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**CITY CENTER
HISTORIC CONVENTION VILLAGE
REDEVELOPMENT AND REVITALIZATION
AREA PLAN**



**ADOPTED BY THE CITY COMMISSION OF
THE CITY OF MIAMI BEACH AND
THE MIAMI BEACH REDEVELOPMENT AGENCY
ON FEB. 12, 1993**

**PREPARED BY:
THE CITY OF MIAMI BEACH
DEPARTMENT OF DEVELOPMENT, DESIGN &
HISTORIC PRESERVATION SERVICES**

CITY CENTER HISTORIC CONVENTION VILLAGE REDEVELOPMENT AND REVITALIZATION AREA PLAN

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**CITY CENTER/HISTORIC CONVENTION VILLAGE REDEVELOPMENT
AND REVITALIZATION AREA PLAN
FOR THE CITY OF MIAMI BEACH**

FEBRUARY 12, 1993

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City Center/Historic Convention Village Redevelopment and Revitalization Plan

100. DESCRIPTION OF PROJECT

101. Introduction

The City Center/Historic Convention Village Redevelopment and Revitalization Plan began as an effort and commitment of the City of Miami Beach to revitalize the blighted area surrounding the Miami Beach Convention Center and Lincoln Road and to foster the development of a convention hotel and necessary linkages to the Convention Center. The plan has evolved into a true City Center concept plan, recognizing that Miami Beach has all of the amenities and features of a true downtown within a fairly compact geographic area. The challenge of the plan is to infuse public policy and improvements that will provide the glue to bring the area together, and to eliminate the blight conditions existing in the area.

Located within and adjacent to the Art Deco district, an important element of this plan will be to strengthen the historic character of the area with renovations, new construction and upgrading of public improvements, including streets, public parking facilities, public plazas, parks and beach areas.

The key to the success of this plan will be the attraction of private investment. The plan offers public partnership opportunities to help make private investment economically viable.

102. Boundary Description

The project area which contains approximately 50 city blocks, is generally bounded by the Atlantic Ocean to the east, 24th Street on the north, West Avenue on the west, and 14th Lane on the south. The area contains approximately 332 acres of land, of which 27 percent is occupied by public space and 39 percent by private use.

The boundaries of the project area are shown in Figure 1, "Project Boundary Map" and a legal description of the project area is contained in Appendix "A" of this redevelopment plan.

These boundaries have been established to encompass all of the area deemed to be blighted in accordance with the State statutes, and all the land area necessary to accommodate the level of new development, redevelopment and revitalization that can eliminate conditions causing blight.

The boundaries provide for a logical identification of this as the City Center, encompassing all of the major components of a City Center including commercial, retail and office, cultural, civic and major hotel and residential uses.

These boundaries will also effectuate linkages between the ocean front sites which are deemed most desirable for convention hotel development and the Convention Center itself.

103. Existing Conditions

The establishment of a redevelopment district and exercise of redevelopment powers requires an official finding of the necessity for redevelopment. In the proposed City Center/Historic Convention Village Redevelopment and Revitalization Area, a finding of necessity for redevelopment conditions can be based on conditions in the Community Redevelopment Act of 1969, as set forth in Part III of Chapter 163, Florida Statutes.

After examination of the study area, and application of appropriate criteria, the City Center/Historic Convention Village Redevelopment and Revitalization Area was found to possess a combination of conditions that conclude it to be a "blighted area" and indicate a need for redevelopment. Among these conditions are:

Building deterioration. A substantial number of deteriorating structures were found to exist, and are dispersed over a substantial proportion of the area. The overall rate of deterioration was found to be 61% of all buildings. Building deterioration affects 78% of all blocks in the area.

Site deterioration and deficiencies. Site deterioration and deficiencies were found in the form of broken pavements and sidewalks, deteriorating parking lots, abandoned foundations from demolished buildings, and deteriorating fixtures such as fences. Site deterioration and deficiencies were found in 38% of all blocks in the area.

Unsanitary and Unsafe Conditions. Unsanitary conditions including accumulations of trash, debris, discarded appliances and furniture, and broken glass and were found in 51% of all blocks in the area.

Drainage deficiencies. Drainage deficiencies were identified in blocks where flooding was observed that made streets and sidewalks impassable and unsanitary. This involved 18% of all blocks in the area.

Diversity of Ownership. Excessive diversity of ownership was found in blocks that have five or more different owners. Such diversity, found in 49% of all blocks in the area, makes it difficult to assemble land for development.

Age of Structures. Excessive age of structures was identified in blocks where the average age of buildings was 40 years or more, involving 51% of all blocks in the area.

Non-conforming structures: size of units. Non-conforming unit size was identified in 60% of all blocks in the area. This is where dwelling units do not meet minimum code standards.

Non-conforming structures: parking required. Non-conforming parking conditions were identified in 85% of all blocks in the area. This is where off-street parking does not meet minimum code standards.

Non-conforming structures: Setbacks. Non-conforming setbacks were identified in 73% of all blocks in the area. This is where building setbacks do not meet minimum code standards.

Non-conforming structures: Floor Area Ratio (F.A.R.) Non-conforming F.A.R. was identified in 84% of all blocks in the area. This is where buildings do not meet minimum code standards relative to the density of development.

Closed buildings. Closed buildings in 20% of all blocks indicate economic disuse and obsolescence.

Vacant lots. Vacant lots in 40% of all blocks indicate that land is not being put to productive use, which limits the efficiency of local services, limits tax revenues, and can serve as a breeding ground for crime, unsanitary conditions, and other social ills.

Violations of fire code. Violations of fire code in 36% of all blocks are dangerous to life and property.

High crime rates: robbery, burglary, auto theft, and auto burglary. High crime rates demonstrate a lack of public safety that inhibits sound development of the area. The area experienced 12% of the City's major crimes while having only 9% of the City's population.

Property maintenance and commercial properties code violations. Violations of property maintenance standards in 51% of all blocks are substandard conditions that inhibit investment and sound development of the area.

The complete report regarding the above conditions is attached to and made a part of the Redevelopment Plan as Appendix B.

The project area is found to have both physical and economic liabilities and conditions which endanger life and property and which substantially impairs the sound growth of the area and is a menace to the public health, safety, morals or welfare in its present condition. The area constitutes a "blighted area" within the City of Miami Beach as defined set forth in Section 163.340 (8) of the Florida Community Redevelopment Act of 1969. Furthermore, it is determined that redevelopment efforts from the private sector have not been able to stimulate economic growth in the subject area without the designation of a public project.

104. Summary of Plan Objectives

This plan sets forth the principal objectives and planning concepts of the City Center/Historic Convention Village Redevelopment and Revitalization project and illustrates how revitalization will be promoted through the redevelopment process. The Miami Beach Convention Center is within the core of the area. It is found that the development of a major convention hotel, coupled with other substantial redevelopment, would be critical to the redevelopment of the area and to the continued economic success of the Miami Beach Convention Center. In light of these concerns, the following major objectives will be sought:

1. Promote redevelopment and eliminate causes of physical and economic blight.
2. Support and enhance the values of private properties and improvements.
3. Create the environment and opportunity to allow the construction by the private sector of a major convention center hotel.
4. Assist in the development of the hotel by lawful means available under state law.
5. Attract additional private investment into the project and adjoining area.
6. To encourage and support rehabilitation of historic properties.
7. To improve infrastructure streets, parks, etc. in the area.
8. To encourage the production and presentation of arts and cultural activities.

200. LAND USE PLAN

201. Summary of Proposed Activities

The primary types of redevelopment activities to be considered in the area will include:

1. Development and installation of public facilities such as the upgrading of streets, construction of public parking facilities, landscaping, graphics, lighting, street furniture, park improvements, and other improvements of public areas.
2. Initiation of a rehabilitation program for private properties, particularly those which have historical or architectural importance. Programs may include property surveys, design, marketing, construction and development of rehabilitation standards. Development in the Area shall be subject to such urban design guidelines as shall be adopted from time to time by the City Commission.
3. Acquisition of specific buildings to allow for rehabilitation and economic reuse.
4. Land assembly to promote redevelopment and facilitate development of a convention center hotel.
5. Vacation or realignment of streets, rights of ways and underground placement of utilities. Establish reservation of areas for public streets, rights of way and other public purpose. Install and relocate site improvements, utilities and facilities.
6. Administration of the redevelopment program to assure the general welfare of the project area is maintained.

