please click the link below to join the webinar:

<https://miamibeachfl-gov.zoom.us/j/85059923037>

Or Telephone: 1 301 715 8592 or 888 475 4499 (Toll Free)

Webinar ID: 850 5992 3037

You may also view the meeting on [MBTV](#)

Contacts:

305.673.7550 | LandUseandSustainabilityCommittee@miamibeachfl.gov

If you have any questions about the project or would like to be added to the project email database for future notifications, please email the Dayana Sanjurjo, public information liaison at dsanjurjo@mrgmiami.com

SOFNA Board Members

Keith Marks- President

Alyson Herman - Vice President

Jordan Levy - Treasurer

Ronald Starkman- Secretary

David Podein - Director

John Caprio - Director

Mark Haskins- Director

South of Fifth Neighborhood Association | sofna@sofna.org



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