



**CITY OF NORTH MIAMI BEACH
COMMUNITY REDEVELOPMENT AGENCY**
Redevelopment Advisory Board
City Hall, 17011 NE 19th Avenue
4th Floor, Room 426
North Miami Beach, FL 33162

**April 16, 2015
5:30 P.M.**

NMBCRA Advisory Board:

Commissioner Phyllis S. Smith, Board Liaison
Bruce Lamberto, Chair
Pradel Vilme, Vice Chair
Mark Antonio
Robert Kriebs
Jarret Gross
Odedd Dayan

Staff:

Executive Director Ana M. Garcia
CRA Attorney Steven Zelkowitz
Assistant City Manager Richard Lorber
CRA Coordinator Rasha Cameau

AGENDA

- 1. Call to Order / Roll Call**
- 2. Public Comment**
- 3. Approval of Minutes:** Regular Meeting February 19, 2015
- 4. Discussion Item:** Preliminary of West Dixie Highway Feasibility Analysis by RMA
- 5. Discussion Item:** Director's Report
 1. FY13-14 Annual Report
 2. Spring Fest May 17th
 3. Boca Jr's Development Update
 4. PACE Program through Ygrene Energy Fund
- 6. Next RAB Board Meeting: June 18, 2015**
- 7. Adjournment**

**CITY OF NORTH MIAMI BEACH
BOARDS AND COMMITTEES MEETING MINUTES**

NAME OF BOARD/COUNCIL: REDEVELOPMENT ADVISORY BOARD

NAME OF PERSON PREPARING SUMMARY: K. MCGUIRE, PROTOTYPE, INC.

NAMES OF STAFF PRESENT: CITY MANAGER / CRA EXECUTIVE DIRECTOR ANA GARCIA, ASSISTANT CITY MANAGER RICHARD LORBER, ASSISTANT CITY ATTORNEY SARAH JOHNSTON

BOARD MEMBERS PRESENT: CHAIR BRUCE LAMBERTO, VICE CHAIR PRADEL VILME, MARK ANTONIO, ROBERT KRIEBS

TYPE OF MEETING: REGULAR MEETING

DATE: FEBRUARY 19, 2015

MINUTES

AGENDA ITEM 1 – CALL TO ORDER / ROLL CALL. Chair Lamberto called the meeting to order at 5:30 p.m. Roll was called and it was noted a quorum was present.

The following Items were taken out of order on the Agenda.

AGENDA ITEM 3 – APPROVAL OF MINUTES: Regular Meeting – January 15, 2015.

A motion was made, and duly seconded, to approve. The minutes were approved by consent.

AGENDA ITEM 6 – ACTION ITEM: Commercial Improvement Application from Manward Ng, 1246-1258 NE 163rd Street.

Ms. Cameau advised that the total estimated cost of the project is \$61,861, of which the Applicant has requested \$25,000 from the Commercial Property Improvement Program. Improvements to the property include new impact windows and doors, exterior lighting, and exterior painting. The Board was provided with photographs of the property. It was noted that this specific property has not previously received CRA grant funds, although other properties owned by the Applicant's family have received security and improvement grants in the past.

A motion was made, and duly seconded, to approve. In a voice vote, the motion passed unanimously (4-0).

AGENDA ITEM 4 – ACTION ITEM: Reimbursement Request from Rochelle Parrino, 1792-1798 NE 163rd Street & 1830-1836 NE 163rd Street.

Ms. Cameau noted that while program guidelines allow 180 days for completion of a project, the Applicant in this case has faced additional challenges. The CRA Attorney has advised that the appropriate motion in this case would be to waive the 180-day requirement for this specific Item.

A motion was made, and duly seconded, to waive the 180-day requirement for this particular project, and to approve her reimbursement. In a voice vote, the motion passed unanimously (4-0).

AGENDA ITEM 5 – ACTION ITEM: Extension Request from Law Office of Ivan Schertzer, 16211 NE 18th Avenue. Ms. Cameau explained that the Applicant has placed special orders for lighting that may take an additional four to six weeks to acquire, which would extend beyond the 180-day deadline. Up-to-date photographs of the ongoing project were provided to the Board.

Motion made, and duly seconded, to extend the 180-day exemption in this individual case and re-approve. The motion was approved by consent.

The Board members discussed the possibility of amending the program guidelines to allow recipients one automatic extension of the deadline. Ms. Cameau noted that the guidelines could be amended for the next fiscal year to allow for one administrative extension.

AGENDA ITEM 7 – ACTION ITEM: FY 14-15 Budget Amendment. Ms. Cameau advised that the County has informed Staff that the 2012 budget adjustment was greater than previously estimated, resulting in significantly less tax increment financing (TIF) revenue than the City had anticipated. In addition, funds were left over from the previous fiscal year due to carryover of façade grants and the lack of a required payment on the \$5 million loan. The resulting budget amendment would make the changes requested by the County, including a decrease in the County's 1.5% administrative fee, and bring line items into balance.

Currently encumbered projects include grants approved before the end of the 2013-14 fiscal year, a reduction in the amount approved for the Hanford Boulevard maintenance project, and a significant reduction in the cost of the West Dixie Highway feasibility study from \$424,000 to \$388,490. It was clarified that this amount includes design, conceptual, and some capital costs. The study also includes zoning review of various parcels within the subject area, working with the County to implement more pedestrian-oriented roadways, and working with individual property owners in the area to achieve shared parking and reduce curb cuts.

Ms. Cameau added that although the cost of a sewer project has increased to \$350,000, the County will contribute the difference. The contract for this project is currently undergoing legal review.

A motion was made, and duly seconded, to approve. In a voice vote, the motion passed unanimously (4-0).

AGENDA ITEM 8 – DISCUSSION ITEM: Tax Rebate Incentive. Mr. Lorber explained that in the City's proposed zoning amendments, greater development rights will be offset by greater requirements. Within rezoned portions of the CRA, these requirements will be tied to incentives: for example, in order to achieve a certain level of reimbursement, a developer must meet certain specifications. The rebate period will extend throughout the

life of the CRA. Up to 75% in tax reimbursement will be available, depending upon the specifications a developer agrees to meet. It was clarified that this program is comparable to incentive programs offered by other cities working toward redevelopment. The rebate program will be referenced in the proposed City zoning amendments and included in the CRA's TIF guidelines.

The Board members discussed the incentives, noting that developers already receive significant tax incentives within the CRA. Ms. Cameau pointed out that there are constraints on this program, such as a 36-month time limit within which the criteria for TIF rebates must be met. The program will be brought back before the Board in March, following its presentation to the CRA Board.

AGENDA ITEM 9 – NEXT RAB MEETING: March 19, 2015.

AGENDA ITEM 10 – ADJOURNMENT. There being no further business to come before the Board at this time, the meeting was adjourned at 6:19 p.m.

