

The N.W. 79th Street Corridor is a vibrant, emerging commercial district.

From its eastern border at N.W. 7th Avenue going west to N.W. 32nd Avenue, 79th Street is a mixture of old, new, corporate, industrial, and retail businesses interspersed with an emerging inventory of new affordable housing apartment options for seniors and families. The economic energy is active and offers immense opportunity for growth, revitalization and investment - the 79th Street area is set to become a regional, national, and global player.

Who We Are

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The N.W. 79th Street Corridor Community Redevelopment Agency (CRA) is located in the west-central portion of Miami-Dade County. Its boundaries extend approximately 3 miles from N.W. 7th Avenue at the eastern end to N.W. 37th Avenue on the west side; it extends south for about one-third of a mile to include an industrial area centered around the FEC railroad tracks running approximately parallel to N.W. 79th Street. The center portion, between N.W. 17th and 27th Avenues, widens considerably to extend to N.W. 61st Street on the south to N.W. 87th Street on the north, a distance of about one mile. The east end, east of N.W. 17th Avenue, is less than a thousand feet wide, and centered on 79th Street. The overall area encompasses about 1,254 acres.

N.W. 79th Street CRA

A Community of Opportunity and Prosperity

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EXECUTIVE SUMMARY: Looking Towards the Future

The N.W. 79th Street Community Redevelopment Agency (79th Street CRA) centers its work around a nearly three-mile commercial corridor on N.W. 79th Street, bounded by active yet undefined gateway on N.W. 7th Avenue to the East and the City of Hialeah to the West. An underappreciated aspect of this community is its global demographics with African American, African, Caribbean and Hispanic merchants with ties throughout the Americas, Africa, Asia and other world markets.

NEW LEADERSHIP. A reconstituted and reinvigorated Board of Commissioners is overseeing a progressive, yet realistic, action plan focused on supporting this dynamic marketplace and the businesses that are meeting residents' needs while navigating shifting local and national economies.

NEW BRANDS. Retail entrants to the Corridor representing major national brands are reshaping the landscape, posing challenges and opportunities for local retailers.

NEW IDENTITY. While the Corridor's goal is "to stimulate and guide the redevelopment of the N.W. 79th

Street Corridor and to create a better place to live, work, play and do business", a major goal of the new Board is to create a distinguishable identity or "brand" for the community highlighting its unique and destination-worthy assets to residents and local stakeholders, in addition to the broader Miami-Dade County community, and potential investors throughout the global community.

NEW INVESTMENT - ACTING LOCAL, GOING GLOBAL. While the area faces many of the physical struggles common to urban communities - blight, dilapidated and deteriorating properties and parcels, as well as code violations - there are clear signs of vitality with new commercial and residential investments aiming to improve the quality of life for residents and visitors alike. The area's new Foreign Trade Zone is among the signature projects hoping to create opportunities to connect local entrepreneurs to new markets both domestically and abroad.

The 79th Street CRA supports efforts to uplift the area's existing assets - international merchants, transportation, industrial warehouses - and connect them to the County's multi-billion dollar economy.

[Above]

The Northside Shopping Center is a community landmark whose impact on local memory extends far beyond its locale. Northside has sustained and transformed itself and survived through many economic and demographic changes.

Acting Local, Going Global.

CRA BASICS

The activities and programs offered within a Community Redevelopment Area are administered by the Community Redevelopment Agency. A five- to seven-member CRA “Board” created by the local government (city or county) directs the agency. The Board can be comprised of local government officials and or other individuals appointed by the local government. Although one local government may establish multiple CRA districts, there generally may be only one CRA Board. Each district must maintain separate trust funds, and expend those funds only in that district.

The Community Redevelopment Agency is responsible for developing and implementing the Community Redevelopment Plan that addresses the unique needs of the targeted area. The plan includes the overall goals for redevelopment in the area, as well as identifying the types of projects planned for the area.

The redevelopment plan is a living document that can be updated to meet the changing needs within the Community Redevelopment Area.

