

# MIAMI BEACH

Land Use and Sustainability Committee

City Hall, Commission Chambers, 3rd Floor, 1700 Convention Center Drive

January 21, 2020 - 8:00 AM

Commissioner Mark Samuelian, Chair  
Commissioner Michael Gongora, Vice-Chair  
Commissioner Ricky Arriola, Member  
Commissioner Micky Steinberg, Alternate

Thomas Mooney, Liaison  
Naima De Pinedo, Support Staff

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## LAND USE AND SUSTAINABILITY COMMITTEE AGENDA COMMISSION CHAMBERS 1700 CONVENTION CENTER DRIVE 3RD FL.

Tuesday, January 21, 2020, 8:00 AM

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### ACTION ITEMS

1. Ordinance Pertaining to Adaptive Re-Use and Accessory Uses in the Tatum Waterway Areas.  

Vice-Mayor Ricky Arriola  
October 16, 2019 R5 E (Deferred from October 30, 2019 LUDC)

### DISCUSSION ITEMS

2. Discussion on Private Seawalls  

City Commission  
December 12, 2018 R7 F (Continued from September 25, 2019 SRC)
3. Private Property Resiliency Adaptation  

Commissioner Mark Samuelian  
October 30, 2019 C4 H
4. Discussion: Limiting Big Box Formula Retail And Formula Restaurants In Sunset Harbour.  

Commissioner Ricky Arriola  
June 5, 2019 C4 Q (Continued from October 30, 2019 LUDC)
5. Discussion: Limiting Big Box Formula Retail And Formula Restaurants On Lincoln Road.  

Commissioner Ricky Arriola  
June 5, 2019 C4 R (Continued from October 30, 2019 LUDC)
6. Discussion: Ordinance Amendment Excepting Office Uses Not Also Operating As An Entertainment Establishment Or Dance Hall From The Definition Of Neighborhood Impact Establishment (NIE)  

Commissioner Michael Gongora  
June 5, 2019 C4 S (Deferred from September 18, 2019 LUDC)

7. Discussion: Establishment Of Penalties For Property Owners Engaging In Demolition By Neglect.  
**Commissioner Ricky Arriola**  
**July 17, 2019 (C4O)**
8. Discuss The Current Status Of The City's Transition Plan For Gas Blowers  
**Commissioner Mark Samuelian**  
**September 11, 2019 C4 O (Continued from October 23, 2019 SRC)**

## VERBAL REPORTS

9. Discuss The Motion Made By The Sustainability Committee To Make The Reduction Of CO2 Emissions A Primary Focus Of The Fleet Assessment.  
**Commissioner Mark Samuelian**  
**July 17, 2019 C4 S**  
**Updated January 17, 2020**
10. Discussion On Requiring All New City Vehicles Purchased After 2020 To Be 100% Electric (Except Emergency Vehicles).  
**Commissioner Michael Gongora**  
**September 11, 2019 C4 R**
11. Discussion Pertaining To Amendments To The City Code Regarding Potential Requirements For Higher Elevation For New Commercial Construction That Is Vulnerable To Flooding.  
**Commissioner Ricky Arriola**  
**July 31, 2019 C4 D (Continued from September 25, 2019 LUJDC)**
12. Review of Resilience Strategy Workplan and Planned And In Progress Resiliency Projects: Palm Hibiscus, Indian Creek, West Avenue And First Street.  
**No Sponsor**
13. Discuss A Proposed Bridge Connecting Fontainebleau To A Proposed South Addition.  
**Commissioner Ricky Arriola**  
**December 11, 2019 C4 L**
14. Discussion Regarding Permitting Accessory Uses For Historic Hotel Uses In The RM-3 Zoning District To Be Located In An RM-2 Property, So Long As Both Properties Share A Unified Hotel Operation And Are Connected By A Bridge Or Structure; And Modifying The Parking Requirement And Conditional Uses For Those Accessory Uses.  
**Commissioner Ricky Arriola**  
**December 11, 2019 C4 M**
15. Discussion Regarding Tight Urbanism.  
**Commissioner Ricky Arriola**  
**September 11, 2019 C4 Z (Continued from October 30, 2019 LUJDC)**
16. Discussion Regarding Incentivizing New Development To Include Units For Workforce And Affordable Housing Within New Developments That Seek Development, Height, And/Or Zoning Amendments From The City Of Miami Beach.  
**Commissioner Michael Gongora**  
**May 8, 2019, C4 M**  
**Must be heard or will be withdrawn due to not being heard within six months per Reso No. 2013- 28147**
17. Update On The Current Resiliency Communication Plan.  
**Commissioner Mark Samuelian**

18. Review The Marine And Waterfront Protection Authority Resolution For The Mitigation Of Damage To Coral Reefs On Miami Beach.  

**Commissioner Mark Samuelian**  
**October 16, 2019**
19. Discuss Prohibiting Banks Located On First-Floor Retail Spaces.  

**Commissioner Ricky Arriola**  
**October 16, 2019 C4 S (Deferred from November 20, 2019 LUDC)**
20. Discuss RM-2 Zoning At The West End Of Arthur Godfrey Road/41st Street And Potential For Public Benefits.  

**Commissioner Micky Steinberg**  
**December 11, 2019 C4 T**
21. Proposed Zoning Overlay For The Lehrman Day School At 77th Street And Dickens Avenue.  

**Commissioner Micky Steinberg**  
**December 11, 2019 C4 N**
22. Discuss Discussion Regarding The Frequency Of Water Testing In Miami Beach.  

**Commissioner Micky Steinberg**  
**September 11, 2019 R9 S**

**SUPPLEMENTAL**

23. Discussion to Review the Palm and Hibiscus Road Elevation Experience  

**Comissioner Mark Samuelian**  
**September 11, 2019 - C4Q**  
**Updated January 17, 2020**
24. Discuss The Status And Implications Of The Action Items Associated With Ongoing Water Quality Coordination With Miami-Dade County.  

**Commissioner Mark Samuelian Co-Sponsored by Commissioner Michael Gongora**  
**July 17, 2019 C4 U (Continued from September 25, 2019 SRC)**  
**Updated January 17, 2020**
25. Discussion On Requiring All Commercial Landscapers Working On Miami Beach To Abide By Florida-Friendly Landscaping Standards.  

**Commissioner Ricky Arriola**  
**September 11, 2019 C4 T**  
**Updated January 17, 2020**
26. Discussion Pertaining To Strategic Increases In FAR Related To Resiliency And Other Defined Policy Benchmarks  

**Mayor Dan Gelber**  
**January 15, 2020 C4 K**  
**Item Added January 17, 2020**
27. Discuss The November 26, 2019 Sustainability Committee Motion Concerning Recommendations For The West Avenue Renovation Project.  

**Commissioner Mark Samuelian**  
**January 15, 2020, C4 L**  
**Item Added January 17, 2020**
28. Discussion On The Latest Project Plan Including Project Charter, Timeline, Communications

**Commissioner Mark Samuelian**  
**January 15, 2020 C4 O**  
**Item Added January 17, 2020**

**DEFERRED ITEMS**

29. Discuss The Miami-Dade County Resolution Urging Municipalities To Adopt Post-Disaster Temporary Zoning Relief.  
**Commissioner Mark Samuelian**  
**December 11, 2019 C4 S**
30. Discussion To Review The Role Of Land Use Boards In Neighborhood Improvement Projects.  
**Commissioner Mark Samuelian**  
**April 11, 2018 C4 N**
31. Discussion Pertaining To A Transfer Of Development Rights (TDR) Along The Tatum Waterway Area.  
**Commissioner Ricky Arriola**  
**July 17, 2019, C4 R**
32. Matrix Recommendations – Simplification Of Single Family Home Regulations And DRB Administrative Review Procedures.  
**No Sponsor**  
**October 16, 2019 R5 V**
33. Proposed Sale of City Owned Lot at 6950 Harding Avenue (PL 84) to Integra Real Estate LLC.  
**Commissioner Mark Samuelian**  
**October 30, 2019 C4 A**
34. Discussion On City Of Miami Beach Stormwater, Sanitary, Sewer, And Water Infrastructure Best Management Practices.  
**Commissioner Micky Steinberg**  
**May 11, 2016 C4 U**
35. Discuss Having The City Pursue Mitigation Project Funding From The Department Of Housing And Urban Development.  
**Commissioner Mark Samuelian**  
**September 11, 2019 C4 P**
36. Discussion On Artificial Reefs.  
**Commissioner Ricky Arriola**  
**May 16, 2018 C4 AI**
37. Discussion On Repurposing Our Golf Courses For The Future.  
**Commissioner Ricky Arriola**  
**May 16, 2018 C4 AB**
38. Discussion On The Grand Jury Report Regarding Health Of Biscayne Bay With Focus On Hard Debris And An Update On What The City Of Aventura Is Doing In Response.  
**Commissioner Mark Samuelian**  
**September 11, 2019 C4 S**
39. Discuss The Use Of Pesticides, Herbicides, And Fertilizers On Both Public And Private Properties.  
**No Sponsor**

40. Discuss Updates To The City Code Referencing Turtle Nesting.

**Commissioner Mark Samuelian**  
**September 25, 2017 C4 F**

41. Discuss Arkup's Luxury Houseboats And Their Effects On Biscayne Bay And The Quality Of Life Of Surrounding Residents.

**Commissioner Ricky Arriola**  
**September 11, 2019 R9 X**

42. Discuss The July 30, 2019 Sustainability Committee Motions.

**Commissioner Mark Samuelian**  
**October 16, 2019 C4 K**

WITHDRAWN ITEMS

43. Sustainability Committee Update.

**No Sponsor**

44. Development Regulations For Hotels On Lincoln Road – 500 Block Addition.

**Commissioner Ricky Arriola**  
**September 11, 2019 R5 L**

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# 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: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: ORDINANCE PERTAINING TO ADAPTIVE RE-USE AND ACCESSORY USES IN THE TATUM WATERWAY AREAS.**

### **HISTORY:**

On October 16, 2019, at the request of Commissioner Ricky Arriola, the City Commission referred the discussion item to the Land Use and Development Committee (Item R5E). The item was approved at first reading on October 16, 2019, in accordance with the following:

1. The applicable area for non-residential accessory uses shall be limited to properties along the Tatum Waterway.
2. Hotel uses must include compliance with minimum seawall requirements and a specific timeline for allowing hotel uses shall be included.
3. The uses not requiring conditional use approval shall be clearly delineated. Permit paradigm list to know what is bypassed by Planning Board.

Second reading of the ordinance was set for December 11, 2019 and the item was referred to the October 30, 2019 Land Use and Development Committee meeting to discuss the expanded areas beyond Tatum Waterway, including conditional use for hotels.

On October 30, 2019, the item was discussed and continued to the December 2, 2019 LUDC, with the following direction:

1. Include a map of eligible buildings for hotels along the Tatum Waterway.
2. Further modify the benchmarks and timeframes for required seawalls on eligible hotel sites.
3. Provide available data on the number of residential to hotel conversions that have taken place over the last 10 years.
4. Provide available data on the number of new hotel units over the last 10 years.

The December 21, 2019 LUDC meeting was cancelled, and all agenda items were moved to January 2020.

**ANALYSIS:**

On October 30, 2019, a revised ordinance, which reflected the action of the City Commission at first reading on October 16, 2019, was presented to the LUDC for discussion. The revised ordinance included the following:

- The applicable area for the legislation has now been limited to properties along the Tatum Waterway.
  
- Hotel uses are required to meet minimum seawall standards, and must be operational within a two year timeframe, with the ability of the planning board to allow for up to an additional year. This two year window (up to three years with an extension) is a reasonable amount of time for a property owner to receive conditional use approval, as well as substantially complete any required seawall upgrades.

With regard to the listing of specific uses that do not require a CUP, these are included under section 142-902, Specifically, the following accessory uses may be permitted without a CUP, subject to all applicable regulations:

1. Café.
2. Retail.
3. Office.
4. Personal service uses.

Additionally, the following uses are prohibited:

1. Tobacco and vape dealers.
2. Package liquor stores.
3. Check cashing stores.
4. Occult science establishments.
5. Tattoo studios.

**UPDATE**

The following is a summary of the responses to the direction provided at the October 30, 2019 LUDC meeting:

1. Attached is a map of buildings along the Tatum Waterway that would be eligible for hotels. There are 66 contributing buildings along Tatum Waterway and, according to the Miami-Dade County Property Appraiser, 555 units within these buildings.

2. The subject ordinance has been modified with regard to the benchmarks and timeframes for seawalls on hotel sites. Specifically, for existing buildings on lots fronting the Tatum Waterway and classified as 'contributing' within the North Shore Local Historic District, hotels may be permitted as a conditional use, in accordance with the following provisions:

(1) The entire property shall be required to make all necessary improvements to comply with

minimum applicable seawall standards, as specified in this Code or in the public works manual, prior to the issuance of a business tax receipt (BTR) for a hotel. At a minimum, seawalls shall be raised to a minimum elevation of 4.0 feet NAVD with the ability to raise it to 5.7 feet NAVD.

(2) A completed application to comply with the minimum applicable seawall standards, as specified in this Code or in the public works manual, shall be filed no later than June 30, 2020, and prior to a request for conditional use approval from the planning board. Such application shall include, but not be limited to, all seawall permit documents required by the City and all outside agencies, as well as proof of submittal of such documents to all outside agencies. Failure to meet this deadline shall result in the subject property not being eligible to make application for conditional use approval.

(3) A BTR for the hotel use shall be issued no later than June 30, 2022.

(4) In the event that the permit for seawall improvements is issued by June 30, 2022, but construction of the seawall improvements encounters unforeseen delays, the planning board may grant an extension of the June 30, 2022 deadline to complete the construction of the seawall and obtain a BTR for a hotel use. In no instance shall such extension of time exceed one year, or June 30, 2023.

3. There was no readily available data on the number of residential to hotel conversions that have taken place over the last 10 years. Neither the GMCVB nor their consultant, STR, track or have any data on such conversions. City staff checked with Costar and they don't track this information either.

4. Per the GMCVB there have been a total of 7,742 new hotel rooms in Miami Beach since 2008.

**CONCLUSION:**

The administration recommends that the LUSC endorse the revisions contained in the attached draft ordinance and recommend approval at second reading.

**Applicable Area**

North Beach

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
<input type="checkbox"/> Draft ORD - REVISED	Memo
<input type="checkbox"/> MAP - Hotel Eligibility	Memo

**Adaptive Re-use and Accessory Uses in the ~~North Shore~~ and Tatum Waterway Areas  
(Revised in accordance with the direction of the City Commission at first reading on  
October 16, 2019 and the LUDC recommendations of October 30, 2019)**

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CODE OF THE CITY OF MIAMI BEACH, SUBPART B, ENTITLED "LAND DEVELOPMENT REGULATIONS," BY AMENDING CHAPTER 142 OF THE CITY CODE, ENTITLED "ZONING DISTRICTS AND REGULATIONS," ARTICLE II, ENTITLED "DISTRICT REGULATIONS," DIVISION 3, ENTITLED "RESIDENTIAL MULTIFAMILY DISTRICTS," SUBDIVISION II, ENTITLED "RM-1 RESIDENTIAL MULTIFAMILY LOW INTENSITY," SECTION 142-152, ENTITLED "MAIN PERMITTED AND PROHIBITED USES," AND SECTION 142-153, ENTITLED "CONDITIONAL USES," TO MODIFY USE REGULATIONS AND AMEND THE LIST OF CONDITIONAL USES FOR RM-1 PROPERTIES WITHIN THE NORTH SHORE NATIONAL REGISTER HISTORIC DISTRICT, TO INCLUDE ACCESSORY ALCOHOLIC BEVERAGE ESTABLISHMENTS AND HOTEL USES; BY AMENDING ARTICLE IV, ENTITLED "SUPPLEMENTARY DISTRICT REGULATIONS," DIVISION 2, ENTITLED "ACCESSORY USES," SECTION 142-902, ENTITLED "PERMITTED ACCESSORY USES," TO MODIFY THE ACCESSORY USES FOR HOTELS IN THE NORTH SHORE LOCAL HISTORIC DISTRICT AND EXPAND THE ALLOWABLE ACCESSORY USES FOR EXISTING APARTMENT BUILDINGS IN THE NORTH SHORE NATIONAL REGISTER DISTRICT TO ALLOW FOR ACCESSORY CAFÉ, OFFICE, RETAIL, PERSONAL SERVICE, AND NON-MOTORIZED WATERCRAFT RENTAL USES; AND BY AMENDING CHAPTER 130, ENTITLED "OFF-STREET PARKING," ARTICLE II, ENTITLED "DISTRICTS; REQUIREMENTS," SECTION 130-31, ENTITLED "PARKING DISTRICTS ESTABLISHED," TO PROVIDE FOR AN EXCEPTION TO OFF-STREET PARKING REQUIREMENTS FOR CERTAIN ACCESSORY AND CONDITIONAL USES ON RM-1 PROPERTIES IN THE NORTH SHORE NATIONAL REGISTER HISTORIC DISTRICT; AND PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.

**WHEREAS**, the City of Miami Beach (the "City") has the authority to enact laws which promote the public health, safety and general welfare of its citizens; and

**WHEREAS**, the City seeks to encourage and incentivize the retention and restoration of contributing historic waterfront structures within the North Shore National Register District in the North Beach area; and

**WHEREAS**, the City seeks to enhance the pedestrian-friendly allure, and promote the unique sense of place and community culture, along North Beach's historic Tatum Waterway through low-intensity and compatible mixed-uses, while providing greater accessibility to neighborhood amenities for residents; and

**WHEREAS**, the amendments set forth below are necessary to accomplish all of the above objectives.

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA:**

**SECTION 1.** Chapter 142, "Zoning Districts and Regulations," Article II "District Regulations," Division 3, "Residential Multifamily Districts," Subdivision II, "RM-1 Residential Multifamily Low Intensity", is hereby amended as follows:

**CHAPTER 142 – ZONING DISTRICTS AND REGULATIONS**

\* \* \*

**ARTICLE II. – DISTRICT REGULATIONS**

\* \* \*

**DIVISION 3. – RESIDENTIAL MULTIFAMILY DISTRICTS**

\* \* \*

**Subdivision II. – RM-1 Residential Multifamily, Low Intensity**

\* \* \*

**Sec. 142-152. - Main permitted and prohibited uses.**

(a) Main permitted uses. The main permitted uses in the RM-1 residential multifamily, low density district are:

- (1) single-family detached dwelling;
- (2) townhomes;
- (3) apartments;
- (4) hotels, for properties fronting Harding Avenue or Collins Avenue, from the City Line on the north, to 73rd Street on the south; and
- (5) bed and breakfast inn (pursuant to article V, division 7 of this chapter).

(b) Prohibited uses. Alcoholic beverage establishments pursuant to the regulations set forth in chapter 6, of the City Code, are prohibited uses, unless otherwise specified. Moreover, all uses not listed as a main permitted or conditional use are also prohibited.

**Sec. 142-153. - Conditional uses.**

(a) The conditional uses in the RM-1 residential multifamily, low density district are

- (1) adult congregate living facility;
- (2) day care facility;
- (3) nursing home;
- (4) religious institutions;
- (5) private and public institutions;
- (6) schools; and
- (7) commercial or noncommercial parking lots and garages.

(b) For properties located in the Collins Waterfront Local Historic District, which are designated as a Local Historic Site, a hall for hire use within the interior of an existing building shall require conditional use approval and shall comply with the following:

- (1) The conditional use shall only be permitted within an existing structure that is on a property designated as a "Historic Site" and such limitation shall be recorded in the Public Records;

- (2) Dance halls, entertainment establishments and neighborhood impact establishments may only be permitted as part of a hall for hire;
  - (3) The hall for hire use shall close by 11:00 p.m. Sunday through Thursday, and by 12:00 a.m. Friday and Saturday;
  - (4) Events at the hall for hire shall be for the exclusive use of the property owner (and its subsidiaries) and invited guests. Events at the hall shall not be for the general public, with the exception of adjacent schools and community organizations within the Collins Park and Flamingo Drive areas, which may use the hall until 9:00 p.m.;
  - (5) Restaurants, stand-alone bars and alcoholic beverage establishments, not functioning as a hall-for-hire, shall be prohibited;
  - (6) Outdoor dining, outdoor entertainment and open-air entertainment uses shall be prohibited;
  - (7) Private or valet parking for any event at the hall shall be prohibited from using Flamingo Drive, Flamingo Place or Lake Pancoast Drive to facilitate access to the site.
  - (8) There shall be no variances from the provisions of Section 142-153(b).
- (c) For apartment buildings located north of 41<sup>st</sup> Street with a minimum of 100 apartment units, a restaurant serving alcoholic beverages shall require conditional use approval and shall comply with the following:
- (1) The restaurant shall only be open to residents of the apartment building and their invited guests. All invited guests shall be required to park on the subject property.
  - (2) The kitchen shall be limited to a maximum size of 500 square feet.
  - (3) The conditional use application for a restaurant with outdoor seating and outdoor dining areas shall specify the proposed maximum number of seats, and locations of seating in the outdoor areas, which shall be subject to Planning Board review and approval.
  - (4) A hall for hire, dance hall, open-air entertainment establishment, outdoor entertainment establishment or entertainment establishment shall be prohibited.
  - (5) There shall only be one restaurant on the subject property.
  - (6) The hours of operation of the Restaurant may be from 8 a.m. to midnight (no orders to be taken after 11 p.m.) and for any exterior areas then only until 11p.m. (no orders to be taken after 10 p.m.)
  - (7) Without limiting the foregoing, in the outdoor areas of the restaurant there shall not be any entertainment or Special Events.

~~There shall be no variances from the provisions of Section 142-153(b).~~

- (d) For existing apartment buildings located **on lots fronting the Tatum Waterway and** within the North Shore National Register Historic District and which are classified as 'contributing,' accessory restaurants serving alcoholic beverages may be permitted as a conditional use in accordance with the following provisions:
- (1) The interior restaurant area, inclusive of all seating and back-of-house areas, shall be located at the first level of the building and shall not exceed 25 percent of the floor area of the existing structure.
  - (2) The maximum number of seats shall not exceed 40; however, the maximum number of seats may be increased to 60, subject to planning board approval.

- (3) Outdoor seating and outdoor dining shall only be permitted in buildings with internal courtyards, which are part of a unified development site under common ownership. All such outdoor seating and dining areas shall be located within the internal courtyard. The maximum number of exterior seats shall not exceed 20; however, the maximum number of seats may be increased to 40, subject to planning board approval.
  - (4) Pass-through windows shall not be permitted.
  - (5) Beer and wine may be served; however, full liquor shall not be permitted.
  - (6) A fully enclosed, air-conditioned trash room shall be required.
  - (7) The hours of operation may be from 11:00 am to 10:00 pm (no orders to be taken after 9:00 p.m.)
  - (8) A plan for loading operations shall be provided for the review and approval of the planning board and parking department. Loading shall only take place between the hours of 10:00 am and 3:00 pm.
  - (9) Exterior speakers shall be prohibited, except as may be required under the Florida Life Safety Code.
  - (10) A hall for hire, dance hall, open-air entertainment establishment, outdoor entertainment establishment, entertainment establishment, or special event shall be prohibited.
  - (11) There shall only be one restaurant on the subject property.
  - (12) The minimum distance separation between accessory restaurants serving alcoholic beverages shall be 1,000 feet. However, the planning board may approve an accessory restaurant serving alcoholic beverages at a lesser distance than 1,000 feet, but in no event shall such use be located at a distance less than 500 feet from another accessory restaurant serving alcoholic beverages. No variances from this distance separation requirement may be granted.
- (e) For existing buildings **on lots fronting the Tatum Waterway and** classified as ‘contributing’ within the North Shore Local Historic District, hotels may be permitted as a conditional use, **in accordance with the following provisions:**
- (1) **The entire property shall be required to make all necessary improvements to comply with minimum applicable seawall standards, as specified in this Code or in the public works manual, prior to the issuance of a business tax receipt (BTR) for a hotel. At a minimum, seawalls shall be raised to a minimum elevation of 4.0 feet NAVD with the ability to raise it to 5.7 feet NAVD.**
  - (2) **A completed application to comply with the minimum applicable seawall standards, as specified in this Code or in the public works manual, shall be filed no later than June 30, 2020, and prior to a request for conditional use approval from the planning board. Such application shall include, but not be limited to, all seawall permit documents required by the City and all outside agencies, as well as proof of submittal of such documents to all outside agencies. Failure to meet this deadline shall result in the subject property not being eligible to make application for conditional use approval.**
  - (3) **A BTR for the hotel use shall be issued no later than June 30, 2022.**

(4) In the event that the permit for seawall improvements is issued by June 30, 2022, but construction of the seawall improvements encounters unforeseen delays, the planning board may grant up to a one year extension of the June 30, 2022 deadline to obtain a BTR for a hotel use. However, in no instance shall a BTR for a hotel use be issued after June 30, 2023.

(5) Accessory alcoholic beverage establishments (pursuant to article IV, division 2 of this chapter) associated with such hotel may also be permitted as a conditional use.

**Sec. 142-154. - Accessory uses.**

- (a) The accessory uses in the RM-1 residential multifamily, low density district are as required in article IV, division 2 of this chapter.

\* \* \*

**SECTION 2.** Chapter 142, "Zoning Districts and Regulations," Article IV "Supplementary District Regulations," Division 2, "Accessory Uses," is hereby amended as follows:

**CHAPTER 142 – ZONING DISTRICTS AND REGULATIONS**  
\* \* \*  
**ARTICLE IV. – SUPPLEMENTARY DISTRICT REGULATIONS**  
\* \* \*  
**DIVISION 2. – ACCESSORY USES**  
\* \* \*

**Sec. 142-902. - Permitted accessory uses.**

The following are permitted accessory uses:

- (1) a. Hotels not located in the RM-1 or RM-2 district are permitted to have any accessory use that is customarily associated with the operation of a hotel or apartment building.
- b. Hotels located in the RM-2 district are permitted to have any accessory use that is customarily associated with the operation of a hotel or apartment building, except for dance halls, entertainment establishments, neighborhood impact establishments, outdoor entertainment establishments or open air entertainment establishments.
- c. Where permitted, hotels located in the RM-1 district may have accessory uses based upon the below criteria:
1. A dining room operated solely for registered hotel visitors and their guests, located inside the building and not visible from the street, with no exterior signs, entrances or exits except as required by the South Florida Building Code.
  2. Other accessory uses customarily associated with the operation of an apartment building, as referenced in subsection 142-902(2), for the use of registered hotel visitors and their guests only.
  3. Notwithstanding the above, hotels located on lots fronting the Tatum Waterway and in the North Shore Local Historic District are permitted to have any accessory use that is customarily associated with the operation of a hotel or apartment building, except for dance halls, entertainment establishments, neighborhood impact establishments, outdoor entertainment establishments, or open air entertainment establishments.

- d. Hotels located in the RM-1, 2 or 3 districts are permitted to have religious institutions as a matter of right up to 199 occupancy, and over that occupancy shall be a conditional use.
- (2) Apartment buildings may have accessory uses based upon the below criteria:
- a. Mechanical support equipment and administrative offices and uses that maintain the operation of the building.
  - b. Washers and dryers shall be located inside a structure or not visible from a right-of-way.
  - c. A dining room which is operated solely for the residents in the building shall be located inside the building and shall not be visible from the street with no exterior signs, entrances or exits except for those required by the South Florida Building Code. However, a dining room shall not be allowed in the RM-1 district except for those dining rooms associated with adult congregate living facilities.
  - d. Public telephones and vending machines shall only be permitted to be located inside buildings; however, one public telephone may also be permitted outside, as long as it is not located in a required front yard, required side yard facing a street, or on a facade facing a street; the exact location and manner of placement of all public telephones shall be subject to design review approval. One automatic teller machine shall be permitted on the exterior walls of buildings, when associated with an accessory commercial use allowed under subsection 142-902(2)e., except in historic districts. The exact location and manner of placement for automatic teller machines shall be subject to design review approval.
  - e. Buildings in the RM-3 and R-PS4 districts may have:
    - 1. Commercial, office, eating or drinking uses with access from the main lobby or from the street if they are either located on the ground floor, subterranean level or on the highest floor of a building.
    - 2. A retail store and/or a cafe with less than 30 seats (either or both of which could be open to residents and their guests) may occupy space on the amenity level of an apartment building located within an RM-3 district.
    - 3. Office space, when originally constructed on the second level of an existing building may be retained or re-introduced. When located on the ground floor, office space shall be at least 50 feet from the front property line.
  - f. Solarium, sauna, exercise studio, health club or massage service for use by residents or open to the public by an individual licensed by the state or other appropriate agencies.
  - g. Any accessory commercial use as permitted herein shall be located on the lobby or first floor if there are no apartment units on such levels. This provision shall not apply to home based business offices as provided for in section 142-1411.
  - h. Family day care centers as defined in subsection 142-905(b)(1).
  - i. One property management office for the purpose of managing residential units within the building as well as residential units located in other buildings under common

beneficial ownership, as long as the total number of units does not exceed a maximum of 100 units.

j. Buildings in the RM-2 district in the area bounded by Indian Creek Drive, Collins Avenue, 41st Street and 44th Street that face the RM-3 district may have restaurant, coffee house, sundry shops, or food market uses located in ground floor space not to exceed 70 percent of the ground floor. These uses may have direct access to the street. Dance halls, entertainment establishments, neighborhood impact establishments, outdoor entertainment establishments, or open air entertainment establishments are not permitted. Outdoor music (including background music) is prohibited. Any outdoor uses on Indian Creek Drive shall be limited to no later than 11:00 p.m. Parking requirements for accessory commercial uses in newly constructed buildings must be satisfied by providing the required parking spaces, and may not be satisfied by paying a fee in lieu of providing parking. There shall be no variances from these provisions.

k. Apartment buildings located in the RM-1, 2 or 3 districts are permitted to have religious institutions as a matter of right up to 199 occupancy, and over that occupancy shall be a conditional use.

l. Existing apartment buildings on lots fronting the Tatum Waterway located along Tatum Waterway Drive, Byron Avenue, and Crosbi Boulevard, which are also located within the North Shore National Register Historic District and which are classified as 'contributing,' may have accessory office uses and may provide for the rental of non-motorized watercraft. These accessory uses shall comply with the following regulations:

1. The accessory use areas shall not exceed 25 percent of the floor area of the existing structure.

2. The hours of operation for which the use is open to the public may be from 12:00 pm to 8:00 p.m.

3. No exterior speakers shall be permitted, except as may be required under the Florida Life Safety Code.

m. For existing apartment buildings on lots fronting the Tatum Waterway and located within the North Shore National Register District, which are classified as 'contributing,' the following accessory uses may be permitted:

1. Café;
2. Retail;
3. Office; and
4. Personal services.

Notwithstanding the foregoing, the following uses shall be prohibited: tobacco and vape dealers, package liquor stores, check cashing stores, occult science establishments and tattoo studios. Additionally, all accessory uses that may be permitted under this subsection (2)(m) shall comply with the following provisions:

i. All uses shall be located within the interior of the premises. Outside or sidewalk seating shall be prohibited.

- ii. The minimum distance separation between accessory uses shall be 500 feet. There shall be no variances from this distance separation requirement.
- iii. The accessory use areas shall not exceed 25 percent of the floor area of the structure.
- iv. The hours of operation for which the use is open to the public may be from 7:00 a.m. to 8:00 p.m. The hours of operation for any of the above noted uses may be extended to 10:00 p.m. at the discretion of the planning board.
- v. No exterior speakers shall be permitted, except as may be required under the Florida Life Safety Code.
- vi. A hall for hire, dance hall, open-air entertainment establishment, outdoor entertainment establishment, entertainment establishment, or special event permit shall be prohibited.

\* \* \*

**SECTION 3.** Chapter 130, “Off-Street Parking,” Article II, “Districts; Requirements” is hereby amended as follows:

**CHAPTER 130 – OFF-STREET PARKING**

\* \* \*

**ARTICLE II. – DISTRICTS; REQUIREMENTS**

\* \* \*

**Sec. 130-31 Parking districts established.**

\* \* \*

(b) There shall be no off-street parking requirement for main or accessory uses associated with buildings that existed prior to October 1, 1993, which are:

- (1) Located within the architectural district,
- (2) A contributing building within a local historic district, or
- (3) Individually designated historic building.

This provision shall not apply to renovations and new additions to existing buildings which create or add floor area, or to new construction which has a parking requirement.

(c) There shall be no off-street parking requirement for accessory uses associated with buildings in the RM-1 zoning district that existed prior to December 31, 2009, which are located in the North Shore National Register Historic District.

**SECTION 4. CODIFICATION.**

It is the intention of the Mayor and City Commission of the City of Miami Beach, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of the City of Miami Beach, Florida. The sections of this ordinance may be renumbered or re-lettered to accomplish such intention, and, the word "ordinance" may be changed to "section", "article", or other appropriate word.

**SECTION 5. REPEALER.**

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

**SECTION 6. SEVERABILITY.**

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

**SECTION 7 EFFECTIVE DATE.**

This Ordinance shall take effect ten days following adoption.

**PASSED** and **ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2020.

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Dan Gelber  
Mayor

**ATTEST:**

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Rafael E. Granado  
City Clerk

First Reading: October 16, 2019  
Second Reading: February 12, 2020

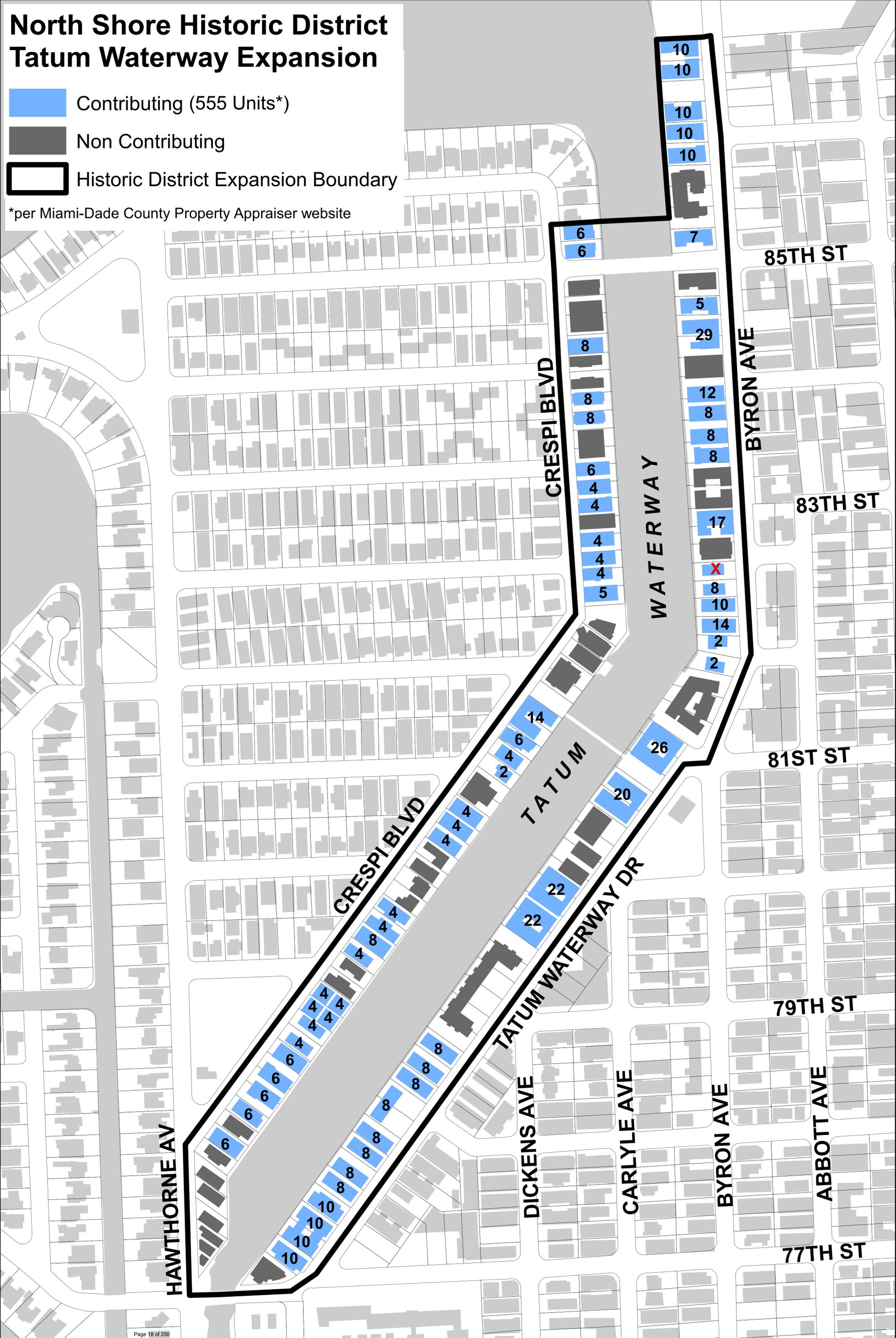
Verified by: \_\_\_\_\_  
Thomas Mooney, AICP  
Planning Director

M:\\$CMB\CCUPDATES\Land Use and Sustainability Committee\2020\1 - January 21, 2020\Accessory Uses along the Tatum Waterway - Second Reading ORD.docx

# North Shore Historic District Tatum Waterway Expansion

- Contributing (555 Units\*)
- Non Contributing
- Historic District Expansion Boundary

\*per Miami-Dade County Property Appraiser website



# MIAMI BEACH

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

## Item 2. **COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **DISCUSSION ON PRIVATE SEAWALLS**

### **HISTORY:**

Seawalls are an important component to reduce the risk of flooding from current tides and for sea level rise projection scenarios. To address this, in 2016, the city passed legislation to require that new seawalls, and those meeting the substantial reconstruction requirements, have higher elevation standards (R2016-4009). However, understanding that the great majority of seawalls do not yet meet these new requirements, the following items were presented and discussed:

(i) At the June 26, 2019 Sustainability and Resiliency Committee, financing and elevation information and the need for data was discussed. Public financing options were discussed, such as a special assessment district. The Committee concurred with the staff recommendation to 1) survey the appetite of the financial and banking sector (within the appropriate procurement mechanism) to create innovative and economical financing packages to incentivize owners to invest in their property, and 2) to proceed with purchasing drone LIDAR equipment, with the purpose of providing adequate seawall elevation needed for financing options and

(ii) At the September 25, 2019 Sustainability and Resiliency Committee, staff shared an update regarding banking industry meetings, provided an overview of draft seawall ordinance by Broward County, and created a guidance document to provide steps and resources for seawall replacement. For next steps, the Committee requested draft legislation and feedback from the community.

### **ANALYSIS:**

The staff team has been moving forward with the approach presented on the June 26 and September 25, 2019 Committee Meetings. The city issued an Invitation to Industry Review Meeting (2019-316-AY) for Financing Options for Private Property Resiliency Improvements. Staff has continued meetings with one particular organization working with community-based partnerships that aggregate private properties, generate working capital, and provide low-interest loans. An overview document is provided (Attachment 1). Additional data is needed to work with this organization, such as existing seawall elevations. To collect this data, the drone LIDAR is in progress and staff has prioritized areas with anecdotally low-lying seawalls that have been overtopped during high tides. The expected completion target date for the LIDAR data is May 31, 2020.

Legislation is an important tool to improve resilience through the elevation of seawalls for sea level

rise over time. Existing city legislation does not address tidal waters overtopping seawalls and impacting adjacent property and public right-of-way. This issue was discussed with the staff READY Team and the City Attorney’s Office. From the overall community perspective, the 2019 Community Satisfaction Survey shows that 43% of residents are satisfied, 33% neutral, and 24% dissatisfied with their buildings’ flood risk protections. Components of new draft legislation are under discussion (Attachment 2) that would provide the city the ability to address overtopping and to also integrate the city’s seawall elevation requirements into Chapter 54 Floods.

Overtopping of flood barriers is addressed within the draft ordinance: “All property owners must maintain a tidal flood barrier in good repair. A tidal flood barrier is presumed to be in disrepair if it allows tidal waters to flow unimpeded through or over the barrier and on to adjacent property or public rights-of-way. Failure to maintain flood mitigation infrastructure shall be a citable offense.” Requirements for correction, including time frames, are provided as well.

Timing options for enacting new seawall legislation are to: 1) Develop and enact new legislation, or 2) Proceed with the LIDAR elevation data, private finance options, and legislation within the same timeframe.

**CONCLUSION:**

This information is presented to the members of the Land Use and Sustainability Committee as a status update and recommendation for next steps. Staff will continue to move forward to examine financing and funding opportunities and move forward with the drone LIDAR project. Staff also recommends discussion regarding draft legislation and timing regarding public seawall overtopping and community engagement.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

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.

**Strategic Connection**

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

**ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
☐ Community Based Partnership Approach	Other
☐ Proposed Definitions Legislation	Other

# Corvias and infraManagement Group

## MIAMI-BEACH COMMUNITY-BASED PARTNERSHIP

Corvias and infraManagement (iMG) Group (a wholly owned company of Black & Veatch) have formed a Strategic Alliance to partner with government, utilities and large institutions to manage systemic challenges across the nation. We seek to build more dynamic and sustainable communities through responsible management of public resources, local job creation and financial strength and stability. Some of our areas of expertise include stormwater, flooding, climate resilience and other infrastructure needs to help neighborhoods and cities become more resilient against the impacts of climate change by implementing a **Community-Based Partnership (CBP)** projects delivery model.

The CBP model can be summarized in six stages as shown in the graphic to the right. The first stage of the CBP model, **Define Problem**, is to work with our partner to diagnose the economic, environmental, infrastructure and social challenges within a community. From there, in stage 2, **Idea Development**, we will develop ideas and solutions to solve the challenges identified. The third stage, **Feasibility**, is to analyze these ideas to determine their feasibility and to set performance-based metrics that will be tied to the successful achievement of agreed upon public goals and objectives.

Stages four, **Plan**, and five, **Execute**, of the CBP are the technical stages that include the actual planning and execution of the scope of work. During these stages we will utilize local companies and contractors to deliver a significant portion of project(s). If the performance-based metrics aren't met, Corvias & iMG aren't fully compensated. Examples of performance based-metrics can include technical components such as on-time and on-budget delivery as well as community and workforce development metrics.

The last stage of the CBP model, **Improve**, is to improve, expand and maintain the work implemented under the CBP. The partnership we create are generally long-term, often 30 years or longer. As such it is critical to always ensure projects are maintained and always operating in like-new condition, while staying up-to-date on the latest technologies throughout the partnership.

A CBP model can aggregate a wide variety of asset types on both public and private properties. This approach provides the opportunity for Corvias to underwrite the program and provide various sources of upfront and long-term capital, while delivering agreed community and workforce engagement goals that utilize the local and regional workforce, which may include MBE/WBE and SBE companies.

The strategic partnership brings complementary skillsets from Corvias and iMG to public partners:

- **Corvias:** development, financing and community-based partnership and public private partnership experience.
- **iMG:** program delivery and long-term lifecycle asset management framework to support the development and implementation of the program.
- **Black & Veatch:** provide the technical resources to support the delivery of the infrastructure projects under the CBP.



**Corvias**  
A national leader in the development, finance, and management of infrastructure assets under alternative delivery and public-private partnership structures.

**infraManagement Group**  
a Black & Veatch company  
A wholly-owned subsidiary of Black & Veatch, leading the industry in the implementation, development, and asset management of large-scale utility assets.

**BLACK & VEATCH**  
A global employee-owned Engineering, Procurement, and Construction (EPC) company, with offices in Miami-Dade County, specializing in power, oil and gas, water, telecommunications, government, mining, data centers, smart cities, and banking and finance markets.

## **Proposed Legislation Definitions**

The following words, terms, and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Berm* means an earthen mound designed with impermeability to resist the flow of tidal waters through to an adjacent property or public rights-of-way.

*Canal bank or berm* is the level space separating a waterway from an inland area, often elevated and constructed of compacted soil.

*Tidal flood barrier* means any structure or shoreline feature, including but not limited to, berms, canal banks, green-grey infrastructure, mooring structures, seawalls, seawall caps, upland stem walls, or other infrastructure that impedes tidal waters from flowing onto adjacent property or public rights-of-way, located within or along a tidally-influenced area. This definition is not meant to include rip rap, derelict erosion control structures or permeable earthen mounds that do not provide an impermeable water barrier to tidal flooding.

*Green-grey infrastructure or materials* is a combination of engineered and natural features that provide environmental qualities and ecosystem value.

*NAVD88 or the North American Vertical Datum* means the vertical control datum of orthometric height established for vertical control surveying in the United States of America based upon the General Adjustment of the North American Datum of 1988.

*Public nuisance* means injurious to the safety or health of the entire community or neighborhood, or any considerable number of persons, or unlawfully obstructs the free passage or use, in the customary manner, of any public right-of-way.

*Rip-rap* means a foundation of unconsolidated boulders, stone, rubble, concrete without protruding rebar or similar materials placed on or near a shoreline to mitigate wave impacts and prevent erosion.

*Seawall* means the vertical or near vertical (often interlocking) structures placed between an upland area and a waterway or waterbody for erosion control.

*Seawall cap* means the concrete box structure (usually reinforced) which connects seawall panels, piles and anchoring system (if present) together at the top.

*Shoreline* means the tidally influenced area where land meets water.

## **Minimum Elevations for Coastal Infrastructure within Tidally-Influence Areas.**

- a) All new or substantially rehabilitated seawalls, seawall caps, canal banks or berms

shall perform as tidal flood barriers. Tidal flood barriers shall have a minimum elevation of 5.7 feet NAVD88. The minimum top of wall elevation required when restoring/ repairing a tidal flood barrier is 4.0 ft. (NAVD 88), unless part of right-of-way project. However, the structural design shall accommodate a future retrofit for a height extension up to a minimum elevation of 5.7 ft. NAVD. When existing tidal flood barriers are disturbed as part of a right-of-way project or substantial modification to a private property they must be raised to a minimum elevation of 5.7 ft. NAVD.

- b) All property owners must maintain a tidal flood barrier in good repair. A tidal flood barrier is presumed to be in disrepair if it allows for upland erosion, transfer of material through the seawall or allows tidal waters to flow unimpeded through the seawall to adjacent properties or public right-of-way. Failure to maintain flood mitigation infrastructure shall be a citable offense. The owner of the tidal flood barrier shall demonstrate progress towards repairing the cited defect within ninety (90) days of receiving notification and complete repairs within five hundred forty days (540) of receipt of the citation. If the required repair meets the substantial repair threshold, the property owner shall design, obtain permits, and cause to be constructed seawall improvements that meet the minimum elevation and design requirements within five hundred forty (540) days of receipt of the citation.
- c) Property owners with seawalls below the minimum elevation set forth in Section 54-62(a), or permeable erosion barriers such as rip rap, or a land/water interface of another nature shall not allow tidal waters entering their property to impact adjacent properties or public rights-of-way. Property owners failing to prevent tidal waters from flowing overland and leaving their property may be cited. The owner of the property is required to initiate a process, including but not limited to, hiring a design professional (including contractors) or submitting a building permit, and be able to demonstrate progress toward addressing the cited concern within ninety (90) days of receiving notice from the city and complete the proposed remedy within five hundred forty (540) days of citation.

# MIAMI BEACH

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

## Item 3. **COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **PRIVATE PROPERTY RESILIENCY ADAPTATION**

### **HISTORY:**

At the October 30, 2019 meeting, Commissioner Samuelian referred item C4 H for discussion to the Sustainability & Resilience Committee, which has been merged and renamed the Land Use and Sustainability Committee. The January 13, 2020 Finance and Economic Resiliency Committee discussed establishing a historic preservation fund.

