

ADDENDUM TO OMNI AREA REDEVELOPMENT PLAN
PREPARED JUNE 17, 1987

94

ADDENDUM TO
OMNI AREA REDEVELOPMENT PLAN

TABLE OF CONTENTS

<u>ITEM</u>	<u>PAGE</u>
Summary of Addendum	A-1
I.B. Planning Process	A-3
V.C. Relocation	A-5
II.A. Boundaries	A-6
IV.F. Neighborhood Impact	A-7
Capital Improvements Charts	A-9; A-10
V.B.1. Acquisition Plan	A-11 thru A-14
V.B.2. Financial Strategy and Timetables	A-15
V.D. Disposition of Property	A-16 thru A-19

95

ADDENDUM TO OMNI AREA REDEVELOPMENT PLAN

PREPARED JUNE 17, 1987

This addendum has been prepared to respond to a list of questions and concerns for Miami additional detail presented to the City of Miami following a review by consultants to Metropolitan Dade County. In some cases the questions and concerns, listed below, have been be satisfied by directing attention to specific sections of the original September 1986 Plan. In other cases, additional information or detail has been added to more fully explain the redevelopment plan in terms of the requirements of F.S. Chapter 163.

The list is as follows:

1. Additional responses to 163.360 (2):

A. Under (a), additional detail on conformance with comprehensive plan is included in a revised and expanded Section I.B. (Revised Page 3(a).)

B. Under (b), clarification of relocation component is provided through a revised and expanded Section V.C. (Revised Page 28.)

2. Additional responses to 163.360 (6):

A. Under (a), concerning relocation of families, no public acquisition of residential properties is proposed (see Revised Section V. C.; Revised Page 28). Also, see Section IV. F. (Neighborhood Impact).

B. Under (c), concerning plan consideration of adequate park and recreation facilities, this is covered in Section IV. C. (Community Facilities and Services) on page 16 of the September 1986 Plan.

C. Under (d), concerning maximizing opportunities for participation by private enterprise in the redevelopment plan, see Section V. F. (Economic Development Plan), generally, which discusses strategies to attract new private economic activity into the redevelopment area, and Section V. D. (Disposition of Property), which describes the process by which private enterprise will be enlisted and selected to take the lead in a catalytic project as a major component of the redevelopment activities.

3. Additional responses to 163.360 (7):

96

A. Under (a); a response is not applicable; since residential reuse of acquired open land is not proposed.

B. Under (b); the required responses are included in Sections I. A. (Purpose); I.B. (Planning Process); IV. A. (Concept) and V.F. (Economic Development Plan) of the September 1986 Plan.

4. Additional responses to 163.362:

A. Under (1); information as to reasons for establishment of the project areas boundaries as proposed in the plan and an explanation of changing conditions since the 1981 Central Area Redevelopment Plan boundaries were designated is included as a revised Section II. A. (Revised Page 4.)

B. Under (3); a Neighborhood Impact element has been added as a new Section IV. F. to the plan.

C. Under (4); Section V. B. (Capital Improvements) of the September 1984 Plan has been expanded to include a specific Capital Improvements Plan (Phase I and Phase II). This covers the capital improvements budget and implementation schedule for those improvements proposed to be funded from the tax increment revenues. Included in this expanded section is an Acquisition Plan, Acquisition Map and a list of proposed list of properties for acquisition.

D. Under (5); descriptions of safeguards; and under (6) controls for the carrying out of the redevelopment plan, and adherence thereto, are described in Section V. D. which contains, as an attachment, City of Miami Charter Section 53(c) (Unified Development Projects); which calls for a specific Development Agreement to be executed with private redevelopment entities having been selected to undertake development on City-acquired or City-owned real property.

E. Under (8); the elements of residential use are included in the September 1984 Plan under Sections IV. B. (Land Use), V. A. (Zoning); and in the new Sections IV. F. (Neighborhood Impact).

F. Under (9); additional responses to this plan requirement are included in the revised and expanded Section V. B. (Capital Improvements); which contains.

