

MEMORANDUM

Agenda Item No. 4(J)

Honorable Chairperson and Members
Board of County Commissioners

DATE: April 8, 1997

SUBJECT: Addendum II to the Omni
Redevelopment Plan

FROM: Armando Vidal, P.E.
County Manager

Vidal
97-28

RECOMMENDATION

It is recommended that the Board of County Commissioners approve the Amended and Restated Addendum II ("Addendum II") to the Omni Redevelopment Plan ("Plan") for the purpose of incorporating the planned Performing Arts Center Development to the Plan. The attached amended Plan was approved by the City of Miami Commission by a resolution which was adopted on March 20, 1997.

BACKGROUND

The Omni Area was declared a redevelopment area by the Board of County Commissioners on July 7, 1987 by Ordinance No. 87-47. For the approximately three year period following the creation of the district, while the County budgeted required increments, no redevelopment activity occurred due to questions between the City and the County regarding the appropriate tax increment base year to be used. On November 6, 1990 the Board of County Commissioners approved a Performing Arts Center (PAC) financing plan designating the PAC as the catalytic activity for the redevelopment of the Omni Area and earmarking \$11,767,000 from projected Omni Tax Increment bond proceeds for this project.

Subsequently, negotiations occurred between the County and the City regarding the proposed amendment of the Omni Redevelopment Plan and the terms of an Interlocal Agreement. Concurrently, progress on the PAC project proceeded with the County Commission adopting an updated PAC financing plan on July 13, 1993. This financing plan projected a revised bonding yield of \$11,908,000 from the Omni Tax Increment bond proceeds.

An Interlocal Agreement was adopted by the City of Miami Community Redevelopment Agency and the City Commission on March 18, 1996. The Board of County Commissioners adopted the Interlocal Agreement, subject to the approval of a Plan amendment, on March 21, 1996 (Resolution R-280-96). The Interlocal Agreement provides the County with the first \$1.43 million a year from district revenues, which is the amount projected as necessary to generate the \$11.9 million in capital bond proceeds called for in the PAC financing plan.

The financing plan as incorporated in Addendum II is excerpted below.

Cost of the Performing Arts Center

Performing Arts Center Capital Costs	\$151.0 Million
Operational Endowment	\$21.0 Million
Existing Facilities Improvements	\$8.0 Million
Project Development Cost	\$12.0 Million
Project Reserve Fund	\$6.0 Million
<i>Total Cost of PAC</i>	<u>\$198.0 Million</u>

Sources of Funding

2/3 Convention Development Tax (CDT)	\$27.0 Million
Payment from Miami Beach	
Bond Proceeds	
CDT	\$106.1 Million
Omni Tax Increment Funds	\$11.9 Million
Private Sector Fundraising	\$43.0 Million
Other Sources (State, Federal, Interest, etc.)	\$10.0 Million
<i>Total Sources of Funding</i>	<u>\$198.0 Million</u>

The inclusion of the Performing Arts Center in the Omni Area Redevelopment Plan, is in effect, an amendment to the original Plan and requires final approval by the Board. Approval of Addendum II to the Plan replaces and renders of no further force and effect the first Addendum to the Plan. Given the opportunities that have been provided for public comment on the proposed amendment through meetings of the Performing Arts Center Trust, Committees of the County Commission and the City of Miami Community Redevelopment Agency for the Omni area, it is recommended that the requirement established by Resolution No. 825-87 for Plan amendments to be reviewed by the HUD Advisory Board (now Housing Authority Board) be waived.

Approval of an amendment to the Omni Area Redevelopment Plan incorporating the Performing Arts Center as the catalytic project for the district was established as a prerequisite for the County Manager's execution of the Interlocal Agreement. A signed Interlocal Agreement is required for the expenditure of district revenues. In amending the original Plan, the opportunity has also been taken to make the financial terms of the Plan consistent with the Interlocal Agreement, correct prior drafting errors in the Plan and make necessary clarifications and updates to the Plan reflecting developments that have occurred in the Omni Redevelopment Area since 1987.

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 4(J)
4-8-97

97-28

ORDINANCE NO.

ORDINANCE AMENDING OMNI AREA REDEVELOPMENT PLAN TO INCORPORATE PERFORMING ARTS CENTER AS CATALYTIC PROJECT FOR OMNI REDEVELOPMENT AREA; RESCINDING PROVISIONS OF RESOLUTION NO. 825-87 RELATED TO DADE COUNTY HOUSING AND URBAN DEVELOPMENT ADVISORY BOARD'S FUNCTIONS WITH RESPECT TO OMNI REDEVELOPMENT AREA; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

WHEREAS, the Legislature of the State of Florida enacted the Community Redevelopment Act of 1969 (the "Act") and the Act as is presently contained in Part III of Chapter 163, Florida Statutes, as amended; and

WHEREAS, The City of Miami (the "City"), acting through its City Commission, Planning Department, and Department of Development, pursuant to Part III of Chapter 163 F.S., as amended, indicated its wish to undertake a project that will involve the redevelopment, in accordance with a plan for redevelopment, of that portion of the City known as the Omni Area, generally bounded by North East 20th Street on the north, the Florida East Coast Railway right-of-way on the west, Interstate I-395 on the south, and Biscayne Bay on the east, which is described on the map and legal description attached hereto made a part hereof as Exhibit A (the "Omni Redevelopment Area"); and

WHEREAS, on October 23, 1986, the City Commission adopted City Resolution No. 86-868, which approved the Omni Area Redevelopment Plan as supplemented by the first addendum dated June 1987; and

WHEREAS, on July 7, 1987, the Board of County Commissioners of Metropolitan Dade County, Florida (the "Board") enacted Ordinance No. 87-47 which approved the Omni Area Redevelopment Plan and the First Addendum (collectively, the "Plan"); and

WHEREAS, Section 163.358, Florida Statutes, mandates that the City seek final approval from the Board for any modification or amendment to the Plan; and

WHEREAS, the City is in agreement with the current amendment to the Plan as evidenced by a city resolution which was adopted on December 16, 1996; and

WHEREAS, this Board hereby finds that the amendment to the Plan serves a public purpose; and

WHEREAS, this Board desires to rescind the provisions of Resolution No. 825-87 related to the Dade County Housing and Urban Development Advisory Board's (the "HUD Advisory Board") functions with respect to the Omni Redevelopment Area; and

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum a copy of which is attached hereto and incorporated herein by reference for the reasons delineated therein,

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA:

Section 1. The foregoing recitations are hereby deemed true and correct and are hereby incorporated as a part of this ordinance.

Section 2. This Board hereby approves and adopts the Amended and Restated Addendum II to the Plan.

Section 3. This ordinance is hereby declared to be for a public purpose and for the welfare of the citizens of Dade County, Florida, and shall be liberally construed to effectuate the purposes thereof.

Section 4. This Board hereby rescinds all provisions of Resolution No. 825-87 related to the HUD Advisory Board's functions with respect to the Omni Redevelopment Area.

Section 5. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

Section 6. It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance, including any Sunset Provision, shall become and be made a part of the Code of Metropolitan Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section", "article", or other appropriate word.

Section 7. Effective Date. This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

Section 8. This Ordinance does not contain a Sunset provision

PASSED AND ADOPTED: APR 08 1997

Approved by County Attorney as
to form and legal sufficiency. RAC

Prepared by: GIBK

DEC-11-96 WED 12:00 PM

FAX NO. 808724646

P. 02/43

CITY OF MIAMI, FLORIDA
INTER-OFFICE MEMORANDUM

TO: The Board of Directors
Community Redevelopment Agency

DATE: December 9, 1996

FILE

SUBJECT: Addendum II to the
Omni Redevelopment Plan

FROM: Herbert J. Bailey
Executive Director
Community Redevelopment Agency

REFERENCES

ENCLOSURES

Pursuant to the Board's instruction at the last Omni CRA meeting on November 18, 1996, we conducted a meeting with the Metro-Dade County officials regarding the status of the Omni Interlocal Agreement (Agreement). The meeting was also attended by Board Member Willy Gort.