West Dixie Highway Implementation Strategy

Report of Findings – Existing Conditions

Prepared for the North Miami Beach
Community Redevelopment Agency

Prepared by RMA, LLC - March 17, 2015

WEST DIXIE HIGHWAY IMPLEMENTATION STRATEGY

Report of Findings – Analysis of Conditions

Background

The purpose of this analysis is to identify short and long term improvements to the West Dixie Highway corridor to catalyze redevelopment. This report will provide the baseline inventory of existing and proposed land use, upcoming capital projects, existing infrastructure and potential for redevelopment. The project limits for this Implementation Strategy include the West Dixie Highway corridor from 163rd Street to 173rd Street and will also include the parcels directly adjacent to the West Dixie Highway Right of Way to the FEC railway.

The next step(s) to finalize this strategy include proposed meetings with adjacent property owners and businesses in order to develop recommendations for short and long term redevelopment. A recommended Implementation Strategy will be presented to the CRA Board in June 2015. In general, the West Dixie Highway corridor presents a more immediate opportunity for redevelopment given its City assets and planned capital projects.

Current Land Use Patterns

The West Dixie Highway corridor within the project limits has three distinct sub areas as follows:

1. 163rd Street to Snake Creek Canal Bridge - Commercial
2. Snake Creek Canal to 170th Street – Civic/Residential
3. 170th Street to 173rd Street – Neighborhood Commercial/Office

Area 1: 163rd Street to Snake Creek Canal

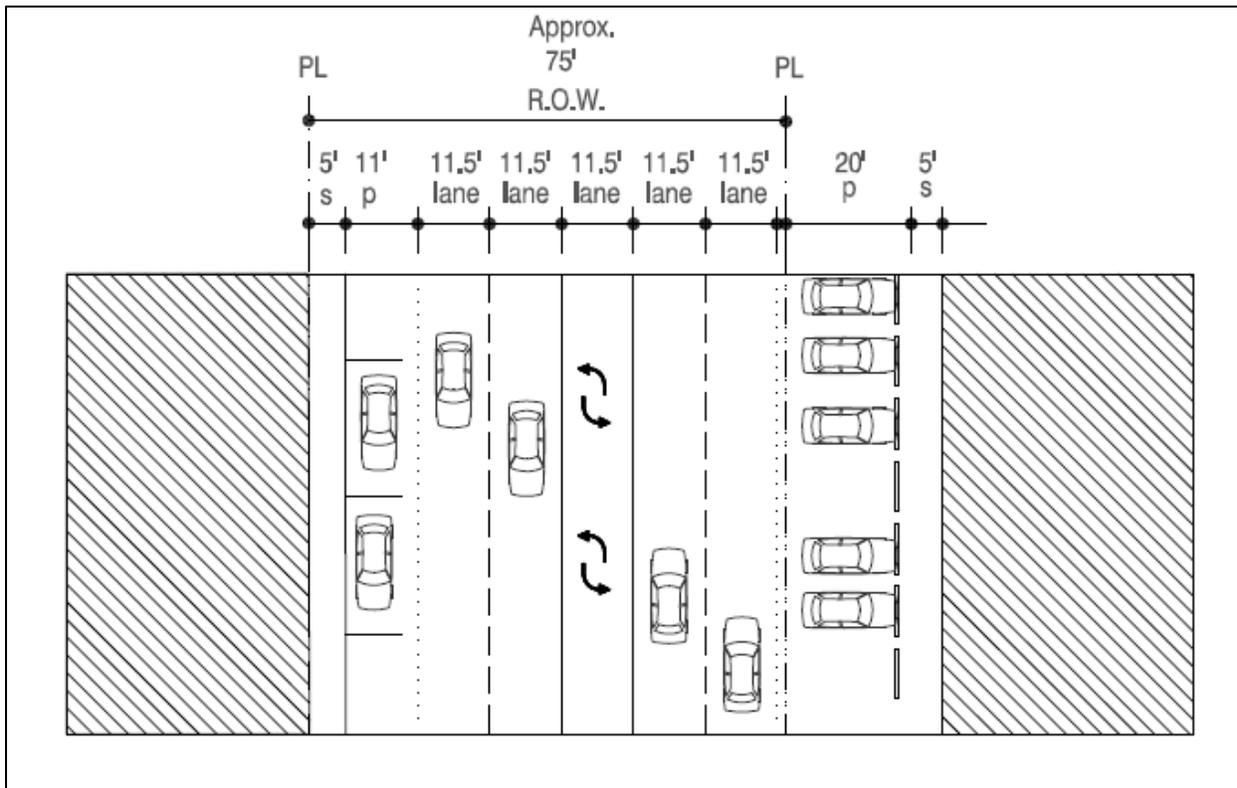
The area between 163rd Street and the Snake Creek Canal bridge is currently zoned for mixed use however redevelopment has been stalled in this area and there has been little redevelopment (with the exception of the NW corner of 163rd Street and West Dixie). The NE corner of 163rd Street and West Dixie Highway was developed in the 1990's prior to the current mixed use zoning.

The remaining parcels fronting West Dixie Highway, between 164th Street and the Snake Creek Canal were built in the 1950's when West Dixie Highway was still a two lane road. Currently a portion of the parking on the east side of the road encroaches on the right of way and there is limited sidewalk connectivity. The following diagram illustrates the existing roadway cross section.



West Dixie Highway looking South from Snake Creek Canal Bridge

FIGURE 1: WEST DIXIE HIGHWAY EXISTING CONDITIONS: NE 164TH STREET TO SNAKE CREEK CANAL



Area 2: Snake Creek Canal to 170th Street

The area between the Snake Creek Canal and 170th Street consists of a self contained residential condominium and the Spanish Monastery and North Miami Beach Tennis Center, both of which are local and regional destinations. The land use and zoning in these areas are not proposed to change, however there are opportunities to enhance the functionality of the two civic uses and recreational opportunities along the east side including construction of an urban greenway and potential expansion of the Snake Creek Canal greenway east of the Spanish Monastery creating a waterfront park at its terminus, which is part of the City Tennis Center. There is also a longer term future opportunity for private redevelopment of the Tennis Center site as well.



Spanish Monastery adjacent to Snake Creek Canal

Area 3: 170th to 173rd Street

The area between 170th and 173rd Street consists of neighborhood commercial uses such as restaurants, shops, office uses and neighborhood services. These uses seem to be well used by customers and employees however the buildings themselves are outdated, built in the 1960's and 1970's and the parking configurations are not functional.



Neighborhood Commercial Area between 170 and 171 Street

On the east side of Dixie Highway, there is a City owned parking lot and City and County owned properties adjacent to the FEC railway to 173rd Street. On the west side of Dixie Highway the parcel depths are narrow and abut an alleyway that separates them from apartments, condominiums and a day care center. Lot depths for the commercial parcels range from approximately 115 to 125 feet. Furthermore, it appears from right of way maps, that the building adjacent to 170th Street be encroaching on the City's right of way and that some of the surface parking lots along Dixie Highway may be encroaching on County right of way. This will have to be further reviewed.

