

NW 79TH STREET ACTION PLAN

April 2025



**MHCP
COLAB**

CITY PLANNING, MOBILITY,
REDEVELOPMENT + COMMUNICATIONS



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1- INTRODUCTION

ABOUT THE CRA

A Community Redevelopment Agency (CRA) is a type of special district that relies on future increases in property values to fund economic development projects within the district. CRAs are present in many areas of Miami and its suburbs, and there are five unincorporated CRAs located in Miami-Dade County. The overarching goal of the CRA is the expansion of the property value of the area to the maximum extent possible through re-development strategies consistent with its adopted Redevelopment Plan and Action Plan.

Miami-Dade County, as the governing body, through the Miami-Dade Board of County Commissioners (BCC), established the NW 79th Street CRA in May 2009, with the approval of the Redevelopment Plan and Trust Fund, in July 2011. An Interlocal Agreement between the BCC and the CRA was approved in January 2012.

Mission Statement

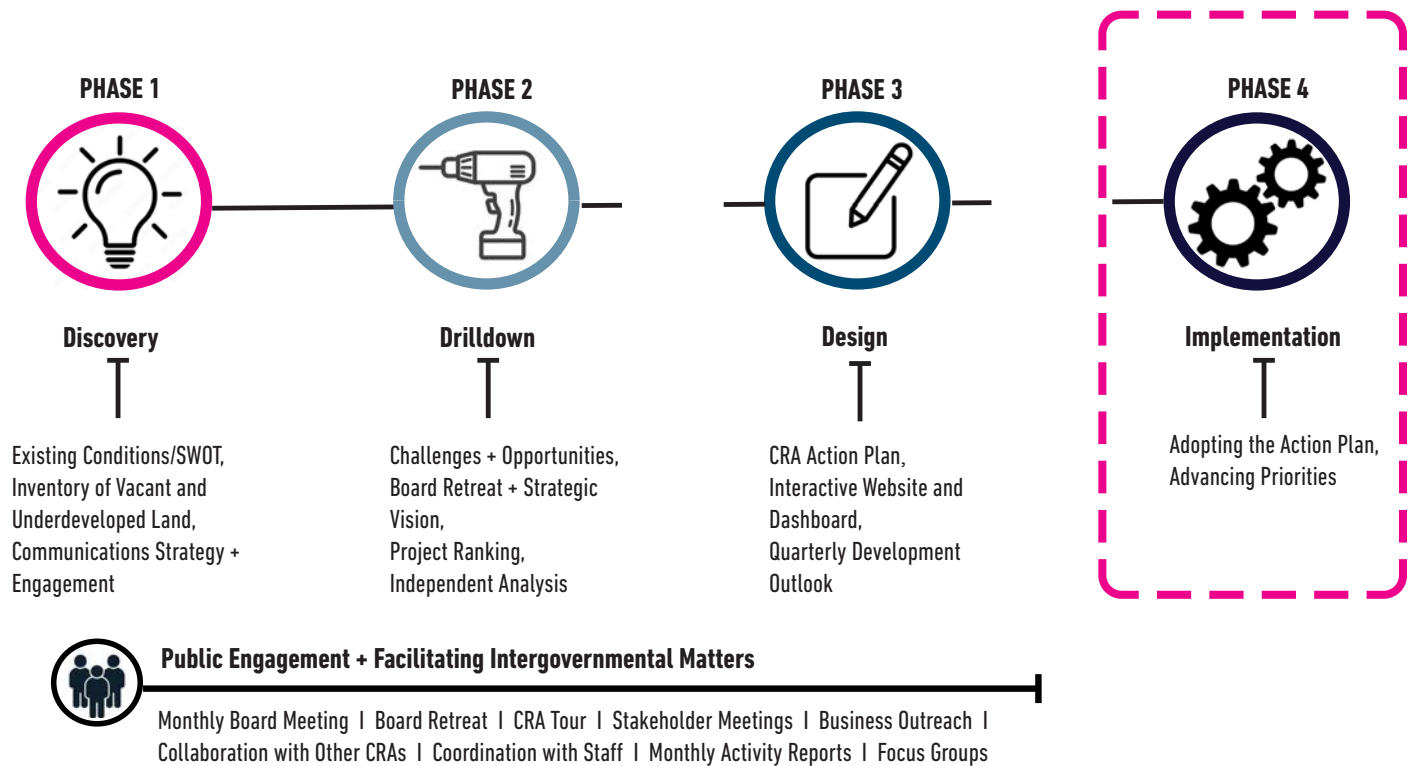
The purpose of a mission statement is to guide an organization's focus. Up until this year, the CRA did not have a mission statement on record. The CRA Board crafted their mission statement as part of the Action Planning process to encompass the goals and values that were identified during their board retreat.

The mission of the NW 79th Street CRA is to protect and preserve the community for existing residents by enhancing their quality of life through parks, cultural initiatives, walkable neighborhoods, and housing affordability for all while driving business development and planning sustainable growth in our industrial hubs. By fostering community engagement, we aim to create a safe and thriving neighborhood that benefits current and future generations.



ACTION PLAN HIGHLIGHTS

PROCESS



The 5-Year Action Plan was developed as a result of a year long process in collaboration with the CRA Board and the community. Using a four-phased approach, the consultant first guided the CRA Board, residents and the business community through the **“discovery”** phase to understand existing conditions through extensive mapping and stakeholder interviews. This was initially presented at monthly board meetings.

Next, the consultant completed the **“drilldown”** phase to analyze the base information and present overall findings at a half-day board retreat. Here the Board identified the projects and areas of focus that were most important to redeveloping

the CRA. A list of projects was further developed and the Area Board went through a ranking exercise to prioritize projects.

In **“design”** the consultant created a preliminary Action Plan and began building an interactive dashboard and website to create transparency and share materials and findings with the community. After focus group meetings with property owners, business owners and residents, the projects and priorities were modified. This document is the phase 3 deliverable. Phase 4, **“implementation”** will occur over the next five years.

ACTION PLAN HIGHLIGHTS

ACCOMPLISHMENTS

In April 2024, the CRA Board engaged MHCP Colab to spearhead economic development efforts, culminating in its 5-year action plan. The CRA did not have a positive TIF growth until fiscal year 2017/2018 and, therefore, had limited resources to activate the redevelopment plan. For the past 12 months, the Board has been working with the consultant to identify the opportunities and challenges and research the existing conditions that contribute to lack of investment and growth. The CRA Board has facilitated the following accomplishments in the past year:

1. **Created a database and inventory of existing conditions** and mapped conditions in ArcGIS including unsafe structures, existing uses, land ownership and value, land use and zoning, neighborhood services and amenities, transit and transportation, properties lacking sewer connections.
2. **Conducted a land analysis** to evaluate potential redevelopment sites based on presence of unsafe structures, vacant land and properties needing sewer connections.
3. **Conducted a CRA Board tour and site visit** of the Area to see share ideas and observations.
4. **Conducted the CRA Board retreat** to facilitate a process to select and rank key opportunities and strategic planning needs.
5. **Developed Strategic Plan and Preliminary Action Plan** with key themes and actions approved by the board.
6. **Developed an interactive mapping dashboard**, informational material, frequently asked

question, presentations and resources.

Work in Progress

Several initiatives are in various stages of development and represent ongoing efforts for the Board and the CRA. These include:

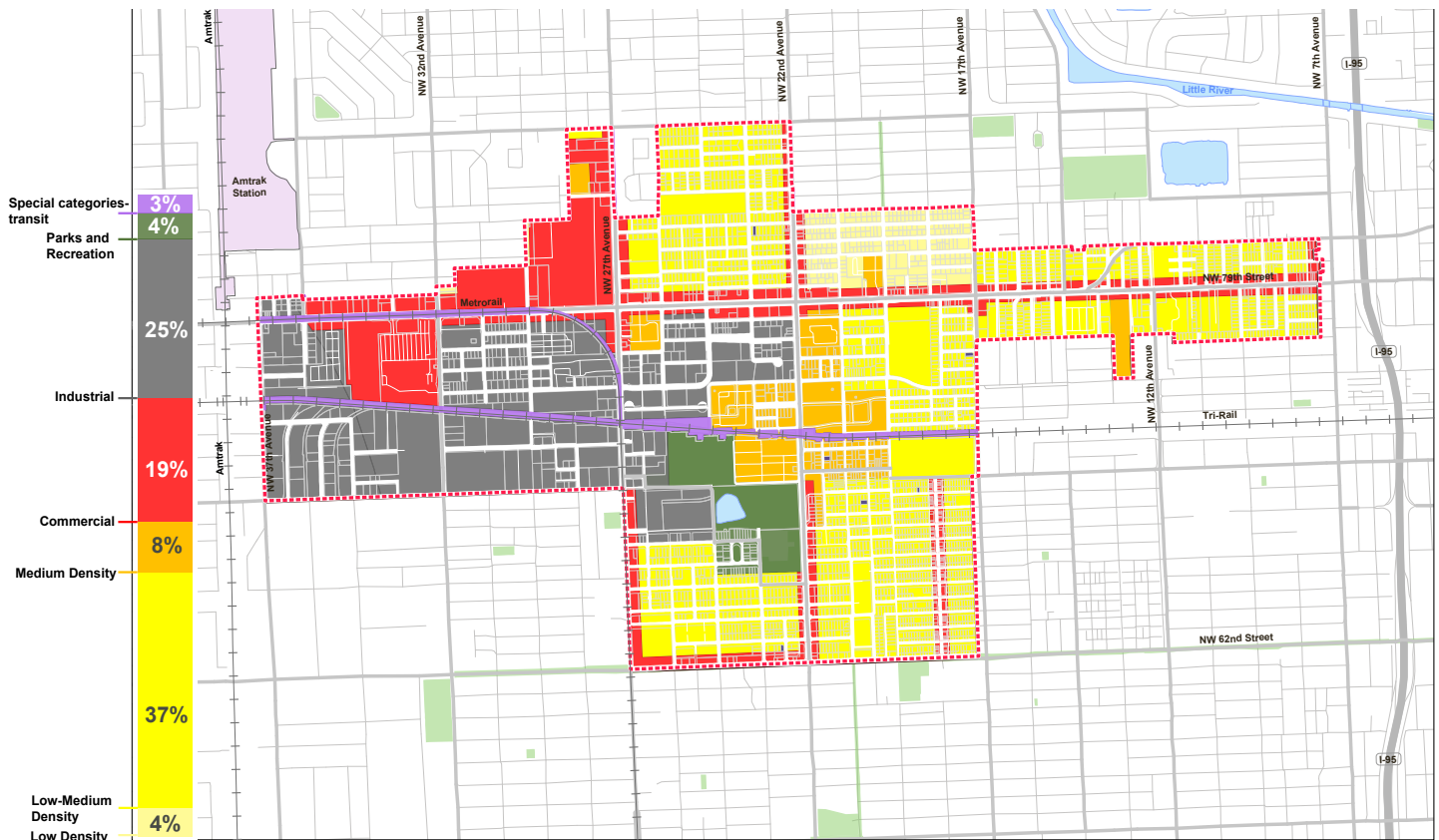
1. **Continuing to follow FDOT's I-95 expansion.**
2. **Creating a package for unsolicited proposals** requesting partnership with the CRA including a community benefits package.
3. **Evaluating sewer connections** and the best strategies for connecting existing properties.
4. **Exploring opportunities to enhance connectivity and access to transit** through a CRA branded circulator service.
5. **Developing an agreement (Memorandum of Understanding) with North Miami CRA** to coordinate aesthetic improvements and redevelopment efforts.
6. **Evaluating creating an innovation hub**, potential partners and locations. Identify potential institutional partners for workforce development.

2- DISCOVERY +DRILLDOWN

EXISTING POLICIES

Future Land Use

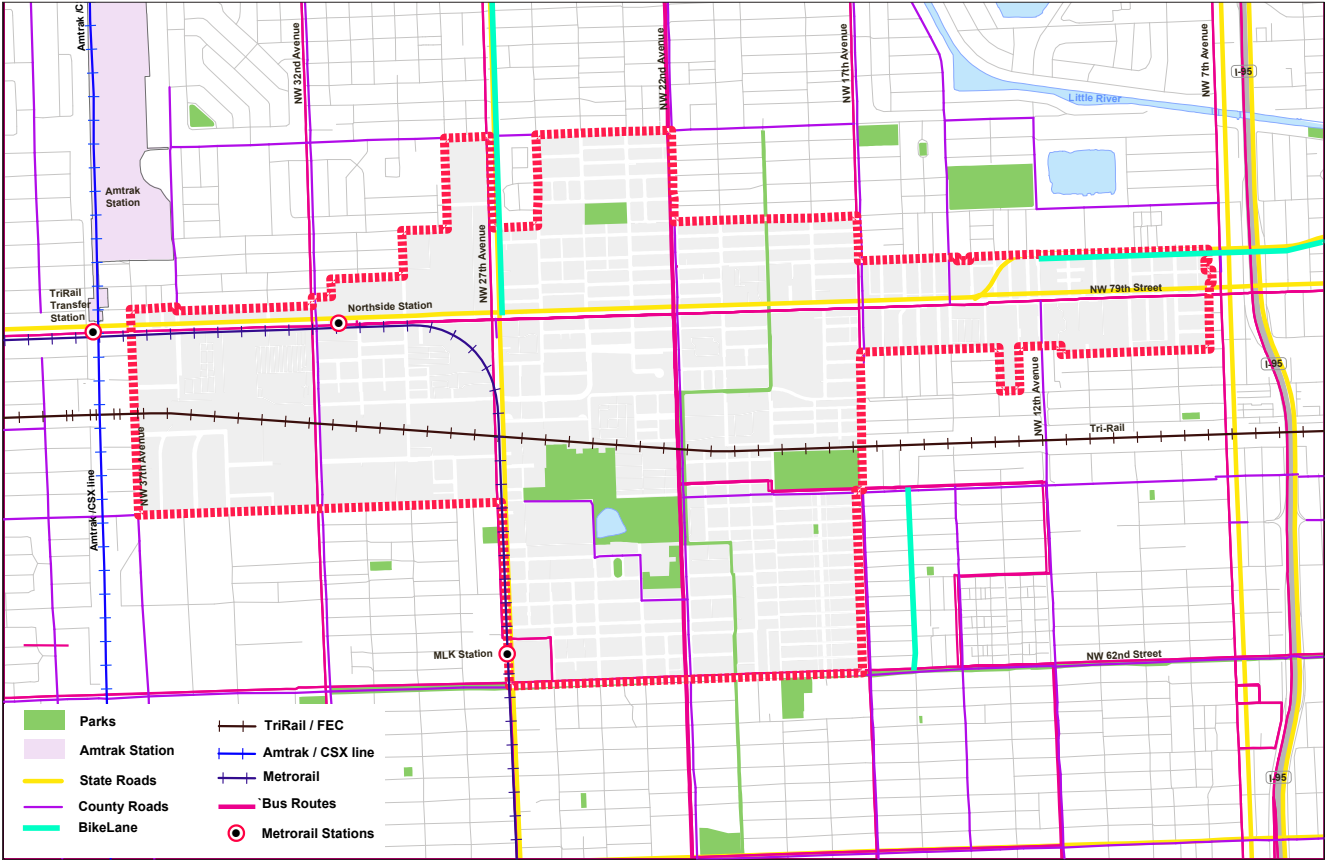
- The current Future Land Use Map and Zoning Code dictate what can be developed in the CRA. The future land use map below designates 41% of the overall land area for low density single family housing with some narrow retail parcels along the corridor to the east. This limits larger scale redevelopment activities which are critical to the CRA's economic growth.
- Larger scale development can only occur to the west with 25% of the area designated for industrial uses and 19% for larger scale retail.



INFRASTRUCTURE

TRANSPORTATION

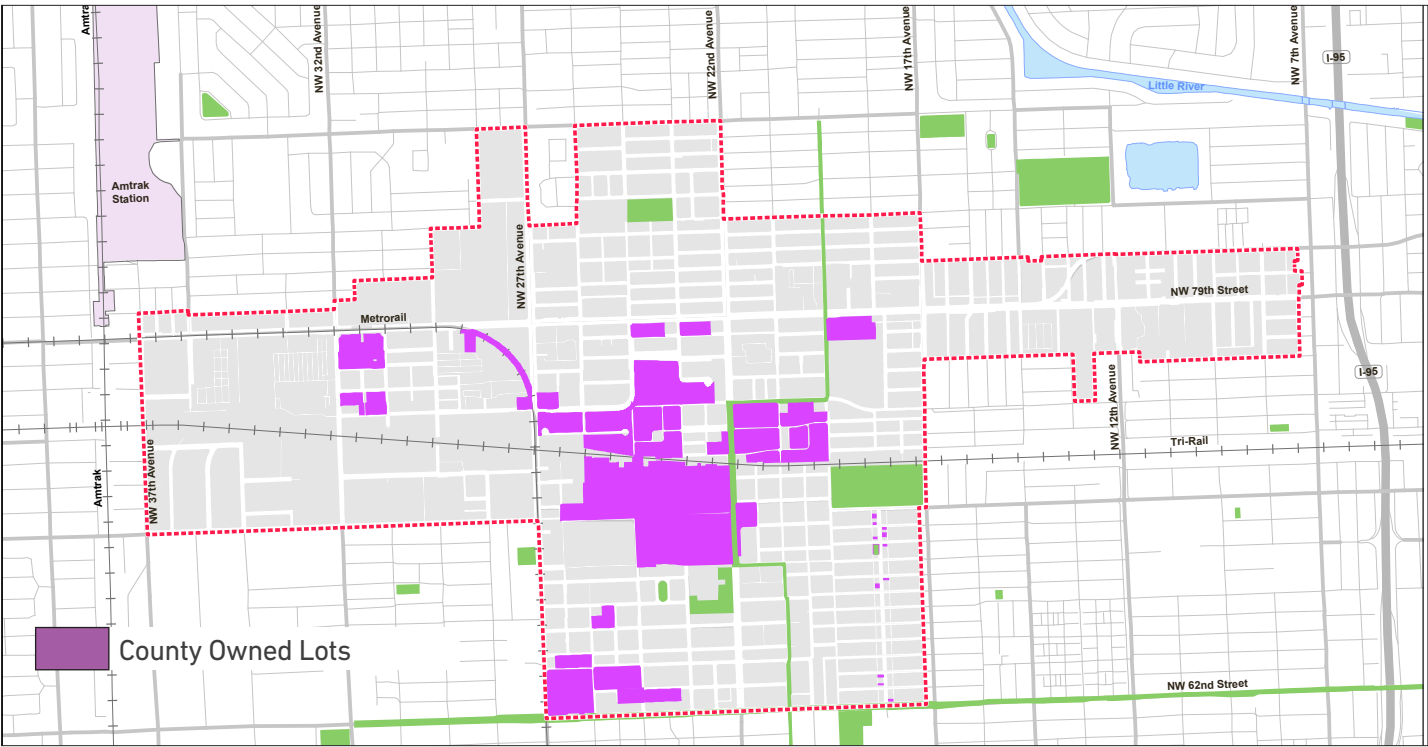
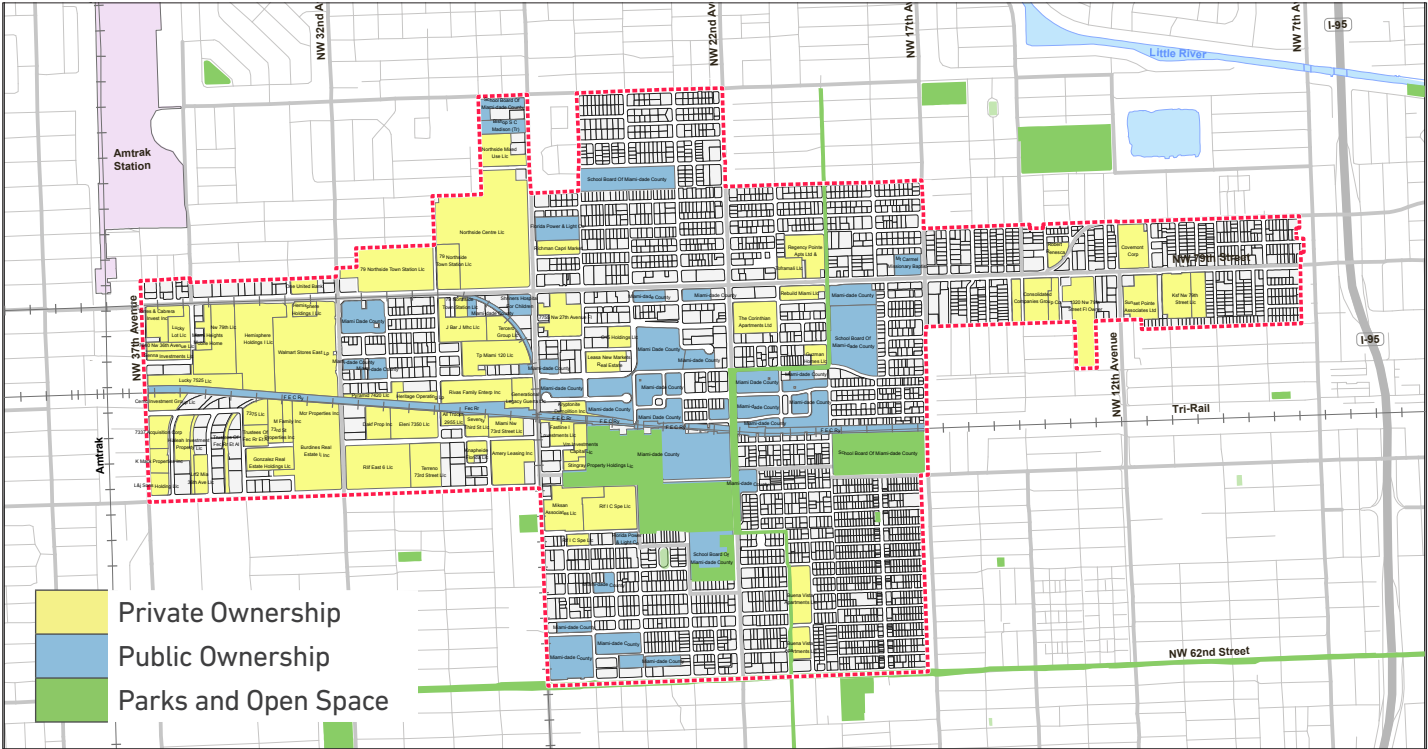
The western portion of the CRA is well connected to premium transit and there are bus lines on all of the main avenues and streets. However, lack of sidewalks and safe crossing conditions make transit less accessible to residents and businesses. Current plans to add midblock crossings and crosswalks on NW 79th Street will help improve safety this July, 2025.



OWNERSHIP

LARGE PARCELS

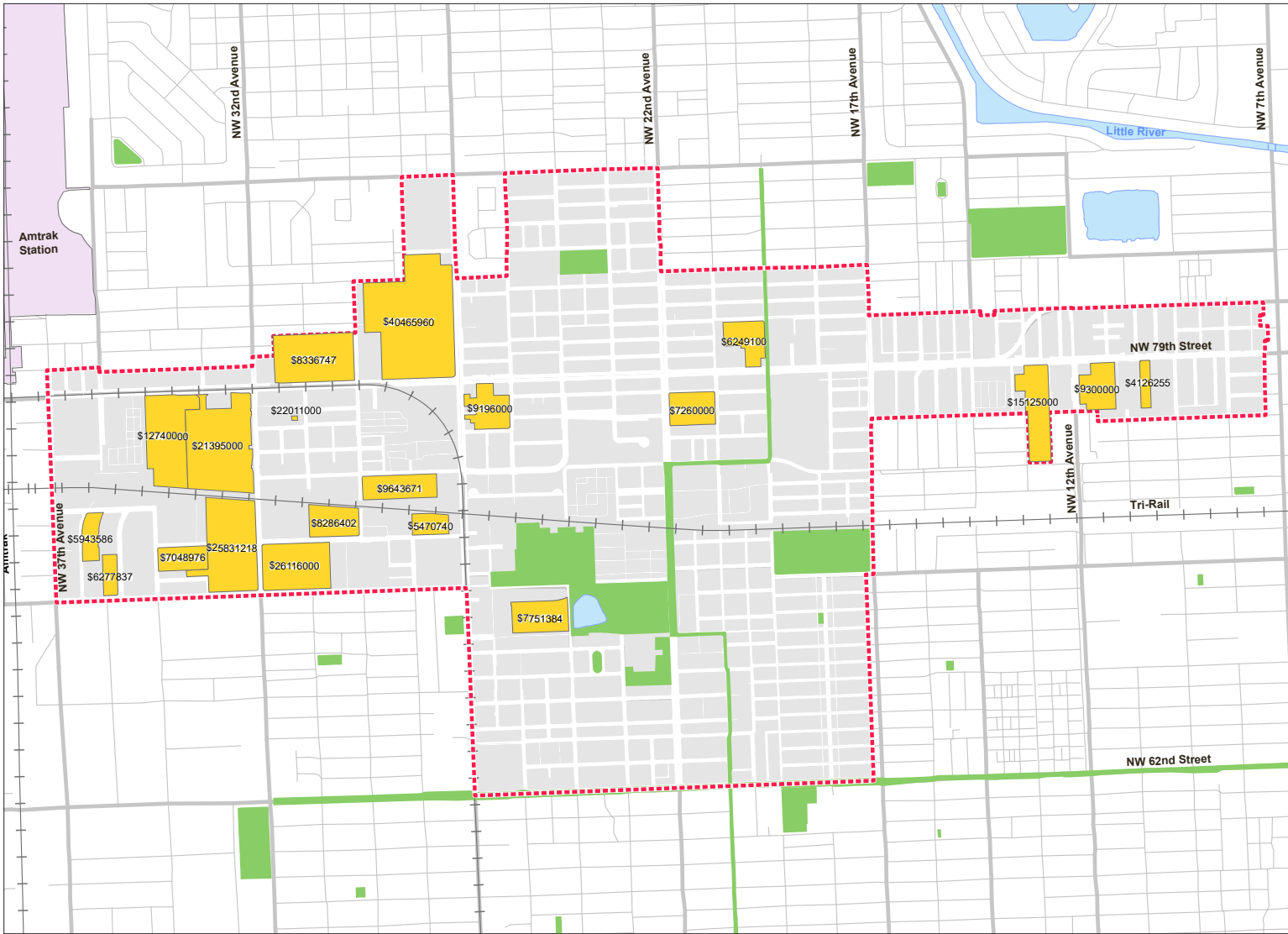
Lots that are greater than 1.5 acres are identified below. These represent key public and private property owners who could be redevelopment partners.



