



West Avenue Phase II Neighborhood Improvement Project Frequently Asked Questions

PROJECT OVERVIEW

What is the purpose of this project?

This crucial project will significantly reduce flood risk for the West Avenue neighborhood for it to remain a walkable, active community for many years to come. Through holistic urban design, this design-build project includes underground utility infrastructure improvements, including new water and wastewater infrastructure, the installation of a stormwater treatment system (pump station), a new street lighting system as well as raising the elevation of the roadway to minimize street flooding from sea level rise. It will improve walking and biking experiences and beautify the neighborhood with trees and vegetation. This work completes the previous work performed during the first phase of the project.

How will residents, business owners and visitors benefit from this project?

- New underground infrastructure will replace the existing, aging water and sewer lines and minimize chances of future breaks and interruptions in service.
- Wider sidewalks, more landscaping and buffered bicycle lanes will enhance the pedestrian and bicycling experience.
- The project will install a new stormwater treatment system (pump station) in the parking lot (P24) at 1671 West Ave. to help minimize flooding from rain events throughout the neighborhood.
- Permanent auxiliary power generators will be installed at the new pump station as well as to existing pump stations to ensure the pump stations remain operational during power outages.
- Raised roads and sidewalks will mitigate today's "sunny-day flooding" and the long-



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term impacts of sea level rise within the low-lying neighborhood.

- A continuous bicycle path will be provided along West Avenue.
- New trees and landscaping will provide a more robust tree canopy, which will help reduce the heat island effect by providing more shade.
- A new streetlight system will enhance resident safety within project limits.
- A new section of the Baywalk will be constructed along the waterfront at 1450 Lincoln Rd. Similar to the city’s Beachwalk, the Baywalk will promote nonmotorized transportation along the bayfront.
- Upgraded street ends at 10 and 14 streets, 16 Terrace and Court, Bay Road and Lincoln Terrace and Road to accommodate an expanded tree canopy, wider sidewalks where possible and connectivity to the Baywalk for an enhanced pedestrian experience.

Where will this project take place?

The project limits are:

- West Avenue between 8 Street and Lincoln Road, including side streets
- Bay Road between 14 Street and Collins Canal
- Lincoln Court between Lincoln Road and Collins Canal

Why is the city elevating roads?

In an effort to combat sea level rise, ensure usability of the roadway system and extend the useful life of our roads, Miami Beach has established a policy to raise the roads. At the time that the West Avenue Neighborhood Improvement Project was planned, the city’s policy was that the crown of roads should be at a minimum elevation of 3.7 feet American Vertical Datum (NAVD), a horizontal reference system. A common misconception is that this means roads should be raised by 3.7 feet in all areas. In reality, the policy means that roads should be raised to an elevation of 3.7 feet NAVD only where they are not already at that elevation. The roads within this project area are low lying and will be raised by approximately 24 inches.



HARMONIZATION

What is harmonization?

Harmonization is needed to provide a smooth transition between the city's right-of-way enhancements and private properties. Even if the roadway and sidewalk are raised several inches, the contractor may need to perform work within the private property to ensure properties remain accessible and safe for residents, visitors and business patrons.

Will this increase stormwater runoff onto my property?

The project's harmonization goal is not to cause any negative impact with respect to stormwater drainage on private properties. While the project will evaluate the need for stormwater inlets within private property and provide those as needed, owners will continue to be responsible for managing and maintaining their existing stormwater drainage systems.

It is not the project's intent to collect all stormwater and drain it through the new system. Property owners will be responsible for cleaning their drains to avoid clogging from leaves or other debris. The drains are intended solely for stormwater drainage. Nothing else, including pools, can be drained through the system.

What is an encroachment and why must it be removed?

Private property features such as gates, fences, electrical components (lighting, gate motors, irrigation, etc.), decorative pavers in driveways and walkways and landscaping installed within the city right of way are considered encroachments. As part of the project and harmonization efforts, encroachments have been identified in each property's harmonization plan and each construction segment will be provided a deadline for owners to salvage these components before they are removed. The contractor, at no cost to the owner, will remove the materials if the owners do not wish to reuse them.

What financial impacts are anticipated for private property owners because of harmonization?

The city will replace several features in kind such as concrete and asphalt. It will also



create a base for pavers. A property owner may choose to make additional modifications that may result in financial impacts to their property.

The impacts will vary by property. Some examples may include relocation of items, raising or reinstallation of fences and motorized gates, special pavement treatments, adjustments to existing decorative railings, etc.

The cost implications for each property vary based on the existing condition of the components and to what extent the owners wish to reinstall them. Cost impacts to individual properties will need to be determined on a case-by-case basis.