G. Under (10); the timetables for completion of all actions to be funded with tax increments are detailed in the revised and expanded Section V. B. (Capital Improvements).

I. B. PLANNING PROCESS

The Omni Area Redevelopment Plan has been prepared according to the requirements specified by the Community Redevelopment Act of 1969, as amended (Fla. Statutes 163.330 et. seq.) As mandated by the Act, the redevelopment plan must conform to the adopted comprehensive plans for the City of Miami and Dade County. Final approval must be granted by the Miami City Commission and the Board of Dade County Commissioners following recommendations by their respective planning advisory agencies.

~~Since the mid 1970's, the City of Miami has undertaken three major planning programs which address development opportunities for the Omni area. In 1976, the City adopted the Miami Comprehensive Neighborhood Plan 1976-86 which provides the framework for the overall development of the municipality. The Omni neighborhood is identified in this document as an area suitable for residential, industrial, and commercial uses.~~

This redevelopment plan conforms with the City of Miami's official comprehensive plan, which is entitled Comprehensive Neighborhood Plan, City of Miami, September 1985. It is consistent with the comprehensive plan land use map and the "Planned Strategies Development Areas 1982-1988" which reads:

"16. Omni/Midtown: Encourage the development of a high intensity commercial/office/residential district with pedestrian amenities, adequate parking, improved vehicular access, and preservation of historic structures."

In addition to the comprehensive plan, two specific planning studies have helped to define the objectives of this redevelopment plan.

The Southeast Overtown/Park West Redevelopment Plan, adopted in 1981, identifies the Omni West area (area west of NE 2nd Avenue) as a primary relocation area for commercial services and light industrial uses displaced by redevelopment within the Southeast Overtown/Park West project area:

In 1985, the City began the process of preparing an updated and more detailed master plan for Downtown Miami, whose boundaries incorporate all of the redevelopment area plus Southeast Overtown/Park West, the Central Business District, and Brickell. This plan provides policies and guidelines for implementation of all downtown development and provides the foundation for the preparation of a Development of Regional Impact application for the area within the jurisdiction of the Downtown Development Authority.

A Citizen's Advisory Committee was established to provide input to the master plan. This group includes representatives from the Omni neighborhood and provides a forum where interested citizens, civic leaders, and public officials join forces to address development issues and community concerns. During a series of workshops, held over a six-month period, a draft downtown policy plan has been formulated. The document identifies development objectives for the Omni neighborhood including the following: establishment

- 3(a) -
(Revised, June 1987)

98

BOOK 15 695

of strong functional and visual connections with the Central Business District through a redeveloped Bayfront open space, baywalks, redesigned Biscayne Boulevard, and extension of Metrorail and Metromover; development of a high quality "uptown" district with a viable mixture of hotel, residential, and retail uses; promotion of a nightlife and entertainment district; creation of a special use district to attract new types of specialized commercial activity to the area including media and fashion related businesses; and reinforcement of the area west of N.E. 2nd Avenue as a commercial/industrial area serving the downtown and Seaport.

~~The major recommendations from all three planning programs have been further refined and incorporated into this redevelopment plan.~~

The Dade County Comprehensive Development Master Plan designates the Omni Area as a metropolitan activity center in the south and central portions of the area and for high and medium-high density residential and industrial/office development in a east to west pattern in the remainder of the area. The CDMP guidelines for activity centers call for these design-unified complexes to have commercial facilities, offices, high-rise apartments, and public facilities, having direct mass transit access. The development proposed for the portion of the Omni Area south of N.E. 17th Terrace and east of N.E. 2nd Avenue corresponds to these guidelines. Also the development pattern in the remainder of the Omni Area conforms to the generalized patterns of the CDMP map.

- 3(b) -
(Revised, June 1987)

99

BOCK 15 696

V. C. RELOCATION

The Community Redevelopment Act specifies that any plan prepared under this Act provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the redevelopment area [Fla. Stats. 163.362(7)]. Chapter 163 also mandates that an appropriate procedure be established and adhered to which insures that such families are relocated to decent and safe housing without any undue hardship [Fla. Stats. 163.360(6)(a)].