The County Officials indicated that the County was eager to complete the execution of the Agreement. After all, without the Agreement the County is not going to be able proceed with the development of the Performing Arts Center project (Project). Nevertheless, the County Attorney's Office indicated that the discrepancy between the dollar amount of CRA tax increment revenue (TIF) contributions for the Project provided under the Agreement (\$1.43 million per year) and the dollar amount in Addendum II to the Omni Redevelopment Plan (\$1 million per year) could be potentially troublesome, therefore, the County asked the CRA Board to revise the dollar amount of TIF contributions in the Addendum II to reflect the mutually agreed amount of \$1.43 million per year in the Agreement.

In accordance with the County's original request in 1994, the CRA amended the Omni Redevelopment Plan essentially to incorporate the proposed Performing Arts Center as a catalytic development project in the Redevelopment Plan. The Addendum II was adopted by the CRA Board in September 1995 and subsequently approved by the City's Planning Advisory Board and City Commission. The Addendum II limited the CRA TIF contributions for the Project to \$1 million. However, the CRA and County later agreed, as set forth in the Agreement, that \$1.43 million per year of TIF contributions would be available for the Project.

We are presenting you the attached updated "Amended and Restated Addendum II to the Omni Redevelopment Plan". The attached version of Addendum II increases the annual CRA TIF contributions up to \$1.43 million,

corrects some prior drafting errors, and makes some clarifications and updates reflecting some of the developments that have recently occurred in the redevelopment area.

Although, the Chapter 163 of Florida State Statues does not require advance approval of redevelopment plan amendments by the local planning advisory board, the CRA previously presented the Addendum II to the City's Planning Advisory Board before its final adoption by the City Commission. The revisions made to this version of Addendum II are considered non-planning in substance. Therefore, the City Commission may consider the final adoption of the attached Addendum II immediately after the approval of the CRA Board.

Should you have any questions, please advise.

Enc.

- cc: Robert J. Friedman, Esq., Holland & Knight
- Geri Bonzon Keenan, Esq., Metro-Dade County
- David Morris, Metro-Dade County

AMENDED AND RESTATED ADDENDUM II
THE OMNI AREA REDEVELOPMENT PLAN

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* As amended by the Addendum prepared June 17, 1987.

** See Addendum Prepared June 17, 1987.

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EXECUTIVE SUMMARY

Substantial redevelopment has occurred in the Central Business District of Downtown Miami and Brickell which has resulted in significant spin-off development. This redevelopment pattern is not evident however, in the Omni area located just north of the Central Business District (CBD). Although some of the parcels in the area have been improved on a scale comparable to Brickell and the CBD (e.g., the Omni/Venetia complex, one of the largest and most substantial concentrations of development constructed by a single developer within the State of Florida in recent years), none have generated significant redevelopment spin-offs. Instead, the developers of these projects have been confronted with high vacancy rates and the highest petty crime rate in the City of Miami, a phenomenon that appears to center almost entirely around the Omni, a mixed-used development constructed in the mid 1970's. Much of the land in the area, which is bounded by I-395 to the south, the FEC right-of-way to the west, N.E. 20th Street to the north and Biscayne Bay to the east, remains underdeveloped and in blighted condition, particularly west of N.E. 2nd Avenue. The Omni Area Redevelopment Plan examines several development alternatives, of varying degrees of public involvement, that should be considered in order to stimulate economic development and investment activities in the area.

The Omni Area Redevelopment- Plan proposes a comprehensive and coordinated approach to the revitalization of the area with the following recommendations:

1. Economic Development Activities.
 - a. Identification of a development strategy that will result in the redevelopment of the area's significant holdings of consolidated, vacant or underutilized land, thereby bringing new economic vitality to the area and to the City. In order to facilitate and expedite the revitalization process, the City will consider undertaking land acquisition activities, with priority being given to large parcels which require a minimum of residential or commercial relocation. In the event that relocation proves necessary, this plan will be amended with all relocation activities fully conforming to the Uniform Relocation Act of 1970.
 - b. Establishment of a Tax Increment District. The plan recommends the establishment of a tax increment district to fund needed public improvements and programmatic activities that will lead to the revitalization of this area. Funds generated through the establishment of the district could be used for street improvements and other public infrastructure improvements (including parking structures), land acquisition, and the administration of City-sponsored economic

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revitalization program in the area. It is important to note that tax increment funds are generated from property value increases and not through tax rate increases. Instead, the tax base is theoretically frozen at a particular tax year with any future increases in property values being collected and spent exclusively within the area. If the tax

increment district is established prior to January 1, 1987, first year, funding would be estimated at \$1.5 million (due to Plaza Venetia's entrance into the tax rolls at that time). The City's financial advisors have suggested that up to \$13 million could be floated in bond monies as a result of the increment.

- c. Expansion of economic activity within the area through the recruitment of new economic anchor uses currently not present in the area, but for which market support can be identified. Special attention will be focused on attracting new businesses to now vacant buildings. The range of uses to be researched include port-related activities, film/media and fashion industries, exhibition hall and downtown support services.
 - d. Utilization of existing and potential economic development incentives contained in the newly established Florida Enterprise Zone Act.
2. Modification of Existing Zoning.
 - a. Creation of a SPI-6.1 zoning district to be applied to the area bounded by Biscayne Bay, N.E. 13th Street, North Bayshore Drive, and Margaret Pace Park. This new district should permit high intensity mixed use development similar to SPI-6; but subject to inclusion of housing on-site or payment in-lieu thereof to the City of Miami's Affordable Housing Trust Fund.
 - b. Creation of a SPI overlay district for the CR-3/7 district north of N.E. 17th Terrace that would provide a floor area ratio increase up to a total FAR 2.41 for inclusion of housing on-site or payment in lieu thereof to the City of Miami's Affordable Housing Trust Fund.
 - c. Creation of a SPI overlay district for the commercial zoning districts located west of N.E. 2nd Avenue that would contain special design guidelines to insure that the wide variety of commercial and light industrial uses permitted would not create adverse visual or physical impacts-on one another.
 3. Enhancement of Community Facilities and Services.
 - a. Improvement of code enforcement and police protection in the area.

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- b. Refurbishment of Biscayne Boulevard to create a visual and functional link between the Omni area and the rest of downtown and establishment of a gateway feature at N.E. 13th Street and Biscayne Boulevard. Encourage development of a (pedestrian level) sidewalk cafe district along Biscayne Boulevard between N.E. 15th and 17th Streets.
 - c. Improvement of Bicentennial Park and the FEC Bayfront tract to provide a sequence of visitor attractions linking the Omni area to the Central Business District.
 - d. Development of an urban landmark at the intersection of North Miami Avenue and N.E. 14th Street.
 - e. Requirement for new developments to provide uninterrupted walkways along the Bay to establish a baywalk linkage between Pace Park and Bicentennial Park. Provision of a pedestrian crossing at MacArthur Causeway.
 - f. Review of public right-of-ways at corners of N.E. 4th Avenue at N.E. 19th and N.E. 17th Streets for better utilization. Refurbishment of N.E. 14th Street east of N.E. 1st Avenue to create an east-west pedestrian corridor.
 - g. Consideration of retaining Miramar-Elementary School to serve the high density residential development projected for the Omni and Edgewater neighborhoods.
4. Transportation Improvements.

Numerous traffic studies have identified physical capacity improvements to the street system in order to relieve rush hour congestion, reduce vehicular turning movements, and promote lot assembly for redevelopment. The improvements, for the most part, would be limited to the use of existing public rights-of-way in order to minimize the social and economic impacts of extensive new acquisition programs.

The recommended improvements include:

1. Construction of the Omni Extension of the Metromover System. Construction of the planned Omni Extension of the Metromover system, with an additional station built to serve the Herald Plaza area (to be funded by the adjacent developer).

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21. Reconstruction/redesign of the intersection of North Miami Avenue and NE/NW 14th Street to improve alignment.
22. Examination of the existing 1-395 interchange (in the vicinity N.E. 1st Avenue and N.E. 2nd Avenue) for possible efficiency improvements.
43. Reconstruction of N.E. 2nd Avenue north of N.E. 13th Street and North Miami Avenue north of N.E. 17th Street to provide two northbound and two southbound through lanes with center turn lanes.
54. Extension of N.E. 20th Street to Biscayne Boulevard from its present eastern terminus at N.E. 2nd Avenue through right-of-way acquisition and improvement.
65. Redesign/restriping of Biscayne Boulevard to improve traffic flow and maneuvers.
- ~~7. Realignment of N.E. 14th Street east of North Bayshore Drive to eliminate off set intersection at North Bayshore and to connect to Herald Plaza.~~
86. If a convention center is constructed, its cost should include relocation of the Metromover guideway and station to serve the center.