How are the harmonization plans documented?

Each property will receive a harmonization package that includes the following:

- A **license agreement**, including a written description of the proposed work, allowing the city's subcontractor to work on and access private property in order to accomplish optimum, best-case harmonization, creating a smooth connection between the existing property and the elevation of the new road.
- A **harmonization plan sheet(s)** specific to the property that illustrates the work on private property and within the city right of way fronting the private property. These plan sheets also include notes that explain what items need to be addressed by the private property owner.
- An **encroachment letter** addressing property encroachments and the deadline to have them removed. There is also an accompanying plan sheet that describes the private property items in the public right of way.
- A **water quality flyer** that explains what items are not allowed to drain through the new city system and gives guidelines for proper maintenance.

The items in the package will be reviewed with each property owner or their representative in a one-on-one meeting. Owners will also be given an opportunity to ask questions at that time.

Do we need an engineer?

- All harmonization plans are designed by a state-licensed professional engineer.
- Best practices are used and all stakeholder comments are considered.
- While not required, this is at the discretion of the property owner.



Do we need an attorney?

- The agreement does require legal language. However, staff is working to develop a simplified wording and presentation.
- While not required, this is at the discretion of the property owner.

What happens if a property owner does not sign the License Agreement?

It is always the team's preference to meet with the property owner or building board and reach a consensus on the improvement to be performed within the private property as part of the harmonization work in accordance with city policy and the project scope of work.

If a consensus cannot be reached, the harmonization plan would need to be redesigned so that work within the city right of way may continue. What that could mean for a private property is the design builder would have to develop alternate plans that could include the use of retaining walls, railings, elevated sidewalks or other solutions along the private property line. This will likely result in a less desirable aesthetic or less efficient access than the property owner would like.

When can I schedule my harmonization meeting?

Meetings with property owners or their representatives have been prioritized by construction segment based on the sequencing, according to the work schedule. All property owners or their representatives will have the opportunity to meet with the project team to discuss the harmonization plan and ask questions. We encourage property owners to reach out to the project team to request a meeting. Please note that that we are attempting to prioritize meetings with property owners where construction is scheduled to take place earliest in the project.

If you wish to schedule a harmonization meeting, please visit:

<http://miamibeachfl.gov/westavenueproject>.

How does the stormwater treatment system work?

Rainwater that falls within the project area is collected through a network of inlets and pipes and transported by gravity to the stormwater treatment system. As water travels



across roads and sidewalks, it often collects and carries items such as leaves or litter. The stormwater treatment system is designed to remove these items before discharging to our waterways and bay through the use of different structures, each one isolating pollutants for removal by city staff during routine maintenance.

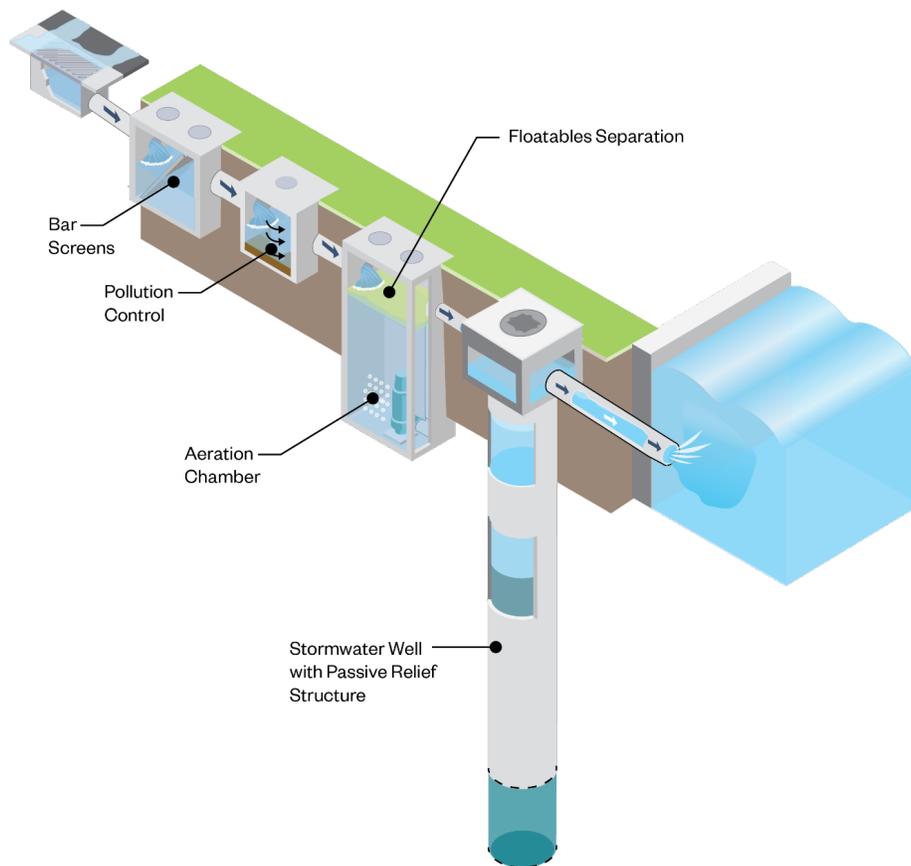
Where is the stormwater treatment system (pump station) being constructed?