~~Because no public acquisition activities are currently being proposed a relocation plans not included at this time. Public demolition activity, consistent with City wide policies, will be limited to those cases where a health or safety problem is present which can not be resolved through code enforcement. In the event that public acquisition and subsequent relocation proves necessary, a detailed relocation plan in full conformance with Chapter 163 (and the Uniform Relocation Assistance and Real Property Acquisition Properties Act of 1970) will be developed and submitted for public review and approval, as required with any plan amendment under this Act.~~

No public acquisition of residential properties are proposed.

Priority consideration for the acquisition of properties will be given to vacant land and vacant commercial structures.

Parcels 8, 5, and 6 as delineated in the Acquisition Plan entail commercial relocation and include only 4 businesses.

All business displaced by proposed public acquisition will be provided technical assistance by the City of Miami. This assistance will be provided by the Department of Development and will include the utilization of a Business Retention Counselor.

Adequate facilities exist within the proximity of proposed acquisition for the relocation of the affected businesses.

Revised Page 28

100

BOOK 15 697

II. BACKGROUND INFORMATION

A. GEOGRAPHIC LOCATION AND BOUNDARIES

The Omni Redevelopment Area is located in the northern most section of Downtown Miami, adjacent to the planned Southeast Overtown/Park West residential community. It is within 1/2 mile of the heart of the Central Business District and within 1 mile of the rapidly growing office district along Brickell Avenue. The geographic location and boundaries of the area are illustrated on the Location Map (see page v). A legal description of the site is provided in Appendix A.

The redevelopment area is strategically positioned within the City of Miami and the metropolitan area. It has convenient access to the Miami International Airport, Miami Beach and the regional highway system. The Port of Miami, the Civic Center, and other major business and activity centers in the City of Miami are within easy reach of the Omni neighborhood residents and employees. The planned Metromover extension will provide a direct link to the CBD and the existing Metrorail system.

The redevelopment area is bounded by I-395 on the south, Biscayne Bay on the east, N.W. 20th Street on the north, and the FEC Railway on the west. These boundaries were selected because they represent significant geographic features that provide physical demarkation of a "neighborhood" or "district" commonly known as the "Omni Area". It is necessary to include the entire neighborhood within the redevelopment area to comprehensively and effectively implement strategies aimed at the elimination slum and blight. The slum and blight conditions themselves, while not uniformly distributed throughout the neighborhood, have negative effects on development and revitalization efforts throughout the area. The proposed redevelopment district boundaries also coincide with the Downtown Master Plan boundaries for the Omni sub-area.

The Central Miami Community Redevelopment District boundaries were amended in 1981 to include the portion of the Omni area located to the west of Biscayne Boulevard. At that time, the Omni West area contained most all of the classic signs of slum and blight; however, the Omni East area appeared to be on the verge of widespread redevelopment. However conditions changed and no new redevelopment occurred, aside from completion of the Venetia complex which was underway at that time. Instead, conditions declined in the East Omni area: two major retail stores closed and remain vacant, numerous smaller retail spaces are vacant, petty crime has increased to the highest localized rate in the City of Miami, and from 1985 to 1986, the assessed value of properties declined a total of 2.3 percent. For these reasons, it is necessary to expand the Community Redevelopment Area boundary eastward to Biscayne Bay.

- 4 -
(Revised, June 1987)

IV. F. NEIGHBORHOOD IMPACT

The Omni Redevelopment area contained a total of 1800 housing units in 1980, according to the U.S. Census. Approximately 800 units have recently been added to this total with the opening of the new Venetia condominium. The majority of the housing units are located in two distinct areas. The largest concentration is in the East Omni area, located to the east and north of the Omni shopping mall. It is generally middle to upper income in cost and is in good condition. The second concentration of existing housing is in the central portion of the Omni West area from N.E. 1st Court to N.W. Miami Court. This housing is generally very old, deteriorated (15% of the structures are dilapidated), and priced for the low and moderate income market.