PROPERTY VALUES

TOP 20 PROPERTIES WITH HIGHEST TAXABLE VALUES

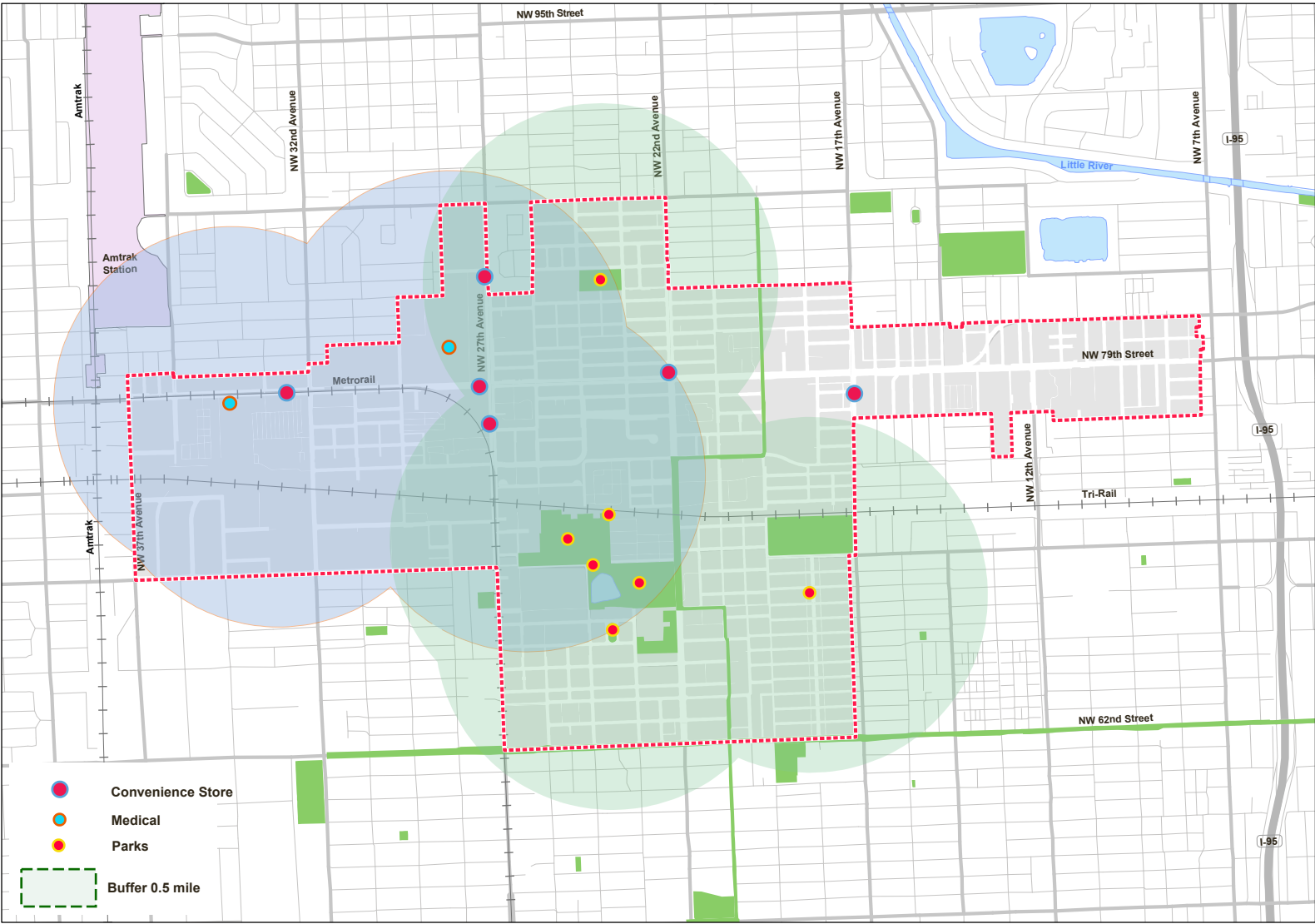
Below are the top 20 properties with the highest taxable values. This represents \$258,574,876 in property values for 2024. The purpose of the CRA is to increase property values for economic development.



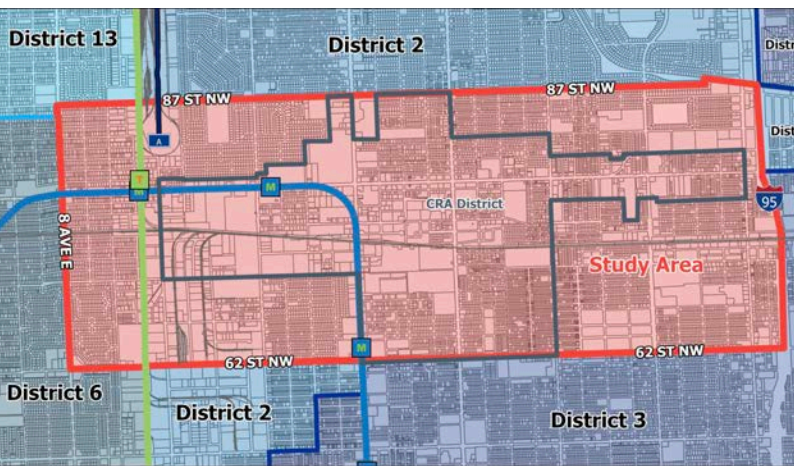
NEIGHBORHOOD SERVICES

MEDICAL, PARKS, GROCERY STORES

One of the measures of a complete neighborhood is the presence of medical facilities, parks, and grocery stores within a half mile. The analysis below illustrates the lack of any grocery stores, few medical providers and very few parks.



MARKET ANALYSIS FOR THE CRA STUDY AREA



The CRA Study area shown in red extends beyond the boundaries of the CRA shown in blue.

Regional Historical Growth Analysis

The market analysis looks at the “psychology of the market”, identifying which neighborhoods are “up-and-coming” or “out of favor”. For the purpose of this analysis, a CRA Study Area extends beyond the CRA boundaries to include additional buffer areas that capture activity adjacent to the district and provide more data points to establish trends (see image above).

The regional historical growth analysis captures 30 year trends using a variety of industry data sources including ESRI Community Analyst (a software for mapping and spatial analysis) for demographic and consumer spending, CoStar for commercial real estate information and the Miami-Dade Department of Regulatory and Economic Resources for development pipeline and mapping. The real estate market for the CRA Study Area was compared to the overall county growth and Commission Districts as follows:

MULTI FAMILY

- Between 1993 and 2024, the multi-family average unit annual growth rate was 1.6% with total current units close to 500,00.
- Relative to Miami Dade County, the CRA Study Area has a very low number of multi-family units.
- Between 1993 and 2024, the CRA Study Area grew significantly above the average market rate, at a rate of 2.1%.

RETAIL

- Retail spaces have been added to the region at a relatively steady pace over the last three decades and has averaged 1.3%.
- Relative to all of the districts, the CRA Study Area has a very low amount of retail, which is primarily comprised of smaller “mom and pop” stores.
- The CRA Study Area has also demonstrated slow but steady growth, growing at around 0.6% per year on average over the last thirty years.
- The Walmart Super Center at 193,500 square feet is a major contributor for the growth.

HOTEL

- Between 1993 and 2024, the number of hotel developments in Miami-Dade County has grown by 1.4% on average.
- The CRA Study Area has not experienced growth in hotel development over 30-years.
- Relative to other districts, there are very few hospitality units in the Study Area.

INDUSTRIAL

- Facing a slow but steady recovery after the 2008-2009 recession, industrial developments have shown an upward growth trend over the last thirty years.
- Industrial is the one sector where the amount of activity in the CRA Study Area is the greatest relative to other districts.
- The CRA Study Area seems to have grown below the average market rate for industrial developments, growing at just 0.2%.

MARKET ANALYSIS

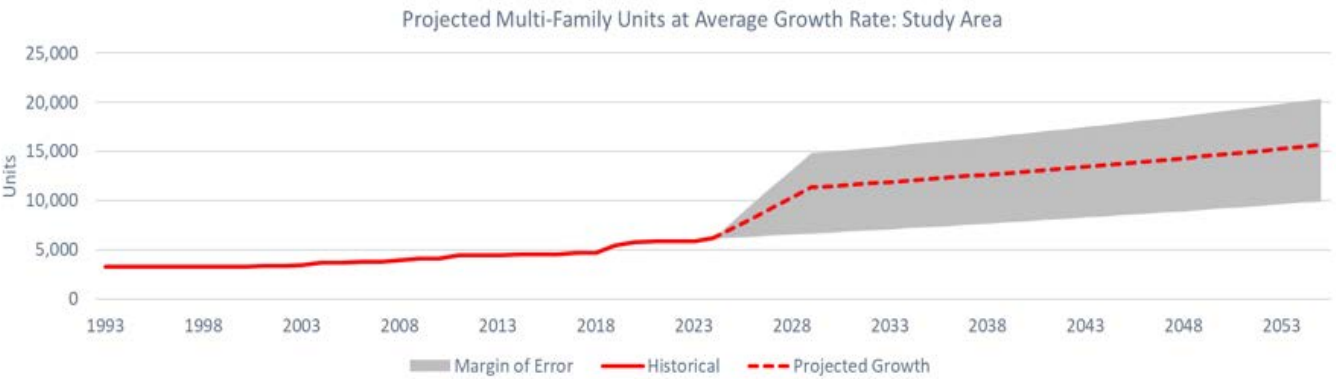
FUTURE GROWTH PROJECTIONS

Forecasting to 2035

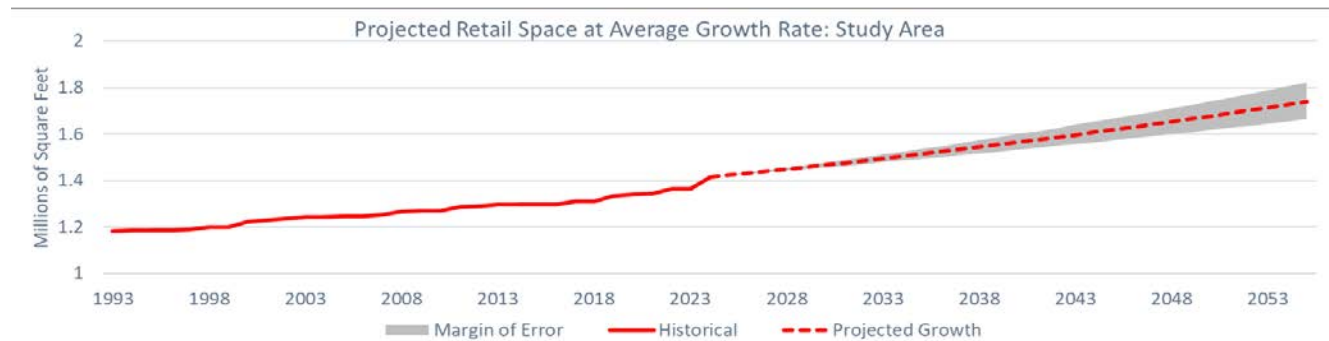
The established historical rates of growth are projected forward to 2035 based on continuing at that speed (a “base case” in which the future is similar to the past). The forecast also accounts for the uncertainty of the future by incorporating high-low ranges--growth may go slower with more recessions or faster with fewer recessions than is expected.

RESULTS SUMMARY

- **Multi-Family Units:** potential for ~10,000 new rental units
- **Retail SF:** expecting approximately 100,000 new square feet (scales to about 1 full-size Walmart, 2 Publix, or 8 Trader Joe’s.
- **Hotel Rooms:** possibly 100 new rooms (1 10-floor or 2 5-floor properties)
- **Industrial SF:** about 200,000 to 225,000 sf of new warehouse space.



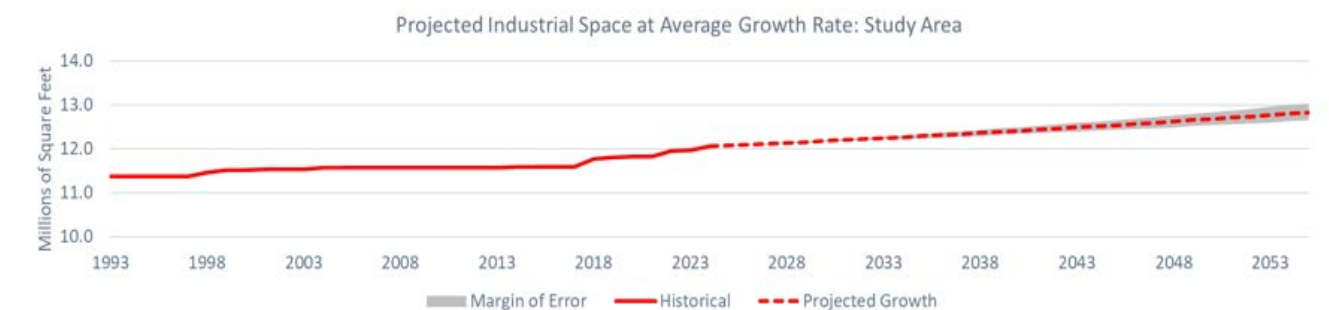
Projected Growth	2030	2035	2040	2045	2050	2055
Cumulative	1,000 to 9,000	1,000 to 10,000	2,000 to 11,000	2,000 to 12,000	3,000 to 13,000	4,000 to 14,000
Year over Year	1,000 to 9,000	600 to 900	600 to 1,000	600 to 1,100	700 to 1,200	700 to 1,300



Projected Growth	2030	2035	2040	2045	2050	2055
Cumulative	42,000 to 64,000	79,000 to 122,000	118,000 to 185,000	159,000 to 253,000	203,000 to 327,000	249,000 to 406,000
Year over Year	42,000 to 64,000	37,000 to 58,000	39,000 to 63,000	41,000 to 68,000	44,000 to 74,000	46,000 to 80,000



Projected Growth	2030	2035	2040	2045	2050	2055
Cumulative	0 to 50	0 to 90	0 to 150	0 to 210	0 to 280	0 to 370
Year over Year	0 to 50	0 to 50	0 to 50	0 to 60	0 to 70	0 to 90



Projected Growth	2030	2035	2040	2045	2050	2055
Cumulative	99,000 to 150,000	186,000 to 288,000	279,000 to 438,000	378,000 to 603,000	482,000 to 782,000	593,000 to 978,000
Year over Year	99,000 to 150,000	88,000 to 138,000	93,000 to 150,000	99,000 to 164,000	105,000 to 180,000	111,000 to 196,000

MARKET ANALYSIS

PARCEL ACQUISITION

Potential Transit Oriented Development (TOD) Sites

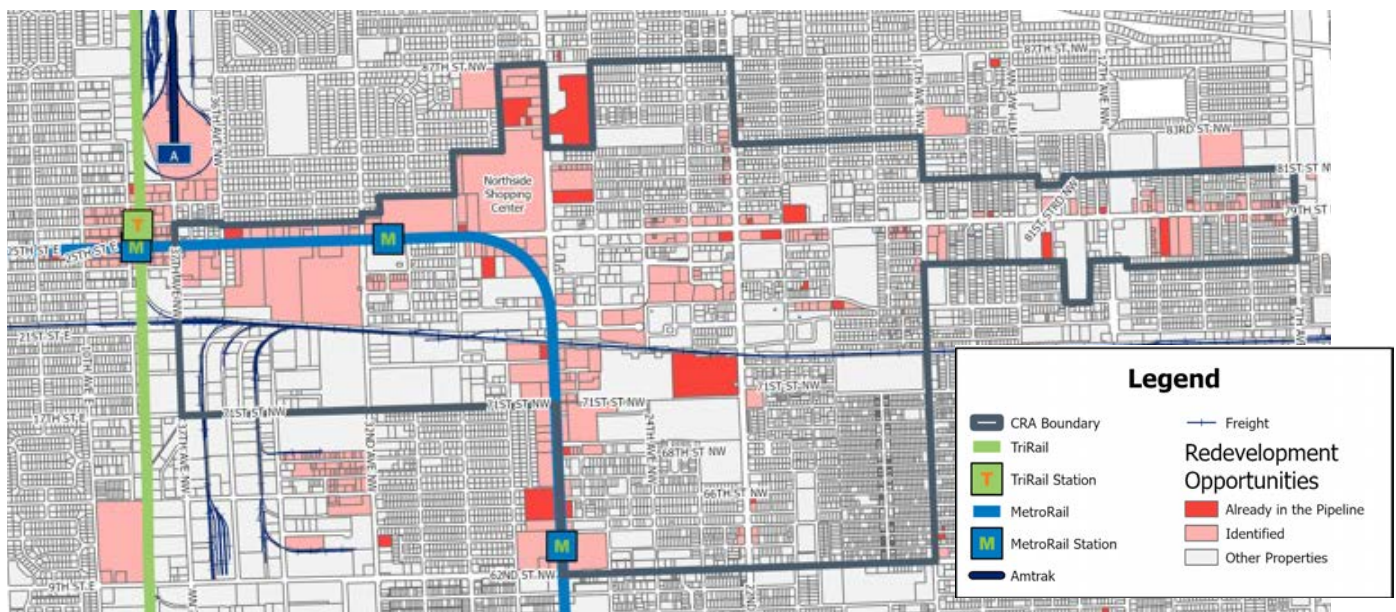
Conclusions from the market analysis and forecast reveal a significant opportunity to implement existing TOD developments in the pipeline, to construct new development on sites best serviced by transit, and leverage Walmart development to the west. This would mean focusing on site assemblage around Metrorail stations including funding specific projects, crafting zoning changes, land banking, and identifying capital market opportunities for TIF proceeds or potential borrowing/financing against future revenues. The image below shows redevelopment opportunities that are already in the pipeline or have been identified.

- There are a significant number of potential development sites in the study area, either

large enough to develop as multi-family mixed use or providing opportunity with assemblage.

- Most of these sites are along NW 79 Street and NW 27 Avenue where the greatest opportunity exists adjacent to Metrorail Stations at Tri-Rail Transfer, Northside and MLK.
- The sites are primarily surface parking or single-story retail or light industrial. The intent of the selection is to minimize displacement.
- Over 40 sites already have active or planned development primarily as multi-family.

Focusing on site assemblage means acquiring key parcels so that the CRA can influence the type of future redevelopment to be built including how a transit-oriented proposed TOD will look and function. By holding rights to key parcels, the CRA can sell or partner in projects that align with the TOD vision.



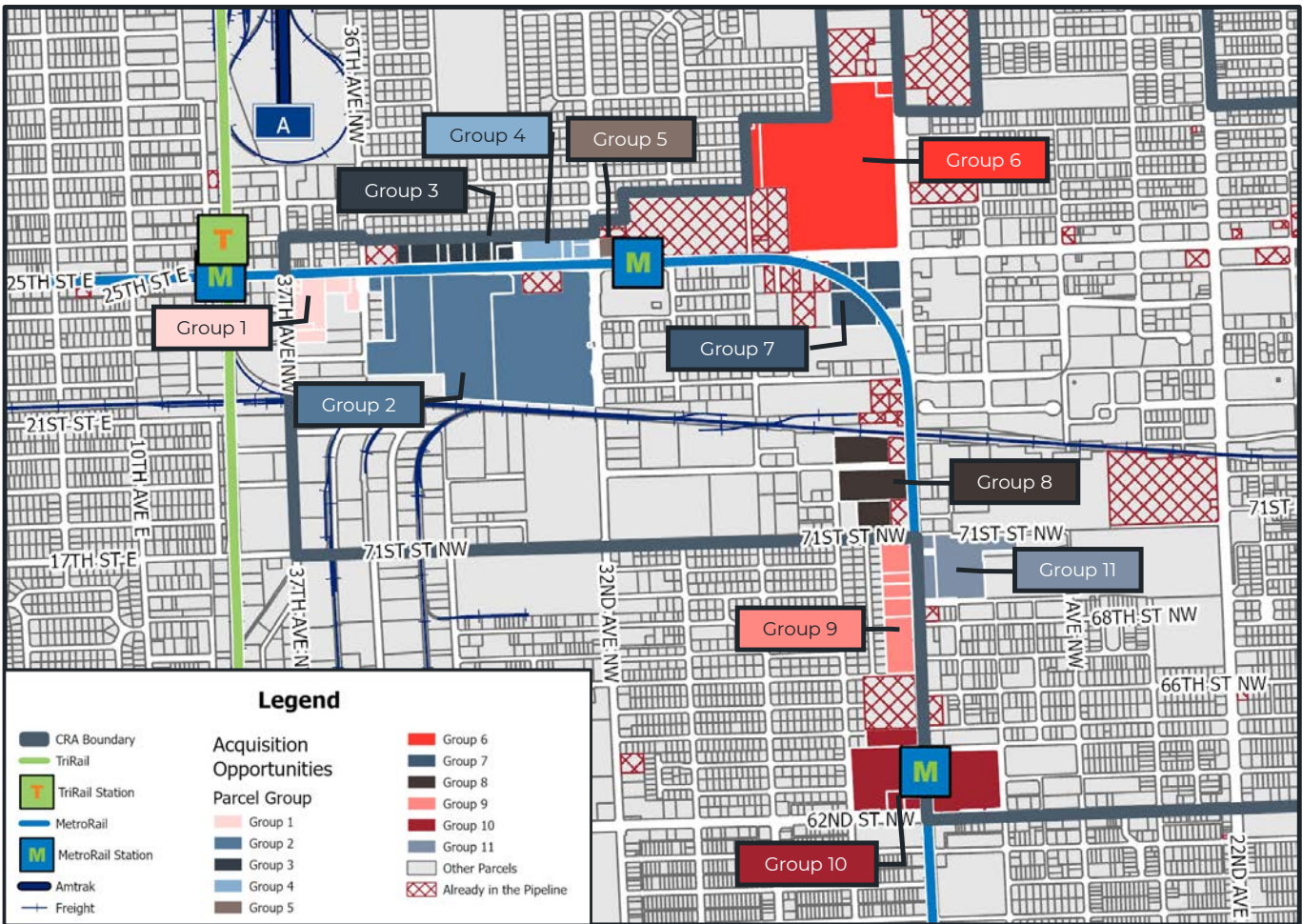
MARKET ANALYSIS

PARCEL ACQUISITION

Contiguous Parcels Identified for Potential Consolidation

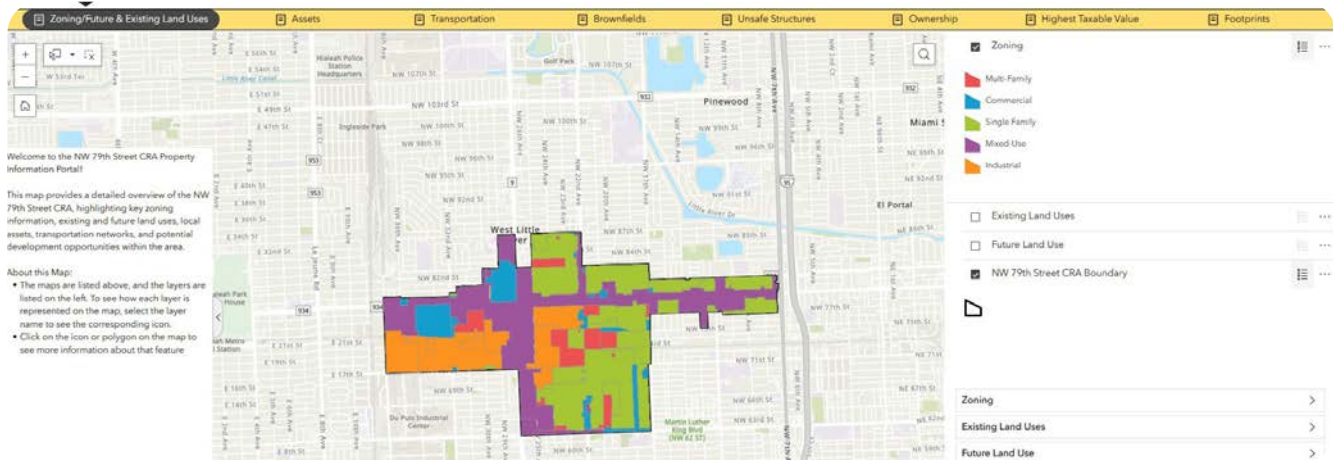
Parcel consolidation can generally support denser development and a wider range of uses. Consolidation unlocks development potential that may not be possible on smaller, scattered sites. The image and table illustrate potential areas of focus for parcel consolidation.

Group	Description	Area (SF)
1	Industrial Sites Adjacent to Tri-Rail /Metrorail Transfer Station	249,552
2	Industrial/Parking Adjacent to Walmart Super Center	2,108,810
3	Northside of NW 79 St between Transfer & Northside Station	219,630
4	Northside of NW 79 St between Transfer & Northside Station	128,295
5	Industrial Northside of NW 79 St between NW 30 Ave & 32 Ave	47,402
6	Northside Mall corner of NW 79 St & NW 27 Ave	1,636,906
7	Industrial Southwest corner of NW 79 St & NW 27 Ave	331,465
8	Industrial South New Tri-Rail Tracks & NW 27 Ave (potential future station site)	402,840
9	Industrial West of NW 27 Ave between NW 67 St & NW 71 St	318,183
10	Publicly owned sites east & west of MLK Metrorail station	787,104
11	Industrial east of NW 27 Ave between NW 69 St & NW 71 St	361,052



DEVELOPMENT OUTLOOK

PROJECTS IN THE PIPELINE



Potential Redevelopment Sites & Proposed Projects

Our land analysis revealed 25 projects currently in the pipeline, identified through comprehensive research of Miami-Dade County's Land Management portal within the CRA's boundaries. After pin-pointing parcels that had applications or approvals within the system, we created a detailed catalog to track the applications, their statuses, and proposed construction developments.

A key project in the area is being led by 79th Northside Town Station LLC, which was approved under A2020000050, to develop a 7-story building featuring 31 workforce housing units, 213 market-rate units, restaurants, and retail spaces. Other projects in the pipeline encompass a diverse range of projects, including mixed-use and multi-family housing, warehouses, commercial spaces, hotels, athletic facilities, and an educational institution, obtained from Miami-Dade County's Land Management Portal. The catalogue of these properties along with additional information such as zoning, future land use, assets, etc. was developed into a property dashboard utilizing ArcGIS Web Applications for a user-friendly

method. This dashboard will be included on the new CRA website that will feature relevant materials and information on the CRA. Additionally, our analysis identified 28 sites comprised of 94 parcels with significant potential for redevelopment. Sites in this context means group of adjacent parcels. These sites were selected based on specific criteria:

- Clusters of parcels with unsafe structures,
- Missing sewer infrastructure,
- Vacant status, or
- Instances where the land value exceeded the building value.

Notably, 67 of these parcels are currently vacant, while 18 contain unsafe structures, offering clear opportunities for transformative redevelopment and potential for the CRA to acquire.

By targeting vacant parcels or those with unsafe structures, the CRA is well-positioned to shape and direct the future of redevelopment in the area while capitalizing on naturally occurring development. This proactive approach ensures alignment with the CRA's vision and mission for fostering a vibrant, thriving neighborhood.

BOARD RETREAT

OVERVIEW OF FINDINGS

Key Needs

The CRA Board participated in a half day retreat where consultants presented the results of their analysis and review. Board members discussed how the presentation materials shaped their opinions about the CRA's redevelopment and identified areas where they would like to focus and key activities. Below is a summary of key needs that were prioritized for implementation at the retreat.

Preserving Naturally Occurring Affordable Housing

Preserving naturally occurring affordable housing and understanding the impacts of TOD to single family neighborhoods.

Neighborhood Preservation

Consider if the area could qualify as a historic district. Community preservation.

Poinciana Industrial Site

Determine what the plan is for this site and what are the opportunities.

Community Engagement

The process should be inclusive of the community. Consider focus groups. Round table.

Affordable Housing

Consider soft subsidies for gap financing. Live Local is more for market rate developers, so the CRA will need to consider providing more subsidies to make the affordable housing viable. Housing for seniors. No more public housing.

Small Business

Improve small business performance and new business development.



Development Opportunities

Focus development efforts where new development is already occurring. Coordinate with NW 7th Avenue and North Miami CRAs for development pipeline. Developer surveys. Community vision and needs for the Broadway.

Industrial Areas

Understanding vacant spaces. Build an inventory of ownership and tenants. Examine cleanup needs and the CRA's potential role.

Vacant Land and Unsafe Structures

Opportunities for activations on vacant lots including Broadway. A farmer's market or community space. Demolish unsafe structures.

Community Benefits

Have a clear list of community benefits needed to take to developers. Cultural arts opportunities.

Health and Public Safety

Better outcomes. Provide more health care facilities, urgent care and collaboration with hospitals.

Infrastructure and Transportation

Septic to sewer conversions opportunity. Review the bus stops and transit lines. Corridor improvements.

COMMUNITY SURVEY

FOCUS GROUP PARTICIPANTS

SURVEY RESULTS

The Numbers

- 40 in person participants
- 6 hours of outreach meetings
- 3 focus group meetings
- Collected comment cards
- Developed online survey

Opportunities

- Cultural engagement
- Grocery stores
- Medical services
- Beautification
- More parks and open space
- Restaurants
- Youth centers and entertainment
- Redevelop Poinciana
- Support for small businesses including funding and training.
- Circulator service

Challenges

- Permitting
- Illegal dumping
- Homelessness
- Lack of sewer infrastructure
- Lack of sidewalks
- Home ownership
- Funding for small business
- Brownfield remediation

Issues

- Vacant and abandoned buildings
- Better code enforcement
- Better community engagement
- New development should benefit residents and community
- Inadequate infrastructure limits opportunities for investment

In addition to public meetings and one on one calls with key stakeholders, property owners, businesses, residents and developers, paper and online surveys were distributed and summarized in the chart above.



FOCUS GROUPS

VISION + TAKEAWAYS

Overall Vision

- Create a master plan
- Activate vacant land with community events
- Beautification, new sidewalks
- More housing options and home ownership
- Job creation and training
- More entertainment uses
- Health services and the environment
- More parks and open space and trees
- Poinciana as a hub for new business and new neighborhood for the community
- Rehabilitate abandoned buildings

Key Needs

Support for Small Businesses

More business assistance and funding. Workforce training and more jobs to create generational wealth. Host small business workshops and events with food trucks on vacant land-community engagement.

Infrastructure to Support and Attract Businesses

Septic to sewer is a huge need. More sidewalks in the swale areas, shade trees and a transit circulator.

Vacant and Abandoned Buildings

Work with code enforcement and incentives to address violations. Building removal on a case by case basis. Determine overall vision for vacant lots and land bank for cultural engagement.