Tax increment financing is a unique tool available to cities and counties for redevelopment activities. It is used to leverage 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 “frozen value.” Taxing authorities, which contribute to the tax increment, continue to receive property tax revenues based on the frozen value. These frozen 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.

The tax increment revenues can be used immediately, saved for a particular project, or can be bonded to maximize the funds available. 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.

Source: Florida Redevelopment Association,
<https://redevelopment.net/cra-resources/q-a-for-cras/>



2019 PRIORITIES & ECONOMIC DEVELOPMENT TOOLS

The 79th Street CRA Commissioners convened a retreat in February to identify priorities for 2019. In a review of past priorities and current opportunities and pressures, the Commissioners identified three priorities. These three priorities, together with the Corridor's signature project - the Foreign Trade Zone - are the focus of the CRA's 2019 priorities -- tied together with a theme of Acting Local, Going Global!.

Priorities:

- **SMALL BUSINESS VITALITY AND SUPPORT:** The 79th Street Corridor is dominated by retail and manufacturing related businesses. While the Corridor has seen the emergence of new national brands, the area's economy is still driven by small to mid-size businesses that would benefit from increased opportunities for expansion and revenue generation; training; and marketing support. The Corridor plans to create a Business Improvement District (BID) and create a co-working space to support emerging entrepreneurs.
- **MARKETING AND BRANDING:** To support local businesses, the CRA will undertake a marketing and branding initiative to develop a graphic identity for the Corridor and influence the aesthetics of future development.
- **DATA GATHERING AND PLANNING:** The CRA will conduct outreach to business and property owners, as well as residents, to align CRA priorities with stakeholder interests, and to align research with existing realities.

Major Economic Development Tools

FOREIGN TRADE ZONE (FTZ): The 79th Street CRA will support efforts to connect its targeted communities to Miami Dade County's Trade and Logistics industry. The 79th Street Foreign Trade FTZ is a signature venture and is designed to expand the participation of underserved communities in the robust trade and logistics economy. The FTZ's first project is the development of a cold and dry storage warehouse to be located within the CRA community.

OPPORTUNITY ZONE FUND: A new investment tool that allows investors to defer, or be exempt from, capital gains taxes if funds are used to support development projects in pre-selected zones throughout the country. The Board is aware that unless implemented carefully, Opportunity Zones could also increase inequality in poor communities. The CRA will join in with other local collaborations to attract potential investors.

TRANSIT ORIENTED DEVELOPMENT (TOD): In urban planning, transit-oriented development maximizes the amount of residential, business and leisure space within walking distance of public transportation. In doing so, TOD aims to increase public transport ridership and by promote sustainable urban growth. The transportation assets between NW 27th to NW 37 Avenue on NW 79th Street are prime examples of how a TOD strategy can trigger economic development activity in an area that is undeveloped. The western zone of the 79th Street CRA District is now a hub of economic activity.

2019 PRIORITIES & ECONOMIC DEVELOPMENT TOOLS

Major Economic Development Tools (Cont.)

BUSINESS IMPROVEMENT DISTRICT (BID): A BID is a defined area within which businesses are required to pay an additional tax in order to fund projects within its boundaries. The BID is often funded primarily through the a tax levy on property owners but can also draw on other public and private funding streams.

In 2016, Neighborhood Housing Services of South Florida (NHSSF), in partnership with the 79th Street Corridor Initiative and 79th Street Coalition for Change engaged South Florida Community Development Coalition, Inc. (SFCDC) to complete a feasibility analysis to determine if the formulation of a Business Improvement District (BID) is a viable tool to further improve business conditions along the 79th Street Corridor. The 79th Street Corridor refers to 79th Street, between Northwest 7th Avenue on the east end and Northwest 37th avenue on west end, in unincorporated Miami-Dade County. The corridor lies just west of I-95 and is a mixture of commercial and residential land uses. This report summarizes key elements of the BID process, examines existing BIDs in Miami-Dade County, documents initial stakeholder feedback, includes a property inventory and recommends next steps