1. **Housing displacement** - This redevelopment plan does not recommend public acquisition of land that is currently developed with housing. However, if initiatives in this plan are successful in stimulating redevelopment of anchor commercial uses on any of the parcels indicated in the Land Acquisition map, a long term indirect effect may be to increase the value of land in the Omni West area for commercial uses. It is important to note that the Omni West area has been zoned for commercial uses for over 25 years; therefore, this redevelopment plan is not responsible for initiating a policy that would displace housing. The effect of this plan may be to speed up a process of transition from residential to commercial uses that has been slowly occurring over the past 25 years.

If the private sector chooses to acquire land and replace residential units with commercial units, the displaced low and moderate income households will have the opportunity to find housing in the nearby Southeast Overtown Park West redevelopment area, where over 9000 housing units are planned by the year 2005. Of the Phase I, Stage I projects that are committed and scheduled for construction in 1987, 147 units will be reserved for low and moderate income households.

In addition, this redevelopment plan proposes that a "housing linkage" program be established in connection with the creation of a new SPI-6.1 zoning district in the Omni East area (see page 23). The recommendation is to establish an Affordable Housing Trust Fund in the Omni area (similar to an existing program in the Brickell area) to subsidize low and moderate income housing construction within the redevelopment district and its immediate surroundings. The concept is for commercial development to contribute to the Trust Fund in exchange for a floor area ratio bonus.

Housing in the Omni East area is not expected to be displaced by commercial uses due to the residential zoning limitations in the area north of N.E. 17th Terrace and the substantial investment in new housing along the bayfront.

2. **Traffic Circulation** - Traffic volumes are projected to increase steadily through future years, due to intensified development both internal and external to the redevelopment district. Biscayne Boulevard and the I-395 entrance and exit at N.E. 1st and 2nd Avenues are projected to operate at or

102

below level of service E during peak hour within the next 5 to 10 years. Because the Omni area is in a downtown location, traffic congestion is expected and considered to be an acceptable condition. This redevelopment plan provides the potential for use of tax increment funds to implement numerous roadway improvement projects that have been identified to improve alternate routes of travel (see Section IV D., pages 18 through 20). Most importantly, construction of the Metromover extension through the Omni area will create a link to the CBD and the Metrorail system, providing an alternative means of travel for Omni area residents.

3. Environmental Quality - Redevelopment in the Omni area will help to improve water quality in Biscayne Bay by eliminating existing surface water runoff from private property, and by redirecting runoff into the groundwater via various types of drainage structures approved by the City and Dade County.

Air quality within the redevelopment area will be negatively affected by increased traffic congestion. As a condition of the Downtown Development of Regional Impact project, a carbon monoxide monitor will be funded by the City of Miami to measure CO concentrations at the most congested intersection in the Omni area. If CO concentrations begin to approach the federal EPA standards, a series of traffic management strategies will be implemented to assure that violations do not occur. Any such CO concerns are limited to an 8 hour exposure in a localized area along the public sidewalks and are not expected to have any significant effect on residents of the neighborhood.

The visual environment is expected to be upgraded substantially by private redevelopment and the public improvement projects described in the Proposed Open Space Plan (Map 7).

4. Community Facilities and Services - These elements are addressed in Section IV.C., pages 16 and 17.

V. B. CHART I

Phase I Capital Improvement Projects

To Be Funded With Tax Increment Revenue Bond

Projected earliest date of Issuance: Jan 1, 1989

Improvements to Biscayne Boulevard	\$ 2,000,000
Public Acquisition of Site for Catalytic Project*	9,000,000
TOTAL	\$11,000,000

* The specific site for the Catalytic Project will be selected through a competitive proposal process in which private development entities will be invited to submit joint public-private development proposals for one or more of the proposed sites (see New Page 29.) The proposals will be evaluated on a number of criteria, including proposal feasibility, benefit to area, ability to proceed quickly, and conformity to the overall redevelopment plan for the Omni Area. The financial participation by the City would be limited to the amount that could be issued in tax increment revenue bonds on January 1, 1989 for this purpose. The current best estimate is \$9 million.