Clean and Safe

Beautify the area. Address trash, illegal dumping, crime and the homeless population which deters investment.



New Uses

Recruit a grocery store, medical services, places for youth to play--arcades, go carts, skating, bowling--theaters, restaurants.

New Development

Public private partnerships. 79th to become main commercial corridor. Prioritize redeveloping Poinciana. Develop a community benefits package. Expedite permitting.

Parks and Environment

More parks and open space. Sustainable buildings and brownfield remediation.

Housing

Home ownership, senior housing with health services. Housing for homeless. Rehabilitation.

CONSISTENCY WITH CRA PLAN

2010 Community Redevelopment Area Plan Highlights

There are many checks and balances to ensure that CRA funds are used equitably and sustainability. In addition to the Chapter 163 statutory language which describes how monies can be used, specific redevelopment activities must also be included in the CRA's most recent Redevelopment Plan. If it is not in the plan, the projects can't be funded with CRA dollars. Below is summary of the most recent plan which was written in 2010. All of the Actions in this current Action Plan, fall within the guidelines of Chapter 163 and the 2010 CRA Plan's areas of focus, goals and project strategies.

AREA OF FOCUS	PROJECTS AND STRATEGIES
Infill and Replacement Housing Strategy	<ul style="list-style-type: none"> • Eliminate and replace substandard housing and rehabilitate owner occupied. • Acquire and/or develop vacant infill lots. • Assemble lots for market-rate housing and TOD. • Attract private developers. • Code compliance. • Conservation programs for residential.
Economic Development Strategy	<ul style="list-style-type: none"> • Create a developer/business liaison. • Business attraction and relocation. • Incentive programs to attract development and jobs office/retail/restaurant. • Attract and assist new TODs.
Infrastructure and Neighborhood Improvements	<ul style="list-style-type: none"> • Proper water and sewer infrastructure to demand of anticipated development and new uses. • Sufficient parking exists to serve this corridor.
Land Acquisition	<ul style="list-style-type: none"> • Purchase land for redevelopment and blight removal, facilitate larger parcel assembly for private developers.
Grant and Financing Programs	<ul style="list-style-type: none"> • Implement Code Compliance Grant Program and enforcement • Implement program for commercial and residential rehabilitation. • Create job assistance programs.
Planning and Land Use Regulations	<ul style="list-style-type: none"> • Update the CRA Redevelopment Plan as necessary. • Study specific needs and issues. • Improve street appearance and function.
Community Policing	<ul style="list-style-type: none"> • Assist in establishing a community policing program. • Fund additional equipment needs. • Fund code enforcement relating to community policing.

3- ACTION PLAN OVERVIEW

YEAR 1

The Action Plan encompasses 22 different projects which are envisioned over a five-year time horizon. The following pages provide a full description of actions and next steps.

22 MAJOR INITIATIVES

- 2 Policy changes
- 5 In-depth analysis studies
- 4 Housing affordability initiatives
- 3 Partnerships
- 2 Activation opportunities on vacant land
- 2 Opportunities for repositioning
- 2 Infrastructure projects
- 2 Environmental improvements

YEAR 1 (2025)

AREA OF FOCUS	PRIORITY
PLANNING + TRANSIT ORIENTED DESIGN	<ul style="list-style-type: none"> • Priority 1.1 Focus targeted efforts on specific planning subareas and a master plan. • Priority 1.2 Develop a land acquisition strategy and acquire land. • Priority 1.3 Understand developments in the pipeline, identify development sites, work with the development community and community needs. • Priority 1.4 Focus transit-oriented-development (TOD) efforts to the west.
PRESERVATION + ACTIVATION	<ul style="list-style-type: none"> • **Priority 1.5 Determine a strategy for addressing and purchasing unsafe structures and creating a land bank.
INFILL, INDUSTRIAL + HEALTHCARE	<ul style="list-style-type: none"> • Priority 1.6 Support small businesses through grants. • Priority 1.7 Open an innovation hub for workforce development.
ENVIRONMENT + INFRASTRUCTURE	<ul style="list-style-type: none"> • *Priority 1.8 Address illegal dumping. • *Priority 1.9 Work with the Homeless Trust to address the homeless population.

OVERVIEW

YEAR 2

YEAR 2 (2026)

PRESERVATION + ACTIVATION

- Priority 2.1 Activate and revitalize Poinciana Park with temporary uses including parks, plazas and connectivity.
- Priority 2.2 Conduct a housing affordability review to preserve existing affordable housing and facilitate aging in place.
- **Priority 2.3 Activate land with temporary uses including cultural uses and engagement

HOUSING + NEIGHBORHOODS

- Priority 2.4 Recommend small scale mixed-income housing strategies on infill lots. Land bank infill lots in single family residential neighborhoods for infill housing.
- Priority 2.5 Recommend an approach for facilitating affordable home ownership with the County. Facilitate senior housing options on infill lots and multi-story housing on larger lots.

ENVIRONMENT + INFRASTRUCTURE

- **Priority 2.6 Construct more parks and open space and enhance the natural environment
- **Priority 2.7 Facilitate water and sewer hook-up.
- **Priority 2.8 Improve safety and walkability by adding more sidewalks in the swales and introduce a transit circulator
- **Priority 2.9 Beautify the district and increase the tree canopy with more landscaping and street trees.

OVERVIEW

YEARS 2+3

YEAR 2+3 (2026, 2027)

**PLANNING +
TRANSIT ORIENTED
DESIGN**

- Priority 3.1 Amend the zoning code to promote redevelopment.

**PRESERVATION +
ACTIVATION**

- Priority 3.2 Preserve single family neighborhoods with conservation areas.

**INFILL, INDUSTRIAL
+ HEALTHCARE**

- Priority 3.3 Partner with institutions for medical services.

YEARS 2-5

YEARS 2-5 (2026-2030)

**INFILL, INDUSTRIAL
+ HEALTHCARE**

- Priority 4.1 Convert or reposition underperforming industrial sites.
- Priority 4.2 Develop a longer-term strategy for commercial infill on the east.

**ENVIRONMENT +
INFRASTRUCTURE**

- Priority 4.3 Research brownfields remediation opportunities and coordinate with the county on Poinciana.
- Priority 4.4 Evaluate how to improve the district's environmental health.

YEAR 1, 2025

PLANNING + TRANSIT ORIENTED DESIGN

Master Plan + Planning Subareas

The following section describes specific actions that are prioritized over a five-year time frame. All are consistent with the 2010 Community Redevelopment Area Plan.

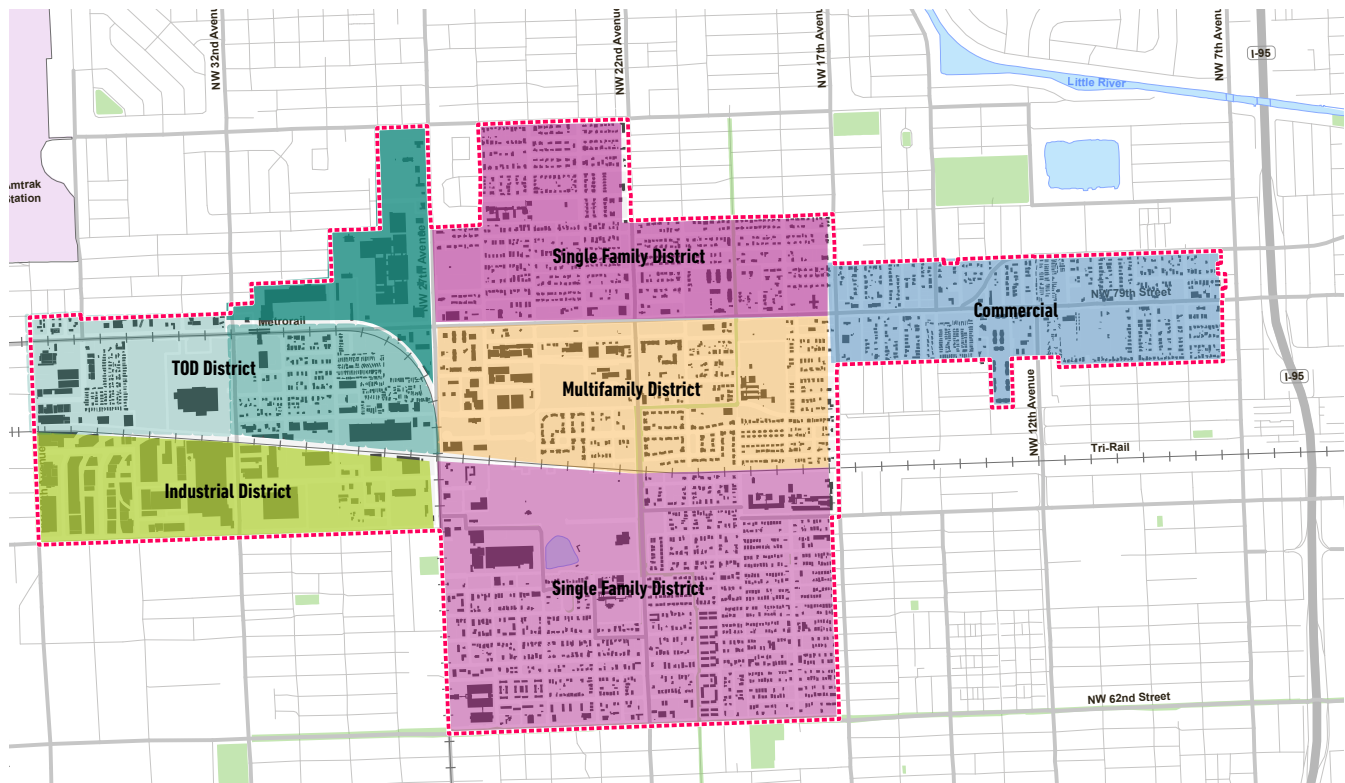
Priority 1.1 Focus targeted efforts on specific planning subareas.

Intended Outcome

Formalize subareas and select projects and strategies for each subarea.

Actions

1. Develop a master plan based on the planning subareas.
2. Evaluate the different needs and opportunities within each area.
3. Identify potential key redevelopment parcels and opportunities.
4. Build conceptual plan for build-out scenarios.
5. Developing phasing and land acquisition.



PLANNING + TRANSIT ORIENTED DESIGN

Land Acquisition

Priority 1.2 Develop a land acquisition strategy and acquire land.

Actions

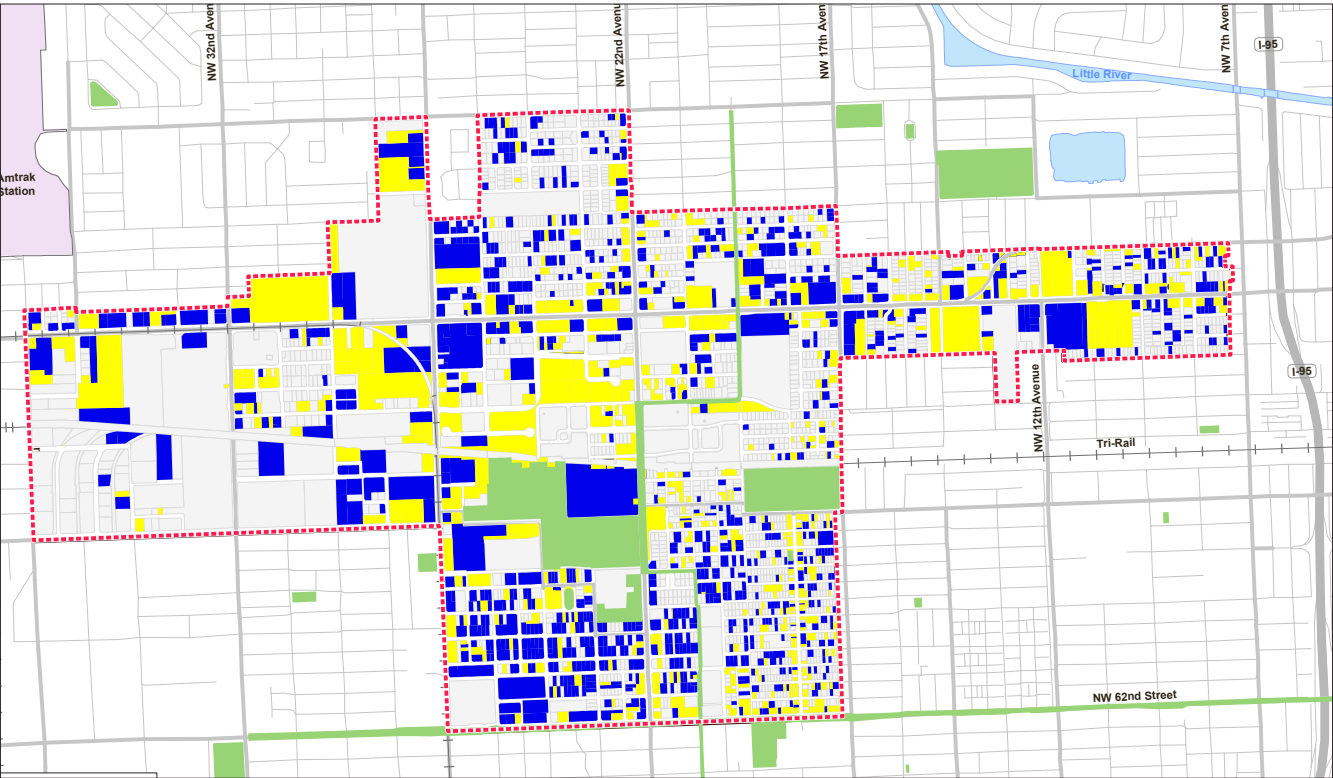
- 1. Determine which properties have the best development potential.
- 2. Coordinate with the CRA attorney and Board regarding acquisition.
- 3. Evaluate mechanism for banking land and strategies for activating and redeveloping this land.

Intended Outcome

Summarize land banking tools and opportunities and set up land bank. Start to acquire land.

Parcel ownership places the CRA in position to advance policy and design goals while leveraging its financial investments. Focusing on site assemblage means acquiring lower-cost and smaller key parcels so that the CRA can influence what will be built and how it will look and function. By holding rights to key parcels, the CRA can sell or partner in projects that align with the TOD vision. Higher sale prices will generate greater return for the CRA and advance the mission of economic development.

Existing Uses	Acres	% of CRA
Underdeveloped Land	227.6	
Vacant Land	257.91	
Total Potential Acres	535.51	36.1%
Total Acres in the CRA	1484	100%



PLANNING + TRANSIT ORIENTED DESIGN

Development Pipeline

Priority 1.3 Understand developments in the pipeline, development sites, community needs and work with the development community.

Key Actions

1. Create a database of developments in the pipeline based on County data and developer contacts.
2. Develop a list of community benefits desired including restaurants, entertainment, recreation, grocery.
3. Create a minimum requirements package for unsolicited proposals requesting CRA funding.
4. Meet with the development community to represent the CRA and new opportunities.

Intended Outcome

Create a comprehensive database of planned developments and opportunities to solicit new developments that meet the community needs and the vision for the CRA. This task is in process.

Additional Recommendations

The CRA's targeted acquisition of key parcels places it in a powerful position to influence future redevelopment. By acquiring key parcels, the CRA can directly influence how transit-oriented proposed TOD projects are. It can mandate that new developments include features such as pedestrian-friendly infrastructure and mixed-use spaces that combine residential, commercial, and recreational facilities. This control helps in overcoming fragmented development and steer projects towards more transit-oriented design.

Mixed-use affordable housing project honors the entrepreneurial and community spirit of the Cola-Nip Bottling Company that was once located nearby.

Case Study

Omni CRA Project Peach Micro Site, Florida

The City of Miami OMNI CRA provided \$1.3 million in funding for a micro site/infill 3,500 sf lot. The four-story project will cost \$2.6 million based on 2021 estimate. The project includes 600 square foot ground-floor commercial spaces for small businesses, 2,000 square feet of civic space for Catalyst Miami headquarters, a local nonprofit addressing socioeconomic issues, and three affordable rental units, each around 850 square feet.

The community benefit is 900 square feet of community event space with a rooftop oasis, complete with a kitchen, storage, and shaded areas.



PLANNING + TRANSIT ORIENTED DESIGN

TOD to the West

Priority 1.4 Focus transit-oriented-development (TOD) efforts to the west.

Actions

1. Identify the sites best served by transit.
2. Identify the desired characteristics for TOD projects.
3. Prepare case studies from best practices in TOD.
4. Coordinate land acquisition efforts for TOD and potential P3s
5. Meet with property owners to facilitate development opportunities.

Intended Outcome

Facilitate TOD development and develop potential partners for P3s.

Additional Recommendations

The CRA can shape the development climate towards TOD by focusing on site assemblage and holding rights to key parcels. Additionally, the CRA can facilitate more collaboration among developers and their projects by showcasing how each TOD project contributes to making the neighborhood more walkable, knitting together one investment at a time, both from the public sector (park amenities) and the private (new apartments and stores). Over time, the corridor can become an area where each successful project builds on the success of prior and future development because of a changed market perception. In this way, the CRA can fulfill its economic development mission by demonstrating how current projects and developers are aligned while encouraging more projects and more market participants for similar outcomes.



Grove Station (pictured left) and Coral Gables Station (pictured right)

PRESERVATION + ACTIVATION

Unsafe Structures + Land Bank (reference policy 2.4)

Priority 1.5 Determine a strategy for addressing and purchasing unsafe structures and creating a land bank.

Actions

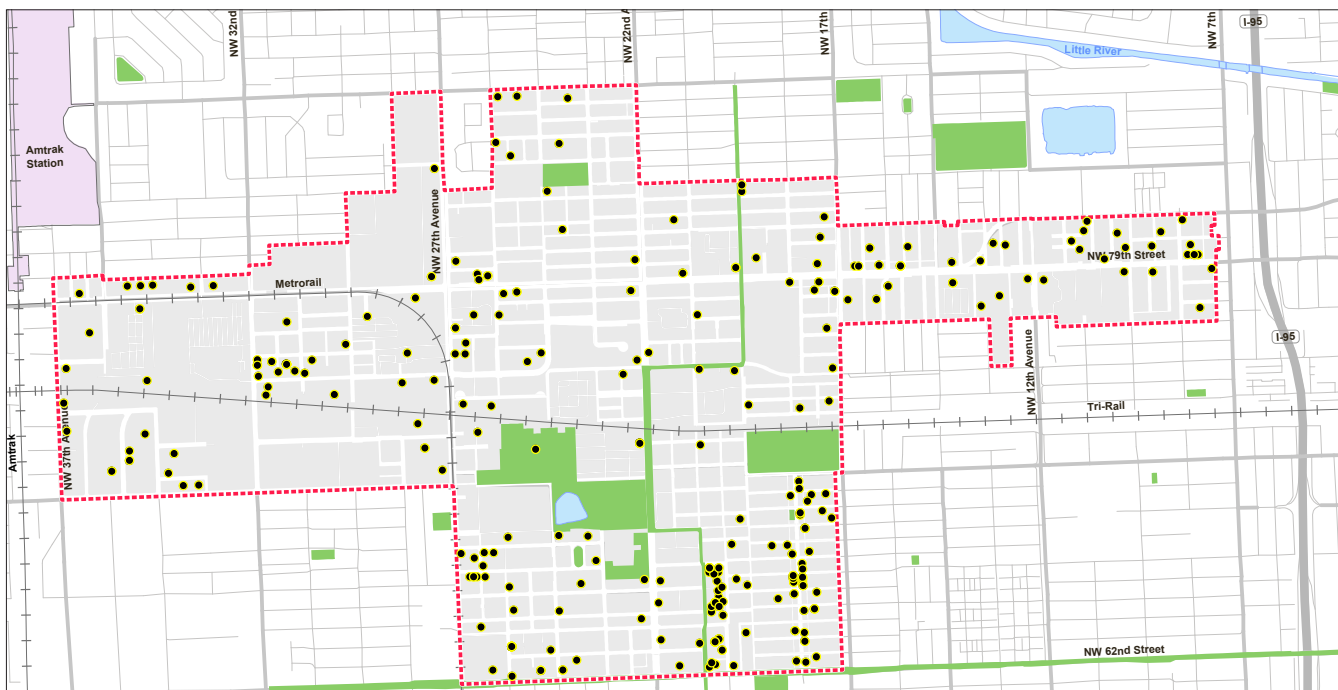
1. Evaluate overall condition of structures using county GIS data.
2. Work with code compliance to address minor violations.
3. Target certain areas in coordination with vacant land based on redevelopment opportunities.
4. Determine if properties are candidates for land acquisition and demolition.

Intended Outcome

Develop a strategy for addressing and purchasing unsafe structures and create a land bank. Larger infill lots can support larger developments while single family residential lots can support single family and duplex typologies.

Structures are deemed unsafe if they are in violation of Florida Building Code and or in imminent danger for habitation (Sec. 8-5 County Code). Unsafe structures are tracked by Miami-Dade County Code Enforcement. There are 335 unsafe structures within the CRA boundaries that have one or more of the following conditions:

1. Vacant, unguarded and open at doors or windows.
2. Accumulation of debris representing a hazard.
3. Restrict egress for fire protection.
4. Loose siding or building material.
5. Structural deterioration.
6. Partial destruction.
7. Unusual sagging.
8. Electrical or mechanical systems are hazardous.
9. Malfunctioning sanitary or waste systems.



INFILL, INDUSTRIAL + HEALTHCARE

Small Business Grants

Priority 1.6 Support small businesses through grants.

Actions

1. Promote small business workshops.
2. Promote events with food trucks on vacant land-community engagement.
3. Provide more business assistance and funding.

Intended Outcome

Continued support for small businesses.

Case Study

CDFI Friendly Fort Worth, Texas

Community Development Financial Institutions (CDFI) are private financial institutions dedicated 100% to benefiting low-income, low-wealth, and other under-resourced people and places. All CDFIs make loans, and some CDFIs are banks or credit unions that also provide vital savings and checking accounts, as well as payment services.

There are more than 1,200 CDFIs working in all 50 states across the United States. They are not working in all communities, however. The “CDFI Friendly” strategy connects some of those underserved communities to CDFI financing. CDFI Friendly Fort Worth is a non-profit that connects CDFIs, lenders and other investors with underserved communities to improve their access to patient, flexible financing. The target use for these funds is credit enhancement, shared lending, and programmatic partnerships and deals. In the first two years of operation, CDFI Friendly Fort Worth provided \$24M in CDFI loans. CDFI Friendly America is a national organization that increases access to financing primarily for minorities.

CDFI Friendly

Lending Spotlight




Owners of Lolás Cuban Food are using a CDFI loan from CDC Small Business Finance to open an eat-in restaurant in Fort Worth!

Full-Strength Fort Worth and CDFI Friendly Fort Worth affordable lending for historically underfunded small business.

INFILL, INDUSTRIAL + HEALTHCARE

Innovation Hub

Priority 1.7 Open an innovation hub for workforce development.

Actions

1. Evaluate potential workforce partners.
2. Facilitate partnerships with local institutions.
3. Identify potential sites for an innovation hub.
4. Determine requirements, needs and focus for the innovation hub.
5. Engage the County to lease or purchase a space.

Intended Outcome

Recommend opportunities for viable partnerships with local institutions to provide workforce training and a physical location for the innovation hub.

Case Study

The Innovation Quarter, Winston-Salem, NC

The Innovation Quarter in Winston-Salem, NC is an entrepreneurial hub that includes startups, sole proprietors, emerging and established businesses and promotes innovation. It is a multi-phased, mixed-use district with office, lab, retail, residential, including affordable housing, community gathering and academic spaces. It was formed through a strategic partnership between Wake Forest University School of Medicine, Atrium Health and real estate and development partner Wexford Science & Technology with additional support from the city and county. The District's leadership includes the CEO of Atrium Health Wake Forest Baptist health and Dean of Wake Forest School of Medicine with a focus on the multi-hospital health system and physician network.

Recently, the Innovation Quarter launched a partnership with Winston Starts, a non-profit start-up accelerator, to provide memberships for entrepreneurs and start-up companies in biotechnology, life sciences, and regenerative medicine industries. The Quarter supports small businesses with office hours with attorneys, accountants and marketing professionals; pitch practice with venture capital companies and individuals, connections to mentors, connections with accelerator or grant programs, networking and community-building events.



Innovation Quarter in Winston Salem, NC

ENVIRONMENT + INFRASTRUCTURE

Illegal Dumping + Homelessness

Priority 1.8 Address illegal dumping.

Actions

1. Work with County Commissioner's office to address illegal dumping.
2. Have Code Compliance conduct regular surveys of neighborhoods to reduce illegal dumping.
3. Encourage residents and businesses to report illegal dumping to 311.
4. Provide on street trash receptacles to minimize trash.

Intended Outcome

Reduce illegal dumping and remove trash.

Priority 1.9 Work with the Homeless Trust to address the homeless population.

Actions

1. Coordinate with the Homeless Trust to help rehabilitate the homeless population and address the encampments.
2. Facilitate housing for homeless in collaboration with local developers.

Intended Outcome

Engage the Homeless Trust to reduce the homeless encampments and provide housing options.

YEAR 2, 2026

PRESERVATION + ACTIVATION

Poinciana Park

Priority 2.1 Activate and revitalize Poinciana Park with temporary uses including parks, plazas and connectivity.

Actions

1. Support existing opportunities and efforts for redevelopment.
2. Explore adding a Metrorail Station at Poinciana.
3. Confirm policies available to support additional industrial development.

Intended Outcome

Facilitate Poinciana's redevelopment.

PRESERVATION + ACTIVATION

Preserve Existing Affordable Housing

Priority 2.2 Conduct a housing affordability review to preserve existing affordable housing and facilitate aging in place.

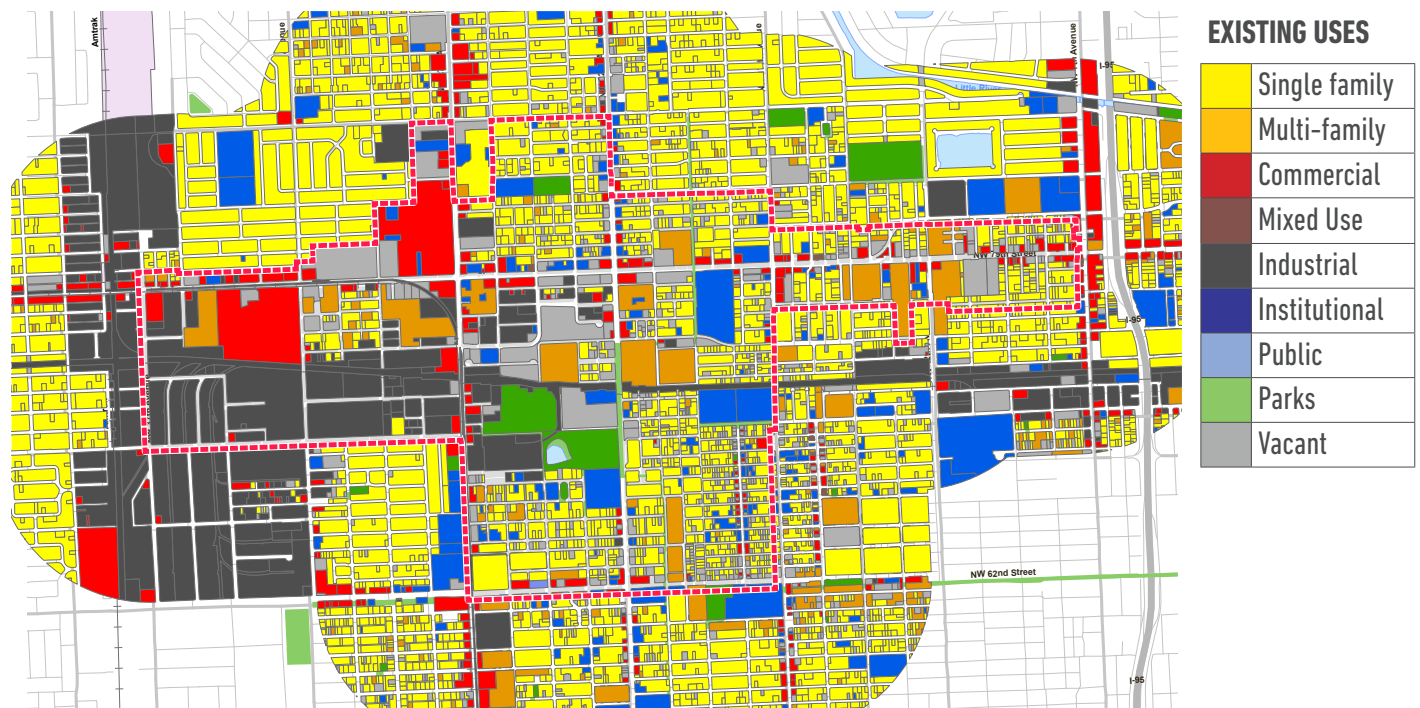
Actions

1. Identify existing naturally occurring affordable housing and conduct affordability review of existing structures with available data sets.
2. Survey housing age and condition, tenure and value.
3. Develop strategies for rehabilitating and renovating existing homes.