202. City Center Concept Plan

The City Center Concept Plan (Figure 2) embodies the consensus developed by the City in melding historic preservation concerns with the ability to develop one or more convention headquarters hotels within the project area. More importantly, the plan recognizes, for the first time, that Miami Beach does have the ingredients for a true City Center. These ingredients include retail, residential, entertainment, civic and cultural facilities. What is needed and what the concept plan provides is a mechanism to weave these uses together into one cohesive unit to create a true urban City Center for Miami Beach.

The concept plan identifies and recognizes the significance of the area's true historic resources, the numerous art deco buildings within their proper context, in an historic district. The plan then suggests a number of development opportunities, public and private or combinations of both, that will enhance this environment.

The plan conforms and shall conform to the City's comprehensive land use plan. No major change of land uses is required. Instead, refinement and enhancement of existing urban patterns will be utilized.

A. Private Land Uses

- (1) Hotel Development: The plan fosters the rehabilitation of existing historic buildings as well as the development of new hotels within at least three sites along the ocean front at 15th Street and Collins Avenue, at 16th Street and Collins Avenue and 21st Street and Collins Avenue.
- (2) Commercial/Retail: The plan will strengthen the Lincoln Road and Washington Avenue corridors as key retail shopping streets for the area, reinforcing their traditional role.
- (3) Residential: There are currently approximately 4,760 dwelling units in the project area of which 2,060 or 43% are low and moderate income. The plan calls for the preservation of the James Avenue neighborhood, the creation of new residential development opportunities along the Dade Boulevard canal between Collins Avenue and Washington Avenue.

B. Public Uses: The plan will improve the linkages between the public and civic uses and the commercial areas in the following way:

- (1) Provide improved vehicular and pedestrian access from the Convention Center to Lincoln Road, subject to the plan being developed for Lincoln Road and approved by the City Commission of the City of Miami Beach, and to build up linkages to and from Lincoln Road.
- (2) Enhance the streetscape on all streets from the Convention Center to the ocean, providing pleasant, safe connections and enhanced view corridors.
- (3) Restore Collins Park to its original urban park design.

- (4) Create a viable riverwalk along the Dade Canal, use it to link other open spaces and to provide restaurant, boating and recreational uses.
- (5) Revitalize and enhance the Garden Center as a viable public use and Convention Center amenity.
 - Develop enhanced access to the Holocaust Memorial.
 - Relocate the public library to a site adjacent to City Hall, more central to the user population.
 - The area contains approximately 18.5 acres of public open space. The plan proposes to enhance and improve this acreage by the above projects.
- (6) Parking: The plan will provide adequate public parking facilities to serve private redevelopment. It is recognized that in a setting with historic buildings, urban densities and other constraints that strategically located public garages will provide the best solution to the area's needs. (See Figure 3 Parking.)
- (7) Transit: The plan will provide for improved and enhanced public transit, including:
 - . Accommodation of future extension of light rail.
 - . A pedestrian friendly "people mover" system along Lincoln Road.
 - . A possible multi-modal center to allow the transfer of people from buses to light rail.

203. Standards for Development

A. General Provisions & Limitations on Type, Size, Height, Number and Proposed Use of Buildings:

The City of Miami Beach has a Comprehensive Plan and a Zoning Ordinance to which all new development and redevelopment must adhere. These documents serve as the limitations referred to in Chapter 163, Florida Statutes (the Community Redevelopment Act of 1969). The Land Use Concept Plan, developed and attached hereto as Figure 3, along with Figures 4 through 7, diagrammatically express these limitations also. New development and

redevelopment will utilize development standards applicable to existing zoning at the time development is considered. This includes setback, site coverage, off-street parking, height and signage.

B. Permit Process:

Future projects will be processed under the provisions of the applicable city zoning districts and in conformity with the comprehensive plan, in place at the time the development is considered.

C. Historic Designation:

The applicable city historic overlays and designations will be utilized in review of development projects. A majority of the project area is within both a national and local historic district, and, as such, development proposals will require additional scrutiny per applicable City ordinances.

204. Circulation Plan

The circulation system for the area must be multimodal and take into account the needs of the various groups utilizing the City Center:

- Tourists
- Conventioneers
- Theater goers
- Shoppers
- Residents
- Elderly
- Handicapped

Collins Avenue: The City is currently working with the Florida Department of Transportation to upgrade the conditions on Collins Avenue including traffic flow and pedestrian flow. Development of one or more convention hotels will require localized improvements including new signals and traffic channelization. Collins Avenue should have wider sidewalks to facilitate pedestrian flow.

Ocean Drive Extension: The concept plan envisions the extension of pedestrian flow from the current terminus of Ocean Drive at 15th Street north/northeasterly along the rear of private parcels through the project area, to reflect enhanced beach access. The concept was fleshed out with the compatibility analysis for hotel sites that led to the Concept Plan (Figure 3). If major hotels are to be developed between 15th and 16th Streets, then at least a pedestrian continuation of Ocean Drive needs to be explored to tie the area together.

Espanola Way Extension: The concept plan envisions improvement of Espanola Way between Washington Avenue and Collins Avenue and possible development of a pedestrian extension of the street between Collins Avenue and the ocean. This street, a center of Hispanic heritage on Miami Beach, has received recent attention by the public and private sector, particularly in the block between Drexel Avenue and Washington Avenue. Its continuation to Ocean Drive will provide a critical commercial link.

Washington Avenue: The concept plan calls for strengthening Washington Avenue as a pedestrian/shopping street. If light rail is extended into the City, Washington Avenue is the logical corridor.

Lincoln Road: Lincoln Road, the "center of a world class city" is envisioned as a specialty shopping street and cultural center with a focus on pedestrian amenities and environment. The physical improvement of this currently deteriorated open-air mall is a high priority of the city and the Lincoln Road Task Force. Circulation will likely include a tram or other user friendly circulation element. Design of buildings will be pedestrian friendly and encouraging pedestrian activity.

PUBLIC TRANSPORTATION

Bus: The area has and will continue to enjoy high usage of public transit. No bus route changes are currently contemplated.

Shuttle: A shuttle system, expediting connections between area hotels, the Ocean Drive area and the Convention Center needs to be developed. There is currently a successful prototype system in operation, known as "the Breeze." Actual operational experience from the Breeze will assist in formulating the future system, which, like the Breeze, may continue into North Miami.

Light Rail: Much discussion and planning has gone on regarding the development of a light rail system from Miami Beach to the mainland. Current County-wide studies include Miami Beach as part of an east/west transit corridor from Florida International University West Dade Campus, through the airport, downtown Miami and to Miami Beach. The system should run on Washington Avenue and terminate at the Convention Center. The terminus could be a logical multi modal terminal to fan out to other bus routes and a water taxi system.

Pedestrian Streets: Other than those already mentioned, many of the east/west streets need to provide a strong pedestrian orientation to encourage movement of people from the Convention Center to the ocean. This will involve development of streetscape amenities and lighting to enhance their attractiveness and safety.

300. PROJECT PROPOSALS

301. Owner Participation and Rehabilitation

This plan encourages owners and business people to rehabilitate and renovate existing buildings. An owner or owners of property not subject to acquisition in the project area may participate in the redevelopment of their property in the Area in conformance with the plan simply by filing the appropriate development review permits with the City. An owner of property subject to acquisition may also participate. The owner involved shall enter into an owner participation agreement with the Agency, specifying the quality and extent of improvements proposed and the timing of such improvements. Each agreement shall be approved by the Redevelopment Agency.

In the event an owner does not wish to rehabilitate his/her property, the Agency may acquire (by purchase, lease, grant, bequest or, if appropriate, by eminent domain) all or a sufficient interest in the property in order to carry out the objectives of the plan.

302. Land Acquisition and Clearance

A. The Redevelopment Agency may purchase, lease, obtain options upon, acquire by gift, grant or bequest or any other means, or acquire by eminent domain, any real or personal property, any interest in property, and any improvements thereon, within the project area whenever such action is necessary in order to:

- 1) Remove buildings which are structurally substandard.
- 2) Remove buildings, other than buildings which are structurally substandard, in order to effectively remove blighting influences that include, but are not limited to, the following:
 - a. Inadequate Street Layout: Buildings which must be acquired to resolve inadequacies in the existing street layout.
 - b. Physical Obsolescence: Buildings which are functionally obsolete and unsuitable for improvement or conversion.
 - c. Incompatible Uses or Land-Use Relationships: Buildings which house uses or use relationships that exert significant downgrading or otherwise harmful influence on the immediate area.