104

V. B. CHART II

Phase II Capital Improvement Projects To Be Funded With Tax Increment Revenue

Acquire right-of-way and construct N.E. 20th Street connection between N.E. 2nd Avenue and Biscayne Boulevard	\$1,000,000
Acquire right-of-way and construct N.W. 1st Avenue (Westside Corridor) extension between N.W. 14th Street and I-395	\$300,000
N.E. 14th Street corridor enhancement	\$910,000
Pedestrian baywalk connection to Bicentennial Park (1/2 cost)	\$250,000
Landmark feature at N. Miami Avenue and 14th Street	\$100,000
Transit connection to Miami Beach Convention Center	undetermined

All Phase I and Phase II activities will be completed by the 20th year of the project. All indebtedness will be retired by the 30th year.

V. B. 1 - ACQUISITION PLAN

In order to implement proposed economic development activities planned, public involvement in land acquisition is planned.

The parcels indicated on the Land Acquisition Map shall be acquired in order to: (1) eliminate unhealthful, unsanitary or unsafe conditions; (2) lessen densities; (3) eliminate obsolete or other uses detrimental to the public welfare; or (4) remove or prevent the spread of blight, economic disuse or deterioration; (5) remove incompatible land use relationships; or (6) provide land for new housing, public facilities and economic development.

It should be noted that the map shows maximum acquisition and not all parcels designated may be acquired.

It is anticipated that some of the parcels designated on the Land Acquisition Map may be only partially acquired.

Buildings of historic and/or cultural significance may be acquired in order to preserve the structure. Priority acquisition will be given to presently vacant parcels at strategic locations that have maximum redevelopment potential. Recommended land acquisition for economic redevelopment and housing activities include the following parcels:

106

BOOK 15 703

Proposed Acquisition

Parcel No.	Legal	Approx. Acreage	Existing Land Use
1-	<u>Boulevard Tract 100-65</u> <u>Sears Parking</u>	4.4	Vacant structure & parking
2-	<u>Nelsonville Amend 4-81</u> <u>Lots 39-56</u> <u>Jefferson Add 108-65</u>	2.2	Vacant structure & parking
3-	<u>Alcie Baldwin Add</u> <u>Block 25</u> <u>Lots 1-8</u>	1	Vacant
4-	<u>Robbins-Graham-Chillingworth</u> <u>Block 12</u> <u>Lots 5,8,9,10,11,12</u>	1	Vacant
5-	<u>Biscayne Federal Plaza</u> <u>Amended 109-77</u> <u>Tract A</u>	1.3	Commercial & vacant
6-	<u>Biscayne Federal Plaza</u> <u>1st Add 116-7</u> <u>Tract B</u>	0.7	Commercial & vacant
7-	<u>Miramar PB 5-4</u> <u>Block 4</u> <u>Lots 7,10,11,12</u>	0.3	Vacant
8-A	<u>W.T. Heslington Sub B-97</u> <u>Lots 1-8</u> <u>Seitter Add Amend 2-60</u> <u>Lots 1,2</u>	1.7	Commercial
8-B	<u>Robbins-Graham-Chillingworth</u> <u>Block 1</u>	1.3	Commercial