### **ANALYSIS:**

Private property adaptation is a key element to reduce flood risk from sea level rise, storms, tidal flooding and rainfall. Cities generally rebuild more resiliently after a disaster with the help of federal funding. However, cities and property owners can also be proactive through flood mitigation, the implementation of actions to reduce or eliminate the long-term risk of flood damage to buildings, other structures and infrastructure.

From the overall community perspective, the 2019 Community Satisfaction Survey shows that 43% of residents are satisfied, 33% neutral, and 24% dissatisfied with their buildings' flood risk protections. In addition, "efforts to manage stormwater drainage and flooding" was ranked in the top 3 priorities for the city. Being proactive makes significant financial sense- the National Institute of Building Sciences (NIBS) released a finding that every \$1 invested in disaster mitigation by three federal agencies saves society \$6. *The Natural Hazard Mitigation Saves: 2017 Interim Report* was the first part of the long-awaited update to a 2005 study that had identified a lower return on investment. The city's Business Case Analysis of the Stormwater Program mid-term results were released in August, illustrating significant benefits for resilience investments. The full results will be presented at the January 27<sup>th</sup>, 2020 Commission Workshop.

While South Florida leads the nation in efforts to reduce the risks from windstorm through the Florida Building Code and through programs such as the Property Assessed Clean Energy (PACE) financing platform, the area of flood risk mitigation for private property is not as well developed. This is particularly true for property owners who have not yet experienced damage but are at risk now in the future due to our region's geographic location and sea level rise. The PACE program does not include flood mitigation at this time.

The City of Miami Beach leads in reducing flood risk for private properties through land

development regulations for new construction and for substantial renovations. For example, a total of 91 properties, either in construction or completion, are at an elevation higher than FEMA requirements. A full listing of these efforts is available on [www.mbrisingabove.com](http://www.mbrisingabove.com), the city's website dedicated to building resilience and sustainability: <http://www.mbrisingabove.com/your-city-at-work/resilient-land-use-and-development/>. In addition, Historic District Resiliency Adaptation Guidelines will be presented to the Mayor and City Commission at the February 2020 Commission meeting, and possible legislation may be required to implement strategic and incentives.

The city also provides technical advice and awareness to private property owners through participating in the National Flood Insurance Program Community Rating System (CRS). As part of this, the Floodplain Manager is available to provide free onsite technical information upon request. This is publicized through Miami Beach Magazine quarterly and at neighborhood meetings through the "10 Steps to Flood Awareness" document. Another activity of the CRS is the creation of Fact Sheets to encourage the purchase of flood insurance and ways to increase resilience (see Attachment A). Efforts such as this led to the city improving its FEMA score from a 6 to a 5, saving policy holders 25% or \$8.4 million annually in flood insurance premiums. This helps to offset increasing federal rates.

Generally, investment in private property is a personal expense, as opposed to the use of public dollars dedicated to public infrastructure. Some cities do have interesting financial approaches to help property owners reduce risk.

- The San Francisco Public Utilities Commission created the Floodwater Management Grant Assistance Program in 2013 to help private properties make property improvements to help protect against flooding. The program is funded with \$1 million annually from combined stormwater and wastewater operating revenues. The program has had forty potential applicants since 2013. The projects to date have been primarily small scale, assisting with efforts such as backflow valves and trench drains. The utility manages the projects and oversees a pool of contractors to design and construct the projects. The program has created database of project concepts (Attachment B).

- The City of Norfolk, Virginia is working towards a smarter solution to manage flooding by encouraging homeowners to use small-scale green infrastructure at home to hold rain water where it falls. By using rain barrels, bioswales, blue-green roofs, cisterns and more, property owners can reduce the amount of water that goes into the stormwater system, which floods streets and neighborhoods. The city provides a discount to residential property owners who install stormwater management facilities (SWMF) voluntarily on their property to aid in stormwater runoff and/or pollutant removal. The discount is based on the item installed on the residential property and the area treated. Once the SWMF has been approved and installed, homeowners are required to complete an annual inspection report on June 1st each year thereafter for continued fee reduction consideration. For example, property owners can install one rain garden for a 20% credit and two rain barrels for a 10% credit each, a total of a 40% fee reduction.

- The City of New Orleans, Louisiana participated in HUD's National Disaster Resilience Competition (NDRC) and proposed in its application the creation of the city's first comprehensive resilience district in Gentilly. New Orleans is working with partners to leverage existing investments and build on the experience of relevant pilot projects—from rain gardens to education programs—throughout the city. The Community Adaptation Program, or CAP, aims to connect low- and moderate-income homeowners with resources and labor to install features on their properties to reduce stormwater runoff.

- Washington, DC has a Stormwater Retention Credit Trading Program. Eligible properties can generate and sell Stormwater Retention Credits (SRCs) to earn revenue for projects that reduce harmful stormwater runoff by installing green infrastructure (GI) or by removing impervious surfaces.
- The City of Berkeley, California provides a partial rebate of the transfer tax on home sales to help fund seismic upgrades. To be eligible for a reduction in the real estate transfer tax, building permits submitted for qualifying seismic strengthening work must comply with technical guidelines and administrative procedures. While this is not flood-related, it is a program to reduce the risk of damages, in this case earthquakes. In addition to the tax refund, PACE Financing is an option available to qualifying property owners.

A new opportunity is available to counties and cities through a \$633 million HUD CDBG Mitigation grant. In addition to public infrastructure, the city has requested that funding for private property mitigation be included in this request. While the application for counties and states has not yet been released, the following language has been included in the city's comments on the State Action Plan:

**Mitigation Funding for Private Property Programs:** The city requests that funding for private property be included as an eligible expense through municipalities. This would allow funding to be awarded to municipalities to work with affected neighborhoods, including homeowners and business to harden their facilities and mitigate flooding on private property from rainfall storms king tides and sea levels. Private property mitigation includes but is not limited to reconstruction, elevation, flood proofing and flood sensors and harmonization to make the connection between the new height of the road and the existing properties.

The State will manage the grant process after the Action Plan is approved by HUD, including setting deadline, accepting proposals, and disbursing grants

**CONCLUSION:**

This information is presented to the members of the Land Use and Sustainability Committee for discussion and further direction.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
<input type="checkbox"/> Attachment A- Resilient Construction Fact Sheet	Other
<input type="checkbox"/> Attachment B- San Francisco	Other

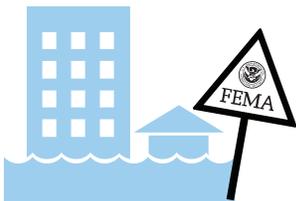


# INTERESTED IN RESILIENT CONSTRUCTION ON MIAMI BEACH?

**Miami Beach is a beautiful coastal community.** Our sun-kissed island is surrounded by the waters of the Atlantic Ocean and Biscayne Bay. Miami Beach is leading the way locally and nationally to reduce flood risk and we want you to be aware of flood risk from extreme rain, King Tides, and storm surge. We are investing in public infrastructure to help our streets and sidewalks drain as quickly as possible. This includes raising roads, installing stormwater pumps, raising sea walls, implementing green infrastructure, and creating higher elevation standards for new construction. We also save residents and businesses 25% or \$8.4 million annually in flood insurance premiums through our strong participation in the Community Rating System. These efforts are also intended to reduce risk from sea level rise.

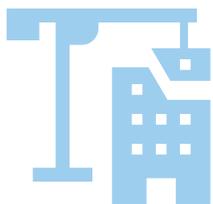
As a resident or a design/ construction professional, we want you to be aware of your flood risk, build resiliently to reduce your risk, and understand what resources are available to you. It is our goal that all of Miami Beach – whether public roads or private homes – is in the best position possible before, during, and after potential flooding. We are all in this together.

## WHY SHOULD YOU REDUCE YOUR RISK?



**93% OF BUILDINGS**

are located in a FEMA special flood hazard area (SFHA).  
Protect your property with flood insurance.



**64% OF BUILDINGS**

were constructed before FEMA Flood Insurance Rate  
Maps that require higher construction.

**RESILIENT CONSTRUCTION CAN REDUCE DAMAGES AND REDUCE THE COST OF FLOOD INSURANCE.**



# WHAT CAN YOU DO?

## TIPS FOR CONTRACTORS AND PROPERTY OWNERS

### Elevate, Elevate, Elevate! Reduce your risk of damage from flooding – and save money on flood insurance also.

- Build higher than FEMA requires. Miami Beach requires new construction to be more than one to five feet higher than Base Flood Elevation (BFE). Base Flood Elevation reflects the height above sea level that flood water is projected to rise in a 100-year storm (a storm that has a 1% annual chance of occurring).
- Elevate important appliances, like air conditioning, water heater, and washers and dryers.
- Elevate electrical plugs to a higher location higher on walls.
- Redirect rain and flood waters through techniques like elevated driveway edges.
- If your current seawall is low, consider investing in raising it to current elevation requirements.

### Build responsibly

- If your project will be reviewed by any of the four land use boards, contact the Planning Department to discuss resiliency review criteria.
- Miami Beach requires LEED Gold or Living Building Challenge Certification for certain new construction.
- Choose construction materials that are resistant to water damage below BFE, such as tile flooring and cement instead of wood.
- Permits are required – follow all Florida Building Code and Miami Beach Codes to make sure you are meeting all requirements.
- Insert flood openings in areas such as garages and lobbies, to allow the flow of water in the event of flooding. This can lower your cost of flood insurance.
- Obtain an elevation certificate when the lowest floor slab is poured and prior to obtaining a final building inspection approval to ensure the lowest finished floor elevation is elevated at or above the Design Flood Elevation.
- Provide positive and adequate drainage away from the structures and prevent flooding the neighbor properties.

### Protect natural floodplain functions

- Integrate salt tolerant vegetation and green open areas as they are natural flood barriers. Open green space helps flood waters drain.

### Have a plan! South Florida can experience flooding from storms, hurricanes and King Tides

- Have a storm, hurricane and King Tides plan. Follow Miami-Dade Municipal Code to secure the construction site. Fasten down or remove hazardous objects. Know evacuation routes. See <http://www.miamidade.gov/hurricane/>
- Park your car in an elevated garage floor.

### Technical Assistance:

- Building Department and Floodplain Management staff can provide you information on flood zone determination, Florida Building Code, flood damage prevention regulations and requirements, 50% rule and FEMA retrofitting technique guides. Please contact the Building Department at 305.673.7610.

### Helpful Sources:

- **Flood Map Zone Information:**  
<https://msc.fema.gov/portal>
- **National Flood Insurance Program:**  
[www.fema.gov/national-flood-insurance-program](http://www.fema.gov/national-flood-insurance-program)
- **FEMA:**  
[www.fema.gov](http://www.fema.gov)
- **Florida Building Code:**  
[www.floridabuilding.org/bc/bc\\_default.aspx](http://www.floridabuilding.org/bc/bc_default.aspx)
- **FDEP:**  
[www.floridadep.gov](http://www.floridadep.gov)
- **Florida Municipal Codes:**  
[www.municode.com/library/fl](http://www.municode.com/library/fl)
- **Miami Beach Flood Awareness:**  
[www.miamibeachfl.gov/city-hall/building/local-flood-hazard-info/](http://www.miamibeachfl.gov/city-hall/building/local-flood-hazard-info/)



Services of the San Francisco  
Public Utilities Commission



525 Golden Gate Avenue, 13th Floor  
San Francisco, CA 94102  
T 415.554.3155  
F 415.554.3161  
TTY 415.554.3488

## **Floodwater Grant Program – Example Concepts**

***November 2017***

The San Francisco Public Utilities Commission (SFPUC)'s Floodwater Grant Assistance Program helps property owners in San Francisco minimize the risk of property damage due to flooding from rainstorms. We encourage you to take advantage of the Grant Program and prepare your property for storms.

To assist grant applicants in assessing the types of projects they could implement, we have developed the attached list of Example Concepts. This information is not intended to recommend any one project type over another, nor is intended to be a comprehensive list. This document may be used as a starting point and a reference document of projects concepts that have reduced the impacts of flooding.

We highly recommend that applicants work with their engineer and/or contractor to identify the appropriate project type(s) for their property.

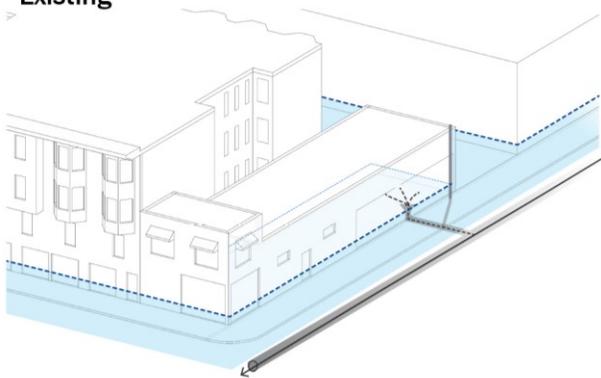
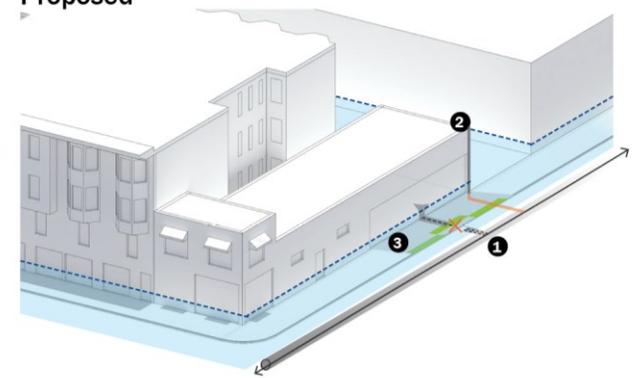
For more information and to download an application, visit:  
[www.sfwater.org/FloodwaterGrants](http://www.sfwater.org/FloodwaterGrants).

Contact our Grant Administrator with any questions:  
[FloodwaterGrants@sfwater.org](mailto:FloodwaterGrants@sfwater.org) or 415-695-7326.

# SFPUC Floodwater Grant Program

## Example Plumbing Concepts

October 2017

Graphic/Photo	Concept Details	Advantages and Limitations
<p><b>Existing</b></p> 	<p><b>Proposed</b></p>  <p>1 Backwater valve    2 Disconnect roof leaders    3 Adjacent sidewalk improvements</p>	

### Backwater Valves: A device in the plumbing system used to maintain flow in one direction in a sewer pipeline

	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Horizontal Backwater Valves</li> <li>• <i>Purpose:</i> Prevents backflow through plumbing fixtures</li> <li>• <i>Availability:</i> Hardware Stores, Online</li> <li>• <i>Contractor:</i> C36 License Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection</li> <li>• <i>Limitations:</i> Requires digging up floor, installing access hatch, regular maintenance; can get clogged; applicability subject to specific plumbing arrangements and may require additional plumbing work</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Vertical Backwater Valves</li> <li>• <i>Purpose:</i> Prevents backflow through floor drains and vertical drains</li> <li>• <i>Availability:</i> Hardware Stores</li> <li>• <i>Contractor:</i> Property Owner, Handyman, or General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection; inexpensive; can be easy to install; available at hardware stores</li> <li>• <i>Limitations:</i> Requires regular maintenance; can get clogged</li> </ul>

### Stormwater Diversion: An improvement that separates roof drainage from the sewer lateral or captures rainfall

	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Improve Site Drainage</li> <li>• <i>Purpose:</i> Ensure proper drainage from low points</li> <li>• <i>Availability:</i> Contact Engineer/Contractor</li> <li>• <i>Contractor:</i> Property Owner, Handyman, General Contractor, or C36 Licensed Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection; can work in conjunction with other floodproofing technologies/concepts</li> <li>• <i>Limitations:</i> May require extensive site regrading and plumbing modifications</li> </ul>
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# SFPUC Floodwater Grant Program

## Example *Plumbing* Concepts

October 2017

Graphic/Photo	Concept Details	Advantages and Limitations
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Modify Roof Leader</li> <li>• <i>Purpose:</i> Reroute roof leaders away from sewer lateral</li> <li>• <i>Availability:</i> Contact C36 Licensed Contractor</li> <li>• <i>Contractor:</i> Property Owner, Handyman, General Contractor, or C36 Licensed Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection; can work in conjunction with backwater valves</li> <li>• <i>Limitations:</i> May require extensive replumbing</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Rain Barrels</li> <li>• <i>Purpose:</i> Capture property's rainfall</li> <li>• <i>Availability:</i> Hardware Stores</li> <li>• <i>Contractor:</i> Property Owner, Handyman, or General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Potentially easy to install; water captured can be used for irrigation</li> <li>• <i>Limitations:</i> Space; aesthetics; only applicable for downspouts draining large roof areas</li> </ul>
<b>Pumping: An improvement that allows for water to be moved away from the property</b>		
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Sump Pump Kit</li> <li>• <i>Purpose:</i> Pumps out relatively small amounts of water coming in through a pedestrian door, garage door, or plumbing fixtures; drains a space after flooding occurs</li> <li>• <i>Availability:</i> Hardware Stores</li> <li>• <i>Contractor:</i> C36 Licensed Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Can work in conjunction with other projects to relieve minor remaining floodwater; provides minor interior dewatering</li> <li>• <i>Limitations:</i> Requires digging up an area of the floor and regular maintenance, must have power or battery; not sufficient for major flooding</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Toilet with Grinder Pump</li> <li>• <i>Purpose:</i> Prevents backflows by pumping flushed water (via special pumps) uphill</li> <li>• <i>Availability:</i> Hardware Stores</li> <li>• <i>Contractor:</i> Property Owner, Handyman, or General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Potentially easy to install; can work in conjunction with other floodproofing technologies/concepts</li> <li>• <i>Limitations:</i> Must have power or battery; not sufficient for major flooding</li> </ul>

# SFPUC Floodwater Grant Program

## Example *Dry Floodproofing* Concepts

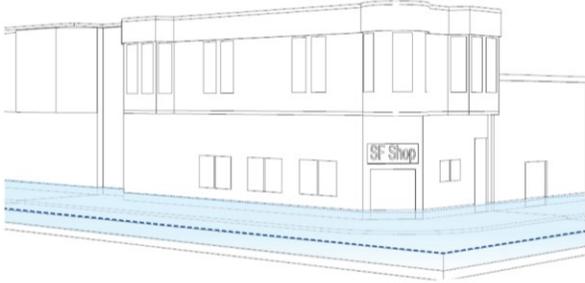
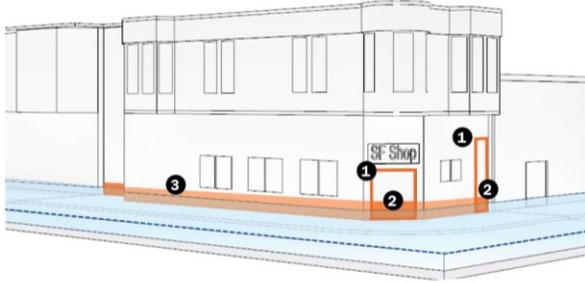
October 2017

Graphic/Photo	Concept Details	Advantages and Limitations
<b>Permanent Water Resistant Doorways/Seals: Modifications/Sealing to prevent floodwaters from entering building</b>		
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Garage Door Side Seal</li> <li>• <i>Purpose:</i> Reduces shallow overland flow through side gaps of garage door</li> <li>• <i>Availability:</i> Hardware Stores</li> <li>• <i>Contractor:</i> Property Owner, Handyman, or General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection; inexpensive; easy to install</li> <li>• <i>Limitations:</i> May not provide a complete seal; applicability depends on configuration of garage door</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Garage Door Floor Seal</li> <li>• <i>Purpose:</i> Reduces shallow overland flow through bottom gap of garage door</li> <li>• <i>Availability:</i> Hardware Stores</li> <li>• <i>Contractor:</i> Property Owner, Handyman, or General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection; inexpensive; easy to install</li> <li>• <i>Limitations:</i> May not provide a complete seal</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Water-Tight Doors and/or windows</li> <li>• <i>Purpose:</i> Reduces flow through doorways and/or windows</li> <li>• <i>Availability:</i> Online</li> <li>• <i>Contractor:</i> General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection</li> <li>• <i>Limitations:</i> May not provide a complete seal</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Seal Openings</li> <li>• <i>Purpose:</i> Seal or move openings for hoses, gas lines, dryer vents, etc.</li> <li>• <i>Availability:</i> Contact General Contractor/Mechanical Contractor/Electrical Contractor</li> <li>• <i>Contractor:</i> General Contractor/Mechanical Contractor/Electrical Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection</li> <li>• <i>Limitations:</i> Applicability subject to specific electrical/mechanical arrangements; may require additional electrical/mechanical modifications</li> </ul>

# SFPUC Floodwater Grant Program

## Example Dry Floodproofing Concepts

October 2017

Graphic/Photo	Concept Details	Advantages and Limitations
<p><b>Existing</b></p> 	<p><b>Proposed</b></p>  <p> <span data-bbox="711 730 735 762">1</span> Water stop and seals in door frames             <span data-bbox="898 730 922 762">2</span> Flood panels to fit into doorways             <span data-bbox="1060 730 1084 762">3</span> Waterproof exterior finish         </p>	

### Temporary Flood Barriers: Deployable barriers to prevent flood waters from entering building

	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Water-Absorbing Sacks</li> <li>• <i>Purpose:</i> Reduces impacts due to shallow overland flow</li> <li>• <i>Availability:</i> Online</li> <li>• <i>Contractor:</i> N/A (Owner deployed)</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Light; reconfigurable; can be placed on sidewalks, driveways, etc.</li> <li>• <i>Limitations:</i> Property owner must store and deploy prior to storm; low height; limited protection</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Inflatable Flood Barrier</li> <li>• <i>Purpose:</i> Reduces impacts due to shallow overland flow</li> <li>• <i>Availability:</i> Online</li> <li>• <i>Contractor:</i> N/A (Owner deployed)</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Light; reconfigurable; reusable; can be placed on sidewalks, driveways, etc.</li> <li>• <i>Limitations:</i> Property owner must deploy and fill prior to storm; low height; limited protection</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Emergency Flood Barriers</li> <li>• <i>Purpose:</i> Reduces overland flow onto a property/parcel from the sidewalk or right-of-way</li> <li>• <i>Availability:</i> Online</li> <li>• <i>Contractor:</i> N/A (Owner deployed)</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Light; reconfigurable; reusable; can be placed on sidewalks, driveways, etc.; can be linked into a long continuous barrier</li> <li>• <i>Limitations:</i> Property owner must store and deploy prior to storm</li> </ul>

# SFPUC Floodwater Grant Program

## Example Dry Floodproofing Concepts

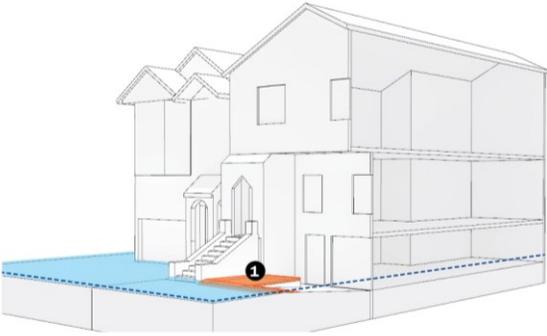
October 2017

Graphic/Photo	Concept Details	Advantages and Limitations
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Stackable Flood Barrier</li> <li>• <i>Purpose:</i> Reduces damage due to deeper overland flow through doorways including down-sloping driveways</li> <li>• <i>Availability:</i> Online</li> <li>• <i>Contractor:</i> Purchase panels through vendor; Install frame through General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Easy to deploy; can seal large openings like garage doors.</li> <li>• <i>Limitations:</i> Property owner must store and deploy prior to storm; requires modification and narrowing of doorway opening</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Temporary Window Barrier</li> <li>• <i>Purpose:</i> Reduces overland flow through windows</li> <li>• <i>Availability:</i> Online</li> <li>• <i>Contractor:</i> Purchase panels through vendor; Install frame through General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Light; reusable; may not require window modification</li> <li>• <i>Limitations:</i> Property owner must store and deploy prior to storm</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Temporary Doorway Barrier</li> <li>• <i>Purpose:</i> Reduces overland flow through doorways</li> <li>• <i>Availability:</i> Online</li> <li>• <i>Contractor:</i> Purchase panels through vendor; Install frame through General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Light; reusable; may not require doorway modification</li> <li>• <i>Limitations:</i> Property owner must store and deploy prior to storm</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Deployable Entry Gate</li> <li>• <i>Purpose:</i> Reduces damage due to deeper overland flow through doorways</li> <li>• <i>Availability:</i> Online</li> <li>• <i>Contractor:</i> Purchase through Vendor; Install through General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Easy to deploy; can seal large openings like garage doors.</li> <li>• <i>Limitations:</i> May be difficult and/or costly to install; must seat against walls on both sides; requires storage and manual deployment</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Self-Deploying Buoyant Flood Barrier</li> <li>• <i>Purpose:</i> Reduces damage due to deeper overland flow through doorways including down-sloping driveways</li> <li>• <i>Availability:</i> Online</li> <li>• <i>Contractor:</i> Purchase through Vendor; Install through General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection (always in place, floats up when flooding takes place or can be manually raised)</li> <li>• <i>Limitations:</i> May be difficult and/or costly to install; must seat against walls on both sides</li> </ul>

# SFPUC Floodwater Grant Program

## Example *Dry Floodproofing* Concepts

October 2017

Graphic/Photo	Concept Details	Advantages and Limitations
<p><b>Existing</b></p> 	<p><b>Proposed</b></p>  <p>1 Raised embankment</p>	

### Permanent Flood Barriers: Permanent structures designed/constructed to prevent flood waters from entering building

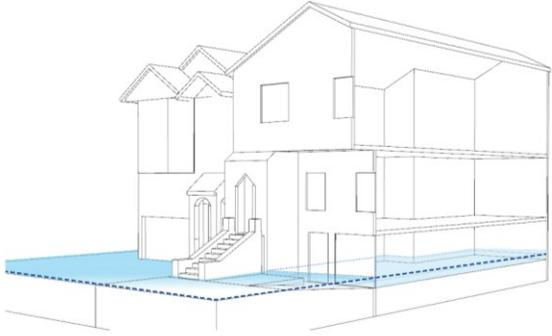
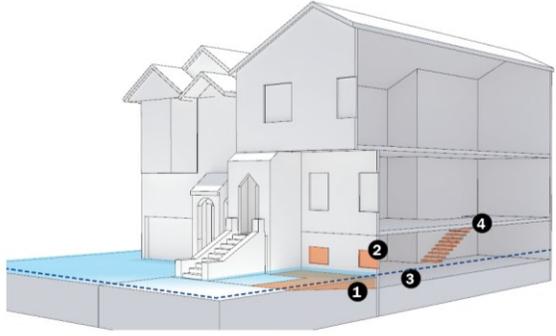
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Driveway Entry Bump</li> <li>• <i>Purpose:</i> Reduces flooding due to overland flow onto a property/parcel from sidewalk or public right of way</li> <li>• <i>Availability:</i> Contact Engineer/Contractor</li> <li>• <i>Contractor:</i> Contact Engineer/Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection; configurable; can be used with other floodproofing technologies/processes</li> <li>• <i>Limitations:</i> Only addresses minor overland flow-related flooding</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Flood Curb</li> <li>• <i>Purpose:</i> Reduces damage due to overland flow; protects yard or sides of driveway</li> <li>• <i>Availability:</i> Contact Engineer/Contractor</li> <li>• <i>Contractor:</i> Contact Engineer/Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection; configurable</li> <li>• <i>Limitations:</i> Grant only covers walls facing public right of way (i.e. not facing an adjacent property)</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Flood Wall</li> <li>• <i>Purpose:</i> Reduces damage due to overland flow onto a property/parcel from sidewalk or public right of way</li> <li>• <i>Availability:</i> Contact Engineer/Contractor</li> <li>• <i>Contractor:</i> Contact Engineer/Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection</li> <li>• <i>Limitations:</i> Grant only covers walls facing public right of way (i.e. not facing an adjacent property)</li> </ul>

# SFPUC Floodwater Grant Program

## Example *Dry Floodproofing* Concepts

October 2017

Graphic/Photo	Concept Details	Advantages and Limitations
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Existing	Proposed	
		
	<p> <span>1</span> Fill in the driveway, eliminate access doors                    <span>2</span> Windows above flood elevation                    <span>3</span> Re-purpose space for non-residential                    <span>4</span> Reconfigure access             </p>	

### Regrade Entry: Modify driveway/entry to eliminate a depressed entrance into garage/entrance

	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Regrade/Raise driveway</li> <li>• <i>Purpose:</i> Reduces water flow into garage via depressed driveway</li> <li>• <i>Availability:</i> Contact Engineer/Contractor</li> <li>• <i>Contractor:</i> General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection</li> <li>• <i>Limitations:</i> Limited height; may reduce headspace; construction may be difficult and/or costly</li> </ul>
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Raised Sidewalk/Berm/Threshold</li> <li>• <i>Purpose:</i> Reduces shallow overland flow through a pedestrian door</li> <li>• <i>Availability:</i> Contact Contractor</li> <li>• <i>Contractor:</i> General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection</li> <li>• <i>Limitations:</i> Limited height; commercial Americans with Disabilities Act (ADA) restrictions</li> </ul>

### Elevate Openings Above Flood Levels: Modify building openings to be located above flood levels

	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Raise Building Openings</li> <li>• <i>Purpose:</i> Reduces water flow into building</li> <li>• <i>Availability:</i> Contact Engineer/Contractor</li> <li>• <i>Contractor:</i> General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection; maintains usefulness of some openings</li> <li>• <i>Limitations:</i> Construction may be difficult and/or costly</li> </ul>
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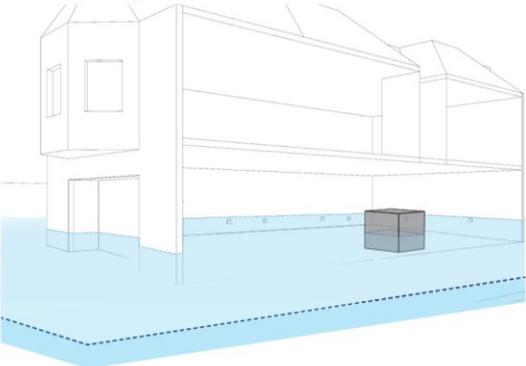
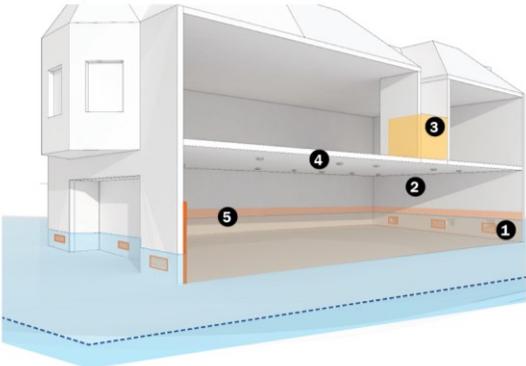
### Internal Stairway: Create access to lower level of building

	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Modify entry into lower level of building</li> <li>• <i>Purpose:</i> Provides access to lower levels of building that may have been modified with other floodproofing</li> <li>• <i>Availability:</i> Contact Engineer/Contractor</li> <li>• <i>Contractor:</i> General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection; provides access to modified areas of building</li> <li>• <i>Limitations:</i> Construction may be difficult and/or costly</li> </ul>
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# SFPUC Floodwater Grant Program

## Example *Wet Floodproofing* Concepts

October 2017

Graphic/Photo	Concept Details	Advantages and Limitations
<p><b>Existing</b></p> 	<p><b>Proposed</b></p>  <ul style="list-style-type: none"> <li>1 Flood vents to let water in and out</li> <li>2 Flood-resistant windows</li> <li>3 Elevated utility box</li> <li>4 Ceiling sockets</li> <li>5 Cleanable/ sprayable surfaces</li> </ul>	

### Elevate Utilities: Protects critical utilities and appliances

	<ul style="list-style-type: none"> <li>• <b>Item/Process:</b> Elevate Utilities Above Flood Level</li> <li>• <b>Purpose:</b> Protect Utilities and Appliances from Flood Damage</li> <li>• <b>Availability:</b> Contact Engineer/Contractor</li> <li>• <b>Contractor:</b> General Contractor/Mechanical Contractor/Electrical Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Advantages:</b> Continuous protection; inexpensive means to protect critical equipment</li> <li>• <b>Limitations:</b> Applicability subject to specific electrical arrangements; may require additional electrical work</li> </ul>
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### Ceiling Attached Sockets: Protects electrical outlets from flood damage

	<ul style="list-style-type: none"> <li>• <b>Item/Process:</b> Ceiling-Attached Sockets</li> <li>• <b>Purpose:</b> Prevents damage to electrical outlets</li> <li>• <b>Availability:</b> Contact Electrical Contractor/Hardware Store</li> <li>• <b>Contractor:</b> Electrical Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Advantages:</b> Continuous protection</li> <li>• <b>Limitations:</b> Applicability subject to specific electrical arrangements; may require additional electrical work</li> </ul>
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### Cleanable Surfaces: Make flood-prone surfaces cleanable

	<ul style="list-style-type: none"> <li>• <b>Item/Process:</b> Use of paints (e.g. polyester-epoxy, etc.) in floodable spaces that are easily cleaned</li> <li>• <b>Purpose:</b> Protect interior surfaces and makes surfaces washable</li> <li>• <b>Availability:</b> Hardware stores</li> <li>• <b>Contractor:</b> Property Owner, Handyman, or General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Advantages:</b> Continuous protection; available at hardware stores</li> <li>• <b>Limitations:</b> Requires maintenance/cleaning after flood events; may not be applicable on all surfaces</li> </ul>
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# SFPUC Floodwater Grant Program

## Example *Wet Floodproofing* Concepts

October 2017

Graphic/Photo	Concept Details	Advantages and Limitations
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Waterproofed External Walls</li> <li>• <i>Purpose:</i> Protect exterior wall and finishes from flood water</li> <li>• <i>Availability:</i> Contact Engineer/Contractor</li> <li>• <i>Contractor:</i> Contact Engineer/Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection</li> <li>• <i>Limitations:</i> Requires maintenance/cleaning after flood events; construction may be difficult and/or costly</li> </ul>
<b>Create Floodable Space: Provide access for floodwater to enter designed, floodable spaces</b>		
	<ul style="list-style-type: none"> <li>• <i>Item/Process:</i> Flood Vents</li> <li>• <i>Purpose:</i> Designed to allow floodwater to pass through building</li> <li>• <i>Availability:</i> Contact Engineer/Contractor</li> <li>• <i>Contractor:</i> General Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Advantages:</i> Continuous protection</li> <li>• <i>Limitations:</i> Likely requires additional modifications (e.g. re-grading floor, painting interior/exterior walls); requires maintenance after rain event; can get clogged</li> </ul>

# MIAMI BEACH

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

## Item 4. **COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSSION: LIMITING BIG BOX FORMULA RETAIL AND FORMULA RESTAURANTS IN SUNSET HARBOUR.**

### **HISTORY:**

On June 5, 2019, at the request of Commissioner Ricky Arriola, the City Commission referred the discussion item to the Land Use and Development Committee (Item C4 Q). The item was discussed at the September 18, 2019 LUDC meeting, and continued to the October 30, 2019 meeting with direction to include copies of existing formula establishment regulations for reference.

On October 30, 2019, the item was discussed and continued to the December 2, 2019 LUDC, with the following direction:

1. The City Attorney will draft an ordinance for review by the LUDC.
2. The Administration will place a C4 referral item on the December 11, 2019 City Commission agenda, as a place holder, in anticipation of a recommendation for referral to the Planning Board.

The December 2, 2019 LUDC meeting was cancelled, and the item was moved to the January 2020 agenda of the newly created Land Use and Sustainability Committee.

### **ANALYSIS:**

#### **UPDATE**

On October 28, 2019, a town hall meeting was held in Sunset Harbour to discuss the above proposal. The discussion, led by Commissioner Arriola, focused on (i) the current mix of restaurants and retailers that primarily serve residents in the Sunset Harbour neighborhood, and (ii) the appropriateness of adopting regulations on formula commercial establishments. Sixteen residents attended the meeting, and a consensus of the residents present expressed support for placing restrictions on formula commercial establishments in the neighborhood, in order to ensure that restaurants and retailers in Sunset Harbour continue to serve the needs of local residents.

The following is a summary of additional issues raised at the meeting:

- The need to achieve a balance between zoning restrictions vs incentives to businesses and property owners;
- The need for a diversity of uses;
- The high rents in the area; and
- The need to ensure a proper mix of retail and restaurant uses around a vision for the area.

The following additional suggestions were proposed:

- Consider hosting a focus group with restaurateurs;
- Consider additional activation of the area through special events; and
- Conduct a survey of residents on what they would like to see in their community;

The administration and the City Attorney’s office have retained a land use consultant to study the appropriateness of regulations on formula commercial establishments in Sunset Harbour. The attached draft ordinance reflects a preliminary outline of the regulations proposed and was referred to the Planning Board at the December 11, 2019 City Commission meeting.

Prior to review by the Planning Board, the administration and the City Attorney’s office would recommend that the City’s land use consultant finalize their planning analysis and that such analysis inform the final version of the draft legislation. Additionally, the administration recommends that a companion comprehensive plan amendment be made part of the legislative package for consideration by the Planning Board at their February 2020 meeting.

For the final version of the draft legislation to include the planning analysis, it is recommended that the item be continued to the February 2020 LUSC meeting. Additionally, it is recommended that the boundaries of the district be discussed, in order to address the parameters of a ‘small town’ feel.

**CONCLUSION:**

The Administration recommends that the Land Use and Sustainability Committee continue the item to the February 2020 LUSC meeting.

**Applicable Area**

South Beach

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

Description	Type
<input type="checkbox"/> Draft ORD	Memo

## SUNSET HARBOUR MIXED-USE NEIGHBORHOOD OVERLAY DISTRICT

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING CHAPTER 142 OF THE CITY CODE, ENTITLED "ZONING DISTRICTS AND REGULATIONS," AT ARTICLE III, ENTITLED "OVERLAY DISTRICTS," TO ESTABLISH DIVISION 14, ENTITLED "SUNSET HARBOUR MIXED-USE NEIGHBORHOOD OVERLAY DISTRICT," TO PROVIDE REGULATIONS ON FORMULA RESTAURANT AND FORMULA COMMERCIAL ESTABLISHMENTS; AND PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.**

**WHEREAS**, the Sunset Harbour neighborhood is generally bounded by Purdy Avenue to the west, 20th Street and the waterway to the north, Alton Road to the east, and Dade Boulevard to the south; and

**WHEREAS**, Sunset Harbour has evolved, and continues to evolve, from a primarily industrial and commercial neighborhood into a vibrant mixed-use residential neighborhood that provides area residents with a unique retail and dining experience; and

**WHEREAS**, formula commercial establishments and formula restaurants are establishments with multiple locations and standardized features or a recognizable appearance, where recognition is dependent upon the repetition of the same characteristics of one store or restaurant in multiple locations; and

**WHEREAS**, formula commercial establishments and formula restaurants are increasing in number in the City of Miami Beach; and

**WHEREAS**, the uniformity of formula commercial establishments, while providing clear branding for retailers, is inconsistent with the City's Vision Statement which includes creating "A Unique Urban and Historic Environment"; and

**WHEREAS**, notwithstanding the marketability of a retailer's goods or services or the visual attractiveness of the storefront, the standardized architecture, color schemes, decor and signage of many formula commercial establishments detract from the distinctive character and aesthetics of unique mixed-use residential neighborhoods; and

**WHEREAS**, specifically, the proliferation of formula commercial establishments may unduly limit or eliminate business establishment opportunities for independent or unique businesses, thereby decreasing the diversity of retail activity and dining options available to local residents; and

**WHEREAS**, the increased level of homogeneity detracts from the uniqueness of residential and mixed-use neighborhoods, which thrive on a high level of interest maintained by a mix of retail and dining experiences that are not found elsewhere in the city, state, or country; and

**WHEREAS**, sidewalk cafes are central to the economy of Sunset Harbour and enhance the pedestrian experience and dining amenities available to neighborhood residents; and

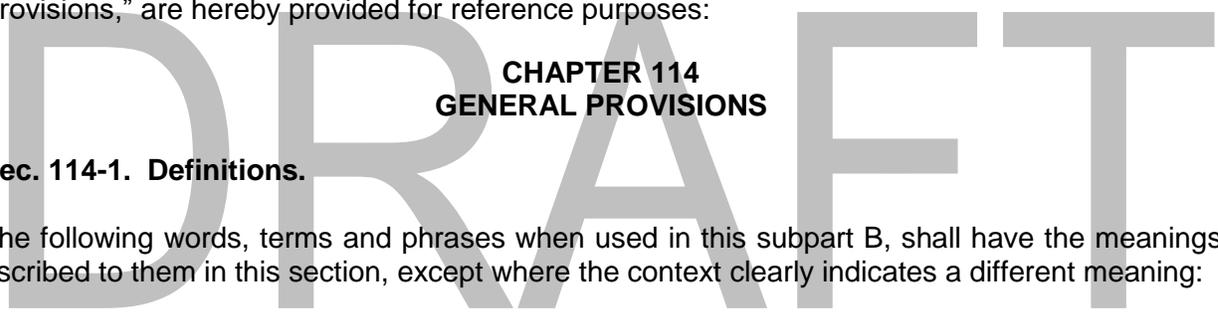
**WHEREAS**, the Mayor and City Commission desire to promote a mix of unique restaurants and retail uses that primarily serve residents in the Sunset Harbour neighborhood; and

**WHEREAS**, it is the intent of the City that if an establishment that has multiple locations and standardized features or a recognizable appearance seeks to locate within Sunset Harbour, that such establishment provide a distinct array of merchandise, façade, décor, color scheme, uniform apparel, signs, logos, trademarks, and service marks; and

**WHEREAS**, the amendments set forth below are necessary to accomplish the objectives identified herein.

**NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA.**

**SECTION 1.** The following provisions of Chapter 114 of the City Code, entitled “General Provisions,” are hereby provided for reference purposes:



**CHAPTER 114  
GENERAL PROVISIONS**

**Sec. 114-1. Definitions.**

The following words, terms and phrases when used in this subpart B, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

\* \* \*

*Establishment, as used in the definitions of Formula restaurant and Formula commercial establishment,* means a place of business with a specific store name or specific brand. Establishment refers to the named store or brand and not to the owner or manager of the store or brand. As an example, if a clothing store company owns four (4) brands under its ownership umbrella and each branded store has 10 locations, the term “Establishment” would refer only to those stores that have the same name or brand.

\* \* \*

*Formula restaurant* means (i) a restaurant with 75 or more establishments in operation or with approved development orders in the United States or a restaurant with more than five (5) establishments in operation or with approved development orders in Miami Beach. With respect to the preceding sentence, in addition to the numerical thresholds the establishments maintain two (2) or more of the following features: a standardized (formula) array of merchandise; a standardized façade; a standardized decor or color scheme; uniform apparel for service providers, food, beverages or uniforms; standardized signs, logos, trademarks or service marks. For the purpose of this definition, the following shall apply:

- (1) *Standardized (formula) array of merchandise or food* means that 50 percent or more of in-

stock merchandise or food is from a single distributor and bears uniform markings.

- (2) *Trademark* means any word, name, symbol, or device, or any combination thereof, used by a person to identify and distinguish the goods of such person, including a unique product, from those manufactured or sold by others, and to indicate the source of the goods, even if the source is unknown. A trademark may be registered with the U.S. Patent and Trademark Office and/or the Florida Department of State. However, an unregistered trademark may also be protected under common law.
- (3) *Service mark* means any word, name, symbol, or device, or any combination thereof, used by a person to identify and distinguish the services of such person, including a unique service, from the services of others, and to indicate the source of the services, even if that source is unknown. Titles, character names, and other distinctive features of radio or television programs may be registered as service marks notwithstanding that the person or the programs may advertise the goods of the sponsor. A service mark may be registered with the U.S. Patent and Trademark Office and/or the Florida Department of State. However, an unregistered service mark may also be protected under common law.
- (4) *Decor* means the style of interior or exterior furnishings, which may include but is not limited to, style of furniture, wall coverings or permanent fixtures.
- (5) *Color scheme* means the selection of colors used throughout, such as on the furnishings, permanent fixtures, and wall coverings, or as used on the facade.
- (6) *Facade* means a face (usually the front) of a building, including awnings, that looks onto a street or an open space.
- (7) *Uniform food, beverages or apparel/uniforms* means standardized items of clothing including but not limited to standardized aprons, pants, shirts, smocks or dresses, hats, and pins (other than name tags) as well as standardized colors of clothing, food or beverages listed on the menus of such establishments or standardized uniforms worn by employees.

\*

\*

\*

*Formula commercial establishment* means a commercial use, excluding office, restaurant and hotel use, that has ten (10) or more retail sales establishments in operation or with approved development orders in the United States of America; provided, however, for those businesses located in a building that is two (2) stories or less with frontage on Ocean Drive, *formula commercial establishment* means a commercial use, excluding office, restaurant and hotel, which has five (5) or more other establishments in operation or with approved development orders in Miami Beach. In addition to meeting or exceeding the numerical thresholds in the preceding sentence, the definition of formula commercial establishment also means an establishment that maintains two or more of the following features: a standardized (formula) array of merchandise; a standardized façade; a standardized decor or color scheme; uniform apparel; standardized signs, logos, trademarks or service marks. For the purpose of this definition, the following shall apply:

- (1) *Standardized (formula) array of merchandise* means that 50 percent or more of in-stock merchandise is from a single distributor and bears uniform markings.

- (2) *Trademark* means any word, name, symbol, or device, or any combination thereof, used by a person to identify and distinguish the goods of such person, including a unique product, from those manufactured or sold by others, and to indicate the source of the goods, even if the source is unknown. A trademark may be registered with the U.S. Patent and Trademark Office and/or the Florida Department of State. However, an unregistered trademark may also be protected under common law.
- (3) *Service mark* means any word, name, symbol, or device, or any combination thereof, used by a person to identify and distinguish the services of such person, including a unique service, from the services of others, and to indicate the source of the services, even if that source is unknown. Titles, character names, and other distinctive features of radio or television programs may be registered as service marks notwithstanding that the person or the programs may advertise the goods of the sponsor. A service mark may be registered with the U.S. Patent and Trademark Office and/or the Florida Department of State. However, an unregistered service mark may also be protected under common law.
- (4) *Decor* means the style of interior or exterior furnishings, which may include but is not limited to, style of furniture, wall coverings or permanent fixtures.
- (5) *Color scheme* means the selection of colors used throughout, such as on the furnishings, permanent fixtures, and wall coverings, or as used on the facade.
- (6) *Facade* means a face (usually the front) of a building, including awnings, that looks onto a street or an open space.
- (7) *Uniform apparel* means standardized items of clothing including but not limited to standardized aprons, pants, shirts, smocks or dresses, hats, and pins (other than name tags) as well as standardized colors of clothing.