Proposed Land Use and Zoning

Mixed Use/Town Center (163rd Street to Snake Creek Canal)

The area between 163rd Street and the Snake Creek Canal will remain mixed use, however development standards will be changed to provide more development flexibility and encourage nearer term redevelopment. As such, the area surrounding West Dixie Highway is recommended as the "core" area of the Mixed Use Town Center (MU/TC) zoning category, which means this is planned for the most intense development. It is also the location of a proposed Transit stop, just to the east for the future commuter rail proposed for the FEC railroad. It is intended to be the most "active" and pedestrian oriented areas along the West Dixie Highway corridor based on the *Purpose and Intent* of the MU/TC zoning as follows:

"The intent is to enable transit-oriented development that contributes to the creation of an urban downtown and the formation of a quality pedestrian oriented, mixed-use district. The objective is to shape development to create a "place," an exciting, enlivened social gathering point and a destination that encourages the establishment of a wide mix of commercial and residential uses that offer the flexibility to meet a variety of market needs. The aim of these regulations is to create an environment that attracts day and

evening activities so that the street is occupied by visitors, residents, business owners and operators who have a clear and vested interest in the vitality of the Fulford Mixed-use Town Center District.”

As redevelopment occurs the issues with parking and the lack of protected pedestrian areas and green space shall be resolved per the zoning requirements which have required setbacks, landscape and pedestrian access/urban greenway standards. However, in the near term there may be immediate impacts to the existing businesses, particularly related to parking with the proposed Snake Creek Canal Bridge project that will be discussed in a later section.

Mixed Use/Neighborhood Center (170th to 173rd Street)

The area between the Snake Creek Canal and 170th Street is not part of the proposed rezoning and shall remain Residential Medium Density (RM-23) on the west and Community Facility (CF) on the east. However there are certain public benefits prescribed by the mixed use zoning as well as the CRA's Tax Increment Recapture Program, such as an urban greenway and connectivity to the Snake Creek Canal that could be funded through private redevelopment within the MU/TC or MU/NC.

The area between 170th Street to 173rd Street is being rezoned to Mixed Use Neighborhood Center (MU/NC). It is intended to allow for mixed use development and commercial uses that serve the residents of the immediate area as well as the multi-family areas to the west based on the *Purpose and Intent* of the MU/NC zoning as follows:

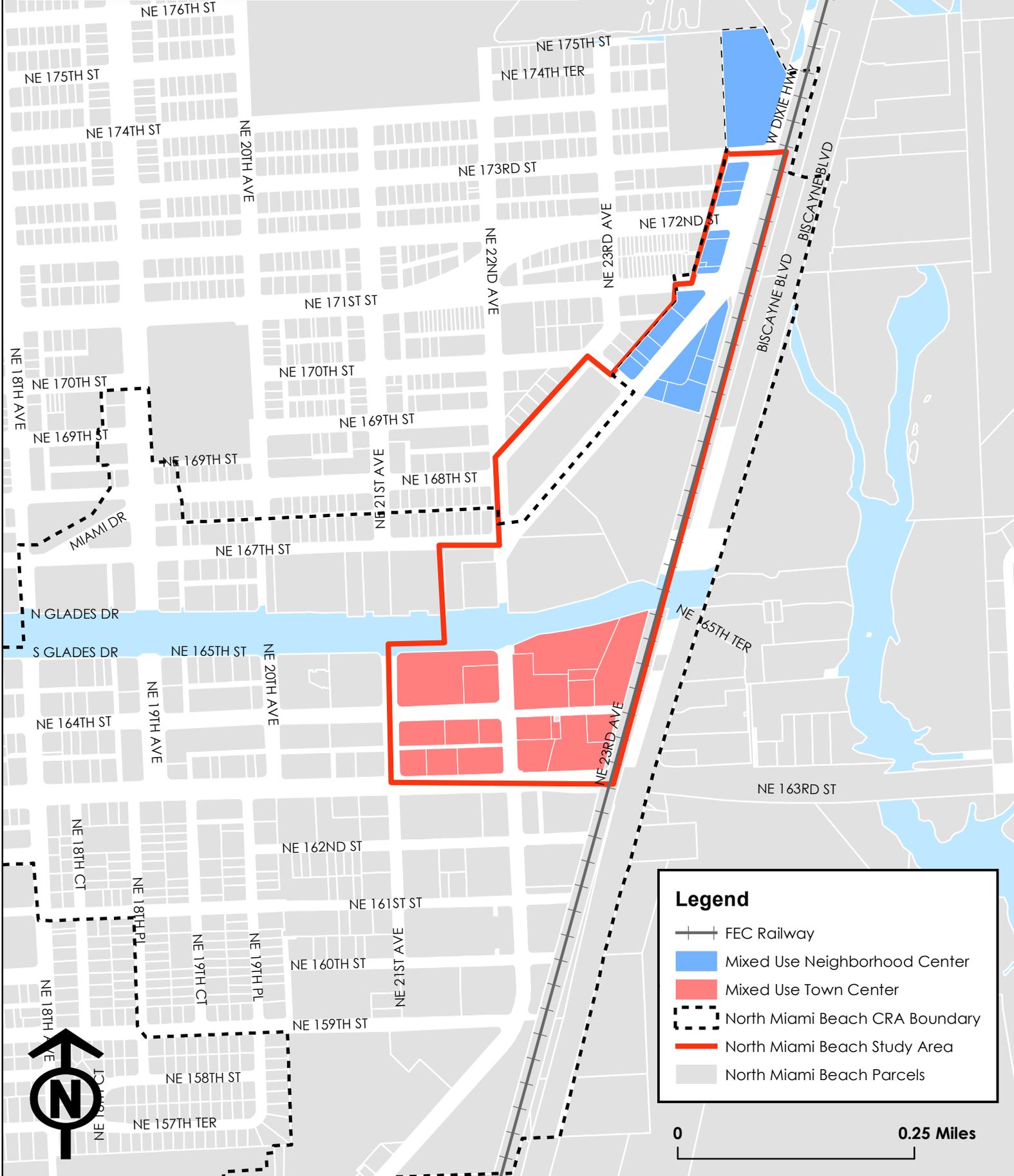
“The intent is to support a balanced mix of land uses characterized by compactness, pedestrian friendly design, and neighborhood scale framed by architecture and landscape design appropriate to local history and the natural environment. Development patterns shall generally reflect planning and design principles such as walkable neighborhoods oriented around the five-minute walk, primary orientation towards public transit systems, a centrally located community-serving land use or land uses and greater integration of housing, employment, shopping and recreation at the neighborhood level.”

The primary (near term) opportunity for redevelopment is on the east side of Dixie Highway adjacent to the FEC railway. Here, a larger scale mixed use development could occur through assembly of parcels. The City could have a direct impact in facilitating this kind of development by engaging in a public/private partnership that would include some of the City owned parcels in the assembly. This will be analyzed further as part of the overall Implementations Strategy.