NEW PAGE 27.1

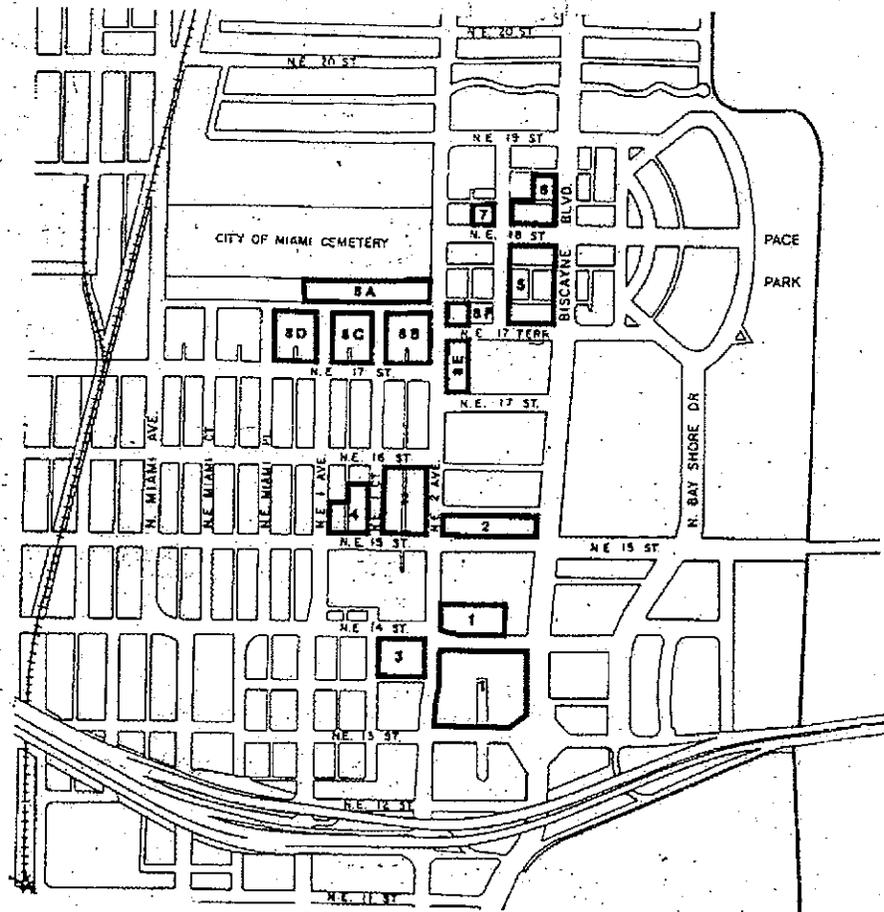
107

Proposed Acquisition

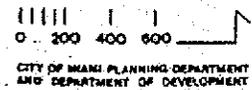
Parcel No.	Legal	Approx. Acreage	Existing Land Use
8-C	<u>Robbins-Graham-Chillingworth Block 2</u>	1.3	Commercial & vacant
8-D	<u>Robbins-Graham-Chillingworth Block 3</u>	1.3	Vacant
8-E	<u>Rice & Sullivan Sub 4-164 Block 4</u> Lots 22 & 23	.9	Commercial Parking
	<u>Miramar 3rd Amend Block 12B</u> Lots 3 & 4		
8-F	<u>Miramar 3rd Amend Block 11</u> Lots 13 & 14	.2	Commercial

NEW PAGE 27.2

108



**Acquisition Plan
OMNI AREA REDEVELOPMENT PLAN**



709

V. B. 2 - Financial Strategy and Timetable for Phase I Improvements

Plans call for the issuance of an \$11.5 million tax increment revenue bond at such time tax increment revenue reach point that a bond of this size can be issued. This requires approximately \$1.5 million in annual tax increment revenues, assuming a taxable bond. Current estimates indicate that this increment revenue could be achieved as early as 1988, assuming a plan enactment in July of 1987. The initial TIRB would fund the Phase I Capital Improvements, which would be implemented under a timetable as shown below:

January 1, 1989 -	Initiate engineering drawings, plans and specifications for Biscayne Boulevard improvements.
	Call for Phase I catalytic Project Proposals from potential developers.
July 1, 1989 -	Begin construction of Biscayne Boulevard Improvements.
October 1, 1989 -	Select developer and Phase I catalytic Project.
December 1, 1989 -	Completion of Biscayne Boulevard Improvements.
October 1, 1990 -	Land Development agreement approved with developer.
	Public land acquisition is initiated.
October 1, 1991 -	Public land acquisition is completed.
	Deadline for developer to begin construction.

All activities will be completed by the 20th year of the project. All indebtedness will be retired by the 30th year.

V. D. DISPOSITION OF PROPERTY

Any publicly acquired property to be used or transferred for private development as part of this redevelopment plan will be either sold in conformance with Section 18 of the Miami City Code, or will be made available on a long-term lease basis. Private redeveloper(s) of leased property will be selected under the procedures of the Unified Development Process (UDP) Ordinance of the City of Miami Ordinance 9572 (See Appendix).