**Section 2.** Chapter 142 of the City Code, entitled "Zoning Districts and Regulations," at Article III, entitled "Overlay Districts," is hereby amended as follows:

**CHAPTER 142  
ZONING DISTRICTS AND REGULATIONS**

**ARTICLE III. – OVERLAY DISTRICTS**

**DIVISION 14 – SUNSET HARBOUR MIXED-USE NEIGHBORHOOD OVERLAY DISTRICT**

**Sec. 142-870.19. – Location and purpose.**

- (a) There is hereby created the Sunset Harbour Mixed-Use Neighborhood Overlay District (the "Overlay District"). The Overlay District consists of the properties in the Sunset Harbour Area, which is generally bounded by Purdy Avenue to the west, 20th Street and the

waterway to the north, Alton Road to the east, and Dade Boulevard to the south, as further identified in the map below:

[MAP]

- (b) The purpose of this Overlay District is to limit the proliferation of uses which may diminish the character of a unique mixed-use residential neighborhood within the City. This Overlay District is designed based on and intended to achieve the following facts and intents:
- a. Sunset Harbour has evolved, and continues to evolve, from a primarily industrial and commercial neighborhood into a vibrant mixed-use residential neighborhood that provides area residents with a unique retail and dining experience;
  - b. Formula commercial establishments and formula restaurants are establishments with multiple locations and standardized features or a recognizable appearance, where recognition is dependent upon the repetition of the same characteristics of one store or restaurant in multiple locations;
  - c. Formula commercial establishments and formula restaurants are increasing in number in mixed-use and commercial districts within the City;
  - d. The sameness of formula commercial establishments, while providing clear branding for retailers, counters the City's Vision Statement which includes creating "A Unique Urban and Historic Environment";
  - e. Notwithstanding the marketability of a retailer's goods or services or the visual attractiveness of the storefront, the standardized architecture, color schemes, decor and signage of many formula commercial establishments detract from the distinctive character and aesthetics of unique mixed-use residential neighborhoods; and
  - f. Specifically, the proliferation of formula commercial establishments may unduly limit or eliminate business establishment opportunities for independent or unique businesses, thereby decreasing the diversity of retail activity and dining options available to local residents; and
  - g. The increased level of homogeneity detracts from the uniqueness of residential and mixed-use neighborhoods, which thrive on a high level of interest maintained by a mix of retail and dining experiences that are not found elsewhere in the city, state, or country;
  - h. Sidewalk cafes are central to the economy of Sunset Harbour and enhance the pedestrian experience and dining amenities available to neighborhood residents; and
  - i. It is the intent of the City that if an establishment that has multiple locations and standardized features or a recognizable appearance seeks to locate within certain areas affected by this ordinance that such establishment provide a distinct array of merchandise, façade, décor, color scheme, uniform apparel, signs, logos, trademarks, and service marks.

**Sec. 142-870.20. – Compliance with regulations.**

The following regulations shall apply to the Overlay District. There shall be no variances allowed from these regulations. All development regulations in the underlying zoning district and any other applicable overlay regulations shall apply, except as follows:

(a) The following limitations shall apply to the commercial uses listed below:

(1) Formula commercial establishments and formula restaurants shall be prohibited in the Overlay District.

(b) Review procedures.

(1) Commercial establishments in the Overlay District that are not identified in section 142-870.20(a) shall comply with the following regulations:

a. A signed affidavit indicating that they are not an establishment that is regulated by section 142-870.20(a) shall be provided to the city as part of the application for obtaining a business tax receipt, certificate of use, and/or building permit, as applicable.

b. If the establishment is found not to be in compliance with the applicable requirements of the signed affidavit, the business tax receipt will be revoked, and the establishment shall immediately cease operation.

**SECTION 3. Repealer.**

All ordinances or parts of ordinances and all section and parts of sections in conflict herewith are hereby repealed.

**SECTION 4. Codification.**

It is the intention of the City Commission, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of the City of Miami Beach as amended; that the sections of this ordinance may be renumbered or relettered to accomplish such intention; and that the word "ordinance" may be changed to "section" or other appropriate word.

**SECTION 5. Severability.**

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

**SECTION 6. Effective Date.**

This Ordinance shall take effect ten days following adoption.

**PASSED and ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

**ATTEST:**

\_\_\_\_\_  
Dan Gelber, Mayor

\_\_\_\_\_  
Rafael E. Granado, City Clerk

First Reading:

Second Reading:

Verified by: \_\_\_\_\_

Thomas R. Mooney, AICP  
Planning Director

Sponsored by Commissioner Ricky Arriola

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# MIAMI BEACH

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## Item 5. **COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSSION: LIMITING BIG BOX FORMULA RETAIL AND FORMULA RESTAURANTS ON LINCOLN ROAD.**

### **ANALYSIS:**

#### **HISTORY**

On June 5, 2019, at the request of Commissioner Ricky Arriola, the City Commission referred the discussion item to the Land Use and Development Committee (Item C4 R). The item was discussed briefly at the September 18, 2019 LUDC meeting, and continued to the October 30, 2019 meeting.

On October 30, 2019, the item was discussed and continued to the January, 2020 LUDC, with the following direction:

1. The City Attorney will draft an ordinance for review by the LUDC, which will include limits on big box establishments.
2. The Administration will place a C4 referral item on the City Commission agenda, as a place holder, in anticipation of a recommendation for referral to the Planning Board.
3. The administration will meet with the Lincoln Road BID for further input.

### **UPDATE**

The administration is scheduled to meet with the Lincoln Road BID Executive Committee on January 16, 2020 and an update will be provided to the LUSC on the floor. If an ordinance should move forward, the administration and the City Attorney's office would recommend that the City first perform a planning analysis and establish a solid record for any legislative changes. As is the case with Sunset Harbor, such an analysis will be an important component of any legislation. In order to take into consideration, the input of the BID, it is recommended that the item be continued to the February 2020 LUSC meeting.

### **CONCLUSION**

The Administration recommends that the Land Use and Sustainability Committee continue the item to the February 2020 LUSC meeting.

**Applicable Area**

South Beach

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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## Item 6. **COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSSION: ORDINANCE AMENDMENT EXCEPTING OFFICE USES NOT ALSO OPERATING AS AN ENTERTAINMENT ESTABLISHMENT OR DANCE HALL FROM THE DEFINITION OF NEIGHBORHOOD IMPACT ESTABLISHMENT (NIE)**

### **HISTORY:**

On June 5, 2019, at the request of Commissioner Michael Gongora, the City Commission referred the subject item to the Land Use and Development Committee for discussion (item C4S).

### **ANALYSIS:**

#### **BACKGROUND**

We Work Offices, which have two locations in the City, seek to provide free beer and wine for their office tenants; each of these locations have an occupant content that exceeds 300 persons. Additionally, by serving beer and wine, this office use also meets the technical definition of an alcoholic beverage establishment.

Under section 142-1361 of the city code, an alcoholic beverage establishment that has an occupant content exceeding 300 persons is considered a neighborhood impact establishment (NIE). Establishments meeting NIE thresholds require Planning Board approval for a CUP.

#### **PLANNING ANALYSIS**

The NIE regulations in section 142-1361 were designed to address alcohol uses such as destination restaurants, bars, nightclubs and entertainment establishments. These regulations were not intended to apply to office uses that provide free beer and wine to tenants on occasion.

The following is a potential amendment to Chapter 142, Article V, Divisions 6 of the LDR's, to create an exception from the definition of an NIE, for office uses only, which are not operating as an entertainment establishment or dance hall, from the definition of neighborhood impact establishment (NIE):

#### **DIVISION 6. – ALCOHOLIC BEVERAGE AND ENTERTAINMENT ESTABLISHMENTS**

*Sec. 142-1361. - Definitions.*

For the purpose of this division, the following terms, phrases and words shall have the meaning given in this section:

*After-hours dance hall means a commercial establishment where dancing by patrons is allowed, including, but not limited to, restaurants and entertainment establishments, which by its nature as an establishment not licensed or operating as an alcoholic beverage establishment, is not subject to the regulations on hours of sale for alcoholic beverage establishments contained in section 6-3 of this Code.*

*Entertainment means any live show or live performance or music amplified or nonamplified. Exceptions: Indoor movie theater; big screen television and/or background music, amplified or nonamplified, played at a volume that does not interfere with normal conversation.*

*Neighborhood impact establishment means:*

*(1) An alcoholic beverage establishment or restaurant, not also operating as an entertainment establishment or dance hall (as defined in section 114-1), with an occupant content of 300 or more persons as determined by the chief fire marshal; or*

*(2) An alcoholic beverage establishment or restaurant, which is also operating as an entertainment establishment or dance hall (as defined in section 114-1), with an occupant content of 200 or more persons as determined by the chief fire marshal.*

*Notwithstanding the above, an office use, not also operating as an entertainment establishment, where the self-service of beer and/or wine is offered for consumption on the premises only, and only for office employees and office clients, shall not be considered a neighborhood impact establishment, regardless of occupant content.*

*Open air entertainment establishment means a commercial establishment which provides entertainment, as defined in this section, indoors or in an enclosed courtyard or area which by its design is open to the outside, thereby enabling the entertainment to be audible outdoors.*

*Outdoor entertainment establishment means a commercial establishment which provides outdoor entertainment as defined in this section.*

The aforementioned modification is not expected to have an adverse impact on surrounding properties, as large offices are primarily located in commercial districts. Additionally, the serving of alcohol would be limited to existing office occupants only.

**CONCLUSION:**

The Administration recommends that the Land Use and Sustainability Committee transmit the aforementioned ordinance amendment to the full City Commission for referral to the Planning Board.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No



# MIAMI BEACH

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## Item 7. **COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSSION: ESTABLISHMENT OF PENALTIES FOR PROPERTY OWNERS  
ENGAGING IN DEMOLITION BY NEGLIGENCE.**

### **HISTORY:**

On July 17, 2019, at the request of Commissioner Ricky Arriola, the City Commission referred the discussion item to the Land Use and Development Committee (Item C4 O). The item was discussed at the September 18, 2019 LUDC meeting, and continued to the October 30, 2019 meeting with the following direction:

1. The administration and City Attorney's office will research and provide recommendations regarding a process for imposing proportional fines, development and use reductions, and building registrations.
2. The administration will bring a discussion item to the October 8, 2019 meeting of the Historic Preservation Board for recommendations on posting unsafe structures on the city's website.

On October 30, 2019, the item was discussed and continued to the December 2, 2019 LUDC, with the following direction:

1. The administration and the City Attorney will further evaluate the recommendations noted in the LUDC memo regarding proportional fines and building registry, as well as creating a process for as-built drawings of contributing structures.
2. Recommend that the City Commission refer the proposed amendment to chapter 118, article X, pertaining to a presumption clause, to the Planning Board.
3. The addresses of properties that have both an active unsafe structures violation and have been referred to the Miami-Dade County Unsafe Structures Board by the Building Official will be posted on the City website. This list shall be posted within the Building Department webpage, and the Planning Department webpage shall contain a direct link.

The December 2, 2019 LUDC meeting was cancelled, and the item was moved to the January 2020 agenda of the newly created Land Use and Sustainability Committee.

**ANALYSIS:**

**PLANNING AND LEGAL ANALYSIS**

On October 8, 2019, the Historic Preservation Board discussed the matter and recommended that the City begin the process of posting the addresses of properties that have an active unsafe structures violation and have been referred to the Miami-Dade County Unsafe Structures Board by the Building Official on the City website. The Board also recommended that this information be available on either the Building Department or Planning Department page.

As indicated on October 30, 2019, planning staff and the City Attorney’s office have researched and discussed other options to address demolition by neglect in historic districts. The following is an update and summary of these efforts:

1. **Fines.** The way properties are currently fined is general and not specific to the size of the building. The administration and the City Attorney’s office have researched the concept of proportional fines and it appears that it is not pre-empted under State law. The administration and the City Attorney are exploring potential amendments that would result in more proportional fines for larger buildings.

2. **Building Registry.** The Building Department is researching and evaluating a method to establish a building registry process.

**UPDATE**

Attached is a model building registry ordinance from the City of Riviera Beach, as well as an updated list of abandoned commercial properties, which is color coded based on priority. Also included in the list of properties is the number of stories and the square footage to assist with determining appropriate, proportional fees.

In order to develop an ordinance specific to Miami Beach, as well as a potential process for as-built drawings of contributing structures, it is recommended that the item be discussed and continued to the February 2020 meeting of the LUSC.

**CONCLUSION:**

The administration recommends that the item be continued to the February LUSC meeting, in order for the administration to provide the following:

- 1. A draft ordinance specific to Miami Beach, creating a vacant building registry process, inclusive of appropriate, proportional fees.
- 2. A potential process for requiring as-built drawings of contributing structures.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

**Description**

- 📄 Model Ordinance Riviera Beach
- 📄 CMB Abandoned Properties - 2019
- 📄 CMB Abandoned Properties - MAP 2019

**Type**

- Memo
- Memo
- Memo

**ORDINANCE NO. 4024**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RIVIERA BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 11, BY CREATING ARTICLE VI ENTITLED "REGISTRATION OF FORECLOSED AND MORTGAGED REAL PROPERTY" OF THE CITY'S CODE OF ORDINANCES; PROVIDING FOR SEVERABILITY, CONFLICTS AND CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the City of Riviera Beach has a vested interest in protecting the City against the decay caused by vacant and abandoned properties: and

**WHEREAS**, vacant and abandoned properties present a serious threat to the public health and safety of the community; and

**WHEREAS**, the presence of vacant and abandoned properties can lead to a decline in property value, create attractive nuisances, and lead to general decrease in neighborhood and community aesthetics; and

**WHEREAS**, the increase in foreclosures has caused many properties to become vacant and abandoned during the lengthy foreclosure process; and

**WHEREAS**, to assist the City in identifying properties that may become or are vacant and abandoned due to foreclosure, the City seeks to impose registration requirements on such properties located within the City; and

**WHEREAS**, the City Council of the City of Riviera Beach believes that imposing such a foreclosure registration requirement is necessary to protect the residents of the City from nuisances to the fullest extent permissible under state law and to be in the best interest of the health, safety and welfare of the residents of the City.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RIVIERA BEACH, PALM BEACH COUNTY, FLORIDA, AS FOLLOWS:**

**SECTION 1.** That Chapter 11, entitled "Nuisances" of the City's Code of Ordinances, is hereby amended by creating Article VI, entitled "Registration of Foreclosed and Mortgaged Real Property" to read as follows:

**Sec. 11-201. Purpose.**

It is the purpose and intent of this ordinance to establish a process to limit and reduce the deterioration of property located within the City of Riviera Beach, which property is in foreclosure, or where ownership has been transferred to lender or mortgagee by any legal method or where property is deemed vacant or abandoned. It is further intended to establish a registration program as a mechanism to protect neighborhoods from becoming blighted through the lack of inadequate maintenance of abandoned and/or vacated properties subject to a mortgage or properties subject to mortgages that are in default. The registration process will require mortgagees to provide the City with the most up to date accurate data and information for contacting a responsible party to bring the property into compliance with this ordinance.

**Sec. 11-202. Definitions.**

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them, except where the context clearly indicates a different meaning. Where the context will permit and no definitions are provided herein, the definitions provided in the Florida Building Code or the City of Riviera Beach Code of Ordinances shall apply.

"Abandoned" means any real property that is vacant and/or is under a public notice of default, notice of mortgagee's sale, pending tax assessor's lien sale and/or properties that have been the subject of a foreclosure sale where title is retained by the mortgagee including, any properties transferred under a deed-in-lieu of foreclosure sale, a short sale or any other legal means to the mortgagee.

"Accessible" means a property, structure, or building that is unsecured and/or breached in such a way as to allow access by trespassers, criminals, or other unauthorized persons.

"Default" means that the mortgagee files a foreclosure action or public notice of default on the mortgage. A mortgage shall be considered in default at such time as the mortgagee declares said mortgage to be in default either in writing, by recording a lis pendens, or by its actions, or commences foreclosure proceedings.

"Enforcement officer" means any law enforcement officer, building inspector, building official, fire inspector or code enforcement officer employed by the City Riviera Beach.

"Evidence of vacancy" means any condition that on its own, or combined with other conditions present would lead a reasonable person to believe that the property is vacant. Such conditions may include, but are not limited to:

overgrown and/or dead vegetation; electricity, water or other utilities turned off; stagnant swimming pool; statements by neighbors, passers-by, delivery agents or government agents; accumulation of abandoned personal property; and/or readily accessible residence, structures and buildings on the property.

"Foreclosure" means the judicial process by which a property, placed as security for a mortgage loan, after a judicial process, is to be sold at an auction to satisfy a debt upon which the borrower has defaulted.

"Mortgage" means a lien on property conveyed by its owner to a mortgagee as security for an underlying debt or other obligation owed the mortgagee. The term includes all conveyances, conditioned or defensible obligations, bills of sale or other written instruments that convey or sell property for the purpose, or with the intention of, securing the payment of money

"Mortgagee" means the creditor, including, but not limited to, service companies, lenders in a mortgage agreement, and any agent, servant, or employee of the of the mortgagee, or any successor in interest and/or assignee of the mortgagee's rights, interests, or obligations under the mortgage agreement. For the purpose of this article, real estate brokers and agents, solely marketing and/or selling real property on behalf of a mortgagee, shall not be considered an agent, servant, or employee of the mortgagee.

"Nuisance" means any condition, including, but not limited to, an abandoned, unsafe, accessible residence, building, structure, or real property with code violations that constitute a menace to life, property, public health, or the public welfare, or create a fire hazard; any conditions which may be injurious to the health, safety, and welfare of the public; or any conditions that constitute and attractive nuisance or otherwise endanger the public's safety while in the vicinity thereof.

"Owner" means any person, persons, or entity having legal or equitable title, or any real or contingent interests in any real property; being shown to be the property owner in the records of the Palm Beach County Property Appraiser's Office; being identified on the abandoned/vacant real property registration form created pursuant to this article; or being a mortgagee in possession of real property. Any such person, persons, or entity shall have joint and several obligations for compliance with the provisions of this article.

"Property Management Company" means a local property manager, property maintenance company, or similar person or entity responsible for the maintenance and security of abandoned real property.

"Vacant" means any real property, including any building or structure thereon that is not lawfully occupied or inhabited by human beings as evidenced by the conditions set forth in the definition of "evidence of vacancy" above.

**Sec. 11-203. Public nuisance.**

All abandoned and vacant real property, which is unmaintained or unsecured, is hereby declared to be a public nuisance, the abatement of which pursuant to the police power is hereby declared to be necessary for the health, safety, and welfare of the residents of the City of Riviera Beach.

**Sec. 11-204. Applicability.**

This article applies to abandoned or real property, whether occupied or vacant, within the City of Riviera Beach.

**Sec. 11-205. Administration and enforcement.**

- (a) Failure of the mortgagee to properly register or to modify the registration from time to time to reflect a change of circumstances as required by this article is a violation of this article and shall be subject to enforcement by any of the enforcement means available to the City.
- (b) Pursuant to any judicial finding and determination, including any administrative proceeding that a property is in violation of this article, the City may take the necessary action to ensure compliance and may place a lien on the property for the cost of the work performed, including an administrative fee, to benefit the property and to bring it into compliance.
- (c) Failure of the mortgagee and/or property owner of record to properly inspect and secure a property subject to this article and other requirements of this code, and post and maintain the signage as required in this article, is a violation of this article and shall be subject to enforcement by any means available to the City. Pursuant to a finding and determination, the City may take the necessary action to ensure compliance with this article, and recover costs and expenses in support thereof.

**Sec. 11-206. Inspection and registration of real property by mortgagee holding mortgages in default.**

- (a) Within fourteen (14) days of the date any mortgagee declares its mortgage to be in default, the mortgagee shall register the real property with the City's Community Development Department, or its designee, or the City's authorized representative. At the time of registration, a local property manager shall be designated to inspect, maintain and secure the real property subject to the mortgage in default. A registration is required for each property.
- (b) Any mortgagee who holds a mortgage on real property located within the City of Riviera Beach shall perform an inspection of the property within five (5)

days of the registration pursuant to subsection (a) above.

- (c) Property inspected pursuant to subsection (b) above that is occupied but remains in default, shall be inspected quarterly by the mortgagee or mortgagee's designee.
- (d) Property which is found to be vacant, or which shows evidence of vacancy shall be inspected at least every thirty (30) days by the mortgagee or mortgagee's designee.
- (e) Registration pursuant to this section shall contain at a minimum the name of the mortgagee, the mailing address of the mortgagee, the e-mail address and telephone number of the mortgagee, the name of the local property manager and said person's address, e-mail address, and telephone number. The local property manager shall be responsible for inspecting, securing and maintaining the property. The property manager named in the registration shall be located within Palm Beach County and available to be contacted by the City, Monday through Friday between 9:00 a.m. and 5:00 p.m., holidays and lunch hours excepted.
- (f) This section shall also apply to properties that have been the subject of a foreclosure sale where title is transferred to the mortgagee as well as any properties transferred to the mortgagee under a deed in lieu of foreclosure.
- (g) Properties subject to this section shall remain under the registration requirement, and the inspection, security, and maintenance standards of this article as long as they remain vacant or subject to having been declared by a mortgagee to be in default.
- (h) Any person or other legal entity that has registered a property under this article must report any change of information contained in the registration within ten (10) day of the change

**Sec. 11-207. Annual registration fee.**

A nonrefundable annual registration fee in the amount of two hundred Dollars (\$200) per property shall accompany registration. The annual registration fee shall correspond to the fiscal year of the City and the renewal of the registration, along with the payment of the annual fee, shall be completed prior to October 1st of any year. The renewal of the registration with its accompanying fee, shall be the responsibility of the mortgagee and a failure to do so in a timely manner shall subject the mortgagee to code enforcement action pursuant to the City of Riviera Beach Code of Ordinances. The annual registration fee may subsequently be amended from time to time by resolution.

**Sec. 11-208. Maintenance requirements.**

- (a) Properties subject to this article shall be kept in conformance with all code requirements, including, but not limited to, being kept free of weeds, overgrown brush, dead vegetation, trash, junk, debris, building materials, any accumulation of newspapers, circulars, flyers, notices, except those required by federal, state, or local law, discarded personal items including, but not limited to, furniture, clothing, large and small appliances, printed materials, or any other items that give the appearance that the property is abandoned.
- (b) The properties shall be maintained free of graffiti or similar markings by removal or painting over with an exterior grade paint that matches the color of the exterior structure.
- (c) Front, side, and rear yard landscaping of properties subject to this article shall be maintained in accordance with the City's code, and in accordance with the following standards at all times.
  - (1) Landscaping shall include, but not be limited to, grass, ground cover, bushes, shrubs, hedges or similar plantings, decorative rock or bark or artificial turf/sod designed specifically for installation.
  - (2) Landscaping shall not show evidence of gravel, broken concrete, asphalt or similar material unless xeriscape plan incorporating same have been approved by the city.
  - (3) Landscaping maintenance shall include, but not be limited to, watering irrigation, cutting, and mowing of required landscaped and removal of all trimmings.
- (d) Pools and spas shall be maintained so that the water remains free and clear of pollutants and debris, and free of mosquito breeding or vermin infestation. Pools and spas shall comply with the enclosure requirements of the City's Code and the Florida Building Code, as they may be amended from time to time.
- (e) In the event that the National Weather Service, National Hurricane Center, or other appropriate weather agency declares a hurricane warning for any portion of Riviera Beach, all materials, furnishings, and equipment at the property shall be secured, stored, or removed so as to not create a safety hazard due to hurricane force winds.

**Sec. 11-209. Security requirements.**

- (a) Properties subject to this article shall be maintained in a secure manner so as to not be accessible to unauthorized persons.

- (b) A "secure manner" shall include, but not be limited to, the closure and locking of windows, doors, gates, and any other openings of such size that may allow a child to access the interior of the property and/or structure. Broken windows shall be secured by replacement, reglazing, or boarding of the windows so as to meet all applicable laws, codes and regulations.
- (c) If the owner of the property is a corporation, partnership, and/or out-of-area mortgagee, a local property management company shall be contracted by the owner to perform monthly inspections to verify compliance and the requirements of this article, and any other applicable laws.
- (d) Properties subject to the provisions of this article shall be posted with the name, address, and 24-hour contact phone number of the local property management company. The posted sign shall be no less than eighteen (18) inches by twenty-four (24) inches, and shall be of a font that is legible from a distance of forty-five (45) feet. The posting shall contain, along with the name, address, and 24-hour contact phone number, the language "THIS PROPERTY IS MANAGED BY" and "TO REPORT PROBLEMS OR CONCERNS" with the applicable contact information. All information thereupon shall be clear, legible, and updated as required.

The posted sign shall be placed on the interior of a window facing the street to the front of the property so it is visible from the street; secured to the exterior of the building/structure facing the street to the front of the property so it is visible from the street; or, if no such area exists, on a stake of sufficient size to support the posting in a location that is visual from the street to the front of the property. Exterior posting shall be constructed of and printed with weather-resistant materials.

- (e) The local property management company shall inspect the property as required herein to ensure that the property is in compliance with this article and shall keep a log of the inspection results. Upon request of the City, the local property management company shall provide a copy of the inspection log to the City.

**Sec. 11-210. Responsibility for compliance.**

- (a) It is the responsibility of the owner to maintain the owner's property in accordance with the provisions of this article. A mortgagee of any mortgage agreement which exists on abandoned real property that is in violation of this article shall be a responsible party for compliance

with this article upon the filing of a lis pendens and/or action, the purpose of which is to foreclose upon the mortgage or similar instrument that secures debt upon the residential real property. The mortgagee's responsibility for compliance with the provisions of this article shall only be effective during periods of time that the property shall be vacant and in foreclosure. The responsibility of the mortgagee shall remain until such time as the subject property is sold or transferred to a new owner, or the foreclosure action described herein is dismissed.

**Sec. 11-211. Additional authority.**

- (a) If an appropriate enforcement officer has reason to believe that a property subject to the provisions of this article is posing a serious threat to the public health, safety and welfare, the enforcement officer may bring the violation before the code enforcement special magistrate, or a court of competent jurisdiction as soon as possible to address the conditions of the property.
- (b) If there is a finding that the condition of the property is posing a serious threat to the public health, safety and welfare, then the code enforcement special magistrate or a court of competent jurisdiction may direct the City to abate the violation and charge the mortgagee with the cost of abatement.
- (c) If the mortgagee does not reimburse the City for the cost of abatement within thirty (30) days of the City sending the mortgagee the invoice, then the City may lien the property with the cost of abatement, along with any and all administrative fees allowed by law to recover the administrative personnel services.

**Sec. 11-212. Adoption of rules and regulations.**

The City Manager, or designee, is authorized and empowered to adopt rules and regulations as may be reasonable necessary and available to carry out the terms of this article.

**Sec. 11-213. Provisions supplemental.**

Nothing contained in this article shall prohibit the City from enforcing its codes by any other means, including, but not limited to injunction, abatement or as otherwise provided by law or ordinance.

**SECTION 2.** It is the intention of the City Council and it is hereby ordained that the provisions of this Ordinance shall become and be made a part of the Code of Ordinances

**ORDINANCE NO: 4024**  
**PAGE 9**

of the City of Riviera Beach, and the sections of this Ordinance may be renumbered to accomplish such intentions.

**SECTION 3.** If any word, phrase, clause, subsection or section of this Ordinance is for any reason held invalid, the invalidity thereof shall not affect the validity of any remaining portions of this Ordinance.

**SECTION 4.** That all sections or parts of sections of the Code of Ordinances, all ordinances or parts of ordinances, and all resolutions or parts of resolutions in conflict herewith, be and the same are hereby repealed to the extent of such conflict.

**SECTION 5.** Specific authority is hereby granted to codify this Ordinance.

**SECTION 6.** That this Ordinance shall become effective immediately upon its passage on second and final reading.

[ REMAINDER OF PAGE INTENTIONALLY LEFT BLANK ]

ORDINANCE NO: 4024  
PAGE 10

PASSED AND APPROVED on first reading this 5<sup>th</sup> day of  
JUNE, 2013.

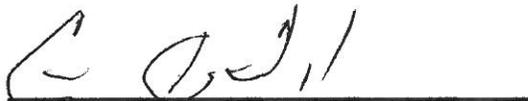
PASSED AND ADOPTED on second and final reading this 17<sup>TH</sup> day of  
JULY, 2013.

APPROVED:

  
\_\_\_\_\_  
THOMAS A. MASTERS  
MAYOR

  
\_\_\_\_\_  
CEDRICK A. THOMAS  
CHAIRPERSON

ATTEST:

  
\_\_\_\_\_  
CARRIE E. WARD  
MASTER MUNICIPAL CLERK  
CITY CLERK

  
\_\_\_\_\_  
DAWN S. PARDO  
CHAIR PRO TEM

  
\_\_\_\_\_  
BRUCE A. GUYTON  
COUNCILPERSON

  
\_\_\_\_\_  
JUDY L. DAVIS  
COUNCILPERSON

  
\_\_\_\_\_  
TERENCE D. DAVIS  
COUNCILPERSON

## ABANDONED PROPERTIES LIST UPDATE 2019

Address Number	Street	Folio Number	Adjusted Area	Number of floors	Status in 2019
425	20TH ST	0232340160050	7,524 Sq. Ft	1 FLOOR, 14 UNITS	LOW PRIORITY
430	21ST STREET	0232340160040	20,161 Sq. Ft	3 FLOORS, 50 UNITS	LOW PRIORITY
435	20TH ST	0232340160060	6,553 Sq. Ft.	2 FLOORS, 12 UNITS	LOW PRIORITY
2000	PARK AVE.	0232340160030	20,153 Sq. Ft	3 FLOORS, 58 UNITS	LOW PRIORITY
2030	PARK AVE.	0232340160010	23,765 Sq. Ft	3 FLOORS, 67 UNITS	LOW PRIORITY
2035	WASHINGTON AV	0232340160070	19,375 Sq. Ft	2 FLOORS, 30 UNITS	LOW PRIORITY
2160	PARK AVE.	0232270130050	9,734 Sq. Ft	2 FLOORS, 19 UNITS	LOW PRIORITY
7420	Ocean Terrace	0232020030040	10,512 Sq. Ft	2 FLOORS, 20 UNITS	HIGH PRIORPRITY
6979	Collins av	0232110020710	21,058 Sq Ft	4 FLOORS, 63 UNITS	HIGH PRIORPRITY
2814	Collins av	0232260010940	22,705 Sq Ft	4 FLOORS, 25 UNITS	HIGH PRIORPRITY
2901	INDIAN CREEK DR	0232260011180	8,968 Sq Ft	2 FLOORS, 15 UNITS	HIGH PRIORPRITY
2911	INDIAN CREEK DR	0232260011170	6,796 Sq. Ft	2 FLORS, 16 UNITS	HIGH PRIORPRITY
6701	Collins av	0232110070420	595,788 Sq Ft	9 FLOORS, 540 UNITS	HIGH PRIORPRITY
3425	Collins av	0232260011440	70,958 Sq Ft	14 FLOORS,	HIGH PRIORPRITY
1529	Jefferson Ave	0232340021350	753 Sq Ft	2 FLOORS, UNIT 1	HIGH PRIORPRITY
1529	Jefferson Ave	0232340021351	753 Sq Ft	2 FLOORS, UNIT 2	HIGH PRIORPRITY
1529	Jefferson Ave	0232340021352	753 Sq Ft	2 FLOORS, UNIT 3	HIGH PRIORPRITY
1529	Jefferson Ave	0232334002135	753 Sq Ft	2 FLOORS, UNIT 4	HIGH PRIORPRITY
2203	Calais Dr	0232100100390	2,853 Sq Ft	1 FLOOR, 4 UNITS	HIGH PRIORPRITY
3621	Collins av	0232260080001	NO INFO AVAIL	7 FLOORS, 106 UNITS	MEDIUM PRIORITY
310	Meridian Ave	0242030095190	7,013 Sq. Ft	2 FLOORS, 17 UNITS	MEDIUM PRIORITY
911	79 Terr	0232020080360	2,182 Sq. Ft.	1 FLOOR, 3 UNITS	MEDIUM PRIORITY
956	WASHINGTON AVE	0242030090130	23,047 Sq Ft.	3 FLOORS, 40 UNITS	MEDIUM PRIORITY
1414	WEST AVE	0232330160470	VACANT LOT	VACANT, LOT SIZE 11,000 SQ FT	MEDIUM PRIORITY



# Legend

## Status 2019

- HIGH PRIORITY
- LOW PRIORITY
- MEDIUM PRIORITY

## Unsafe Structures

### Status 2019

- ▲ PENDING
- ◆ REPAIR ORDER
- ✕ DEMOLITION ORDER



000000	SHEET NO.	1
	DATE	12/2/2019
	DRAWN	WORKVerA
	SCALE	Not To Scale
	REQUESTED	Nestor Navarro
FILENAME	MiamiBeachGIS	



Miami Beach  
Miami-Dade County, FL

Abandoned Properties and Unsafe Structures 2019



# MIAMI BEACH

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

## Item 8. **COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSS THE CURRENT STATUS OF THE CITY'S TRANSITION PLAN FOR GAS BLOWERS**

### **HISTORY:**

At its October 23, 2019 meeting, the Sustainability and Resiliency Committee was presented a status update by the Public Works Department on the transition plan for gas blowers and to comment on noise complaints received from residents.

The Greenspace Management Division Director reported that since the 2017 pilot study, several City departments have been acquiring more battery-operated leaf blowers to comply with Resolution 2017-29867, allowing the voluntary transition to battery-operated leaf blowers used by City landscape contractors under their current contracts, and mandatory usage at renewal. He stated that Greenspace Management has converted the majority of their inventory to battery operated leaf blowers. And by the second quarter of 2020, all Greenspace Management and Parks Department landscaping contractors working on City owned property will solely be using battery-operated leaf blowers.

The Committee made a motion to have the Greenspace Management and Sanitation Divisions research the best path to accelerate the City's transition from gas-operated to battery-operated leaf blowers and to change staff start time in residential areas. Recognizing that the goal is to have the entertainment and commercial areas cleaned prior to business openings, staff advised that personnel would be directed not to utilize blowers in residential areas until after 8 AM.

### **CURRENT STATUS**

The Greenspace Management Division has converted and is currently using electric blowers for their daily operations. A handful of gas powered blowers remain in storage for emergency response operations. Provisions requiring the use of electric blowers has been included in the solicitation documents for landscape contracting although the advertisement for such has not been released as of yet.

The Sanitation Division currently has 62 gas blowers in stock (45 are handhelds and 17 are backpack blowers) and three (3) electric blowers currently in use. The batteries to operate the blowers only last about 45 minutes, and as such, 2 batteries are required per blower. Due to the usage duration of the batteries, the Sanitation Division is contemplating to purchase 16 high

speed AC 120 V chargers at an estimated \$125.96 each, which would be installed in City crew vehicles. The Fleet Department will have a vendor install an inverter for these chargers in City vehicles at a current cost of \$212.50 per vehicle. The estimated cost to replace all 62 blowers with handheld electric blowers and outfit the crew trucks is approximately \$125,000.

The Sanitation Division has been operating at a deficit in the past few years which has prompted adopting recent fee increases. The transition to exclusive use of electric blowers is envisioned to coincide with the replacement of the crew vehicles over the next few years. Four (4) crew vehicles have recently been purchased which will be the first to be outfitted with the inverters and chargers. If this deployment proves successful, the remainder of the crew trucks will be analyzed for similar implementation taking into consideration vehicle age and available budget.

**ANALYSIS:**

Results from the 2019 Resident Survey show that 69% of residents rated cleanliness of streets in neighborhoods as excellent or good and 58% for cleanliness of streets in business/commercial areas as good or excellent. The Administration is exploring the best path to accelerate the transition from gas-operated to battery-operated leaf blowers while maintaining quality service levels.

**CONCLUSION:**

This information is being presented to the members of the Land Use and Sustainability Committee for discussion and further direction.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
<input type="checkbox"/> Reso._No._2017-29867	Resolution
<input type="checkbox"/> Referral_Transition_Place_for_Gas_Blowers	Other

RESOLUTION NO.

A RESOLUTION ACCEPTING THE RECOMMENDATIONS OF THE SUSTAINABILITY AND RESILIENCY COMMITTEE AND THE FINANCE AND CITYWIDE PROJECTS COMMITTEE TO TRANSITION TO NON-GAS POWERED LEAF BLOWERS FOR ALL CITY LANDSCAPE MAINTENANCE OPERATIONS AND DIRECTING THE CITY ADMINISTRATION TO REQUEST ALL CURRENT CITY LANDSCAPE MAINTENANCE CONTRACTORS TO VOLUNTARILY COMPLY FOR THE DURATION OF THEIR CONTRACTS AND, FURTHER, DIRECTING THE CITY ADMINISTRATION TO REQUIRE NON-GAS POWERED LEAF BLOWERS IN ALL FUTURE BIDS FOR CITY LANDSCAPE MAINTENANCE WORK.

WHEREAS, at its February 10, 2016 meeting, the City Commission discussed the elimination and/or phasing out of gas-powered leaf blowers and converting to the use of a less noisy and environmentally friendly alternative. The Mayor and City Commission referred the discussion to the Sustainability and Resiliency Committee for further direction; and

WHEREAS, at its June 15, 2016 meeting, the Sustainability and Resiliency Committee discussed the item. A motion was made to have the Sanitation Division reach out to a manufacturer to coordinate a temporary pilot program to test blower models that would produce less noise. At the March 1, 2017 City Commission meeting, a dual referral of this matter was made to the Sustainability and Resiliency Committee and to the Finance and Citywide Projects Committees; and

WHEREAS, at its March 8, 2017 meeting, the Sustainability and Resiliency Committee unanimously approved a recommendation that the City transition to the use of non-gas powered leaf blowers; and

WHEREAS, at its March 17, 2017 meeting, the Finance and Citywide Projects Committee also recommended moving forward with the transition to non-gas powered leaf blowers, while continuing to use the existing gas-powered blowers through their life cycle; and

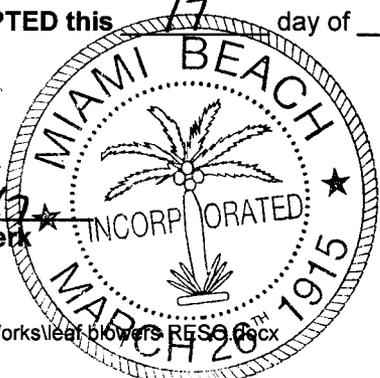
WHEREAS, in view of the above-referenced Committee recommendations, the City Administration recommends that all current City landscape maintenance operators and contractors be requested to voluntarily comply by utilizing non-gas powered leaf blowers for their duration of the contracts and that all future bids for City landscape maintenance work require the use of non-gas powered leaf blowers.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby accept the recommendations of the Sustainability and Resiliency Committee and the Finance and Citywide Projects Committee to transition to non-gas powered leaf blowers for all City landscape maintenance operations, direct the City Administration to request all current City landscape maintenance contractors to voluntarily comply for the duration of their contracts and, further, direct the City Administration to require non-gas powered leaf blowers in all future bids for City landscape maintenance work.

PASSED and ADOPTED this 17 day of May, 2017

ATTEST:

Rafael E. Granado, City Clerk



Philip Levine, Mayor

APPROVED AS TO FORM & LANGUAGE & FOR EXECUTION

City Attorney

5/19/17 Date

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Jimmy L. Morales, City Manager  
DATE: May 17, 2017

SUBJECT: A RESOLUTION ACCEPTING THE RECOMMENDATIONS OF THE SUSTAINABILITY & RESILIENCY COMMITTEE AND THE FINANCE AND CITYWIDE PROJECTS COMMITTEE TO TRANSITION TO NON-GAS POWERED LEAF BLOWERS FOR CITY OPERATIONS AND CONTRACTORS.

### RECOMMENDATION

The Administration recommends approving the resolution.

### ANALYSIS

At the February 10, 2016 meeting, the City Commission discussed the elimination and/or phasing out of gas-powered leaf blowers, to a less noisy and environmentally friendly alternative. The Mayor and City Commission referred the discussion to the Sustainability & Resiliency Committee for further direction.

At its June 15, 2016 meeting, the Sustainability & Resiliency Committee discussed the item. A motion was made to have the Sanitation Division reach out to a manufacturer to coordinate a temporary pilot program to test blower models that would produce less noise. At the March 1, 2017 City Commission agenda, a dual referral to the Sustainability & Resiliency Committee and Finance and Citywide Projects Committees were made.

At its March 8, 2017 meeting, the Sustainability & Resiliency Committee unanimously approved the transition to non-gas powered leaf blowers. At its March 17, 2017 meeting, the Finance and Citywide Projects Committee also recommended moving forward with the transition to non-gas powered leaf blowers, while continuing to use the existing gas-powered blowers through their life cycle.

Leaf blowers, widely used in yard maintenance, are the subject of repeated complaints related to air pollution from combustion products and fugitive dust, as well as noise pollution, particularly from gas-powered motors. Several local, state, and federal agencies across the U.S. have published reports concluding that there are potential health and environmental impacts associated with leaf blowers.

Alternatives to gas-powered leaf blowers include electric leaf blowers, electric mowers, and manually-operated tools such as rakes and brooms. Electrically-operated leaf blowers are the

preferred alternative to gas-powered leaf blowers because they provide plenty of power without producing exhaust emissions or as much noise. While noise emissions from the average gas-powered leaf blower measures about 65-75 decibels (dB) at 50 feet, electric-powered models on average measure about 65 dB at the same distance. Furthermore, electric-powered leaf blowers for both personal and commercial uses generally fall within the same price range as similar gas-powered blowers. The main difference between the two leaf blower types is that the batteries for the electric model last between 30 to 130 minutes of continuous run time and therefore its operation for professional purposes requires a supplemental power source such as a long extension cord, a back-up battery, and a high-speed battery charger.

The City of Santa Barbara in California has banned gas-powered leaf blowers and regulated other types of leaf blowers since 1997. According to several reports, the City has not incurred increased expenditures beyond a one-time cost of \$90,000 to replace their gas-powered leaf blowers with electric-powered blowers and has experienced little to no impact on their municipal operations since the ban went into effect. Conversely, the City of Claremont in California opted to replace leaf blowers with rakes and brooms following the enactment of their leaf blower ban and quantified a 6% increase in staff hours. However, the increase in man hours needed to maintain the same level of service in our tropical environment is expected to be much greater and would have substantial impact on our sanitation, public works and parks operations.

The City of Miami Beach owns and operates over 40 leaf blowers for its Greenspace Management, Sanitation, and Parks & Recreation operations. All leaf blowers currently, except two which were purchased for the pilot program are gas-powered. In addition, City contractors currently use over 15 gas-powered leaf blowers for their operations. The cost of substituting the City's current stock of gas-powered leaf blowers for cordless battery-powered units is estimated at approximately \$1,200 per unit (Attachment A), or \$48,000, which includes the professional (heavy duty) wireless electric leaf blower, backpack battery, and high speed charging unit. It should be noted that this estimate does not consider staff or contractor time required to learn how to operate new equipment or the costs for back-up batteries, additional chargers, etc.

With regard to City landscape maintenance contractors making the transition to battery operated leaf blowers, the City's Greenspace Management Division currently has approximately \$2.5 million in landscape maintenance contracts which expire in March 2018. The direction to utilize battery operated leaf blowers on City owned or controlled properties will entail a revision of the contract language and an increased cost for maintenance services, as the expense for additional non-standard equipment will be passed on from the vendor to the City. Should the City Commission accept the recommendation of the Sustainability & Resiliency to phase out gas-powered leaf blowers, current landscape maintenance vendors will be asked to voluntarily comply with the directive for the remainder of their existing maintenance contracts. Once the contracts expire, during the new bid process the City could solicit bid alternatives for the exclusive use of battery operated leaf blowers on all City properties.

Attachments: A – Joe Blair Garden Supply Cost Estimate

## **CONCLUSION**

The Administration will not purchase additional gas powered leaf blowers.

**Legislative Tracking**

Public Works

**Sponsor**

Commissioner Michael Grieco

**ATTACHMENTS:**

**Description**

- Leaf blower estimate

DATE
2/17/16
TIME
12:36
SALESMAN
079/079
STORE
1

**Joe Blair**

320 NE 79th ST.  
MIAMI, FL 33138

**305-757-5554**

[www.joeblairlawnmower.com](http://www.joeblairlawnmower.com)

INVOICE
574163
P/O NUMBER
WORK ORDER
PAGE
1 of 1

BILL TO ACCOUNT:	2100
CITY OF MIAMI BEACH PUBLIC WORKS, GREENSPACE ROW DEP. 2100 MERDIAN AVE MIAMI BEACH, FL 33139	

SHIP TO ACCOUNT	
CITY OF MIAMI BEACH PUBLIC WORKS, GREENSPACE ROW DEP. 2100 MERDIAN AVE MIAMI BEACH, FL 33139	

Tax Exempt # 230932987154

ALL PROPERTY BELONGS TO JOE BLAIR GARDEN SUPPLY  
UNTIL PAID IN FULL. NO RETURNS ON SPECIAL ORDERS.  
ELECTRICAL COMPONENTS AND STORM SALES.

CUSTOMER PICKUP  
Shipped VIA:

ORD	SHIP	B/O	LINE	PART NUMBER	DESCRIPTION	LIST	NET	AMOUNT
OMARLEON MIAMIBEACHFL.GOV								
1	1		STE	BG66L	BG66L HAND HELD BLOWE	269.95	189.56	189.56
				SN-	1.			
1	1		STE	BGA100	BGA 100		276.46	276.46
1	1		STI	48654006501	AR900 LITH ION		671.46	671.46
1	1		STI	4850-430-5702	CHARGER	129.95	119.95	119.95

QUOTE ONLY

SUB TOTAL	1257.43
MISC	0.00
LABOR	0.00
Tax: 7.000	0.00
DOWN PAYMENT	
INVOICE TOTAL	1257.43

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Mark Samuelian  
DATE: September 11, 2019

SUBJECT: REFERRAL TO THE SUSTAINABILITY AND RESILIENCY COMMITTEE TO DISCUSS THE CURRENT STATUS OF THE CITY'S TRANSITION PLAN FOR GAS BLOWERS.

---

### **ANALYSIS**

The Sustainability and Resiliency Committee should review the City's current plans and status of said plans to transition away from gas blowers. This topic was discussed during a previous Neighborhoods and Community Affairs Committee meeting and, given that it is a topic of frustration for residents due to noise levels and potential pollution, a more comprehensive update is warranted.

### **Legislative Tracking**

Commissioner Mark Samuelian

# MIAMI BEACH

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

## Item 9. COMMITTEE MEMORANDUM

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discuss The Motion Made By The Sustainability Committee To Make The Reduction Of CO2 Emissions A Primary Focus Of The Fleet Assessment.**

### Applicable Area

Citywide

**Is this a Resident Right to Know item?**

No

**Does this item utilize G.O. Bond Funds?**

No

### **ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
<input type="checkbox"/> C4 S Memo	Memo
<input type="checkbox"/> C4 S Referral	Memo

# MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

## COMMITTEE MEMORANDUM

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

SUBJECT: **DISCUSS THE MOTION MADE BY THE SUSTAINABILITY COMMITTEE TO MAKE THE REDUCTION OF CO<sub>2</sub> EMISSIONS A PRIMARY FOCUS OF THE FLEET ASSESSMENT**

At the July 17, 2019 City Commission meeting, Commissioner Mark Samuelian referred a discussion to the Land use and Sustainability Committee regarding the motion made by the Sustainability Committee to make the reduction of CO<sub>2</sub> greenhouse gas (GHG) emissions a primary focus of the fleet assessment.

### **HISTORY**

The reduction of CO<sub>2</sub> emissions has been a primary focus of our three-pronged approach to improve the operating efficiency and greening of the City's fleet. The strategy encompasses right-sizing/down-sizing, vehicle standardization, and reducing the vehicle replacement cycle through more timely investments in fuel efficient vehicles, primarily hybrid-electric vehicles (HEVs).

Throughout the years, Fleet Management has worked with the various City departments to right-size, where appropriate, from full/mid-size sedans to mid-size/compact models. The Vehicle Utilization Study, completed in December of 2018 also supplemented on-going downsizing efforts by identifying 18 vehicles that could be eliminated from the City's fleet, representing capital savings of approximately \$1,000,000 in avoided costs in future replacement cycles (per cycle), as well as annual maintenance and repair cost reductions of approximately \$20,000. As a result of these on-going efforts, approximately 95% of staff sedans (excluding detective vehicles) are the more fuel-efficient compact vehicles. The compact vehicle fleet accounts for approximately 4% of the City's annual gasoline consumption.