The west side of Dixie Highway will most likely take longer for complete redevelopment as prescribed by the MC/NC zoning. However, there are short term opportunities for redevelopment of the existing properties that will also be analyzed further as part of the overall Implementation Strategy.

A map of the West Dixie Highway Study Area and proposed zoning districts is depicted on the following page.

West Dixie Highway Study Area City of North Miami Beach, FL



Legend

- FEC Railway
- Mixed Use Neighborhood Center
- Mixed Use Town Center
- North Miami Beach CRA Boundary
- North Miami Beach Study Area
- North Miami Beach Parcels



0 0.25 Miles

Infrastructure and Capital Improvements

West Dixie Highway Roadway and Bridge Improvements

As part of the *Miami Dade Metropolitan Planning Organization (MPO), Transportation Improvement Program, 2015* has funded Design and Engineering services for this fiscal year to widen West Dixie Highway from NE 164th Street to NE 173rd Street and widen and replace of the West Dixie Highway Bridge crossing the Snake Creek Canal. The overall scope of work includes design and construction drawings for both the bridge and roadway. Components of the bridge/roadway widening project include raised landscape medians (north of Snake Creek Canal), sidewalks, bicycle lanes, lighting, curb and gutter, a continuous storm water drainage system and intersection signalization improvements.

A Notice to Professional Consultants was issued on December, 30 2014 to solicit qualifications and select a firm to provide the overall master plan and construction drawings for the project in total. It is anticipated that the County will have a qualified Architectural/Engineering firm under contract by this June 2015. The Scope of Services also includes public involvement as part of the master planning process and potential right of way acquisition. While the design and engineering of this project will be completed simultaneously. Miami Dade County has allocated \$400,000 for design and construction services in FY 2014/2015.

As part of the *“Draft” Miami Dade Metropolitan Planning Organization (MPO), Transportation Improvement Program (TIP), 2016*, \$2,614,000.00 has been allocated to the replacement of the West Dixie Highway Bridge, which crosses the Snake Creek Canal for Fiscal Year 2015/2016. Funding for the roadway improvements has also been included in the *Draft MPO TIP, 2016* in the amount of \$8,500,000.00 over the next three years, and to be completed in FY 2017/2018.

From the preliminary summary of the project prepared by Miami Dade County, it is anticipated that the bridge replacement and widening will require some right of way acquisition. The areas identified in the preliminary report include 30 feet of right-of- way from the Snake Creek Canal to NE 167th Street, on the east side adjacent to the Spanish Monastery and 5 feet of right of way from NE 164th Street to NE 165th Street. However, the required R.O.W. at the Spanish Monastery may or may not be dependent on the final cross-section (2 or 4 lanes) north of the Snake Creek Canal.

The right of way between NE 164th Street and NE 165th Street would most likely come from the east side of West Dixie, adjacent to Lorenzo’s Farmers Market (there is very little R.O.W. on the west side of Dixie adjacent to the Post Office), if so, it could impact the existing parking that backs out onto West Dixie Highway.

In terms of the roadway widening portion of the project from 164th Street to 173rd Street, this was added in 2012 at the request of the City of North Miami Beach. In 2010, the City of North Miami Beach hired URS to conduct a Traffic Impact Analysis of the West Dixie Highway corridor from NE 164th Street to NE 173rd Street. The results of the analysis were forwarded to Miami Dade County in February 2011 with a request to widen this portion of the road from two-lane with an exclusive turn lane to a four-lane median divided roadway with dedicated turn lanes.

The primary analysis, completed in 2010 was based on the projected future growth and roadway Level of Service (LOS) by 2035 within the overall Miami Dade Beach/CBD transportation planning area, which also includes the barriers islands and the City of Miami.

The Operational Analysis conducted in 2010 concluded that existing condition LOS failure or approaching failure (E and F) were primarily located south of the Snake Creek Canal and along NE 172nd Street between US 1 and West Dixie Highway. The study indicated 2010 LOS between NE 164th Street and NE 172nd Street to be stable or free flowing (B and C). The posted speed limit for West Dixie Highway is 30 mph, which is fairly maintained in this area. The chart below summarizes the 2010 operational analysis:

2010 ARTERIAL ANALYSIS RESULTS FOR WEST DIXIE HIGHWAY ⁱ									
Arterial Segment	Result Type	AM Peak				PM Peak			
		SB		NB		SB		NB	
		Speed (MPH)	LOS						
West Dixie Highway	Total	13.7	E	15.4	D	14.4	D	15.3	D
US 1/West Dixie (172)	Segment	6.1	F	2.7	F	7.2	F	2.7	F
NE 172/NE 167 Street	Segment	24.1	B	28.4	B	23.5	C	28.4	B
NE 167/NE 164 Street	Segment	24.3	B	27.7	B	23.0	C	27.4	B
NE 164/NE 163 Street	Segment	4.0	F	21.5	C	4.4	F	19.4	C

The findings projected an increase of population and employment of 32 to 36% within the entire Beach/CBD transportation planning area by planning year 2035 and estimated roadway LOS increasing in some cases to failing as indicated in the table below. Within the segment

FUTURE YEAR 2035 ARTERIAL ANALYSIS RESULTS FOR WEST DIXIE HIGHWAY ⁱⁱ					
Arterial/Segment	Result Type	SB		NB	
		Speed (MPH)	LOS	Speed (MPH)	LOS
West Dixie Highway	Total	7.9	F	11.9	E
US 1/West Dixie (172)	Segment	1.9	F	1.8	F
NE 172/NE 167 Street	Segment	11.6	E	28.4	B
NE 167/NE 164 Street	Segment	20.5	C	22.2	C
NE 164/NE 163 Street	Segment	4.5	F	17.1	D

between NE 164th Street and NE 172nd Street the major impacts to roadway capacity were projected to be southbound. However, it should be noted that the analysis conducted by URS was purely based on vehicular traffic and did not take into account mass transit or transportation alternatives in its modeling, including the future Tri Rail Coastal Link Station proposed at NE 164th Street. Furthermore due to the large planning area and the proposed changes to the land use and zoning, the 2010 models and projection may not be indicative of conditions if the analysis were conducted today. As part of the master planning process being conducted by Miami Dade County, the City or CRA may want to consider updating and/or conducting a more localized traffic impact analysis.

Intersections and Access Management

According to the URS Traffic Impact Analysis current levels of service at all signalized intersections within the study area, with the exception of NE 163rd Street and West Dixie Highway were above capacity with a LOS of A or B. However future modeling conducted for the study concluded that these LOS would deteriorate or in some cases fail based on projected 2035 traffic analysis.