Intended Outcome

Implement plan to preserve affordable housing including a program and funding for home repair and rehabilitation.

36% of the CRA is residential with 23% single family. The existing uses surrounding the CRA are also predominantly residential.



PRESERVATION + ACTIVATION

Temporary Activation on Vacant Land

Priority 2.3 Activate land with temporary uses including cultural uses and engagement

Actions

1. Evaluate the condition of vacant lands.
2. Evaluate opportunities to mitigate through land acquisition, engaging with property owners and code enforcement.
3. Determine if any properties should be acquired in coordination with the land acquisition analysis.
4. Determine if any sites may be suitable for parks.
5. Identify strategies to activate with temporary uses.

Intended Outcome

Develop an overall approach to vacant land and activations.

Case Study

Kalamazoo County Land Bank, MI

The Kalamazoo County Land Bank manages tax-foreclosed, distressed, and underutilized properties to get them back to active use, back on the tax rolls, and as neighborhood assets. In an effort to revitalize the Edison neighborhood in Kalamazoo, the Land Bank led a mural installation called “Inside Out Project: We are Edison”, by photographer and resident, Fran Dwight. The mural captures portraits of 100 residents which are displayed on the facades of buildings owned by the Land Bank as a temporary use in anticipation of redevelopment.



Inside Out Project: We Are Edison Temporary Use Project

HOUSING + NEIGHBORHOODS

Land Bank Infill Lots for Housing

Priority 2.4 Recommend small-scale mixed-income housing strategies on infill lots. Land bank infill lots in single-family residential neighborhoods for infill housing.

Actions

1. Research best practices for infill senior and mixed-income housing.
2. Coordinate the land acquisition and land bank for scattered sites to identify potential housing sites.
3. Identify partners to develop single family and small-scale multi-family infill housing product.

Intended Outcome

Determine potential lots for land banking and redevelopment strategies for infill housing.

Facilitate single family, small-scale multi-family and senior housing options on infill lots.

Case Study 1

Chattanooga Missing Middle Housing, TN

The Chattanooga Missing Middle Housing project, (shown in the photo above) led by Chattanooga Neighborhood Enterprise Inc.(CNE), transformed 50 vacant parcels in two neighborhoods into 181 units of missing middle housing targeting families and individuals earning between 60 and 80 percent of the area median income (AMI). The project preserves neighborhood character while increasing density. The opportunity arose when Tennessee Temple University closed, freeing 34 scattered lots for redevelopment. The neighborhoods were chosen for their traditional urban layout, walkability, proximity to downtown, and need for reinvestment with the primary goal for affordable rental and homeownership opportunities, rebuilding disinvested communities, and creating prototypes that could be replicated for future developments.



Case Study 2

Kalamazoo Land Bank, MI

Kalamazoo, MI Land Bank acquires vacant and blighted properties with the intention of rehabilitating them and reconnecting them back into the community. Properties are acquired through donation, purchase or by bundling for the purpose of redevelopment and rehabilitation and to generate operating revenue for the Land Bank. The Land Bank has the authority to hold land for the purpose of land assembly or to wait for economic conditions to change. Property can also be disposed of based on the intended use, the nature of the transferee of the property and impact of the property transfer in the short- and long-term.

Land is sold through the following programs:

Side Lot Program which incentivizes homeowners to purchase vacant lots next door to their homes for \$250 within the city limits or 50% of the land value in townships and villages.

Transform this Property lists vacant land or properties with existing structures at market value and considers below market offers for properties listed more than 30 days. Applicants must have the resources to rehabilitate structures to receive a certificate of occupancy in a reasonable amount of time.

Sales to Non-Profits to Support Affordable Housing provides a discount on properties for both new affordable housing construction and renovation.

Homeownership Opportunities sells homes based on a broker's opinion or market analysis.

HOUSING + NEIGHBORHOODS

Facilitating Home Ownership + Senior Housing on Infill Lots

Priority 2.5 Recommend an approach for facilitating affordable home ownership with the County. Facilitate senior housing options on infill lots and multi-story housing on larger lots.

Actions

1. Research best practices for encouraging homeownership for long-term residents including young professionals and seniors.
2. Research best practices for infill senior and mixed-income housing. Partner with the county on existing efforts.
3. Develop financial strategies and collaborate with local banks.

Intended Outcome

Recommend an approach for expanding homeownership and coordinate with the county on their efforts. Facilitate senior housing options on infill lots.

Case Study

Prairie Gardens, Kalamazoo, MI

Prairie Gardens senior cottages, was built on vacant and blighted land of the former Southwestern Michigan Tuberculosis Sanitarium and Kalamazoo Psychiatric Hospital complex. The sanitarium was built in the 1950s, closed in 1990 and remained vacant, vandalized, and a target for criminal activity until 2011. The Kalamazoo Land Bank partnered with Western Michigan University and City of Kalamazoo with funding from the Neighborhood Stabilization Program (NSP), to build 24 energy-efficient cottage-style duplexes on six-acres. The project, completed in 2016, features walking trails, rain gardens, a bio-swale, a community pavilion with exercise equipment, and space to meet. All cottages are fully leased.

Case Study

Chattanooga Starter Homes, TN

The Chattanooga Missing Middle Housing project, led by Chattanooga Neighborhood Enterprise Inc. (CNE), included starter homes developed on subdivided lots to create compact, affordable housing options, while sixplexes and quadplexes—designed to resemble single-family homes—were targeted at renters, including Section 8 voucher recipients.

Kalamazoo, MI Land Bank: On former vacant and blighted land, Prairie Gardens senior cottages, Kalamazoo Land Bank, Western Michigan University and City of Kalamazoo and NSP, mixed income cottages. 24 units on 6-acres fully leased.



ENVIRONMENT + INFRASTRUCTURE

Parks + Open Space

Priority 2.6 Parks and open space and enhance the natural environment.

Actions

1. Identify park needs in coordination with the County Parks and Recreation and Open Space (PROS).
2. Review vacant sites and sites with unsafe structures in terms of opportunities for parks.
3. Evaluate opportunities to increase connectivity with pedestrian paths, sidewalks and additional landscaping.
4. Coordinate park and programming needs with PROS.
5. Investigate strategies for private developers to partially fund parks.

Intended Outcome

Identify potential sites for parks and preliminary programming opportunities and facilitate more parks.

Case Study

Klyde Warren Park, Dallas, TX

Klyde Warren Park is a 5.4 acre park that provides free programming and educational opportunities to serve as a town square for the residents of Dallas. It operates as a non-profit organization and was created to physically connect two distinct neighborhoods to deck over an existing highway. The park has helped transform the area with significant economic impact, improved quality of life and increased foot traffic with more than 1.3 million annual visitors.

The \$112 million project was funded through a public-private partnership including a \$20 million bond fund from the City of Dallas, \$20 million in highway funds from the state and \$16.7 million in federal stimulus funds. The balance of funding was provided by individual donors directly to the Woodall Rodgers Park Foundation.



Klyde Warren Park, Dallas, TX

ENVIRONMENT + INFRASTRUCTURE

Sewer Connections

Priority 2.7 Facilitate water and sewer hook-up.

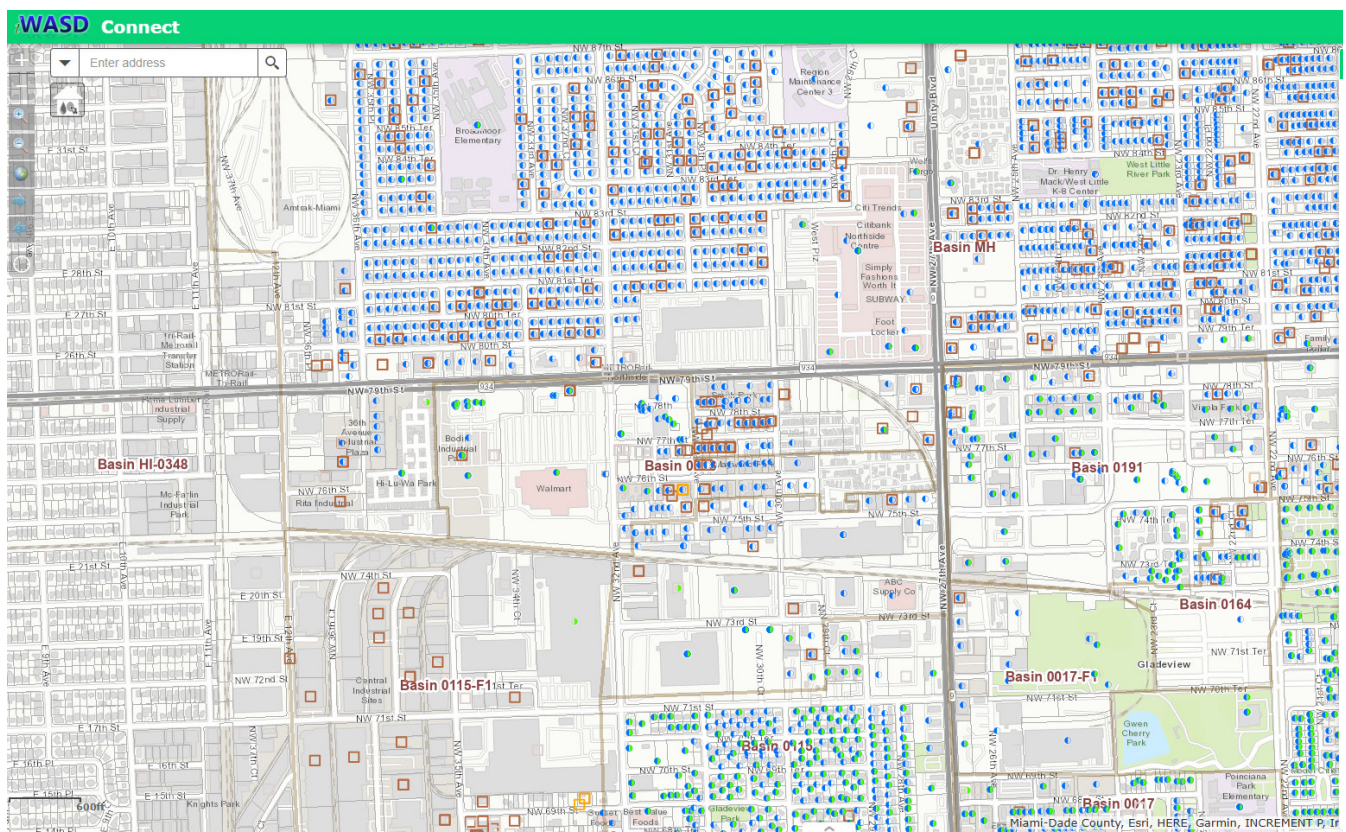
Intended Outcome

Recommend next steps for water and sewer connections.

Water and sewer hookup.

Actions

1. Coordinate with Water and Sewer Department (WASD) on potential for water and sewer.
2. Map the parcels lacking sewer connections using the WASD GIS application.
3. Evaluate need and opportunity for funding or grants.
4. Assess the cost for sewer connections and potential funding solutions.



WASD's Connect application identifies all parcels that are not connected to sewer lines.

ENVIRONMENT + INFRASTRUCTURE

Safety Improvements, Sidewalks + Transit Circulator

Priority 2.8 Improve safety and walkability by adding more sidewalks in the swales and introduce a transit circulator.

Actions

1. Determine a strategy for enhancing the street cross section on NW 79th Street to improve safety and walkability.
2. Use existing data to conduct a sidewalk gap assessment.
3. Conduct windshield field surveys of sidewalk conditions.
4. Develop preliminary design concept and prioritize locations.
5. Work with County Commissioners and the Department of Transportation and Public Works (DTPW) to improve sidewalks on County roads.
6. Work with FDOT to change the roadway section for NW 79th Street to increase sidewalk widths.
7. Explore a transit circulator service.

Intended Outcome

Design and construct new sidewalk infrastructure and roadway improvements and pursue funding for a transit circulator.

Case Study

FDOT Service Development Grant and Metroconnect

FDOT provides discretionary grants for public service transit development programs. Eligible projects involve NEW methods for improving operations, maintenance and marketing in public transit system are also eligible for program funding like the Freebee. Funding for Service Development Projects are 50/50 participation between FDOT and the Agency.

Metroconnect is an on-demand and circulator service that supplements transit.



Safety improvements, like the image shown on the left, will be implemented in July 2025 by FDOT mainly:

1. A new traffic Signal at 27th Avenue
2. Improving left turn lane and extending medians at NW 17th Avenue
3. Midblock Crossing NW 15th Avenue to NW 14th Place

ENVIRONMENT + INFRASTRUCTURE

Increasing Tree Canopy

Priority 2.8 Beautify the district and increase the tree canopy with more landscaping and street trees.

Intended Outcome

Develop a tree planting approach and plan and plant more trees.

Actions

1. Evaluate opportunities to increase the tree canopy including FDOT Beautification grants for State Roads.
2. Meet with PROS to determine what options are available to increase the number of street trees planted on County Roads.
3. Consider the right-of-way widths and available space for tree plantings on different streets.
4. Select an approach to planting more trees.



Downtown Los Angeles includes a variety of shade and palm trees to increase the tree canopy.

YEARS 2-3, 2026-2027

PLANNING + TRANSIT ORIENTED DEVELOPMENT

Zoning Amendment

Priority 3.1 Amend the zoning code to promote redevelopment.

Actions

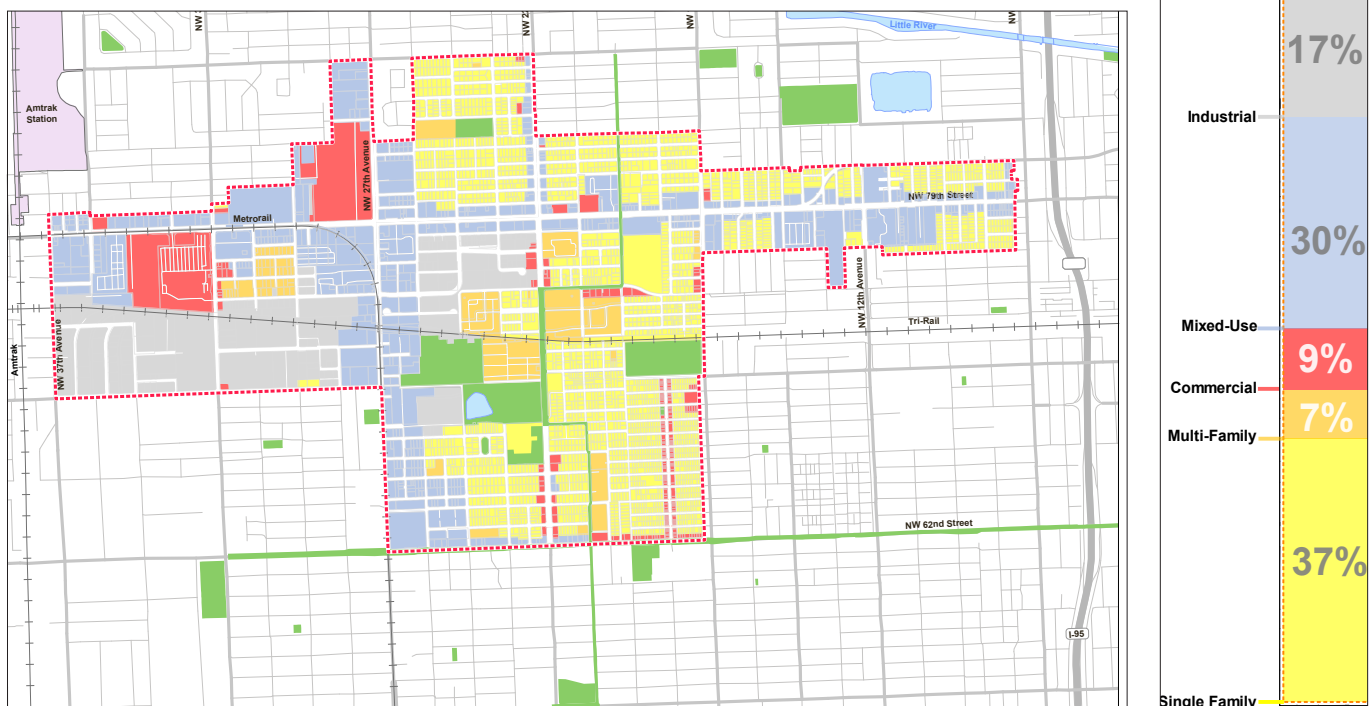
1. Evaluate the current zoning code for potential improvements.
2. Identify specific needs to facilitate private investment in terms of the code.
3. Identify how the code can be updated to better match the community's vision.
4. Work with Miami-Dade County's Planning Department to update the code.

Intended Outcome

Amend the zoning code and formally adopt the changes.

North Central Urban Area District (NCUAD)

The current zoning includes NCUAD, a special mixed-use category which determines where specified land uses and development intensities are permitted based on proximity to designated Urban Centers and major roadways. The "core" land use permits 125 units/acre, 4-15 stories. The "center" permits 90 dwelling units (du) per acre 3-12 stories, and "edge" permits 60 du/acre, up to 6 stories. An additional designation of Mixed Use Corridor (MC) for portions of NW 79th Street, NW 27th Avenue and NW 22nd Avenue permits several uses that may not be compatible with the CRA's redevelopment vision including automobile and truck services, gas stations, auto mechanics, car wash and mini storage facilities.



NCUAD zoning represents 30% of the CRA District.

PRESERVATION + ACTIVATION

Preserving Single Family Neighborhoods

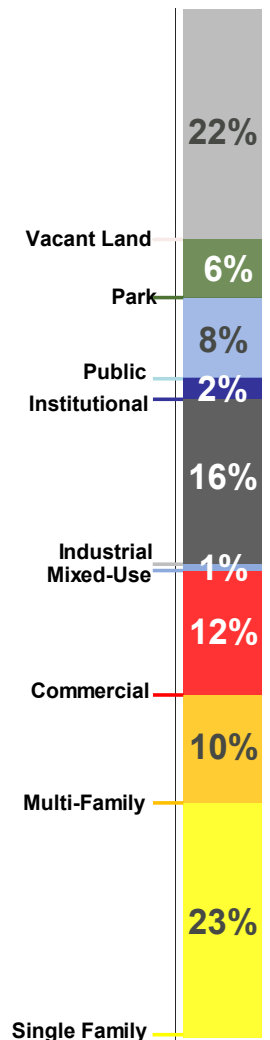
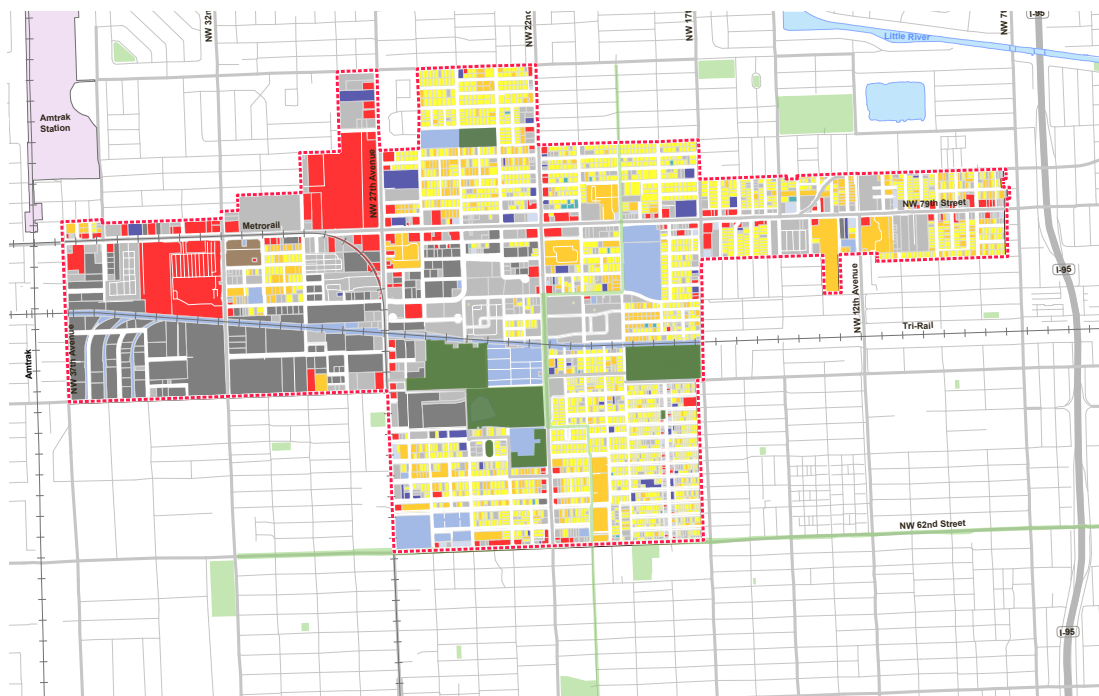
Priority 3.2 Preserve single family neighborhoods with conservation areas.

Intended Outcome

Create a mechanism to protect single family neighborhoods.

Actions

1. Explore mechanism to create a heritage district or conservation district.
2. Identify structures with historic value to build meaning to the neighborhood.
3. Determine how a heritage district could protect single family neighborhoods.
4. Work with the Miami-Dade County's Historic Preservation and Planning Departments to develop the best approach including the code language for adoption.



INFILL, INDUSTRIAL + HEALTHCARE

Healthcare Partnerships

Priority 3.3 Partner with institutions for medical services.

Actions

1. Determine how the CRA can facilitate new health care businesses.
2. Evaluate potential healthcare partners.
3. Recommend opportunities for viable partnerships with local institutions to provide healthcare services and workforce training.

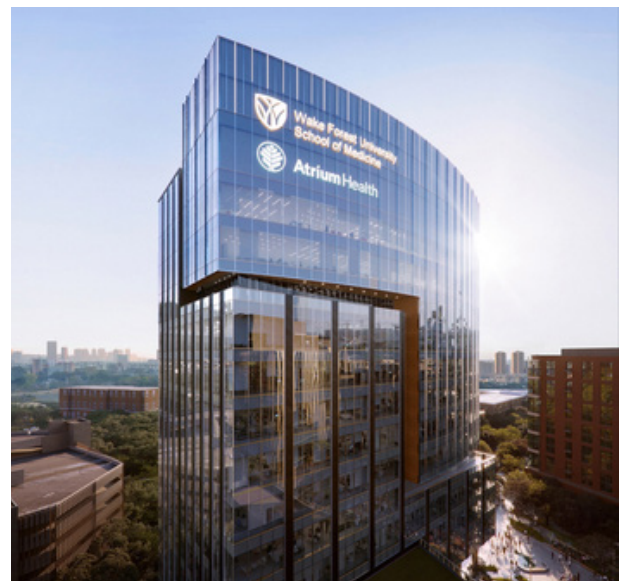
Intended Outcome

Facilitate healthcare partner with a physical presence in the community.

Case Study

The Pearl, Charlotte, NC

Atrium Health in partnership with Wexford Science & Technology are developing “The Pearl”, a second medical school campus for the Wake Forest University School of Medicine, in Charlotte. It is planned to be the most innovative medical school in the country. With a focus on artificial intelligence, it is anticipated that The Pearl will be a super magnet for experts and professionals in medicine. In addition, students focus on health equities and the advanced healthcare services will serve the greater community.



Atrium Health's, The Pearl, will focus on equitable health outcomes once complete, Charlotte, NC

YEARS 2-5, 2026-2030

INFILL, INDUSTRIAL + HEALTHCARE

Industrial Redevelopment

Priority 4.1 Convert or reposition underperforming industrial sites.

Actions

1. Identify vacant industrial sites.
2. Identify underperforming sites.
3. Investigate converting or repositioning underperforming industrial-sites for more active manufacturing facilities.

Intended Outcome

Facilitate repositioning industrial.

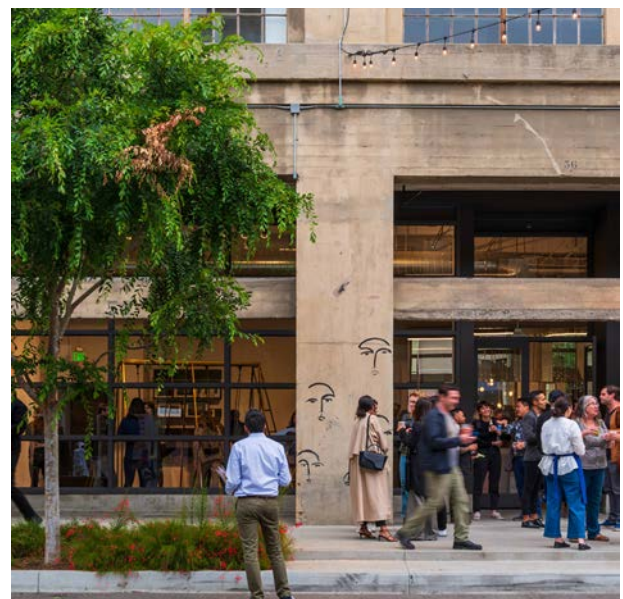


The produce distribution center (top) remains as part of ROW DTLA, adjacent to the nascent commercial center (bottom left and right).

Case Study

ROW DTLA

ROW DTLA is an example of how an industrial area was partly transformed into a walkable commercial district while still maintaining the viable industrial distribution center. ROW DTLA is a 30-acre urban campus and collective of artists, entrepreneurs, retailers and offices. Located at the LA Terminal Market, ROW DTLA was built from 1917 to 1923 along the Southern Pacific Railroad and still operates as a major distribution center for produce across the region. With its historic and industrial buildings, the campus has evolved into a walkable urban environment with restaurants, boutique retail shops, creative office workspaces, outdoor green spaces, art galleries, event venues, and an abundance of amenities amid nearly two million square feet of space.



INFILL, INDUSTRIAL + HEALTHCARE

Commercial Infill

Priority 4.2 Develop a longer-term strategy for commercial infill on the east.

Actions

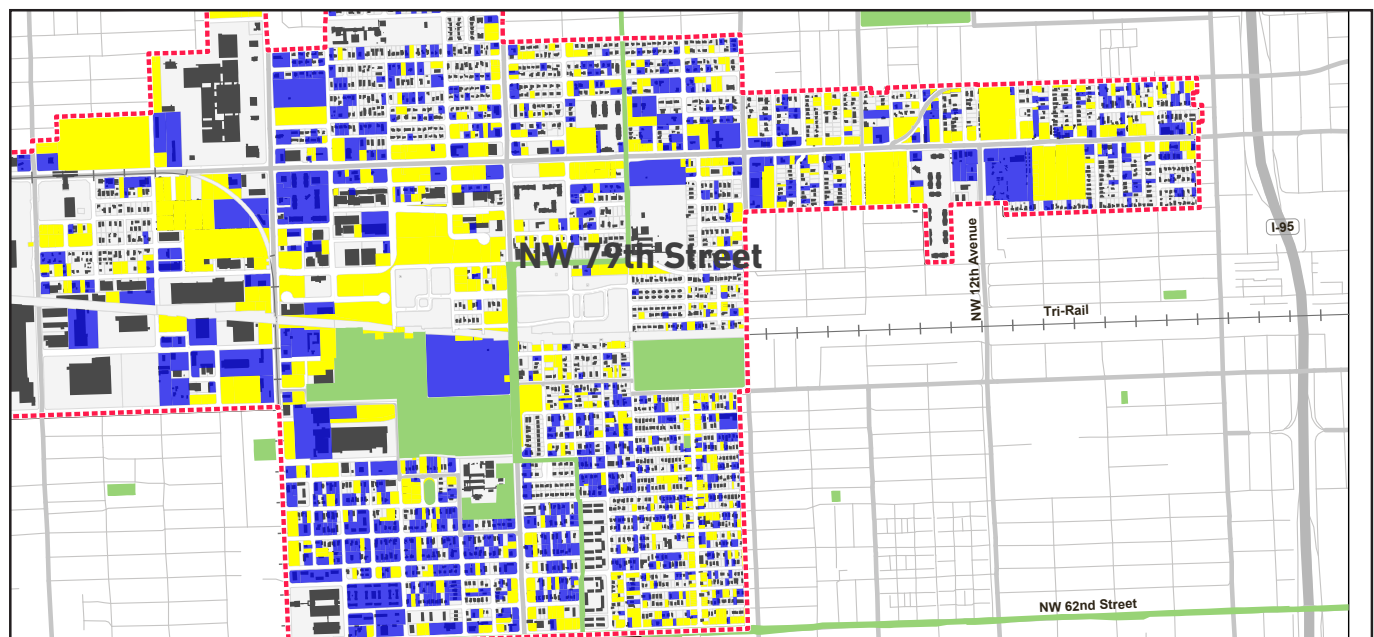
1. Evaluate redevelopment potential of vacant commercial parcels along the corridor.
2. Evaluate potential uses related to restaurants, entertainment, recreation and grocery.
3. Develop a long-term strategy for commercial development and activation on the east and along the Broadway Corridor.
4. Recommend potential commercial infill improvements.