- d. Overcrowding of Buildings on Land: Buildings which exceed recommended standards of coverage.
 - e. Continuously Vacant Structures: Buildings which have been boarded up or vacant for a period of time and produce a deleterious influence on adjacent uses or structures.
 - f. Improper Location on the Parcel: Buildings which are situated on the property in an improper manner, such as on or over property lines directly adjacent to another use or structure.
- 3) Provide sites for needed public improvements or facilities in proper relationship to the projected demand for such facilities and in accordance with accepted design criteria for such facilities.
 - 4) Allow for the renovation and preservation of historically designated structures.
 - 5) Clear basically sound or deficient buildings to the extent necessary to assemble land into parcels of adequate size and shape to meet contemporary development needs and standards and to allow new construction to meet the objectives of this redevelopment plan.

In all cases above, City procedures, ordinances, and policies relating to historically designated buildings, in place at the time of the proposed action, shall be complied with.

- B. The Redevelopment Agency shall exercise its power of eminent domain only within the areas delineated on the attached map (Figure 8). The authority of eminent domain shall be utilized for the expressed purposes outlined in Section 302 A above and only as permitted by applicable law.

Within the Lincoln Road area, and delineated on Figure 8, the Agency may use eminent domain solely for the purpose of facilitating access to and from public parking facilities and to develop public/private joint ventures. This authority shall only become effective upon adoption of a specific plan for Lincoln Road by the City Commission of the City of Miami Beach.

303. Redeveloper's Obligations

In order to provide adequate safeguards to insure that the work of redevelopment will be carried out pursuant to the redevelopment plan, the disposition of the land by the Agency shall be subject to a Disposition Agreement and other appropriate documents which shall include the following provisions:

1. The purchase of land is for the purpose of redevelopment and not for speculation.
2. The land shall be built upon and improved in conformity with the provisions of the plan.
3. Preliminary site and architectural plans, specifications, and final plans for the construction of improvements on the land shall be submitted to the Agency and City for review and approval. Thereby, the Agency and the City may determine the compliance of such plans and specifications with this plan and other terms and conditions of Disposition Agreements.
4. The building of improvements shall be commenced and completed within a reasonable time as fixed by the Agency.
5. The Agency shall provide for the retention of control and the establishment of any restriction or covenants running with land sold or leased for private use for such periods of time and under such conditions as the Agency deems necessary to effectuate the redevelopment project.
6. The purchaser/developer shall demonstrate an acceptable financial commitment and ability to perform.

304. Program Development Activity

In order to enhance the economic opportunities within the project area, the Agency will develop and implement an investment strategy that will accomplish this objective.

Key elements of the program will include a detailed evaluation of existing conditions and an analysis of the investment opportunities to insure that the program achieves the objectives of the project.

The Agency will retain the responsibility for developing and initiating the program. Where appropriate, the Agency will work with the City, or contract with private and/or non-profit firms, to complete specific items required.

305. Project Improvements

The Agency and the City will endeavor to provide those project improvements necessary to implement this plan. These improvements may include, but are not limited to, such items as street improvements, sanitary and storm sewers, utility distribution facilities, public facilities of a project or area wide nature, and transportation facilities.

306. Property Management

Property acquired by the Agency for a project shall be under the management and control of the Agency during its ownership of such property. This property may be rented or leased by the Agency, pending its conveyance for redevelopment, in accordance with Section 163.380, Florida Statutes (the Community Redevelopment Act of 1969).

307. Land Disposition

All real property acquired by the Agency shall be leased or sold except property that will be conveyed to the City of Miami Beach.

Purchasers or lessees of property shall be obligated pursuant to appropriate disposition documents, to develop and use the property for the purposes designated in the plan, to begin development of the property within a period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of the plan.

308. Neighborhood Impact Element

The project area does contain a number of low and moderate income residential units. As such, as required by Section 163.362, Florida Statutes (the Community Redevelopment Act of 1969), an analysis of impacts of the redevelopment activity upon residents of the area is required. The following comprises that analysis.

A. Relocation Impacts:

The plan does not envision acquisition of any low or moderate income housing units and, hence, no displacement of residents is contemplated. However, as the area becomes revitalized, rents may increase, which may require low and moderate income tenants to relocate. The City of Miami Beach and the Redevelopment Agency will monitor this situation. Through its Community Development Block Grant Program, the City has created, over the last decade, 1,000 affordable rehabilitated units, most within a two mile radius of the project. The City of Miami Beach and the Redevelopment Agency will continue to create affordable housing opportunities both within and outside the project area to minimize loss of such housing.

The Agency shall provide relocation assistance for those persons, businesses or institutions who are either temporarily or permanently displaced as a result of project activities and shall make reasonable payments for their relocation expenses.

B. Traffic Circulation:

The plan does not envision any major changes in traffic circulation. No major streets are proposed for closure or rerouting. The circulation plan in Section 204 of this document outlines all proposed improvements. Depending on the outcome of a separate study on Lincoln Road, it is conceivable that all or a portion of that road may be reconsidered for re-streeting. This, however, would have minimal impact to residential, as there are no residences on the street.

Improvements to public transportation, desirable for new hotel and other development, will enhance mobility for area residents. (See Section 204, Public Transportation.)

C. Environmental Quality:

The plan proposes to improve the quantity and quality of public open space; to improve public transportation, streetscapes, infrastructure and the overall environment in steps enumerated throughout this document. A detailed statement of project costs is outlined in Section 401 B. of this document. Residents living in the area will be able to enjoy these environmental improvements.

D. Availability of Community Facilities and Services:

The plan proposes to retain and/or improve community facilities and services. The 21st Street Community Center will be retained, the Garden Center will be expanded. The library will be relocated into a more accessible and central location. City Hall, TOPA, and the arts and cultural facilities will all be retained and enhanced.

One of the missing ingredients for current residents is shopping opportunities. The plan envisions creating a site for a grocery store and other neighborhood needs at a site on 23rd Street, west of Collins Avenue.

Collins Park is proposed to be expanded and restored to its original public open space use.

E. Effect on School Population:

Again, no relocation of area residents is contemplated. The predominant residents in the study area are older and generate few school age children. The plan does envision at least one site for new housing development north of 23rd Street. Depending on the type and nature of the housing, it is possible that a small number of school children may be added to the enrollment of Fienberg-Fisher Elementary School, Nautilus Middle School and Miami Beach High School.

F. Other Matters Affecting the Physical and Social Quality of the Neighborhood:

Upon completion of the proposed redevelopment improvements, residents will have a more viable and physically improved neighborhood to live in.

400. OTHER PROVISIONS

401. Project Financing

A. Financing Provisions:

General Provisions. The financing for this project will be provided from a number of different sources. Immediate street improvements associated with typical commercial and residential development may be paid for by the developers either through direct contributions, payment of impact fees, or through payment to assessment districts. In addition, the developers shall be responsible for securing all private financing for on-site development of buildings, equipment, parking, and landscaped areas. Other development costs may be financed in part through the use of tax increment financing.

The City of Miami Beach may expend or advance monies for or in connection with the project in accordance with a Cooperation Agreement entered into between the City and the Agency, and other parties as applicable, and such expenditures and advances may be reimbursed to the City from proceeds of tax increment financing or any other source permitted by law. Those expenditures, which might normally be the responsibility of other jurisdictions, may be financed through joint agreements and efforts with those agencies.