In terms of pedestrian traffic at intersections, there were two intersections that were observed to be particularly dangerous for pedestrians. At the intersection of NE 164th Street and West Dixie Highway there is a lack of separation between the pedestrian areas and vehicles, particularly crossing West Dixie Highway. On the east side of Dixie Highway there is no protected landing area for a pedestrian crossing the street and the parking configuration backs out into the road. Due to this condition, there was also a lack of organization for vehicles observed either turning at the intersection or leaving adjacent parking areas. The intersection at NE 167th Street and West Dixie Highway was also observed to be highly dangerous, due to its configuration and lack of visibility at NE 22nd Avenue. The pedestrian crossings were not clearly marked and at NE 167th Street there was no pedestrian crossing signal.

Another issue analyzed by URS was access management utilizing restrictive medians in some areas. The study concluded that due to the already restricted right-of-way a median would be unlikely between NE 164th and 167th Streets. However there is an opportunity for a median from approximately NE 167th to 170th Street incorporating left turn lanes at the City Tennis Center. The area between NE 170th and 171st Street could present more challenges due to the number of curb cuts and already limited access to parking on the west side of West Dixie Highway. Specifically there are 7 curb cuts that lead to private parking for the businesses on the west side Dixie Highway and there is no cross access and limited internal circulation in these parking areas. Parking issues will be discussed further in this report, however, if there is not a concerted joint effort between these businesses, Miami Dade County and the City, there may be opposition to any kind of restrictive median in this area.

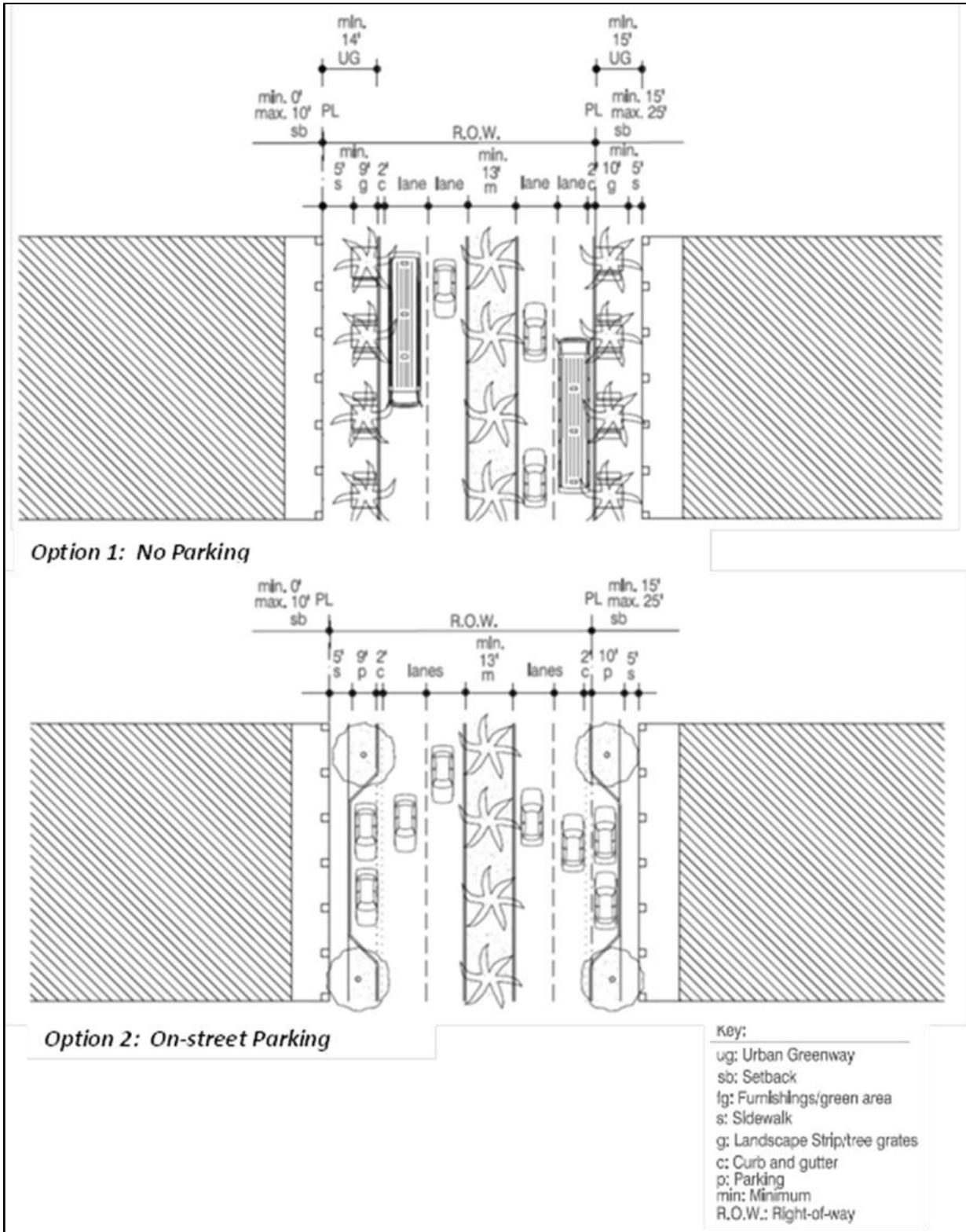
Recommended West Dixie Highway Cross Sections (per MU/NC and MU/TC Zoning Districts)

The proposed mixed use zoning for West Dixie Highway includes regulating plans for street networks, pedestrian areas and urban green but also recommends future roadway cross sections for West Dixie Highway which would be compatible with the future development regulations and create more pedestrian connectivity between districts.

Area 1: NE 163rd Street to the Snake Creek Canal

This area is proposed as a mixed use town center (MU/TC) area. The URS Traffic Analysis recommends a four lane cross section with dedicated turn lane; however the MU/TC zoning recommends a four lane median divided roadway to the north of NE 164th Street based on future redevelopment. Furthermore, the proposed cross section provides two options, one with on street parking and one without. These options should be further evaluated from a traffic perspective in terms West Dixie Highway master planning process. Figure 2 on the following page illustrates the two proposed options for consideration north of NE 164th Street to 167th Street.