Intended Outcome

Facilitate commercial infill on the east end of the corridor.



Commercial parcels on NW 79th Street are often vacant or underutilized like the image shown above.



The eastern portion of NW 79th Street has a high number of vacant parcels, shown in yellow, and parcels that are ripe for redevelopment, shown in blue.

ENVIRONMENT + INFRASTRUCTURE

Brownfield Remediation, Environmental Health

Priority 4.3 Research brownfields remediation opportunities and coordinate with the county on Poinciana.

Actions

1. Confirm existing brownfield sites and potential contamination. Evaluate the health challenges and previous research conducted by the Department of Health.
2. Determine strategy and approach to brownfield remediation.
3. Research EPA and BEDI grants for environmental assessment and remediation.

Intended Outcome

Build a playbook to mitigate brownfields.

Priority 4.4 Evaluate how to improve the district's environmental health.

Actions

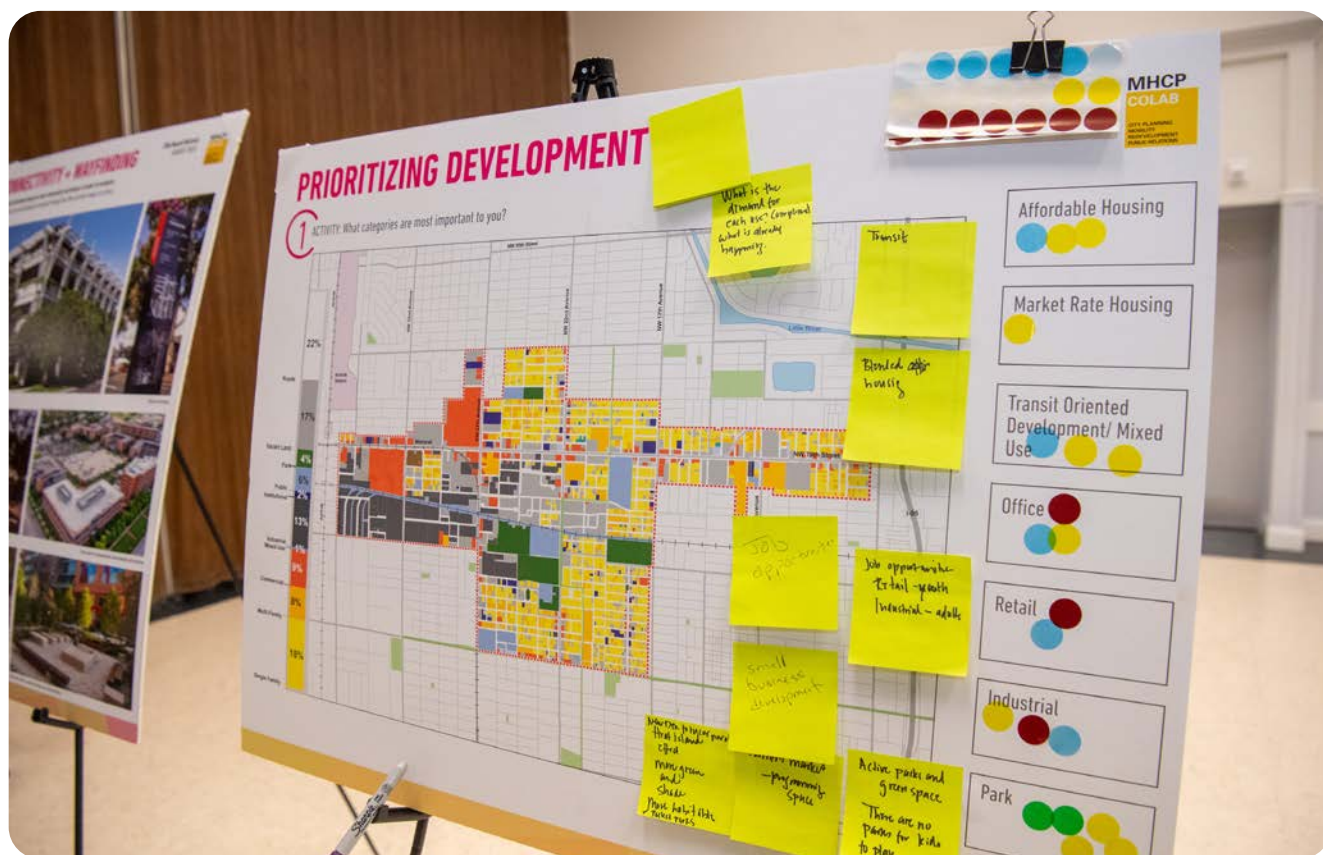
1. Determine the environmental needs.
2. Evaluate how new development can reduce heat, enhance the natural environment and air quality.
3. Evaluate how changes to the infrastructure can reduce heat, enhance the natural environment and air quality.
4. Recommend an approach to addressing environmental needs connected to the built environment and redevelopment opportunities.

Intended Outcome

Build a playbook to implement environmental recommendations.

4- APPENDIX

Talking Points
Frequently Asked Questions
Market Analysis
Parcel Prioritization
2024 Development Outlooks





Talking Points

CRA's are Dependent Special Taxing District

A Community Redevelopment Agency (CRA) is a type of special district that relies on future increases in property values to fund economic development projects within the district. CRAs are present in many areas of the city of Miami, and there are four unincorporated CRAs located in Miami-Dade County. The overarching goal of the CRA is the expansion of the property value of the area to the maximum extent possible through re-development strategies consistent with its adopted Redevelopment Plan and Action Plan. Miami-Dade County, as the governing body, through the Miami-Dade Board of County Commissioners (BCC), established the NW 7th Avenue Corridor CRA, with the approval of the Redevelopment Plan and Trust Fund, in June 2004. An Interlocal Agreement between the BCC and the CRA was approved in January 2012.

The CRA Board of Commissioners may consist of at least five (5) and no more than nine (9) appointed members. CRA Boards do not establish policies for the city or county. CRA Boards establish policies and develop, administer, and implement the CRA's Redevelopment Plan. The CRA Board operates as an independent body from the governing body, even when it consists of the same individuals. The CRA has certain powers that the city or county may not have, such as establishing tax increment financing and leveraging local public funds with private dollars to make redevelopment happen. There are currently over 250 Community Redevelopment Areas in the State of Florida. To obtain a current list, visit the Florida DEO website.

Community Redevelopment Area or District

Under Florida law (Chapter 163, Part III), local governments can designate areas as Community Redevelopment Area when certain conditions exist. All the money used to finance CRA activities is locally generated. Redevelopment plans must be consistent with comprehensive plans from the local government. Examples of conditions that can support the creation of a CRA include, but are not limited to:

- The presence of substandard or inadequate structures.
- Lack of affordable housing.
- Inadequate infrastructure.
- Insufficient roadways.
- Need for adequate parking.

To document these required conditions, the local government must survey the proposed redevelopment area and prepare a Finding of Necessity, known as a FON. If the FON determines the required conditions, the local government may create a Community Redevelopment Area to provide the tools needed to foster and support the redevelopment needs.

The Community Redevelopment Agency administers these activities and programs within a Community Redevelopment Area. The CRA "Board" created by the local government (city or county) directs the Agency. The Board can comprise local government officials or other individuals appointed by the local government.



Talking Points

What is a Community Redevelopment Plan?

The Community Redevelopment Agency is accountable for creating and executing the Community Redevelopment Plan. This plan is designed to tackle the specific requirements of the CRA district. It outlines the overall objectives for the area's redevelopment and identifies the specific details of planned projects. Examples of traditional projects include streetscapes and roadway improvements, building renovations, new building construction, flood control initiatives, water and sewer improvements, parking lots and garages, neighborhood parks, sidewalks, and street tree plantings. The plan can include redevelopment incentives such as grants and loans for façade improvements, sprinkler system upgrades, signs, and structural improvements. The redevelopment plan is a living document that can be updated to meet the changing needs within the Community Redevelopment Area.

Florida Statute Chapter 163 Part III Explained

Florida Statute Chapter 163 Part III outlines the powers and responsibilities of CRAs, including the ability to use Tax increment financing (TIF) is used to fund redevelopment projects. A CRA's enabling legislation or local ordinances define specific activities and spending criteria, which each CRA establishes in its adopted redevelopment plan. TIF is funded through the incremental growth of ad valorem revenues beyond an established base year. Florida Statute, Chapter 163, establishes guidelines for redevelopment plans, public participation in the planning process, and monitoring and evaluating CRA activities.

What is Tax Increment Financing?

Tax increment financing is a unique tool for redevelopment activities for cities and counties. It leverages public funds to promote private-sector activity in the targeted area. The dollar value of all real property in the Community Redevelopment Area is determined as of a fixed date, also known as the "base value." Taxing authorities, which contribute to the tax increment, continue to receive property tax revenues based on the set value. These set-value revenues are available for general government purposes. However, any tax revenues from increases in real property value, referred to as "increment," are deposited into the Community Redevelopment Agency Trust Fund and dedicated to the redevelopment area.

It is important to note that the tax increment financing process does not affect property tax revenue collected by the School Board or Water District. Further, unlike in some states, Florida taxing entities write a check to the CRA trust fund after monies are received from the tax collector.

Tax increment revenues can be used immediately, saved for a particular project, or bonded to maximize available funds. Any funds received from a tax increment financing area must be used for specific redevelopment purposes within the targeted area and not for general government purposes.



Talking Points

Understanding Key Terms: Property Values

Each property is associated with three value types: market, assessed, and taxable. The value of a property as of January 1st of each year after considering specific reductions required by law (Ref. Sec. 193.011, Florida Statutes).

- Assessed Value is a property's determined valuation to calculate the appropriate property tax rates. An assessment considers sales of similar properties, square footage, and current real estate market conditions to determine property taxes. High Assessed values equal higher taxes.
- Market value (Just Value) is how much a home would sell for under normal conditions. This excludes sales where the buyer or seller is under pressure to act, perhaps due to career relocation, the death of a family member, or divorce.
- Taxable Values are assessed values minus exemptions such as homestead exemption.

How Does the CRA Process Work?

A public meeting starts the designation process. Several steps must be accomplished, and BCC approval must be required before the Community Redevelopment Area becomes a reality. These steps are briefly outlined below.

1. Adopt the Finding of Necessity. This will formally identify the blight conditions within the targeted area and establish the area boundary.
2. Develop and adopt the Community Redevelopment Plan. The plan addresses the unique needs of the targeted area and includes the overall goals for redevelopment in the area, as well as identifying specific projects.
3. Create a Redevelopment Trust Fund. Establishment of the Trust Fund enables the Community Redevelopment Agency to direct the increase in actual property tax revenues back into the targeted area.



Talking Points

Permitted CRA Activities Include:

1. **Infrastructure Improvements:** Funding can support redevelopment efforts by supporting the construction, reconstruction, improvement, or installation of public infrastructure such as roads, sidewalks, utilities, and parking facilities.
2. **Housing Initiatives:** CRAs can allocate funds to promote affordable housing within the redevelopment area. This can include the construction or rehabilitation of residential units to improve residents' housing options.
3. **Economic Development Programs:** Money may be spent on initiatives to attract businesses, create jobs, and stimulate economic activity within the community. This might involve grants, loans, or other financial incentives for businesses willing to invest in the CRA area.
4. **Facade Improvements:** CRAs may fund projects within the redevelopment area to enhance buildings' visual appeal and aesthetics. This can include grants or loans to property owners for facade improvements.
5. **Public Facilities:** Funding can be directed towards the construction or improvement of public facilities such as community centers, parks, and recreational areas to enhance the overall quality of life in the CRA.
6. **Environmental Remediation:** In cases where environmental issues contribute to blight, CRAs might allocate funds for environmental cleanup and remediation efforts.
7. **Planning and Administration:** Funds may be allocated for the CRA's planning, administration, and management, including the development of redevelopment plans, studies, and other activities necessary for effective implementation.

We also understand that the restrictions on how money from CRAs can be used depend on the specific laws and regulations governing each CRA and can vary. However, universal guidelines and restrictions exist on how funds can be used.

Restricted CRA Activities Include:

1. **General Government Operations:** CRA funds are usually not allowed for routine government operations.
2. **Non-Redevelopment-Related Projects:** The money is generally allocated for redevelopment purposes, so using it for unrelated projects or initiatives is typically not permitted.
3. **Projects Outside the Designated Area:** Funds are usually designated for the specific redevelopment area, and their use outside this defined boundary is often restricted.
4. **Debt Repayment Unrelated to Projects:** Money from CRAs is typically not allowed to pay off debts unrelated to approved redevelopment projects.
5. **Projects Contrary to Redevelopment Plans:** Funds should be used in accordance with the approved redevelopment plan, and they are generally not allowed to be used for projects that go against this plan.



Frequently Asked Questions

What is a Community Redevelopment Agency?

Community Redevelopment Agency (CRA) refers to a public entity established by a city or county to carry out community redevelopment activities as outlined in the Community Redevelopment Act, which was enacted in 1969 (Chapter 163, Part III, Florida Statutes). A Community Redevelopment Area is a type of special district that relies on future increases in property values to fund economic development projects within the district.

What is the Purpose of a CRA?

CRA's are established to preserve and enhance the tax base by creating clean and safe places, reduce crime, promote economic development, increase housing options, improve infrastructure and streetscape, attract and retain businesses, and enhance parks and recreation.

When was the NW 7th Avenue CRA Established?

Although CRA's are prevalent in many areas of Miami and Miami-Dade County, the Miami Dade Board of County Commissioners (BCC) established the NW 7th Street Corridor CRA, with approval of the Redevelopment Plan and Trust Fund, in June 2004. An Interlocal Agreement between the BCC and the CRA was approved in January 2012, which addressed several administrative powers related to expenses, staff reimbursement, the BCC's need to approve amendments to the CRA's redevelopment plan (Plan) and funding, annual reporting, budgeting, and audits.

Explain the CRA Board

The Community Redevelopment Agency (CRA) administers these activities and programs within a Community Redevelopment Area (Area). The CRA "Board," created by the local government (city or county), directs the Agency. CRA Boards do not establish policies for the city or county; they establish CRA Board policies, develop, administer, and implement the CRA's Plan. The CRA operates independently from the governing body (BCC), even when it consists of the same individuals. The CRA has certain powers that the city or county may not have, such as establishing tax increment financing (TIF) and leveraging local public funds with private dollars to make redevelopment happen.



Frequently Asked Questions

What are the Conditions Required to Determine a Community Redevelopment Area or CRA District?

Under Florida law (Chapter 163, Part III), local governments can designate areas as Community Redevelopment Areas when slum and blight conditions exist. “Blighted area” means an area with a substantial number of deteriorated or deteriorating structures; in which conditions endanger life or property or are leading to economic distress. The statute further defines blight in which two or more of the following factors are present:

- Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.
- Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions.
- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.
- Unsanitary or unsafe conditions.
- Deterioration of site or other improvements.
- Inadequate and outdated building density patterns.
- Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality.
- Tax or special assessment delinquency exceeding the fair value of the land.
- Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality.
- Incidence of crime in the area higher than in the remainder of the county or municipality.
- Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality.
- A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality.
- Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.
- Governmentally owned property with adverse environmental conditions caused by a public or private entity.
- A substantial number or percentage of properties damaged by sinkhole activity which have not been adequately repaired or stabilized.

To document that these required conditions exist, the local government must survey the proposed redevelopment area and prepare a Finding of Necessity, known as a FON. If the FON determines the required conditions exist, the local government may create a Community Redevelopment Area to provide the tools needed to foster and support the redevelopment needs. Since all the monies used in financing CRA activities are locally generated, CRAs are not overseen by the state. Still, redevelopment plans must be consistent with comprehensive plans from the local government.



Frequently Asked Questions

What is a Community Redevelopment Plan?

The Community Redevelopment Agency is accountable for creating and executing the Community Redevelopment Plan (Plan). This plan is designed to tackle the specific requirements of the CRA. It outlines the overall objectives for the area's redevelopment and identifies the specific details of planned projects. Examples of traditional projects include streetscapes and roadway improvements, building renovations, new building construction, flood control initiatives, water and sewer improvements, parking lots and garages, neighborhood parks, sidewalks, and street tree plantings. Additionally, the Plan can include redevelopment incentives such as grants and loans for façade improvements, sprinkler system upgrades, signs, and structural improvements. The Plan is a living document that can be updated to meet the changing needs within the Community Redevelopment Area.

What is Tax Increment Financing?

Tax increment financing, or TIF, is a unique tool for redevelopment activities for cities and. It leverages public funds to promote private-sector activity in the targeted area. The dollar value of all real property in the CRA is determined as of a fixed date. Taxing authorities, which contribute to the tax increment, continue to receive property tax revenues based on the fixed value. These locked revenues are available for general government purposes. However, any tax revenues from increases in real property value, referred to as "increment," are deposited into the CRA's Trust Fund and solely dedicated to the redevelopment area.

It is important to note that the tax increment financing process does not affect property tax revenue collected by the School Board and any other special districts. Any funds received from a tax increment financing area must be used for specific redevelopment purposes within the boundaries of the CRA and not for general government purposes.

What are the Steps for Creating a CRA?

A public meeting begins the designation process. Several steps must be accomplished before the Community Redevelopment Area becomes a reality. These steps are briefly outlined below.

1. Adopt the Finding of Necessity. This will formally identify the blight conditions within the targeted area and establish the area boundary.
2. Develop and adopt the Community Redevelopment Plan. The plan addresses the unique needs of the targeted area and includes the overall goals for redevelopment in the area, as well as identifying specific projects.
3. Create a Redevelopment Trust Fund. Establishment of the Trust Fund enables the Community Redevelopment Agency to direct the increase in real property tax revenues back into the targeted area.



Frequently Asked Questions

What are Permitted CRA Activities?

The CRA primarily funds visual improvements and enhancements, improvements that go above and beyond what the county is already responsible for doing, and only those that are included in the redevelopment plan. In general this will include:

1. Redevelopment efforts
2. Administrative costs
3. Funding and financing

More specifically, the following activities can be funded:

- **Infrastructure Improvements:** Funding can support redevelopment efforts by supporting the construction, reconstruction, or installation of public infrastructure such as roads, sidewalks, utilities, and parking facilities.
- **Housing Initiatives:** CRAs often allocate funds to facilitate affordable and workforce housing within the redevelopment area. This can include building or rehabilitating residential units to improve residents' housing options.
- **Economic Development Programs:** This might involve grants, loans, or other financial incentives for businesses willing to invest in the CRA.
- **Facade Improvements:** CRAs may fund projects within the redevelopment area to enhance buildings' visual appeal and aesthetics. This can include grants or loans to property owners for facade improvements.
- **Public Facilities:** Funding can be directed towards constructing or improving public facilities such as community centers, parks, and recreational areas to enhance the overall quality of life in the CRA.
- **Environmental Remediation:** In cases where environmental issues contribute to blight, CRAs might allocate funds for environmental cleanup and remediation efforts.
- **Planning and Administration:** Some funds may be allocated for the CRA's planning, administration, and management, including the development of redevelopment plans, studies, and other activities necessary for effective implementation.

We also understand that the restrictions on how money from CRAs can be used depend on the specific laws and regulations governing each CRA and can vary. However, universal guidelines and restrictions exist on how funds can be used.

Special exceptions to funding include:

- Innovative community policing that is approved by the Board of County Commission.
- Capital improvements that were removed from the County's CIP schedule 3+ years ago and part of the Redevelopment Plan.



Frequently Asked Questions

What Cannot be Funded, not Allowed?

1. Capital improvements that are in the county's capital improvement plan budget.
2. Marketing and promotional activities.
3. Grants to entities that promote tourism and economic development or provide social programs.
4. Administrative and operating expenses, projects, and activities unrelated to the redevelopment plan.
5. Unrelated Government expenses.
6. Non-Redevelopment-Related Projects: The money is generally allocated for redevelopment purposes, so using it for unrelated projects or initiatives is typically not permitted.
7. Projects Outside the Designated Area: Funds are usually designated for the specific redevelopment area, and their use outside this defined boundary is often restricted.
8. Debt Repayment Unrelated to Projects: Money from CRAs is typically not allowed to pay off debts unrelated to approved redevelopment projects.
9. Projects Contrary to Redevelopment Plans: Funds should be used in accordance with the approved redevelopment plan, and they are generally not allowed to be used for projects that go against this plan.

NW 79 Street CRA

Miami-Dade County

Market Analysis

August 16, 2024



Agenda

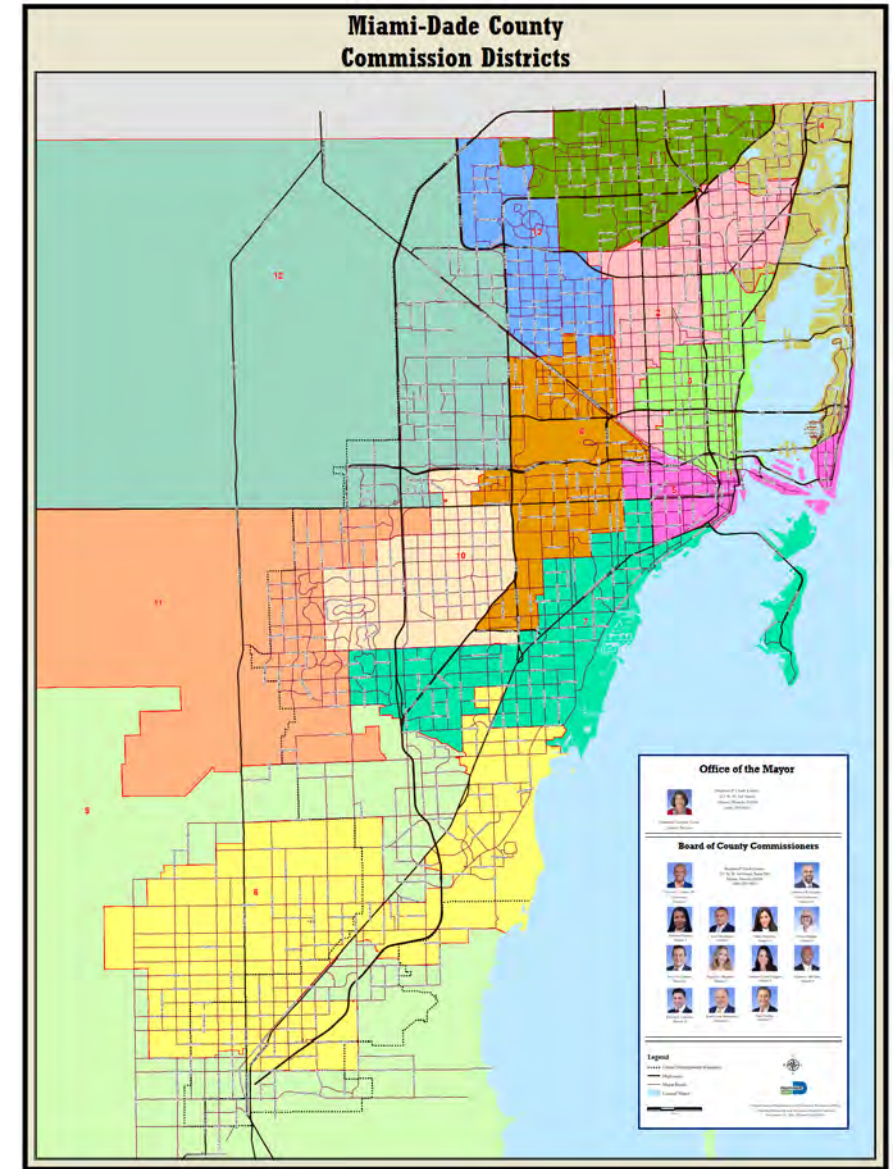
- Data Sources and Methodology
- Regional Historical Growth Analysis
- Future Growth Projections
- Potential Development Sites
- Conclusion and Q&A

Data Sources

- **ESRI Community Analyst:** source of demographic, consumer spending, and business data, based on customized geographic areas
- **CoStar:** a provider of commercial real estate information and databases that tracks the type, size and locations of transactions (does not include owner-occupied single-family homes or condos)
- **Miami-Dade Department of Regulatory and Economic Resources:** provided previous studies, development pipeline and mapping information.
- Access to previous studies

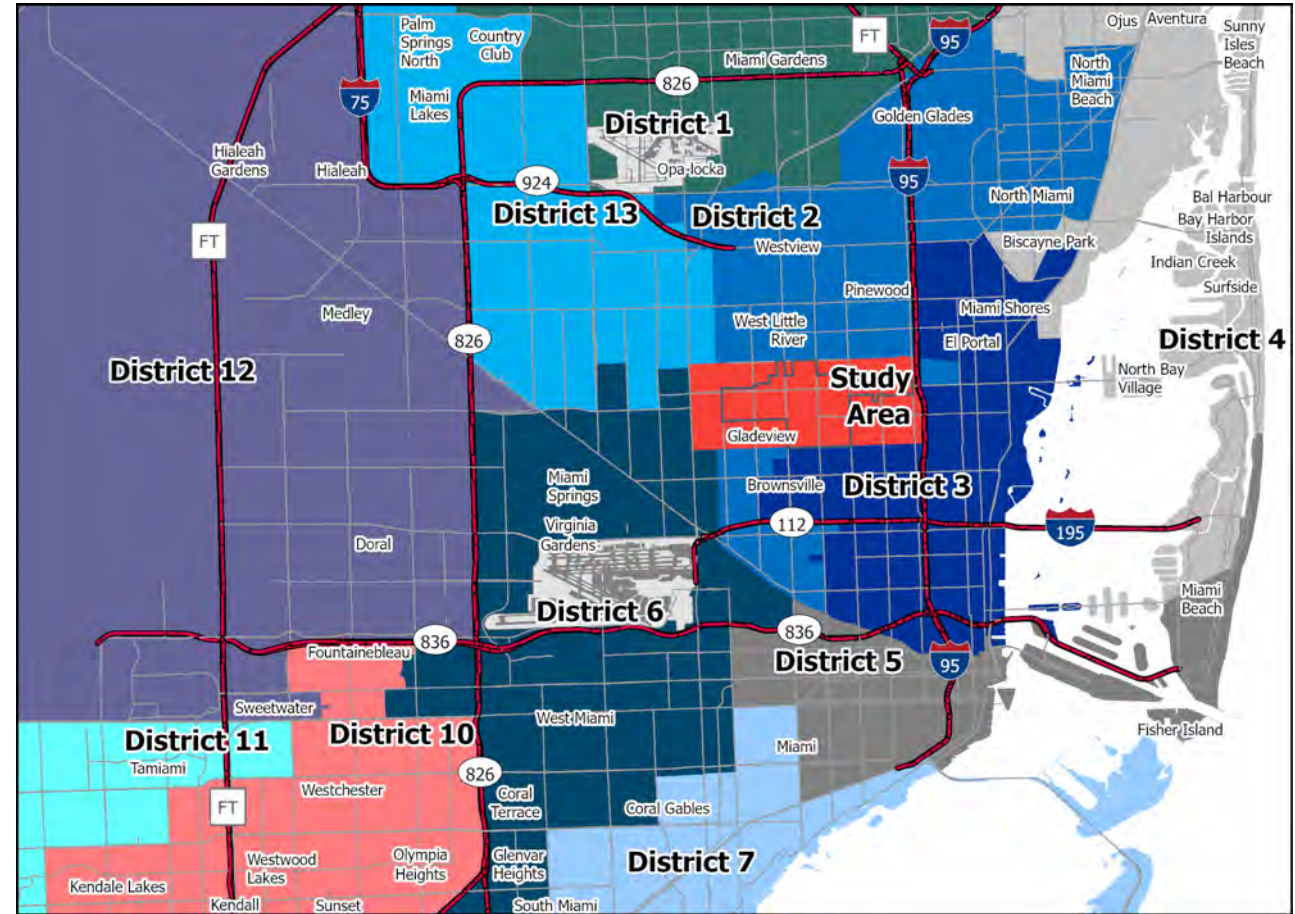
Methodology

- The Miami-Dade Board of County Commissioners is the governing body of unincorporated Miami-Dade County and has broad, regional powers to establish policies for Miami-Dade County services.
- Convenient way to subdivide the county into smaller areas for comparing real estate market interest and activity.
- This analysis looks at the “psychology of the market” trying to identify which parts of the County are “hot” or “up-and-coming” or “out of favor” and how the CRA area fits into that picture.