After extensive outreach and feedback from the community, the City Commission approved a proposal to relocate the stormwater treatment system to 1671 West Ave. (the city's P24 parking lot).

The outfall was also relocated to the green space on Dade Boulevard next to the Collins Canal.

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Here's what a stormwater treatment system looks like:



How was the project reevaluated?

The Resilience Accelerator was a partnership between 100 Resilient Cities and the Center for Resilient Cities & Landscapes at Columbia University funded by The Rockefeller Foundation. Miami Beach's West Avenue Neighborhood Improvement Project was selected as one of four projects in South Florida.

In August 2018, Columbia University brought together multidisciplinary expertise to assist the city's team in advancing the strategy and project design to keep the project moving forward while integrating a more holistic resiliency approach. The workshop focused on strategy and design, stakeholder engagement as well as benefits and costs.



Over the course of the three-day workshop, the team identified appropriate enhancements based on the project's lifecycle, existing and future site challenges and feedback from the local community. The city brought together the design-build team headed by Ric-Man Construction Florida, internal staff from multiple city departments, including Capital Improvement Projects, Environment & Sustainability, Fire, Parking, Planning, Public Works and Transportation as well as local experts in engineering, architecture and urban design.

PROJECT DESIGN AND CONSTRUCTION SEQUENCING

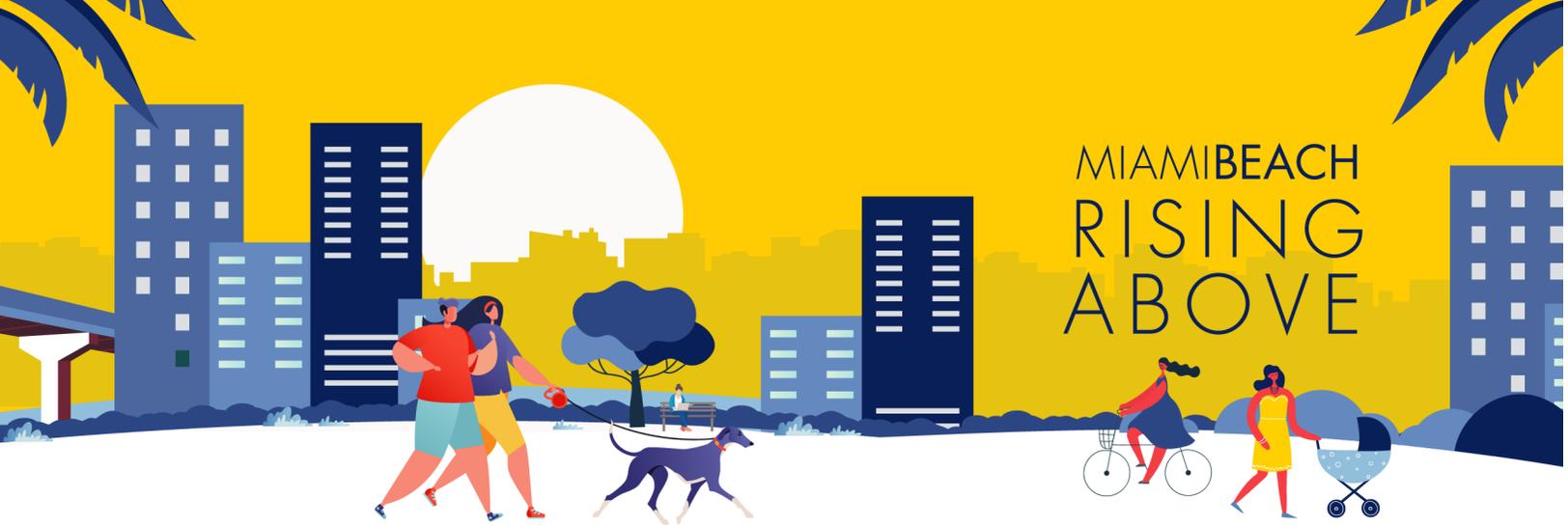
Why are the design and construction phases combined for this project?