The Agency may enter into an agreement with the City or other governmental entity to create a Joint Powers Authority for any purpose to carry out any part of this Plan as permitted by law. The Agency may also provide financial contributions as authorized by Section 163.387, Florida Statutes. Other sources of funds include:

1. Special Assessment. Portions of the cost of the street improvements and public utilities which are of direct benefit to private properties may be financed by special assessment and assessment bond proceedings under the appropriate state legislation.
2. Resort Tax. To implement specific projects, the City and Agency may utilize proceeds from a special one cent resort tax allocation, approved by the voters in November 1992, to apply to hotels only (bed tax). The tax will begin upon the City signing a development agreement with a hotel developer and up to 50% of the proceeds may be utilized for public assistance/participation in a convention quality hotel. The balance may be utilized for quality of life improvements city-wide, including within the project area.
3. Parking Revenue Bonds. In cooperation with the Agency, the City may issue parking revenue bonds to construct or improve parking facilities in the area.
4. Bonds and Tax Increments. In order to pay for other project costs that may be incurred as a result of implementing the project proposals, the Agency may, from time to time, issue bonds, notes, interim certificates, debentures or other obligations for any of its corporate purposes authorized by law. The Agency may also issue refunding bonds for the purpose of paying or retiring bonds previously issued by it. No bonds shall be issued by the Agency unless the Agency determines that there are sufficient monies available for the repayment of principal and interest when they become due and payable.

B. Detailed Statement of Project Costs:

The Redevelopment Agency is positioned to invest in the upgrading and improvement of public infrastructure, utilities and other public area/public purpose improvements so as to encourage the investment by the private sector in the area. Improvements may be publicly funded, or jointly private and publicly funded with any sources (or combination of sources) noted in Section 401 A, above.

Following is Figure 9, a list of capital projects that could be funded from these sources over the next five years. For purposes of this plan, it is anticipated that no more than 50% of the total improvement costs for this capital program would be sourced from tax increment funds, either directly or through bonds.

LEGEND

GARAGES



SURFACE LOTS



ON-STREET PARKING

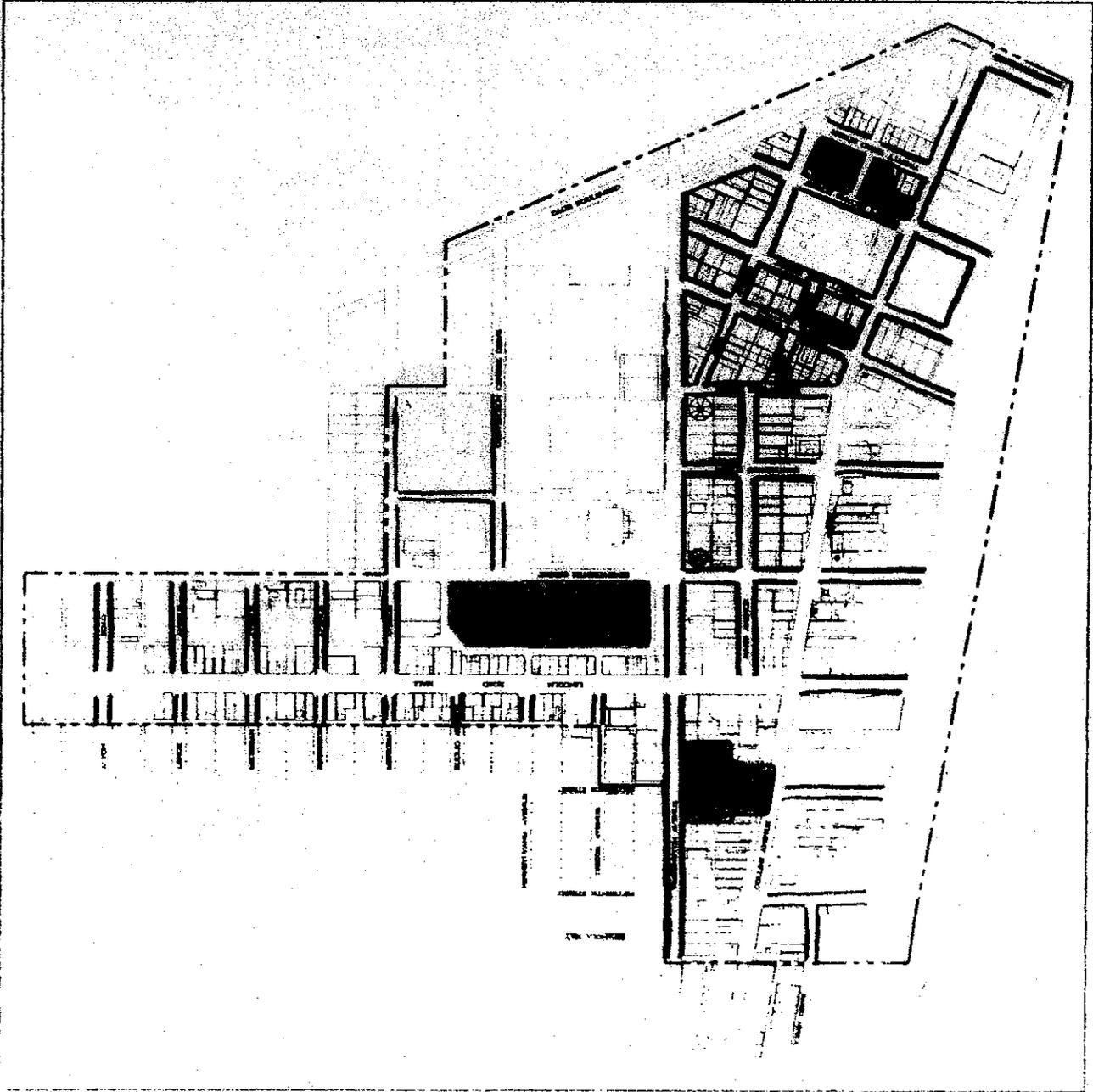
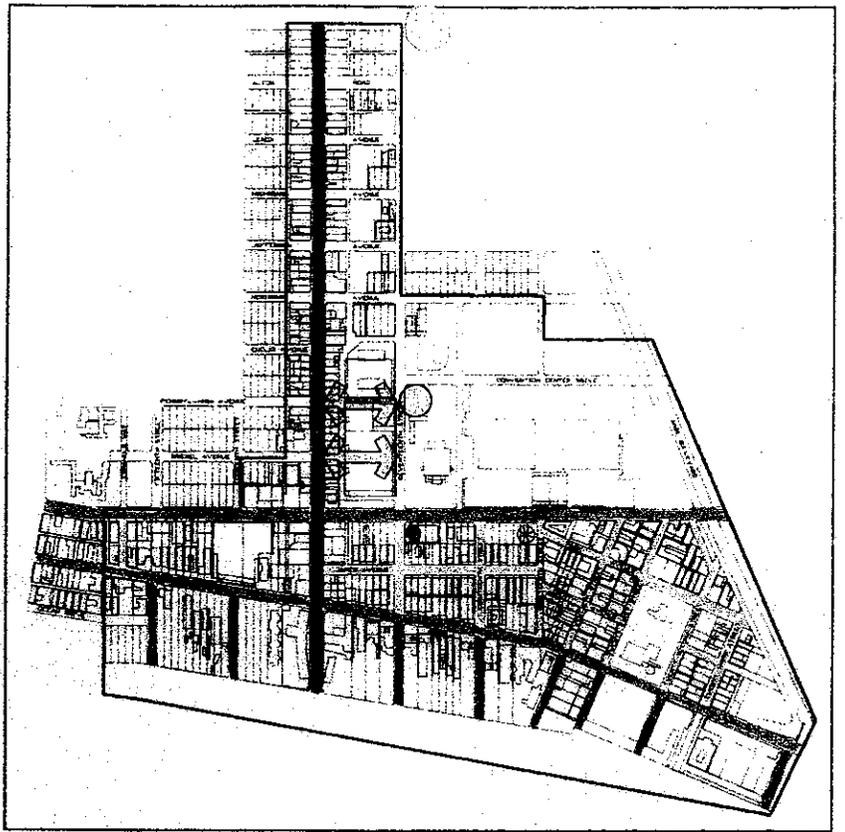