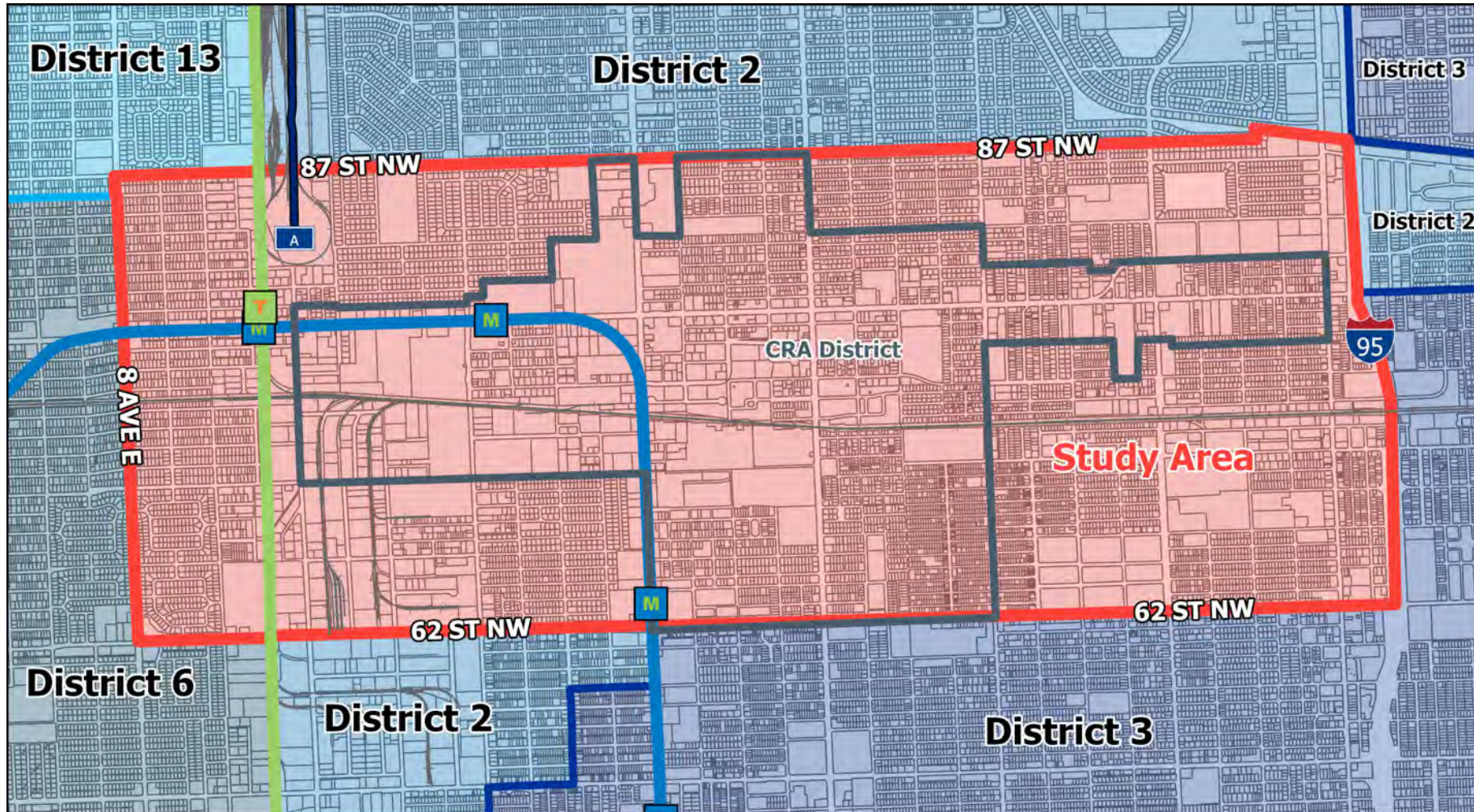


Study Area within Commissioner District Boundaries

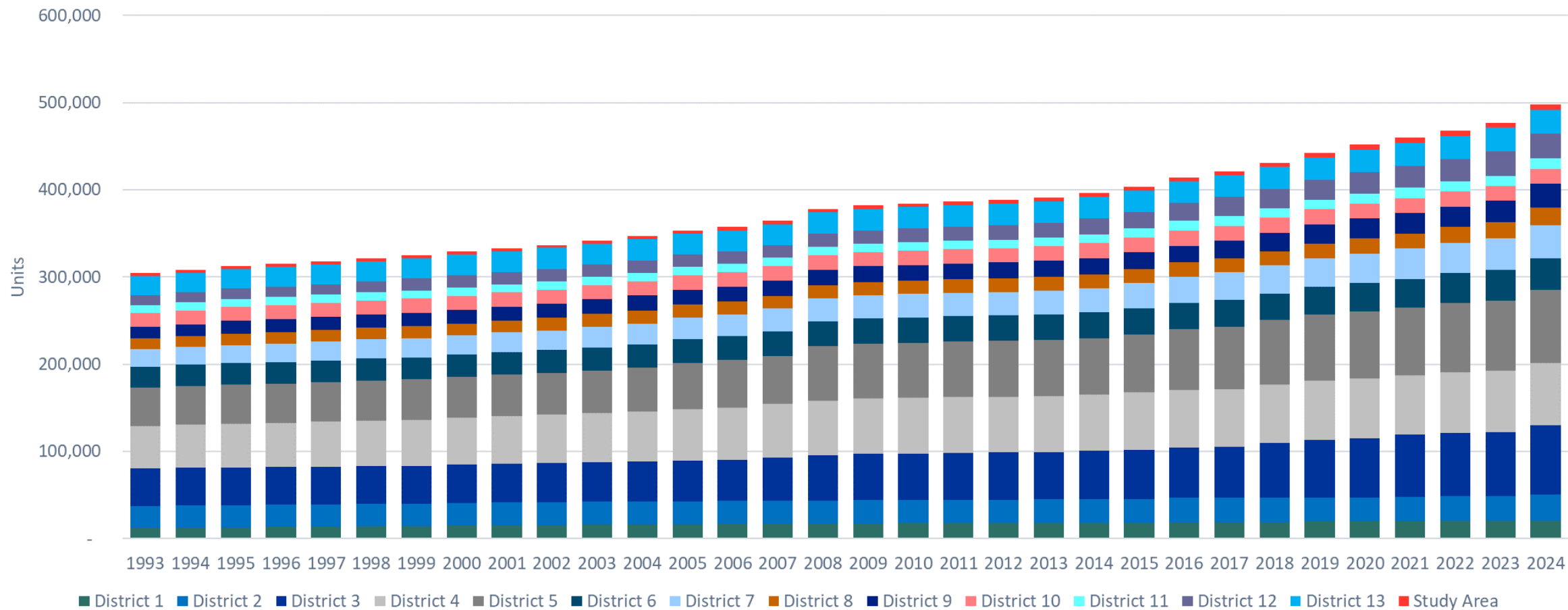
- We created a Study Area that contains the CRA plus some buffer areas around it.
- This buffer captures activity adjacent to the district and gives us a larger number of data points to establish trendlines.
- We carved the Study Area out of District 2 with a little bit of Districts 3, 6, and 13



Study Area Boundaries



Annual County Historical Totals – Multi-Family Units

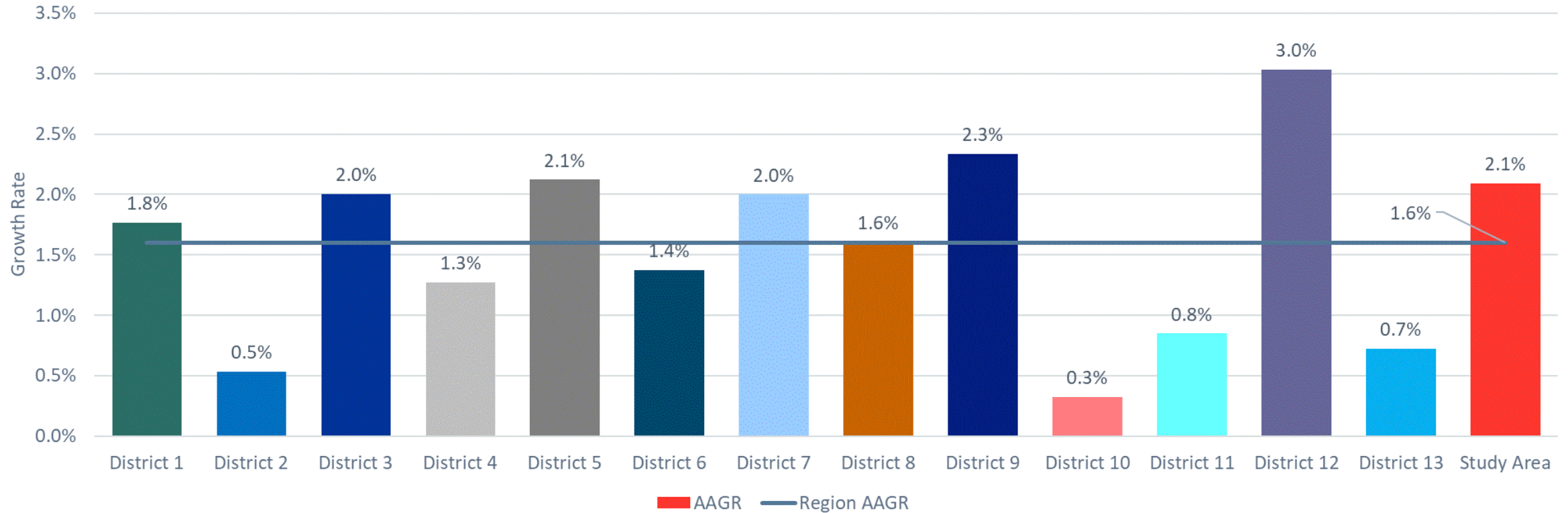


Year over Year Multi-Family Unit Growth

Regional Historical Growth Analysis – Multi-Family Units

- Historical data over the last thirty years show overall steady upward growth in multi-family units throughout the county.
- Although slower growth is observed in the 1990s and the early 2000s, growth seems to have occurred at a higher rate over the most recent decade.
- Most districts have seen some level of increase in the number of multi-family units built over the years.
- Relative to all of the districts, the Study Area has a very low number of multi-family units.

Regional Historical Growth Analysis – Multi-Family Units

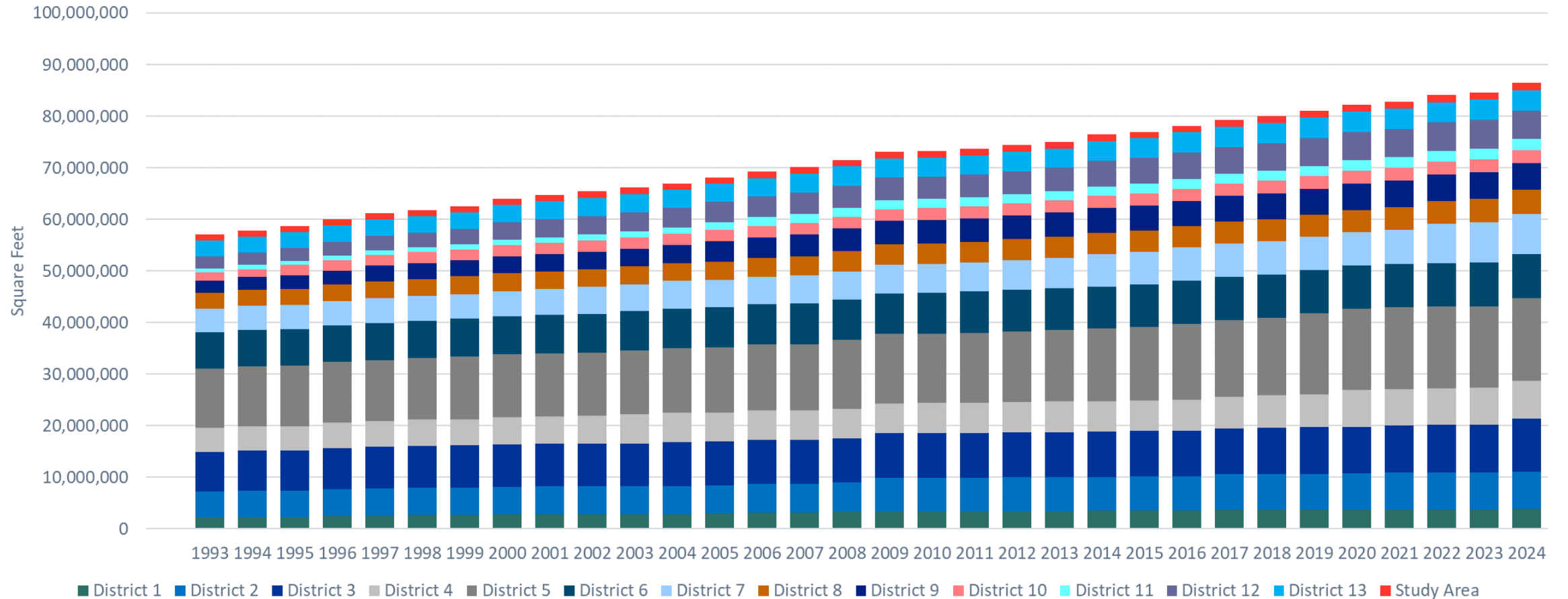


Multi-Family Average Unit Annual Growth Rate by District

Regional Historical Growth Analysis – Multi-Family Units

- Between 1993 and 2024, the number of multi-family units in the market has grown by 1.6% on average.
- Of all the districts, growth *rates* have been the highest for District 12, followed by District 9.
- The Study Area along with District 5 grew significantly above the average market rate, both growing at a rate of 2.1%. These areas are closely followed by District 3 and District 7, both of which have grown at an average rate of 2.0%.

Annual County Historical Totals – Retail

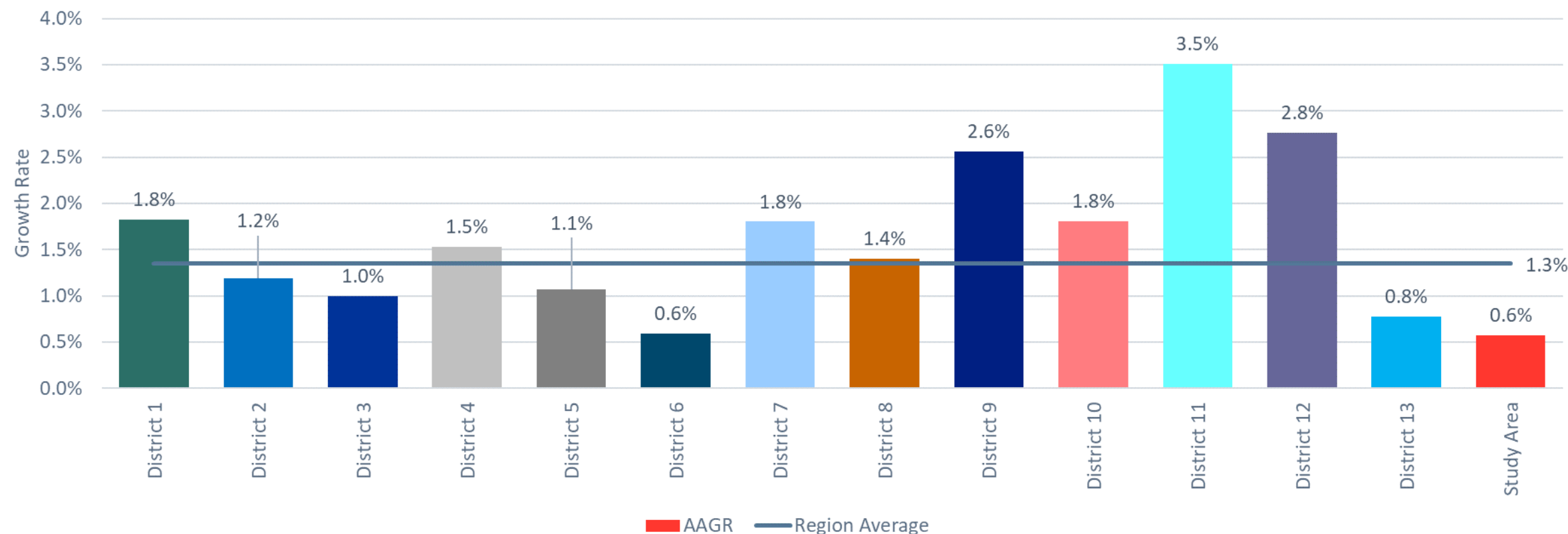


Year over Year Retail Square Footage Growth

Regional Historical Growth Analysis – Retail

- Retail spaces have been added to the region at a relatively steady pace over the last three decades.
- Although varying in the level of increase from one another, all districts have seen a rise in retail spaces built over the years.
- Relative to all of the districts, the Study Area has a very low amount of retail, which aside from the Walmart Super Center is primarily comprised of smaller "mom and pop" stores.

Regional Historical Growth Analysis – Retail

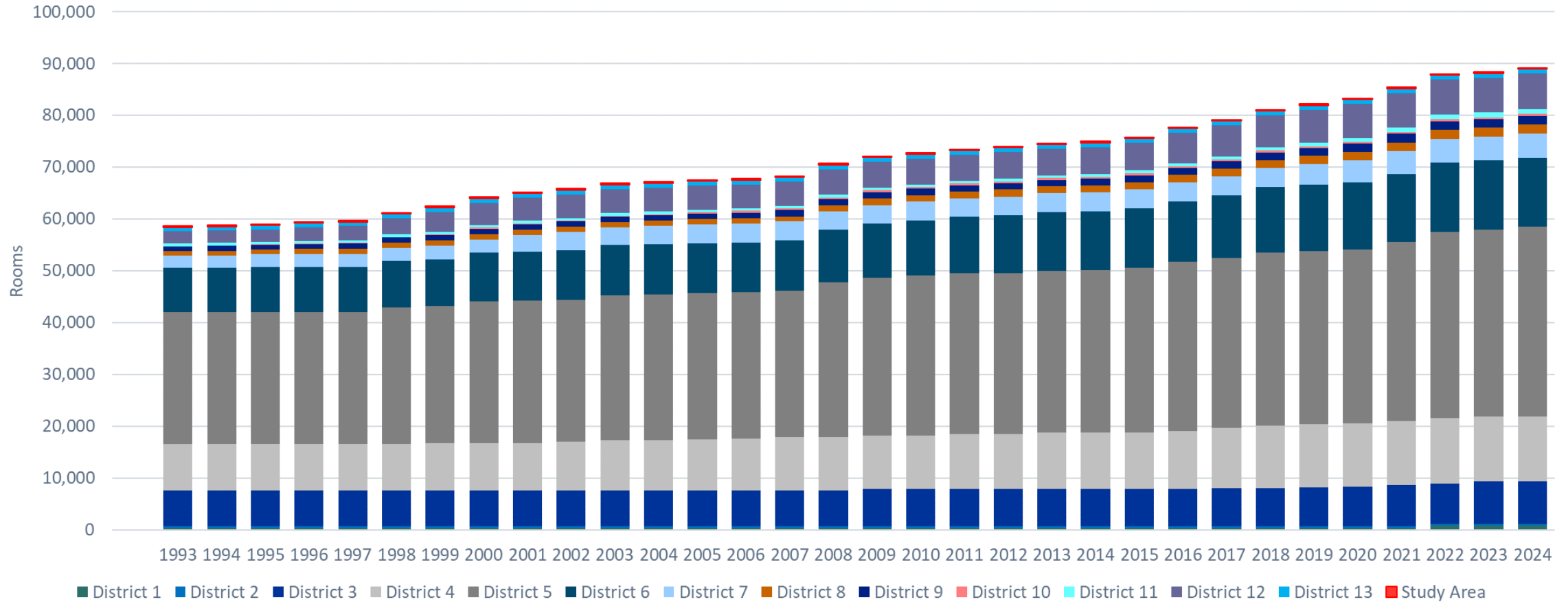


Retail Square Footage Average Annual Growth Rate by District

Regional Historical Growth Analysis – Retail

- The overall market growth rate of retail space over the last three decades has averaged to be around 1.3%.
- Of all the districts, District 11 has shown the highest rate of growth in retail space over the years growing at an average rate of 3.5%.
- Although below the market average, the Study Area has also demonstrated slow but steady growth, growing at around 0.6% per year on average over the last thirty years. Atypical of the smaller sized retail that has occurred elsewhere in the study area, the Walmart Super Center is a major contributor that growth in square footage.

Annual County Historical Totals – Hotel

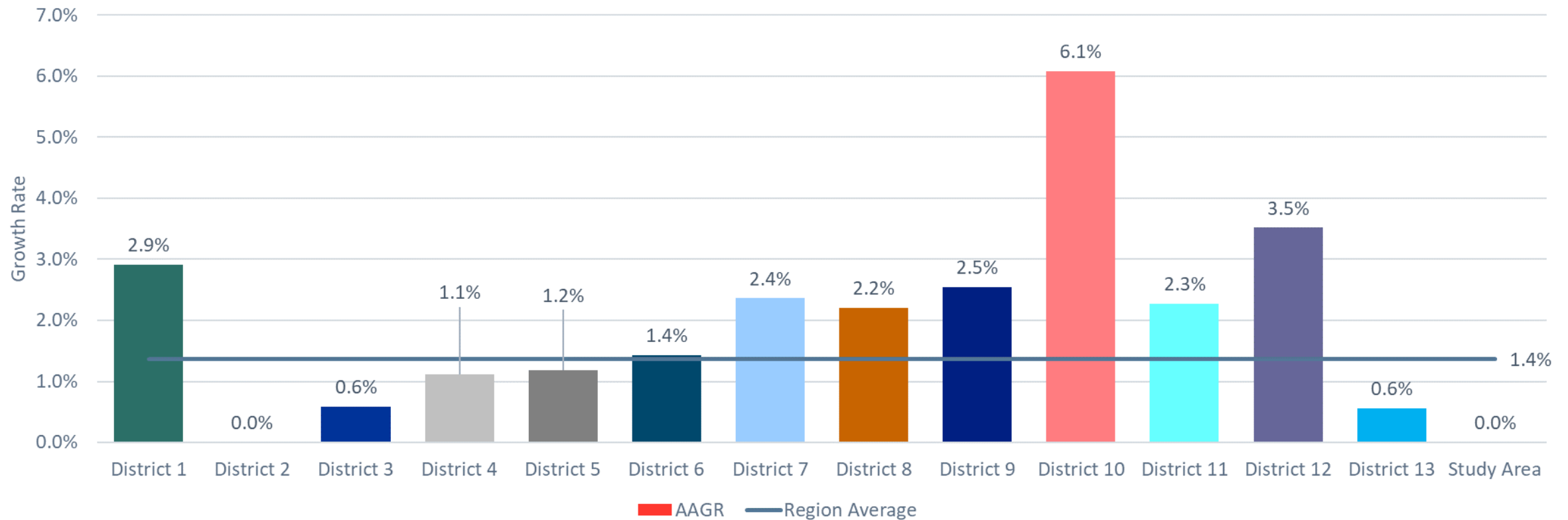


Year over Year Hotel Room Growth

Regional Historical Growth Analysis – Hotel

- Historical data over the last thirty years show an overall upward growth (with slower growth during business cycle downturns) in hotel developments throughout the county.
- Although quite slow, most districts seem to have some level of increase in hotels built over the years.
- The Study Area and District 2 have not experienced growth in hotel development over the last three decades.
- Relative to other districts, there are very few hospitality units in the Study Area.

Regional Historical Growth Analysis – Hotel

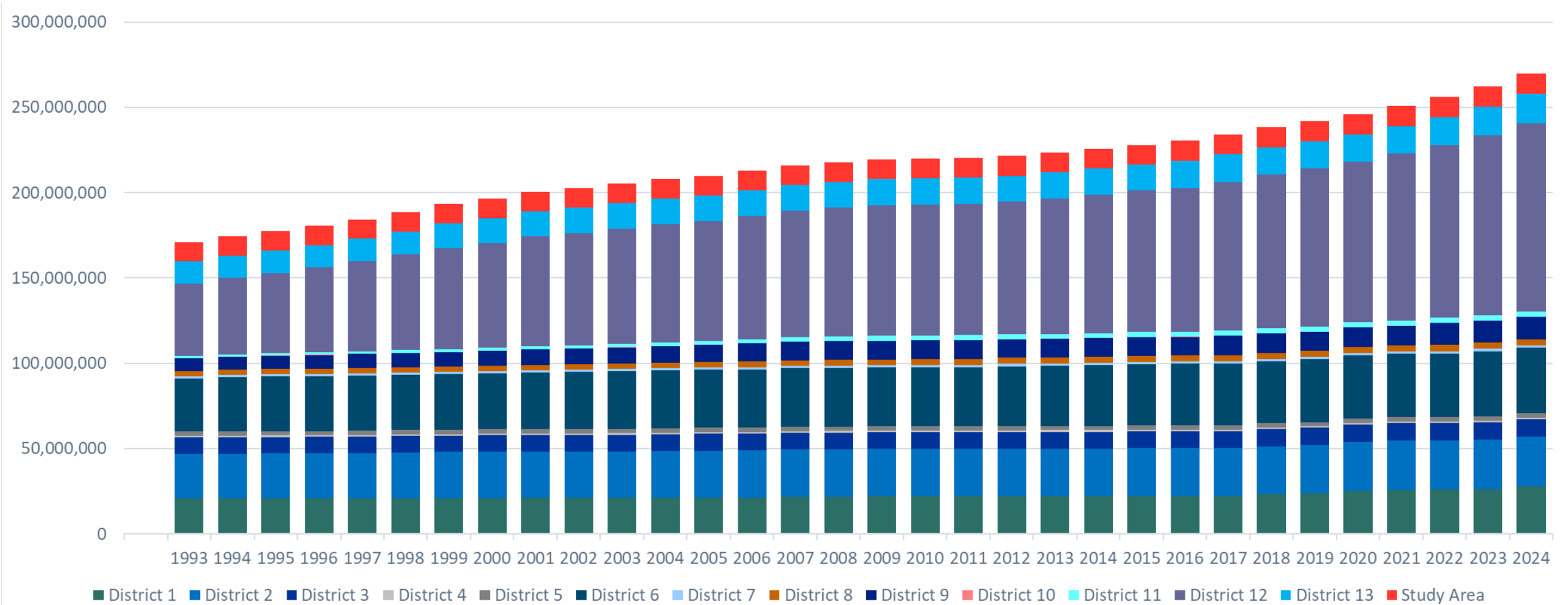


Hotel Room Average Annual Growth Rate by District

Regional Historical Growth Analysis – Hotel

- Between 1993 and 2024, the number of hotel developments in the market has grown by 1.4% on average.
- Of all the districts, District 10 has shown the highest growth rate, growing by significantly more than the market average at a rate of 6.1%.
- There was no growth in hotel developments over the last thirty years in the Study Area, as well as District 2.