INTRODUCTION

The Omni Area Redevelopment Plan, dated September, 1986, (the "Original Plan") prepared by the City of Miami Planning Department and the Department of Development, was approved by the City Commission of The City of Miami (the "City Commission") pursuant to Resolution No. 86-868, adopted October 23, 1986. Upon consideration of the Original Plan by the Board of County Commissioners of Dade County (the "County Commission") certain questions were presented to the City Commission. In response to those questions, the City of Miami Planning Department and Department of Development prepared an Addendum to Omni Area Redevelopment Plan, dated June 17, 1987 (the "First Addendum"), which amended and supplemented the Original Plan. The City Commission approved the First Addendum pursuant to Resolution No. 87-604, adopted June 25, 1987, and the County Commission approved the Original Plan, as amended and supplemented by the First Addendum pursuant to Resolution R-825-87 adopted July 7, 1987. The County Commission subsequently created the Omni Redevelopment Area Tax Increment District pursuant to Ordinance 8747 adopted July 7, 1987.

On July 13, 1993, the County Commission approved a comprehensive plan to implement the development of a proposed Performing Arts Center project (the "Performing Arts Center") in downtown Miami ("Downtown Miami"). The Performing Arts Center is a concerted effort of the private and public sectors of Dade County (the "County") to address the performing arts needs of the residents of the County, and through such effort, to assist the progress of redevelopment of the Omni Redevelopment Area. The Performing Arts Center is described in more detail below.

In order that the Original Plan, as amended and supplemented by the First Addendum, properly authorize and incorporate the redevelopment activities which will occur in connection with the construction and acquisition of the Performing Arts Center, and to make certain changes in the provisions of the First Addendum to incorporate other changes in the expected character and scope of redevelopment in the Omni Redevelopment Area, the Community Redevelopment Agency for the Omni Area (the "Omni CRA") has prepared this Amended and Restated Addendum to the Omni Redevelopment Plan (the "Amended and Restated Addendum"). Upon approval by the City Commission and the County Commission in accordance with Part 163.361 of Chapter 163, Florida Statutes, the Amended and Restated Addendum will become part of the Original Plan and the First Addendum will have no further force or effect.

The Original Plan and the Amended and Restated Addendum are referred to herein together as the "Plan". All capitalized terms used herein which are not otherwise defined herein shall have the meanings given such terms in the Original Plan.

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PERFORMING ARTS CENTER:

The Performing Arts Center consists of three principal performance spaces:

- A 2480 seat opera/ballet house
- An approximately 2000 seat (plus 200 chorus seats) concert hall
- A 150-200 seat studio ("black box") theater

The location of the development shall be on both sides of Biscayne Boulevard between NE 13th and 14th Streets. The total project site is approximately five and half acres, donated by Sears Roebuck and Co. and Knight Ridder, Inc. (please see next page, Performing Arts Center - Omni Redevelopment Area Map). Subject to finalization in the architectural design phase of the project, the opera/ballet house and the studio theater will be on the site donated by Sears Roebuck and Co. and the concert hall will be right across Biscayne Boulevard on the Knight Ridder site. The development also includes classrooms for educational and teaching programs, rehearsal studios, and cafe, restaurant and catering spaces.

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I. B. PLANNING PROCESS

The Omni Area Redevelopment Plan ~~was 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~~ conforms 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 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.~~

The Miami City Commission, by Resolution 86-868, approved the Plan on October 23, 1986. The County Commission adopted the Plan, by Ordinance No. 87-47 on July 7, 1987, creating a community redevelopment area (the "Omni Redevelopment Area") whose boundaries are outlined in the Plan.

This 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" 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 the Plan.

The Southeast Overtown/Park West Plan, adopted in 1981 (the "Overtown Redevelopment Plan"), 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 area.

In 1985, the City began the process of preparing an updated and more detailed master plan for Downtown Miami, whose boundaries incorporate all the ~~Omni~~ Redevelopment Area plus Southeast Overtown/Park West, the Central Business District, and Brickell. This plan provides policies and guidelines for implementation of all downtown

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development and provides the foundation for the preparation of a Development of Regional Impact application for the area within 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 during 1986, a draft downtown policy plan ~~was~~ ~~has been~~ formulated. The document identifies development objectives for the Omni neighborhood including the following: establishment 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 night life 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 NE 2nd Avenue as a commercial/industrial area serving the Downtown Miami and Seaport the Port of Miami.

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

The Original Plan was also refined to conform to the Dade County Comprehensive Development Master Plan ("CDMP") which designated the Omni Redevelopment Area as part of a Regional Activity. The CDMP Land Use Plan (LUP) map designates the area in the three following land use categories: "Business and Office" generally east of NW 2nd Avenue; "Industrial and Office" west of NW 2nd Avenue; and "High Density Residential Communities" along Biscayne Bay. The CDMP guidelines for activity centers call for these design-unified complexes to have commercial facilities, offices, residential uses including apartments, and public facilities, having direct mass transit access. The development proposed for the portion of the Omni Redevelopment Area south of NE 17th Terrace and east of NE 2nd Avenue corresponds to these guidelines. Also the development pattern in the remainder of the Omni Redevelopment Area conforms to the generalized patterns of the CDMP map.

The City Commission pursuant to Ordinance No. 11248 adopted April 27, 1995, established the Community Redevelopment Agency for the Omni Redevelopment Area whose primary responsibility is to implement the Plan and manage day-to-day activities of the Omni Redevelopment Area.

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II. BACKGROUND INFORMATION
A. GEOGRAPHIC LOCATION AND BOUNDARIES

Omni Redevelopment Area is located in the northern most section of Downtown Miami, adjacent to the Southeast Overtown/Park West Residential Community Redevelopment District. It is within 1/2 mile of the heart of the Central Business District ("CBD") and within 1 mile of the rapidly growing densely populated high-rise 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 Omni 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 Omni Redevelopment Area is bounded by I-395 on the south, Biscayne Bay on the east, NW 20th Street on the north, and FEC Railway on the west. These boundaries were selected because they represent significant geographic features that provide physical demarcation of a "neighborhood" or "district" commonly known as the "Omni Redevelopment Area". It is necessary to include the entire neighborhood within the redevelopment area to comprehensively and effectively implement strategies aimed at the elimination of 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 boundaries of the Omni Redevelopment Area also coincide with the Downtown Master Plan boundaries for the Omni sub-area.

The Performing Arts Center area is located in its entirety within the Omni Redevelopment Area and bounded by I-395 on the south, NE 14th Street on the north, NE 2nd Avenue on the west and North Bayshore Drive on the east. The total area designated for the project is approximately five and half acres.

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 of all 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 are still vacant, numerous smaller retail spaces are vacant, petty crime has increased and the East Omni

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area has the highest localized crime rate in the City of Miami, and from 1985 to 1986, the assessed value of properties declined a total of 23 percent. For these reasons, it was necessary to expand the Community Redevelopment Area boundary eastward to Biscayne Bay.

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See Table of Contents for corresponding pages in the Original Plan

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B. EXISTING CONDITIONS

Land Use

Several different types of land uses are present in the Omni Redevelopment Area, with varying degrees of structural condition (see Map 2 - Existing Land Use). Of the 292 buildings surveyed, 109 are dilapidated or in need of major repair, representing almost forty per cent of the structures in the redevelopment area. In addition, almost 35 per cent of the land is vacant or used for surface parking (see Map 3 - Dilapidated Structures, Vacant Land and Surface Parking). With the exception of a few megastructures, the area has seen little change (other than decline) in the past 40 years. For example, during the period between 1970 and 1980, only sixteen building permits for new construction or renovation were filed in the 260 acre area. Included among those permits were the City of Miami Fire Station, the Omni complex, and a renovation of Jefferson's store which is now closed has been converted to an office building by Dade County Public School System. ~~Two major retailers in the area, Jefferson's and Sears, are no longer in operation leaving the once active department stores vacant.~~

a. Omni West

This area is bounded by FEC right-of-way to the west, N.E. 20th Street to the north, N.E. 2nd Avenue to the east, and I-395 to the south. Ranging from single family residential to industrial warehousing to high-rise multifamily to cement manufacturing, the western portion of the Omni Redevelopment Area is a crazy quilt of a variety of land uses. Many of the uses are mutually incompatible since zoning allows for general commercial activities (e.g., wholesaling, warehousing, light manufacturing, etc.) and prohibits housing; but established land uses include well over 100 units of nonconforming single family and multifamily housing.