FIGURE 4

PARKING

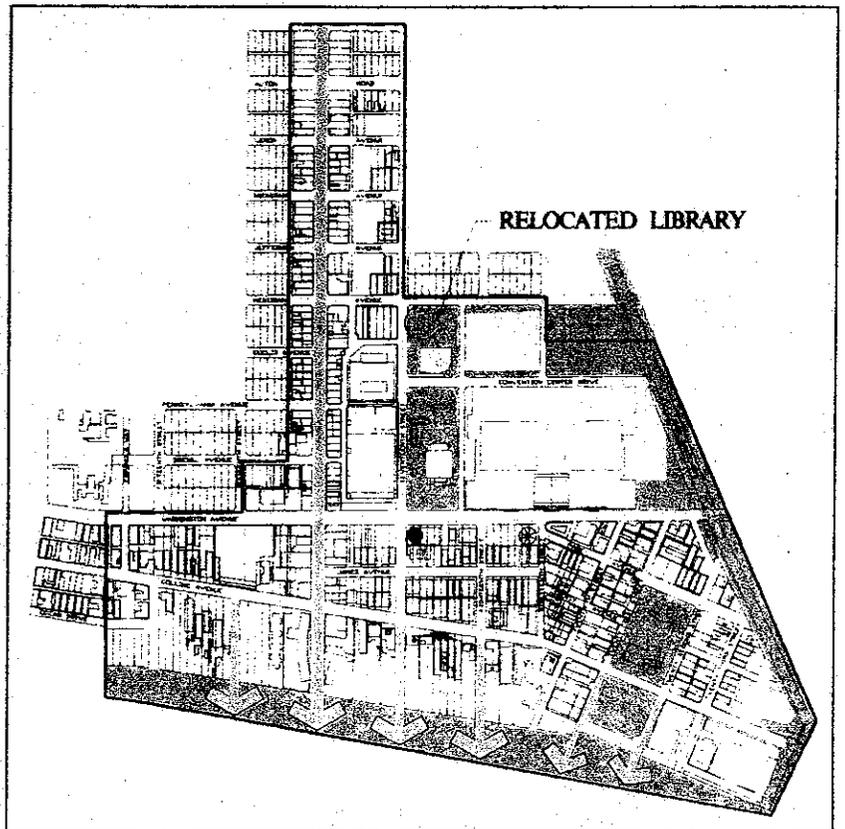
LEGEND

-  MAJOR PEDESTRIAN CORRIDOR (LINCOLN ROAD)
-  PEDESTRIAN/VEHICULAR ARTERIALS (COLLINS/WASHINGTON)
-  OCEAN ACCESS
-  VILLAGE STREETS
-  NEW LINKAGES



STREETSCAPE

FIGURE 6



OPEN SPACE ENHANCEMENT

FIGURE 7

LEGEND

MAJOR PEDESTRIAN CORRIDORS
(LINCOLN ROAD/OCEAN DRIVE)

MAJOR PEDESTRIAN/VEHICULAR
CORRIDORS (COLLINS/WASHINGTON)

KEY LINKAGES

SHUTTLE LOOP

LIGHT RAIL

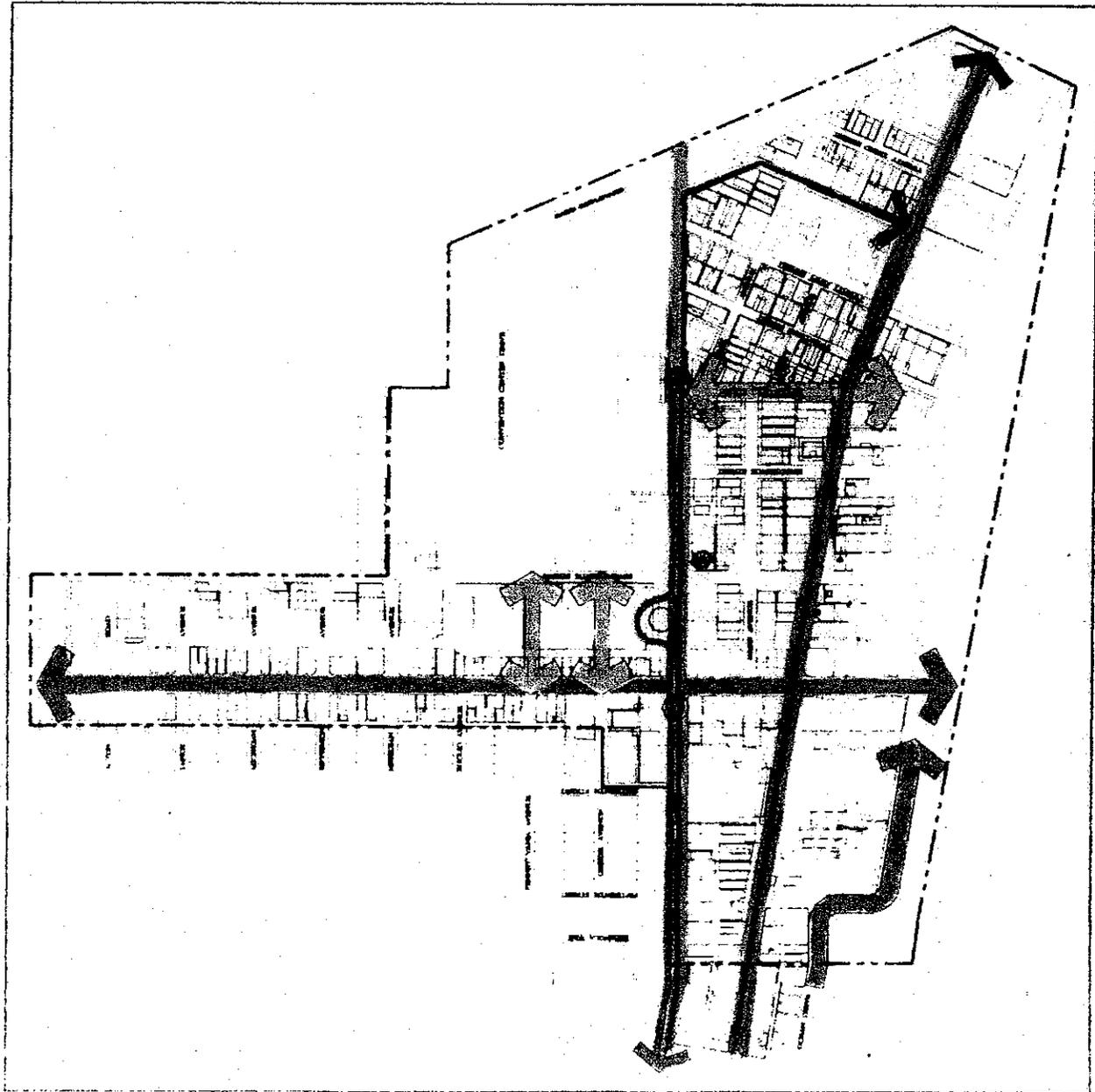


FIGURE 5

CIRCULATION

It is anticipated that tax increment revenues will initially be generated slowly. As public improvements spur additional private investment, increments will grow, allowing bonds to be issued in an amount necessary to fund the \$65.6 million program share outlined above. To raise the \$65.6 million in bonds will require a commitment of approximately \$6.6 million annually in tax increments over a 30 year period.

The Agency will prepare and adopt a resolution authorizing the issuance of bonds and defining their terms. Such a resolution must be adopted prior to the sale of the bonds. The bonds shall be marketed in accordance with statutory requirements.

The Agency may issue Redevelopment Revenue Bonds for the following purposes:

- a. To pay for site improvements, project improvements and supporting facilities constructed at the Agency's expense and to pay for all other expenditures made by the Agency for or in connection with the project.
- b. With the consent of the applicable governing body, to pay all or part of the value of land and the cost of the installation and construction of any building, facility, structure, or other improvement which is publicly owned either within or without the project area to the extent that such buildings, facilities, structures, or other improvements are of benefit to the project area.
- c. Reimbursement to the City of Miami Beach for monies expended or advanced.
- d. For any other purposes permitted by law and authorized by the Agency.

Any bond, note or other form of indebtedness pledging increment revenue shall mature no later than the maximum period allowed by applicable law.

402. Duration of Projects

The redevelopment activities contemplated by this plan are scheduled for completion thirty (30) years from the date of adoption of this Plan by the City Commission of the City of Miami Beach or such later date as permitted by applicable law.

403. Enforcement of Plan

The provisions of the plan and other documents formulated pursuant thereto may be enforced by the Agency in any manner authorized by law and pursuant to the terms of Disposition Documents and other applicable agreements pertaining to the plan.

404. Procedure for Amendment

This Plan may be amended in any manner that is now or hereafter permitted by law.

405. Severability

If any provision, section, subsection, subdivision, sentence, clause or phrase of the plan is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portion or portions of the plan.

406. Housing Element Addendum

The Proposed Historic Convention Village Redevelopment and Revitalization Area contains almost 4,700 residential units, of which approximately 2,000 are occupied by low-moderate income families.