HEVs are a proven, widely accepted technology. Twenty-two (22) HEVs (14 compact and eight mid-size models) placed into service in 11 City departments, within the past three and a half years, have logged nearly 600,000 miles of reliable service, with operating costs over 40% lower than that of comparable, mostly compact, gasoline models. The Hybrid Electric Vehicle Policy outlined in LTC #316-2019, dated May 31, 2019, identified the replacement of gasoline police patrol vehicles with the newly introduced Hybrid Police Utility Interceptor as the most cost-effective opportunity to significantly reduce GHG emissions in the City's fleet.

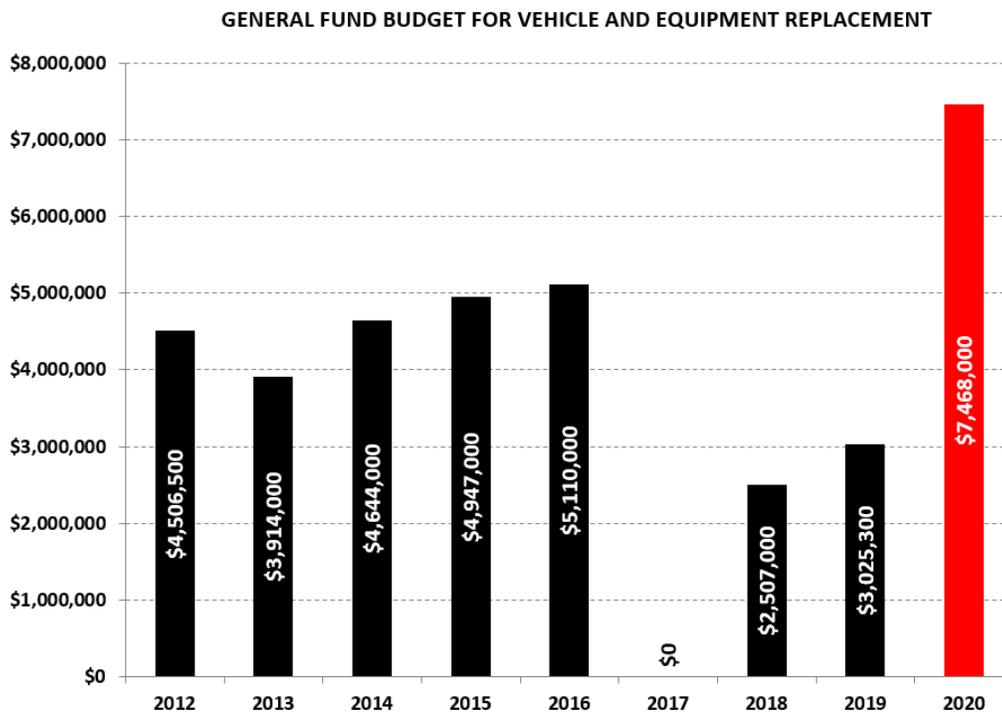
### **FLEET REPLACEMENT PLAN AND FUNDING**

Key to continuing the greening of the City's Fleet will be securing adequate vehicle replacement funding, which has been a past challenge and contributed to an extended replacement cycle

during recent years. Failure to adequately fund vehicle replacements according to recommended replacement cycles has been shown to cause several problems, including higher maintenance and fuel costs, increased vehicle breakdowns, and a lower level of fleet readiness that impacts the ability of City departments to effectively conduct operations and deliver services.

A Vehicle Replacement Study (VRS) completed in May of 2018, by the Matrix Consulting Group, recommended a five-year funding plan that would improve the vehicle replacement cycle, and supported improved funding levels used to increase the number of energy-efficient vehicles in the City's fleet. In line with the VRS recommendations, the adopted FY20 budget (red bar) reflects improved funding levels for the purchase of over 250 vehicles and equipment, including 102 HEVs and two electric vehicles. This will effectively more than quadruple the City's hybrid vehicle fleet.

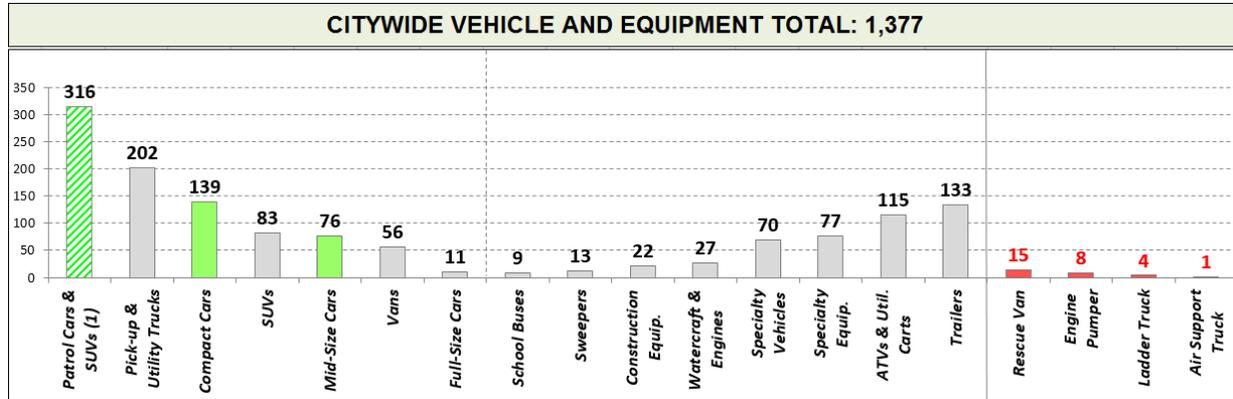
The chart below shows the General Fund budget for the replacement of vehicles and equipment for recent years through FY20.



**CITYWIDE VEHICLE AND EQUIPMENT INVENTORY.**

The City's inventory of standard vehicles, heavy-duty trucks, construction and specialized utility and landscaping maintenance vehicles, marine vessels, and other smaller specialized equipment such as trailers, light towers, pumps, compressors, generators, fork lifts, compactors, wave runners, ATVs, and utility carts is approximately 1,300. This number fluctuates as units are added, retired, or not replaced.

The following chart and table reflect the distribution of the fleet inventory across the various vehicle and equipment classes:



FLEET MANAGEMENT DEPARTMENT													FIRE & RESCUE DEPT.						
SEDANS, SUVs TRUCKS & VANS							SPECIALTY TRUCKS, VEHICLES & EQUIPMENT							FIRE SUPPRESSION & RESCUE VEHICLES					
883							466							28					
65%							35%												
VEHICLE CLASSES	316	202	139	83	76	56	11	9	13	22	27	70	77	115	133	15	8	4	1
	36%	23%	16%	9%	9%	6%	1%	2%	3%	5%	6%	15%	17%	25%	29%	54%	29%	14%	4%
	PI SEDAN	F150	FOCUS	EXPLORER	FUSION	TRANSIT	TAURUS	THOMAS	TENNANT	CRANE	WAVE RUNNER	SWAT VAN	SAND SIFTER	ATV <sub>2</sub>	UTILITY	INTERNATIONAL	PIERCE	PIERCE	PIERCE
	PI UTILITY	F250	OCUS ELEC	ESCAPE	FUSION HEV	UTILITY	IMPALA	27-PASS.	STREET	CEMENT MIX	33-36 FT.	PADDY WAG	SVK VACS	UTIL. CARTS	SIGN - SOLAR	FREIGHTLINER	LAFRANCE		
	CROWN VIC	F350	CMAX HEV	EXPEDITION		MINI CARGO	MALIBU	72-PASS.	PARKING LOT	SKID STEER	32-FT.	STAKE BODY	GROOMERS	EZ-GO	ENCLOSED				
	IMPALA	CREV CAB	CRUZE	EQUINOX		MINI WAGON				EXCAVATOR	25-29 FT.	DUMP TRUCK	HYD. BREAKER		BOAT				
	CAPRICE	UTILITY BODY		ACADIA						LOADER	20-FT.	Liquid DISTRIB	COMPACTORS		LIGHT TOWER				
		FLAT BED								BACKHOE	18-FT.	TANK WAGON	PRESS. CLEAN		SKYWATCH				
										PAVER	RIOW BOAT	SEWER CLNR	CONC. CLUTTER		PORTABLE RR				
												VAC TRUCKS	STRIPER		LAWN				
											WRECKERS	SPEED RADAR		VACUUM					
											BUCKET	MOVERS		MOTORCYCLE					
											TRENCHER	FORK LIFTS		GENERATOR					
											STUMP GRIND	ROLL-OFFS		COMPRESSOR	PRESS. CLNR				
											CHIPPER	ZAMBONI		GENERATOR	CEMENT MIX				

POLICE PATROL VEHICLES ACCOUNT FOR APPROX. 44.1% OF CITYWIDE GASOLINE USAGE. IN LATE 2019, FORD WILL ROLL OUT THE FIRST HYBRID ELECTRIC POLICE UTILITY INTERCEPTOR OFFERING POTENTIAL TO ACHIEVE AS MUCH AS 40% REDUCTION IN FUEL.

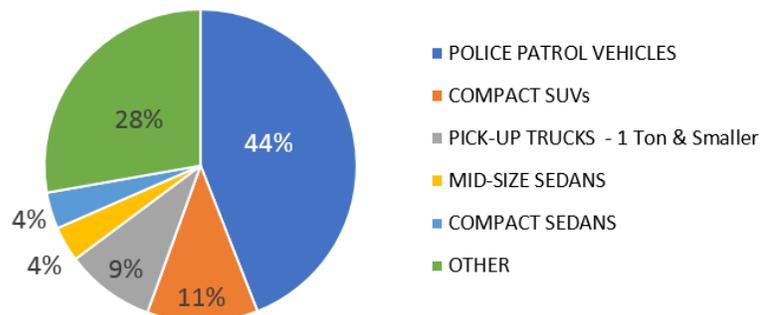
THE CITY FLEET INCLUDES 22 HYBRID ELECTRIC VEHICLES (HEV) AND ONE FULLY ELECTRIC VEHICLE (EV)

Approximately 65% of the units are sedans, SUVs, light trucks and vans. The other 35% is comprised of specialty trucks, vehicles and specialized equipment.

### GASOLINE CONSUMPTION AND GHG REDUCTION

The City fleet's gasoline consumption totals approximately 767,000 gallons per year. This is equivalent to approximately 13.5 million Lbs. of CO<sub>2</sub> GHG emissions per year. Police Department vehicles, marine vessels, and specialty equipment account for nearly 64% of citywide gasoline usage. Police patrol vehicles (316) consume approximately 338,000 gallons of fuel annually, or 44.1% of the City's total gasoline volume. The chart below illustrates five major gasoline vehicle classes that account for 72% of the city's annual gasoline consumption that are being targeted for replacement with primarily hybrid, as well as electric vehicles.

**GASOLINE CONSUMPTION BY VARIOUS VEHICLE CLASSES, AS % OF CITYWIDE TOTAL**



Our current strategy for greening the City's fleet will primarily focus on replacing gasoline powered vehicles with HEVs, in the five vehicle classes shown above, as part of the annual vehicle replacement cycle, and encompasses the following:

- Police Patrol Vehicles – This vehicle class presents the most cost-effective opportunity to reduce GHGs and is targeted for full conversion to Ford Motor Company's recently introduced Hybrid Police Interceptor Utility vehicle within the next five years. Over 60 gasoline units will be replaced with the new hybrid model in 2020. Upon full conversion to hybrid units, this vehicle class will have achieved a reduction of approximately 2.24 million Lbs. of CO<sub>2</sub> GHG emissions per year.
- Compact SUVs – This is a highly versatile vehicle class, with higher ground clearance, that has grown in popularity with various field operations departments. The vehicle's wheelbase is comparable to that of compact sedans, with the added benefit of a larger cargo area for tools, plans and equipment, and improved driver visibility. A hybrid version of this small SUV is being reintroduced in 2020. The replacement rate to hybrids will pick up in 2021, in accordance with the replacement schedule. Upon full conversion to hybrid units, this vehicle class will have achieved a reduction of approximately 0.18 million Lbs. of CO<sub>2</sub> GHG emissions per year.
- Pick-up Trucks – The City's fleet includes (103) F150 pick-up trucks. The hybrid version of this truck is anticipated to be introduced in 2020 and conversion of this construction and utility operations vehicle class is projected to commence in 2021. The conversion to hybrid units in this vehicle class should achieve a reduction of approximately 0.32 million Lbs. of CO<sub>2</sub> GHG emissions per year by 2024.
- Mid-sized Sedans – The highly reliable hybrid vehicles in this class have an excellent track record with the City. They are mostly used by detectives in the Crime Investigation Division of the Police Department and conversion to the hybrid version should be mostly completed by 2023. Upon full conversion to hybrid units, this vehicle class will have achieved a reduction of approximately 0.19 million Lbs. of CO<sub>2</sub> GHG emissions per year.
- Compact Sedans – A wide range of hybrid replacement options are available for the 124 low-mileage vehicles that account for 4% of the City fleet's total gasoline consumption. It is also the logical vehicle class within which to introduce the predominantly compact line of electric vehicles. Some of the units in this group will not be replaced as a result of the vehicle utilization study and others will be replaced with compact SUV HEVs. This group of staff vehicles is projected to be replaced with 95 HEVs and 24 EVs by 2024. Seventeen of the EVs will be part of the Building Dept. fleet, and the rest will be in the Planning and Code Departments. Upon full conversion to HEVs and EVs, this vehicle class will have achieved a reduction of approximately 0.31 million Lbs. of CO<sub>2</sub> GHG emissions per year.

**CONCLUSION**

If current levels of vehicle replacement funding remain available in the coming years, the City will continue to make significant reductions in its fleet gasoline consumption and CO<sub>2</sub> GHG emissions, building upon the progress that will have been achieved through the 104 HEVs and EVs being acquired with the FY20 budget. In addition to the 22 HEVs and 1 EV currently in the City fleet, these green vehicles are projected to achieve a reduction of approximately 0.67 million Lbs. of CO<sub>2</sub> GHG emissions per year BY 2021.

With an anticipated green fleet of 564 HEVs and 25 EVs by 2025, it's projected that a reduction of approximately 3.3 million Lbs. of CO<sub>2</sub> GHG emissions per year will be achieved from the decreased annual gasoline consumption of approximately 187,000 gallons, equivalent to a 24.4% reduction.

Our vehicle replacement policy will adjust in accordance with technology innovations in the rapidly-evolving HEV and EV industry. We will continue to implement the most cost-effective options to minimize GHG emissions.

JMT/JC

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Mark Samuelian  
DATE: July 17, 2019

SUBJECT: REFERRAL TO THE SUSTAINABILITY AND RESILIENCY COMMITTEE TO DISCUSS THE MOTION MADE ON MAY 28, 2019 BY THE SUSTAINABILITY COMMITTEE TO MAKE THE REDUCTION OF CO2 EMISSIONS A PRIMARY FOCUS OF THE FLEET ASSESSMENT.

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### **ANALYSIS**

The Sustainability Committee met on May 28, 2019 and passed the following motion:

Motion to support all efforts to make the reduction of CO2 emissions a primary focus of the fleet assessment, including providing appropriate funding, considering total cost of ownership, and prioritizing the use of electric vehicles.

### **Legislative Tracking**

Commissioner Mark Samuelian

### **ATTACHMENTS:**

#### **Description**

- ▢ Sustainability Committee Motion

# MIAMI BEACH

**City of Miami Beach**, 1700 Convention Center Drive, Miami Beach, Florida 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

Jimmy L. Morales, City Manager  
Tel: 305-673-7010, Fax: 305-673-7782

**353-2019**

NO. LTC #

LETTER TO COMMISSION

TO: Mayor Dan Gelber and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: June 18, 2019

SUBJECT: Sustainability Committee Motions

The purpose of this Letter to Commission is to provide you with correspondence received from the Sustainability Committee regarding the motions made at the meeting held May 28, 2019.

Attachment: Sustainability Committee Motions

  
SMT/ESW/FCT/YP

## City of Miami Beach Sustainability Committee

David Doebler, Chair            TO:            Mayor Dan Gelber and Members of the City Commission

**Members:**                      FROM:            David Doebler, Sustainability Committee Chair

Jeremy Waks  
Mohammed Islam              DATE:            June 18, 2019

Luiz Rodrigues  
Max Litt                         SUBJECT:            Sustainability Committee Motions

Dear Mayor and Honorable City Commission:

The Sustainability Committee met on May 28, 2019 and passed the motion below:

- Motion to support all efforts to make the reduction of CO<sub>2</sub> emissions a primary focus of the fleet assessment, including providing appropriate funding, considering total cost of ownership, and prioritizing the use of electric vehicles

As an Advisory Committee, we sincerely ask that consideration be given to the above motion.

Sincerely,



David Doebler  
Chairperson, Sustainability Committee

# MIAMI BEACH

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

**Item 10.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discussion On Requiring All New City Vehicles Purchased After 2020 To Be 100% Electric (Except Emergency Vehicles).**

**Applicable Area**

Not Applicable

**Is this a Resident Right to Know item?**

No

**Does this item utilize G.O. Bond Funds?**

No

**Strategic Connection**

Environment & Infrastructure - Reduce greenhouse gas emissions and heat.

**Strategic Connection**

Environment & Infrastructure - Reduce greenhouse gas emissions and heat.

**ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
▣ C4 R	Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Michael Gongora  
DATE: September 11, 2019  
SUBJECT: REFERRAL TO THE SUSTAINABILITY AND RESILIENCY COMMITTEE -  
DISCUSSION ON REQUIRING ALL NEW CITY VEHICLES PURCHASED  
AFTER 2020 TO BE 100% ELECTRIC (EXCEPT EMERGENCY VEHICLES).

---

### **ANALYSIS**

Please place on the September 11 Commission agenda, a referral to the Sustainability and Resiliency Committee to begin the process of requiring all new City vehicles purchased after 2020 to be 100% Electric (except emergency vehicles). The Sustainability Committee passed a motion in May to support fleet management reductions of CO2 emissions. These vehicles have a lower total cost of ownership than traditional gasoline vehicles. New York City now operates more than 1,224 on-road EVs and plug-in hybrids and released a report that says "Electric cars are now the cheapest option for its fleet" <https://qz.com/1571956/new-york-city-says-electric-cars-cheapest-option-for-its-fleet/>. Please feel free to contact Diana Fontani should you have any questions regarding this item.

### **Applicable Area**

Citywide

### **Is this a Resident Right to Know item?**

Yes

### **Does this item utilize G.O. Bond Funds?**

No

### **Legislative Tracking**

Commissioner Michael Gongora

# MIAMI BEACH

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

**Item 11.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: Discussion Pertaining To Amendments To The City Code Regarding Potential Requirements For Higher Elevation For New Commercial Construction That Is Vulnerable To Flooding.**

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

**Description**

▣ C4 D

**Type**

Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Jimmy L. Morales, City Manager  
DATE: July 31, 2019

SUBJECT: REFERRAL TO THE SUSTAINABILITY AND RESILIENCY COMMITTEE - DISCUSSION PERTAINING TO AMENDMENTS TO THE CITY CODE REGARDING POTENTIAL REQUIREMENTS FOR HIGHER ELEVATION FOR NEW COMMERCIAL CONSTRUCTION THAT IS VULNERABLE TO FLOODING.

---

### **RECOMMENDATION**

The administration recommends that the City Commission refer the item to the Sustainability and Resiliency Committee for discussion and recommendation.

### **ANALYSIS**

Under the current city code, the first level of new construction containing non-residential floors is not required to meet the minimum flood elevation requirement of base flood elevation plus minimum freeboard (BFE +1'). In order for commercial floors to be located below this minimum threshold of BFE +1', the property owner must provide a flood panel system along the entire perimeter of the building containing storefront glass and door openings.

While such a system may work in concept, in reality, installing such a system with relatively short notice, is challenging at best. The city code was amended in 2015 to require that new commercial construction provide adequate interior floor to ceiling height to accommodate the future raising of adjacent streets and sidewalks. While this will allow for the interiors of floors of new buildings to be raised at some point in the future, concurrent with the raising of the adjacent street and sidewalk, it does not address the current potential of flooding from extreme rain events and tropical systems.

In order to address the issue of new commercial construction at sidewalk level, the administration is proposing that an amendment to chapter 54 of the city code be considered, to require that all new non-residential construction be built at a minimum of base flood elevation, plus one foot of freeboard.

### **CONCLUSION**

The administration recommends that the City Commission refer the item to the Sustainability and Resiliency Committee for discussion and recommendation.

**Legislative Tracking**

Planning

**Sponsor**

Commissioner Aleman

# MIAMI BEACH

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

**Item 12.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: REVIEW OF RESILIENCE STRATEGY WORKPLAN AND PLANNED AND IN PROGRESS RESILIENCY PROJECTS: PALM HIBISCUS, INDIAN CREEK, WEST AVENUE AND FIRST STREET.**

**ANALYSIS:**

Please see attached Planned and In Progress Resiliency Projects spreadsheet.

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

**Description**

**Type**

☐ Planned and In Progress Resiliency Projects

Memo

**SUSTAINABILITY AND RESILIENCY COMMITTEE PROJECTS PROGRESS REPORT**

	Project Name	District	Scope of Work	Project Budget	Current Status	Anticipated Completion
<b>Design</b>						
1	First Street Imp Alton & Washington	South Beach	Improvements on First Street to include complete roadway reconstruction, elevation of the roadway to a minimum 3.7 NAVD elevation, utility removal/replacement, new storm drainage line installation, new storm pump station (120,000 gpm), force main installation, landscaping and lighting. Its also includes the installation of storm drainage trunk lines along Alton Road & Washington avenue from South Point Drive to 5th Street.	\$24,000,000	Coordinating with SOFNA and other project stake holders the proposed typical section and the location of the proposed stormwater outfall. Design will continue once the typical section and the location of the outfall are selected	December 2021
2	Indian Creek -Street Drainage Imp. - Phase III	Middle Beach	Storm water drainage improvements on Indian Creek Drive and side streets from 25 Street to 41 Street, including completing the stormwater pump station at 32nd Street. Final pavement restoration of the roadway and sidewalk on Collins Avenue between 25 Street and 26 Street; Rebuilding and raising the roadway and sidewalk on Indian Creek Drive between 26 Street and 41 Street and new street lighting, signage and pavement markings.	\$33,000,000	NTP#1 was issued on October 21, 2019, which started pre-construction work setting up the Job site office, utility verification and location, shop drawing preparation, surveying and site preparation. Construction will commence once all permits are received.	Fall 2021
3	Maurice Gibb Park Redesign (GOB)	Middle Beach	Renovation of the park to include soil remediation, a new playground with shade canopy, pavilion(s), a dog park, walkways, minor restroom renovations, landscaping with open sodded areas, irrigation, signage and park furnishings.	\$7,020,681	Permit applications have been submitted for Army Corps of Engineers, FDEP and Miami Dade County DERM to start the environmental permitting process. The 90% Construction Documents are scheduled to be completed at the end of January 2020. These documents will be submitted for permit review by the City of Miami Beach.	Spring 2022
4	Bayshore Park (Par 3) (GOB)	Middle Beach	A new passive community park to include environmental remediation, a central lake; open meadows and informal open play field areas; site grading; pavilion; 6 tennis courts with restroom facilities; children's playground; dog park; boardwalk and pathways; security lighting; vita course and fitness cluster; butterfly garden; linear water feature and parking lot. Resilient strategies proposed at the park include stormwater retention system, pervious pavement; solar panels for pedestrian lighting, energy efficient lighting and roof mounted solar panels.	\$21,160,190	Park design is proceeding to 90%, including the incorporation of the resiliency concept to retain storm water in the proposed lake. Staff continues to meet with DERM to evaluate the design and approach. Additional ground water sampling is necessary. Anticipated completion of the additional sampling and ground water modeling is expected by the end of February. This will allow the city to proceed with the DERM permit. If successful, staff anticipates starting the procurement process by Summer 2020. So far, there has been a 6-month overall delay due to the coordination with DERM. Project completion is now expected by the end of 2022.	Winter 2022
5	Middle Beach Recreational Corridor Ph 3 (GOB)	Middle Beach	Construction of approximately 3,500 linear feet of an on-grade pedestrian walkway and the demolition of the existing wooden boardwalk from 24th to 45th street. Dune enhancements such as native dune vegetation species and beach compatible dune fill and irrigation systems will be provided for the landscaping. Path lighting will meet Florida Fish and Wildlife Commission's marine turtle nesting requirements.	\$13,215,000	NTP #2 was issued on November 18, 2019. Demolition of the existing wooden boardwalk has already been removed between 24 St and 27 St.	Spring 2021

**SUSTAINABILITY AND RESILIENCY COMMITTEE PROJECTS PROGRESS REPORT**

	Project Name	District	Scope of Work	Project Budget	Current Status	Anticipated Completion
6	North Beach Oceanside Park Renovation	North Beach	Renovation of the park to include pedestrian entrances with new gates, pedestrian beach access, walkways with lighting, refurbished restrooms and picnic shelters, site furnishings, open sodded areas, landscape and irrigation.	\$12,700,000	Consultant bid evaluation and meeting with contractors have identified several items which drove the cost beyond budget. Consultant is revising documents and evaluating impact to determine potential savings. Consultant has been tasked with bringing the project back into budget.	Summer 2022
7	Sunset Harbor Pump Station #3 Screen	Middle Beach	A perforated metal enclosure is being designed to screen the equipment at the Sunset Harbour Pump Station #3. The height of the screen will vary from 9'-0" above the traffic barricade adjacent to the generator, to 3'-0" at the westernmost portion of the pump station. At the eastern side, the enclosure will also serve as an entrance sign for the neighborhood.	\$750,000	Estimates have been procured for the fabrication and construction of the screen, in excess of the project budget. Staff is working with fabricators and the general contractor to reduce the cost of the project. Once the changes have been approved, to bring the project within budget. the contract will be awarded. Fabrication of the screen is estimated to require 8-18 weeks. Construction is estimated to take 3 months.	Summer 2020
<b>Preconstruction</b>						
8	Brittany Bay Park	North Beach	This project includes the creation of a living shoreline between the existing remaining seawall and the concrete retaining / seawall. ADA-Accessible overlook that will allow park patrons to walk from the Park to the existing seawall's edge. The project is intended to enhance the surrounding riparian and intertidal environment by creating a new habitat for aquatic and terrestrial species and improving water quality via filtration of upland runoff. The Park renovations also include new concrete walkways, milling and resurfacing the existing parking lot, new trees, new exercise equipment, furniture, lighting and new landscaping.	\$1,400,000	The plans are being reviewed by the City of Miami Beach Building Department, Miami Dade County DERM, FDEP and the Army Corps of Engineers. The Army Corp is severely delayed in reviewing projects, resulting in delays with other agencies.	Spring 2021
<b>Construction</b>						
9	Palm & Hibiscus Island Neighborhood Improvements	South Beach	This project includes a variety of aboveground and underground improvement such as new water main and service, new storm water drainage system including 3 pump stations, lining of the sanitary sewer system and replacing all the sewer laterals, raising the elevation and reconstruction of the roadways including installation of Geo Textile, new decorative street lights, speed tables, landscape, hardscape improvements, harmonization with private properties and undergrounding the franchise utilities on Hibiscus Island. Additional scope of services was added to the project to install 3 bi-fuel generators as well as, implementation of the new drainage criteria to install and harmonize a yard drain in each private property with the finished floor elevation (FFE) lower than the crown of road.	\$48,938,882	The private drains are designed and meetings have been held with 90% of the property owners. The permit modification package to close storm water permit for Hibiscus Island has been submitted to DERM and Palm Island package is anticipated to be submitted next week.	Spring 2020

**SUSTAINABILITY AND RESILIENCY COMMITTEE PROJECTS PROGRESS REPORT**

	Project Name	District	Scope of Work	Project Budget	Current Status	Anticipated Completion
10	Stormwater Pump Station at 19th Street East of Meridian	Middle Beach	Installation of a stormwater pump station, including an emergency generator and seawall reconstruction along Collins Canal near 19th Street and Meridian Avenue. A change order was approved for the extension of the Botanical Garden along the Dade Canal and a seawall at the Carl Fisher Clubhouse.	\$8,400,000	<p>Pump station is currently operational. DERM final certification is pending.</p> <p>Botanical Garden expansion, FPL encountered a conflict with a service connection to the County's Traffic Signal on Dade Blvd. FPL poles were removed. Permits approved and work has started.</p> <p>Carl Fisher Seawall, SFWM permit was issued, DERM permit approved. Permit from US Army Corps of Engineers is approved and work will commence February 3, 2020.</p>	<p>Completed</p> <p>March 2020</p> <p>June 2020</p>
11	Venetian Islands Neighborhood Improvements	South Beach	Work includes site preparation, earthwork, demolition, storm drainage, roadway, concrete valley gutters, paving and grading, water main, lighting, and planting. Additional scope added included installation of six (6) stormwater pump stations, two per island, and automated meter reading technology.	\$37,382,720	EOR submitted final report with recommendations for pavement rehabilitation. Staff is evaluating recommendation and impact. All six pump stations are operational, and pending DERM final approvals.	<p>TBD</p> <p>Completed</p>
12	Venetian Islands Seawalls	South Beach	This project entails seawall replacement, at two (2) locations consisting of precast concrete bulkhead panels, king piles, batter piles and concrete cap; and seawall cap raising at five (5) locations consisting in new concrete cap, batter piles and retaining walls, all locations within the Venetian Islands.	\$650,000	Construction on hold, revised plans submitted to DERM for permit modifications as per field conditions. Original DERM permit was extended, waiting for permit modification.	TBD
13	West Avenue - Phase II Improvements - North of 14 Street	South Beach	West Avenue - Phase II Improvements North of 14th St - Scope includes Water, Sewer, Storm and above ground improvements from 14th Street north to the Collins Canal and include a new stormwater Pump Station and Baywalk at the end of Lincoln Road. Project is being re-designed to include the following resiliency items: Road elevation 3.7 NAVD; 10 year storm event; Mobility – 2 lanes with center continuous turn lane; Protected bike path; Street ends enhanced design; Permanent generators and 120,000 gpm pump station.	\$79,158,564	<p>Design of Water and Sewer System is 100% complete.</p> <p>Roadway, Landscaping, lighting, drainage and Pump Station Design is 90% complete. Meetings with the community occurred in October to find a alternate location for pump station above ground components.</p> <p>On November 15, 2019 the City Engineer requested that the D/B team hold off on any submittals for permits to the environmental agencies, pending changes that will address permitting requirements to improve water quality. The expected start day is Spring of 2020.</p>	December 2022

**SUSTAINABILITY AND RESILIENCY COMMITTEE PROJECTS PROGRESS REPORT**

	<b>Project Name</b>	<b>District</b>	<b>Scope of Work</b>	<b>Project Budget</b>	<b>Current Status</b>	<b>Anticipated Completion</b>
<b>14</b>	West Avenue - Phase II Improvements - South of 14th Street	South Beach	West Avenue - Phase II Improvements South of 14th St. The scope includes Water, Sewer, Storm and above ground improvements from 14th Street south to 5th Street. Project is being re-designed to include the following resiliency items: Road elevation 3.7 NAVD; 10 year storm event; Mobility – 2 lanes with center continuous turn lane; Protected bike path; Street ends enhanced design; Elimination of street paving to allow for wider pedestrian sidewalks and more green areas; Permanent generators for existing pump stations.		Design of Water and Sewer System is 100% complete.  Roadway, Landscaping, lighting, drainage is 90% complete.  On November 15, 2019 the City Engineer requested that the D/B team hold off on any submittals for permits to the environmental agencies, pending changes that will address permitting requirements to improve water quality. The expected start day is Spring of 2020.	September 2021
<b>TOTAL</b>				<b>\$287,776,037</b>		

# MIAMI BEACH

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

**Item 13.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discuss A Proposed Bridge Connecting Fontainebleau To A Proposed South Addition.**

**Applicable Area**

Middle Beach

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

**Description**

**Type**

□ C4 L

Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Vice-Mayor Ricky Arriola  
DATE: December 11, 2019

SUBJECT: REFERRAL TO THE LAND USE AND DEVELOPMENT COMMITTEE TO DISCUSS A PROPOSED BRIDGE CONNECTING FONTAINEBLEAU TO A PROPOSED SOUTH ADDITION.

---

### **BACKGROUND/HISTORY**

Please add this referral to the September 11, 2019 City Commission agenda.

### **ANALYSIS**

The Fontainebleau Hotel has approached the City about expanding its conference/ballroom facilities to be more competitive with similar sized hotels in the market. The proposal would include the development of the vacant surface parking lot south of the main campus and also owned by the Fontainebleau.

The south lot would be developed with / main ballroom and a junior ballroom which could be used for events or conference facilities, as well as approximately 500 parking spaces. Additionally the proposal includes a vehicular and pedestrian bridge that will connect this south building to the main campus. All parking in the building will be valet and the bridge will serve to take all of the valet traffic off the street and make it internalized.

### **Applicable Area**

Middle Beach

### **Is this a Resident Right to Know item?**

Yes

### **Does this item utilize G.O. Bond Funds?**

No

### **Legislative Tracking**

Commissioner Ricky Arriola

# MIAMI BEACH

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

Item 14.  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: Discussion Regarding Permitting Accessory Uses For Historic Hotel Uses In The RM-3 Zoning District To Be Located In An RM-2 Property, So Long As Both Properties Share A Unified Hotel Operation And Are Connected By A Bridge Or Structure; And Modifying The Parking Requirement And Conditional Uses For Those Accessory Uses.**

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

**Description**

▣ C4 M

**Type**

Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Vice-Mayor Ricky Arriola  
DATE: December 11, 2019

SUBJECT: REFERRAL TO THE LAND USE AND DEVELOPMENT COMMITTEE AND THE PLANNING BOARD TO PERMIT ACCESSORY USES FOR HISTORIC HOTEL USES IN THE RM-3 ZONING DISTRICT TO BE LOCATED IN AN RM-2 PROPERTY, SO LONG AS BOTH PROPERTIES SHARE A UNIFIED HOTEL OPERATION AND ARE CONNECTED BY A BRIDGE OR STRUCTURE; AND MODIFYING THE PARKING REQUIREMENT AND CONDITIONAL USES FOR THOSE ACCESSORY USES.

---

### **BACKGROUND/HISTORY**

Please add this referral to the September 11, 2019 City Commission agenda.

### **ANALYSIS**

The Fontainebleau Hotel has approached the City about expanding its conference/ballroom facilities to be more competitive with similar sized hotels in the market. The proposal would include the development of the vacant surface parking lot south of the main campus and also owned by the Fontainebleau.

The south lot would be developed with / main ballroom and a junior ballroom which could be used for events or conference facilities, as well as approximately 500 parking spaces. Additionally the proposal includes a vehicular and pedestrian bridge that will connect this south building to the main campus. All parking in the building will be valet and the bridge will serve to take all of the valet traffic off the street and make it internalized.

### **Applicable Area**

Citywide

### **Is this a Resident Right to Know item?**

Yes

### **Does this item utilize G.O. Bond Funds?**

No

### **Legislative Tracking**

Commissioner Ricky Arriola

# MIAMI BEACH

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

## Item 15. COMMITTEE MEMORANDUM

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discussion Regarding Tight Urbanism.**

### Applicable Area

Citywide

Is this a Resident Right to  
Know item?

Yes

Does this item utilize G.O.  
Bond Funds?

No

### ATTACHMENTS:

<u>Description</u>	<u>Type</u>
▫ C4 Z	Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Vice-Mayor Ricky Arriola  
DATE: September 11, 2019  
SUBJECT: REFERRAL TO THE LAND USE AND DEVELOPMENT COMMITTEE TO DISCUSS TIGHT URBANISM.

---

### **ANALYSIS**

KoDA, a Miami Beach-based architecture firm, submitted a proposal to our office that contemplates the exploration of Miami Beach's alleyways. The firm aims to examine ways we can adapt our alleys to be in line with the Urban Land Institute's recommendations for stormwater management while maximizing the value of alleys to better serve pedestrians and cyclists. KoDa's exploration would be guided by the tenets of "tight urbanism."

The now infamous Betsy Alleyway capitalized on an underutilized public right-of-way and transformed into an experiential destination. If Miami Beach were to develop a cohesive for all its alleyways, it could be recognized worldwide for its creative use for all public spaces. There is also a potential to partner with the University of Miami (UM) on this project since the principal of KoDA is a professor at the UM School of Architecture. Attached is KoDA's proposal with a preview of the research they've already conducted.

### **Applicable Area**

Citywide

### **Is this a Resident Right to Know item?**

Yes

### **Does this item utilize G.O. Bond Funds?**

No

### **Legislative Tracking**

Vice-Mayor Ricky Arriola

### **ATTACHMENTS:**

#### **Description**

- The Space Between — Proposal

# THE SPACE BETWEEN

Adaptation of the Alleys in Miami Beach

KoDA

**al-ley**  
/alē/

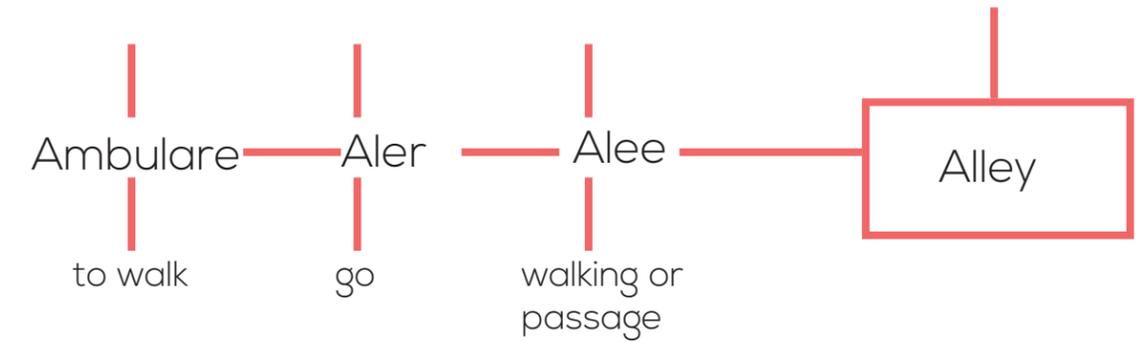
**noun**

A narrow passageway between or behind buildings.

- a path lined with trees, bushes or stones.

## Origin

Latin — Old French — Late Middle English



## CONTENTS

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22	Communications
	<b>Summary</b>
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	Residential
	Commercial
	Cultural
	<b>Proposal</b>
	<b>About us</b>
	<b>Credits</b>

Since the advent of the Industrial Revolution we have been emitting carbon into our environment at disturbing rates. In fact, the majority of carbon emitted into the environment has been over the last 30 years. This is since NASA's climate scientist, James Hansen, warned the US Congress of the human cause and effect of climate change, meaning that we've done more damage to the environment knowingly than we've ever done in ignorance. In addition to the complex challenges of climate change, our environment is in peril due to the continual expansion of the world's population. Based on the average of the United Nation's projection of global population of between 9.5 and 13 billion by 2100, the world will face a large deficit of land required for future urbanization, agriculture and the preservation of our natural ecosystems. The challenges of climate change and sea level rise come as no surprise to Miami Beach and its constituents. As one of the most recognizable and significant cultural destinations in the world, the efforts of Miami Beach to combat this challenge are ever-evolving. With recent discourse on the subject at the top of the agenda for the disciplines of architecture, urban design and planning, the Kean Office for Design + Architecture (KoDA) is proud to spearhead this research-based initiative that advances meaningful ecological, infrastructural and cultural strategies. As such, this proposal investigates the potential of adapting Miami Beach's network of alleys particularly in South Beach. Through an in-depth research and analysis initiative our ambition is to identify opportunities for green infrastructure to symbiotically restore ecology and enhance the cultural identity of Miami Beach.



Miami Beach has been bold in furthering its resiliency efforts with a majority of the investment directed toward elevating roadways and the deployment of larger hydrological engineering systems. In order to address the most immediate impacts of seasonal and “sunny day” flooding, the city has dedicated multi-million dollar upgrades to its drainage infrastructure, including a new pump station and elevating the control panels for three other existing pump stations. These stations discharge stormwater through an outfall structure into Biscayne Bay. In addition, the collection system was expanded and upsized to reduce the amount of time it takes to dry the streets after rain events. While these efforts have been immediately helpful, they do not address the larger impacts of a changing climate and the hardship it puts on the future of our city. Florida is no stranger to large hydrological engineering schemes. In the past, South Florida has seen failed hydrological ambitions such as former Governor Napoleon Bonaparte Broward’s campaign to drain the everglades for the sake of conquering nature and allowing new development. A century later, the transformation of Florida south of Lake Okeechobee has been found to be an environmental disaster created by man and requiring remediation through a comprehensive Everglades restoration plan. According to the Urban Land Institute, “Miami Beach has taken care to remove trash and sediments from the pump stations. However, with the introduction of more pumps and generators, a risk exists that the quest for peak-event preparedness eclipses the need for sustainability and respectful use of natural resources.”<sup>(1)</sup>

In contrast to ubiquitous and costly hard engineering solutions, low impact development infrastructure (LID) offers soft engineering strategies that can remediate polluted runoff through a network of treatment landscapes. Pervious surfaces play an important role in the treatment, storage and conveyance of storm water. “Despite the city’s efforts to maintain pump stations and vacuum large trash and sedimentation at a regional landfill, the city often receives frequent expressions of concern and criticism from residents who believe that drainage pumps are contaminating the bay.”<sup>2</sup> If the city were to implement a LID initiative to maximize pervious surfaces throughout the city, plants and soils would act as natural water treatment facilities while also restoring Miami Beach’s fragile local ecology.



### A Call to Action: Looking Through Alleyways

The interstitial spaces defined by buildings within city blocks, more commonly known as an alley, are primarily reserved for trash collection, service and utility distribution. However, these thoroughfares can offer much more to the urban, ecological and cultural aspects of the city. Low-to-mid rise buildings throughout the city make this network of alleyways more intimate and relatable on a human scale. Within a busy urban context, alleys have the potential to strengthen community and activate new uses in addition to their existing, functional contribution to the city. This proposal arises from a critical review of the underutilization of the alleyways in Miami Beach, reconsidering their use by prioritizing culture, community and environment.

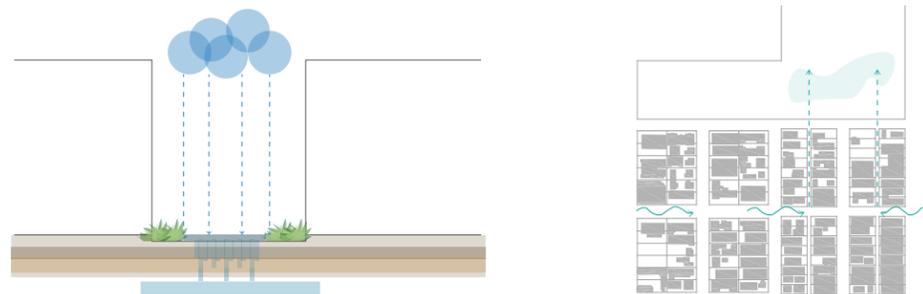
The resilient strategy set forth in the Urban Land Institute Advisory Services Panel Report analyzes the city's proposed strategy through seven principles in which this case study is based: infrastructure, physical design and typology, creative placemaking, governance, regulations and communications. Another relevant study for this proposal is, "South Florida and Sea Level: The Case of Miami Beach, from the Office of Urbanization of the Harvard University Graduate School of Design," where recommendations of how to manage climate change are proposed through the disciplines of architecture, urban and landscape design. Therefore, this proposal builds upon those recommendations in order to make the alleys a public asset that will enhance the city's mobility network and proposes new ideas for how low impact development infrastructure can further botanize the city and improve stormwater management.

The city should be commended for their bold and swift action related to the complex issues it faces. As stated in the ULI report the city has been extremely process-oriented and has taken careful steps to understand the scientific data and implement solutions. Our objective is to further the city's initiatives through the revitalization and reuse of the somewhat forgotten alley network.

### INFRASTRUCTURE

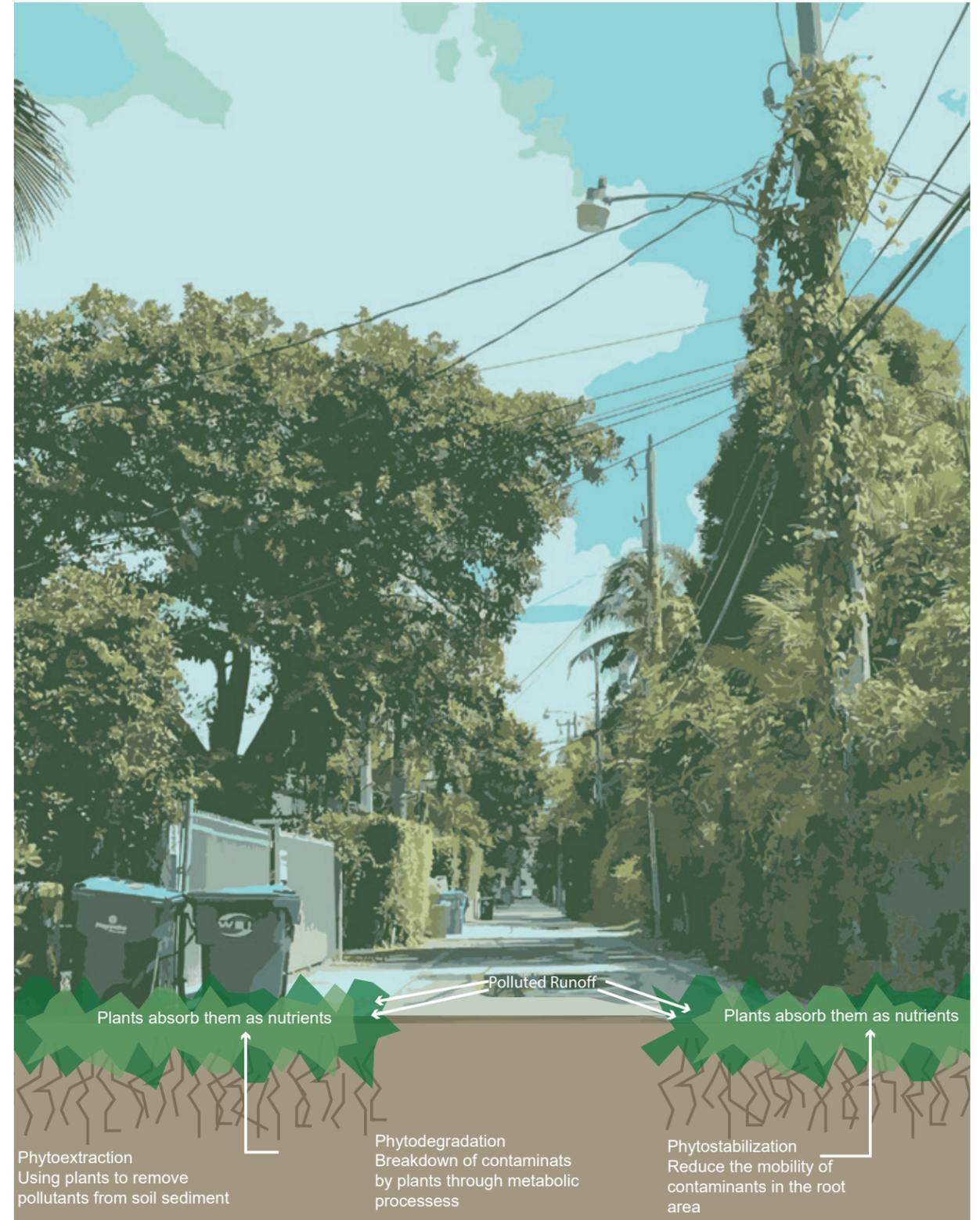
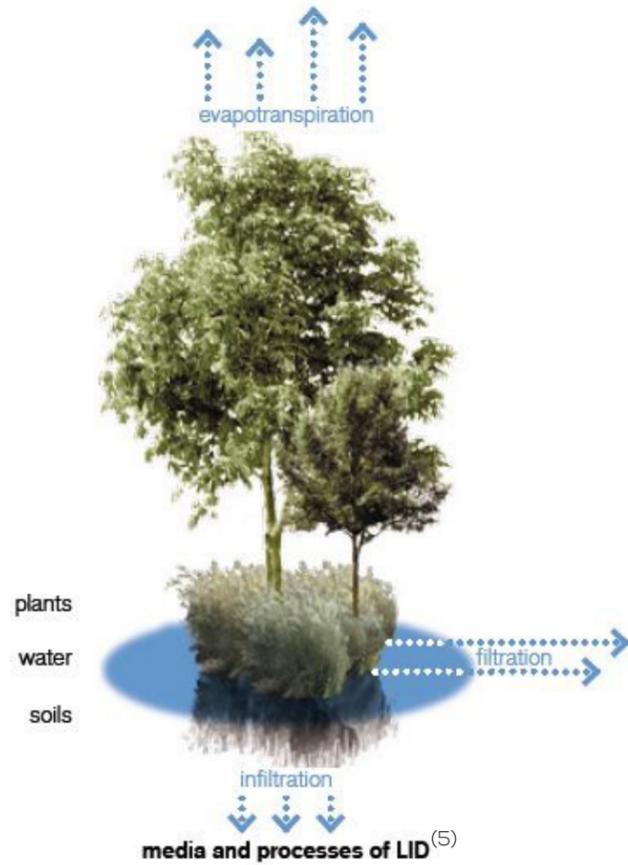
According to the Urban Land Institute, the necessity to have advances in infrastructure is urgent as Miami Beach is at significant risk. It is important to build a holistic strategy that will address the severe impacts to climate change. One of the recommendations is to implement blue and green infrastructure to prepare the city to live with water. Green Infrastructure manages water through natural processes, allowing water to be absorbed and filtered through a combination of vegetation and soils. (3) Blue infrastructure works with natural hydraulics of the aquifer and can refer to new canals, wetlands and retention areas on urban plazas and other public facilities. (3)

Alleyways present an opportunity to include both green and blue infrastructure where permeable surfaces could be maximized while adding to the cultural identity and livability of the city. New permeable surfaces allow stormwater infrastructure to deliver valuable ecological benefits to botanize the city. When properly graded, alleys can channel and re-direct flood water into retention areas within public spaces such as Flamingo Park to foster beauty, recreation and storm water collection. By analyzing the city through transportation, public infrastructure, it can be concluded that the primary transit routes are made up of county buses and local trolleys. The current network lacks the secondary and tertiary connecting points that fully integrate mobility throughout the city. Libraries, public schools, universities, worship spaces, etc. make up the social infrastructure of Miami Beach. However, like the public parks, these social assets are somewhat isolated and outside of the mobility network of the city. Alleyways are abundant, but underutilized. This network of sequestered, urban passageways can be further expanded upon to improve mobility, implement green and blue infrastructure and enhance urban ecologies while maximizing the cultural experience of the city.