Annual County Historical Totals – Industrial

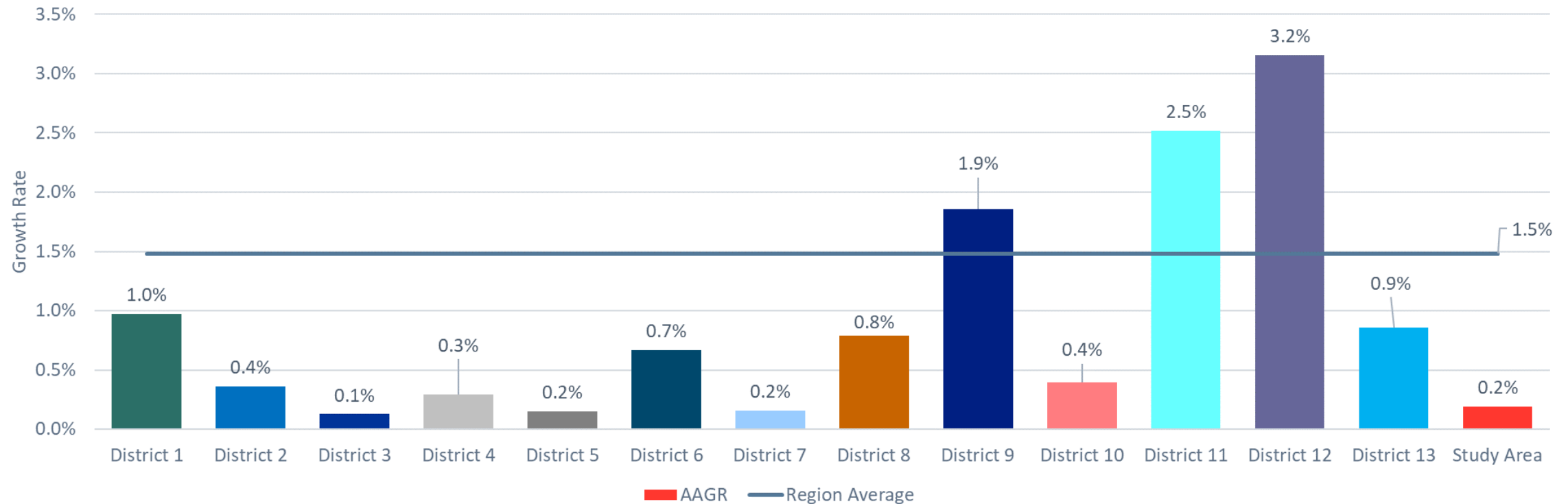


Year over Year Industrial Square Footage Growth

Regional Historical Growth Analysis – Industrial

- Facing a slow but steady recovery after the 2008-2009 recession, industrial developments have shown an upward growth trend over the last thirty years.
- With the exception of District 12, which has grown the most after 1994, the other districts have experienced limited growth in the industrial developments over the years.
- Industrial is the one sector where the amount of activity in the Study Area is the greatest relative to other districts.

Regional Historical Growth Analysis – Industrial



Industrial Square Footage Average Annual Growth Rate by District

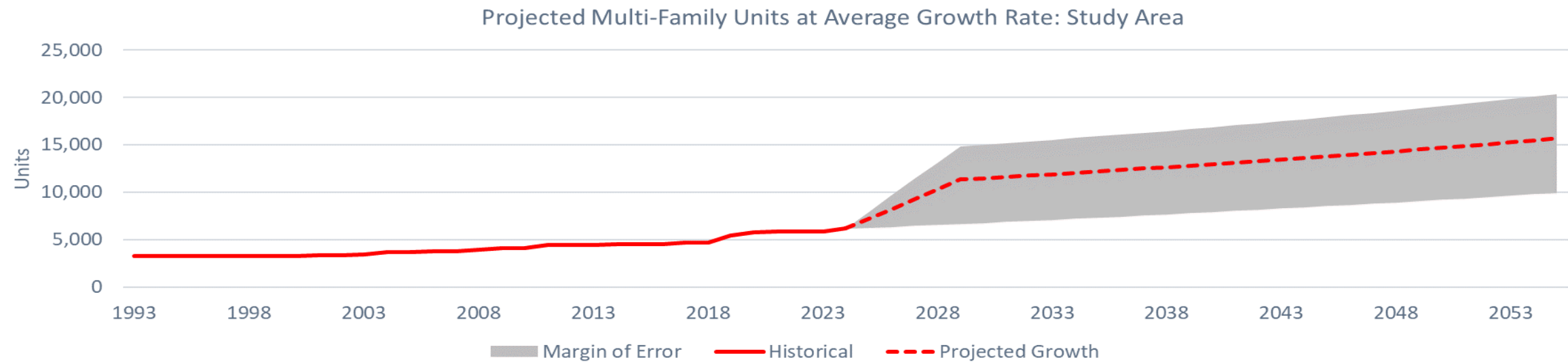
Regional Historical Growth Analysis – Industrial

- The overall market growth rate of retail space over the last three decades has averaged to be around 1.5%.
- Of all the districts, District 12 has shown the highest rate of growth in industrial developments over the years growing at an average rate of 3.2%.
- The Study Area, however, seems to have grown below the average market rate for industrial developments, growing at just 0.2%.
- The question is how has the 2016 Foreign Trade Zone designation impacted these numbers.

Future Growth Projections

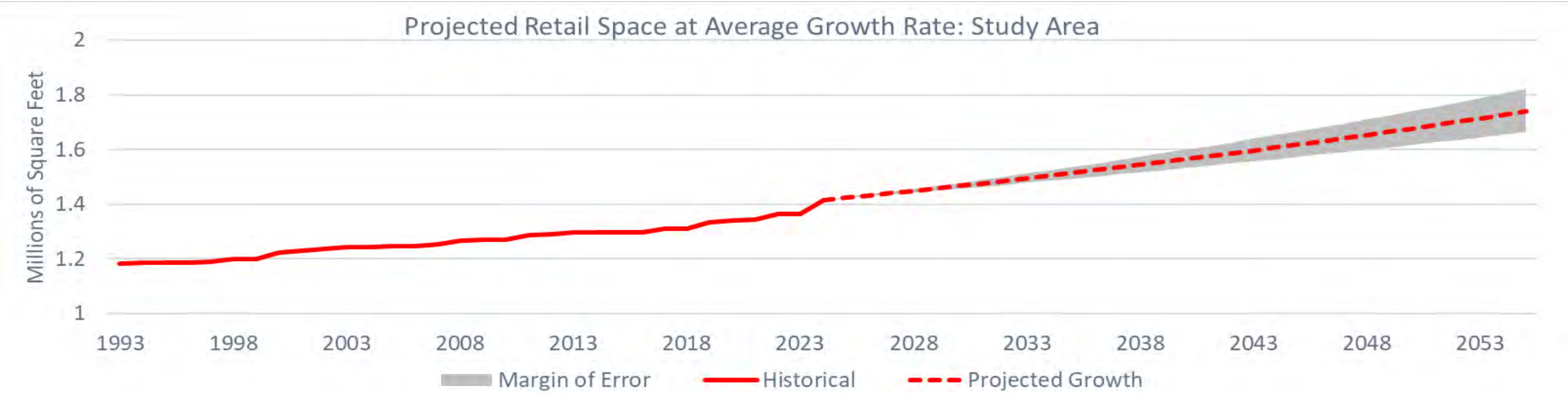
- Forecasting to 2035:
 - Establish historical rates of growth* based on analysis, and project forward based on continuing at that speed (a “base case” in which the future is similar to the past)
 - Also account for the uncertainty of the future by incorporating high-low ranges: growth may go slower (more recessions) or faster (fewer recessions) than we expect
- Results Summary:
 - Multi-Family Units: potential for ~10,000 new rental units
 - Retail SF: expecting approximately 100,000 new square feet (scales to about 1 full-size Wal-Mart, 2 Publix, or 8 Trader Joe’s)
 - Hotel Rooms: possibly 100 new rooms (1 10-floor or 2 5-floor properties)
 - Industrial SF: about 200,000 to 225,000 sf of new warehouse space

Future Growth Projections – Multi-Family Units



Projected Growth	2030	2035	2040	2045	2050	2055
Cumulative	1,000 to 9,000	1,000 to 10,000	2,000 to 11,000	2,000 to 12,000	3,000 to 13,000	4,000 to 14,000
Year over Year	1,000 to 9,000	600 to 900	600 to 1,000	600 to 1,100	700 to 1,200	700 to 1,300

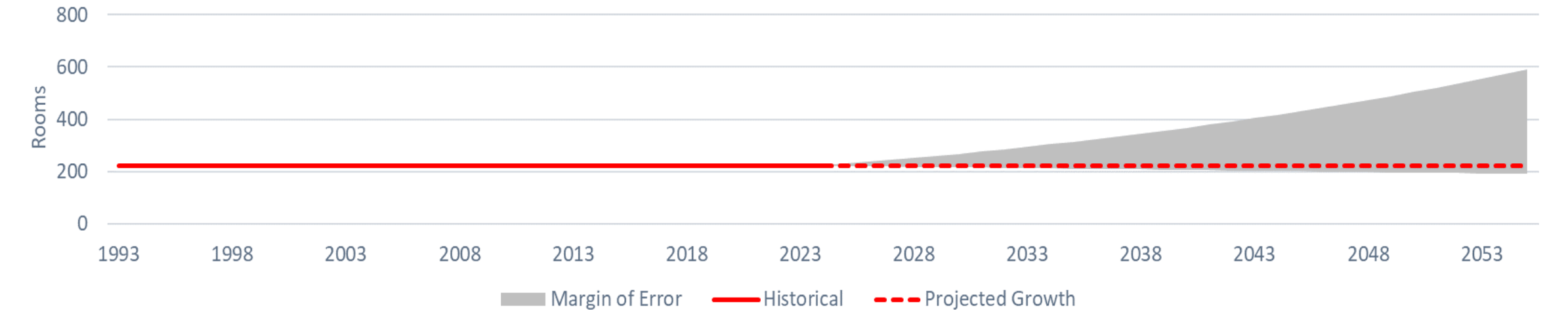
Future Growth Projections – Retail



Projected Growth	2030	2035	2040	2045	2050	2055
Cumulative	42,000 to 64,000	79,000 to 122,000	118,000 to 185,000	159,000 to 253,000	203,000 to 327,000	249,000 to 406,000
Year over Year	42,000 to 64,000	37,000 to 58,000	39,000 to 63,000	41,000 to 68,000	44,000 to 74,000	46,000 to 80,000

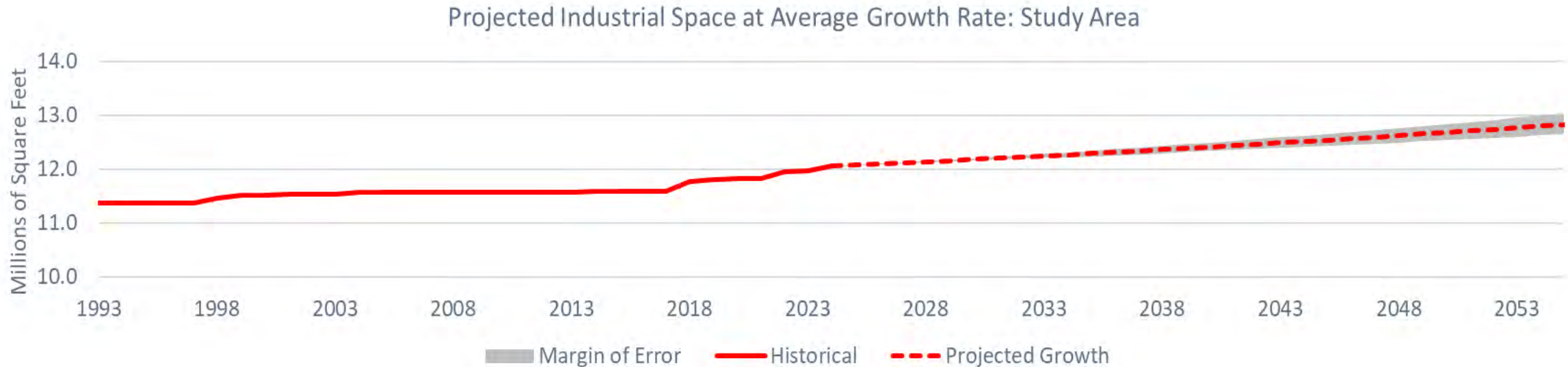
Future Growth Projections – Hotel Rooms

Projected Hotel Room Count at Averaged Growth Rate: Study Area



Projected Growth	2030	2035	2040	2045	2050	2055
Cumulative	0 to 50	0 to 90	0 to 150	0 to 210	0 to 280	0 to 370
Year over Year	0 to 50	0 to 50	0 to 50	0 to 60	0 to 70	0 to 90

Future Growth Projections – Industrial

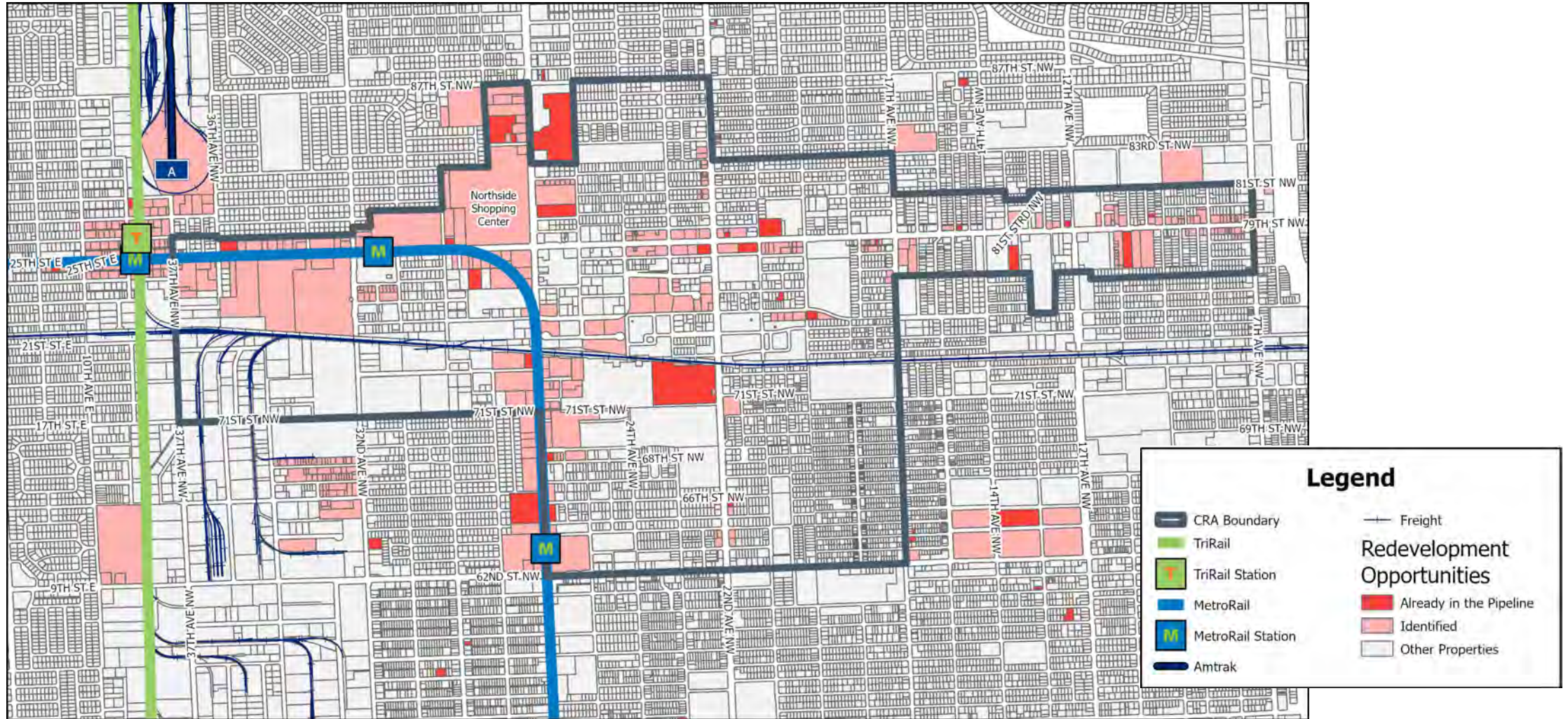


Projected Growth	2030	2035	2040	2045	2050	2055
Cumulative	99,000 to 150,000	186,000 to 288,000	279,000 to 438,000	378,000 to 603,000	482,000 to 782,000	593,000 to 978,000
Year over Year	99,000 to 150,000	88,000 to 138,000	93,000 to 150,000	99,000 to 164,000	105,000 to 180,000	111,000 to 196,000

Potential Transit Oriented Development Sites in the Study Area

- There are a significant number of potential development sites in the study area, either large enough to develop as multi-family mixed use or providing opportunity with assemblage.
- Most of these sites are along 79 St NW and 27 Ave NW. Greatest opportunity exists adjacent to Metrorail Stations at Tri-Rail Transfer, Northside and MLK stations.
- They are characterized as being primarily surface parking or single-story retail or light industrial. The intent of the selection is to minimize displacement.
- Over 40 sites already have active or planned development primarily as multi-family residential.

Potential Development Sites in the Study Area



Current Development Project Pipeline

Address	Project Name	Status	Type	Unit Count	Acres
2200 NW 79 St	Flagami Land Corp Car Wash	Receiving Improvements	Commercial	N/A	0.7
7711 NW 13 Ct	7711 Apartments	Receiving Improvements	MultiFamily	7	0.7
6408 NW 24 Ave	Legacy 2	Receiving Improvements	MultiFamily	13	0.3
838 NW 79 St	Chadlas 79 th Street Residences	Receiving Improvements	MultiFamily	50	0.4
1200 NW 62 Ln	Liberty Square	Receiving Improvements	MultiFamily	409	18.6
6801 NW 27 Ave	Pedro Gonzales Project	Receiving Improvements	MultiFamily	36	0.4
2765 E 11 Ave	MBM Developments Group	Receiving Improvements	MultiFamily	74	0.6
6501 NW 27 Ave	Doramaid	Receiving Improvements	MultiFamily	90	0.8
6575 NW 22 AVE	Zilla Real Estate	Receiving Improvements	MultiFamily	44	0.7
2159 NW 79 ST	Little 79	Receiving Improvements	MultiFamily	17	0.2
1477 NW 79 ST	1477 Residences	Receiving Improvements	MultiFamily	126	0.4
6340 NW 21 AVE	Untitled	Receiving Improvements	Single Family	4	0.2
1017 NW 79 St	Sports Business	Undeveloped	Commercial	N/A	0.3
1471 NW 79 St	Rasta Village Marketplace	Undeveloped	Commercial	N/A	0.2
2210 NW 82 St	Unnamed	Undeveloped	Commercial	N/A	0.1
7300 NW 27 Ave	Zada Hotel	Undeveloped	Hotel	N/A	0.8
7610 NW 23 Ave	Miami Central Industrial	Undeveloped	Industrial	N/A	10.6
2140 NW 79 St	Liberty New 79 th Street	Undeveloped	Mixed Use	110	1.1
1205 NW 79 St	Sky 79	Undeveloped	MultiFamily	40	0.3

Current Development Project Pipeline

Address	Project Name	Status	Type	Unit Count	Acres
8001 NW 27 Ave	Capri Place	Undeveloped	MultiFamily	374	2.7
6445 NW 32 Ave	Las Brias Apartments	Undeveloped	MultiFamily	46	1.1
1106 NW 79 St	KSF NW 79 th Street	Undeveloped	MultiFamily	685	5.7
3531 NW 79 ST	Everglades Vista	Undeveloped	MultiFamily	120	1.3
6293 NW 17 AVE	Palmetto 17 th Ave Apartments	Undeveloped	MultiFamily	7	0.3
1685 NW 63 ST	CN Development	Undeveloped	MultiFamily	4	0.2
1561 NW 63 ST	Freire Construction	Undeveloped	MultiFamily	2	0.1
1740 NW 79 ST	Boloo Management	Undeveloped	MultiFamily	161	1.3
7100 NW 22 AVE	Miami Dade Housing Agency Hope VI	Undeveloped	SingleFamily	93	11.3
2751 NW 84 ST	Northside Village	Undeveloped	SingleFamily	160	5.0
1890 NW 75th ST	Townhomes	Undeveloped	SingleFamily	7	1.0
8629 NW 14 CT	Untitled	Undeveloped	SingleFamily	4	0.4
6955 NW 15 AVE	6943-6955 NW 15 Ave	Undeveloped	SingleFamily	10	0.3
2995 NW 79 ST	Northside Town Station Phase 1	Undeveloped	SingleFamily	244	4.4
2000 NW 76 ST	Guzman Duplexes	Undeveloped	SingleFamily	6	0.4
1971 NW 79 ST	Coco Plum Housing Partners	Undeveloped	SingleFamily	103	2.2
939 NW 81 ST	Rovell Mobile Home Park	Proposed	MultiFamily	216	8.4
6600 NW 27 AVE	Unity Tower	Proposed	MultiFamily	288	5.1
8400 NW 25 AVE	27 th Ave Holland Park	Proposed	MultiFamily	3200	16.5
7600 NW 27 AVE	Palm Lakes Mobile Home Park Re-Dev	Proposed	MultiFamily	785	7.8
954 E 25 St	Metro Parc Hialeah	Proposed	Mixed Use	800	8.6



Existing Strategies

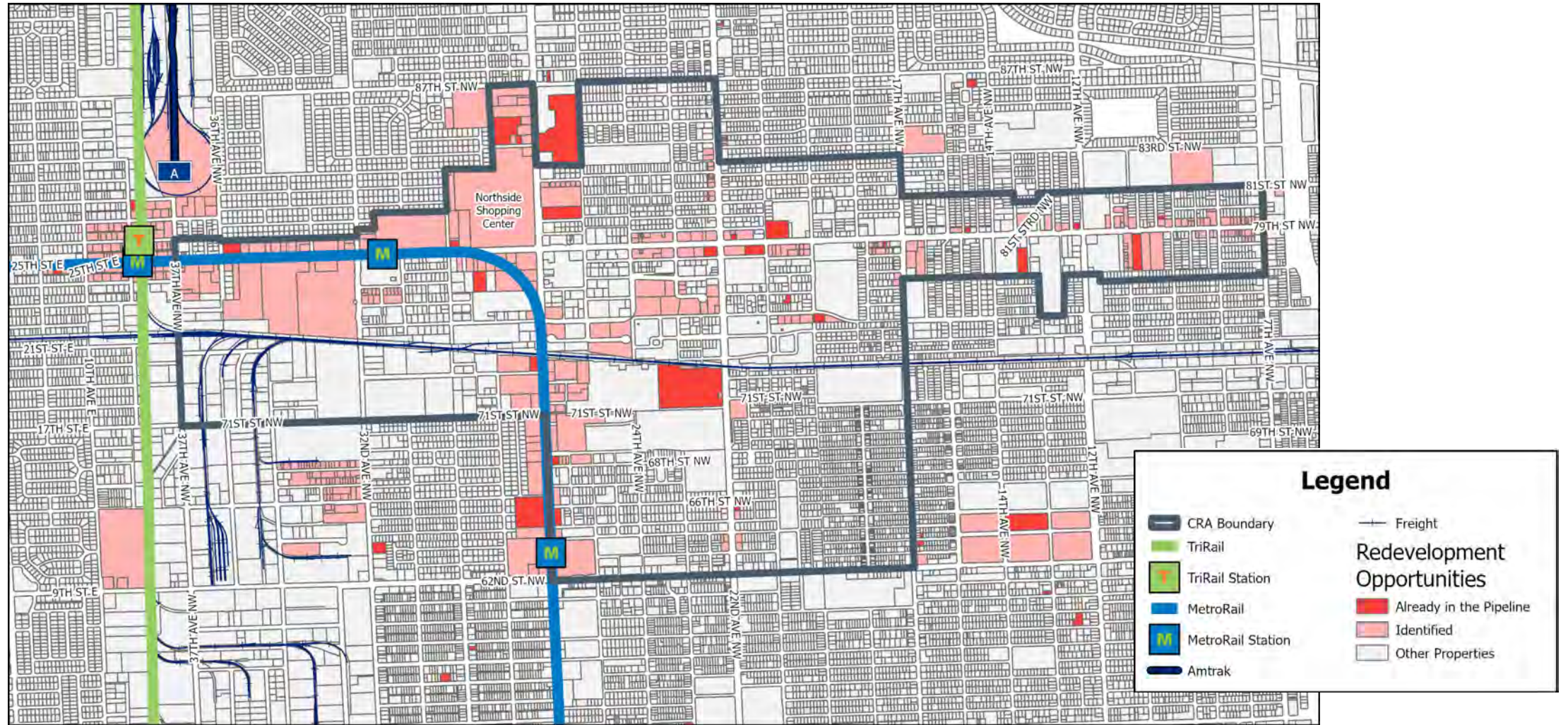
- The CRA's 2022-23 Annual Report's NW 79th Street Corridor Plan includes:
 - Infill and Replacement Housing
 - Economic Development Infrastructure and Neighborhood Improvements
 - Grant and Financing Programs
 - Land Acquisition
 - Planning and Land Use Regulation
- The CRA's 2019 Action Plan includes:
 - Foreign Trade Zone (est. 2016)
 - Opportunity Zone Fund
 - Transit Oriented Development
- The County's 2016 Poinciana Park Plan includes:
 - Denser Mixed-use Residential Vision Plan/Brownfield Remediation
 - Detailed list of local, state and federal incentives and funds



Potential Implementation Strategies

- Eliminate hurdles to development under CRA control
- Focus on implementing existing TOD developments in the pipeline, focus on sites best serviced by transit, leverage Walmart development
- Facilitate site assemblage efforts around Metrorail stations: focus TIF funding on specific projects, zoning changes, land banking, identify capital market opportunities for TIF proceeds
- Identify potential institutional partners to anchor future development, including:
 - Educational
 - Medical
 - Union Pension Funds
- Coordinate with County to Implement Poinciana Park Plan
- Focus on attracting FTZ industrial users, including connectivity to airport

Discussion



NW 79 Street CRA

Miami-Dade County

Market Analysis

January 23, 2025



Contents

- Screening Process
- Potential Development Sites
- Step One Screen
- Step Two Screen
- Parcel Grouping
- Conclusion and Q&A

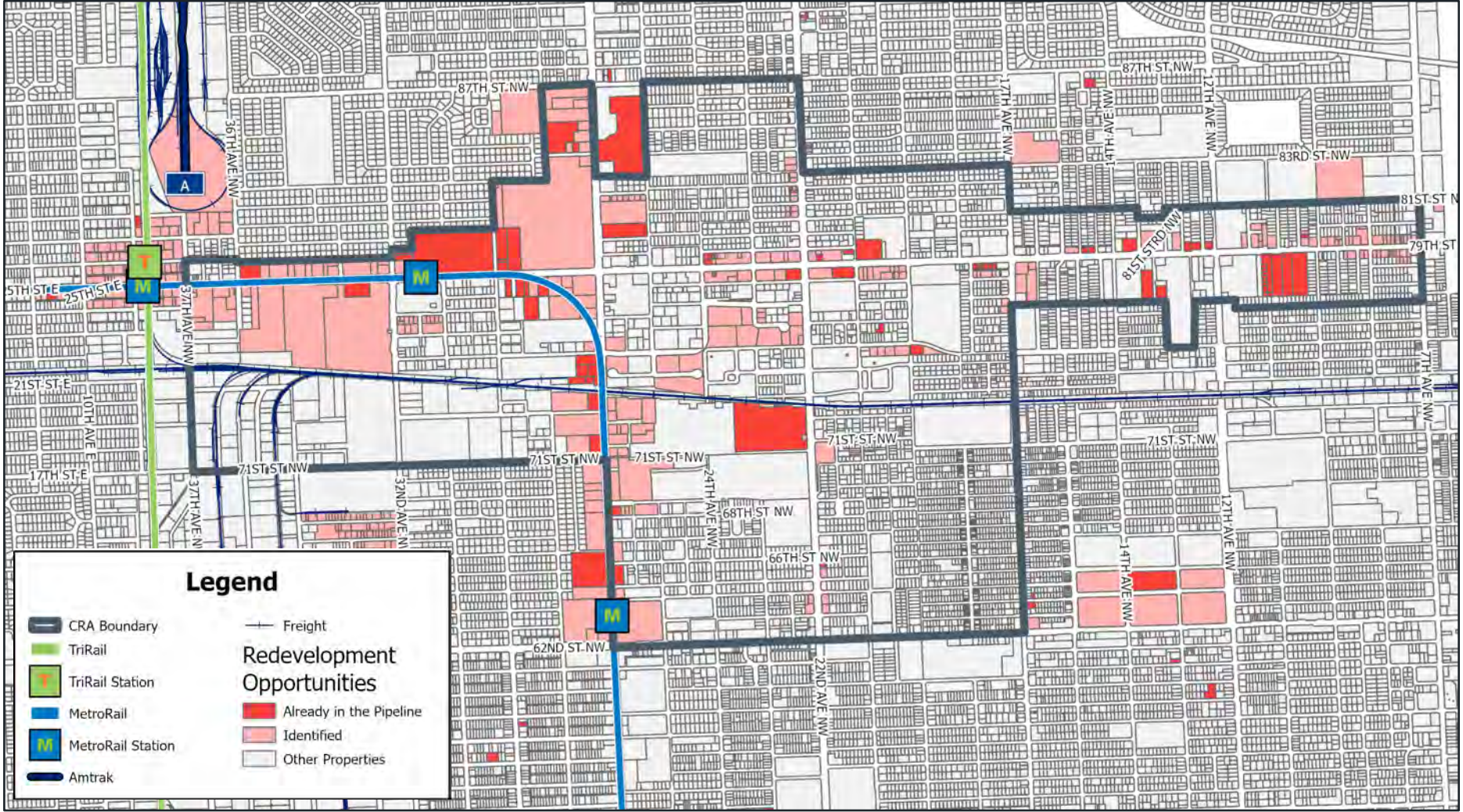
Screening Process

Screening identifies and prioritizes locations that could provide redevelopment opportunities.

