

# MIAMIBEACH

OFFICE OF THE CITY CLERK

LTC No.

## LETTER TO COMMISSION

TO: Honorable Mayor Dan Gelber and Members of the City Commission

FROM: Rafael Granado, City Clerk

DATE: September 17, 2023

SUBJECT: **DRB23-0918**  
**41<sup>st</sup> Street Right-of-Way Improvements**

On July 5, 2023, the Design Review Board (DRB) reviewed an application on an advisory basis, for streetscape improvements along 41<sup>st</sup> Street, to include gateway entry features, landscaping, lighting, and new hardscaping. The area is generally bound by Alton Road to the west, Pine Tree Drive to the east, and one block north and one block south of 41<sup>st</sup> Street.

### **Project Description:**

The Office of Capital Improvements Projects (CIP) submitted an application pertaining to the *41<sup>st</sup> Street Corridor Revitalization Project*, for advisory review by the Design Review Board. The *41<sup>st</sup> Street Corridor Revitalization Project* is intended to revitalize the streetscape corridor on 41<sup>st</sup> Street with a focus on pedestrian mobility, safety, and community aesthetics. 41<sup>st</sup> Street is a primary entry corridor into the city, extending from the Julia Tuttle Causeway eastward to Indian Creek Drive.

The project area encompasses the portion of 41<sup>st</sup> Street between Alton Road and Pinetree Drive, including all intersections from 40<sup>th</sup> Street north to 42<sup>nd</sup> Street. The project design proposes a place-building program that includes hardscape, landscape, lighting, street/pedestrian furniture and gateway/public art features. The design limits are within the public right-of-way on 41<sup>st</sup> Street, with some harmonization of existing storefronts. The proposed improvements will tie into the existing roadway facilities at each end of the project limits. The project does not include any subsurface utility or drainage improvements, nor any traffic patterns or signalization modifications along the corridor.

The project will increase tree canopy and landscaping along the corridor by preserving and relocating existing trees, as well as the introduction of native and drought-tolerant shade trees. The hardscape enhancements include upgrading the surfaces of the existing sidewalks and on-street parking with branded pavement and other aesthetic improvements. The project also includes extended hardscaped areas, or “oasis”, where paving materials cross the streets from building edge to building edge. These ‘plaza-like’ moments promote pedestrian safety and traffic calming, as well as provide visual interest.

Additionally, the project includes improved street lighting along the corridor and specialty lighting design within the “oasis” that will be treated as public art. The last piece of the project includes site furniture such as benches, seat walls, bike racks, trash receptacles and shade structures.

The Design Review Board provided the following recommendations:

1. Scooter parking should be added if possible, without reducing parking, in 'left over' areas that cannot accommodate a full parking space.
2. The concrete furniture should have a more natural or neutral finish, and not the proposed pink color as shown.
3. The preferred option of the artistic lighting is Option #3, with the circular downlights on poles. Option 1, with vertical beacon lights on the top of poles was strongly opposed.
4. Wrapping of the palm trees with holiday lights was discouraged in favor of uplighting of the palm tree fronds.
5. Uplighting of the canopy trees was also supported, with the exception of placing light fixtures within the canopy of the trees, as this can later result in health issues for the trees due to the required conduits and attachments.
6. The pink pavement of the 'oasis' area of Jefferson and 41<sup>st</sup> Street should be extended further along Jefferson Avenue.
7. Some concerns were expressed regarding the lack of any proposed infrastructure improvements along the corridor, and the need for the city to provide the additional funding as part of the proposed above ground improvements. CIP did clarify that there would be coordination with Public Works for the replacement of the water main under 41<sup>st</sup> Street, which is a separate project, in order to minimize future disruptions.
8. Concerns were also expressed regarding impacts to traffic along the corridor with any traffic calming measures. Included in this concern was a recommendation to study the removal of the two (2) mid-block crosswalks, which are located within short blocks.

The Office of Capital Improvements Projects (CIP) has indicated that all of the recommendations from the Design Review Board should be able to be incorporated into the project, with the exception of including infrastructure improvements, and any changes to the traffic lights at this time, due to budget constraints.

RG/ETC/TRM/MAB

C: Alina T. Hudak, City Manager  
Rafael Paz, City Attorney  
Joseph Centorino, Inspector General