The general commercial zoning prohibits new residential units (except as on-site accessory uses for caretakers and watch guards) but since the existing units were constructed before 1940 and prior to such restrictions, which were applied in the early 1960's, the existing housing is "grandfathered", provided the housing remains in continuous operation (with short term vacancies of no more than 6 months) or provided that no more than 50% of the structure is destroyed due to fire or other causes. Failure to meet these conditions requires that the structure must be converted to new uses that conform to the zoning regulations.

More than 75 per cent of the more than 100 housing structures are in need of major repair or are considered dilapidated. Nine buildings offer commercial

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uses on the ground floor frontage and residential uses either in the back of the building or on the upper floors, most of these also require substantial repair.

Almost seventy of the parcels are technically vacant, but most of them are used for outside storage of inoperative vehicles, machinery, and trash, making the area not only unsightly but potentially unhealthy as well. In addition to the vast number of vacant lots, approximately 50 lots are being used for surface parking.

Thirty buildings are used for warehousing, wholesaling, and distribution activities. There are also approximately 35 retail commercial structures, with several restaurant equipment supply services clustered in a group. Four of the commercial structures appear vacant or abandoned. There is also a cement batch plant, several tire recapping and outside auto repair services existing throughout this portion of the study area.

In terms of governmental or institutional uses in the area, the administrative headquarters of the Dade County Public School System are located here along with the Anna Brenner Meyer Telecommunications Center (a training center and production studio for Channel 17). The school system also operates an administrative annex in the area and the Miami Skills Center. There is also a City of Miami Fire Station, a large historic cemetery, a neighborhood center/day care facility, an elementary school, and a synagogue in the area.

b. Omni East

This area is bounded by N.E. 2nd Avenue to the west, N.E. 20th Street to the north, Biscayne Bay to the east, and 1-395 to the south. The land east of N.E. 2nd Avenue differs greatly from the land west of N.E. 2nd Avenue in both condition and land use with some exceptions. It, like the west, is underdeveloped, with several of the structures in need of repair.

There are an estimated 14 existing single family and duplex homes in the area, and several other structures that have been converted from homes into offices and restaurants. There are also approximately 30 apartment/condominium buildings, ranging in size from four units to 800 units, for a total of more than 1500 residential units (Plaza Venetia Phases I and II provide approximately 70 per cent of the units). The Omni, Biscayne Bay, Marriott, and Plaza Venetia also provide first-class hotel space, with a total of more than 1350 rooms. In spite of the major investment with the Omni/Venetia complex, high-rise mixed use zoning, and its downtown location, most of the area is

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underdeveloped with 30-35% of the area being used for surface parking, and the majority of the structures only 1 to 2 stories in height.

Unlike the area to the west, the eastern portion of the study area has no industrial or warehousing facilities with the exception of the Miami Herald's main facility. There are several churches, a YWCA and a small government office in the area. There are also a number of new and used car dealerships with outside storage of vehicles and car repair/body shops located in this portion of the area. The area has one large grocery store, a major shopping mall, and several smaller commercial operations, particularly along N.E. 2nd Avenue and Biscayne Boulevard. ~~Four commercial buildings are currently vacant, including the former Sears and Jefferson's stores.~~ In addition, there are approximately 30 office buildings. These buildings are relatively small with the owners appearing to be the primary tenants in each structure.

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EXISTING LAND USE IN REDEVELOPMENT AREA¹

LAND USE	Number of Structures		
	OMNI	OMNI-WEST	TOTAL
SINGLE FAMILY	13	75 ²	88
MULTI-FAMILY/HOTEL	26	19	47
MIXED USE	2	9	11
OFFICE	30	4	34
COMMERCIAL	20	35	55
VACANT STRUCTURES	43 ³	4	87
GOVERNMENT/INSTITUTIONAL	67	7	131 ⁴
WAREHOUSE/WHOLESALING	0	29	29
INDUSTRIAL	1	2	3
PARKING	56	47	103
VACANT LOTS	14	67 ⁴	81
PARKS	1	1	2

¹ Source: Windshield Survey, September 1986

² As noted in the text, residential is no longer permitted in the area; most structures are in dilapidated condition or in need of major repair

³ This figure includes the old Sears Building site and the Jefferson site, two large department stores which closed due to external factors

⁴ While the term vacant is used here, the land is commonly used for outside storage and

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IV. REDEVELOPMENT PROPOSAL
A. THE CONCEPT

The proposed Omni Area Redevelopment Plan reflects the stated planning objectives and major recommendations contained in the Miami Comprehensive Neighborhood Plan 1976-86 and the Draft Downtown Policy Plan prepared in June 1986.

In general, the intent of this plan is to stimulate redevelopment of the area's significant existing supply of vacant and under-utilized land, thereby bringing new vitality to this northern-most section of downtown. The principal strategy for this revitalization process is the recruitment of new economic anchor uses, currently not present in the area, but for which market support can be demonstrated. The criteria for selecting anchor uses will be uses that will complement rather than compete with established activity patterns in other downtown locations; uses that will benefit from the geographic location of the Omni Redevelopment Area; uses that will reinforce the existing hotel, residential, retail, and commercial service uses in the area; and uses that will act as catalysts to stimulate rehabilitation and development of other supporting uses within the district. In order to facilitate and expedite the revitalization process, the City will consider undertaking land acquisition activities, with priority being given to large parcels which require a minimum of residential and commercial relocation.

The second major revitalization strategy of the Omni Redevelopment Area is to create the image of a desirable high quality "uptown" district with an attractive appearance, a 24-hour activity pattern, and a perception of safety and security. The attractive appearance can be achieved by maintenance and improvements to public streets and sidewalks including landscaping and street furniture, and implementation of design guidelines for private development. A 24-hour activity pattern can be encouraged to evolve through emphasis on additional residential and hotel uses, as well as the creation of a restaurant/entertainment district. The safety and security problems in this area are perhaps the most difficult challenge to address in a redevelopment plan. In addition to efforts by the Miami Police Department, partial solutions that can be offered include targeted code enforcement or acquisition of properties known to harbor criminal activity, improved street lighting, and development guidelines that prohibit internalized fortress-like buildings, and that emphasize openness and visibility between interior and exterior spaces. In the long run, the addition of more residents and street level activity would do more than anything else to improve security in this area.

The Performing Arts Center clearly meets both development strategies outlined above. It is an anchor project which will rather complement, not compete with any establishments, generating a new economic base for existing hotel, residential, retail and commercial services, and it will stimulate rehabilitation and development of the district. Furthermore, the development of the Performing Arts Center is expected to improve the overall image

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of the Omni Redevelopment Area by creating a high quality sophisticated cultural center in Downtown Miami.

Although new construction is intended to be encouraged on this area's abundant supply of vacant land and surface parking lots, the plan encourages retention of viable existing residential and commercial uses. It does not call for major clearance and displacement of families or businesses. Current residents of the area will have the opportunity to continue to reside there and share in all aspects of redevelopment efforts. Rehabilitation and adaptive reuse is recommended for historic buildings. New development will result in new job opportunities, create a perception of stability, and considerably upgrade the quality of life for both residents and employees.

Revitalization strategies for the Omni Redevelopment Area cannot succeed unless public infrastructure and service needs are satisfied. This plan examines the existing and projected future demands for transportation, utilities, schools, parks, police, fire, and health care services. Where it is necessary and feasible, new capital improvements are recommended.

The implementation of the plan depends upon the establishment of a tax-increment district to fund needed public improvements and activities such as street improvements, parking facilities, land acquisition, park and open space improvements, and/or the administration of a City-sponsored economic revitalization program. In addition, the implementation of the Plan requires full participation of the City in all aspects of the redevelopment activity including but not limited to the following:

- : Removing the slum and blights.
- : Reducing crime by hiring additional private security and police officers by using tax increment and other available funds.
- : Investing in public infrastructure improvements to offer better living conditions for the existing residents and businesses, and making the area more attractive to new investors.
- : Undertaking a major publicity campaign to market the area to local and out of town developers and investors.
- : Establishing various development assistance programs to attract public/private redevelopment projects.
- : Participating in the redevelopment projects by offering land, financial and other contributions toward the project.
- : Assisting private developers to defer and/or defray a part or all of the development fees that are required by the City.
- : Utilizing tax increment revenues to pay for administrative expenses associated with the above activities.