The following sites may be acquired for redevelopment purposes. The proposed reuse of each of these sites is listed on the following table (Note Acquisition Plan Map for location).

Proposed Land Reuse

<u>PROPOSED SITES FOR CATALYTIC PROJECTS</u>	<u>ACREAGE</u>	<u>PROPOSED REUSE</u>
1	4.4	Commercial
2	2.2	Commercial
3	1.0	Commercial
4	1.0	Commercial
5	1.3	Commercial
6	0.7	Commercial
7	0.3	Commercial
8A-8F	6.7	Commercial

New Page 29

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CITY OF MIAMI
CHARTER SECTION 53 (c)

UNIFIED DEVELOPMENT PROJECTS

Definition

Unified development project shall mean a project where an interest in real property is owned or is to be acquired by the city, and is to be used for the development of improvements, and where the commission determines that for the development of said improvements it is most advantageous to the city that the city procure from a private person, as defined in the Code of the City of Miami, one or more of the following integrated packages:

- (i) Planning and design, construction, and leasing; or
- (ii) Planning and design, leasing, and management; or
- (iii) Planning and design, construction, and management.

So long as the person from whom the city procures one of the above mentioned integrated packages provides all of the functions listed for that package, such person need not provide each listed function for the entire unified development project nor for the same part of the unified development project.

Requirements of Requests for Proposals

Requests for proposals for unified development projects shall generally define the nature of the uses the city is seeking for the unified development project and the estimated allocations of land for each use. They shall also state the following:

- (i) The specific parcel of land contemplated to be used or the geographic area the city desires to develop pursuant to the unified development project.
- (ii) The specific evaluation criteria to be used by the below-mentioned certified public accounting firm.

- (iii) The specific evaluation criteria to be used by the below-mentioned review committee.
- (iv) The extent of the city's proposed commitment of funds, property, and services.
- (v) The definitions of the terms "substantial increase" and "material alteration" that will apply to the project pursuant to subsection (e)(iv) hereof.
- (vi) A reservation of the right to reject all proposals and of the right of termination referred to in subsection (e)(iv), below.

Issuance of Request for Proposals; Selection of C.P.A. Firm; Appointment of Review Committee

After public notice there shall be a public hearing at which the commission shall consider:

- (i) The contents of the request for proposals for the subject unified development project;
- (ii) The selection of a certified public accounting firm, which shall include at least one member with previous experience in the type of development in question;
- (iii) The recommendations of the City Manager for the appointment of persons to serve on the review committee. Said review committee shall consist of an appropriate number of city officials or employees* and an equal number plus one of members of the public, whose names shall be submitted by the City Manager no fewer than five days prior to the above mentioned public hearing.

At the conclusion of the public hearing the commission shall authorize the issuance of a request for proposals, select a certified public accounting firm, and appoint the members of the review committee only from among the persons recommended by the City Manager.

Procedure for Selection of Proposal

The procedure for the selection of an integrated package proposal shall be as follows:

*Dade County officials or employees shall also be appointed.

After receiving the direct recommendations of the review committee, the commission shall by an affirmative vote of a majority of its members:

- (1) Accept any recommendation of the review committee;
or
- (2) Accept any previous recommendation of the City Manager; or
- (3) Reject all proposals.

Execution of Contracts

All contracts for unified development projects shall be signed by the City Manager or his designee after approval thereof by the commission. . . . The provisions of this charter section shall supersede any other Charter or Code provision to the contrary.

117

STATE OF FLORIDA)

COUNTY OF DADE)

I, RICHARD P. BRINKER, Clerk of the Circuit Court in and for Dade County, Florida, and Ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of following denoted ORDINANCE of Dade County, Florida as appears of record.

ORDINANCE NO. 87-47, adopted by the said Board of County Commissioners at its meeting held on July 7, 1987

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 5th day of January A.D. 19 89.

RICHARD P. BRINKER, Ex-Officio Clerk
Board of County Commissioners
Dade County, Florida

By Kimi Boykin
Deputy Clerk