National Partners in this Space: Association for Neighborhoods and Housing Development, New York City

Traditional economic development emphasizes investments in places over investment in people. It has focused simply on expanding the tax base instead of explicitly creating economic opportunity for marginalized communities. These policies historically disenfranchised communities of color and continue to perpetuate the displacement of low income communities. Equitable economic development empowers low income communities, immigrant communities, and communities of color. Our equitable economic development work currently focuses on three key areas: small business anti-displacement; protecting industrial and manufacturing land; and access to quality jobs.

Small Businesses: Small businesses are the cornerstones of neighborhoods. ANHD is committed to ending the displacement of neighborhood small businesses, particularly in low and moderate-income communities of color and immigrant communities.

Industrial and Manufacturing: Preserving and revitalizing industrial and manufacturing sector, which provides well-paying jobs for communities of color.

Quality Jobs: Ensuring that economic development in New York leads to job growth for New Yorkers. We believe that all City subsidized economic development projects must create full-time, living wage jobs for all New Yorkers with clear training goals and pipelines for career advancement.

2019

PRIORITIES & ECONOMIC DEVELOPMENT TOOLS

Major Economic Development Tools (Cont.)

TRANSIT-ORIENTED DEVELOPMENT: A 200-unit affordable housing complex is being developed at 32nd Avenue and 79th Street near the public transit Metro station. This complex is located directly across the street from a new Walmart Supercenter that employs over 200 people. Additionally other brands such as Dunkin Doughnuts' and Ross Dress for Less have sprung up near the Walmart Center. These new businesses employ an additional 100 people. All of this development activity and job creation was triggered by the public transportation station that is located in the heart of the 79th Street CRA District's western zone.

STRATEGIES AND ACTION STEPS

At the conclusion of 2019, the CRA will have detailed plans for formation of a BID that takes into account key considerations such as increasing community cohesion and managing expectations; identifying common concerns among stakeholders; managing with limited resources; focusing on effectiveness and keeping services simple.

- 1) Assess the impact of national brands on the survival of local businesses.
- 2) Partner with local elected officials to forge mutually beneficial relationships, particularly with border cities.
- 3) Partner with Miami Dade Transit and FDOT on future TOD projects
- 4) Support additional investments in the western zone to stimulate more jobs creation.

What is Transit Oriented Development (TOD)?

TOD, or transit-oriented development, means integrated urban places designed to bring people, activities, buildings, and public space together, with easy walking and cycling connection between them and near-excellent transit service to the rest of the city. It means inclusive access for all to local and citywide opportunities and resources by the most efficient and healthful combination of mobility modes, at the lowest financial and environmental cost, and with the highest resilience to disruptive events. Inclusive TOD is a necessary foundation for long-term sustainability, equity, shared prosperity, and civil peace in cities.

A global shift from urban sprawl to inclusive TOD is a most urgent matter. It is, however, more easily conceptualized than executed. Multiple complex and interdependent elements must be aligned and brought together. They range from infrastructure, street, and building planning and design, to codes, regulation reform, and finance. Diverse participants with disparate world views and interests are involved: decision and policy makers from many institutions, professional technicians of various disciplines, developers and investors, future tenants and residents, people attached to car-based suburban lifestyles, people in communities set to be transformed by redevelopment and densification, and grassroots and civic organizations. In this context, a large-scale shift to TOD must begin with the building of a common understanding and a conceptual framework for collaboration.

MAJOR ISSUES IN THE CORRIDOR

ADDRESSING THE AFFORDABLE HOUSING CRISIS

ISSUE: Low wages and high rent spells crisis. Seldom does a month go by without a major news story or study highlighting the acute need for affordable and workforce housing in the Miami area. The 79th Street CRA is aware that the severe lack of affordable and workforce housing, paired with Miami's service based economy has created a crisis that destabilizes vulnerable communities and fragile families.