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Providing financial assistance and offering other assistance from the CRA to other units of local governments which are involved in the redevelopment program.

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IV. C. COMMUNITY FACILITIES AND SERVICES

The provision of quality community facilities and services is essential in order to compliment redevelopment activities proposed for the Omni Redevelopment Area. This plan is intended to identify those important facilities and services and provide guidelines for their maintenance and improvement, as necessary to support future growth.

1. Performing Arts Center - The construction of the Performing Arts Center in the Omni Redevelopment Area is designed to serve as the major public redevelopment activity. This landmark cultural facility is the catalytic project for area, bringing pedestrian activity and providing a significant public attraction to link the Omni Redevelopment Area with the central business district.

2. Parks and Open Space - The existing and future needs of the Omni Redevelopment Area for large scale public open space are well served by the existing 40.5 acres of public park space, including Margaret Pace Park, Bicentennial Park, Dorsey Park, and a little known mini-park along North Miami Avenue near N.E. 14th Street. The Miami City Cemetery provides an additional 9.6 acres of permanent green open space; and the Miramar Elementary School maintains a 4.1 acres playground space that was a part of the former Biscayne Park.

The Proposed Open Space Plan for the Omni Redevelopment Area, illustrated on Map 7, emphasizes the amenity of the waterfront, suggests better utilization of existing public open spaces (including street rights-of-way), provides an open space linkage system of pedestrian promenades, and relies on requirements for private development to provide new smaller scale open spaces scattered throughout the area.

Bicentennial Park, together with the FEC Tract, Bayside and Bayfront Park, is a major opportunity to bring activity and vitality back to the downtown area, and to link the Omni Redevelopment Area with the heart of downtown. This linkage can best be achieved by strategically locating a series of special public attractions along the length of the bayfront park system. Examples of attractions that could be located in the park without dominating the open space are an aquarium or maritime museum. The completion of the programmed pedestrian crossing at the McArthur Causeway and completion of a continuous baywalk would help to further unite the Omni Redevelopment Area with the bayfront park system to the south.

Biscayne Boulevard represents another opportunity to unify the Omni Redevelopment Area with the central business district and to provide a major visual and functional pedestrian open space. Plans are underway to design a world class Boulevard from the Miami River to N.E. 20th Street including new landscaping, sidewalk paving, lighting and street furniture. A sidewalk cafe district should be encouraged between N.E. 15th and

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17th Streets. A landmark feature should be incorporated into the excess right-of-way at the N.E. 13th Street intersection. N.E. 14th Street, as the major east-west arterial street connecting the Civic Center, should also be developed as a high amenity pedestrian street. A landmark feature could be created at the Miami Avenue intersection to help create a sense of place in the Omni West district. The eastern terminus of N.E. 14th Street should be a public open space provided by the redeveloped Herald Square property.

23. Utilities and Drainage - The Omni Redevelopment Area is presently provided with water and sanitary sewer service by the Miami Dade Water and Sewer system. Both systems contain sufficient capacity to serve future growth in the Omni Redevelopment Area; however, certain of the local distribution lines within the district may need to be upgraded as redevelopment occurs. Tax increment funds may be used to pay for these upgrades as part of the financing of general infrastructure improvements.

Storm drainage is adequate on public streets. The existing positive drainage system with discharge to Biscayne Bay is being replaced with french drains and covered trench exfiltration systems over a period of time in connection with the schedule for replacement/reconstruction of existing streets. Since 1980, new private development has been required to retain all storm water on site, a fact which will result in a long term gradual reduction in demand on the street drainage system.

24. Police, Fire, Health Care - Crime and security are major concerns of the Omni Redevelopment Area residents and businesses. The Miami Police Department will be encouraged to provide all feasible resources to serve the Omni Redevelopment Area. Extra police service to improve security and reduce crime activity, beyond the normal level of service ~~able to be~~ supported by the City budget, may be ~~able to be~~ funded through tax increment revenues or creation of a special taxing district.

Excellent fire and emergency rescue service is provided by the City of Miami Fire Station #2 within the redevelopment district at 1901 N. Miami Avenue. Jackson Memorial Hospital, a public facility, is conveniently located one mile to the west.

25. Schools - The Miramar Elementary School, located at 109 NE 19th Street, is the neighborhood public school serving grades 4-6 in the Omni Redevelopment Area. (The school is paired with Buena Vista Elementary, located at 3001 NW 2nd Avenue, for grades K-3.) The Dade County School system has plans to replace both Miramar and Buena Vista with a new elementary school that would replace the existing Robert E. Lee Jr. High School at 3100 N.W. 5th Avenue. Consideration should be given to retaining Miramar Elementary School to serve the high density residential development projected for the Omni and Edgewater neighborhoods.

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The Dade County School System also operates a technical training center and the Anna Brenner Meyer Telecommunications Center within the redevelopment area. Both of these facilities provide valuable anchors in efforts to increase commercial development.

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IV. D. TRANSPORTATION NETWORK

Access to the Omni area is provided by the regional expressway system with interchanges on I-395 and SR 112; arterial streets including Biscayne Boulevard, N.E. 2nd Avenue, N.E. 1st Avenue, North Miami Avenue, N.E. 20th Street, and N.E. 14th Street; and two direct causeway connections to Miami Beach. A few of these access routes are highly congested during rush hour, but provide excellent access during remaining time periods.

The street system within the Omni area can be characterized by a few north-south arterial streets that are highly congested during morning and evening rush hour, a good overall grid system of arterial and collector streets with excess capacity, and an over abundance of local streets and alleys that would be desirable to abandon for the purposes of reducing vehicular turning movements and promoting lot assembly for redevelopment.

Numerous traffic studies have identified physical capacity improvements to the street system that are feasible to implement. Those improvements, illustrated on Map 3 and listed below, are primarily confined to use of existing public right-of-way in order to minimize the social and economic impacts of extensive new acquisition programs. The only notable exception is the proposed extension of N.E. 20th Street between N.E. 2nd Avenue and Biscayne Boulevard.

Recommended Improvements

- ~~1. Construct the planned Omni extension of the Metromover system.~~
- ~~2. An additional Metromover station should be built by the adjacent developer to serve the Herald Plaza area.~~
31. Extend the proposed improvements to N.W. 1st Avenue ("West Side Corridor", the 5 lane boulevard planned for Southeast Overtown/Park West and the Central Business District) from N.W. 11th Street to N.W. 20th Street.
42. Reconstruct the intersection of N. Miami Avenue and N.E./N.W. 14th Street to improve the alignment of N. Miami Avenue.
53. The existing I-395 interchange in the vicinity of N.E. 1st Avenue and N.E. 2nd Avenue should be re-studied for efficiency improvements, particularly the potential for east-to-northbound turns from I-395 to N.E. 2nd Avenue.

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- 61. Reconstruct N.E. 2nd Avenue north of N.E. 13th Street to provide two northbound and two southbound through lanes with center turn lane.
- 72. Reconstruct North Miami Avenue north of N.E. 17th Street to provide two northbound and two southbound through lanes with center turn lane.
- 86. N.E. 20th Street should be extended to Biscayne Boulevard from its present eastern terminus at N.E. 2nd Avenue, through right-of-way acquisition and improvement. A further eastward extension to the Bay connecting North Bayshore Drive should be considered in connection with development of that area.
- 97. Redesign/restripe Biscayne Boulevard to improve traffic flow and merging maneuvers.
- ~~10. N.E. 14th Street east of N. Bayshore Drive should be realigned to eliminate the offset intersection at N. Bayshore Drive and connect to Herald Plaza in conjunction with development of adjacent property.~~
- 118. If a convention center is to be constructed in the area, its cost should include relocation of the planned Metromover guideway and station to serve the center.

The major strategy for easing congestion at peak hour is to shift some of the traffic away from the most congested locations (i.e., the I-395 ramps, Biscayne Boulevard, N.E. 2nd Avenue and N.E. 1st Avenue toward the underutilized streets in the western portions of downtown (i.e., North Miami Avenue and N.W. 1st Avenue). Planned construction of connecting ramps between I-95 and SR 836 outside the study area will provide an alternative to the Omni area I-395 ramps for a significant amount of traffic generated by the Central Business District.