The Redevelopment plan does not envision acquisition of any of these moderate income housing units, nor does it call for displacing any of the area's residents. In fact, the Redevelopment Agency hopes to create an additional 200 units through a combination of new construction and rehabilitation throughout the area.

Additionally, the City of Miami Beach has recently adopted a H.U.D approved five-year Comprehensive Housing Affordability Strategy (CHAS), which also directly benefits the proposed Redevelopment Area. This Citywide strategy addresses rental housing needs for the elderly, small and large related households, and first-time homebuyers. Special housing programs funded through Community Development Block Grant (CDBG) money, are already in place and have been responsible for creating over 1,000 affordable rehabilitated housing units in the South Beach area.

These programs include:

- The City's Multi-Family Residential Rehabilitation Program,
- Miami Beach Development Corporation's Homeownership Program which also taps County Surtax dollars and CDBG dollars,
- The H.U.D. Rental Rehabilitation Program, and
- The new federally funded HOME Program which has allocated \$1.8 million in 1992 and \$1.2 million in 1993.

These programs will continue to be utilized in the project area to rehabilitate existing housing and to help create new affordable housing development.

FIGURE 9

City Center/Historic Convention Village Redevelopment and Revitalization Plan Ten Year Capital Improvement Program in 1992 Dollars

1.	Parking Facilities - acquiring of land and development	
A.	1,500 car garage @ 16th St. & Collins Ave.	\$12 million
B.	400 car garage @ 20th St. & Collins Ave.	\$ 3 million
C.	600 car garage @ 23rd St. & Collins Ave.	\$ 4 million
2.	Bass Museum Expansion	\$16.5 million
3.	Collins Park Improvements	\$ 3 million
4.	Retail development assistance/land acquisition (22nd St. & Collins Ave.)	\$ 2 million
5.	Residential development assistance/land acquisition (23rd St. & Collins Ave./Dade Canal)	\$ 4 million
6.	Riverwalk Improvements (Dade Canal - Meridian Ave. to Collins Ave.)	\$ 3 million
7.	Light rail station (along Washington Avenue)	\$ 2 million
8.	Lincoln Road Improvements (physical improvements - ocean to West Ave.)	\$12 million
9.	Lincoln Road mixed use development/land acquisition (17th St. & Washington Ave.)	\$ 2 million
10.	Lincoln Road theater development incentives (Meridian Ave. and Lincoln Rd.)	\$ 2 million
11.	Relocated Public Library (17th St. & Meridian Ave.)	\$ 5 million
12.	Garden Center Renovations	\$ 1 million
13.	Oceanwalk extension (15th St. to 23rd St.)	\$.5 million

14.	Street end improvements at the ocean (15th, 16th, Linc. & 17th, 18th, 19th, 21st & 22nd Sts.)	\$.8 million
15.	Espanola Way extension improvements (ocean to Washington Ave.)	\$.5 million
16.	Historic Streetscape Projects:	
	Washington Ave., 14th to 23rd Sts.	\$ 1 million
	Collins Ave., 14th to 23rd Sts.	\$ 2 million
	Dade Blvd., Meridian Ave. to Collins Ave.	\$ 1 million
	17th St., Meridian to ocean	\$.6 million
	18th St., Washington Ave. to Collins Ave.	\$.3 million
	19th St., Washington Ave. to Collins Ave.	\$.3 million
	20th St., Washington Ave. to Collins Ave.	\$.3 million
	21st St., Washington Ave. to Collins Ave.	\$.3 million
	22nd St., Washington Ave. to Collins Ave.	\$.3 million
	23rd St., Washington Ave. to Collins Ave.	\$.3 million
17.	Hotel Rehab improvements	\$ 2 million
18.	Hotel Development Initiatives:	
	Land acquisition	\$15 million
	Parking assistance	\$12 million
	Public infrastructure	\$ 8 million
	Public area improvements	\$15 million
	TOTAL HOTEL	\$50 million
	Total Ten-Year Budget	\$131.2 million
	Maximum Anticipated From Tax Increment Financing	\$65.6 million
	Anticipated From Other Sources	\$65.6 million

PROPOSED PROJECTS & SOURCE OF FUNDS

FIGURE 10

**City Center/Historic Convention Village Redevelopment and Revitalization Plan Ten Year
Capital Improvement Program in 1992 Dollars**

Public Infrastructure Improvements

		<u>SOURCE</u>
1. Parking Facilities - acquiring of land and development		
A. 1,500 car garage @ 16th St. & Collins Ave.	\$12.0 million	CMB Parking Fund
B. 400 car garage @ 20th St. & Collins Ave.	\$ 3.0 million	CMB Parking Fund
C. 600 car garage @ 23rd St. & Collins Ave.	\$ 4.0 million	CMB Parking Fund
2. Bass Museum Expansion	\$16.5 million	50% private/ 50% CMB
3. Collins Park Improvements	\$ 3.0 million	50% new bed tax/ 50% TIF
4. Riverwalk Improvements (Dade Canal - Meridian Ave. to Collins Ave.)	\$ 3.0 million	33% State of Florida 33% TIF 33% New Bed Tax
5. Light rail station (along Washington Avenue)	\$ 2.0 million	UMTA
6. Lincoln Road Improvements (physical improvements - ocean to West Ave.)	\$12.0 million	50% Assess. Dist./ 25% TIF/ 25% CDBG Sec. 10
7. Relocated Public Library (17th St. & Meridian Ave.)	\$ 5.0 million	50% New Bed Tax/ 50% TIF
8. Garden Center Renovations	\$ 1.0 million	50% EDA/ 50% TCCEA
9. Oceanwalk extension (15th St. to 23rd St.)	\$ 0.5 million	50% New Bed Tax/ 50% TIF
10. Street end improvements at the ocean (15th, 16th, Linc. & 17th, 18th, 19th, 21st & 22nd Sts.)	\$ 0.8 million	TCCEA
11. Espanola Way extension improvements (ocean to Washington Ave.)	\$ 0.5 million	50% New Bed Tax/ 50% TIF

12. Historic Streetscape Projects:

Washington Ave., 14th to 23rd Sts.	\$ 1.0 million	50% CDBG/ 50% TIF
Collins Ave., 14th to 23rd Sts.	\$ 2.0 million	FDOT
Dade Blvd., Meridian Ave. to Collins Ave.	\$ 1.0 million	50% CDBG/ 50% TIF
17th St., Meridian to ocean	\$ 0.6 million	CDBG
18th St., Washington Ave. to Collins Ave.	\$ 0.3 million	TCCEA
19th St., Washington Ave. to Collins Ave.	\$ 0.3 million	TCCEA
20th St., Washington Ave. to Collins Ave.	\$ 0.3 million	TCCEA
21st St., Washington Ave. to Collins Ave.	\$ 0.3 million	TCCEA
22nd St., Washington Ave. to Collins Ave.	\$ 0.3 million	TCCEA
23rd St., Washington Ave. to Collins Ave.	\$ 0.3 million	TCCEA

Commercial Projects

13. Retail development assistance/land acquisition (22nd St. & Collins Ave.)	\$ 2.0 million	50% CDBG/ 50% TIF
14. Lincoln Road mixed use development/land acquisition (17th St. & Washington Ave.)	\$ 2.0 million	50% TIF/ 50% Pkg. Fund
15. Lincoln Road theater development incentives (Meridian Ave. and Lincoln Rd.)	\$ 2.0 million	33% Pkg. Fund/ 33% TIF/ 33% CDBG
16. Hotel Rehab improvements	\$ 2.0 million	Resort Tax

Residential/Housing Development

17. Residential development assistance/land acquisition (23rd St. & Collins Ave./Dade Canal)	\$ 4.0 million	30% HOME/30% TIF CDBG
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Hotel Development Initiatives

18. Hotel Development Initiatives:

Land acquisition	\$15 million	Combination of:	
Parking assistance	\$12 million	Tax Increment:	\$25 million
Public infrastructure	\$ 8 million	Resort Tax:	\$10 million
Public area improvements	\$15 million	New Bed Tax:	\$10 million
TOTAL HOTEL	\$50 million	GMCVB:	\$ 5 million

FUNDING BY SOURCE:

Tax Increment	\$40.0 million
CMB Parking Fund	\$21.0 million
New Bed Tax	\$16.25 million
Tourist & Convention Center Expansion Authority (TCCEA)	\$ 3.1 million
Florida Department of Transportation (FDOT)	\$ 2.0 million
City of Miami Beach Resort Tax	\$12.0 million
Community Development Block Grant (CDBG)	\$ 7.3 million
HOME	\$ 1.3 million
UMTA	\$ 2.0 million
Assessment District	\$ 3.0 million
Economic Development Administration (EDA)	\$.5 million
Other	\$16.5 million
State of Florida	\$ 1.0 million
Greater Miami Convention & Visitors Bureau (GMCVB)	\$ 5.0 million

500. APPENDIX A

LEGAL DESCRIPTION

**PROPOSED CITY CENTER/HISTORIC CONVENTION VILLAGE
REDEVELOPMENT AND REVITALIZATION AREA**

BOUNDARY DESCRIPTION

All that land area within the corporate limits of the City of Miami Beach, Florida, which is bounded by the line proceeding northerly from a POINT OF BEGINNING where the eastern extension of the south right-of-way line of 14th Lane meets the Erosion Control Line along the western shore of the Atlantic Ocean, said line following the Erosion Control Line to a point where it intersects the eastern extension of the north right-of-way line of 24th Street; then proceeding in a westerly direction along this extension and the north right-of-way line of 24th Street to a point where it intersects the north bulkhead wall of the Collins Canal; then proceeding in a southwesterly direction along the north bulkhead wall of the Collins Canal to a point where it intersects the east right-of-way line of Pine Tree Drive; then proceeding due west in a line traversing the intersection of Dade Boulevard and Pine Tree Drive to a point where it intersects the north right-of-way line of Dade Boulevard; then proceeding in a southwesterly direction along said right-of-way line of Dade Boulevard to a point intersecting the west right-of-way line of Meridian Avenue; then proceeding south from said point along the west right-of-way line of Meridian Avenue to a point where it intersects the north right-of-way line of 17th Street; then proceeding in a westerly direction along said right-of-way line of 17th Street to a point where it intersects the west right-of-way line of West Avenue; then proceeding in a southerly direction along said right-of-way line of West Avenue to a point where it intersects the eastern extension of the southern property line of lot 8 in Block 44; then proceeding in an easterly direction across West Avenue to the south property line of lot 12, Block 45; then proceeding easterly along the south property lines of lots 12 and 8, Block 45, thereby traversing Alton Court to a point intersecting the west right-of-way line of Alton Road; then proceeding southeast across Alton Road to a point where the east right-of-way line of Alton Road intersects the south right-of-way line of Lincoln Lane South; then proceeding in an easterly direction along the said right-of-way line of Lincoln Lane South to a point where it intersects the west right-of-way line of Drexel Avenue; then proceeding in a southerly direction along said right-of-way line of Drexel Avenue to a point where it intersects the south right-of-way line of 16th Street; then proceeding in an easterly direction along said right-of-way line of 16th Street to a point where it intersects the west right-of-way line of Washington Avenue; then proceeding in a southerly direction along said right-of-way line of Washington Avenue to a point where it intersects the western extension of the south right-of-way line of 14th Lane; then proceeding in an easterly direction along said right-of-way line of 14th Lane to the POINT OF BEGINNING where the eastern extension of the south right-of-way line of 14th Lane intersects the Erosion Control Line along the Atlantic Ocean.

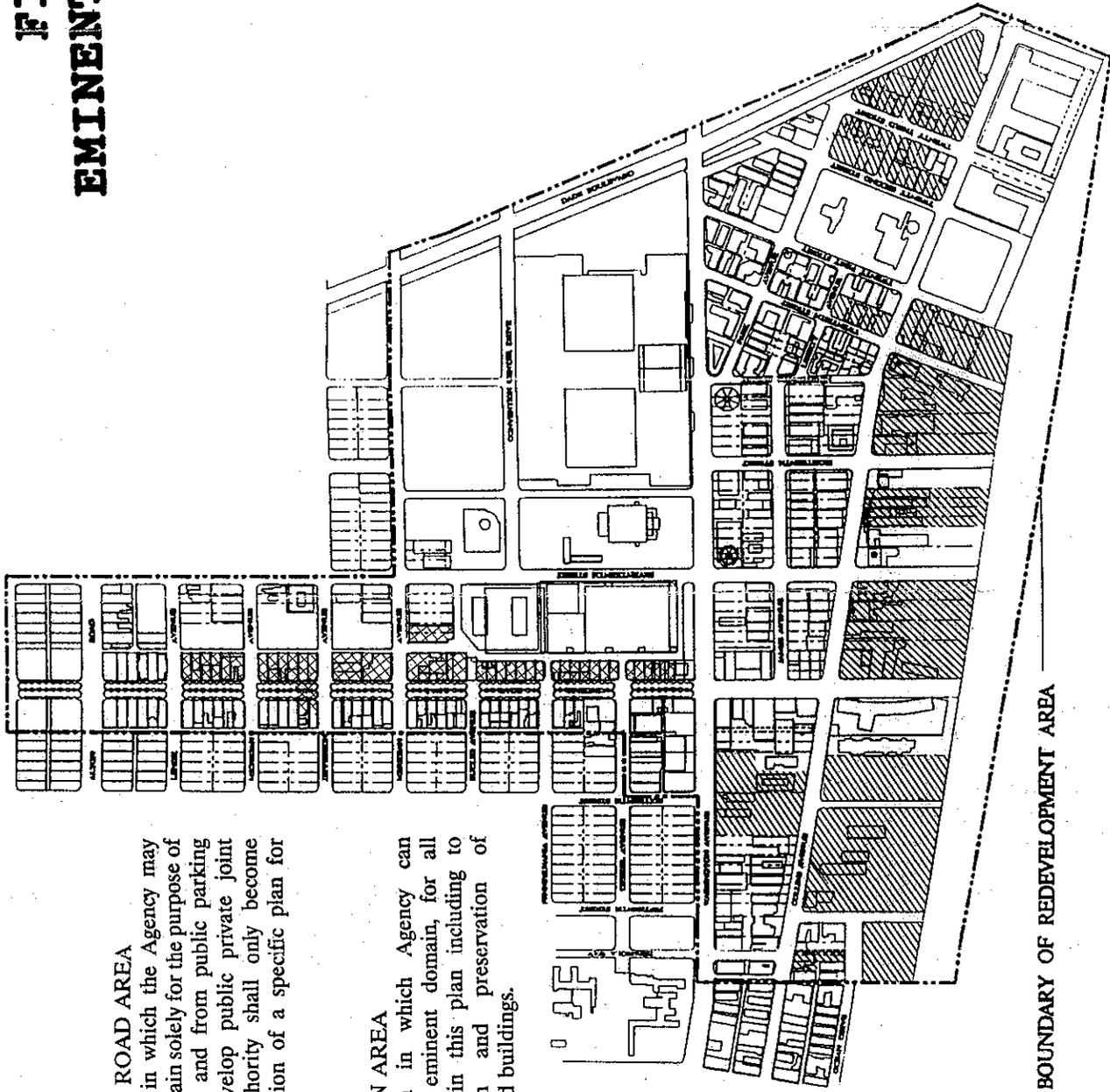
FIGURE 8 EMINENT DOMAIN

SPECIAL LINCOLN ROAD AREA

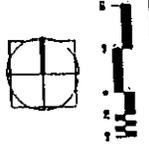
Denotes area in which the Agency may exercise eminent domain solely for the purpose of facilitating access to and from public parking facilities and to develop public private joint ventures. This authority shall only become effective upon adoption of a specific plan for Lincoln Road.

EMINENT DOMAIN AREA

Denotes area in which Agency can exercise powers of eminent domain, for all purposes identified in this plan including to facilitate renovation and preservation of historically designated buildings.