Design-build is a construction project delivery system where the design and construction aspects are contracted with a single entity known as the design-builder or design-build firm. The design-build team is responsible for the preparation of the design and engineering, permitting and construction of the project. This method is used to reduce the delivery schedule by overlapping the design/permitting phase and construction of a project into the construction contract, thus consolidating the risks to the owner associated with planning and design.

What is the status of the project's design?

The design-build team is in the process of finalizing plans. There are sets of construction plans that have required rework, such as the drainage plans for Lincoln Road and the relocation of the stormwater treatment system to the 1671 West Ave. parking lot that have also triggered redesign of other elements such as the roadway, signage and pavement markings and property harmonization plans. Other factors have also impacted the plan development timeline.

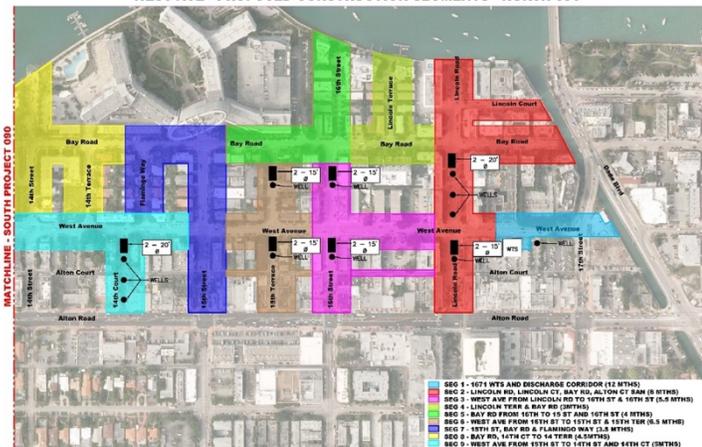
As a design-build project, the design and construction phases are executed in a manner that may allow construction activities to commence before all plans are complete. For example, the design-builder could commence with the installation of water mains and drainage pipe, while the pavement marking details are still being finalized. This is why sets of plans that illustrate above-ground components (parking layout or landscaping,



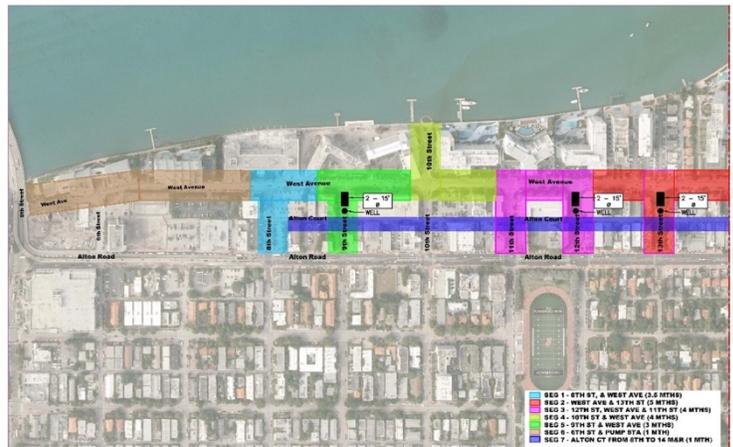
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for example) are not yet available to share with the public. All of the underground design must be completed before the design-builder can complete the above-ground items. However, this does not alleviate the design-builder from obtaining the necessary permits prior to commencing construction.

WEST AVE - PROPOSED CONSTRUCTION SEGMENTS - NORTH 091



WEST AVE - PROPOSED CONSTRUCTION SEGMENTS - SOUTH 090



What segment does my property fall into?

The design-builder for this project has developed a segmented approach to the construction. This allows the design-builder to limit activities to a far smaller area, complete the work to the extent possible prior to commencing the next segment and reducing the overall impact to the residents. The accompanying maps are the current anticipated segment maps for the north and south projects. Please note there may be changes to the limits of each segment as we get closer to starting construction and throughout the work.



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NEXT STEPS

What are the next steps for this project?

The project team continues developing and finalizing construction plans. Meetings are also underway with property representatives throughout the first segments of scheduled work.

We encourage you to reach out to our Public Information Liaison, Heather Leslie at southbeachnad@miamibeachfl.gov to provide your contact information to be added to the list of meetings.

Where can I learn about the city's resilience plans?

Please visit <http://www.mbrisingabove.com/your-city-at-work/resilience-strategy/> to learn about the city's resilience strategy.

Need more information?

Please reach out to the team to schedule a meeting to discuss the work at your property. We are prioritizing meetings in the segments where construction is anticipated to start, but we continue to meet with any property owner or representative who wants more information.