The 1981 transportation analysis prepared for the SPI-6 zoning district by Barton Aschman Associates, Inc. concluded that build-out of the commercial floor area ratio permitted in the SPI-6 district could not be supported by the street system if all feasible improvements were implemented. Therefore, emphasis is provided in this plan toward building a balance of residential uses that will serve downtown employees, thereby reducing peak hour work related auto trips.

The Downtown Development of Regional Impact study will has further defined needs and feasibility for future street improvements, and provide safeguards to ensure that improvements are provided coincident with new development.

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Map 9 illustrates the street network system that is needed to maintain adequate circulation within the redevelopment area; and it shows the streets that could be closed to promote lot assembly and redevelopment. Such street closures would only be initiated upon request of all adjoining property owners. Existing underground utilities may need to be protected with easements in the event of a street closure.

Public transportation in the area now consists of Metrobus service on N.E. 1st and 2nd Avenues, N.E. 14th, 15th, 17th and 20th Street/17th Terrace, and Biscayne Boulevard. The Omni Extension of the Metromover system ~~has been constructed~~ ~~is planned and~~ ~~awaiting release of authorized federal funds.~~ Construction of this system ~~is of critical importance to the revitalization of the Omni area.~~ The system would has provided an economic development stimulus by serving intra-downtown trips, and ~~would provide~~ direct access to the Metrorail system.

The Florida East Coast (FEC) Railway right-of-way, which lies on the west boundary of the study area, has been suggested as the location of a future ~~Metrorail extension,~~ or for the Florida High Speed Rail (HSR) line, ~~or both;~~ hence it should be protected from encroachment along its length.

A water taxi system is recommended to be implemented with frequent stations along Biscayne Bay and the Miami River in the downtown vicinity. Vessels should be small, unique, and festive in design, and operate like a land taxi system taking passengers to their individual destinations on demand. The water taxi system is primarily intended to link hotels and waterfront attractions, providing an enjoyable alternative transportation mode for visitors.

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IV. E. HISTORIC PRESERVATION PLAN

The Omni area contains a number of structures and sites that are important in the historical and architectural development of Miami. The earliest is the City of Miami Cemetery, which dates to 1897, and reflects Miami's pioneer era. Miramar, one of the City's early exclusive residential subdivisions, was laid out in 1912, while Biscayne Boulevard, the City's first "shopping center," was completed in 1927. Buildings in the Omni area also reflect the wide variety of architectural styles common to Miami including frame and masonry vernacular, Mediterranean Revival, and Art Deco.

The Dade County Historic Survey, completed in 1979, identified approximately 100 structures of varying degrees of historic and/or architectural significance within the area. Since that time, approximately 30 of these have been demolished, while many others have been drastically altered. Two buildings are listed in the National Register of Historic Places (Miami Woman's Club, 1737 N. Bayshore Drive and Trinity Episcopal Church, 464 N.E. 16th Street), while one has been determined eligible for the National Register (Sears, Roebuck and Co., 1300 Biscayne Boulevard). In addition, two properties (Miami Woman's Club and City of Miami Cemetery, 1800 N.E. 2nd Avenue) have been designated as local historic sites by the City of Miami under its Heritage Conservation Ordinance.

As part of the Downtown Master Plan, the Dade County Historic Survey was updated and all buildings eligible for the National Register of Historic Places and/or local historic site designation were identified. These sites are listed on the following pages and illustrated on Map 10. It is the policy of the City of Miami to promote the preservation of these historic sites and to encourage that any remodeling respect the historic character.

To promote preservation, the City will nominate all of the ten potentially eligible buildings to the National Register of Historic Places. If listed in the National Register, income producing buildings would be eligible for a 20 percent investment tax credit for rehabilitation. Other federal incentives would also be available.

The City will also encourage the designation of all eligible buildings as local historic sites under the Heritage Conservation Ordinance. This ordinance provides for certain zoning incentives in exchange for the preservation of a building. These incentives may include floor area or density bonuses, transfer of development rights, change in use and modification of height, setback, parking and other zoning regulations. The City will continue to explore other incentives to encourage preservation.

Because of its historic and architectural significance, as well as its visual prominence as the entrance to the Omni area, the Sears Building is worthy of special attention. Even

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~~attempt should be made to find a buyer who will rehabilitate the building either individually or as a component in a larger development. In the meantime, the exterior should be cleaned and painted in Art Deco colors to eliminate the negative visual image the building currently projects.~~ Sears Roebuck and Co. has donated this property to Metro-Dade County to serve as the site of the new Ballet/Opera House. The County recognizes the historic significance of portions of the Sears Building and will explore the feasibility of incorporating them into the design plans for the Performing Arts Center.

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IV F. NEIGHBORHOOD IMPACT

The Omni Redevelopment Area contained a total of 1,800 housing units in 1980, according to the US. Census. Approximately 800 units were added to this total with the opening of the new Grand 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 Omni West area from NE 1st Court to NW 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 - The development of the Performing Arts Center will not include any land acquisition. The Plan does not recommend public acquisition of land that is currently developed with housing. However, if initiatives in the 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 has been zoned for commercial uses for over 25 years; therefore, the Plan is not responsible for initiating a policy that would displace housing. The effect of the 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 9,000 housing units are planned by the year 2005.

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 Redevelopment 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 NE 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

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redevelopment district. Biscayne Boulevard and the I-395 entrance and exit at NE 1st and 2nd Avenues are projected to operate at or below level of service E during peak hours within the next 5 to 10 years. Because the Omni Redevelopment Area is in a downtown location, traffic congestion is expected and considered to be an acceptable condition. This 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, completion of the Metromover extension through the Omni Redevelopment Area and the new transportation center at the Metromover Omni station have created a link to the CBD and Metrorail system, providing an alternative means of travel for Omni Redevelopment Area residents.

3. ENVIRONMENTAL QUALITY - Redevelopment in the Omni Redevelopment 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 ground water via various types of drainage structures approved by the City and Dade County.

Air quality within the Omni Redevelopment Area will be negatively affected by increased traffic congestion. As a condition of the Downtown Development of Regional Impact project, a carbon monoxide ("CO") monitor will be funded by the City of Miami to measure CO concentrations at the most congested intersection in the Omni Redevelopment Area. If CO concentrations begin to approach the federal EPA standards, a series of traffic management strategies will be implemented to assure the 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 proposed Performing Arts Center project is not expected to create any significant adverse environmental condition or effect to air quality.

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). Furthermore, the proposed improvements to the I-395 expressway near Omni is expected to create a better visual link of the Omni Redevelopment Area with the rest of CBD.

4. COMMUNITY FACILITIES AND SERVICES - These elements are addressed in Section IV.C., pages 16 and 17

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V. B. CAPITAL IMPROVEMENT PROJECTS

The redevelopment plan provides for a range of capital improvements to accomplish the objectives of the plan. The construction of the Performing Arts Center is the designated catalytic project for the redevelopment area. Other Capital improvements include:

1. Acquisition and assembly of one or more sites for public facilities to become activity anchors in order to stimulate additional redevelopment by the private sector.
2. Acquisition and assembly of one or more sites for disposition for private redevelopment in order to create specialized industry activity anchors that would create additional economic activity as a catalyst project. ~~Should this catalyst project proceed, the initial tax increment could be utilized to create an available capital pool of between 11.5 million to 13 million through the issuance of a tax increment revenue bond in 1987 or 1988, which could be used for land assembly.~~
3. Public infrastructure improvements including, but not limited to, utilities, streets, sidewalks, parks, landscaping and upgrading of publicly-acquired easements.

The capital improvements will be accomplished over time at a pace set by the resources available. For their completion, the primary resource being the tax increment revenues and land acquisition contemplated does not include residential properties.

The construction of the Omni Extension of the Metromover system was completed in 1993. ~~is also scheduled for construction, the financing of which is to be supported in part by a special taxing district for the Omni area.~~

In addition to the above capital improvements which are recommended as part of the redevelopment plan, the 1985-86, City of Miami Capital Improvement Program includes the following projects for the Omni area:

1. Downtown Component of Metromover - Stage II

The City of Miami has made a commitment to Metro-Dade County to finance a percentage of the project cost of Stage II. This consists of a total of \$7,239,300 by the year 1991, from the City of Miami General Fund.