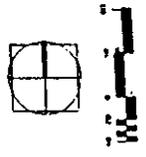
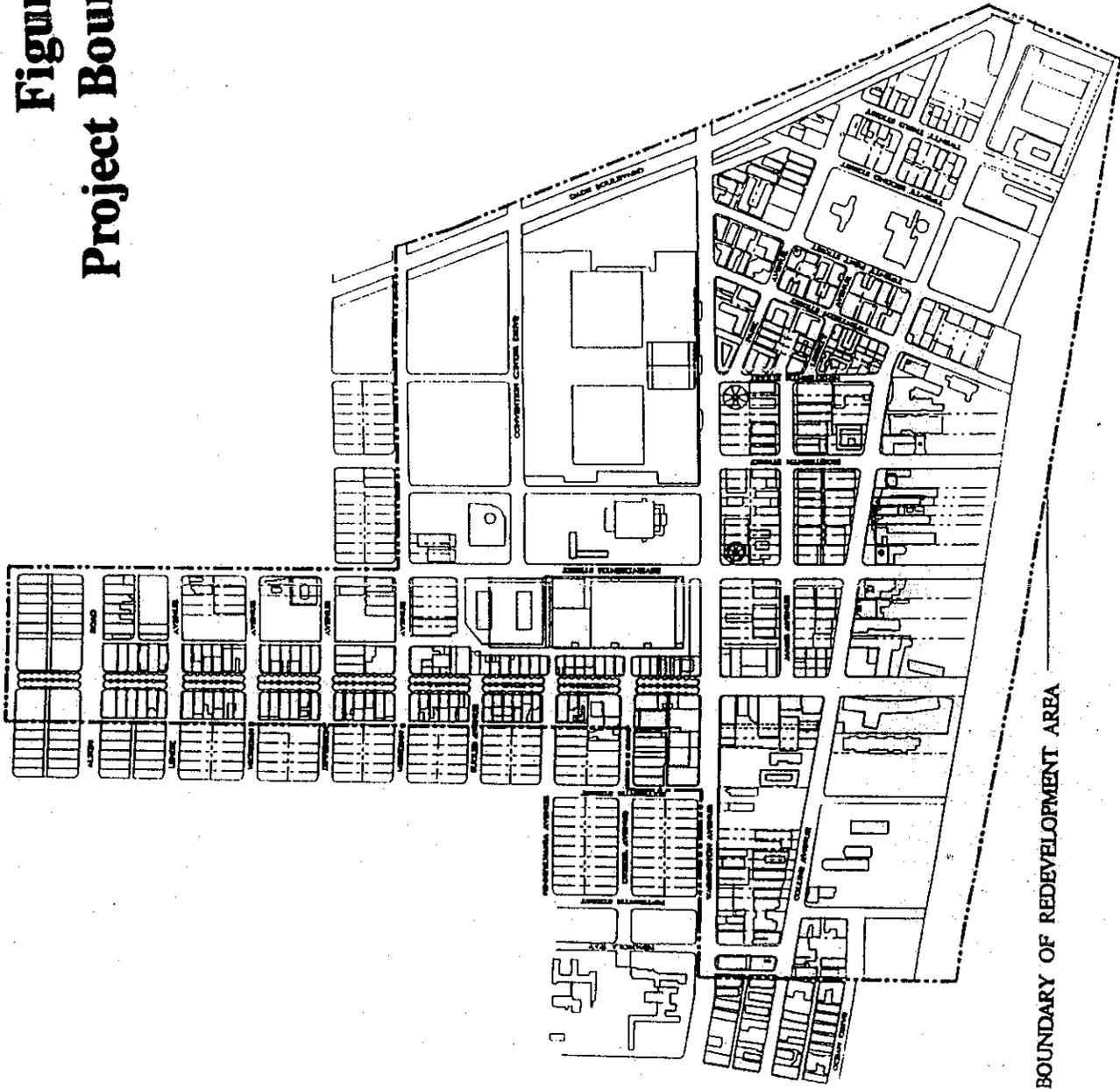
BOUNDARY OF REDEVELOPMENT AREA



FEBRUARY
1993

ENTER/HISTORIC CONVENTION VILLAGE REDEVELOPMENT
AND REVITALIZATION AREA PLAN

Figure 1 Project Boundary Map



**FEBRUARY
1993**

**ENTER/HISTORIC CONVENTION VILLAGE REDEVELOPMENT
AND REVITALIZATION AREA PLAN**

LEGEND

VILLAGE RESIDENTIAL CORE

VILLAGE/MIXED USE

OCEANFRONT HOTEL CORRIDOR

CONVENTION HOTEL REDEVELOPMENT

LINCOLN ROAD RETAIL/ ENTERTAINMENT CORRIDOR

MIXED USE ACTIVITY GENERATORS

PUBLIC PARKING GARAGE

CIVIC/CULTURAL CORE

OPEN SPACE AMENITIES

NEIGHBORHOOD ACTIVITY CORE

REDEVELOPMENT CATALYSTS PROJECTS

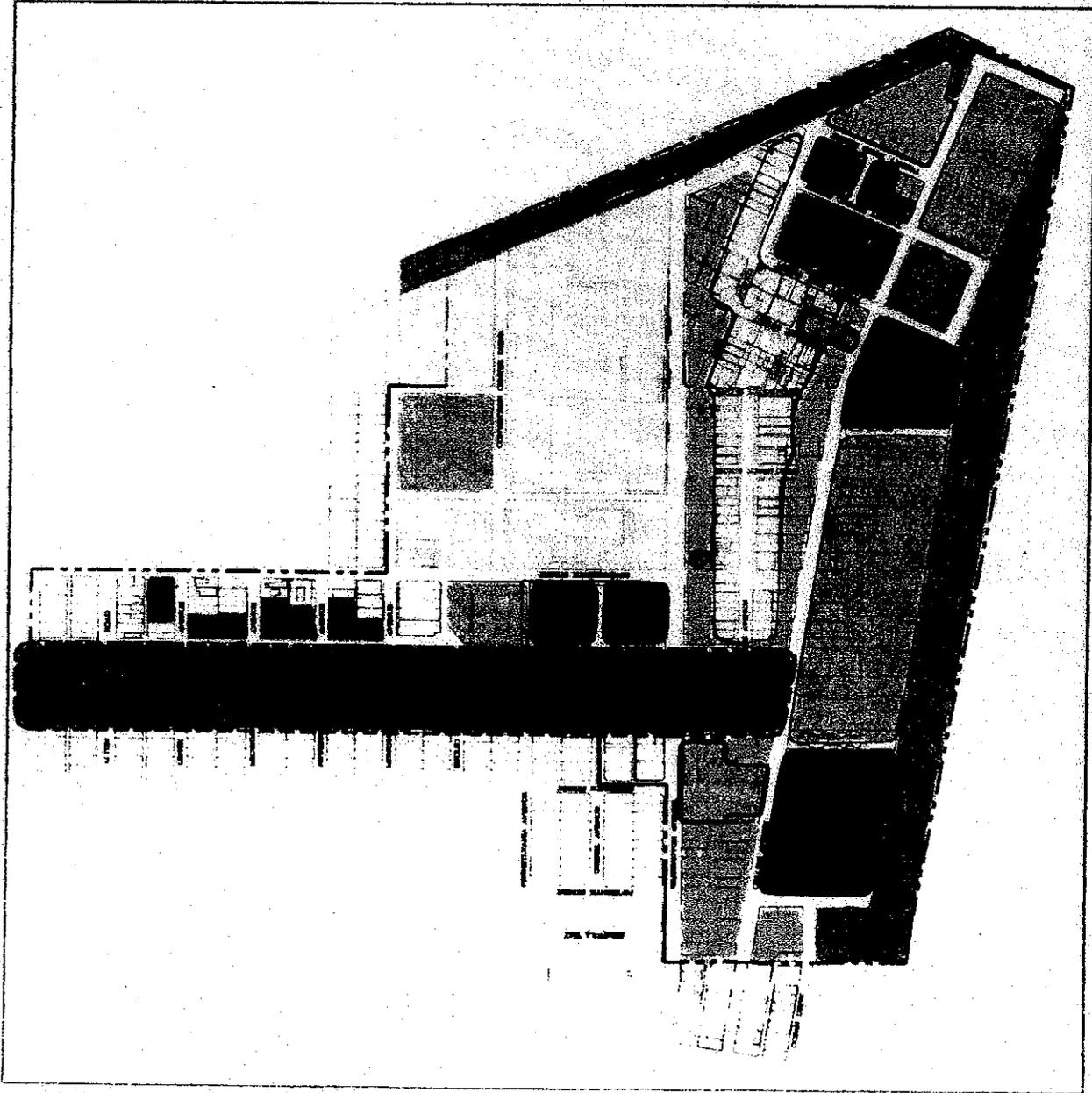


FIGURE 3

USE CONCEPT