## INFRASTRUCTURE Low Impact Development

Low Impact Development (LID) is an ecologically-based stormwater management approach favoring soft engineering to manage rainfall on site through a vegetated treatment network. The goal of LID is to sustain a site's pre-development hydrologic regime by using techniques that infiltrate, filter, store and evaporate stormwater runoff close to its source. Contrary to conventional "pipe-and-pond" conveyance infrastructure that channels runoff elsewhere through pipes, catchment basins, and curbs and gutters, LID remediates polluted runoff through a network of distributed treatment landscapes. (5)



**PHYSICAL DESIGN AND TYPOLOGY**

The physical landscape Miami Beach parallels to its identity. The main cultural and architectural district lines the top of the dune to the east fronting the Atlantic Ocean. Bayside, the city sees its largest residential density, while the middle of the island is low-scale and contains the somewhat expansive and recreational Flamingo Park. According to the Urban Land Institute the city should focus on creating innovative and cost-effective solutions for stormwater management, incorporating public spaces and renewable energy. Exchanging pavement for planting and maximizing permeable surfaces will improve Miami Beach’s resilience to flooding, while restoring ecology and activating new neighborhood greenspace.

“Green infrastructure and green streets should be designed with capacity to retain, purify and release water.” (6)

Alleyways provide an opportunity to create community in neighborhoods by fostering recreational activities that include green space, such as creating community gardens where locally sourced compost will be used to produce crops. This opportunity provides welfare, allows the community the opportunity to analyze how they treat their waste and generates eco-friendly public spaces and awareness. Through a new green alleyway network, new playgrounds can engage families and restored landscapes can encourage active learning through guided and unguided nature walks. As stated in the Harvard recommendations, “Alleys can be additional spaces as extensions of the public realm”. (7)

The north-south orientation of the alleys within the residential district of Flamingo Park and the cultural art deco district of Ocean Drive and Collins Avenue lends itself to create opportunities for renewable energy initiatives. Like the dappled light filtering through the tree lined street of Meridian Avenue, alleys can be shaded through solar canopies that can harness energy from the sun in order to increase preparedness for peak events and power failures. With the majority of the cities utilities already passing through the alley network, this would provide for a seamless transition from the city’s dependency on fossil fuel energy to energy generated by renewable sources. In combination with these solar canopies, new bridges and elevated walkways can connect a new public realm on the rooftops within the cultural district of Miami Beach.



**CREATIVE PLACEMAKING**

Miami Beach is known for its vibrant display of diverse culture, its collection of historic art deco structures and its connection to the arts. These elements are what generate interest to visitors from around the world. Though engaging with local artists and designers, public art can become well integrated and engrained into the urban fabric of Miami Beach’s public space. This will allow people to feel more comfortable and adapt to the new ways of living with water.

This proposal complements the idea of preserving identity by promoting alleyways that would be part of the cultural activities by including art galleries, music, poetry, film, plastic arts and design (including architectural design). The ambition of the proposal is to use art as a communicator to create awareness of the stormwater management strategies and climate change risks through innovative and creative placemaking. This can have a positive impact on the local economy as Miami Beach will be a destination for ecotourism in addition to its already robust architecture and leisure tourism. As Daniel Toole said in an interview referring to alleys, “they offer exactly the kind of thing that everyone goes to Paris and Rome for: to walk through the little streets.” Alleyways are the perfect way to intervene climate change and maintain neighborhoods, as each alley will be designed based on their neighborhood.

Rather than isolating art to one district in the city, art and culture will become part of the urban fabric, distributed through existing residential, commercial and cultural districts. As in the example of Shulman + Associates’ Orb (10) which connects the historic Betsy and Carlton Hotels, alleyways will also aid in the restoration and rehabilitation of historic places throughout the city.



The Betsy-Carlton Orb, Shulman + Associates - 2016<sup>10</sup>

## GOVERNANCE

To further the city's bold and swift initiatives to overcome the challenges of flood mitigation and sea-level rise resilience, it will take complex governance. The issues associated with flooding have an effect on nearly all issues, be it property values, health, economy, housing, mobility or others. Therefore, the city needs to consider all creative ideas which discover opportunities beyond the most evident. This proposal aims to re-evaluate the use of the alleys to create opportunities which engage local stakeholders in the environmental discussion, create incentives for historic preservation and promote investments in resilience.

A fundamental success of cities is their ability to evolve and adapt to the challenges they face over time. This focus on implementing low-impact development within the alley network produces an opportunity to pilot the advantages of green and blue infrastructure as an alternative to pipe and pond engineering schemes.

This proposal presents an opportunity for Miami Beach to lead the world in an innovative case study that showcases how a city can become more resilient while also promoting an exciting urban lifestyle.

## FINANCE

Most successful and meaningful projects face their greatest hardships when it comes to financing. After all, who's going to pay for all of this? Our proposal aims to reveal the many possibilities for funding through different mechanisms including both private and public funding sources including bonds, grants, loan programs, tax increment financing, special assessment taxes, fines and other finance mechanisms. With the looming costs that the city will face based upon the existential threat of climate change, the city should also be looking into investments early that will not only help reduce the impacts of future mitigation costs, but also improve the economic and overall well-being of its constituents. As stated in the ULI report, "the city's assessed property value totals \$37.4 billion, representing over 13 percent of the county's property values on only 0.4 percent of the land." While this clearly generates a large tax revenue base for the city, it also highlights the vulnerability and the necessity to focus on active and innovative solutions. Second to revenues generated from high property values, the city generates a significant amount of tax revenue from its tourism industry. Through our ambition to discover the maximum potential of the alley network, new opportunities for ecotourism will enhance this base.

## REGULATIONS

Miami Beach has the opportunity to become a model and leader for resilient initiatives while advancing the urban quality of life. Issues faced by the city are varied and extensive: Urban heat island effect, which is caused by excessive paved and hard surfaces which emit heat into the environment, substantially raises temperatures throughout the city. King tides, sunny day flooding and sea-level rise create an existential threat to its constituents. Through our proposal to re-evaluate and revitalize the use of the alley network, new micro-zoning districts will provide opportunities for small businesses that can no longer afford high development costs along major retail corridors such as Lincoln Rd. In residential districts, alley facing apartments will have new value as they will no longer face a service corridor, and instead look out onto urban passages lined with trees, gardens and renewable energy canopies. Regulations which better control waste management would include mandating recycling and compost, thus significantly reducing landfill growth. As a result, the primary function of the alley is reinvigorated as green beltways throughout the city, sustained by the by-product of its inhabitants.

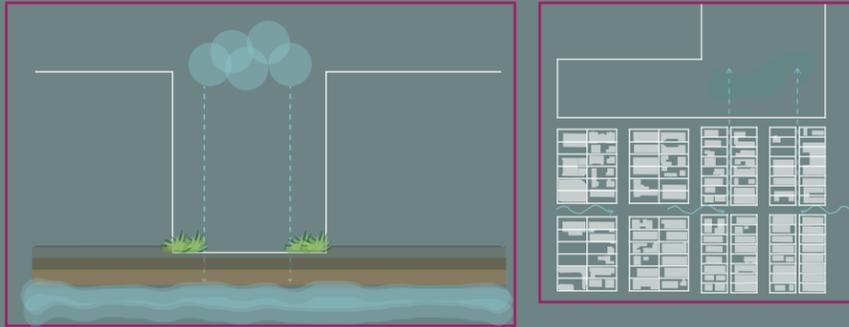
## COMMUNICATIONS

The city has done an excellent job strengthening their communication efforts through both printed and social media as well as the Rise Up website and other community engagement efforts. However, our proposal focuses on how public infrastructure can become a city-wide communicator. In the case of renewable energy for example, solar panel canopies can showcase the energy collected from the sun by illuminating the revitalized green thoroughfares between buildings. Storm water management can be communicated through an increased engagement of local stakeholders in new alleyway activations. Life can be energized throughout the city through the release of oxygen within planted greenways to help offset and sequester carbon generated from cars and large service vehicles. Ecotourism will be generated by new storefronts and cultural and artistic installations can be shared throughout social media to display to the world Miami Beach's leadership in climate resilience, while also contributing to the local economy by providing a multitude of jobs for local residents.

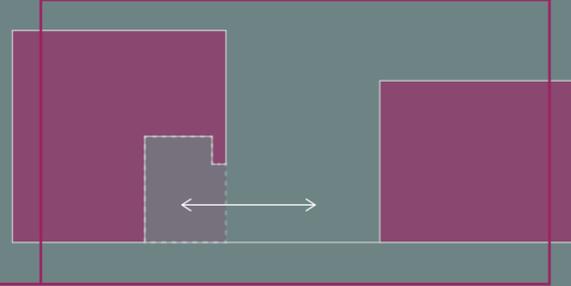
## SUMMARY

Based upon the initial research and analysis summarized in this proposal, it is evident that all aspects of the city require creative exploration in order to further expand its climate resilience. This multi-disciplinary approach of addressing storm water management through landscape urbanism or incremental implementation of renewable energy sources through placemaking is the kind of bold initiative that stems from the recommendations within the white paper of the ULI Panel Report. However, this is really just touching the surface of the immense opportunities contained within the city's alley network. Through rigorous governance, community engagement and innovative ideas, our ambition is to discover a new urbanism which will strengthen the city's identity, soften its surfaces and increase the quality of life for residents and visitors alike.

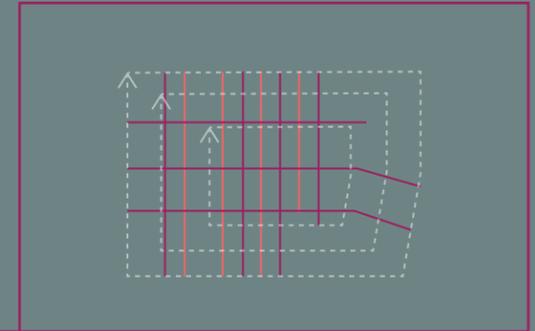
Implement blue and green infrastructure and restore ecology



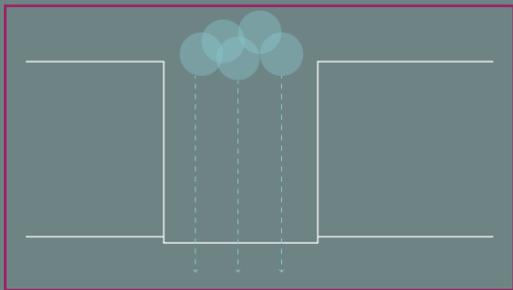
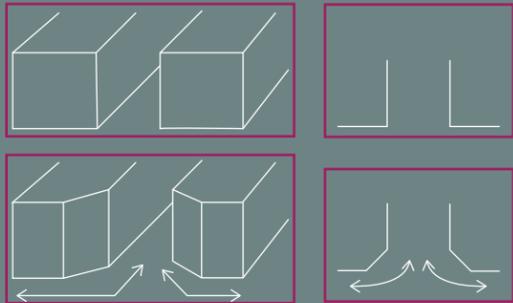
Strengthen the relationship between public and private spaces



Create continuous loops of public transit while prioritizing pedestrians



Enhance permeability: visual and drainage



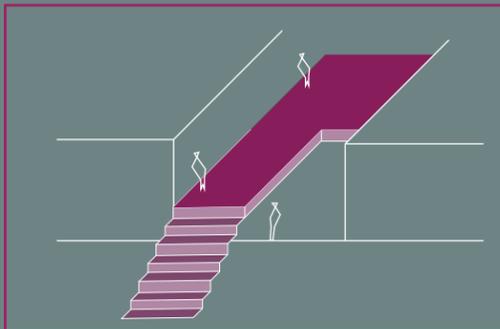
Create community



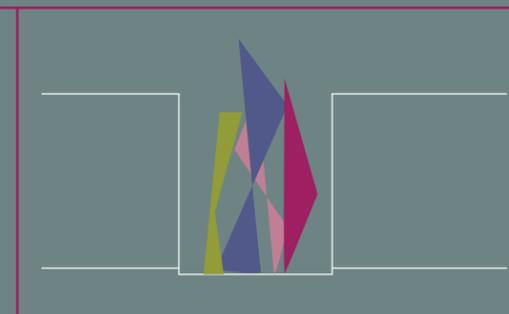
Treat runoff water through natural bioswales



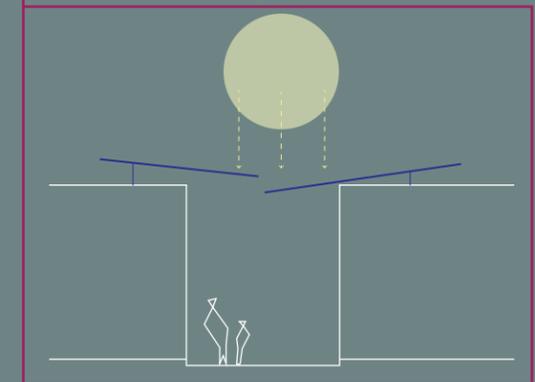
Elevated walkways allow for an uninterrupted service and connect new public realms



Integrate art in public places in collaboration with local artists



Creating shades through solar and renewable energy canopies



### CASE STUDIES

Miami Beach is well organized with an established grid of dense residential, commercial and hospitality blocks. Defined as the space between buildings within these dense blocks are alleys, which permeate through the city like the limestone base it's built upon. The opportunities presented by this network of sequestered urban passageways is what this proposal focuses on. The alleys are characterized by the different experiences that each zone creates:

Commercial- alleys that serve the blocks where commercial activities exist. This includes retail, restaurants, coffee shops, art galleries, movie theaters, etc.

Cultural- alleys that serve the blocks between historic art-deco hotels, bars, restaurants, museums, etc.

Residential- Alleys that serve dense multi-family residential blocks.

Transitional- Alleys that divide blocks between commercial and residential uses.

Each alley proposal will respond to the uses in which it associates with, enhancing engagement and restoring ecology, as it is essential to maintain the identity of each district.

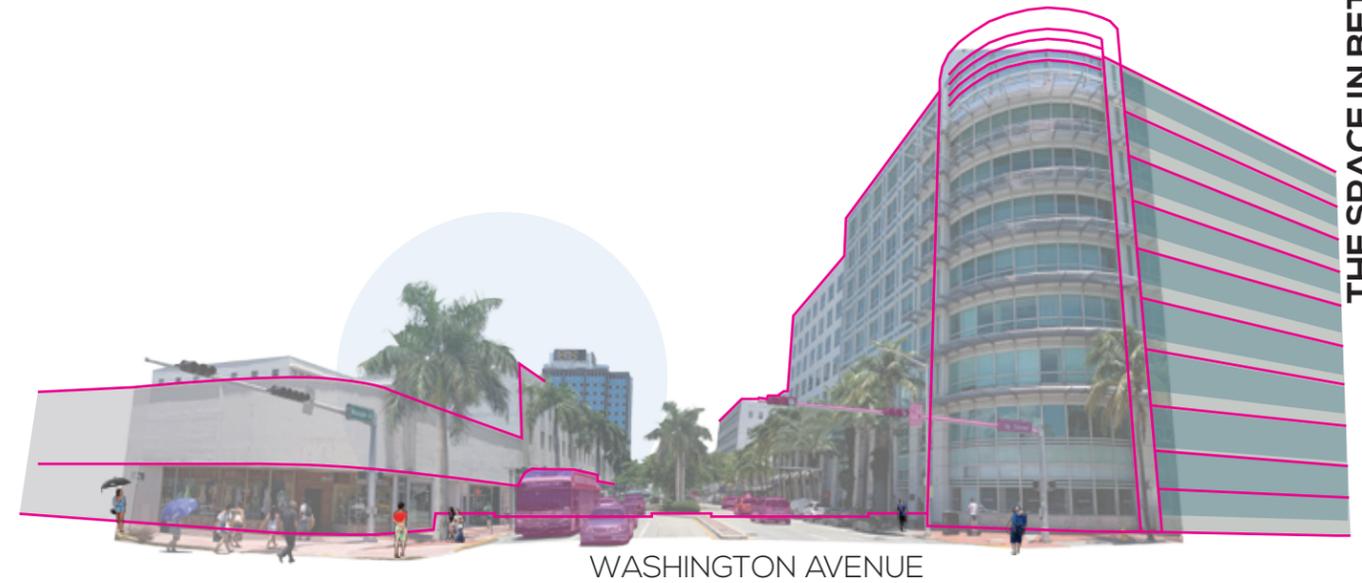


**THREE MAIN TYPOLOGIES**

**Commercial/Cultural:** One of Miami Beach’s main commercial & transit corridors with north and south roadways consisting of 2 drive lanes is Washington Avenue. A main route for buses, trolley’s and other service vehicles, trees are generally tall and narrow thus, limiting shade and making for an uncomfortable pedestrian experience beyond a few blocks. The network of Alleyways within Miami Beach’s commercial districts can be utilized not only for service, but for micro-retail opportunities and to enhance the cultural experience throughout the city.

**Residential:** The main residential corridor for Miami Beach, this Calophyllum inophyllum-lined street can be pleasant for pedestrians because of the dappled light and substantial shade provided by these trees. While incredibly beautiful, the tree falls on the UF/IFAS invasive plant species list under category I, as it now invades mangrove forests and other coastal areas. The network of alley’s within the residential district can be used to restore the ecological habitat of the former, more natural Miami Beach.

**Transitional:** Mainly utilized for trash collection, service and utility distribution throughout the city we argue that the network of alleyways can be a much more productive asset to the city. Because of their scale, alleys have limited traffic and a substantial amount of shade throughout the day. Currently, contaminated run-off water sits in puddles along our alleyways. This provides for a unique opportunity for low-impact development through an initiative to botanize the alleyways. Our next phase of research will develop specific proposals for each alleyway type throughout the city.



WASHINGTON AVENUE



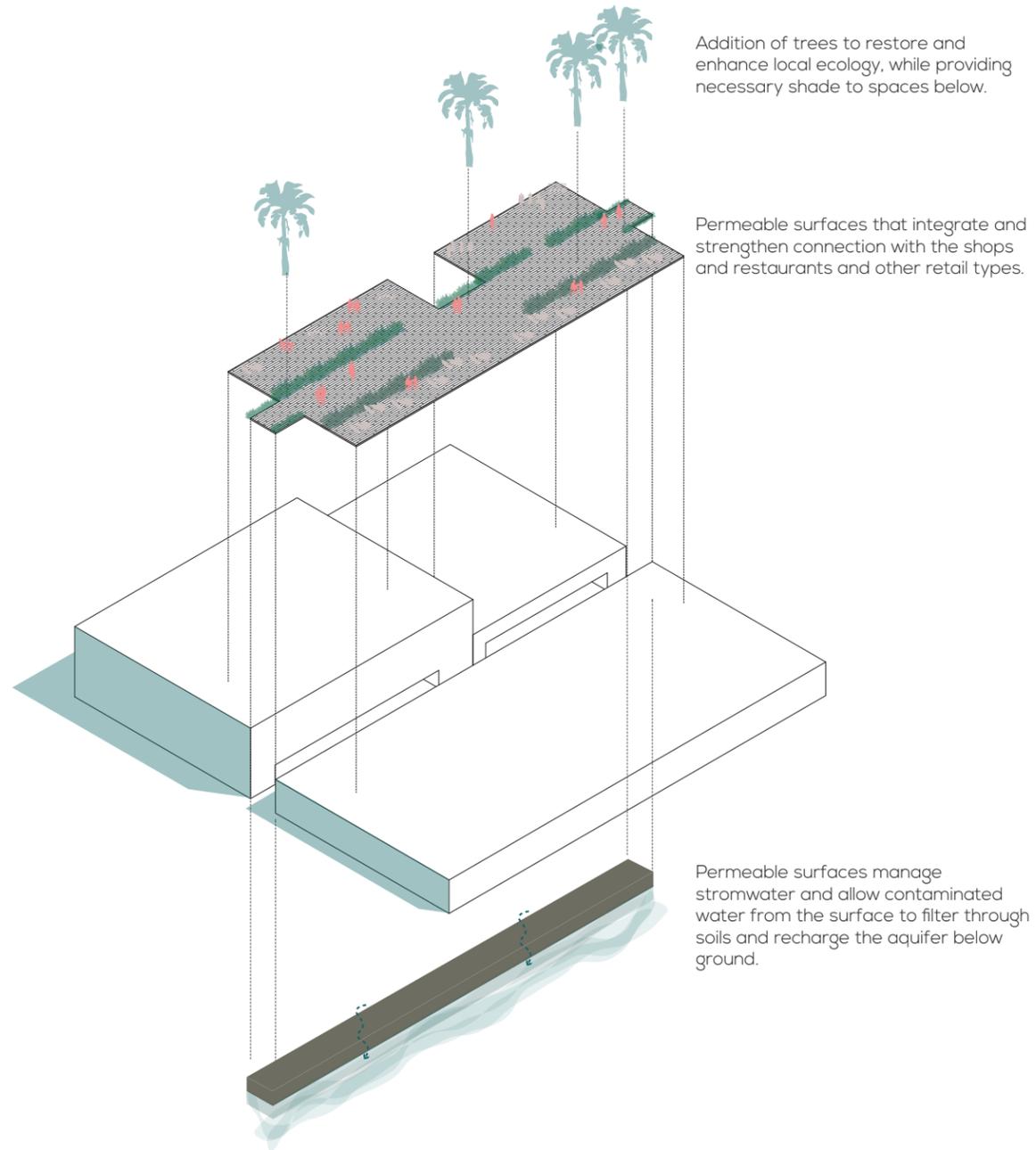
MERIDIAN AVENUE



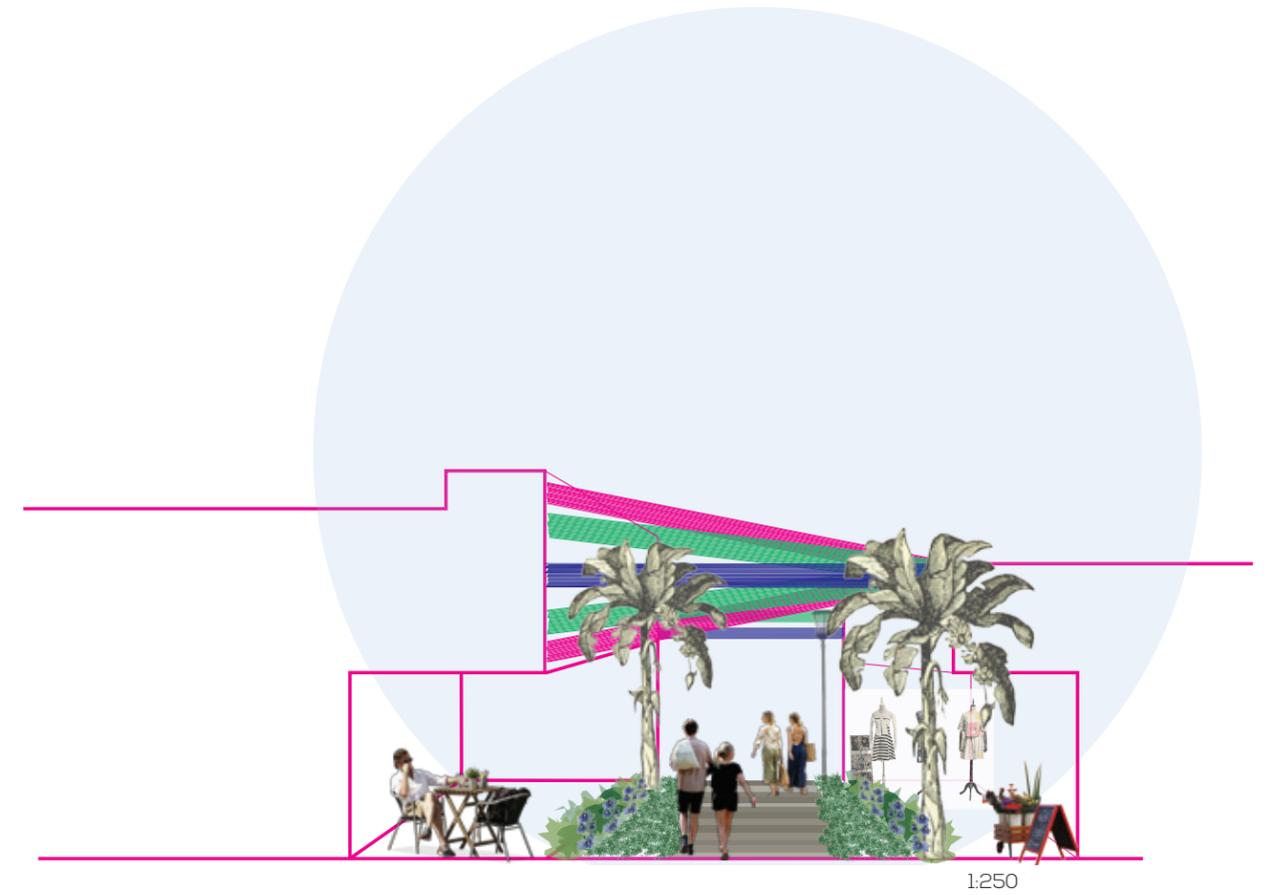
LENNOX CT



### COMMERCIAL ALLEYS



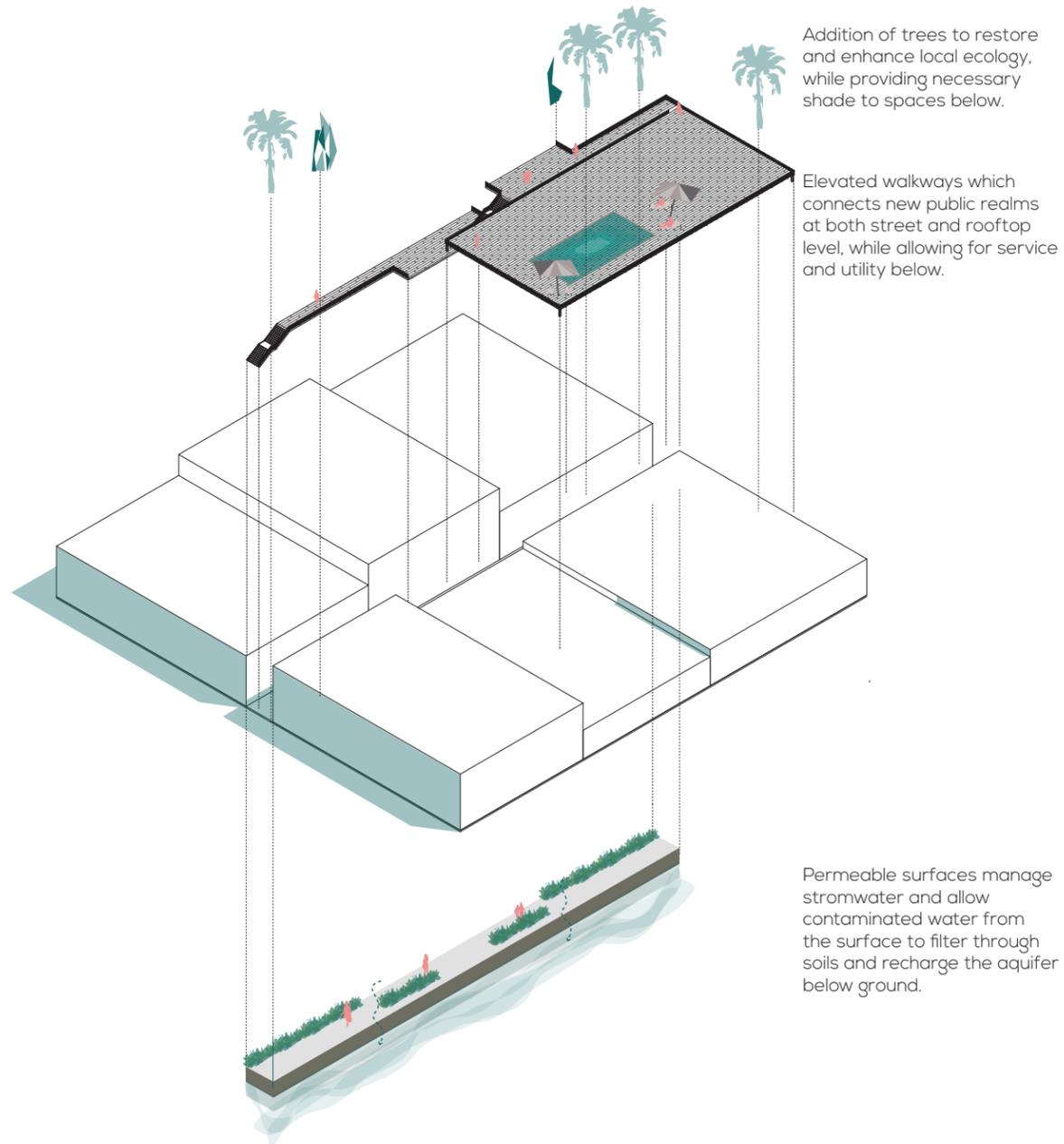
Lincoln Road North would be a compliment to Lincoln Road. Projects to revive this alley have already begun, however their impact is low. The intention of this case study is to have an alley highly activated, where the stores from Lincoln Road would open up to the alley creating a more dynamic network. The alley expands from Alton Road until Washington Ave, ending up in Soundscape Park. It would be an expansion of the park, integrating with the commercial retail area. Through an abundance of native planting and permeable surfaces, stormwater management can also enhance well-being for retail patrons.



TOTAL LINEAR FEET: 5988'-0"  
TOTAL AREA: 59480 Ft<sup>2</sup>

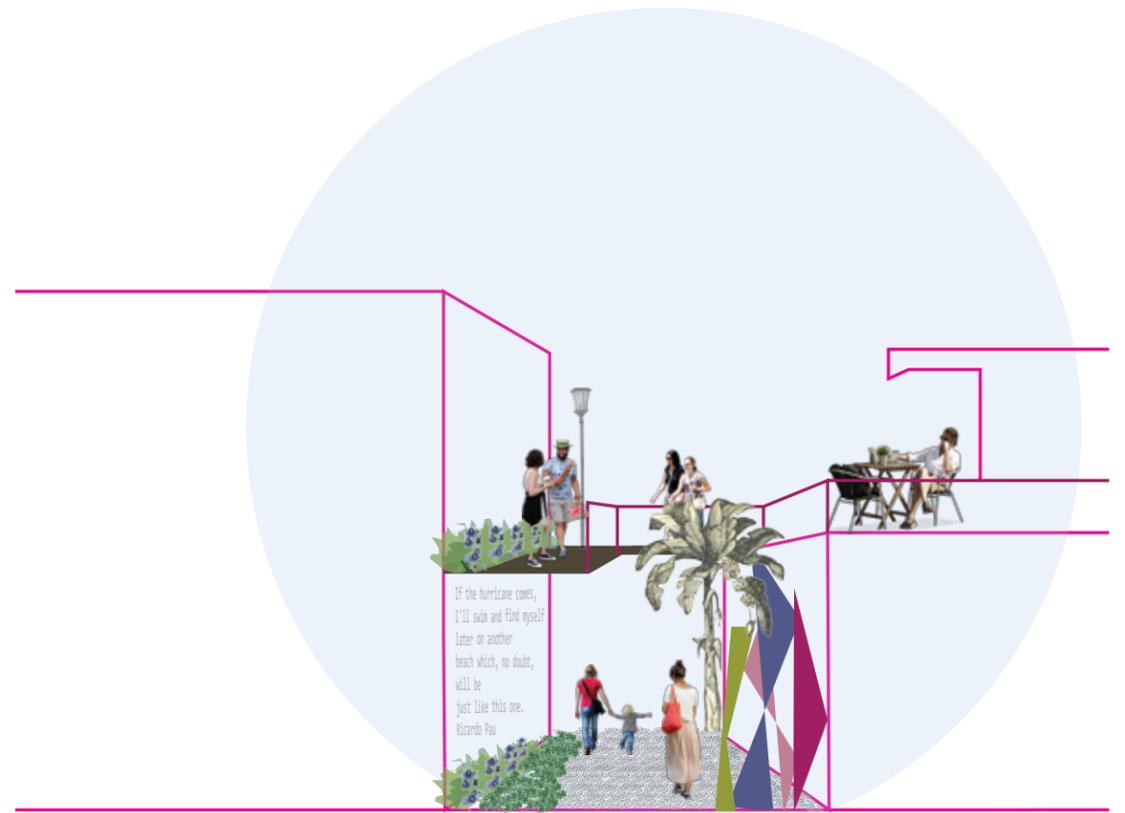


### CULTURAL ALLEYS



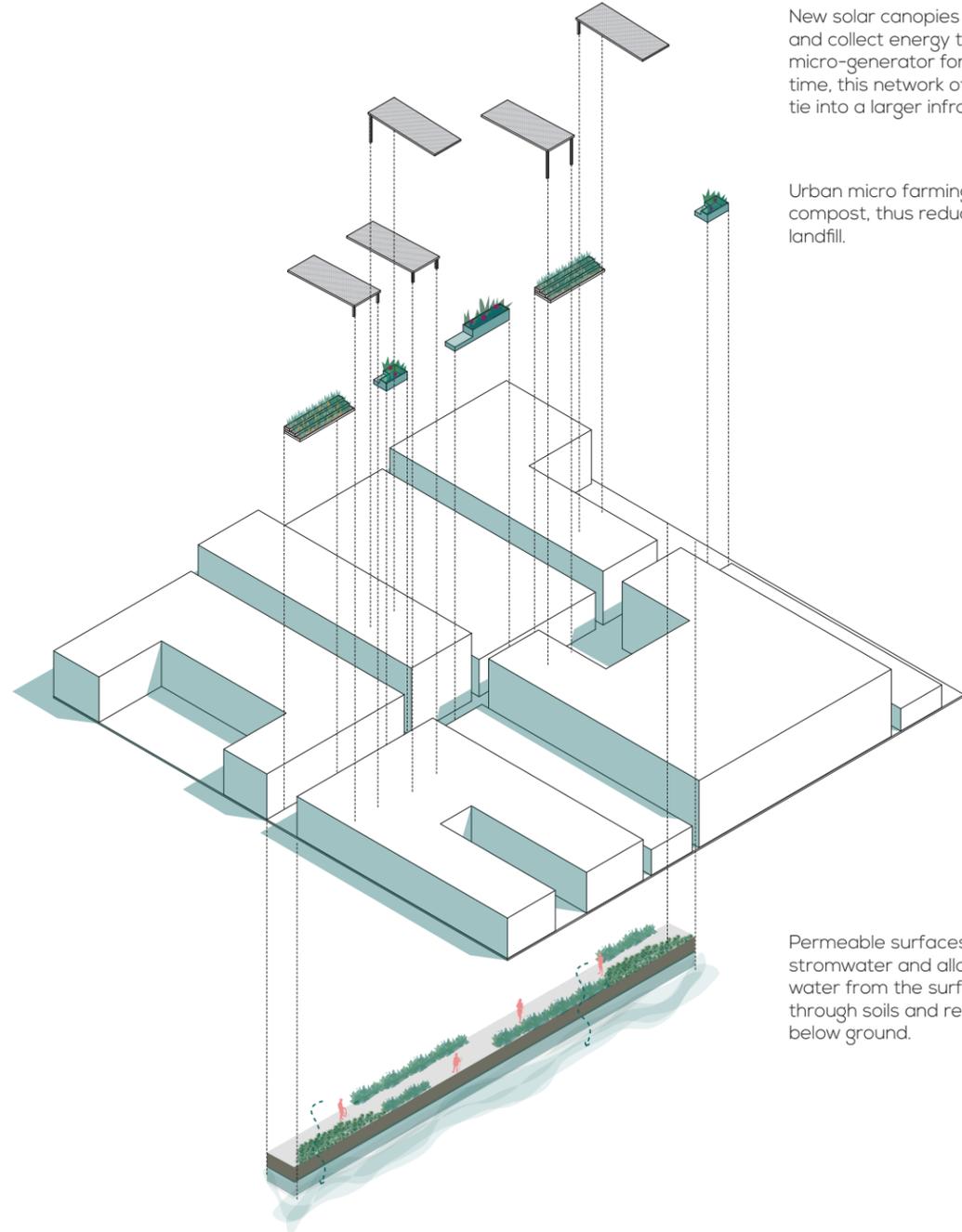
Collins Avenue is highly known for its dynamic experience including iconic art deco buildings and the vibrant hotel lobby's which become extensions of the public realm. Alleys provide a new urbanism which amplifies the cultural experience extending from nearby hotels. Sequestered from the busy, traffic-lined streets, the lanes are an escape, allowing for the integration of landscape and art. New storefronts further activate this space and celebrate local artists. Proposed elevated walkways connect public spaces at both ground and rooftop levels creating a myriad of experiences between the public and semi-public spaces.

TOTAL LINEAR FEET: 5280'-0"  
 TOTAL AREA: 52000 Ft<sup>2</sup>



1:250

### RESIDENTIAL ALLEYS



New solar canopies provide shade and collect energy to function as a micro-generator for the blocks. Over time, this network of renewable can tie into a larger infrastructure system.

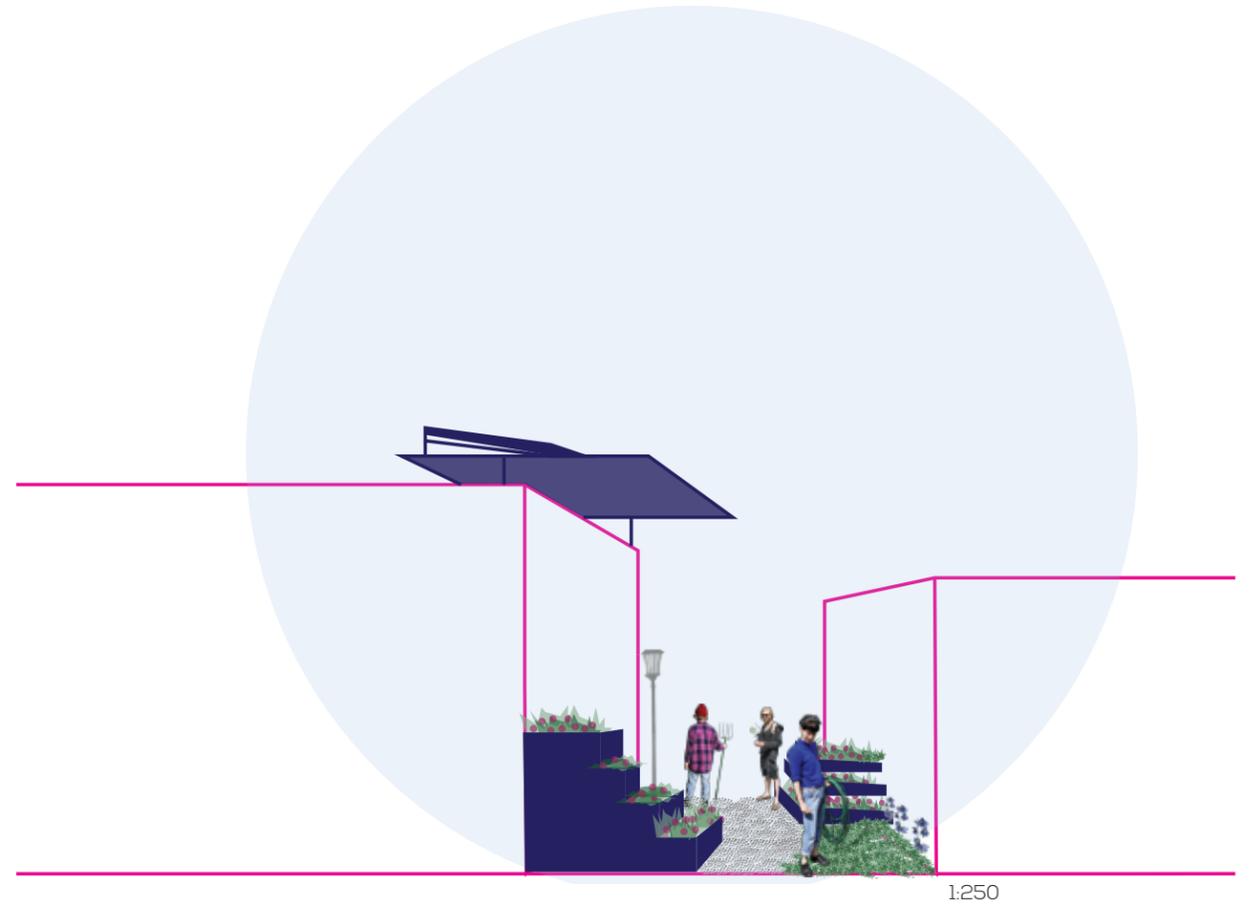
Urban micro farming supplied by local compost, thus reducing waste for landfill.

Permeable surfaces manage stormwater and allow contaminated water from the surface to filter through soils and recharge the aquifer below ground.

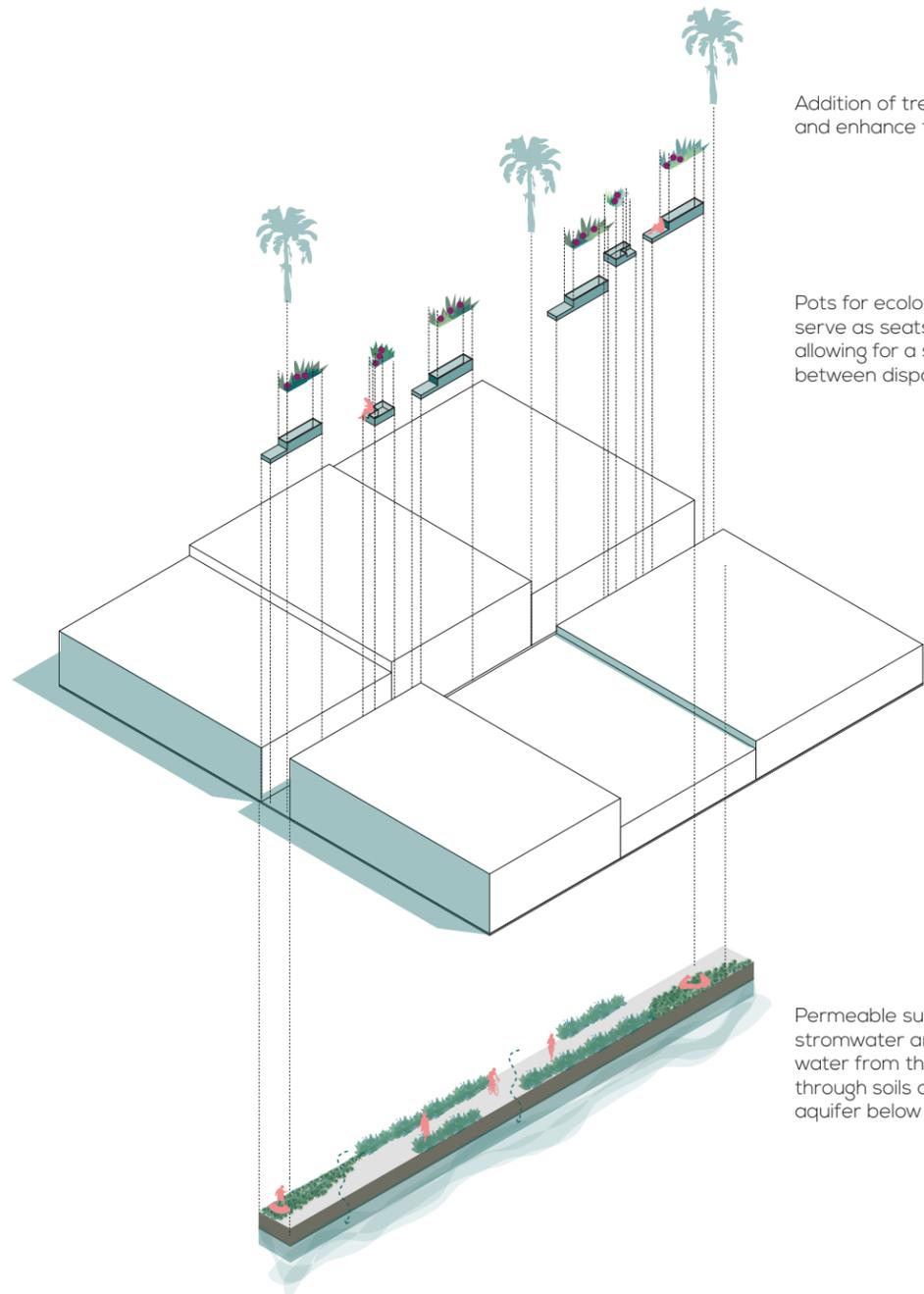


The residential zone would be defined by a collection of community gardens and activities. Alleys would support micro urban farming, playgrounds and ecological trails. This would allow neighbors to unify and take responsibility for their neighborhood. The alleys would also incorporate solar panels, which would serve to give light to illuminate the space below. This is an opportunity to generate educational activities for storm management awareness as well as climate change adaptation strategies.

TOTAL LINEAR FEET: 51000'-0"  
TOTAL AREA: 5220 Ft<sup>2</sup>



### TRANSITIONAL ALLEYS



Addition of trees to provide shadow and enhance the local ecology.