Figure 2: West Dixie Highway Recommended Cross Section Options, south of Snake Creek Canal



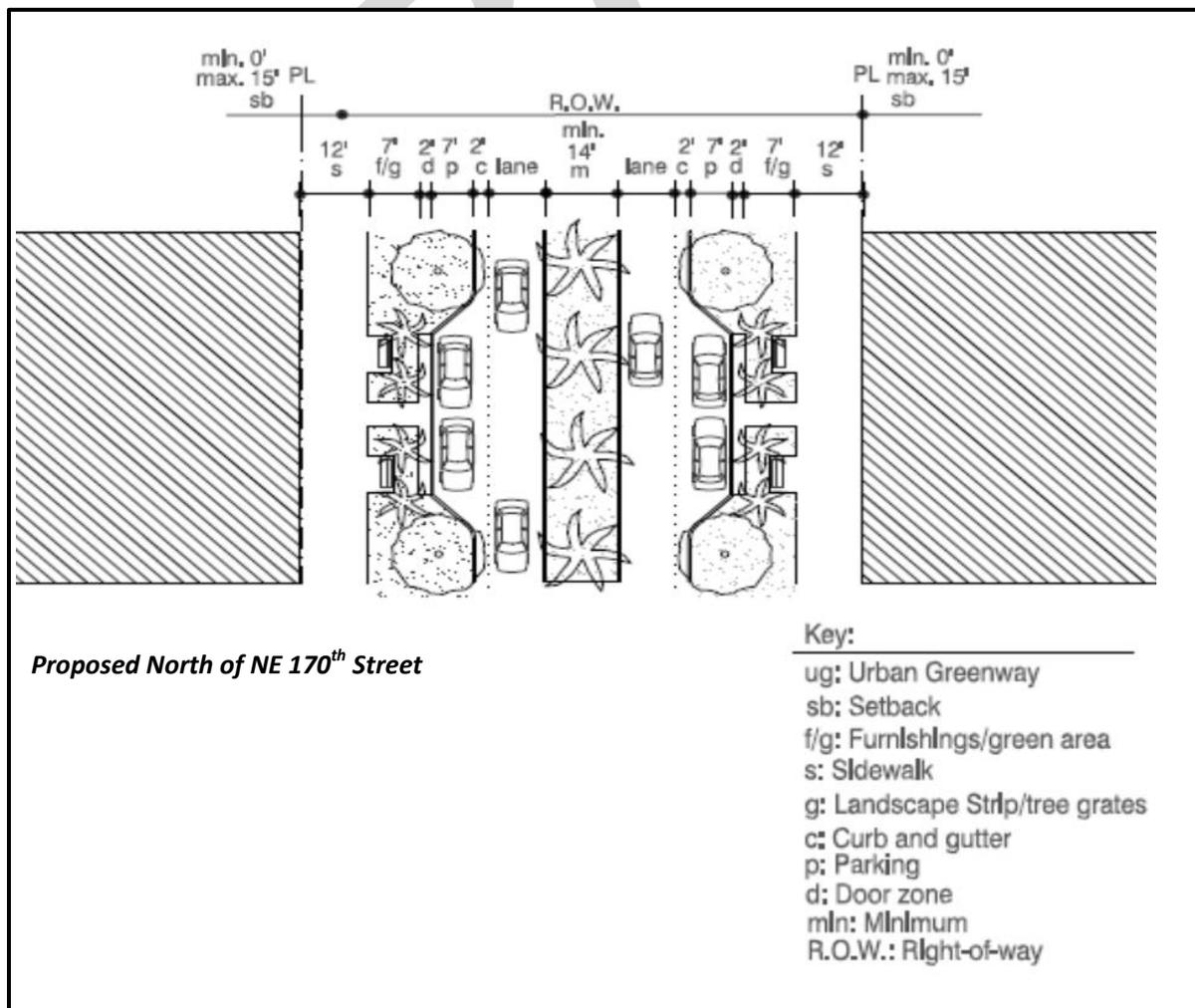
Area 2: North of the Snake Creek Canal to NE 170th Street

This area is not within the proposed mixed use rezoning and primarily consists of community facilities and a condominium which is outside of the CRA boundaries. As noted above the primary issues for this area are safety for both vehicles and pedestrians and the general operation of the intersection of NE 167th Street/22nd Avenue/West Dixie in order to improve safety. The URS Traffic Analysis recommended a four lane median divided cross section which extends north on West Dixie Highway, however the proposed zoning did not address a cross section for this area particular area, but does make recommendations just north of NE 170th which will be further discussed below.

Area 3: NE 170th Street to 172nd Street

This area is proposed to become a mixed use/neighborhood center. Due to much of the disorganization of the existing parking on the west side of the road and recommendations that this area become a neighborhood serving commercial/mixed use district, the proposed cross section for Dixie Highway is recommended as a two-lane divided with wide urban greenways and on street parking to support the businesses.

Figure 3: Proposed West Dixie Highway Cross Section, north of NE 170th



Sanitary Sewer

The West Dixie Highway corridor north of NE 163rd Street has availability for sanitary sewer connections and is serviced by Miami Dade County. However, there are approximately four parcels that are not connected, primarily on the west side of West Dixie Highway, but including the Tennis Center. The sewer main runs along West Dixie Highway and businesses will be required to connect as redevelopment occurs.

Parking

The City of North Miami Beach owns two parking lots along West Dixie Highway, one at the Tennis Center, the other on the east side of West Dixie Highway between NE 170th and 171st Street. The Tennis Center parking lot is shared by the Spanish Monastery. Currently the parking lot is in disrepair, primarily due to the large tree roots that have permeated some of the asphalt. This could pose a problem in terms of future renovations to the parking lot. During large scale events the parking overflows into neighboring areas.

The parking lot between NE 170th and 171st Street is approximately 1.39 acres and primarily serves the adjacent properties, with future redevelopment the City may consider leveraging the current parking lot as part of a public private partnership in exchange for providing additional parking to serve neighboring uses.

Assets

Parks, Open Space and Cultural Facilities

The Ancient Spanish Monastery, located north and adjacent to the Snake Creek Canal is a popular destination for tourists and venue for special events. It also is an operating church offering regular services on Sundays. The Spanish Monastery also sponsors a lecture series and outdoor concerts and offers an array of classes including yoga and chess.

Arthur I. Snyder Tennis Center located just north of the Snake Creek Canal provides tennis courts, paddleball courts and racquet ball courts in addition to passive green space. Offerings include tennis lessons, memberships and team play. The property actually runs to the south behind the Spanish Monastery terminating at the Snake Creek Canal. This portion of the property is currently underutilized and is hidden by the tennis courts, but could serve in the future as an extension to the Snake Creek trail or a waterfront park. Just to the north of the tennis center is a 25 foot wide linear parcel which is adjacent to the FEC right-of-way, and runs from NE 170th to 171st Street. It is currently used as an alleyway, but could potentially be incorporated into an urban greenway system. City owned parcels are depicted on the following map.

ⁱ Source: West Dixie Highway, Traffic Impact Analysis, December 2010, Prepared by URS (Table 5.1)

ⁱⁱ Source: West Dixie Highways, Traffic Impact Analysis, December 2010, Prepared by URS (Table 5.3)

West Dixie Highway Publicly Owned City of North Miami Beach, FL



Legend

- FEC Railway
- North Miami Beach CRA Boundary
- North Miami Beach Study Area
- City of North Miami Beach Owned
- North Miami Beach Parcels

0 0.25 Miles



City of North Miami Beach

North Miami Beach Community Redevelopment Agency

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NMBCRA STAFF

Ana M. Garcia City Manager

Jose Smith, City Attorney

Pamela Latimore, City Clerk

Steven Zelkowitz, GrayRobinson, NMBCRA Legal Counsel

Rasha Cameau, CRA Coordinator

In accordance with Florida State Statutes Ch. 163.356(3)(c) and the Interlocal Agreement between the North Miami Beach Community Redevelopment Agency, the City of North Miami Beach and Miami Dade County, we are pleased to submit the Annual Report for the Fiscal Year ending September 30, 2014. In addition, in accordance with Florida State Statute Ch. 163.387(8) included with the Annual Report is a copy of the City of North Miami Beach Comprehensive Annual Financial Report (CAFR), FY2013, in which the North Miami Beach CRA's Audited financial statements are included as a Component Unit of government.