Sites were prioritized from a larger list of parcels previously identified in earlier tasks within the 79th Street CRA Planning Area. These included both likely sites from a developer's perspective as well as unsafe structures.

- **Step 1:** sites located within ½ mile of a Miami Dade County Metrorail station were identified for further screening.
- **Step 2:** sites located within a 1/2 mile of a Miami Dade County Metrorail were screened and prioritized as redevelopment opportunities
- **Parcel Groups:** adjacent parcels have been identified by group to understand potential parcel consolidation.

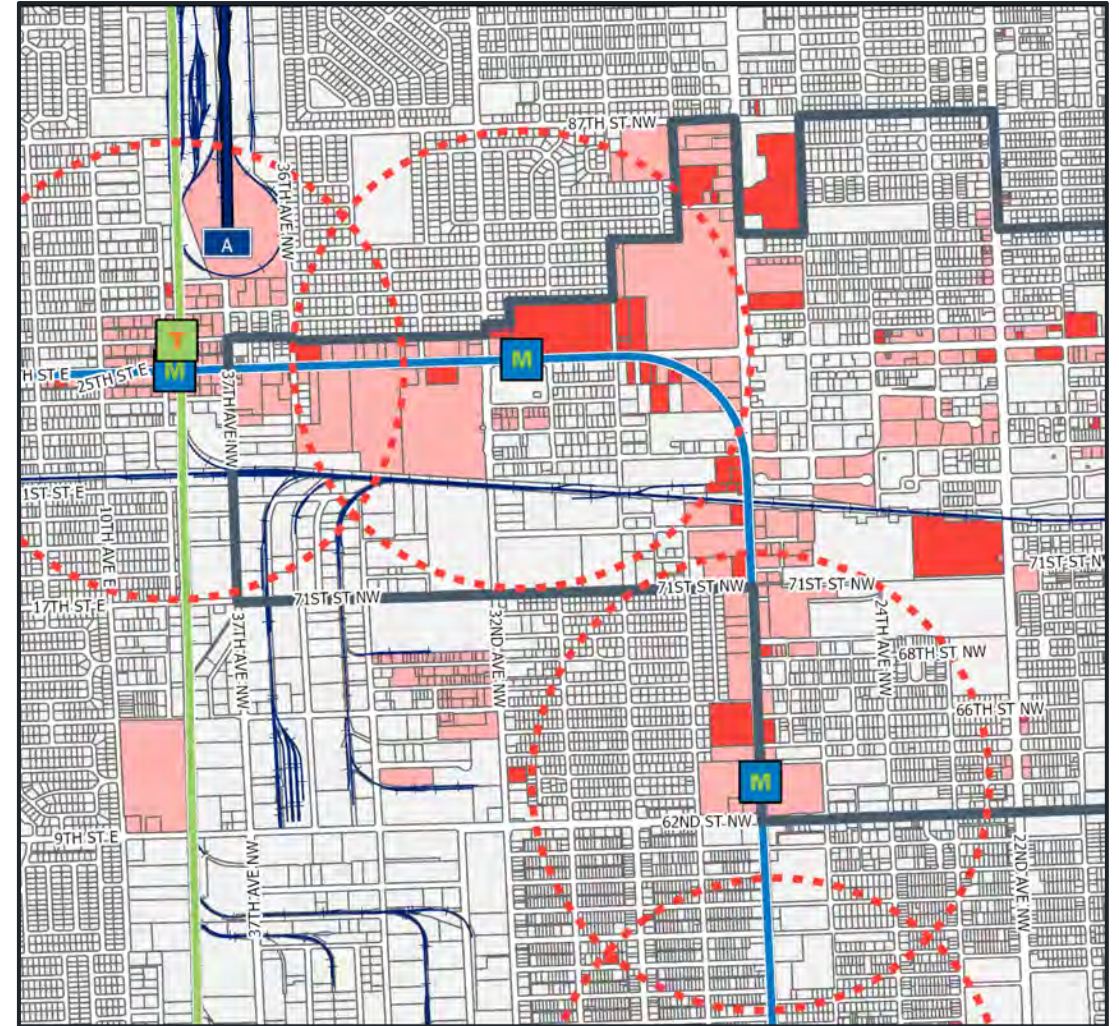
Potential Development Sites



Step 1

Potential development sites located within one-half mile of a Miami Dade County Metrorail station were identified for further screening:

- 464 potential development sites in total
- 67 of these sites identified screening
- Smallest site is 3,000 SF (0.07 Acres)
- Largest site is 1,548,836 SF (5.56 Acres)



Step 2

Screened sites were prioritized as redevelopment opportunities.

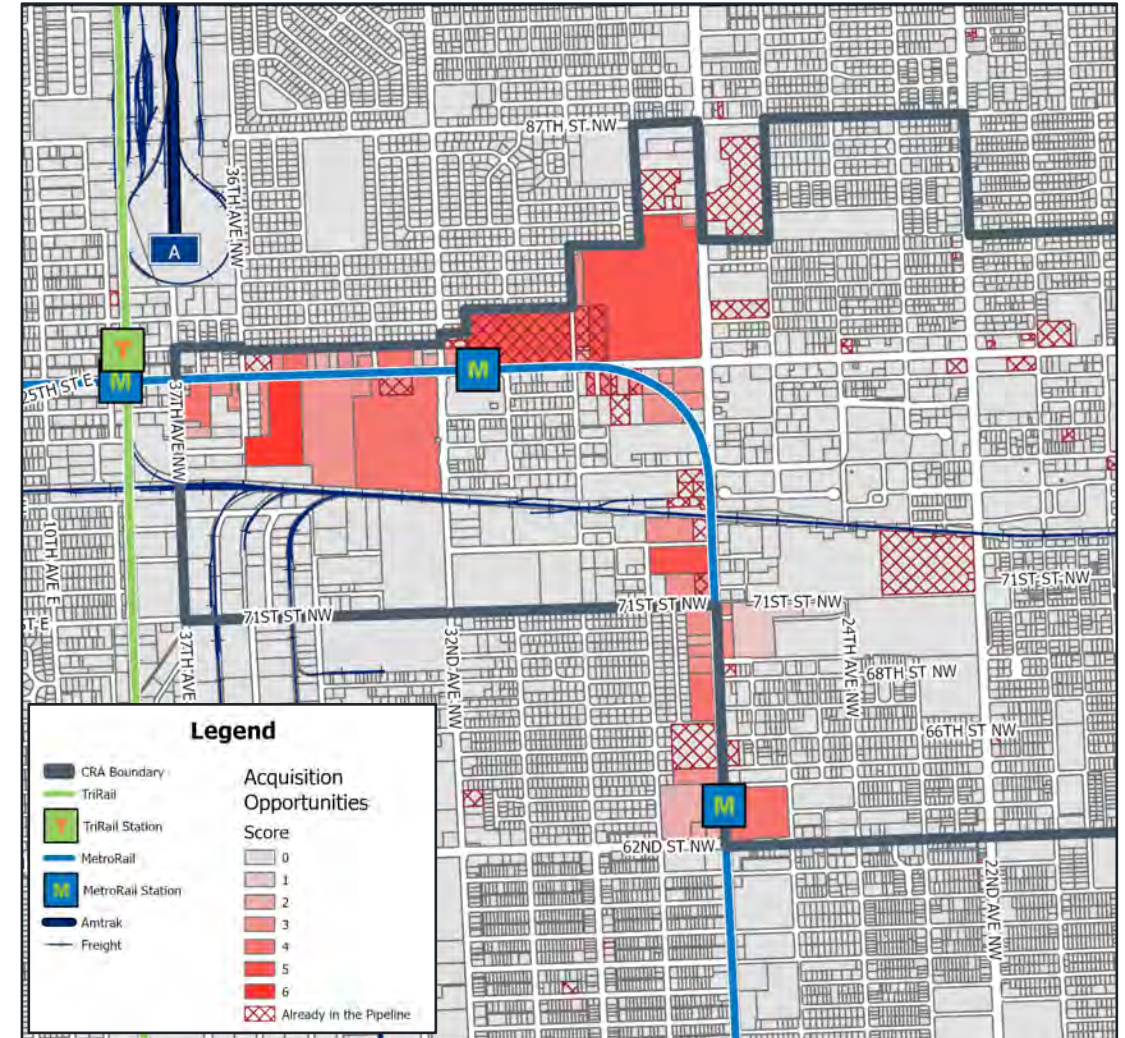
Each site received 1 point based on the following criteria:

- Unsafe structures.
- Frontage on NW 79th Street or NW 27th Avenue.
- Vacant Parcel/parking/mobile home.
- Parcel size greater than 1/2-acre.
- Parcel size greater than 1-acre.
- Parcel size greater than 2-acres.
- Parcels with proposals or construction already in the pipeline were not considered.

Step 2

Step two screening results:

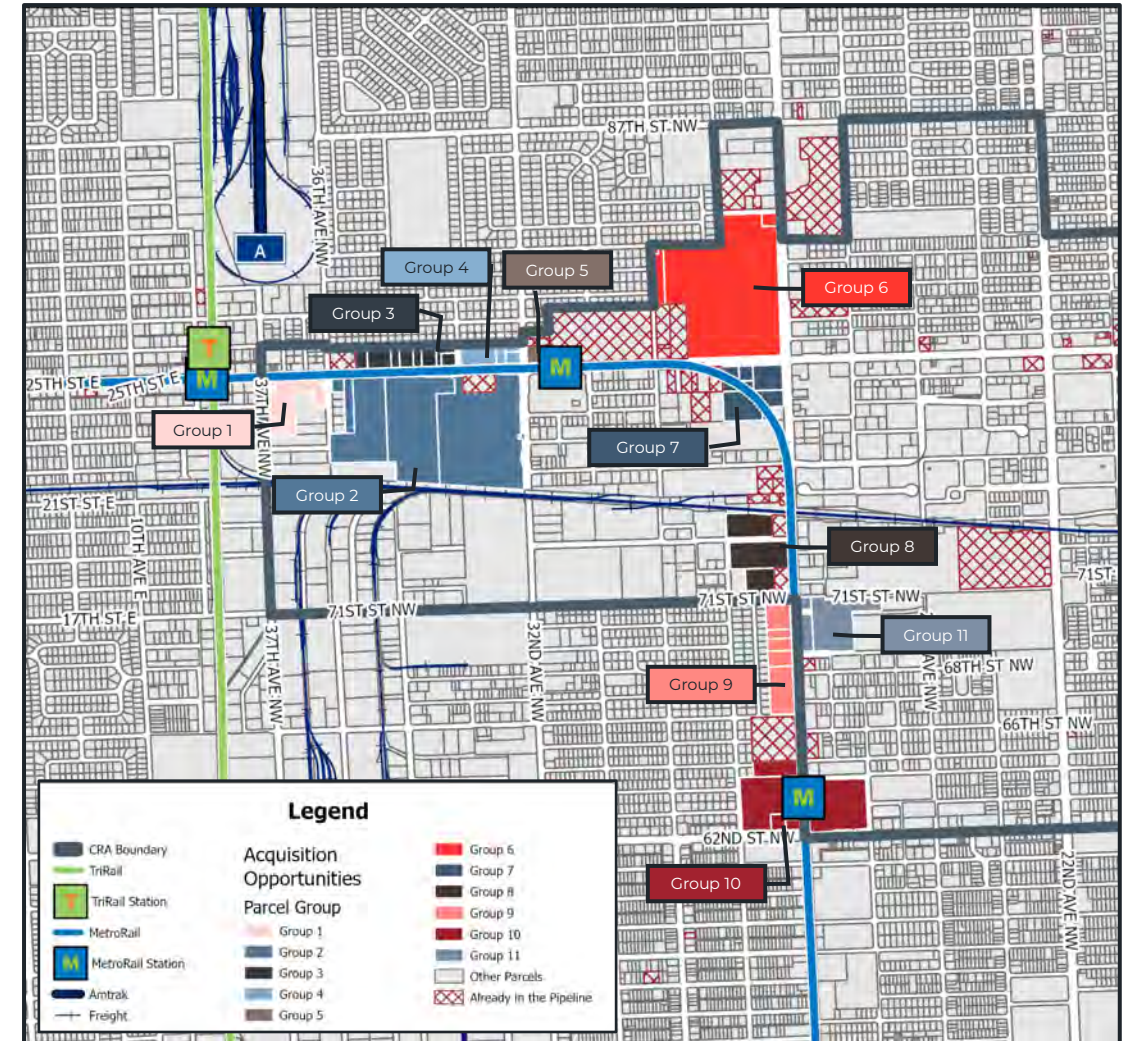
- Scores ranged from 0 to 6
- One site each scored '0' and '6'
- Mean score = 3
- Average score = 2.6
- Sites with constraints like public facilities, newer development, government owned, etc. were highlighted.



Parcel Grouping

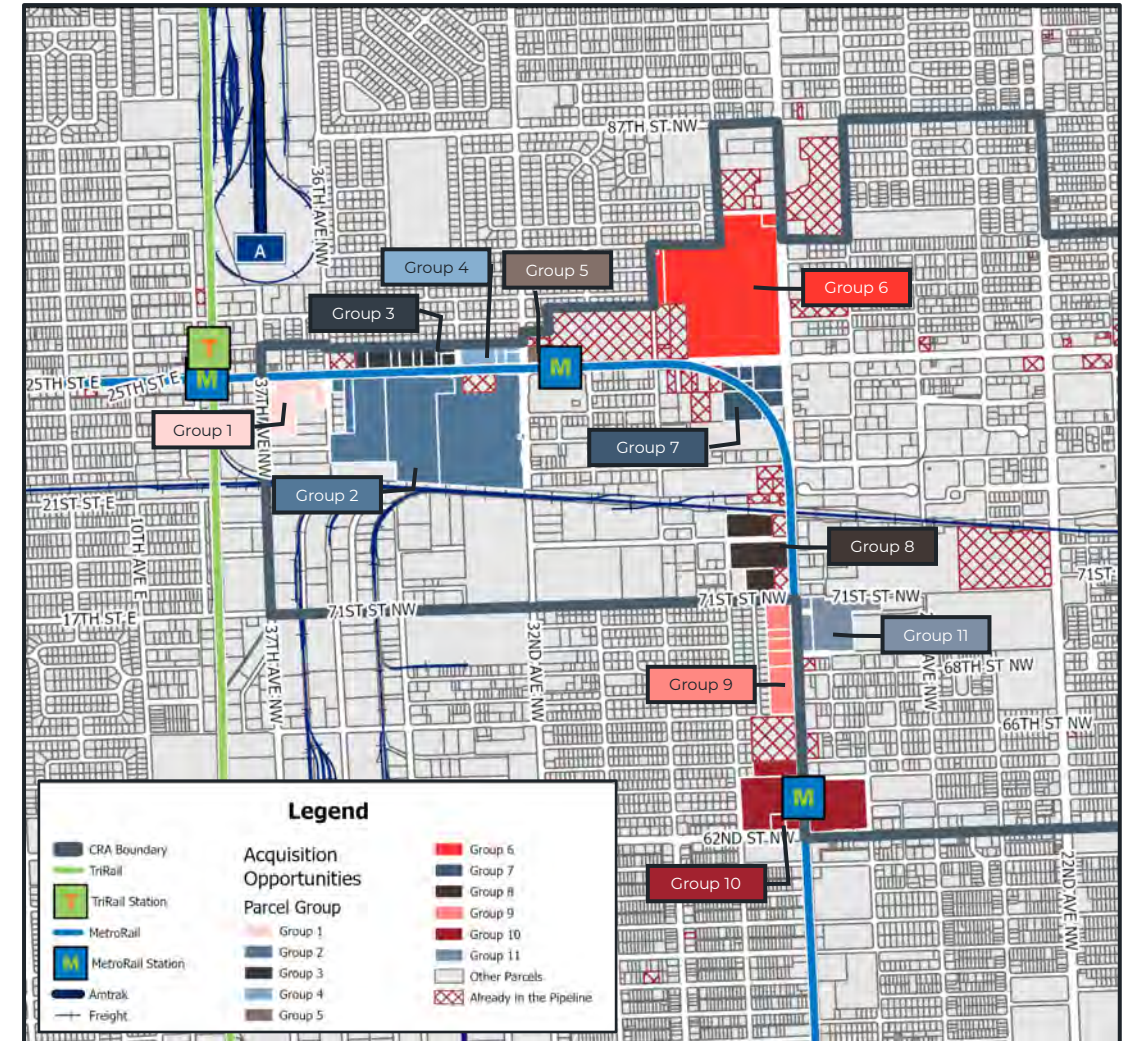
Contiguous parcels were identified for potential consolidation.

- Eleven groups of contiguous parcels were identified
- Smallest site: Group 9; 16,650 SF (0.38 acres)
- Largest site: Group 2; 3,456,477 SF (80.3 acres)



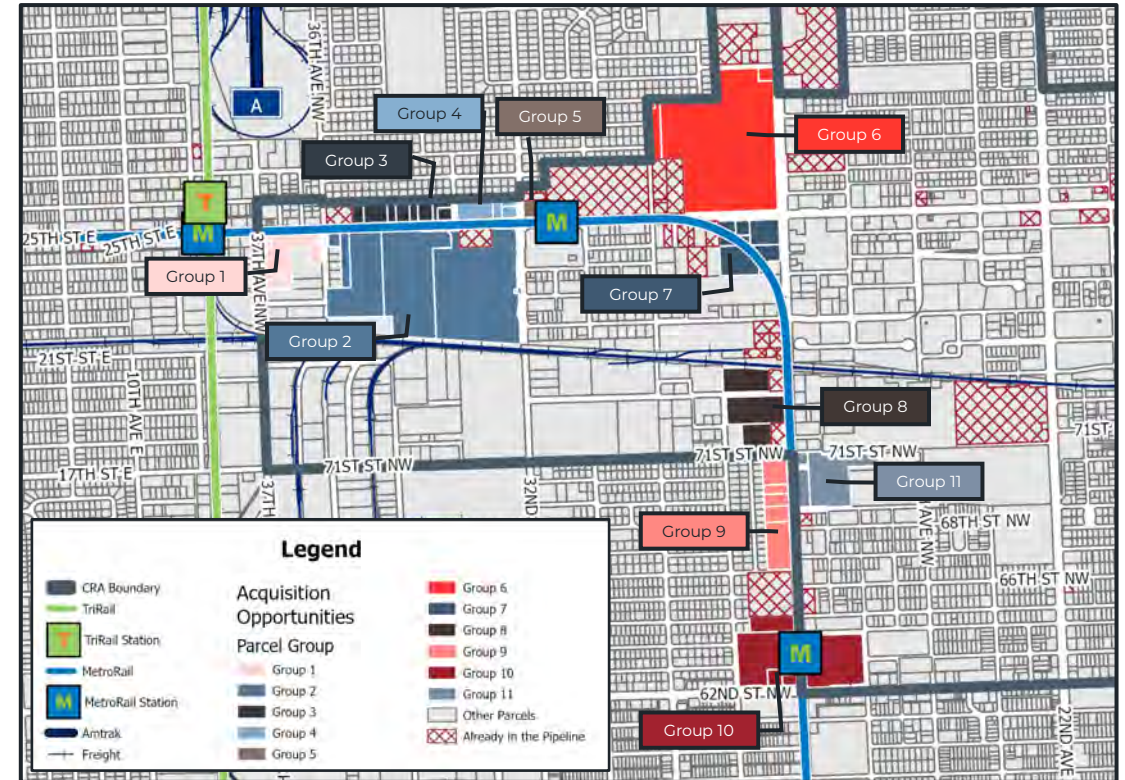
Conclusions

- Prime opportunities for redevelopment exist near to the Tri-Rail, Northside and Martin Luther King Jr. Stations.
- Group 2 (Industrial Sites adjacent to Wal-Mart Super Center) has the most potential for future transit-oriented development and is the top acquisition opportunity for NW 79 St CRA.



Results Summary: List of sites

Group	Description	Area (SF)
1	Industrial Sites Adjacent to Tri-Rail /Metrorail Transfer Station	249,552
2	Industrial/Parking Adjacent to Walmart Super Center	2,108,810
3	Northside of NW 79 St between Transfer & Northside Station	219,630
4	Northside of NW 79 St between Transfer & Northside Station	128,295
5	Industrial Northside of NW 79 St between NW 30 Ave & 32 Ave	47,402
6	Northside Mall corner of NW 79 St & NW 27 Ave	1,636,906
7	Industrial Southwest corner of NW 79 St & NW 27 Ave	331,465
8	Industrial South New Tri-Rail Tracks & NW 27 Ave (potential future station site)	402,840
9	Industrial West of NW 27 Ave between NW 67 St & NW 71 St	318,183
10	Publicly owned sites east & west of MLK Metrorail station	787,104
11	Industrial east of NW 27 Ave between NW 69 St & NW 71 St	361,052



- Contiguous parcels were identified for potential consolidation (land assemblage).
- Parcel consolidation can generally support denser development and a wider range of uses.
- Consolidation unlocks development potential that may not be possible on smaller, scattered sites.

Development Outlook

79th Street Community Redevelopment Area

May 2024

The following summarizes the latest planned developments as of May 30, 2024.

IMC, a North Miami-based developer, has filed an application to Miami-Dade County for permission to construct a seven-story building on 5 acres of land located at the northeast corner of Northwest 79th Street and Northwest 30th Avenue on 2963-2995 and 3073 NW 79th Street.

These are the three parcels across 79th Street from Northside Train Station: 79 NORTHSIDE TOWN STATION LLC. It appears that the same owner for 3017, the large parcel holding many large trucks and trailers.

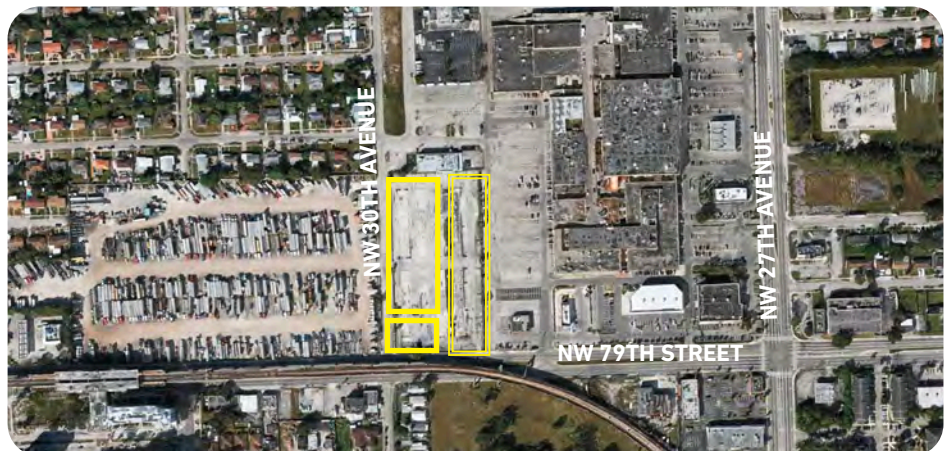
The properties are currently vacant and zoned North Central Urban Area District (NCUAD) Urban Center which permits up to 15 stories and 125 dwelling units per acre.. The future land use category is Business and Office.

According to a recent article in Real Deal, the proposed building will include at least:

- 31 workforce units,
- 213 market-rate units,
- restaurants, and
- retail.

The application was filed by the company late last month. [Real Deal Article: Imc Equity Plans 1000 Apartments in West Little River](#)

This proposed development will be considered workforce housing for household earning no more than 120% of the area median income.



Key Takeaways

1. **Opportunity:** Mixed-use includes much needed workforce housing, market rate units, restaurants, and retail.
2. **Benefits:** It creates an active corridor for transit riders and new residential housing, enhancing the area across from the Northside Metro station.
3. **Consistency with the CRA Plan:** This aligns with the CRA's current goals of increasing affordable housing while facilitating new development along the corridor.

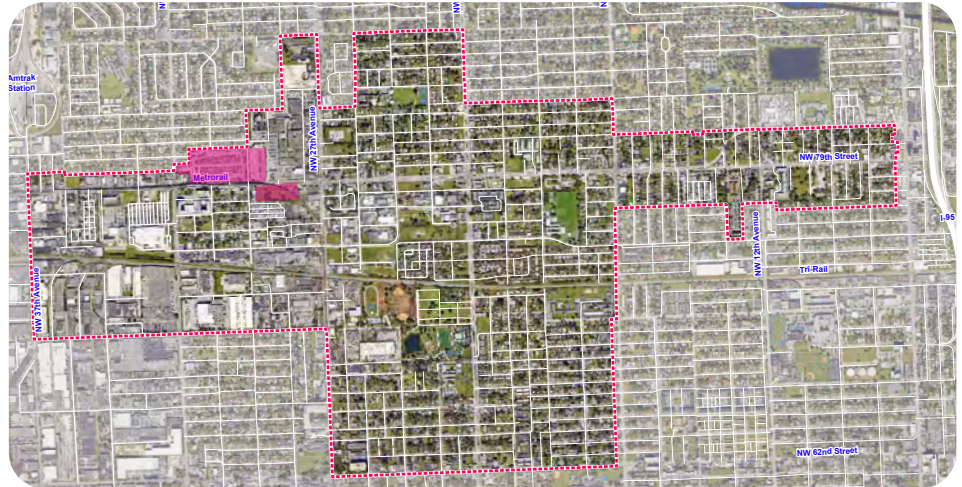
Development Outlook

NW 79th Street Community Redevelopment Area

October 2024

The following summarizes the latest planned developments as of October 22, 2024.

IMC Equity Group, a North Miami based developer, has filed an application, A2020000050, to Miami-Dade County for permission to construct a seven-story building on five acres of land located at the northeast corner of Northwest 79th Street and Northwest 30th Avenue on 2963-2995 and 3073 NW 79th Street.



NW 79th Street CRA Key Map

79 NORTHSIDE TOWN STATION LLC owns parcels on the west side of NW 30th Avenue and on the south side of NW 79th Street that are considered for future phases of this project and consist of the following folios:

- 30-3109-000-0110,
- 30-3109-000-0021,
- 30-3109-000-0091,
- 30-3109-015-0060,
- 30-3109-015-0040,
- 30-3109-015-0030,
- 30-3109-015-0011,
- 30-3109-015-0010.



Parcels owned by 79 Northside Town Station LLC

	PERMIT STATUS	FOLIOS	EXISTING ZONING	LOT SIZE (ACRES)
1	Approved (Phase I)	30-3109-000-0150, 30-3109-005-0163, 30-3109-005-0170, 30-3109-005-0171	NCUAD	4.73 acres
2	Not Submitted	30-3109-000-0110	NCUAD	15.4 acres
		30-3109-000-0091	BU-1A	0.42 acres
		30-3109-000-0021	RU-2	0.48 acres
3	Not Submitted	30-3109-015-0060, -0040, -0030, -0011, -0010	NCUAD	2.35 acres

According to A2020000050, Phase I of the proposed development will include:

- 31 workforce housing units,
- 213 market rate units,
- restaurants, and retail.

79 NORTHSIDE TOWN STATION LLC plans on developing the larger truck parcel, which is approximately 50 acres, into a substantially larger mixed-use development.

Although no applications have been filed for these parcels, the following information was provided at the time this was written:

- Live Local Act to build up to 800 units (15 % will be affordable),
- A public park,
- Row of market-rate townhouses,
- Restaurants and retail,
- New water and sewer infrastructure.

IMC Equity is a key stakeholder in this corridor.



Northside Town Station developing 31 workforce housing units & 213 market rate units

Key Takeaways

1. **Opportunity:** Mixed-use includes much needed workforce housing, market rate units, restaurants, and retail.
2. **Benefits:** It creates an active corridor for transit riders and new residential housing, enhancing the area across from the Northside Metro station.
3. **Consistency with the CRA Plan:** This aligns with the CRA's current goals of increasing affordable housing while facilitating new development along the corridor.