Pots for ecological species that also serve as seats for users of the alley, allowing for a stronger connection between disparate uses.

Permeable surfaces manage stormwater and allow contaminated water from the surface to filter through soils and recharge the aquifer below ground.





This alley is just below Lincoln Road and parallel to Alton Road. Commercial retail in this area is lower and it is an alley that connects to residential zone, allowing people to experience the transition between both. This alley would be a small park in between the buildings, where people can sit and enjoy this space, as well as taking it to walk to a specific place.

TOTAL LINEAR FEET: 4423'-8"  
TOTAL AREA: 43837 Ft<sup>2</sup>



1:250

## SCOPE OF WORK

The scope of design services described herein includes the services to be provided by Kean Office for Design + Architecture, P.A. (KoDA) and its affiliated offices.

- Research (Expanded- Waste management, composting, densities, uses, etc.)
- Mapping
- Drawing, modeling, renderings and other presentation materials
- Environmental analysis (expanded, solar, wind, rainfall, etc.)
- Community charrettes
- Outlined recommendations including detailed case study projects for implementation
- Civil Engineering analysis
- Anonymous interviews of local stakeholders including residents, business owners and mayor and city commission
- Opinion of Cost

### Conceptual Design

The Conceptual Design (ConcD) phase of work carries forward the initial ideas generated from this brief, focusing in on three specific alleys –

### Design Development

The Design Development (DD) phase of work carries forward the initial ideas evolved from the previous phase, including more specific details including initial consultation with a civil engineer –

### Exclusions

- Surveying
- Geo-Technical Soil Reports
- Structural Engineering of any kind
- Fees associated with permitting of any kind

### Fees

- Base Fee - \$48,000.00

### Reimbursable Expenses

The fee includes postage, express mail, messenger, facsimile transmission, telephone, shipping, local travel, photography and copies of drawings and calculations.

### Hourly Rates of staff

Principal \$200/hr  
 Project Architect/Designer \$150/hr  
 Design Staff \$100/hr  
 Administrative \$75

### Payment Plan

Monthly progress billing. Payment due within 30 days after invoicing.

### Project Schedule

Concept Design can commence upon a 1-week mobilization period upon acceptance of this proposal. The proposal remains valid for acceptance for 90 days from the date of submission.

**KoDA** (Kean Office for Design and Architecture) is a Miami Beach-based, award-winning practice focused on innovating ambitious solutions to challenging design issues. KoDA architects and designers are experts in cultural place-making and progressive architecture. Led by Principal and Founder Wesley Kean, KoDA uses analysis and research to inform the design of buildings, spaces, and environments, both public and private. KoDA designs without preconceived notions of style, form or materiality, pursuing instead the careful evolution of a particular idea. The firm thinks critically and examines the environmental, cultural, and social context of each site. KoDA stands behind the fundamental beliefs that to practice architecture is to provide a service and that clients are the most important component of the process, and so invites them to become a part of it.

**Wesley Kean**, is the Principal & Founder of KoDA. Kean leads the on-going research of the firm, which informs the work of the practice. He views architecture as a mechanism to improve the social, cultural, and environmental issues facing cities. His writings on the subject of how metabolist ideas can potentially solve sea-level rise vulnerability have been published in AIA's Florida/Caribbean Architect magazine, and he has lectured on the topic at the University of Miami.

As an architect and an urbanist, Kean feels a particular responsibility to serve his community. He sits on the planning and zoning board of his historic neighborhood and was appointed to the City of Miami Beach Next Generation Council, which provides recommendations to the Mayor and City Commissioners on city-related issues affecting millennials. An active member of the American Institute of Architects and a visiting critic at the University of Miami, Florida International University, and Miami-Dade College, Kean is also a champion of the Make-A-Wish Foundation and a member of the Miami Music Project soundboard, a charity focused on social transformation through musical education. Kean earned a Bachelor of Architecture from the University of Miami, which included an Urban Design, Architectural Theory, and History of Architecture program in Rome, Italy.

**Chance Stillman** is an artist and Project Manager at KoDA. With the office, Chance has collaborated on the design and development of art installations, contemporary residential homes, and office spaces, and has also contributed research to speculative urban theory re-thinking the future of Miami's built environment in the face of rising seas. Chance's background on this issue dates back to his education and prior work experience at Florida Atlantic University, where he played a key role in the development of "Salty Urbanism," a nationally recognized project that reconciles sea level rise with innovative urban design in Fort Lauderdale. The project earned AIA (American Institute of Architecture) Design Awards at the city, state, and national levels for unbuilt work and/or urban design.

While at FAU, Chance obtained Bachelors in both Architecture (B. Arch.) and Studio Art (BFA). After FAU, and prior to KoDA, Chance developed various projects at the Tamara Peacock Company, including renovations for the School Board of Broward County, historic preservation, and interior architecture.

**Daniel Fragata** is a multidisciplinary architectural designer at KoDA with Bachelor of Interior Design and Master of Architecture degrees. Daniel is captivated by the evolution of architecture as it grows parallel to technology, and the inherent implications that has on the design process. He believes the advancement of technology has allowed for complexity to no longer be a constraint on architecture, but an opportunity. Correspondingly, Daniel has focused his efforts in parametric design and digital fabrication, and has been able to implement his skill set in a wide variety of KoDA's projects at various scales, including large civic structures, high-end residences, art installations, and product design.

**Maria Paula Romero** is a junior at the University Iberoamericana in Mexico City. She is an intern at KoDA for summer 2019. Originally from Quito, Ecuador, Maria has grown around painters, which woke up her artistic side creating an interest in architecture. Throughout her time at Ibero, she has been able to explore many areas of design and architecture taught by numerous faculty members. Maria Paula has been able to work across many different scales to design for various communities and cultures.

## CITATIONS

1. "Miami Beach, Florida: Stormwater Management and Climate Adaptation Review," Urban Land Institute, April 16-19, 2018. pg. 16
2. "Miami Beach, Florida: Stormwater Management and Climate Adaptation Review," Urban Land Institute, April 16-19, 2018. pg. 23
3. "Miami Beach, Florida: Stormwater Management and Climate Adaptation Review," Urban Land Institute, April 16-19, 2018. pg. 31
4. "Miami Beach, Florida: Stormwater Management and Climate Adaptation Review," Urban Land Institute, April 16-19, 2018. pg. 31
5. "Low Impact Development. A Design Manual for Urban Areas" UACDC
6. "Miami Beach, Florida: Stormwater Management and Climate Adaptation Review," Urban Land Institute, April 16-19, 2018. pg. 44
7. "South Florida and Sea Level: The Case of Miami Beach," Office for Urbanization, Harvard University Graduate School of Design, 2017. pg. 60
8. "Miami Beach, Florida: Stormwater Management and Climate Adaptation Review," Urban Land Institute, April 16-19, 2018. pg. 48
9. Daniel Toole, as cited in Joann Greco, "Why Alleys Deserve More Attention," CityLab, February 16, 2012.
10. The Betsy-Carlton Orb, Shulman + Associates - 2016

# MIAMI BEACH

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

**Item 16.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSSION REGARDING INCENTIVIZING NEW DEVELOPMENT TO INCLUDE UNITS FOR WORKFORCE AND AFFORDABLE HOUSING WITHIN NEW DEVELOPMENTS THAT SEEK DEVELOPMENT, HEIGHT, AND/OR ZONING AMENDMENTS FROM THE CITY OF MIAMI BEACH.**

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
<input type="checkbox"/> C4 M	Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Michael Gongora  
DATE: May 8, 2019

SUBJECT: REFERRAL TO THE LAND USE AND DEVELOPMENT COMMITTEE -  
DISCUSSION REGARDING INCENTIVIZING NEW DEVELOPMENT TO  
INCLUDE UNITS FOR WORKFORCE AND AFFORDABLE HOUSING  
WITHIN NEW DEVELOPMENTS THAT SEEK DEVELOPMENT, HEIGHT,  
AND/OR ZONING AMENDMENTS FROM THE CITY OF MIAMI BEACH.

---

### **ANALYSIS**

Please place on the May 8 Commission Meeting, a referral to Land Use and Development Committee on incentivizing new development to include units for workforce and affordable housing within new developments that seek development, height and/or zoning amendments from the City of Miami Beach. There is presently a bill pending in the State of Florida which would ban a requirement to include affordable housing but even if it passes I do not believe it would ban incentivizing inclusion of these units. Please feel free to contact my Aide Diana Fontani Martinez.

### **Legislative Tracking**

Commissioner Michael Gongora

### **ATTACHMENTS:**

#### **Description**

- Miami Herald Article - "Bill would ban affordable housing mandates in Florida "



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MIAMI-DADE COUNTY

## Florida House passes bill that could stop cities from requiring affordable housing

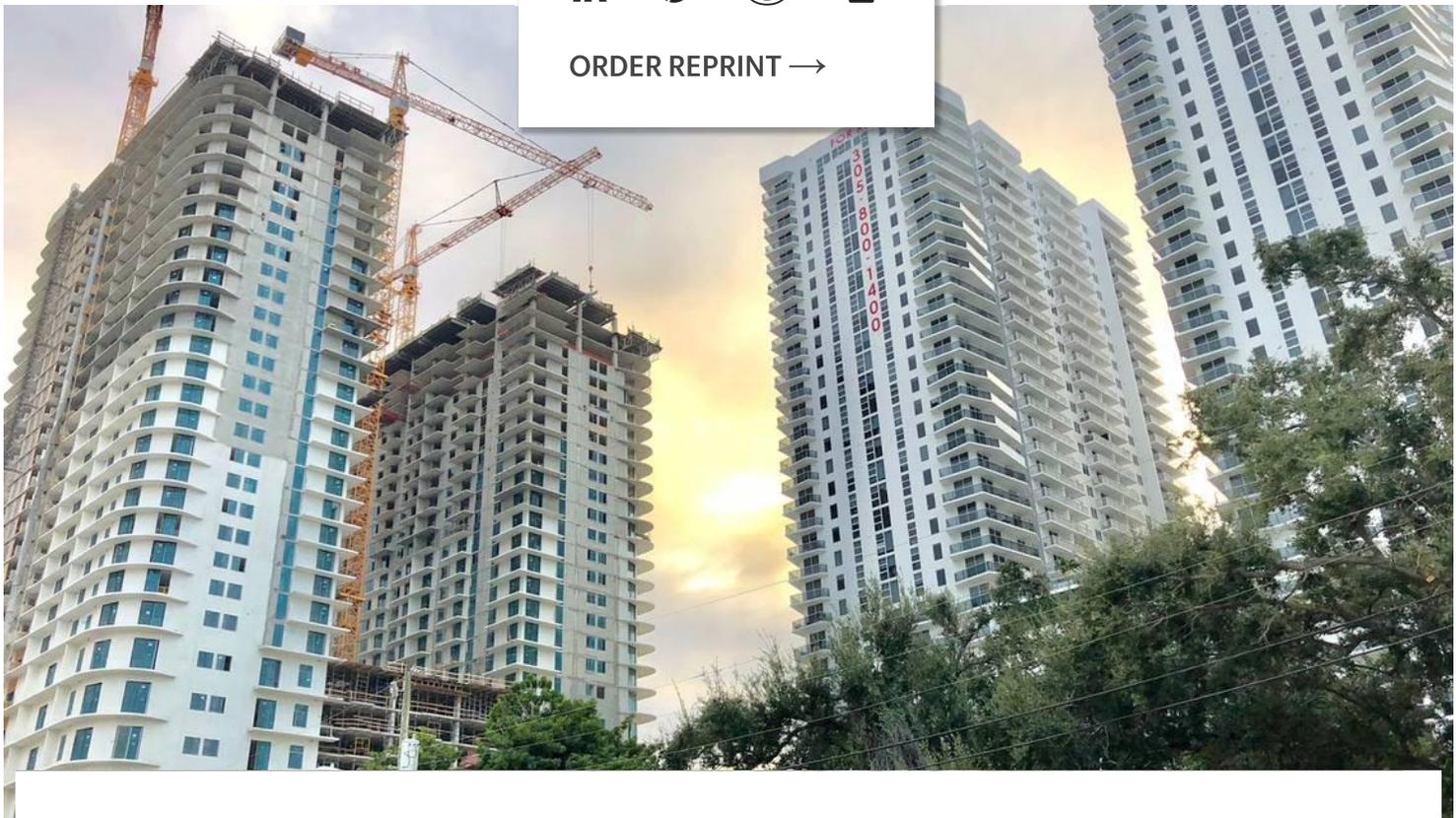
BY ELIZABETH KOH, RENE RODRIGUEZ, AND JOEY FLECHAS

APRIL 27, 2019 06:30 AM, UPDATED APRIL 29, 2019 08:45 AM



ORDER REPRINT →



In late 2018, Miami commissioners for the first time passed a ordinance that requires developers in a small 30-block area north of downtown to [set aside a percentage of units for residents with low incomes](#), a measure that was seen by advocates as a small but crucial step toward addressing Miami's housing affordability crisis.

The measure's sponsor, Commissioner Ken Russell, believes the concept could be expanded if successful on a small scale. But if a bill moving through the Florida Legislature passes, the city's first mandatory inclusionary zoning law might be its last.

House lawmakers voted largely on party lines Thursday to place limits on local governments' ability to set ceilings for rents or home sale prices, despite concerns from some Democrats that the move could imperil mandatory affordable housing requirements that counties and municipalities can enact now.

[HB 7103](#), which passed on a 72-37 vote, would preempt local governments from establishing their own rules on a number of development-related issues that could affect housing prices and cities' ability to spend building fees and shorten the window of time the public has to review new construction projects.

The bill's sponsor, Rep. Jason Fischer, R-Jacksonville, told Jacksonville radio station WJCT that he believes rent and price controls lead to higher prices, [making more housing unaffordable](#).

"The underlying belief though is that in the marketplace, people should be able to voluntary exchange and when you start having mandates and [the] state setting price controls, you create all kinds of distortions in the market," he told WJCT earlier this month.

Fischer's proposal is part of conservative lawmakers' broader focus on preempting local governments' powers, among the priorities of House Speaker Jose Oliva, R-Miami Lakes.

The bill would also prohibit local governments from establishing a maximum rent or sale price for homes as is done for affordable housing, and it adds a series of restrictions on a municipality's ability to mandate such price-controlled housing units be set aside for any particular group of people. The bill contains other provisions that would set restrictions on impact fees tied to building permits and reduce the time period departments have to review a permit application from 30 days to five.

A similar companion bill in the Senate has passed through all relevant committees but has not yet been scheduled for a floor vote.

Among a series of bills rapidly taken up by the House Thursday, the measure passed with little debate. Rep. Joe Geller, D-Aventura, urged other lawmakers to vote against the bill.

Some Democrats had raised questions on Wednesday night, when the bill was positioned for a House floor vote, about how the legislation might affect affordable funding.

Fischer cast the legislation as expanding cities' toolkits.

“What we are saying is [cities] can enter into voluntary agreements. They can provide incentives. They have a plethora of things,” he said, in response to a question from Rep. Anna Eskamani, D-Orlando. “They just can't use the abusive power of government to mandate it.”

Fischer returned repeatedly to the option of incentive programs, which are explicitly allowed under the bill.

In Miami, Russell pushed for the mandatory affordable units by giving developers more density to offset the lower revenue from units set aside for people in lower income categories. He argues the bill limits the menu of options for local governments to tackle the affordability problem.

“I see this legislation as an overreach of the state government trying to preempt home rule of municipalities and protect developers with a broad statewide blanket,” Russell said. “Every city is different, and the crisis that is facing Miami should be dealt with by the municipal legislators who are elected locally and have the purview to change zoning laws.”



Miami Commissioner Ken Russell Joey Flechas [JFLECHAS@MIAMIHERALD.COM](mailto:JFLECHAS@MIAMIHERALD.COM)

A spokesman for Miami said city administrators are tracking the bill and actively opposing it, though the city's planning and legal departments are still analyzing the bill's potential impacts. Planning Director Francisco Garcia said the city believes that under the proposed law, developers would still be able to voluntarily offer income-restricted units in exchange for more buildable density.

County officials are watching closely, too. Miami-Dade administrators think the law would eliminate a county program requiring below-market housing pricing on developments built on county property around Metrorail stations. Some county zoning laws require at least 12.5 percent of units in "rapid transit" zones be priced for "workforce housing" buyers — people making up to 140 percent of the median income for Miami-Dade.

"We're definitely tracking this legislation," Miami-Dade zoning director Nathan Kogon said Thursday.

### Read Next

MIAMI-DADE

## You can now live at a Metrorail Station on South Dixie Highway. And it's just the start.

APRIL 15, 2019 6:41 PM

Alana Greer, an attorney and co-founder of the Community Justice Project, sees problems with the bill. She said the amended version that passed the House uses language so broad that it could hamper a range of affordable housing projects.

“The way this bill has been drafted would unintentionally bar almost all other efforts to produce affordable housing, including public land and public dollars,” said Greer, whose organization is a nonprofit group of lawyers working with grassroots groups in low-income communities of color.



Problems with a contractor performing renovations at the Civic Towers in Allapattah have led to delays and frustrated affordable housing tenants living in a construction zone.

By Emily Michot

As an example, Greer said that if the city solicited bids for affordable housing on city land, a development permit would theoretically trigger this law and invalidate the solicitation.

Some experts argue that inclusionary zoning laws have produced mixed results in other parts of the country. A study by the Economic Research Organization at the University of Hawaii concluded that the mandatory regulations had a negative effect on Oahu — another city struggling with a severe affordability crisis — resulting in fewer affordable housing units and raising the prices of market-rate units.

“The inclusionary zoning laws that this bill prohibits are perhaps well-intentioned,” said Matt Rieger, president and CEO of the Housing Trust Group, one of the largest affordable housing developers in Florida. “But practically speaking — as someone who is working every day to keep up with the tremendous demand in Florida for affordable housing — it’s not an effective tool for creating the volume of product we need to dig ourselves out of the current affordable housing crisis. Inclusionary zoning just does not move the needle much, if at all.”

Rieger echoed a lobbyist for the Florida Home Builders Association who testified in a House committee earlier this month.

“Mandated inclusionary zoning doesn’t work,” said lobbyist Kari Hebrank. Citing a Reason Foundation study of 13 cities in Southern California, she contended that such policies meant those areas actually ended up with less affordable housing because “it drives up the cost of market-ready housing.”

“People don’t move from their starter homes into their next homes, so the homes that would be affordable — the starter homes — don’t become available,” she said.

She added that local governments would also receive less property tax revenue with price controls in place: “Somebody has to pay for that. The costs get shifted, whether it’s the builder, the land developer or the local governments.”

Others argue that although inclusionary zoning requirements won’t solve the city’s affordability crisis on their own, there’s no harm in keeping them in play.



Annie Lord is executive director of Miami Homes for All. Photograph by Nick Garcia.

“Right now we’re at a crisis situation where we need all the tools we can possibly have,” said Annie Lord, executive director of Miami Homes For All, a nonprofit group that combats homelessness. “This bill takes one of those tools off the table. Inclusionary zoning is not a panacea. But in a lot of places, they can produce 200-300 units a year. That’s not nothing. There are strategic neighborhoods where the zoning could help with our housing needs.”

The bill would also impose a 30-day time limit for a county or municipality to review applications for developments or permit applications and issue procedures for addressing deficiencies. The bill reduces the time for building departments to review permit applications from 30 business days to five.

Housing advocates believe the shorter deadline would benefit developers of large real estate projects — at the cost of the communities surrounding them, who would have less time to scrutinize projects.

But some developers argue a speedier approval process reduces costs, which would translate to lower prices and rents.

“There are already time limits in the books that municipalities are supposed to adhere to,” said Jay Jacobson, president of Eden Multifamily, a real estate firm specializing in urban infill markets in South Florida. “You pay the building permit fees to the municipality. You pay a private provider to review your plan. You submit that plan and then the municipality sits on their ass and sends you a bunch of revisions on the last possible day. The longer it takes to get through the process, the more expensive the ultimate product costs.”

The bill also prohibits local governments from using funds generated by impact fees — pre-development costs used to improve roads, fire and police services, schools and parks services — on other projects or to pay off previous debts. Instead, the funds must be used directly toward the new construction.



Miami-Dade County and officials from Related Urban Development break ground during a ceremony to launch the redevelopment of the Liberty Square Rising project in Liberty City in May 2017. MATIAS J. OCNER

FOR THE MIAMI HERALD

Matt Allen, chief operating officer of The Related Group, Miami's biggest real estate developer, said he agrees that impact fees should be based on the "actual, direct impact" of the projects seeking permitting, and that legislation should work to increase funding and incentives for development of affordable and workforce housing.

"But any legislative action that supports this premise should also include concurrent efforts designed to increase funding and incentives for the development of affordable and workforce housing throughout the state," Allen said.

The bill had been opposed in committee stops by a host of groups representing local governments, including the League of Cities and the Florida Association of Counties. Groups representing home builders and community developers had indicated their support.

Some advocates believe laws and policies regarding housing should not be written at a state level. Henry Torres, president of the real estate development/management firm The Astor Companies, said Florida is a microcosm for the U.S., with prices varying so wildly from town to town that regulations need to be set by counties and municipalities.

"This kind of bill is detrimental to all the people who live in Florida, because something that works in Plant City, where you're going to pay \$1 per square foot in rent, won't work in Miami, where you're paying \$2.50-\$3 per square foot in rent," Torres said. "There are things we are required to do in Miami, like water and sewer improvements, that other cities may not require."

The House added three amendments, one technical, to the bill Wednesday and Thursday, including one that carved out an exception for the Florida Keys. Lawmakers also approved, with some debate, an amendment sponsored by Rep. Blaise Ingoglia, R-Spring Hill, that would bar local governments from charging for building inspections if a private provider is hired.

*Herald staff writer Douglas Hanks contributed to this report.*

 **COMMENTS** 

# MIAMI BEACH

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

**Item 17.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Update On The Current Resiliency Communication Plan.**

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

**Description**

☐ C4 L

**Type**

Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Mark Samuelian  
DATE: October 16, 2019

SUBJECT: REFERRAL TO THE SUSTAINABILITY AND RESILIENCY COMMITTEE TO RECEIVE AN UPDATE ON THE CURRENT RESILIENCY COMMUNICATIONS PLAN.

---

### **ANALYSIS**

Resiliency communications is important, and we have allocated funding in the budget for it (see attached). To that end, the committee should receive an update on the following aspects:

- Current progress and measurable results
- Community feedback and identified opportunities for additional feedback (eg. focus groups)
- Opportunities to engage the local business community (eg. realtors, developers, etc)

### **Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

No

**Does this item utilize G.O. Bond Funds?**

No

### **Legislative Tracking**

Commissioner Mark Samuelian

### **ATTACHMENTS:**

#### **Description**

- ▣ 11/14/2018 Item R7D After Action
- ▣ LTC - MB Rising Above Education Campaign

**11.14.2018**

**SUPPLEMENTAL MATERIAL 1: RESOLUTION**

R7 D A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ADOPTING THE FIRST AMENDMENT TO THE GENERAL FUND, ENTERPRISE FUND, INTERNAL SERVICE FUND, AND SPECIAL REVENUE FUND BUDGETS FOR FISCAL YEAR (FY) 2018/19.

2:20 p.m. Public Hearing

Budget and Performance Improvement

ACTION: Resolution [2018-30608](#) adopted as amended. Title of the Resolution read into the record. Public Hearing held. Motion made by Commissioner Alemán to approve the Resolution; seconded by Commissioner Samuelian; Voice vote: 4-0; Absent: Mayor Gelber and Commissioners Rosen Gonzalez and Steinberg. Tameka Otto Stewart to handle.

**AMENDMENT:**

Out of the \$1,458,000, \$729,000 are to go into the General Fund Contingency to fund temporary pumps and \$729,000 to Pay-As-You-Go funds.

John Woodruff, Chief Financial Officer, explained that at the end of each Fiscal Year they see where they are as far as expenditures and revenues, and normally they tend to have some fund balance at the end of the year, and what they do is to take that and it gets added back to the budget for the following year. R7 D and R7 E are related. They have \$12.7 million in surplus at the end of the year, which is higher than normal, mainly because \$4 million was dollars that had not actually been spent by the time they got to the end of the Fiscal Year, so that takes it down to more than \$8.5 million. Of that, they had a one-time loan repayment from the water and sewer fund in the general fund, as they had a reserve for debt service, and once new bonds were issued, that were freed up. The policy decision here is what they do with the \$8.5 million. They have \$1 million worth of one-time items, such as the BTR process improvement study, and they would like to cover that, as well as they are going into the G.O. Bond, they will get a credit rating for the City, and it would be great if they could meet their reserve requirement, and they are able to do that, so they were challenged with the hurricane last year that absorbed some of that money, but if they follow this proposal it can be fully funded. There were several items that came up in the last few weeks: 1) business case analysis for stormwater resilience program funding; 2) historic district resiliency adaptation guidelines; 3) **communications budget for the City's resiliency program which showed good results from the G.O. Bond in place**; 4) Citywide performance management software at \$150,000, which is something that will be discussed at Finance and Citywide Projects Committee and will bring back to the City Commission when they do the contract probably in December. The rest of the money would go to PAYGO for capital needs that come up during the year. R7 F, which is the capital budget amendment, includes \$295,000 of this \$1.4 million proposed. This is a proposal and until the City Commission approves the contract, they will not spend the money. If something changes later, there is flexibility.

# MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC#

444-2019

LETTER TO COMMISSION

TO: Mayor Dan Gelber and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: August 9, 2019

SUBJECT: **MB RISING ABOVE EDUCATION CAMPAIGN**

The purpose of this Letter to Commission is to provide details regarding the MB Rising Above education campaign created by the Office of Marketing and Communications in partnership with the READY team.

This campaign was created in an effort to better educate our residents and visitors about the steps we are taking to become and remain a resilient city.

This education campaign is a comprehensive outreach plan targeted locally through meetings, direct mailings, bold marketing messages designed to spark conversation, custom animated videos and other collateral utilizing the \$200,000 awarded through the budget process. The campaign, anchored by a series of bold messages such as *Climate Change is Real. So is our Progress* and *Traffic is Maddening. Take the Trolley*, was created to ignite conversations among those that may not be already talking about it. Attached are images of the ads. In May, the team created a special, 120-page resilience edition of MB magazine, a tool that they felt was essential in utilizing—knowing that the majority of our residents obtain their information city information from this publication. The magazine was mailed directly to homes and has been distributed throughout the community at our facilities as well as some real estate offices, libraries, cultural facilities, FIU and other areas.

Also created as part of the campaign was a custom animated video to help tell our story. This animation will be used in future public meetings as well as disseminated through social media, MBRisingAbove.com and the MBTV channel. This video provides the viewer with the recent history of the stormwater plan and presents current initiatives, utilizing creative graphics to assist in telling a technical story in a way that allows everyone to understand as we work on building a better tomorrow, today. You can view the video at <https://www.youtube.com/watch?v=2AHPBtV2o1Q> or by visiting MBRisingAbove.com.

Additionally, the team is working on completing a custom map that will take the reader on a tour of the many areas of the city where we have implemented resilient efforts. Not only focusing on sea level rise, but all areas of resilience, this map will include public art, historic districts, Sunset Harbour features, our LEED certified Property Management building, public parks, greenspaces, the Convention Center and much more.

Another area that the campaign focuses on is standardizing the communications materials across all departments when referring to resilience efforts. The Office of Marketing and

Communications is finalizing and rolling out a new standardized external communications plan, the R.I.S.E. Guide, with all Public Information Officers that work for the city, whether contracted or as a city employee. This new tool will guide all communications pertaining to resilience. Some details include a project charter to start off each project, defining scope, purpose and overall project parameters as well as guidelines for type and frequency of communications about projects. There is also a list of FAQs and a glossary of terms. Once this tool is finalized, it will be presented to commission.

In addition to the items above, the team is working on setting up a series of public meetings to discuss our efforts on resilience. Kicked off at the end of May with the Climate Change Conversation event at the Colony Theatre, the next meeting will be held in September with Jacobs Engineering and then followed every other month with additional community meetings designed to continue the conversation and awareness of our resilience efforts. These meetings will be advertised via direct mailings, paid social media (geo fencing Miami Beach), print ads as well as all of our standard communications tools.

I feel that this comprehensive plan encompasses the correct tools to ensure that we are reaching as many residents as possible to increase awareness and understanding of our resilience efforts. Should you have any questions about this plan, please contact Tonya Daniels at [tonyadaniels@miamibeachfl.gov](mailto:tonyadaniels@miamibeachfl.gov).

JLM/MM/TD

MIAMIBEACH  
RISING  
ABOVE

**CLIMATE  
CHANGE  
IS REAL.**

**SO IS OUR  
PROGRESS.**

The truth hurts. From sea level rise to aging infrastructure and traffic congestion to emergency preparedness and recovery — the City of Miami Beach is tackling these truths head on by building a community ready for tomorrow. Join us in our initiatives today. Visit [www.MBRisingAbove.com](http://www.MBRisingAbove.com).

**Building a better tomorrow, today!**

**#MBRisingAbove**

MIAMIBEACH  
RISING  
ABOVE

# SEA LEVELS ARE RISING.

## MIAMI BEACH IS TOO.

The City of Miami Beach is raising roads and requiring new construction to be built at a higher elevation in order to reduce both public and private property risks associated with sea level rise and storm surge. To learn more about sea level rise and the city's resilience initiatives, visit [www.MBRisingAbove.com](http://www.MBRisingAbove.com).

**Building a better tomorrow, today!**

#MBRisingAbove

# HURRICANE SEASON LASTS SIX MONTHS.

## PREPAREDNESS IS YEAR-ROUND.

Hurricanes are a reality for all those who live, work and play in South Florida. The City of Miami Beach has the plans, personnel and resources in place to weather the storm, but it is up to you to take all precautions necessary to keep as safe and secure as possible. Remember: Be informed. Have a plan. Make a kit. To learn more about hurricane preparations and the city's resilience initiatives, visit [www.MBRisingAbove.com](http://www.MBRisingAbove.com).

**Building a better tomorrow, today!**

**#MBRisingAbove**

MIAMIBEACH  
RISING  
ABOVE

# PUMP STATIONS DON'T POLLUTE.

## PEOPLE DO.

To keep our waterways debris free, the City of Miami Beach invested in pump station upgrades capable of pumping the equivalent of more than 72 Olympic-sized swimming pools per day. Our pump stations have these pollution control systems that remove up to 85% of litter found in stormwater. Now, it's your turn. Do your part and remember to trash your trash and recycle your recyclables. To learn more about the city's stormwater management and other resilience initiatives, visit [www.MBRisingAbove.com](http://www.MBRisingAbove.com).

**Building a better tomorrow, today!**

**#MBRisingAbove**

# TRAFFIC IS MADDENING.

## TAKE THE TROLLEY.

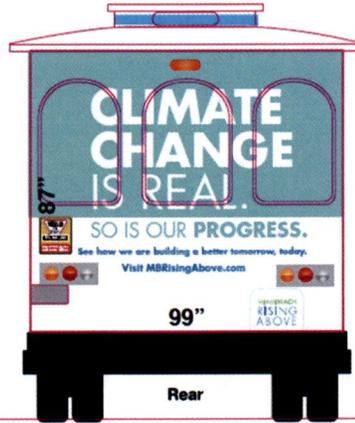
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Curb Side



Rear

*\*Open on Illustrator for a working layered file. 1/4 Size Template. Place images on this template at 400 dpi. Outline all fonts. Resolution of images should be around 100 dpi at final size.*

**\*Design Artwork in Yellow Areas only**

10.1.18

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# MIAMI BEACH

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

**Item 18.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Development Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: Review The Marine And Waterfront Protection Authority Resolution For The Mitigation Of Damage To Coral Reefs On Miami Beach.**

**HISTORY:**

At the City Commission meeting on October 16, 2019, the Mayor and City Commission referred this discussion to the Sustainability and Resiliency Committee (SRC), which has been merged and renamed the Land Use and Sustainability Committee. The item was sponsored by Commissioner Mark Samuelian.

**ANALYSIS:**

The Marine And Waterfront Protection Authority board passed a motion to advise the Mayor and City Commission about the impacts suffered by coral reefs off the coast of Miami Beach as a result of the PortMiami Deep Dredging Project, and request the City Commission to send a letter to the Florida Department of Environmental Protection, Miami-Dade County, and Miami Dade County DERM demanding such agencies move forward with their overdue and legally mandated impact assessment and mitigation plan to restore the reef. The original Letter to Commission (LTC) and a sample letter, including a history and summary of the impacts suffered by corals reefs off the coast of Miami Beach is attached for review.

**CONCLUSION:**

The following is presented to the members of the Land Use and Sustainability Committee for discussion.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

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.

**Strategic Connection**

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

**ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
📄 LTC on the Marine And Waterfront Protection Authority Resolution	Other

LTC#

**534-2019**

LETTER TO COMMISSION

To: Mayor Dan Gelber and Members of the City Commission

From: Jimmy L. Morales, City Manager 

Date: October 4, 2019

Subject: Marine and Waterfront Protection Authority Resolution:  
For the Mitigation of Damage to Coral Reefs on Miami Beach

The purpose of this Letter to Commission (LTC) is to transmit a Resolution adopted by the Marine and Waterfront Protection Authority (MWPA) at its September 10<sup>th</sup>, 2019 meeting. The board has passed a Resolution to advise the Mayor and City Commission about the impacts suffered by coral reefs off the coast of Miami Beach as a result of the PortMiami dredging project that took place from 2013-2015 and to request the Mayor and City Commission send a letter to the Florida Department of Environmental Protection, Miami-Dade County, and Miami Dade County DERM demanding such agencies move forward with their overdue and legally mandated impact assessment and mitigation plan to restore the reef.

A sample letter, including a history and summary of impacts suffered by corals reefs off the coast of Miami Beach, is set forth below.

From 2013 to 2015, a major dredging project to deepen and widen the PortMiami shipping channel took place under Florida Department of Environmental Protection (FDEP) permit number 0305721-001-B ("Permit"). The offshore portion of the Miami Harbor expansion project, bisecting the Florida Reef Tract, was completed on April 8, 2015. The remainder of the project was deemed complete by the U.S. Army Corps of Engineers on September 17, 2015.

The Permit specifies in Specific Condition 32(a)(ii)(d) that "Final monitoring results shall document **permanent impacts**, if any, to be used for estimates of additional mitigation using UMAM." The permit further states, "The Department will enter into a contractual agreement with the project's local sponsor, Miami-Dade County (County), under which the County, commencing 90 days after project completion, will also, along with the Permittee, be responsible for undertaking post-construction mitigation and resource monitoring and additional corrective mitigation (if necessary) as, and to the extent, required by the permit."

Permit modifications made November 20, 2015 state: "surveys conducted within the first year post-construction will provide the Department with sufficient information to assess impacts and to use UMAM for calculating the amount of compensatory mitigation required to offset permanent impacts... Post-construction survey results will be used by the Department to assess project-related impacts and

determine the amount of compensatory mitigation, if any, required to offset impacts using UMAM.”

It has now been 4 years since the completion of the project, and 4.5 years since the completion of dredging near the reefs, and 2 years since post-construction monitoring data was released. However, there is still no UMAM analysis from FDEP, no impact assessment, and no finding of permanent impacts from this project. This is despite mounting evidence (Water and Air Research Task 1 report, 2017) and peer reviewed literature (Miller et al. 2016, Cunning et al. 2019) demonstrating that impacts to the offshore reef were significant, long-lasting, and in urgent need of mitigation and restoration efforts and meet the criteria of “permanent impacts”.

In the time since the dredging occurred, Miami Beach has been suffering from the loss of our nearby coral reefs with no remedy. Coral reefs are vital to our tourism economy, support many local businesses, maintain our fishing community, and also protect our coastline from storm surge, which is desperately needed in this era of sea level rise and severe storms.

We understand that compensatory mitigation and associated restoration of the reef damaged by this project may also take years to complete, and in the meantime, our reefs, Miami Beach, Florida, and the nation, remain the uncompensated victims.

I therefore ask you to direct staff to immediately utilize all available information about the impacts to the coral reefs – and, for that matter, to Biscayne Bay’s seagrass – resulting from this project, and to rapidly create a plan to fix our reefs and to make the State of Florida whole for what was taken from us during this project. We encourage you to make this a process that includes public participation and makes use of the best available science for advanced coral restoration methodologies. It is our understanding that, according to the permit, your agency has the authority to do this. We therefore ask for a robust and scientifically sound impact assessment and mitigation plan as soon as possible.

Thank you for your consideration.

**Action:** Motion was made by Caiti Waks, seconded by Ben Mostkoff. Resolution passed unanimously.

**Citations:**

Cunning R, Silverstein RN, Barnes BB, Baker AC (2019). Extensive coral mortality and critical habitat loss following dredging and their association with remotely-sensed sediment plumes. *Marine Pollution Bulletin* 145:185-199. doi:10.1016/j.marpolbul.2019.05.027

Margaret W. Miller, Jocelyn Karazsia, Carolyn E. Groves, Sean Griffin, Tom Moore, Pace Wilber, Kurtis Gregg (2016) Detecting sediment deposition impacts to coral reefs resulting from dredging the Port of Miami, Florida USA. *PeerJ* 4:e2711, DOI 10.7717/peerj.2711

Water and Air Research Inc prepared for U.S. Army Corps of Engineers. 2017 Miami Harbor Phase III Dredging Project: Sediment Transport, Dispersal and Deposition Study, Outer Entrance Channel of the Miami Harbor.

JLM/EC/HC/TC/TB/gm

C: Eric Carpenter, Assistant City Manager  
Hernan Cardeno, Esq., Code Compliance Director  
Thomas Curitore, Code Compliance Assistant Director  
Tasha Byars, Code Compliance Administrator & MWPA Liaison

# MIAMI BEACH

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

**Item 19.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discuss Prohibiting Banks Located On First-Floor Retail Spaces.**

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

**Description**

▣ C4 S

**Type**

Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Vice-Mayor Ricky Arriola  
DATE: October 16, 2019

SUBJECT: REFERRAL TO THE LAND USE AND DEVELOPMENT COMMITTEE TO DISCUSS PROHIBITING BANKS LOCATED ON FIRST-FLOOR RETAIL SPACES.

---

### **ANALYSIS**

I am asking for the Land Use and Development Committee to consider prohibiting banks from being located on the first-floor retail space of buildings. Many development projects are turning to banking institutions to serve as first-floor retail anchors. Banks serve a vital role in our community, but their service can be provided on the second floor or above. First-floor retail space is valuable and scarce; it should house vibrant businesses that enhance the pedestrian experience. When banks are located on the first floor of retail developments, they take up a tremendous amount of square footage and raise rents on surrounding properties, thus making it harder to fill vacancies with small and unique businesses. If banks are located on the second floor of buildings, then we will also increase public safety as it will serve as a deterrent to criminals who might otherwise have a quick first-floor getaway.

A bank robbery recently occurred on October 2nd at Regions Bank on 16th and Washington. The culprit was later caught on 31st and Collins. Had Regions been located on the second floor of the building, then perhaps the crime would not have occurred or at a minimum, it would have afforded the Police Department added time to respond and apprehend the subject on site.

### **Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

### **Legislative Tracking**

Vice-Mayor Ricky Arriola

# MIAMI BEACH

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

**Item 20.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discuss RM-2 Zoning At The West End Of Arthur Godfrey Road/41st Street And Potential For Public Benefits.**

**Applicable Area**

Middle Beach

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

**Description**

**Type**

□ C4 T

Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Michael Gongora  
DATE: October 16, 2019

SUBJECT: REFERRAL TO THE LAND USE AND DEVELOPMENT COMMITTEE TO DISCUSS RM-2 ZONING AT THE WEST END OF ARTHUR GODFREY ROAD/41ST STREET AND POTENTIAL FOR PUBLIC BENEFITS.

---

### **ANALYSIS**

Please place on the October 16 Commission agenda, a referral to the Land Use and Development Committee to discuss RM-2 Zoning at the west end of Arthur Godfrey Road/41<sup>st</sup> Street and potential for public benefits. Please feel free to contact Diana Fontani should you need any additional information.

### **FINANCIAL INFORMATION**

#### **Applicable Area**

Middle Beach

#### **Is this a Resident Right to Know item?**

Yes

#### **Does this item utilize G.O. Bond Funds?**

No

#### **Legislative Tracking**

Commissioner Michael Gongora

#### **Sponsor**

Co-Sponsored by Vice-Mayor Arriola

# MIAMI BEACH

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

**Item 21.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Proposed Zoning Overlay For The Lehrman Day School At 77th Street And Dickens Avenue.**

**Applicable Area**

North Beach

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

**Description**

**Type**

▣ C4 N

Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Micky Steinberg  
DATE: December 11, 2019

SUBJECT: REFERRAL TO THE LAND USE AND DEVELOPMENT COMMITTEE AND THE PLANNING BOARD - PROPOSED ZONING OVERLAY FOR THE LEHRMAN DAY SCHOOL AT 77TH STREET AND DICKENS AVENUE.

---

### **ANALYSIS**

Referral to the Land Use and Development Committee and Planning Board: Proposed Zoning Overlay for the Lehrman Day School at 77<sup>th</sup> Street and Dickens Avenue.

The Lehrman Day School is a long standing, community institution that has served the residents of Miami Beach for decades. In order to accommodate modest expansion plans, inclusive of a new gym facility and internal drop-off and pick-up area, the school is seeking modifications to the RM-1 development regulations. These modifications would be specific to an overlay for the institutional use.

The subject referral would first be considered by the Land Use Committee. Subsequent to a recommendation by the Land Use Committee, the matter, including all applicable ordinances, may proceed to the Planning Board for a formal review and recommendation.

### **Applicable Area**

North Beach

**Is this a Resident Right to Know item?**

No

**Does this item utilize G.O. Bond Funds?**

No

### **Legislative Tracking**

Commissioner Micky Steinberg

# MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

## Item 22. **COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSSION REGARDING THE FREQUENCY OF WATER TESTING IN MIAMI BEACH**

### **HISTORY:**

On September 11, 2019, the Mayor and City Commission referred this discussion to the Sustainability and Resiliency Committee (SRC), which has been merged and renamed the Land Use and Sustainability Committee. The item was sponsored by Commissioner Micky Steinberg. It was initially scheduled to be heard on October 23, 2019 and was deferred to the December 18, 2019 SRC meeting. Given that the SRC did not meet in December, this item is now being brought forth for discussion.

### **ANALYSIS:**

Water testing in Miami Beach occurs for two different purposes. On the beaches, ocean waters are tested to determine whether they are safe for swimming and recreation. The data is used to inform whether a swim advisory is warranted. On the bay, the water is tested to determine the health of Biscayne Bay and inform the city's decisions in stormwater management and pollution prevention. The data is used to determine where staff time, resources and funding will provide the greatest environmental benefit.

### **Beach Sampling for Recreation**

The Miami-Dade County Department of Health (DOH) collects weekly water quality samples in the Atlantic Ocean off of select beach locations as part of the Florida Healthy Beaches program (<http://www.floridahealth.gov/environmental-health/beach-water-quality/index.html>). In Miami Beach, the DOH collects samples at four established sampling points: the beaches in the vicinity of 1<sup>st</sup> Street, 21<sup>st</sup> Street, 53<sup>rd</sup> Street, and 73<sup>rd</sup> Street. At the request of the city, DOH also samples the ocean water in the vicinity of 81<sup>st</sup> Street. The samples are tested for enterococcus, a type of fecal indicator bacteria that is used to determine the potential presence of disease-causing organisms in salt water. The results of the tests are available 24 hours after they are collected and are used to determine whether a swim advisory is warranted.

If enterococcus levels are present above the State's recreational water quality standard of 35 CFU/100mL in a sample, the DOH will issue a swim advisory for the affected beach. The City immediately alerts visitors and residents of the swim advisory through e-mail, press releases, hand delivered notices, and posted signage. The DOH will re-test the affected location the

following day and will lift a swim advisory once enterococcus levels test below the State's recreational water quality standard.

**Bay Sampling for Stormwater Management**

Water quality testing in Biscayne Bay is conducted monthly by Pace Analytical, Inc. and City of Miami Beach staff at approximately 35 stations citywide. These sampling locations were added voluntarily by the City as an extension of the larger Biscayne Bay sampling network, which Miami-Dade County has been monitoring on a monthly basis for more than 40 years. Consistent with the County's methodology, the samples are analyzed for physical (i.e., temperature), chemical (i.e., nutrients) and biological (i.e., enterococcus) parameters. City staff reviews the sampling results as they come in each month, as well as annually to inform stormwater management decisions.

**CONCLUSION:**

The current water testing frequencies for the beaches and the bay are consistent with industry standards for their intended purpose. The Administration recommends continuing weekly testing for the beaches as part of the Florida Healthy Beaches program and monthly testing for the bay through the city's water quality monitoring program.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

Item 23.  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSSION TO REVIEW THE PALM AND HIBISCUS ROAD ELEVATION EXPERIENCE.**

**HISTORY:**

On September 11, 2019, the City Commission referred a discussion item to the former Sustainability and Resiliency Committee to review the Palm and Hibiscus project's road elevation experience. During the discussion of the item, the Commission also included the Venetian Islands, Lower North Bay Road, Sunset Harbour, and Alton Road projects. Staff was asked to evaluate the impact of road raising on private properties, as well as how road raising affects the project schedule and costs. The overall efficacy of road raising and lessons learned from previous projects were also evaluated.

**PALM AND HIBISCUS ISLANDS**

The construction of the Palm and Hibiscus Island Enhancements commenced on January 2016. One of the main goals of the project was to address rainfall flooding with a new storm water drainage system, while addressing sea level rise and tidal flooding by raising roads.

Road raising occurred within both islands. However, depending on the elevation of the existing roadway, roads were raised different amounts to achieve the desired crown elevation. Some of the lower lying areas with elevations as low as 1.25 ft NAVD, such as the Coconut Lanes, experienced road raising up to two feet above the pre-construction elevation.

In addition to raising the roads, new storm water system and pump stations, the project also included the installation of the new water lines, sanitary sewer line rehabilitation, LED lighting, asphalt restoration, striping and signage, and landscape restoration.

**VENETIAN ISLANDS**

The Venetian Islands Neighborhood Project commenced construction in November 2013. The project originally included a new 8" water main, new water services, a gravity drainage system including catch basins and valley gutters, lining of 8" sanitary sewer and new street lighting for San

Marino, DiLido and Rivo Alto Islands. In May of 2015 changes were made to the contract to include the new drainage design criteria adopted by the City. Due to the advanced stage of the construction, road raising was not considered for this project. In February of 2016 six (6) new storm water pump stations, including water quality structures, were added to the project. Currently, the three Venetian Islands have a fully operational pumped storm water system, new water main system, a lined sanitary sewer system, and new street lights.

## **LOWER NORTH BAY ROAD**

The Lower North Bay Road Neighborhood Improvement Project began construction in September of 2014. The project included replacement of a gravity-based storm drainage system with a new, higher capacity collection and pump station system. The project scope included lining of the existing sanitary sewer system and the installation of a new water main and water services. The project also included roadway restoration and resurfacing but did not include road raising. A separate and subsequent project added new decorative street lights.

## **SUNSET HARBOUR**

The Sunset Harbour Neighborhood Improvement Project commenced construction in May 2013. The original scope of work included improvements to the existing drainage system which was composed of drainage wells. In May 2014, the project scope was extended to include a new storm water system comprised of pump station and major trunk lines. In addition, new sidewalks, lighting and landscaping.

The average existing elevation was between 1 and 2 feet NAVD. Prior to the project, the roads in Sunset Harbour severely flooded during king tides. All roads within Sunset Harbour were raised an average of 2 to 3 feet.