2. Edgewater Street Improvements - Phase II

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This project consists of the rebuilding of streets, which are to be selected by the City of Miami Public Works Department at the time of construction. Improvements will include asphalt pavement, concrete sidewalk, concrete curbs and/or gutters, storm drainage and landscaping. This consists of a total of \$1,500,000 by the year 1990; of which \$1,000,000 is to be appropriated from Highway G.O. Bonds, and \$500,000 from 1984 storm sewer G.O. Bonds.

3. Miramar Storm Sewers Project

This project involves replacement of an existing storm system to be accomplished in conjunction with the rebuilding of streets in the area bounded by NE 20th Street, Biscayne Boulevard, NE 17th Terrace, and Biscayne Bay. This consists of a total of \$600,000 by the year 1989, all of which is to be appropriated by 1984 Storm Sewer G.O. Bonds.

4. Doran Jason/School Board Feasibility Study

This project will study the feasibility of an office/retail/parking building on both sides of N.E. 14th Street between N.E. 1st and N.E. 2nd Avenues, to be owned and primarily utilized by the school board. This consist of a total of \$35,000 for 1987, all of which will be appropriated from Off-Street Parking Revenues.

5. Renovation of all Fire Stations

This project involves the renovation of all existing Fire Station, specifically Fire Station No. 2 in the Omni area. This consists of a total (for the entire city) of \$697,500 by the year 1987; of which \$472,000 has already appropriated by 1981, Fire G.O. Bonds, and \$225,500 will be appropriated by 1981, Fire G.O. Bonds.

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V. B. 1. ACQUISITION PLAN

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

The public purpose of the land acquisition activity is 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 other commercial development projects.

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.

No land acquisition for the development of the Performing Arts Center is contemplated. Five and a half acres of land that is designated for the Performing Arts Center has been donated by Knight-Ridder, Inc. and Sears Roebuck and Co. for the proposed uses.

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V. B. CHART 1

Performing Arts Center Project
(To Be Partially Funded With Tax Increment Revenues)

Performing Arts Center Capital Costs	\$ 151.0 Million
Operational Endowment	\$ 21.0 Million
Existing Facilities Improvements	\$ 8.0 Million
Project Development Cost	\$ 12.0 Million
Project Reserve Fund	\$ 6.0 Million

Total	\$ 198.0 Million*

* Projected as of December 2, 1996. Actual costs may be higher than the projected amount. However, pursuant to an Interlocal Cooperation Agreement, the tax increment revenues to be contributed by the Omri CRA for the Performing Arts Center are limited to \$1.43 million annually.

APPENDIX 1:

V. B. CHART 1.A

Sources of Funding for
the Performing Arts Center Project

Sources of Capital Funding

2/3 Convention Development Tax (CDT)

Payment from Miami Beach

\$ 27.0 Million

Bond Proceeds

CDT

\$106.1 Million

Omni Tax Increment Funds

\$ 11.9 Million*

Private Sector Fundraising

\$ 43.0 Million

Other Sources (State, Federal, Interest, etc.)

\$ 10.0 Million

Total

=====
\$198.0 Million*

* Projected principal amount of bonds secured by tax increment revenues as of December 2, 1996. Actual principal amount may be higher than the projected amount. However, pursuant to an Interlocal Cooperation Agreement, the tax increment revenues to be contributed by the Omni CRA for the Performing Arts Center are limited to \$1.43 million annually (which may include repayment of bonds).

ADDENDUM II

V. B. 3 FINANCIAL STRATEGY AND TIMETABLE FOR THE PERFORMING ARTS CENTER PROJECT

The financing plan for the Performing Arts Center project approved by the County Commission represents a unique partnership between the public and private sectors. The principal source of capital funds secured for this project is the Convention Development Tax, a hotel/motel bed tax paid by visitors and required by law to be used only for major building projects. Other sources include an anticipated \$11.9 million of bond proceeds secured by the Omni Redevelopment Area tax increment funds¹, state and federal grants and interest earnings on these funds.

The private sector commitment to this project is approximately \$43 million. Fundraising is the responsibility of the Performing Arts Center Foundation of Greater Miami, which has been formed to lead this effort. The Foundation has agreed to an accelerated fundraising timetable which provides approximately \$22 million before the commencement of the Center's construction. The remaining \$21 million is committed to an endowment that will provide a dedicated revenue source to help meet the Center's operation.

<u>ACTION</u>	<u>DATE</u>
Selection of Architect	<u>March 1996</u>
Public Funding Accomplished Convention Development Tax (CDT)	<u>March 1996</u>
Revenue Bonds, secured by CDT and Omni Redevelopment Area Tax Increment Revenues	<u>June 1996</u> <u>June 1998</u>
Funding accomplished	
\$ 3.30 million	<u>March 1996</u>
\$18.87 million	<u>March 1999</u>
\$15.75 million	<u>March 2002</u>
\$ 5.25 million	<u>March 2003</u>
Design Development	<u>Jan. 1997</u>
Contract Documents	<u>Oct. 1997</u>
Groundbreaking	<u>Dec. 1998</u>
Project completed	<u>March 2002</u>

¹ Pursuant to an Interlocal Cooperation Agreement, the tax increment revenues to be contributed by the Omni CRA for the Performing Arts Center are limited to \$1.43 million annually.

APPENDIX II

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. Statutes 163.360(6)(a)].

~~Because no public acquisition activities are currently being proposed, a relocation plan is not included at this time. Public demolition activity, consistent with City-wide policies, will be limited to those cases where a health or safety program is present which cannot 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.

Any business displaced by proposed public acquisition will be provided technical assistance by the Omni CRA.

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

No public acquisition of residential properties are proposed in connection with the development of the Performing Arts Center.

ADDENDUM 11

V. D. DISPOSITION OF PROPERTY

Any publicly acquired property to be used or transferred for private development as part of this redevelopment ~~the p~~Plan will be either sold in conformance with Section 18 of the City of Miami Code, or will be made available on a long term leased on a long term basis in accordance with policies and guidelines established by the Omni CRA. 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).

ADDENDUM II

V. F. ECONOMIC DEVELOPMENT PLAN

The creation of additional economic activity within the project area is the central purpose of the redevelopment plan. The ~~scheduled~~ construction of Omni Extension of the Metromover system into the area ~~will~~ has allowed an added linkage to the Downtown Miami Central Business District. This, in itself, ~~should~~ has increased the location desirability of the project area for a broad range of activities. In addition, market support for new economic activity will come from the continued development and occupancy of the Omni area hotels, condominiums, restaurants, entertainment, and shopping facilities.

However, this plan recognizes the need to actively seek additional activity to fully accomplish the redevelopment objectives. This activity will come from the location and concentration of new specialized industry anchor activities and new public use facilities in the area, including the Performing Arts Center project, key components of this redevelopment plan.

The redevelopment plan has identified a range of possible specialized activities, one or more of which could be concentrated at locations in the redevelopment area. Preliminary market investigation suggests these that these activities could include a media/film district, an exhibition center, port-related support functions and an apparel mart. Additional market research is required to specifically document which activities might be most feasible for concentration within the project area. This detailed research will be accomplished as implementation proceeds.

Several sites within the project area are ideally suited to be locations for concentrated new specialized use anchors. These sites include several major holdings of large, consolidated land, which at this time are either vacant or underutilized. A key component of the economic development strategy is facilitating the redevelopment of these land holdings, utilizing whatever public resources might be available (See Map 14). This could include utilization of tax increment revenues for partial or complete site acquisition for redevelopment.

~~The immediate strategy is to identify a catalyst project that can be quickly initiated to provide a stimulus to achieving other goals of the redevelopment plan. Should this catalyst project involve public land acquisition, the initial tax increment could be utilized to create an available capital pool of between \$11.5 million and \$13 million from a taxable or tax exempt tax increment revenue bond. (See financial projections in Section VI.B.)~~

Another package of development incentives is available for that portion of the redevelopment area west of Biscayne Boulevard through the newly established Florida

ADDENDUM II

Enterprise Zone Act. (The City and County have agreed on a designation of the area shown on Map 15.) New developments or business activities occurring in the enterprise zone are eligible for state corporate income tax credits, state sales tax exemptions on building materials and equipment, and state sales tax remittances keyed to employment. In addition, the City and County have the option of approving additional incentives for the zone, including an abatement of property taxes for new construction.