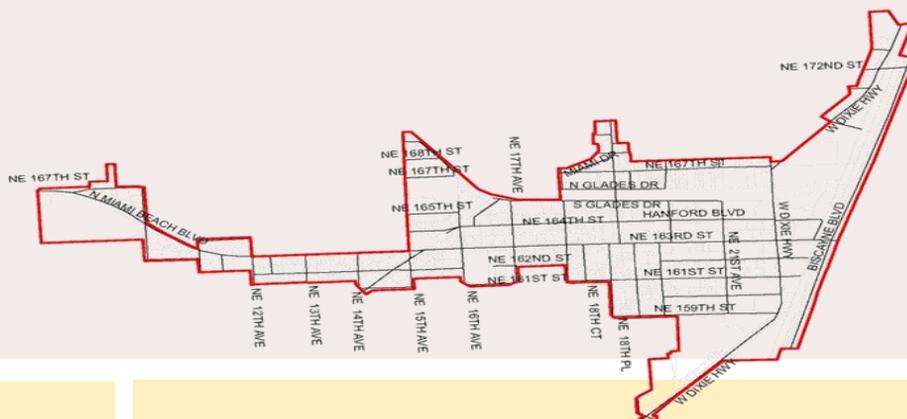
2013-2014 ANNUAL REPORT

The North Miami Beach Community Redevelopment Agency (CRA) is a Special Purpose Unit of government of the City of North Miami Beach created to eradicate slum and blight through redevelopment. The CRA area consists of 468 acres south of Northeast 163 Street (S.R. 826) from Northeast 8th Avenue to Biscayne Boulevard, with portions that extend north along Northeast 19th Avenue to the City Hall complex, north along West Dixie Highway to Northeast 175th Street, and south along West Dixie Highway to Northeast 154th Street. The area contains commercial, institutional, recreational and multi-family residential uses. There are very few single-family houses in the district.

What is a CRA?

The Community Redevelopment Agency is a public entity established under the guidelines of the Community Redevelopment Act (Chapter 163, Part III, Florida Statutes) to implement community redevelopment activities.

A powerful redevelopment tool, the CRA uses the **growth** in assessed property values (Tax-Increment Financing funds) to reinvest within their boundaries to achieve redevelopment goals and priorities. The North Miami Beach CRA was created in 2004. Once a Redevelopment Trust Fund is established, it enables the CRA Board to direct the **increase** in real property tax revenues to the targeted area's needs.



NMBCRA HIGHLIGHTS FOR FY13-14

This past year, CRA staff and Redevelopment Management Associates accomplished the following:

- ❖ Completed the 2014 North Miami Beach CRA Implementation Plan.
- ❖ Inventoried and mapped development sites for sale or joint ventures within the CRA.
- ❖ Continued coordination with South Florida Regional Transportation Authority (SFRTA) relative to the location of a train station along the Florida East Coast Railways (FEC) future commuter rail line.
- ❖ Continued publication of a monthly CRA newsletter.
- ❖ Awarded and completed six Façade Improvement Grants.
- ❖ Worked with the City's Community Development Department to facilitate and use and zoning changes along West Dixie Highway, 19th Avenue and FCC.
- ❖ Completed streetscape improvements along SR826/NE 163rd Street, from Biscayne Boulevard to NE 15th Avenue.
- ❖ Stabilized CRA finances through, repayment of the remaining loan proceeds of \$3,672,500 from the \$5,000,000 line of credit issued in 2007.
- ❖ Rescinded the Acquisition and Capital Improvement Grant Program.
- ❖ Conducted a broker event entitled **NMB Now**, to promote development opportunities within the NMB CRA.
- ❖ Contracted with Redevelopment Management Associates, LLC to provide Administration of the CRA, marketing and special events and public private partnership support.
- ❖ Finalized an Agreement with Miami Dade County to install sanitary sewer within select areas of the CRA.

NMBCRA FY13-14 FINANCIALS STATEMENTS

REVENUES AND EXPENDITURES	FY 2014
Revenues:	
Intergovernmental	\$424,612
Investment income	<u>\$44,864</u>
Total Revenues	\$469,476
Expenditures:	
Operating Expenditures	\$155,014
Capital Outlay	\$125,286
Debt Service:	
Principal	\$3,916,667
Interest	<u>\$91,346</u>
Total Expenditures	<u>\$4,288,313</u>
Excess (deficiency)	(\$3,818,837)
Other financing sources (uses)	<u>(\$3,778)</u>
Net Changes in Fund Balance	(\$3,822,615)
Fund Balance, beginning	<u>\$4,494,296</u>
Fund Balance, ending	<u>\$671,681</u>

BALANCE SHEET FY 2014

Assets:	
Pooled Cash/Investments	\$683,301
Accounts Receivable	<u>\$2,707</u>
Total Assets	<u>\$686,008</u>
Liabilities and Fund Balance:	
Liabilities:	
Accounts Payable	<u>\$14,327</u>
Total Liabilities	<u>\$14,327</u>
Fund Balance:	
Restricted	\$625,845
Assigned	<u>\$45,836</u>
Total Fund Balance	<u>\$671,681</u>
Total Liabilities and Fund Balance	<u>\$686,008</u>

Farmer's Market, Arts & Crafts and Food & Fun for all! Farmer's Market, Plant Give-a-ways,

Music & Dance, Arts & Crafts and Food & Fun for all! Music & Dance, Arts & Crafts and Food & Fun for all! Music & Dance, Arts & Crafts and Food & Fun for all!

Fun for all! Music & Dance, Arts & Crafts and Food & Fun for all! Music & Dance, Arts & Crafts and Food & Fun for all!



NMB SPRING FEST

FAMILY
ACTIVITIES
ARTISANS BOOTHS
CULTURAL and
PERFORMING ARTS
INTERNATIONAL
CUISINE

- Enjoy a day full of great activities for all ages
- Find out about the exciting growth and projects in our City
- Learn about going green and environmental awareness

SUNDAY, 17th
MAY
FROM 1-6 P.M.