One of the main challenges for this project was the harmonization. Private properties, adjacent to the right of way, were low and many of them were below sea level. As a result, some transitions from the road to the properties required encroachments into private property. It is important to note that this is the first project where the City had to request permission from property owners to transition from an elevated roadway into private property. This project started the discussions of harmonization and license agreements within the City. Consequently, current projects, such as West Avenue, are now better equipped to deal with these conditions during the design development.

## **ALTON ROAD**

The construction of Alton Road between 5th Street and Dade Boulevard, an FDOT projects commenced in 2013. The project scope included total pavement reconstruction, installation of a new drainage conveyance system, installation of a new storm water pump station, and street furnishings including new sidewalk, lighting and landscaping.

The Alton Road project had significant constraints due to the proximity of the buildings and high groundwater table. As a result, road raising was minimized to mitigate the impact to adjacent properties. In addition, due to the high-water table, FDOT had to use full depth asphalt as

opposed to the conventional limerock base with an asphalt top layer.

**ANALYSIS:**

During the September 11, 2019 City Commission meeting, staff was tasked with reviewing the impact of road raising on project duration and associated incremental costs. Due to significant variability in project scope, these impacts are not identifiable with an acceptable degree of certainty. Contractors do not itemize costs or breakdown schedules in a manner that would allow staff to discern the incremental impacts from road raising. Additionally, there are large dissimilarities on how contractors perceive risk, which further amplify differences in project costs. For example, in our most recently bid project, Indian Creek Ph. II, we received seven bids with a price range from approximately \$13 million to \$26 million. These bids were received for what is an identical scope of work, and while there are some factors that contribute to the spread, we must consider that pricing reflects the contractor's aversion or acceptance of risk. Further, the uniqueness of each project scope, unforeseen conditions, and resident engagement also make it unfeasible to generate a comparison or generalized impact assessment.

The impacts on private properties and actions required by property owners also vary. In the Palm and Hibiscus project, due to higher original roadway elevations, properties on the east side of the islands experienced less impact than properties on the west side of the islands. At Sunset Harbour the road raising impacted adjacent properties during construction, but the harmonized areas have promoted a lively business friendly neighborhood after the construction was completed. By comparison, the Venetian Islands and Lower North Bay Road projects did not raise roads; nonetheless impacts to residents cannot be discounted as construction activities and duration affected their access and quality of life. Overall, it can be presumed, that lower properties will require more extensive harmonization efforts that may include driveway restoration, private property inlets, private landscaping within the right-of-way, or gates and fences which will need to be re-done.

Road raising, within the Palm and Hibiscus Island project and the Sunset Harbour Neighborhood Improvements, has proven to be an effective means to curb the effects of sea level rise and tidal flooding. Since the completion of the Sunset Harbour project, more than 60 tidal flooding events have been avoided. Similarly, road raising has helped the Palm and Hibiscus neighborhoods avoid flooding during king tides. The project team has no knowledge of any flooding events which have impacted habitable spaces for any of the residents on the Palm and Hibiscus islands. Recent monitoring of weather events has indicated that most of the properties have fared very well with localized ponding on low-lying properties, which will be resolved once the private inlet installations are complete.

**CONCLUSION:**

The City and its pool of consultants have gained considerable experience in executing the neighborhood drainage projects that include road raising. This is evident in the City's approach to the West Avenue project, where the lessons learned have been incorporated early in the planning and design phases. The City has approached this project by first performing extensive public outreach and obtaining the community's input. Design and engineering for this project also considers each property and harmonization impacts individually, coordinating with each of the properties to refine plans as needed. To further address resident concerns, construction activities will not commence until there is consensus for the project in each of the impacted

areas.

The team is also addressing permitting concerns with regulatory agencies early in the process to resolve potential delays. To address lessons learned regarding project size and duration, the West Avenue project has taken a segmented project approach, where smaller, more manageable portions of the project are commenced and completed prior to impacting the next segment. This reduces the duration of the project in front of any particular property, as well as the duration of impact for the neighborhood overall. Some of these approaches increase cost or overall duration of the project, but we have learned that restricting activities to smaller segments provides considerable benefits to the residents and their quality of life.

Finally, we have seen that in those projects where we have not raised the roads, Venetian Islands and to a lesser extent Lower North Bay Road, the impact to the service life of the roadways has been reduced. Observations indicate that roadways are exhibiting premature degradation due to what is believed to be the effects of fluctuations in ground water levels within the roadway assembly, among other things.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**Departments**

Office of Capital Improvement Projects

# MIAMI BEACH

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

Item 24.  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSS THE STATUS AND IMPLICATIONS OF THE ACTION ITEMS ASSOCIATED WITH ONGOING WATER QUALITY COORDINATION WITH MIAMI-DADE COUNTY**

**HISTORY:**

At the July 17, 2019 City Commission meeting, Commissioner Mark Samuelian referred this discussion to the Sustainability and Resiliency Committee (SRC), which has been merged and renamed the Land Use and Sustainability Committee. An initial discussion was held at the July 19, 2019 SRC meeting and an update was provided at the September 25, 2019 meeting.

Staff from the City Manager's Office, the Environment and Sustainability Department, and the Public Works Department have been holding monthly coordination meetings with Miami-Dade County Division of Environmental Resources Management (DERM) leadership since 2016. The purpose of these meetings is to increase communication between the two entities and allow county and city staff to proactively address potential issues through high-level coordination. One of the discussion items on the monthly meeting agendas relates to protecting and improving water quality.

The city reduces potential pollution through a combination of education and outreach, good housekeeping, as well as the use of cutting-edge technology and industry-vetted operational practices. The city's stormwater management program focuses heavily on preventing pollution at its source: people. It is easier and less expensive for each person to do their part by picking up after their pets, tossing trash into designated bins, and properly applying landscape maintenance chemicals than to capture and remove pollutants in larger concentrations from within the stormwater system. Nevertheless, the city plays an important role in protecting water quality and has a well-rounded strategy to remove pollutants outside and inside the stormwater system before they reach Biscayne Bay.

On Thursday, April 25, 2019, interdepartmental staff met with DERM leadership to discuss water quality and talk through the city's plans to improve upon our current efforts. The city began by highlighting the progress we have made over the last five years to improve water quality, including:

- In science, such as the voluntary launch of a municipal water quality sampling program
- In design, such as the modification of pumped outfall designs to include dissipator boxes that reduce discharge velocities from those approved in the city's first new generation pump stations;
- In operations, such as increasing stormwater system maintenance from once every three years to once every year;

- In policy, such as the citywide bans on polystyrene and plastic straws; and,
- In compliance, such as the creation of the city’s environmental inspection programs to reduce sanitary sewer overflows and construction run-off.

During the meeting, DERM and city staff identified several action items to take our stormwater management program to the next level.

**ANALYSIS:**

Following the April 25 meeting, City staff compiled a list of the 24 action items identified to facilitate tracking their progress. The 24 action items are divided into four types:

- **14 administrative** (i.e., providing copies of our standard operation procedures for stormwater system maintenance);
- **Five regulatory** (i.e., close out open permits that have completed construction);
- **Three education and outreach** (i.e., develop a flyer for homeowners that will have yard drains on their private property); and,
- **Two engineering** (i.e., evaluate options for enhanced stormwater treatment before discharge).

To date, 16 actions items have been completed, seven are in progress and one has not been started. The last pending action is for DERM and the City to conduct a “Walk the Waterbody” inspection, during which interdisciplinary teams of DERM and City staff traverse one drainage basin and discuss options for further reducing pollution. We will be meeting with DERM staff in the coming weeks to set a date for this initiative.

**CONCLUSION:**

City staff will continue to work with DERM on a project-by-project basis to close out any pending compliance issues and ensure future work is properly permitted before it begins construction. This report is presented to the members of the Land Use and Sustainability Committee as a status update. Staff recommends concluding this item and directing staff to provide regular progress updates via Letters to Commission.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

Item 25.  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSSION ON REQUIRING ALL COMMERCIAL LANDSCAPERS WORKING ON MIAMI BEACH TO ABIDE BY FLORIDA-FRIENDLY LANDSCAPING STANDARDS**

**HISTORY:**

On September 11, 2019, the Mayor and the City Commission referred this discussion to the Sustainability and Resiliency Committee (SRC), which has been merged and renamed the Land Use and Sustainability Committee. The item was sponsored by Commissioner Ricky Arriola. It was initially scheduled to be heard on October 23, 2019 and was deferred to the December 18, 2019 SRC meeting. Given that the SRC did not meet in December, this item is now being brought forth for discussion.

Florida-Friendly Landscaping standards are best practices that protect the environment and human health by considering and capitalizing on local conditions in designing and maintaining landscaping. Examples of Florida-Friendly Landscaping practices include the use of site-adapted (i.e., salt tolerant and native) plants, efficient watering methods, appropriate fertilization, and least-toxic or non-toxic products.

The Parks and Recreation Department and the Public Works, Greenspace Management Division currently apply Florida-Friendly Landscaping principles on public properties. In 2017, the City Commission furthered these efforts by passing a resolution incorporating Best Management Practices for landscaping by including the use of the Florida-Friendly Landscaping Guide to Plant Selection and Landscape Design when redeveloping City parks and City-owned lands. Additionally, all City landscaping contractors are required to follow industry practices and standards found in the Florida Department of Environmental Protection's "Florida-Friendly Best Management Practices for Protection of Water Resources by the Green Industries". Commercial landscapers operating on private property are not currently required to abide by these standards.

**ANALYSIS:**

At the September 25, 2019 SRC meeting, the Committee referred a draft fertilizer ordinance that limits fertilizer use on public and private property and establishes training requirements for commercial and institutional applicators of fertilizer within Miami Beach. As part of the training requirements established in the draft fertilizer ordinance, all commercial and institutional

applicators of fertilizer are required to successfully complete the six-hour training program on “Florida-Friendly Best Management Practices for Protection of Water Resources by the Green Industries” offered by the Florida Department of Environmental Protection through the University of Florida Extension “Florida Friendly Landscapes” program.

The First reading of the draft fertilizer ordinance was heard and passed at the November Commission meeting. However, in between First and Second reading, City staff identified previously unforeseen challenges with enforcing the provisions of the ordinance at the city-level, particularly with the use of the city’s Business Tax Receipt (BTR) process for verifying compliance. One such challenge is that landscapers can operate within Miami Beach without a Miami Beach BTR if they are licensed by Miami-Dade County.

Upon further discussion, City staff recommends working with Miami-Dade County to develop a county-wide ban that meets the goals of the city’s draft fertilizer ordinance. In addition to overcoming the enforcement challenges faced by a municipal ordinance, a county-wide ban is an important move toward improving the health of Biscayne Bay because it will reduce nutrient loads from fertilizer use across the entire watershed. On September 9, 2019, City staff presented before the County’s Biscayne Bay Task Force on local pollution prevention initiatives, such as Plastic Free MB, and recommended that these activities be expanded county-wide for maximum impact. The draft fertilizer ordinance presents an opportunity to leverage regional action by enacting the ban countywide.

**CONCLUSION:**

The Administration recommends working with Miami-Dade County to pass a countywide fertilizer ban that is consistent with the city’s draft ordinance and requires all commercial landscapers working in Miami-Dade County to receive training and abide by Florida-Friendly Landscaping standards.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

Item 26.  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSSION PERTAINING TO STRATEGIC INCREASES IN FAR RELATED TO RESILIENCY AND OTHER DEFINED POLICY BENCHMARKS**

**HISTORY:**

On January 15, 2020, at the request of Mayor Dan Gelber, the City Commission referred the discussion item to the Land Use and Sustainability Committee.

**ANALYSIS:**

**BACKGROUND**

On July 10, 2019, the Planning Director issued a determination pertaining to the definition of 'floor area' in chapter 114 of the Land Development Regulations of the City Code. The determination reaffirmed that the following elements are included within the definition of floor area: (1) voids in floors to accommodate elevator shafts; (2) voids in floors to accommodate mechanical/ventilation/trash shafts; and (3) stairwells, including stairwells within accessory garages.

On November 1, 2019, the Board of Adjustment, by a 5-2 vote, reversed the Planning Director's July 10, 2019 determination. On December 4, 2019, the Planning Director and the City, through outside counsel, appealed the decision of the BOA by filing a Petition for Writ of Certiorari in Circuit Court. Pursuant to City Code section 118-9, the filing of this appeal operates to stay the BOA order and all "work on the premises and all proceedings in furtherance of the action appealed from."

On December 11, 2019, at the request of Mayor Dan Gelber, Commissioner Mark Samuelian, and Commissioner Michael Góngora, the City Commission referred a proposed ordinance to the Planning Board for review and recommendation (item C4K). The proposed ordinance clarifies the areas of a building that count towards the maximum floor area limitations and reaffirms the definition of floor area that the City has consistently and uniformly applied to every building for nearly 50 years. The ordinance affirms that the definition of floor area includes "stairwells, stairways, covered steps, elevator shafts at every floor (including mezzanine level elevator shafts), and mechanical chutes and chases at every floor (including mezzanine level)." On December 17, 2019, the Planning Board held a public hearing and transmitted the ordinance to the City Commission with a favorable recommendation by a vote of seven to zero (7-0).

First reading of the subject clarifying ordinance is scheduled for January 15, 2020.

### **PLANNING ANALYSIS**

The maximum square footage (intensity) of a building is regulated by the Floor Area Ratio (FAR), which applies to all zoning districts except for single-family districts. The maximum floor area for a property is determined by multiplying the lot size by the FAR of the zoning district.

The BOA decision regarding covered stairwells, elevator shafts, and mechanical chutes created a significant problem in terms of applicability, consistency and manner of permit review for FAR calculations for every project moving forward. In this regard, any increase in FAR, either through a bonus/incentive provision, percent increase, or additional exclusions, must be effectuated in a deliberate and thoughtful manner, and must be supported by a thorough planning analysis. This will promote thoughtful development incentives, prevent unintended consequences related to FAR increases, as well as ensure the continuation of a predictable method of plan review.

The referral herein is intended to facilitate a broader and more comprehensive discussion pertaining to potential strategic increases in FAR. The discussion regarding potential strategies is expected to include, but will not be limited to, the following:

1. Bonus FAR/incentives related to resiliency and other defined policy benchmarks.
2. New exclusions from the calculation of floor area to address evolving building and life safety code requirements.
3. Strategic FAR increases within specific zoning districts, such as RM-1, low intensity residential districts, that currently have low FAR and face challenges with regard to meeting minimum building and life safety code requirements.

This discussion is intended to explore different avenues for FAR modifications, while still retaining clarity in terms of administration and review.

### **CONCLUSION:**

The Administration recommends that the Land Use and Sustainability Committee provide initial policy direction and continue the item to February 18, 2020. It is further recommended that the administration be directed to provide additional analysis and recommendations for the February 18, 2020 meeting.

### **Applicable Area**

Citywide

### **Is this a Resident Right to Know item?**

Yes

### **Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

Item 27.

## COMMITTEE MEMORANDUM

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

**TITLE: DISCUSSION OF THE NOVEMBER 26, 2019 SUSTAINABILITY COMMITTEE MOTION CONCERNING RECOMMENDATIONS FOR THE WEST AVENUE PROJECT**

### **HISTORY:**

At its January 15, 2020 meeting, the City Commission approved a referral to the Land Use and Sustainability Committee to discuss the West Avenue Phase II Project, specifically the motion passed by the Sustainability Committee concerning recommendations for the project.

### **WEST AVENUE PROJECT TIMELINE**

**JANUARY 27, 2016 - MARCH 1, 2017: START OF PROCUREMENT PROCESS, CITY MANAGER SHORT LISTED PROPOSERS, COMMISSION APPROVED RANKING**

**MARCH 22, 2017: WEST AVENUE PHASE II PROJECT CONTRACT AWARD TO RICMAN**

- On March 22, 2017, the Mayor and City Commission awarded a design/build service to Ric-Man Construction Florida, Inc. (Ric-Man), for West Avenue Phase II Project Improvements (the "Project").

**DECEMBER 13, 2017: COMMISSION REFERRED ALL RESILIENCE PROJECTS TO SRC FOR EVALUATION**

- At that time, Ric-Man had completed approximately 60% of the project design. However, further development of this project was postponed, including its design, as directed by City Commission.
- On January 5, 2018, Change Order No. 2 was executed to include the above-ground improvements to the Project, with no additional time extension.
- During the months of January through March 2018, the Sustainability and Resiliency Committee reviewed and evaluated the City's design criteria for stormwater management and also sought independent outside review by the Urban Land Institute (ULI), a partner of a

professional network that provides resiliency building tools, called the 100 Resilient Cities Network.

#### **APRIL 2018: PARTNERSHIP WITH THE URBAN LAND INSTITUTE**

- April 16-19, 2018, the City partnered with the ULI in order to review the City's Stormwater Resiliency Program with a three day panel assignment. The ULI's findings were not only a validation of the City's initial efforts, but also a call to raise standards to ensure a livable and sustainable community. A report was published.

#### **MAY 31, 2018: WEST AVENUE PHASE II PROJECT SELECTED TO PARTICIPATE IN THE RESILIENCY ACCELERATOR**

- On May 31, 2018, the project was selected to participate in the Resilience Accelerator, a partnership between 100 Resilient Cities and the Center for Resilient Cities and Landscapes at Columbia University. The Rockefeller Foundation funded this program with a \$3.7 million grant to connect the diverse challenges of a global network of cities to the expertise of the world's top schools of planning and design.
- In June 2018, the 100 Resilient Cities and Columbia University held meetings with City staff and members of the community to present information and obtain feedback on the project.
- On August 6, 2018 the Resilience Accelerator held a three day workshop with Columbia University and multi-disciplinary expertise primarily to review and assist the City to keep the West Avenue Project moving forward by integrating a more holistic resilience approach with focus on strategy and design; stakeholder engagement; benefits and costs.
- During the Resilience Accelerator workshop, the team worked through concerns identified by the community, as well as other issues raised during the workshop, including road elevation; road harmonization with private properties; turning lanes vs. roadway medians; pedestrian and bicycle prioritization; enhanced walkability; enhanced tree canopy; stormwater quality; baywalk connectivity and construction phasing.
- Over the course of the three day workshop, the team identified appropriate enhancements based on the Project's life cycle, existing and future site challenges, and feedback from the local community.

#### **SEPTEMBER 26, 2018: RESULTS PRESENTED TO SUSTAINABILITY AND RESILIENCY COMMITTEE**

- On September 26, 2018, staff presented the findings of the Resilience Accelerator Workshop to the Sustainability and Resiliency Committee.

#### **OCTOBER 17, 2018: CITY COMMISSION ACCEPTS RECOMMENDATIONS**

- On October 17, 2018, the City Commission accepted the recommendations of the Resiliency Accelerator and the final ULI Report for implementation.

- The City Commission directed staff to look into alternate road systems, replacing the typical limerock road base with an alternate asphalt blacktop base.
- Based on the Accelerator Program recommendations, the project elements to remain in the project include 3.7' NAVD Minimum Road Elevation and three continuous vehicular travel lanes. The participants reached a consensus as it relates to street cross-sections, road elevations, traffic lanes and stormwater criteria, therefore, the project will continue to be developed based on this consensus including the Resilience Accelerator and Design Criteria Professional recommendations.
- The Resilience Accelerator participants recommend for the pedestrian space to be maximized, with the new proposed criteria will require that 40 feet of ROW be dedicated to bicycles, pedestrians and greenspace, and only 30 feet be dedicated to vehicles.
- The preferred approach is to focus on enhancing the pedestrian and bicycle experience where possible along West Avenue and at the bay front and Collins Canal street ends, with more pedestrian friendly spaces, such as small plazas, public art, and other aesthetic improvements.
- The West Avenue typical section South of 14th Street will reflect two 5.5' wide protected bike lanes, one on either side of the road; two 10' wide lanes, one northbound and one southbound vehicular travel lane and one 10' foot two way center lane; a 17' "Rambla style" sidewalk with enhanced tree canopy and landscaping on the east side of West Avenue and a 5' ADA sidewalk and 4' planter on the west side of West Avenue.
- Maintaining high water quality standards are an integral component to the success of this project, therefore, the design will address the quality of the water being discharged from the pump station into Biscayne Bay through pollution control devices.

### **ANALYSIS:**

The City has done extensive outreach with this project since its inception. From November 14, 2017 through October 1, 2019, public meetings were held with the community including the West Avenue Neighborhood Association (WAVNA) and the North of Fifth Neighborhood Association (NOFNA), to present the findings of the Resilience Accelerator Workshop as well as numerous one-on-one meetings with residents wishing to discuss harmonization.

The Project has undergone extensive review and the City has incorporated numerous design changes in the project. Based on the City's internal review, ULI Report and recommendations from the Resilience Accelerator, the following items were included in the project:

1. Updating the design criteria for storm protection from a 5- year to a 10- year storm event;
2. Installing permanent stormwater generators
3. Resurfacing the Alton Court alleyway from 8th Street to 14th Street;
4. Increasing resident participation to include public interface, presentations, exhibits, meetings and design work, related to private property harmonization;
5. Updating and enhancing with additional landscaping and lighting to accommodate more tree canopy, wider sidewalks where possible, and pavers to provide an enhanced pedestrian experience and connectivity to the baywalk, as well as the enhancing the 10th Street street-end;
6. Resurfacing and striping of West Avenue from 6th Street to 8th Street;

- 7. Protecting all specimen trees defined by the City Code throughout construction. The landscape designer and the contractor will work with the Urban Forester to ensure specimen trees are protected during construction to minimize the impacts to mature tree canopy;
- 8. Installing a concrete sidewalk addition on the north side of 6th Street between West Avenue and Alton Road.

The following is a breakdown of the West Avenue Phase II Project contract costs:

Original contract cost: \$42.50 M.  
 Change order to include the above ground: \$4.70 M  
 Change order to include the resilience accelerator recommendation \$24.40 M  
 Grand total: \$71.60 M

**CONCLUSION:**

The following is presented to the members of the LUSC for discussion and further direction.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

Yes

**ATTACHMENTS:**

Description	Type
<input type="checkbox"/> C4 L	Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Mark Samuelian  
DATE: January 15, 2020

SUBJECT: REFERRAL TO THE LAND USE AND SUSTAINABILITY COMMITTEE TO DISCUSS THE NOVEMBER 26, 2019 SUSTAINABILITY COMMITTEE MOTION CONCERNING RECOMMENDATIONS FOR THE WEST AVENUE RENOVATION PROJECT.

---

### **ANALYSIS**

The Sustainability Committee met on November 26, 2019 and passed the motion below:

Motion requesting the city administration consider the following recommendations within the West Avenue Renovation Project:

- 1) Have Jacobs Engineering or another 3rd party engineering firm that offers a water quality/ environmental specialization review existing pump station designs (6th, 10th, 14th street and Dade Blvd), and newly proposed pump station designs (Lincoln Road pump) to provide validation, feedback and/or suggested improvements on the pollution control designs.
- 2) Have staff document in a memo what specific features or components from the Urban Land Institute Stormwater Management Review, Jacobs Engineering Blue Green Infrastructure report, Blueways Master Plan or other such approved plans have been incorporated in each stormwater project.
- 3) Direct Public Works and Ric-man Engineering Firm to use the West Avenue Renovation Project as a model to design and build in "Storm Drain Pollution Prevention Technologies" such as storm drain filters or gratings that keep trash and debris out of the stormwater system. Designing this into the system now eliminates the need for retrofits at a future time.

### **Applicable Area**

South Beach

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

### **Legislative Tracking**

Commissioner Mark Samuelian

**ATTACHMENTS:**

**Description**

- November 2019 Sustainability Motions

# MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

Jimmy L. Morales, City Manager  
Tel: 305-673-7010 , Fax: 305-673-7782

**654-2019**

NO. LTC #

LETTER TO COMMISSION

TO: Mayor Dan Gelber and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: December 16, 2019

SUBJECT: Sustainability Committee Motions

The purpose of this Letter to Commission is to provide you with correspondence received from the Sustainability Committee regarding the motions made at the meeting held November 26, 2019.

Attachment: Sustainability Committee Motions

  
JR/ESW/FCT/yp

## City of Miami Beach Sustainability Committee

David Doebler, Chair

**Members:**  
Jeremy Waks  
Mohammed Islam  
Chris Duggan  
Luiz Rodrigues  
Max Litt

TO: Mayor Dan Gelber and Members of the City Commission  
FROM: David Doebler, Sustainability Committee Chair  
DATE: November 26, 2019  
SUBJECT: Sustainability Committee Motions

Dear Mayor and Honorable City Commission,

The Sustainability Committee met on November 26, 2019 and passed the motions below:

- Motion supporting the inclusion of resilient elements in the design of the Miami Beach Skatepark such as blue/green infrastructure, the use of recycled materials, water bottle refill stations, bike racks, bike repairs stations, and shaded canopy trees.
- Motion supporting the Marine and Waterfront Protection Authority's resolution (LTC 534-2019) on the impacts suffered by coral reefs off the coast of Miami Beach as a result of the PortMiami dredging project that took place from 2013 - 2015 and to request the Mayor and City Commission send a letter to the Florida Department of Environmental Protection, Miami-Dade County, and Miami Dade County DERM demanding such agencies move forward with their overdue and legally mandated impact assessment and mitigation plan to restore the reef.
- Motion requesting the city administration consider the following recommendations within the West Avenue Renovation Project:
  - 1) Have Jacobs Engineering or another 3rd party engineering firm that offers a water quality / environmental specialization review existing pump station designs (6th, 10th, 14th street and Dade Blvd), and newly proposed pump station designs (Lincoln Road pump) to provide validation, feedback and/or suggested improvements on the pollution control designs.
  - 2) Have staff document in a memo what specific features or components from the Urban Land Institute Stormwater Management Review, Jacobs Engineering Blue Green Infrastructure report, Blueways Master Plan or other such approved plans have been incorporated in each stormwater project.
  - 3) Direct Public Works and Ric-man Engineering Firm to use the West Avenue Renovation Project as a model to design and build in "Storm Drain Pollution Prevention Technologies" such as storm drain filters or gratings that keep trash and debris out of the stormwater system. Designing this into the system now eliminates the need for retrofits at a future time.

Sincerely,



David Doebler,  
Chairperson, Sustainability Committee

# MIAMI BEACH

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

**Item 28.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discussion On The Latest Project Plan Including Project Charter, Timeline, Communications Outreach Plan, And Enhancements For West Avenue.**

**Applicable Area**

South Beach

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**ATTACHMENTS:**

**Description**

**Type**

□ C4 O

Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Mark Samuelian  
DATE: January 15, 2020

SUBJECT: REFERRAL TO THE LAND USE AND SUSTAINABILITY COMMITTEE OF A DISCUSSION ON THE LATEST PROJECT PLAN INCLUDING PROJECT CHARTER, TIMELINE, COMMUNICATIONS OUTREACH PLAN, AND ENHANCEMENTS FOR WEST AVENUE.

---

### **ANALYSIS**

On November 14, 2018, the Miami Beach Commission unanimously approved proposed changes to the West Avenue Phase II project. These changes brought the total project cost to approximately \$70 million. Since then, the City has had significant project experiences in other neighborhoods and must continue to learn and seek to improve its approach. With that in mind, the intention of this item is to review:

- Latest project plan and timeline
- Project charter
- Utilization of City of Miami Beach RISE Guide (attached) including coordination processes and outreach strategy
- Harmonization approach including any potential issues (e.g. drainage tie-ins)
- Status of auxiliary generator decision/ location
- Permitting
- Support for private property owners
- Enhancements to our approach based on Palm-Hibiscus/ Indian Creek project experiences
- etc.

### **Applicable Area**

South Beach

### **Is this a Resident Right to Know item?**

Yes

### **Does this item utilize G.O. Bond Funds?**

No

### **Legislative Tracking**

Commissioner Mark Samuelian

**ATTACHMENTS:**

**Description**

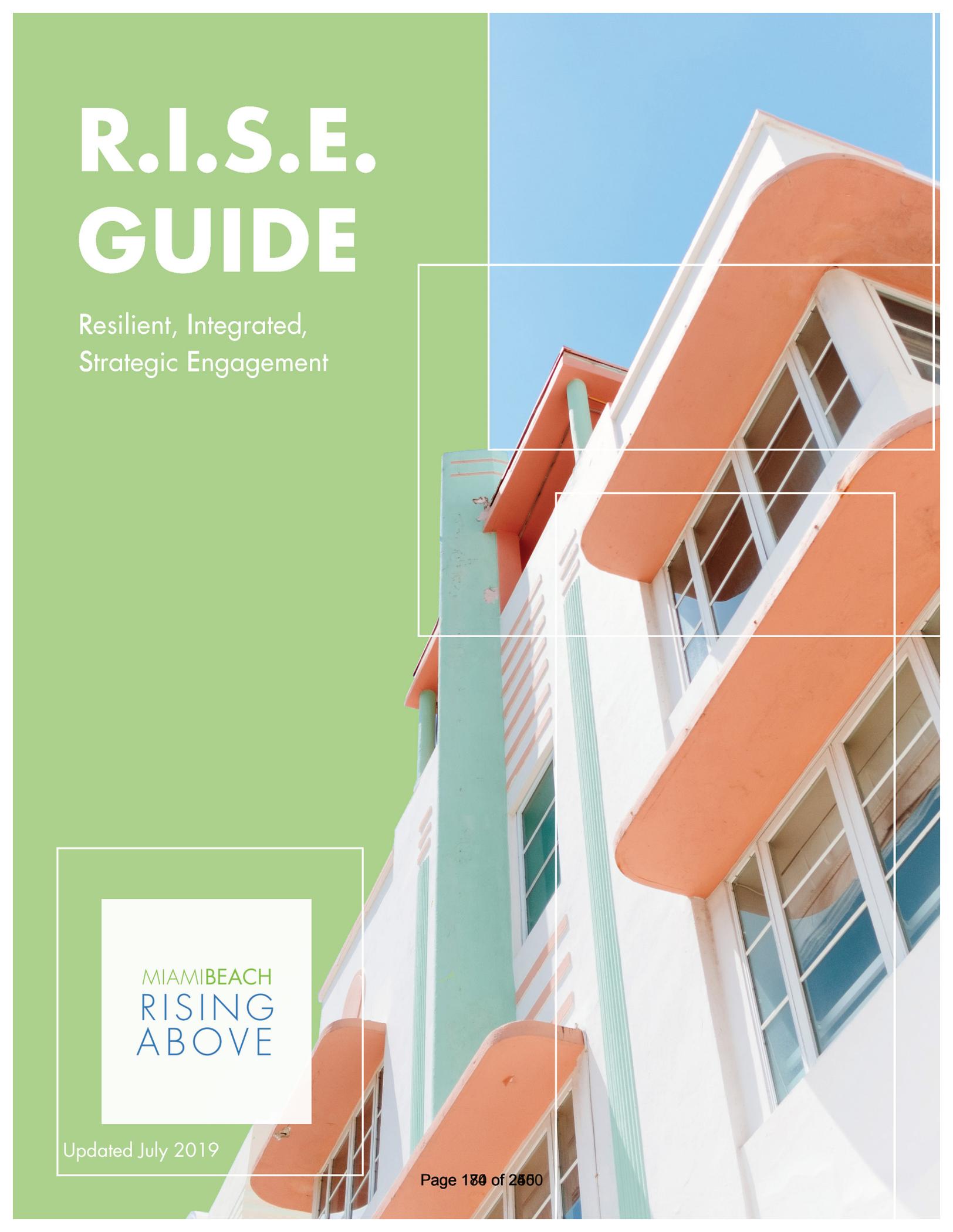
- Resiliency Communications Plan - New RISE Guide

# R.I.S.E. GUIDE

Resilient, Integrated,  
Strategic Engagement

MIAMIBEACH  
RISING  
ABOVE

Updated July 2019



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  - Project Charter
  - Project R.I.S.E Plan

## **Introduction to the R.I.S.E Guide**

The R.I.S.E. Guide was created to serve as a resource for city employees to communicate and engage with Miami Beach residents on government resilient infrastructure initiatives. It is an integrated internal communications guide with models and frameworks derived from the field of Community Psychology. The Guide attaches the existing Rising Above brand to all resilient building projects that are led by the Public Works, Transportation and Capital Improvements Departments.

The R.I.S.E. Guide aims to enhance resident communications and engagement activity performance by increasing message consistency, relationship trust and knowledge-sharing between local government and the public.

The Guide is meant to exist as a living document and discussed among city Management team members. It should be modified as needed and distributed to all project consultants and assigned staff with the Office of the City Manager having full discretion of product delivery and function.

### **Why the R.I.S.E. Guide?**

As part of the City of Miami Beach's resilience building efforts, the City Manager's Office is working to empower civic engagement practices. The Urban Land Institute (ULI) recommends that the city adopts an integrated strategic communications and resident engagement plan that will keep messaging consistent, relationships trustworthy and residents knowledgeable throughout urban innovation, revitalization and adaptation projects.

### **Who should use it?**

Anyone that communicates with residents of Miami Beach on behalf of the city. Specifically, such communication would include infrastructure projects led by Public Works, Transportation and Capital Improvements Projects.

The contents are especially relevant to City of Miami Beach employees with duties in public information, community outreach, citizen engagement and education; media relations, stakeholder management and partner involvement; content production, content marketing and other creative services; internal communication, knowledge management, meeting facilitation, and both professional and resource development.

**Initial Project Coordination Process**

For each project, the assigned City project Liaison along with his/her assigned Public Information Officer (PIO) should complete a series of steps prior to any development of materials and/or communication with the general public. Below is a three-step process for project coordination from inception to completion.

<b>Project Coordination Process</b>		
<b>Step</b>	<b>Task</b>	<b>Responsible Party</b>
Step One	Project Charter, Neighborhood Profile, Community Impact Questionnaire	CMB Project Liaison and supporting staff
Step Two	Project Kickoff Meeting	CMP Project Liaison, PIO, Contractor and Project Engineer, Supporting CMB Staff
Step Three	Project R.I.S.E Plan	Assigned PIO
Step Four	Project Completion Summary	Assigned PIO
Step Five	Letter to Commission (LTC)	City Liaison

**Step 1 - Project Charter, Neighborhood Profile and Community Impact Questionnaire**

Development of the project charter, neighborhood profile and community impact questionnaire need to be facilitated by the CMB Project Liaison and provided to the assigned PIO. Once these documents are completed, the Project Liaison will send a calendar invite requesting a kick-off meeting with the internal team and Communications Department. All necessary departments need to be included in this meeting. Refer to page 23 for this template.

Once this project charter is completed an email notice and calendar meeting request to the internal team and communications department needs to be set up. All necessary City Departments need to be included in this meeting.

**Step 2 – Project Kickoff Meeting**

CMB Project Liaison to conduct a Kick-off meeting to discuss the following items:

- A. Review project charter (Project Charter, Neighborhood Profile and Questionnaire)
  - I. Work to fill any missing information
  - II. Gather more information for the questionnaire and modify responses accordingly
- B. Discuss and confirm project communications
  - I. Messaging – Key points and project facts
  - II. Methods – Communication tools used to promote the project, meetings, and overall project engagement (ex., door-to-door, social media, e-blasts, one-on-one meetings, mailers, special

- events, etc.)
- III. Materials – What materials will be developed? (ex., fact sheet, door hanger, advisory, comment cards, etc.
  - IV. Meetings – Discuss progress meeting schedules and the need for public meetings.
- C. Generate Neighborhood R.I.S.E Team
- I. ID a key representative of the project corridor or Neighborhood Association
- D. Discussion of Next Steps
- I. Development of Project R.I.S.E Plan
  - II. Website project page development
  - III. Collateral Development
  - IV. Project start dates
  - V. Public Meeting dates and locations
  - VI. Other items

### **Step 3 – Preparation of Project R.I.S.E. Plan (PRP)**

After the kick-off meeting is conducted, the assigned PIO will use the project charter and information from the meeting to develop the Project R.I.S.E Plan.

A R.I.S.E Plan must be developed for each project prior to construction commencing. A PRP is an effective way to include the information received from the project charter and approved outreach strategies based on the type of project, communication level and potential community concerns. The plan outlines a decided-on communications plans and defines roles, project scope, timelines, deliverables and affected stakeholders. It also details the informational outreach materials that are to be developed as part of the project. The PRP will serve as a living document that is continuously reviewed and revised by the CMB Project Liaison and the PIO throughout the life of the project.

Plan objectives include but are not limited to:

- Understanding the project scope, construction activities, Maintenance of Traffic (MOT) and other items related to the project
- Understanding the dynamics of the project area, community, aesthetics, and other key items
- Identifying directly affected stakeholders and impacts
- Stating the overall outreach approach and deliverables to be generated
- Addressing any special accommodations, events or needs in an effort to mitigate impacts to the community

Submit the PRP to the project team for review and approval. Finalize all outreach materials, follow approval processes and disseminate this information to the public. Report findings using the monthly project report, revisit the process and review needed changes. Refer to page 23 for this template.

Once the meeting has been conducted, the project charter and supporting documents should be updated with all discussion items, signed by the project team and submitted to the project team, directors and Communications Department. Refer to page 23 for this template.

## **Communication Levels and Outreach Methods**

### **Communication Levels:**

Levels of communication have been established to guide the project team to determine the degree of outreach methods required on a project. Outreach methods are subject to the discretion of the project team and Communications Department. Once a level and methods have been established, the below information must be added to the PRP.

- **Level 1:** Project is not contentious and causes minor impacts to access or traffic.
  - Ex: Installing a traffic signals, midblock crossings, and installing lighting at intersections.
- **Level 2:** Project has general public approval, minor impact on access, and a moderate degree disruption to motorists.
  - Ex: Milling and resurfacing, some bridge repair projects, construction that may require some lane closures.
- **Level 3:** Project is, or expected to be, contentious. The construction will pose significant impacts to access that could be temporary or permanent and work requires significant impacts to motorists.
  - Ex: Neighborhood utility improvement projects, major roadway reconstruction, parking removal, installation of new roadway medians, traffic patterns or shared use paths, installation of speed tables or other traffic calming devices, traffic signal removal, roadway widening or elevation, harmonization, encroachment or landscaping removals, bridge repair projects on major corridors, and projects including detours.

### **Outreach Methods**

Below is a list of outreach methods to be considered when developing the PRP. Various outreach methods are marked as a requirement (\*) on all PRPs. Should the project team or PIO require additional outreach beyond this list, written approval from the Communications Department must be obtained prior to implementing outreach.

- CMB Outreach Resources
  - City Clerk's Office – Meeting Notices
  - City Mobile Apps
    - CityGrader
    - MB Resident Connect
    - Residents Portal
    - Resident's Guide
  - Citywide E-blast/E-newsletter.
  - CMB Text – MBTraffic or MBAlert to 888777 to receive emergency notifications
  - Commission Meeting Agendas (CMB Request Only)
  - MB Magazine
  - MBTV – Channel 77
  - Social Media (Facebook, Instagram, Twitter, NextDoor and YouTube)
- Door-to-door distribution of project information along the project limits

- Consider using iPads or tablets to obtain project information electronically
- E-Blast via Constant Contact
- Elected Official/ Briefings via letter to commission (LTC)
- Groundbreaking/Ribbon Cutting Ceremonies/Other special events
- One-on-one meetings and presentations with directly affected stakeholders and community groups
- Online Streaming via Facebook Live, YouTube TV, etc.
  - The PIO must work with the Communications Department. Audio and lighting need to be tested and approved.
- Pop-up outdoor events
- Public Meetings/Charrettes (For more information see Public Meeting Coordination below)
- Website project page development and regular updates\*
- Weekly Updates/Advisories/Status Updates\*

### **Public Meeting Coordination**

- All public meetings must adhere to the following outreach methods no less than two weeks prior to a public meeting:
  - Place on CMB calendar - email the clerk's office for with meeting information three weeks prior to meeting.
  - E-blast information to elected officials via CMB Project Manager – Provide information to pm.
  - Make phone calls to main Homeowners Associations (HOA) and stakeholders to distribute the flyer to their network.
  - Door-to-door distribution of project information within the project limits.
  - E-blast to all affected residents, HOA's and staff.
  - Social media messaging – Send flyer in high resolution JPG format to the Communications Department to share.
  - Internal CMB Staff distribution – Send flyer to Chief of Staff.
  - CMB Calendar posting – Send flyer to Communications Department.
- All meetings must commence with the showing of the Rising Above Video – Contact the Communications Department to obtain a copy of this video.
- The following handouts must be provided at all meetings:
  - FAQ and/or Fact Sheet
  - Comment Card
  - Meeting Agenda
- Meeting records must be posted on the website within one month after the meeting. The report should include:
  - Comment cards
  - Full voice recording of the meeting
  - Meeting sign-in sheets
  - Meeting summary & photographs

## **Collateral Development, Templates and Style**

- **Approval process**
  - All collaterals must be approved by the CMB Project Liaison, and sent by the CMB Project Liaison to the Communications Department Director and Assistant Director for approval prior to disseminating to the public.
  - It is the responsibility of the CMB project Liaison to obtain written approval from the contractor and/or engineer prior to sending to the Communications Department.
  - Any project funded by the General Obligation (G.O) Bond must use the G.O. Bond collaterals templates. Templates are to be requested through the Communications Department.
- **Database Development**
  - Upon project inception the PIO should develop a database of city officials and project team, stakeholders, special interest groups, and property owners/current occupants to be used as a communication tool throughout the life of the project. The database should be updated on a monthly basis or as needed.
  - This database is to be sent monthly to the Communications Department in spreadsheet format as follows: First Name – Last Name – Email – Identify the Project and Neighborhood.
- **Fact Sheets**
  - To be translated in English and Spanish (front/back).
- **Font**
  - All fonts must adhere to the Futura Family.
    - Title/Headers: Futura STD Book
    - Body: Futura STD Light
- **Inquiry/Call Log**
  - The PIO is required to maintain a call/inquiry log that is to be updated on a regular basis and presented to the project team during every progress meeting. This log will serve as a reference point for open and closed public inquiries.
- **Logo – Miami Beach Rising Above**
  - The MB Rising Above Logo must be used on all collaterals. Refer to page 23 for more information.
- **Templates**
  - Required to be used for all project information. See page 23 for a complete list of all templates.
- **Website updates**
  - Project information and collateral materials is to be uploaded to the [www.MBrisingabove.com](http://www.MBrisingabove.com)

website on a regular basis.

- The Communications Department will provide each PIO firm designated login credentials.

- **Weekly Updates/Advisories/Status Updates**

- These notices should be created in English only, unless requested by the CMB Project Liaison or the Communications Department.
- Approval deadline – The Communications Department must receive draft advisories 24 hours prior to distribution.
  - All urgent requests must be submitted via e-mail and a follow-up phone call on their cell phones with a text message sent to Tonya Daniels and Melissa Berthier to ensure delivery.
- Eliminate using technical language.
  - Work with your project team to rephrase items into easy to understand explanations.
  - Use conversational phrasing.
- Layout – Do not include text in the body of the email. Place the image of the notice and a link to download the update/advisory in case it is difficult to read when placed.
- Distribution – All weekly e-blasts must be distributed via Constant Contact
  - Link must be sent to the Communications Department for distribution on the following platforms: Next Door, HOA's, citywide e-blast and MB Traffic text messages when appropriate.
  - Link must be sent to the Chief of Staff if information affects city employees.
- No more than three months should pass without sending a project status update.

## **Wording and Messaging**

- OneCity–OneMessage: Eliminate the use of “The Contractor” or “The Public Works Department/CIP”. Instead use “The city”.
- Begin all notices with the project benefits and follow with the scope of work and potential impacts. Focus more on the positives of the projects at the beginning instead of coming right in with the negative impacts.
- Avoid using red font, bold or all caps to highlight community impacts.
- Eliminate the use of text heavy messaging. Instead use bullet points.

- Avoid using technical language. Work with your project team to rephrase items into easy to understand explanations.

## **Correspondence**

- Elected Officials – The CMB Project Liaison should work with the Communications Department Director and copy the Chief of Staff to notify the Mayor and Commission.
- Media requests – Forward requests to the Communications Department with project team included for further direction.
- Resilience questions or information requests – The Communications Department will be providing all PIOs with business cards to be used for any public inquiries. All inquiries can also be forwarded to [MBRisingAbove@miamibeachfl.gov](mailto:MBRisingAbove@miamibeachfl.gov).

## **Project Reporting**

- **Monthly Report**
  - This monthly report is to be submitted to the CMB Project Liaison to then send to the Communications Office addressing the following:
    - Key inquiries or issues
    - Weekly Updates or Advisories issued within the month
    - Social media and/or media coverage of the projectOnce the report is approved it will need to be sent as an LTC by the CMB Project Liaison or any other appointed City staff member.
- **Project Completion Summary**
  - Upon project completion, the project PIO will be responsible for generating a summary report that includes the final PRP, final inquiry and call log, database, signed agreement, meeting summaries, public meeting materials, monthly reports and any other formal documents pertaining to the project.

Refer to page 23 for both these templates.

## **Customer Satisfaction Survey**

Throughout the life of the project the team is required to issue Customer Satisfaction Surveys. These surveys will be used as a measuring tool to ensure outreach activities are evaluated and adjusted based on public needs. Refer to page 23 for a survey that can be disseminated at public meetings, on door-to-door distributions and via e-mail.

- When distributing information door-to-door, take the opportunity to issue the general customer survey by using the established project link.
- Be sure to obtain an e-mail address and follow-up electronically with the survey.

- Utilize CMB’s survey platform, MailChimp.
- Surveys are to be conducted throughout the life of the project.

**Contact Information**

<b>Title</b>	<b>Contact</b>	<b>Phone</b>	<b>Email</b>
Communications Director	Tonya Daniels	305.216.9462	TonyaDaniels@miamibeachfl.gov
City Manager Chief of Staff	Marcia Monserrat	305-673-7010	MarciaMonserrat@miamibeachfl.gov
Communications Assistant Director	Melissa Berthier	786.442.7109	MelissaBerthier@miamibeachfl.gov
Social Media	Amanda Carballo	305.673.7000 ext. 6060	AmandaCarballo@miamibeachfl.gov
Community Resource Coordinator	Kevin Pulido	305.673.7000 ext. 2112	KevinPulido@miamibeachfl.gov

**Understanding Resilience**

**Definition of Resilience**

Resilience is the flexibility to adapt to unforeseen circumstances and thrive in a dynamic environment. It’s the ability of a person or system to adapt or respond to a change or problem. It is the capacity to recover quickly from difficulties.

A resilience strategy is the product of a planning process during which a community develops a better understanding of the challenges it faces; review its ability to address those challenges; and unites people, projects and priorities so that it may collectively act on its resilience challenges. Resilience goes beyond conference rooms and construction. It is a mindset for every individual, regardless of age, race and socio-economic class to view their life. It’s investing in your own future through preparation and adaptation, while promising to build a world for future generations to prosper.

Resilience is often used to describe the way a city is upgrading its roads and stormwater system to prepare the community for sea level . projections. Resilience is a coveted opportunity, a unique chance to improve resident quality of life through better and more integrated design. Below ground, this means adding new stormwater, water and wastewater pipes. Above ground this means constructing new sidewalks, bike lanes, lighting, shade, green space and even art.

Resilience is also about being prepared for more than climate change. The city is addressing chronic stresses, such as poverty and poor transportation, as well as acute stresses such as infrastructure failure, a storm or public health matters. Miami Beach is doing so by introducing initiatives to strengthen public transportation systems, secure affordable housing and build a vibrant economy, among others.

## **Resilience FAQs**

### **Is my neighborhood next for road elevation?**

The city recently hired engineering design firm, Jacobs Engineering Group, Inc. to develop a multi-disciplinary, integrated sea-level rise mitigation and stormwater management strategy for the entire city. Providing subject matter expertise for the city as it evaluates designs for neighborhoods, the firm is highly regarded for incorporating a strong focus on community input that is interactive and action-oriented, creating a transparent iterative feedback loop and validation of ideas that will shape the city's cohesive water management plan.