For most situations, the incentives provided by the State through the enterprise zone designation are not major subsidies to attract development and business activity. The property tax abatement local option can be significant, but approval of the City and County electorate is required. A more complete discussion of the enterprise zone program is provided in Appendix C.

Other developments occurring outside the project area will also provide an economic stimulus for area redevelopment. The ~~scheduled expansion of the~~ Miami Beach Convention Center, located conveniently across the Venetian Causeway on Miami Beach, ~~will~~ has increased convention usage of the Omni area hotels and related uses. The ~~April 1987 opening of the~~ Bayside Specialty Center, and the continued redevelopment of the Southeast Overtown/Park West Redevelopment area, both to the south of the project area, ~~will~~ are also providing a new impetus for utilization and redevelopment of the project area.

ADDENDUM II

VI. B. FINANCIAL STRATEGY AND STAGING

The financing strategy, simply stated, is to utilize the tax increment revenues to fund the public cost related to the public actions which are contemplated and defined by the redevelopment plan and Chapter 163.387, F.S. The range of public actions to accomplish or implement this the pPlan must be staged to allow the tax increment revenues to be available to fund these actions. ~~Under this constraint, actions must be staged to require no more than \$1,500,000 per year in sunk costs or in financed costs.~~

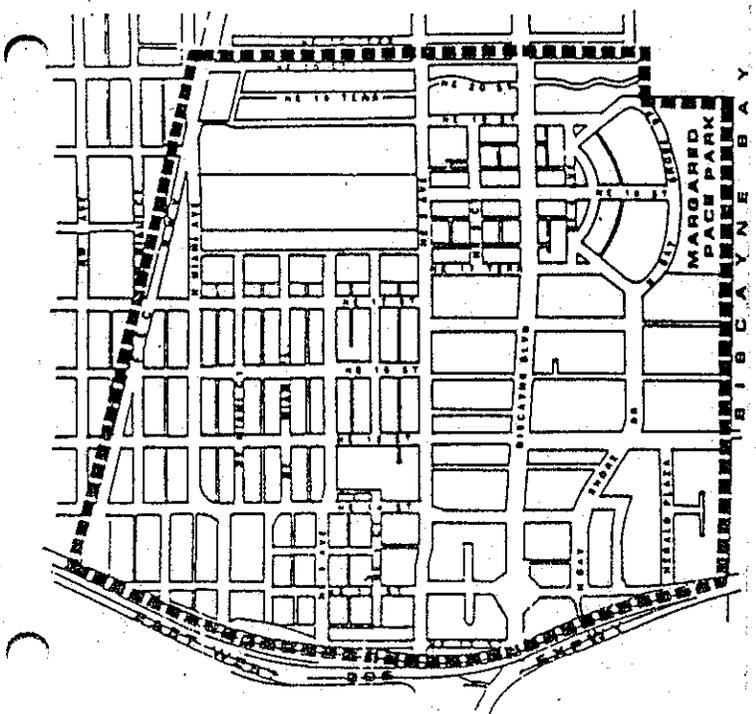
Alternative uses for the tax increment revenue include:

1. Utilization of the tax increment revenue on a non-financed basis, whereby an annual improvements program is implemented on a level that is limited by the annual increment, similar to the funding of the Performing Arts Center which will be partially funded by contributions from tax increment revenue limited to \$1.43 million annually. ~~As previously stated, the annual increment revenue is estimated to be \$1.5 million in 1987, assuming the plan is fully adopted by the end of 1986.~~
2. Utilization of the tax increment ~~as security for issuing a tax exempt a tax increment revenue bond to fund development activities or projects outlined in the Plan in 1988. Assuming the current tax exempt rate for this type of non-CO (general obligation) bond at 8.5 percent, with a 1.25 debt service coverage ratio, the \$1.5 million annual increment could float a bond of approximately \$13 million. The federal tax legislation pending before Congress will severely restrict the ability of cities to use tax exempt tax increment revenue bonds for redevelopment. (A full discussion of this issue is included as Appendix D to this document.)~~
3. ~~Utilization of the tax increment for issuing a taxable tax increment revenue bond in 1988. Assuming the current taxable rate for this type of non-CO bond at 10 percent, with a 1.25 debt service coverage ratio, the \$1.5 million annual increment could float a bond of approximately \$11.5 million. (A taxable bond would not be bound by the restriction tied to a tax exempt bond referred to above, affording the City far greater flexibility in use of funds.)~~
- 4.3 Utilization of the tax increment on a non-bond basis, through a contract loan or installment purchase basis with a private party agreeable to such an arrangement. This would allow maximum flexibility and may be an efficient way to finance the increment in certain specific situations.

ADDENDUM II

4. Utilization of various federal funds available for the redevelopment of community development target areas such as Community Development Block Grants and HUD Section 108 Loan Guarantee Program.

LIBIT "A"



OMNI AREA



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EXHIBIT A

LEGAL DESCRIPTION

All that portion of the following listed record plats lying within the area bounded by the Florida East Coast Railroad right-of-way on the West, the Northerly right-of-way line of I-305 on the South, the Westerly shore of Biscayne Bay on the East and the Southerly right-of-way of N.E. 20 Street on the North:

<u>Plat Name</u>	<u>Plat Book</u>	<u>Page</u>
The Causeway Fill	5	120
First Addition to Serena Park	80	8
Resubdivision of Pershing Court and Walden Court	4	148
Serena Park	76	86
Pershing Court	4	147
Walden Court	4	148 1/2
Walden Court First Addition	6	23
Rickmers Addition Amended	4	149
Windsor Park Third Amended	4	145
Windsor Park Second Amended	4	123
The Villa La Plaisance	4	114
Boulevard Tract	100	65
Belcher Oil Company Property	34	29
The Garden of Eden	4	12
Nelson Villa and Garden of Eden Resubdivision	9	174
Nelson Villa and Garden of Eden Amended	30	20
Amended Map of Nelson Villa Subdivision	4	81
Biscayne Park Addition Amended	4	22
Rice and Sullivan Subdivision	4	64
Amended Plat of Hiramir Plaza	33	18
Hiramir Third Amended	5	4
Biscayne Park Addition	2	24
Replat of a Portion of Nelson Villa Amended	56	89
ASC Tract	89	21
Margaret Pace Park	(Unplatted)	
Coral Park	2	66
Resubdivision of Coral Park	4	106
Grand Union Replat	76	78
Mary Brickell Subdivision	8	9
Windsor Park	3	147
Rickmers Addition Amended	3	2
Alice Baldwin Addition	1	119
Alice Baldwin, Jenny M. & Charles E. Oxar Subdivision Amended	8	87
Ward & Havling's Resubdivision	4	185
Charles E. Oxar Block 24 Amended	3	101
Charles E. Oxar Block 15 Corrected	3	58
Alice Baldwin Block 1 Corrected	6	43
Lindsey Hopkins Education Center	84	48
Heyn Prop. Inc. Resubdivision	6	93
North Miami	A	49 1/2
Lindsey Hopkins Educational Center North Parking Lot	93	90
T.W. Palmers Resubdivision	4	60

<u>Plat Name</u>	<u>Plat Book</u>	<u>Page</u>
M.T. Hestington Subdivision	8	97
City of Miami Cemetary	2	16
San Jose	3	158
Miles Court Resubdivision	32	36
Fire Station Site 1972	91	42
Seitter Addition Amended	2	60
Style Accessories Subdivision	62	8
Replat of Lot 2, North Miami	57	69
Omni International	102	3
Plaza Venetia	107	91
Herald Park	121	4
Bay Serena	7	135
Replat of Johnson and Waddell	80	15
Johnson and Waddell	8	51
Jefferson Addition	108	55
Biscayne Federal Plaza First Addition	116	7
Amended Plat of Les Violins	109	16
Biscayne Federal Plaza Amended	109	77
Replat Biscayne Federal Plaza	103	60

and all that portion of any unsubdivided lands lying in Section 36, Township 53 South, Range 41 East and Section 31, Township 53 South, Range 42 East, lying within the area defined above, and all that portion of any street, avenue, terrace, lane, way, drive, court, place, boulevard or alley lying within the area defined above and any other subdivisions, not listed above, lying within the above defined area.

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