ON
HANFORD BOULEVARD
(ONE BLOCK NORTH OF 163RD STREET)
ON 19TH AVENUE

FREE

FOR MORE INFORMATION PLEASE CALL:
305-948-2957

OR VISIT US AT WWW.CITYNMB.COM

- 
- George Vallejo, Mayor
Anthony F. DeFillipo, Councilperson
Barbara Kramer, Councilperson
Marlen Martell, Councilperson
Frantz Pierre, Councilperson
Phyllis S. Smith, Councilperson
Beth E. Spiegel, Councilperson
Ana M. Garcia, City Manager
Jose Smith, City Attorney
Pamela Latimore, City Clerk

Arts & Crafts and Food & Fun for all! Music & Dance, Farmer's Market, Plant Give-a-ways

From: Rivero, Carlos
Sent: Tuesday, April 07, 2015 11:10 AM
To: Cameau, Rasha
Cc: Serda, Mac; Johnston, Sarah
Subject: RE: Projects Update

The biggest project coming our way is indeed in the CRA:

The Patricia Mishcon Park Boca Soccer School will be created through a private/public partnership between Soccer Development Group, LLC., and the City of North Miami Beach. The project involves the development, management and operation of a sports complex providing top-quality athletic opportunities for youth for a period of ten (10) years. Through an unsolicited proposal, Soccer Development Group, LLC., commits to provide the facilities, infrastructure, maintenance and security necessary to support a soccer facility compatible with the surrounding neighborhood and open to the general public through a minimum capital and soft costs investment of \$2,531,196.00. The soccer sports complex will include an approximately 9,000 square foot, two-story clubhouse building and twelve (12) synthetic turf mini-soccer training fields on 128,416 square feet (2.94 acres) of City-owned property; located between the City Library, the Gwen Margolis Amphitheatre and Mishcon Field facilities adjacent to the intersection of NE 16 Avenue and NE 165 Street. Plans will enter the public hearing process on Thursday April 9 starting with the Technical Review and Development Board (TRAD).

I don't have proper plans that I can give you yet and I am copying Mac and Sarah in case they have any input on this project before you present it.

WHAT IS PACE?



NEW SPIN ON THE ASSESSMENT POWERS OF THE CITY

ENERGY EFFICIENCY AND HURRICANE PROTECTION =
COMPELLING STATE INTEREST

MUNICIPALITIES CAN FINANCE RETROFITS

REPAID BY THE PROPERTY OWNER THROUGH NON-AD
VALOREM ASSESSMENT ON PROPERTY TAX BILL

ELIGIBLE IMPROVEMENTS



ENERGY EFFICIENCY



RENEWABLE ENERGY



HURRICANE PROTECTION



WATER CONSERVATION



100% FINANCING

- No out of pocket expense to property owner
- Removes single largest obstacle to implement these projects

VOLUNTARY

- Simply an option for those who want it
- All traditional forms of financing are still available

INDIVIDUAL

- Zero affect on neighbors
- Only those who choose to participate pay the assessment

NON CREDIT BASED

- Eligibility based on property values and owner equity
- Allows many to participate that would not be eligible for traditional financing

ELIMINATE UP-FRONT EXPENSE

NOT CREDIT BASED

LONG PAYBACK PERIODS

PAYMENTS MAY STAY WITH PROPERTY

OFF BALANCE SHEET (Commercial Properties)

POTENTIAL FOR REAL SAVINGS

WHAT IS PACE?



Ad Valorem Taxes

Taxing authority	Millage	Assessed	Exemption	Taxable	Tax
Miami-Dade School Board					
School Board Operating	7.64400	653,845	0	653,845	\$4,997.99
School Board Debt Service	0.33300	653,845	0	653,845	\$217.73
State and Other					
Florida Inland Navigation Dist	0.03450	653,845	0	653,845	\$22.56
South Florida Water Mgmt Dist	0.35230	653,845	0	653,845	\$230.35
Everglades Construction Proj	0.05870	653,845	0	653,845	\$38.38
Childrens Trust Authority	0.50000	653,845	0	653,845	\$326.92
Miami-Dade County					
County Wide Operating	4.70350	653,845	0	653,845	\$3,075.36
County Wide Debt Service	0.42200	653,845	0	653,845	\$275.92
Library District	0.17250	653,845	0	653,845	\$112.79
Municipal Governing Board					
Miami Operating	7.61480	653,845	0	653,845	\$4,978.90
Miami Debt Service	0.81620	653,845	0	653,845	\$533.67
Total	22.65150				\$14,810.57

Non-Ad Valorem Assessments

Levying authority	Rate	Amount
GREEN CORRIDOR PACE	@ 1.0000	\$4,928.55
Total		\$4,928.55

17 MUNICIPALITIES HAVE JOINED FORCES TO OFFER PROGRAM

- Biscayne Park, Surfside, Bay Harbor Islands, North Bay Village, Miami Lakes, Miami Gardens, Miami Springs, El Portal, Miami Shores, Cutler Bay, Coral Gables, Miami, South Miami, Pinecrest, Palmetto Bay, North Miami, and Key Biscayne

BENEFITS OF JOINING A PACE DISTRICT

- Take advantage of economies of scale
- No liability to the individual municipalities
 - District is a separate legal entity

SELECTED YGRENE ENERGY FUND AS THE ADMINISTRATOR

- Fully funded, turn-key solution
- Handles all education, marketing, training, community outreach, administration, reporting, and financing
- Operated at **zero cost** to the district and zero cost to the members

ONLY ZERO RISK & ZERO COST SOLUTION TO UNLEASH THE POTENTIAL OF THE PACE PROGRAM

CURRENT STATUS



APPLICATIONS RECEIVED TO DATE: 1500

RECEIVING ON A MONTHLY BASIS: > 150

AVERAGE PROJECT SIZE: \$29,500

LARGEST PROJECT: \$1.8 MM – BRANDSMART USA

TYPICAL PROJECTS – ROOF, WINDOWS, A/C

FINANCED PROJECTS

Municipality	Amt. Financed	Projects
BISCAYNE PARK	\$102,919	4
CORAL GABLES	\$445,996	16
CUTLER BAY	\$1,535,515	72
EL PORTAL	\$76,176	3
MIAMI	\$819,195	32
MIAMI SHORES	\$1,027,947	30
MIAMI SPRINGS	\$90,340	3
PALMETTO BAY	\$3,667,238	64
PINECREST	\$1,439,866	30
SOUTH MIAMI	\$243,669	10
SURFSIDE	\$29,053	1
Grand Total	\$9,477,914	265

PROJECTS IN CONSTRUCTION

Municipality	Est. Value	Projects
BAY HARBOR ISLANDS	\$87,149	4
BISCAYNE PARK	\$351,398	18
CORAL GABLES	\$1,523,634	59
CUTLER BAY	\$1,654,300	78
EL PORTAL	\$413,140	21
KEY BISCAYNE	\$62,101	2
MIAMI	\$1,654,300	73
MIAMI GARDENS	\$2,540,000	9
MIAMI LAKES	\$415,394	20
MIAMI SHORES	\$808,859	35
MIAMI SPRINGS	\$440,382	20
NORTH BAY VILLAGE	\$67,500	3
PALMETTO BAY	\$2,218,427	81
PINECREST	\$1,108,747	32
SOUTH MIAMI	\$137,181	7
SURFSIDE	\$143,781	7
Grand Total	\$13,626,293	469