Two of the issues their team will be re-evaluating include the phasing of the neighborhood projects and the extent of road raising. The team of leading international experts is also committed to maximizing green and blue infrastructure in their plans, not only by managing the quantity and quality of stormwater, but improving the aesthetics of the community through streetscapes, traffic calming, urban forestation and pedestrian and bicycle transportation goals.

According to the planned timetable, Jacobs will begin working in early 2019 and will deliver a concept plan for Integrated Water Management solutions. The process will include public meetings where everyone will have the opportunity to share their thoughts with the designers. After the concept plan is accepted by the city, the designers will be tasked with developing the necessary plans to facilitate neighborhood improvements. Designs are not anticipated to commence until 2020 at the earliest. Residents will be contacted regarding upcoming community meetings to ensure all are involved in the process to improve their neighborhood.

### **How will the new stormwater system that the city plans to install improve drainage?**

The proposed drainage system will be designed to improve existing drainage conditions for each neighborhood. The system will be designed to handle all rainwater run-off. The intent is to have any greenspace lower than the road to act as the recharge area allowing rain to percolate through the ground and replenish freshwater. Run-off will be collected in the right-of-way using drainage inlets and pipes that will be connected to a stormwater pump station and water quality treatment devices before run-off is discharged.

### **Is the city creating basements and is my flood insurance rate going up as a result?**

The concern is understandable given that raising roads is innovative, new and different from what residents are used to. However, the City of Miami Beach is not creating basements as a result of this work. On the contrary, the city is taking positive, proactive steps towards building a resilient community for generations through elevation. Investing in public infrastructure and utilizing the best science to do so, the city is reducing risk and working hand-in-hand with residents to ensure both public and private properties are in the best position possible.

In fact, the Federal Emergency Management Agency's (FEMA) definition of a basement is any area of the building having its flood subgrade, that is below ground level, on all sides. To be classified as a basement, the adjacent ground would have to be higher than your first floor on all four sides. You would essentially have to step down into your building.

The height of roads is also not a criterion used in flood insurance, thus raising streets and improving the stormwater collection system does not negatively impact flood insurance through the National Flood Insurance

Premium (NFIP). Low-lying buildings are still insurable by your flood insurance.

Mitigation and adaption are not only important ways to reduce risk, but decrease the cost of insurance. In the top performance tier of all Miami-Dade County cities, Miami Beach participates in the Community Rating System (CRS), a voluntary program under FEMA that allows communities to earn flood insurance discounts. Under FEMA's NFIP, cities earn points for conducting activities that promote flood insurance and reduce flood risk.

While flood insurance premiums are increasing due to federal action, the city's efforts to prepare the community for extreme weather events have improved Miami Beach's CRS rating from a Class 6 to Class 5 designation. A rare feat for cities, Miami Beach is one of two cities countywide to hold this ranking. This accomplishment has increased savings from 20 to 25 percent citywide, bringing estimated savings from \$6.6 million to \$8.4 million annually effective May 1, 2019.

Another noted method to reduce flood insurance is to have the first finished floor of your property above the FEMA Base Flood Elevation (BFE). Since 93 percent of all buildings in Miami Beach are located in a Special Flood Hazard Area (SFHA), the general rule is the higher the lowest livable floor, the lower the flood insurance premium.

### **Do stormwater pumps pollute Biscayne Bay?**

Crushed plastic bottles, perforated Styrofoam, chip bags, liquor bottles and a red flip-flop – these are just some of the hundreds of remnants that have washed up inside of one of the storm water pump stations on 10 Street and West Avenue. Dishearteningly, the majority of refuse being cleaned up is not naturally occurring, but generated by people.

The city's pump stations provide quality ecological sophistication through pollution control devices. Sifting the water entering the pump, they remove harmful pollutants before they have a chance to surf down into the bay, including solids, certain particles and other substances. The city's stormwater pumps successfully prevent several tons of debris from ending up in precious waterways.

In addition, the city conducts a regular cleaning of the system. Specially-trained crews remove debris from these systems on a quarterly basis by utilizing a multi-level cleaning process. The four-step pump cleaning process begins by first, catching large debris; second, filtering sand and particles; third, removing remaining floating material and finally introducing oxygen into the water to break down unwanted bacteria and improve water quality.

For over 10 years, the city has been conducting a public area sanitation assessment program to objectively rate the cleanliness of Miami Beach. The cleanliness index measures against four factors: litter and trash, organic materials, fecal matter and garbage cans and dumpsters. It measures each on a scale from one to 10, one being exceptionally clean to six being extremely dirty. Areas assessed include streets, sidewalks, alleys, parks, surface parking lots, waterways and beach areas. The city's cleanliness has steadily progressed as evidenced by the index.

Preserving the quality of the waterways and vital marine resources by keeping trash out of the bay is paramount

in Miami Beach's fight against the rising tide.

### **Why doesn't the city utilize deep-well injection wells?**

In developing its stormwater plan, the city considered the use of deep-well injection wells. To test the effectiveness of the wells, the city installed a few throughout the island. Not only did they not properly receive water or push it out, water was pouring out of the wells. This took place in more than one location.

Following a thorough comparative analysis, city staff also found that the construction cost would increase exponentially as compared to a gravity-based system; wells would use more energy thus increasing the city's carbon footprint; and finding suitable locations for the wells in our highly-developed environment would be near impossible.

These wells also don't function as effectively in low-lying regions. No other stormwater system in the State of Florida utilizes deep-well injection wells for these reasons.

As a result, the city moved forward with utilizing a gravity-based system paired with a pump for the outfalls.

### **Why is the city raising roads by 3 feet?**

Numbers can be tricky, especially when discussing road elevation. As the city raises public property and harmonizes all driveway approaches as part of its resilience strategy, city staff assesses needs on a lot-by-lot basis. What does that mean? Simply put, there are varying elevations in different areas throughout the city. Across Miami Beach, the city's current policy is that roadways should be at an elevation of 3.7 North American Vertical Datum (NAVD).

The common misconception is that this means to raise roads in all areas by 3.7 feet; however, it means to raise roads to the elevation of 3.7 feet NAVD only on the portions of the road where it is not already at that height. Take the Lakeview Neighborhood for example. Those roadways are already between 2 feet and 4 feet NAVD based on some recent surveying the city has performed. This would result in the roadways only being raised from 0 feet in many locations to up to 2 feet in some areas.

But, how did the city agree on 3.7 NAVD to be the set height? The city began by finding a common ground for sea level rise projections and decided to plan based on the findings of the Southeast Florida Regional Climate Compact in 2015. Committed to planning today's efforts to withstand sea level height in 30 years, the City decided one foot would be the appropriate height based on the agreed upon statistics of rising seas. The decision was made for the road base to be above the water. Roads in South Florida are 12 inches thick. Add in the tail end water condition of 2.7 feet NAVD and the city's criteria becomes 3.7 feet NAVD.

### **Key Talking Points**

**Our resilience journey began by flooding in low-lying neighborhoods. The solution to this emergency event was the implementation of a robust stormwater management plan.**

The city began its climate resilience journey by addressing the city's lowest and most vulnerable neighborhoods.

The stormwater plan consists of installing pump stations, raising roads, elevating sea walls and replacing the city's aging infrastructure. In 2013, areas such as Indian Creek Drive, Crespi Boulevard, and Sunset Harbour became poster-children for "sunny day flooding". The city took action in 2014 and launched an aggressive \$400 million, 10-year stormwater management program, which has grown to \$650 million with an increase in scope and capacity that includes upgrading the underground piping and pump systems to handle and treat water for more area than only the public rights-of-way. The majority of this cost is being absorbed by Miami Beach residents and businesses through their monthly stormwater user fees with other funding sources like the 2015 Interlocal Agreement with Miami-Dade County and the 2018 General Obligation Bond supplementing the work that needs to be done in many neighborhoods.

Every day, we are examining our plans and projects with a critical eye to protect us well into the future. We are using the best available science and engineering, investing in our aging infrastructure and are ultimately adapting to climate change. We're also being proactive, intentional and strategic in building resilience into everything we plan in hopes of creating a system that will help us bounce back faster.

**We are viewed as global leaders in the field.**

Today, we're viewed as a global leader in our efforts in climate resilience and we continue to write the playbook that other municipalities are and will emulate. Cities like Boston, Massachusetts and Fujisawa, Japan have visited our urban island to learn more about our resilience efforts.

We're consistently and actively looking for ways to improve our resilience strategy via community input and third-party perspectives. Thanks to these stakeholders and other regional, national and international collaborations, the city has been able to launch an aggressive, proactive and successful strategy.

The city's future hinges on the support of its residents. Building a resilient community requires communication, dialogue and continuous improvement. Throughout our resilience journey, we've involved residents and businesses to join the conversation and provide a vision as well as fine tune our efforts. We've engaged the community throughout this process, and continue to do so, by hosting public meetings, community surveys and more.

Taking an opportunity to revisit vital details of a plan with industry leaders is essential to the success of any large-scale, innovative project. The city is a member of the Rockefeller Foundation's 100 Resilience Cities (100RC) network, an extensive network of Chief Resilience Officers in other cities, like Miami Beach, who are using innovative techniques to see what works, while also providing support by tapping leading thinkers from the private sector and academic space who are bringing new ideas into the fold. In April 2018, the Urban Land Institute (ULI), a member of 100RC's Platform of Partners, worked with the city to assess its stormwater management and climate adaptation strategy. Granting high marks to the city's initiatives, the volunteer panel advocated for a broader strategy that factors in livability, green infrastructure and economic issues in addition to stormwater management.

Miami Beach has also invited renowned experts from Harvard School of Design and Columbia University to examine the city's approach and provide advice — generating a range of recommendations from truly out-of-the-box ideas to innovative risk modeling. There is no one-size-fits-all approach for infrastructure improvements

throughout the remainder of the urban island.

Led jointly by 100RC and Columbia University's Center for Resilient Cities and Landscapes (CRCL) in August 2018, the Resilience Accelerator Workshop had a significant impact on expanding the scope of Miami Beach's climate adaptation efforts. In an intense design and implementation discussion group, the Accelerator sought to introduce a resilience lens into the street elevation project at West Avenue, which had been stalled for months as a result of community concerns.

The Accelerator helped city staff work through public communications and transparency issues while also surfacing alternative designs that would create public space and amenities to complement the new streetscape. The City Commission approved a change order at their December 2018 meeting that opened up additional funding for the street elevation to continue with added resilience components such as pedestrian and bicycle routes, as well as more individualized harmonization to match the elevated street to pre-existing properties.

The extensive collaboration and engagement led by Miami Beach and the broader Greater Miami & the Beaches has set the foundation for these partnerships and helped to launch the city's strategy with solutions and support necessary to build resilience within the city and across South Florida.

### **The city's geography makes it vulnerable to climate change.**

A city of low-lying islands with over three miles of coastline makes the city a current heavenly utopia and simultaneously an extremely climate-change vulnerable locale. South Florida is no stranger to wind and flood risk. Our geographic location on the Atlantic Ocean means that we are at risk to hurricanes and flooding. Our low elevation allows ocean water to infiltrate inland as the sea rises.

Understanding and preparing for this risk has resulted in the South Florida region having among the most advanced building codes in the world. Preserving our unique environment and quality life through resilience is not only crucial for residents, but key to our globally-renown status as a tourist destination.

### **References & Resources**

#### **For more information...**

On the city's resilience strategy, visit [www.MBRisingAbove.com](http://www.MBRisingAbove.com).

#### **To report flooding, a pot hole, backed up sewer line and more...**

Residents are encouraged to make a report via the Miami Beach eGov app or by calling the 24/7 Public Works hotline at 305.673.7625.

#### **To obtain an elevation certificate...**

When acquiring flood insurance, its likely residents will be required to obtain an elevation certificate. An official FEMA elevation certificate will provide an individual with their home elevation. To obtain one, residents should contact a local survey company. If they might have one already, they can contact their flood insurance agent or the City's Building Department at 305.673.7610 to check if there is one on file.

For more detailed information about Elevation Certificates and diagrams, visit [www.fema.gov/elevation-certificate](http://www.fema.gov/elevation-certificate).

**For questions about flood insurance...**

Residents should reach out to their flood insurance agent for more information about rates. They have good working knowledge of National Flood Insurance Premium and can best explain the factors used in flood insurance availability and cost.

**To stay updated on the G.O. Bond Projects, 25 percent of which are directly related to resilience...**

Visit [www.GOMB2018.com](http://www.GOMB2018.com) to see project status and learn more about the projects occurring in the city.

**For other questions and concerns...**

E-mail [MBRisingAbove@miamibeachfl.gov](mailto:MBRisingAbove@miamibeachfl.gov).

**Stats & Facts**

**A Look at Investment**

Complementing the \$650 million allocated for stormwater system upgrades, the \$439 million general obligation bond is a clear testament of the Miami Beach voter's decision to invest in the future of their city and ensure a brighter tomorrow.

Approximately 25 percent of the projects are directly resilient, including 10 percent of the parks, recreational and cultural facilities projects.

More specifically, the incorporation of green and blue infrastructure (\$17 million) in park projects such as

- Par 3/Community Park
- Flamingo Park & Youth Center
- Maurice Gibb Park
- 72 Street Park, Library & Aquatic Center

51 percent of the neighborhoods and infrastructure bond including:

- Resilient Sea Walls and Living shorelines (\$10 million)

Above Ground Improvements of planned stormwater and water and sewer projects (\$85 million)

- Neighborhood Above Ground Improvements (\$43 million)
- Flamingo Park Neighborhood Improvements (\$20 million)
- La Gorce Neighborhood Improvements (\$14 million)
- North Shore Neighborhood Improvements (\$8 million)

Street Tree Master Plan (\$5 million)

- Playing a significant part of the city's plan for expanding green infrastructure, the tree master plan will strategically plant up to 5,000 trees throughout the island to improve the city's stormwater management capacities. A large species tree, properly planted, can contribute an added 4,000 gallons of stormwater management once matured.
- Many projects, including the upgrading of Fire Station #1 and #3, will incorporate resilience elements due to new design standards or are indirectly resilient such as roof replacement in infrastructure projects in which green roof designs may be considered.

### **City of Miami Beach in Numbers**

- 92,307 residents
- 230,000 average daily visitors
- 42.1 median age
- 69.2 percent speak a language other than English
- 7 miles of beaches
- 15 cultural institutions
- 77.7 average temperature
- 37 parks and facilities
- #1 hotel destination for South Florida tourists

### **Fiscal Health**

Economic resilience is an important component of overall resilience. Diversified revenue streams, and the financial ability to prepare for, and recover from shocks and stresses are paramount for not only bouncing back, but bouncing forward.

- \$631.3 million operating budget
- \$48.7 million capital budget
- General fund revenue sources include revenue received from property taxes as well as 53 percent of funding attributed to tourism and 10% stemming from different fees for services and permits

### **City Infrastructure in Numbers**

- Ground elevation ranges from 2.4 feet on the west to 11.41 feet on the east with beach dunes reaching the highest at 20 feet
- 42 monitoring wells established as part of a comprehensive groundwater program

### **Stormwater Program in Numbers**

Miami Beach is one of 30 permitted entities to discharge stormwater in Miami-Dade County, managing 4 percent of the 8,000 outfalls. From 2017 to 2018, there was a 74 percent increase in the amount of stormwater pumps.

### **Resilient Building in Numbers**

29 building permits for homes and businesses have been obtained to actively build above base flood elevation.

- 26 residence

- 2 commercial-use properties
- 6 completed properties
- 23 properties under construction

Miami Beach's taxable assessed property values are \$38.9 billion representing 13.4% of Miami-Dade County's taxable property values

### Historic Preservation in Numbers

- Land Use Boards have reviewed 282 items for sea level rise and climate change criteria in the last year
- World's largest collection of Art Deco architecture
- 20 percent of Miami Beach is located within historic districts
- 44 percent of Miami Beach's assessed property value is located within historic districts
- 67 percent of properties in historic districts are partially, or fully, at an elevation lower than 3.7 NAVD

### Transit in Numbers

- 8 miles of green bike lanes
- 6 long-term parking facilities
- Free MB Trolley ranked highest of 25 cities providing circulator service in Miami-Dade County

### How Do People Travel?

#### TODAY

- 64 percent – car
- 11 percent – bus
- 10 percent – pedestrian
- 5 percent – cyclists
- 10 percent – other

#### VISION FOR 2035

Becoming more resilient by becoming less car-centric. This vision represents a reduction of approximately 99.2 metric tons of green-house gases per day.

- 43 percent – car
- 20 percent – bus
- 17 percent – pedestrian
- 10 percent – cyclists
- 10 percent – other

### Glossary of Terms

1. **Affordable housing:** Housing which is deemed affordable to those with a median household income or below as rated by a recognized housing affordability index.
2. **Anthropocene:** The era in which human influence has been the dominant force on the environment, including the climate; the current geological age of the world.
3. **Base flood elevation:** The calculated elevation to which floodwater is anticipated to rise during a 100-year flood as determined by FEMA and communicated via Flood Insurance Rate Maps.

4. **Blue infrastructure:** Infrastructure that is linked to water and can refer to new canals, wetlands and retention on urban plazas and other public facilities to manage water during extreme rain events.
5. **Climate adaption:** Methods to protect people and places by reducing their vulnerability to climate impacts. For example, to protect against sea level rise and increased flooding, communities might build seawalls or relocate buildings to higher ground.
6. **Climate change:** A gradual, long-term change in the Earth's climate, especially a change due to an increase in the average atmospheric temperature.
7. **Climate mitigation:** Efforts that attempt to slow the process of global climate change, usually by lowering the level of greenhouse gases in the atmosphere. Planting trees that absorb carbon dioxide from the air and store it is an example of one such strategy.
8. **Elevation certificate:** An official document indicating the elevation of a property that is used to provide important elevation information to comply with community floodplain management ordinances and determine the proper insurance premium rate by FEMA.
9. **Flooding:** An overflow of water that submerges land this is usually dry. This may occur when water escapes its usual boundaries, such as from the coast. It can also occur due to the accumulation of rainwater on a saturated ground or in urban areas, such as Miami Beach, where it can accumulate on property and in public right-of-way by seeping through stormwater drains.
10. **Flood zone:** Areas designated by FEMA as being at risk for flooding. Level of risk varies.
11. **Freshwater lens:** This concept occurs in the coastal regions of many islands, like Miami Beach, and are essential to ensuring the quality of the local water supply and nourishing vegetation. A freshwater lens is formed when lower density freshwater infiltrates to the subsurface and floats on top of denser saltwater, forming a convex lens of freshwater below the surface. The freshwater lens allows greenspace lower than the road to act as the recharge area allowing rainwater to percolate up through the ground and feed the vegetation.
12. **Green infrastructure:** Infrastructure that incorporates both the natural environment and engineered elements into projects and by doing so conserves ecosystem values and services, beautifies communities, helps to manage stormwater, reduces heat island effects and increases biodiversity and improves air quality.
13. **Greenspace:** An area of grass, trees or other vegetation set apart for recreational or aesthetic purposes in an otherwise urban environment and contribute heavily to water management and resiliency approaches.
14. **Harmonization:** The process of easing the transition between the new raised street elevation to private properties.
15. **Hazard mitigation:** According to FEMA, any action taken to reduce or eliminate long-term risk to people and property from natural disasters. This type of planning is a process utilized by state, tribal and local governments to identify risks and vulnerabilities associated with natural disasters and develop mitigation strategies to reduce or eliminate long term risks.
16. **Historic preservation:** A function of communities that helps maintain a higher quality of life by preserving its cultural heritage and historic resources by establishing context for development and encouraging green building practices.

17. **Infrastructure:** The fundamental facilities and systems serving a country, city or other area that are essential to the function of its economy.
18. **King tides:** The highest predicted tide of the year. During the king tide season, period water levels are significantly higher than that on an average day. In Miami Beach, this season runs from September to November.
19. **MSL:** Mean sea level is an average level of the surface of one or more of Earth's oceans from which height such as elevation is measured.
20. **Natural floodplain:** Low-lying areas adjacent to bodies of water that are subject to natural flooding during intense rain events, extreme high tides and storm surge events.
21. **North American Vertical Datum (NAVD):** The current vertical datum as of 1988 for the contiguous United States and Alaska, excluding Hawaii, Puerto Rico and the Pacific Island territories. The city utilized this measurement system in regard to road elevation.
22. **Personal adaption:** The steps individuals take to protect themselves and their properties from extreme weather events and flooding.
23. **Public right-of-way:** Public land such as streets and sidewalks that can be utilized by individuals for a specific purpose.
24. **Resilience:** The capacity to recover quickly from difficulties.
  - a. Synonyms: flexibility; toughness; elasticity
25. **Resilience strategy:** The product of a planning process during which a community develops a better understanding of the challenges it faces; reviews its ability to address those challenges; and united people, projects and priorities so that cities can collectively act on their resilience challenges.
26. **Runoff:** Rainfall that flows over the ground surface and occurs when rain falls on roads, driveways and other paved surfaces that do not allow water to soak into the ground.
27. **Shocks:** Sudden, sharp events that threaten a community. This includes hurricanes, tornadoes, coastal flooding, infrastructure failure, cyberterrorism and more.
28. **Special Flood Hazard Area (SFHA):** Land areas that are at high risk for flooding.
29. **Stresses:** Events or circumstances that weaken the fabric of a community on a daily or cyclical basis. This includes pronounced poverty, an underdeveloped transportation system, aging infrastructure, lack of affordable housing, rising sea level and coastal erosion.
30. **Stormwater drainage system:** A network of individual drains and a component of gray infrastructure designed to drain excess rain and ground water from impervious surfaces such as paved streets, parking lots and sidewalks.
31. **Sustainability:** The extent of a system in its current state to meet the economic, environmental and social needs of future generations.
32. **Sustainable transit:** The capacity to support the mobility needs of a community in a manner that is the least damageable to the environment and improves the mobility needs of future generations.
33. **Urban resilience:** The capacity of individuals, communities, institutions, businesses and systems within a city to survive, adapt and grow regardless of the chronic stresses and acute shocks it endures.

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34. **Vertical datum:** A unit of measurement that utilizes classic survey methods to measure height differences (i.e. geodetic leveling) to best fit the surface of the Earth; a surface of zero elevation to which height of various points are referenced.
35. **Water quality:** A measure of the condition of water.

## **APPENDIX**

- Templates
  - Advisories and Notices
  - Community Impact Questionnaire
  - Customer Survey
  - Door hanger
  - Letter head
  - Logo and Specifications
  - Monthly Report
  - Neighborhood Profile
  - PowerPoint Slide
  - Project Charter
  - Project R.I.S.E Plan

# PUBLIC MEETING

## Indian Creek Greenway Design

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**Tuesday, January 8, 2019**  
**6 PM - 8 PM**

Miami Beach Senior High School - Media Center  
2231 Prairie Avenue, Miami Beach, FL 33139

The City of Miami Beach is hosting a public design meeting to discuss the Indian Creek Greenway project. The purpose of the meeting is to gather community input to develop a greenway masterplan that improves both the landscape aesthetics and pedestrian experience along the Indian Creek Waterway.

For more information, contact 305.673.7071, [rodneyknowles@miamibeachfl.gov](mailto:rodneyknowles@miamibeachfl.gov)  
or visit [www.miamibeachfl.gov/city-hall/cip/](http://www.miamibeachfl.gov/city-hall/cip/)

To learn more about this resiliency project and the City's other innovative initiatives, visit [www.mbrisingabove.com](http://www.mbrisingabove.com)

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To request this material in alternate format, sign language interpreter (five-day notice required), information on access for persons with disabilities, and/or any accommodation to review any document or participate in any city-sponsored proceedings, call 305.604.2489 and select 1 for English or 2 for Spanish, then option 6; TTY users may call via 711 (Florida Relay Service).

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# ADVISORY

## Palm and Hibiscus Islands Neighborhood Improvement Project

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### What's New

#### Palm Island Entrance Reconstruction Traffic Pattern - Phase 2

### Benefits

The City is beautifying the entrance to Palm Island and pavers will be installed around the fountain.

### Work Schedule

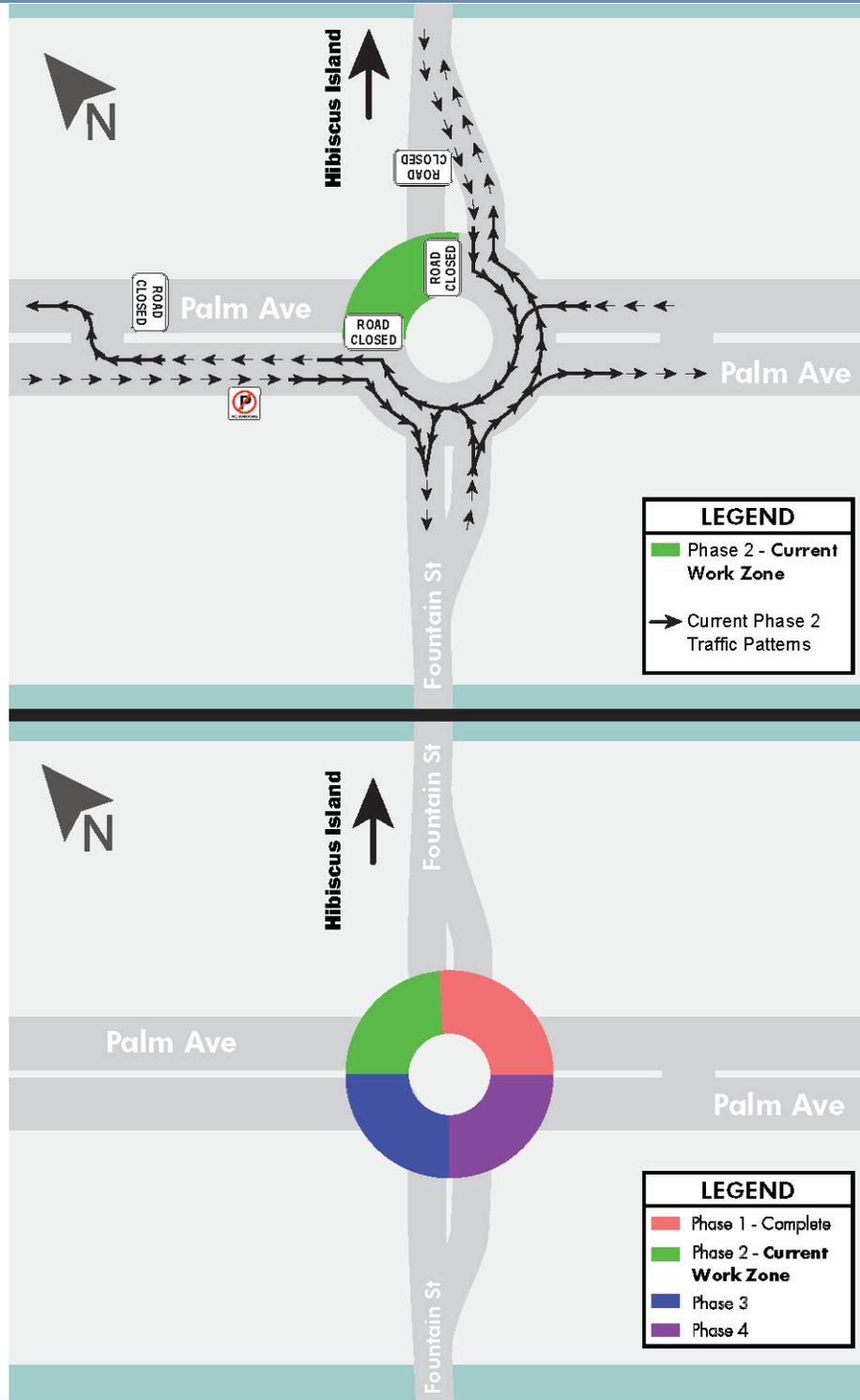
- The work will be completed in phases to minimize congestion. Each phase is expected to last approximately three weeks.
- Phase 1 will be completed the weekend of January 19 and Phase 2 will commence on Monday, January 21, despite being a city observed holiday for Martin Luther King Jr. Day.
- To complete the work safely, a new traffic pattern will be implemented for Phase 2 and will be updated as the work progresses to the next phase. Motorists entering the island are directed by signage and flagmen on site.
- Please use caution and pay attention to the detours.

### What to Expect

- Temporary closures around the fountain on Palm Island.
- Two-way traffic along the east side of Palm Island. All vehicles must use caution and obey the traffic pattern.
- Please adhere to the "no parking" restrictions posted. Vehicles parked in the restricted areas will be towed at the owner's expense.

### Who to Contact

For more information, contact Maria Alzate at 305.560.8218, maria@iscprgroup.com or visit [www.miamibeachfl.gov/cip](http://www.miamibeachfl.gov/cip)



To learn more about the City's innovative resilience initiatives, visit [www.mbrisingabove.com](http://www.mbrisingabove.com)

To request this material in alternate format, sign language interpreter (five-day notice required), information on access for persons with disabilities, and/or any accommodation to review any document or participate in any city-sponsored proceedings, call 305.604.2489 and select 1 for English or 2 for Spanish, then option 6; TTY users may call via 711 (Florida Relay Service).

## Community Impact Questionnaire

Project Name: (i.e. Palm and Hibiscus Improvements)

Assigned CMB Department: \_\_\_\_\_

Assigned CMB Project Liaison: \_\_\_\_\_

Assigned Public Information Officer (PIO) and firm: \_\_\_\_\_

Project Location:  
 (i.e. Palm and Hibiscus Islands)

Question	Response
Who or what will be most negatively impacted by the project during construction?	
Who or what will be positively impacted by the project during construction?	
Who or what will benefit most from project outcomes?	
What are anticipated issues/challenges related to increasing neighborhood knowledge, consistency and trust?	
What effects does the project have for the following:	
• Temporary Air Pollution	
• Temporary Noise Pollution	
• Temporary Vibrations	
• Temporary Utility Shutdowns	
• Temporary Access Restrictions	
• Permanent Impacts	
• <i>Other</i>	
• <i>Other</i>	

## General Customer Satisfaction Survey

Project Name: \_\_\_\_\_

Date: \_\_\_\_\_

---

1. Are you familiar with the improvements in your area?
  - a. Yes
  - b. No
  - c. Somewhat
  
2. Are you part of the project email list?
  - a. Yes
  - b. No
  
3. If so, are you receiving project updates on the status of the work?
  - a. Yes
  - b. No
  
4. How often?
  - a. Daily
  - b. Once a week
  - c. Once a month
  - d. Other \_\_\_\_\_
  
5. Is the information provided in the project updates easy to understand?
  - a. Yes
  - b. No
  
6. What is the best way to reach you?
  - a. Phone
  - b. Email
  - c. Text
  - d. USPS Mail
  
7. Do you know who your project team is and who to contact if you have any questions?
  - a. Yes
  - b. No

8. Do you have any suggestion on how the project communication can be improved?

<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
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9. Do you have any suggestions on how the City's communication can be improved?

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**Palm View 20-Year  
Master Plan**

The City of Miami Beach is working with the residents of Palm View to create a 20-year master plan for this neighborhood gem. The review includes understanding economic impact of the changes in the surrounding areas over the last 20 years (including traffic, land use, and the convention center-city center development) and a look forward to the next 20 years in the context of further public and private development, impact of historic designation and sea level rise.

**Please join us for the kick-off  
meeting to hear more  
about this project.**

**Tuesday, February 12, 2019  
6 PM - 8 PM**

**City Hall - First floor  
conference room**

*Please contact the Planning Department at  
305.673.7550 if you need assistance or have any  
questions regarding this project.*

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Variations

Standard Logo



1 Color: Black



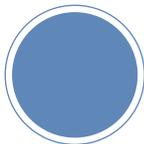
1 Color: White



Colors



PANTONE 358
R: 170 C: 35
G: 218 M: 0
B: 145 Y: 57
K: 0



PANTONE 7682
R: 103 C: 64
G: 134 M: 43
B: 184 Y: 8
K: 0



PANTONE 545
R: 197 C: 21
G: 217 M: 7
B: 231 Y: 4
K: 0



PANTONE 2747
R: 0 C: 100
G: 27 M: 93
B: 113 Y: 24
K: 22

Fonts

Futura Light Futura Book



Futura Light

Futura Family

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Light, Book, Bold, Book Italic

Reproducing the logo

1. Do Not Stretch the logo horizontally



2. Do Not Stretch the logo vertically



3. Do Not Switch fonts



4. Do Not Change colors



5. Do Not Compromise logo clarity



Meeting Notice Template

1. Meeting Title



4. Rising Above Logo

2. Meeting Related Image



5. Date

3. ADA Statement



6. Location

7. Meeting Information

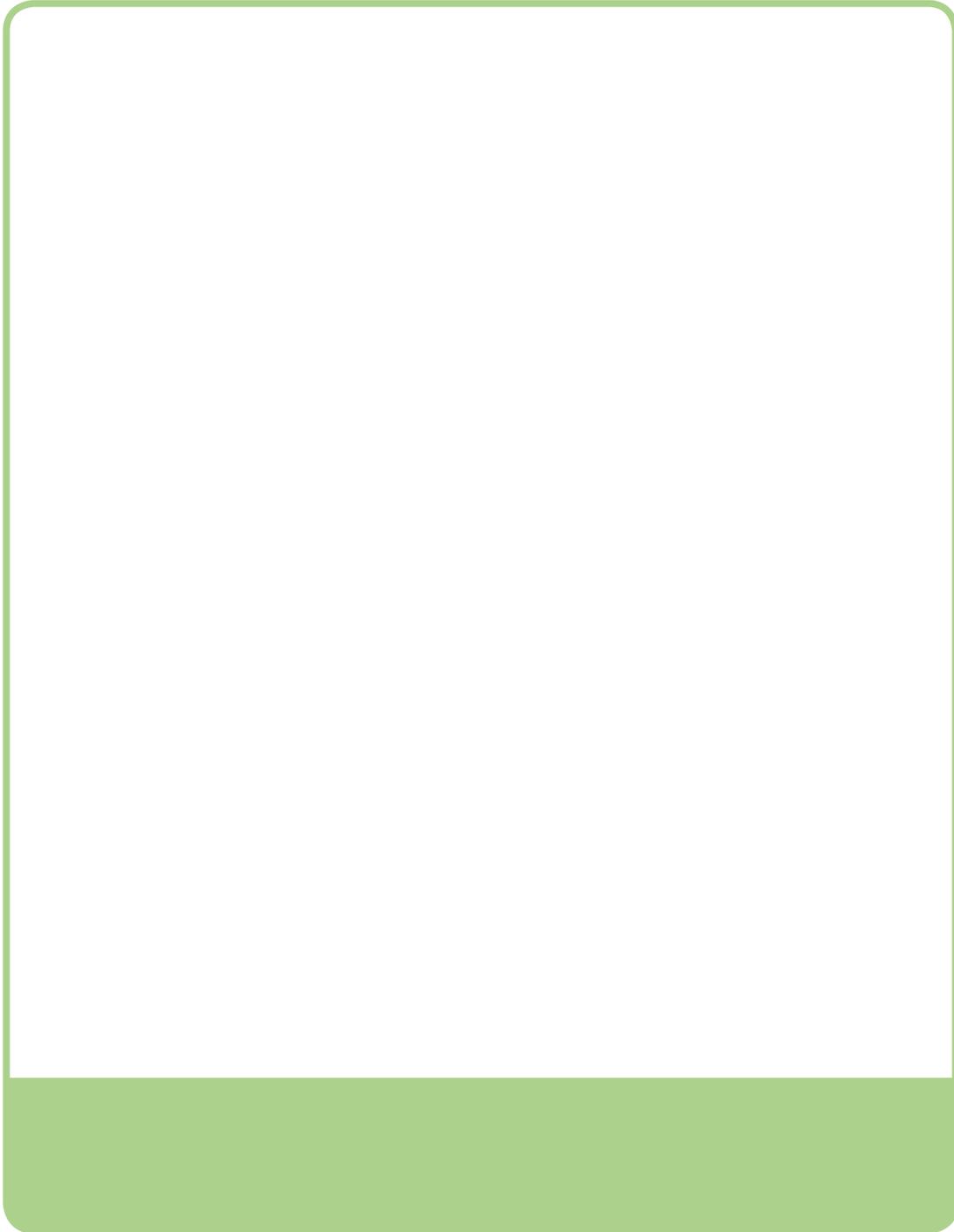
8. Contact Information

9. Miami Beach Logo

To request this material in alternate format, sign language interpreter (five-day notice required), information on access for persons with disabilities, and/or any accommodation to review any document or participate in any city-sponsored proceedings, call 305.604.2489 and select 1 for English or 2 for Spanish, then option 6; TTY users may call via 711 (Florida Relay Service).

General Resident Inquiries

Email Blasts: Sent through Constant Contact



## Neighborhood Profile

Project Name:

---

Assigned CMB Department:

---

Assigned CMB Project Liaison:

---

Assigned Public Information Officer (PIO) and firm:

---

Project Location:  
 (i.e. Palm and Hibiscus Islands)

<b>Audience Assessment</b> (Who are the people affected by the project?)	
<b>Community</b> (name of neighborhood, description of area)	
<b>Preferred            Communication            Method</b> (attitude, perceptions, preferred communication method)	

<b>Corridor Understanding</b> (What is known about the project area?)	
<b>Residence</b> (houses, condos, single vs. multifamily units, gates community, etc.)	
<b>Business</b> (restaurants, retail, hotels, offices, etc.)	
<b>Education</b> (schools, universities, libraries, etc.)	
<b>Worship</b> (Churches, temples, synagogues, etc.)	
<b>Recreation</b> (parks, beaches, bike trails, etc.)	
<b>Parking and Transit</b> (on-street parking, parking facilities, transit stops, etc.)	
<b>Loading/Valet Zones</b> (loading zones, valet stations, waste management locations, etc.)	
<b>Corridor Aesthetics</b> (loading zones, valet stations, waste management locations, etc.)	

<b>Neighborhood Context</b> (What is known about the project area?)	
<p><b>Social/Cultural</b>            (popular gathering spots, social network trends, resident perceptions, opinions and behaviors)</p>	
<p><b>Environmental/Geographical</b>            (sea-level projections, flood and evacuation zone designations, beach erosion risk, land typography)</p>	
<p><b>Historical</b>            (historic preservation area, hurricane damage zone, historical flooding zone, etc.)</p>	
<p><b>Political/Economic</b>            (land use and zoning regulations, policies and ordinances, state/federal implications, budgetary/business concerns, etc.)</p>	

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## Project Charter

Project Name:

---

Assigned CMB Department: \_\_\_\_\_

Assigned CMB Project Liaison: \_\_\_\_\_

Assigned Public Information Officer (PIO) and firm:

\_\_\_\_\_

Project Location: (i.e. Palm and Hibiscus Islands)
---

Project Phase	Outreach Objective	Status
Planning	Gain community feedback and vision for the project.	
Design	Obtain public input on project plans.	
Construction	Communicate project information and coordinate day-to-day construction activities	

### PROJECT TEAM

Title/Role	Name	Department/Agency	Phone	Email

**PROJECT SCOPE OF WORK**

**Project Purpose and Need** (Why is this being done? What deficiencies does this project address? What are the overall benefits?)

(i.e. To prevent flooding in streets, homes and businesses that is caused by rainfall, storm surge and/or rising tides, and to upgrade water sanitization system to improve drinking water quality. Reduces likelihood of property destruction and increases health safety for residents.)

**Intended Outcomes** (What are the project’s measurable objectives? What is a successful outcome?)

(i.e. improved water quality, reduced frequency of stormwater flooding, faster drainage.)

**Products Deliverables** (List the end-product deliverables. What will be designed, constructed, installed, replaced, etc.?)

(i.e. Installation of new water meters, sewer laterals, and seawalls, replacement of water main and stormwater drainage, installation of pump stations, driveway reconstruction, etc.)

**General Timeline** (When are project phases, milestones, start/end dates? List deadlines and/or expectations per the contract.)

(i.e. Design Phase – Start: January 2019 / End: April 2019 Construction Phase: TBD. Contractual obligation is three-month completion. Estimated completion in three to five months.)

**Internal Communication Plan** (What is the standard for reporting resident inquiries and feedback? What does the internal feedback look like? When will cross-department meetings take place? How will all parties remain on the same page?)

(i.e. Project PIO will meet with the project team and necessary CMB departments on a biweekly progress meeting and provide an updated resident inquiries and calls log.)

**ASSESSMENTS**

**Constraints and Dependencies** (What are potential limitations or roadblocks that would impact the project? What situations does the project rely on?)

(i.e. commission approval, funding, resident acceptance, encroachment removals, harmonization agreement signatures.)

**Risks** (What are the significant risks associated with this project?)

(i.e. damaged underground utilities, hurricane season, adjacent projects, high traffic congestion, public opposition.)

**Early Communication** (Has any project information been communicated to the public? Any commitments made?)

(i.e. the City sent out a press release to the residents stating a potential project will take place in their neighborhood. CMB project liaison to provide a copy of this and the contact list of the residents who received the report. Include any previous charters.)

## Approval Signature Page

Project Name: (i.e. Palm and Hibiscus Improvements)

---

Accompanied with the Project Charter includes the Neighborhood Profile, Community Impact Questionnaire and Project Rise Plan that was reviewed and approved by the project team.

\_\_\_\_\_  
Dept. Director                      Date

\_\_\_\_\_  
Lead PIO                              Date

\_\_\_\_\_  
Com. Director                      Date

\_\_\_\_\_  
Project Liaison                      Date

\_\_\_\_\_  
Department                      Date

\_\_\_\_\_  
Department                      Date

\_\_\_\_\_  
Department                      Date

## Project R.I.S.E. Plan

Project Name:

Assigned CMB Department: \_\_\_\_\_

Assigned CMB Project Liaison:

Assigned Public Information Officer (PIO) and firm:

Project Location:  
(i.e. Palm and Hibiscus Islands)

### INTRODUCTION

#### Overview of R.I.S.E. Plan Purpose and Objectives

This Project R.I.S.E. Plan (PRP) is developed as an effective way to ensure community outreach effort are being coordinated and executed for all transportation projects within the City of Miami Beach. The PRP objectives are as follows:

- ✓ Include the information received from the project charter and approved outreach strategies based on the type of project, communication level and potential community concerns.
- ✓ Outline communication levels and decided-on communications plans
- ✓ Defines project roles, project scope, timelines, deliverables and affected stakeholders
- ✓ Detail the informational outreach materials that are to be developed as part of the project.

The PRP will serve as a living document that is continuously reviewed and revised by the CMB project liaison and the PIO throughout the life of the project.

### PROJECT TEAM

Title/Role	Name	Department/Agency	Phone	Email

## PROJECT OVERVIEW

<b>Project Overview and Scope of Services</b>
Description of the project limits or boundaries, existing elements of the corridor or neighborhood, proposed scope of services.
<b>Construction Schedule, Contract Time and Budget</b>

## LOCATION MAP

\*Insert Map of project location/limits here\*

### PROJECT DETAILS

<b>Potential Controversial Issues</b>
(i.e. improved water quality, reduced frequency of stormwater flooding, faster drainage.)
<b>Maintenance of Traffic</b>
<b>Construction Phasing</b>

### AFFECTED STAKEHOLDERS

<b>Potential Controversial Issues</b>
(i.e. parking removal, encroachments, harmonization, roadway elevation, etc.)
<b>Maintenance of Traffic</b>
<b>Construction Phasing</b>

**PUBLIC INVOLVEMENT**

<b>Public Involvement Level</b>
<b>Outreach Activities</b>
<b>Outreach Deliverables</b>
<b>Identification of Affected Stakeholders</b>
Public Local Agencies Elected and appointed officials Special interest groups

**SPECIAL EVENTS OR PROJECT REQUIREMENTS**

<b>Special Events/Holidays to Consider</b>
<b>Legal Documents for Signature</b>
<b>Other Accommodations</b>

**OUTREACH SCHEDULE**

PRELIMINARY		
TASK	DEADLINE	RESPONSIBLE PARTY

ONGOING		
TASK	DEADLINE	RESPONSIBLE PARTY

POST		
TASK	DEADLINE	RESPONSIBLE PARTY

# MIAMI BEACH

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

**Item 29.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discuss The Miami-Dade County Resolution Urging Municipalities To Adopt Post-Disaster Temporary Zoning Relief.**  
**(ITEM DEFERRED)**

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

No

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

**Item 30.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discussion To Review The Role Of Land Use Boards In Neighborhood Improvement Projects.**

**(ITEM DEFERRED)**

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

**Item 31.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discussion Pertaining To A Transfer Of Development Rights (TDR) Along The Tatum Waterway Area.**

**(ITEM DEFERRED)**

**Applicable Area**

North Beach

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

**Item 32.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Matrix Recommendations – Simplification Of Single Family Home Regulations  
And DRB Administrative Review Procedures.  
(ITEM DEFERRED)**

**Is this a Resident Right to  
Know item?**

Yes

**Does this item utilize G.O.  
Bond Funds?**

No

# MIAMI BEACH

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

**Item 33.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Proposed Sale of City Owned Lot at 6950 Harding Avenue (PL 84) to Integra Real Estate LLC.**

**(ITEM DEFERRED)**

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

**Item 34.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discussion On City Of Miami Beach Stormwater, Sanitary, Sewer, And Water Infrastructure Best Management Practices.**  
**(ITEM DEFERRED)**

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

**Item 35.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discuss Having The City Pursue Mitigation Project Funding From The Department Of Housing And Urban Development.  
(ITEM DEFERRED)**

**Is this a Resident Right to Know item?**

No

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

**Item 36.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discussion On Artificial Reefs.**  
**(ITEM DEFERRED)**

**Is this a Resident Right to  
Know item?**

No

**Does this item utilize G.O.  
Bond Funds?**

No

# MIAMI BEACH

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

**Item 37.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discussion On Repurposing Our Golf Courses For The Future.**  
**(ITEM DEFERRED)**

**Is this a Resident Right to  
Know item?**

Yes

**Does this item utilize G.O.  
Bond Funds?**

No

# MIAMI BEACH

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

**Item 38.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discussion On The Grand Jury Report Regarding Health Of Biscayne Bay With Focus On Hard Debris And An Update On What The City Of Aventura Is Doing In Response.**

**(ITEM DEFERRED)**

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

**Item 39.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discuss The Use Of Pesticides, Herbicides, And Fertilizers On Both Public And Private Properties.**

**(ITEM DEFERRED)**

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

**Item 40.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discuss Updates To The City Code Referencing Turtle Nesting.**  
**(ITEM DEFERRED)**

**Is this a Resident Right to Know item?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

# MIAMI BEACH

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

**Item 41.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discuss Arkup's Luxury Houseboats And Their Effects On Biscayne Bay And  
The Quality Of Life Of Surrounding Residents.**  
**(ITEM DEFERRED)**

**Is this a Resident Right to  
Know item?**

Yes

**Does this item utilize G.O.  
Bond Funds?**

No

# MIAMI BEACH

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

**Item 42.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Discuss The July 30, 2019 Sustainability Committee Motions.**  
**(ITEM DEFERRED)**

**Is this a Resident Right to  
Know item?**

Yes

**Does this item utilize G.O.  
Bond Funds?**

No

# MIAMI BEACH

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

**Item 43.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Sustainability Committee Update.**  
**(ITEM WITHDRAWN)**

**Is this a Resident Right to  
Know item?**

No

**Does this item utilize G.O.  
Bond Funds?**

No

# MIAMI BEACH

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

**Item 44.**  
**COMMITTEE MEMORANDUM**

TO: Land Use and Sustainability Committee

FROM: Jimmy L. Morales, City Manager

DATE: January 21, 2020

TITLE: **Development Regulations For Hotels On Lincoln Road – 500 Block Addition.  
(ITEM WITHDRAWN)**

**Is this a Resident Right to  
Know item?**

Yes

**Does this item utilize G.O.  
Bond Funds?**

No