- A recent study conducted by the renown economist Richard Florida and the Florida International University School of Architecture, ranks Miami #2 in the country in homeownership affordability. While this may sound encouraging, its actually not because it means that more than 40 percent (40,3 percent) of Greater Miami's homeowners spend more than 35 percent of their monthly income on housing. According to the report, Miami is second only to Los Angeles for the share of homeowners spending more than 35 percent of their income on housing, worse than New York and San Francisco.
- The study further underscores the severity of the problem by segmenting the impact of housing costs on two worker groups - the creative class and the low-income service class. Both groups of Miami workers pay a substantially higher housing costs than their counterparts in similar metropolitan areas throughout the country. The issue of housing is a critical priority for the South Florida region,

and is an acute crisis in its urban and underserved communities such as the 79th Street Corridor.

Effective solutions to this issue will require diligence, collaboration and agreement on a multi-pronged approach to increase wages and incentivize developers to build high quality, affordable housing for the workers who drive our economy. The CRA will work with its partners to provide solutions to a serious problem.

STRATEGIES AND ACTION STEPS

- **WORKFORCE HOUSING.** The Central area of the Corridor includes the largest parcels of lands suitable for a mixed use commercial-residential development project. The CRA will support public and private efforts to development more workforce housing in the area.
- **MARKET DATA & INFORMATION.** Create a clearinghouse to gather and share timely information on proposed housing projects planned for the Corridor. This information will be available to stakeholders and developers to more strategically create housing for working families.
- **PUBLIC/PRIVATE COLLABORATION.** Greater collaboration, input and influence on Miami-Dade County's Comprehensive Development Master Planning Process as it affects the Corridor.



The Eastern Entryway: Changing an Unwelcoming Gateway

ISSUE: The Corridor's Gateway is N.W. 7th Avenue and 79th Street, an area with great promise and challenge. The gateway has seen significant new investment, anchored by the massive renovation of the Holiday Inn property, and the construction of the Pinnacle Apartments, both of which occupy the northeast corner of 79th Street and 7th Avenue.

Other promising developments include the demolition and removal of the blighted and often neglected mobile home community; the construction of two new affordable apartment communities; and the recent demolition of an aging property on the northwest corner of N.W. 7th avenue and 79th street.

The 79th Street CRA Districts' Eastern Gateway runs from NW 7th Avenue to 12th Avenue. This area includes a mixture of commercial and residential assets. A major goal of the N.W. 79th Street CRA is to improve the aesthetic character of the community's gateways. The following are strategies that will help achieve this goal.

STRATEGIES AND ACTION STEPS

- 1) Taking inspiration from other I-95 exits, expanding options for food, fuel, and lodging within the Gateway will prove attractive to travelers and local residents alike.
- 2) The Eastern Gateway needs mainstream banking partners, as well as diverse entertainment options focused on attracting young professionals and families.
- 3) The Eastern Gateway needs to find ways to link to the 7th Avenue CRA as it builds assets like the new hotel, Arcola Lakes Library and the Northside Police District station..
- 4) The CRA will continue to work with the Florida Department of Transportation (FDOT) regarding updates to its roadway assets near the Eastern Gateway.
- 5) The CRA will undertake a marketing and branding campaign to create prominent gateway with Corridor signage and banners at the Eastern Gateway and N.W. 79th Street.



The Central Corridor: Stimulating An Under-developed Central Zone

ISSUE: The Corridor's Central Zone runs from N.W. 13th Avenue to N.W. 26th Avenue. This area includes the long-languishing Poinciana Industrial Center (PIC) and an array of housing and commercial assets. The PIC is a 25-acre tract of industrially-zoned land that continues to be the Corridor's largest economic development challenge in need of an immediate, effective, job-creating and revenue-generating solution. The area has been the subject of much speculation and possibility with many proposals having been considered but none as yet to coming to fruition.

The Central Zone is marked by an abundance of automotive, truck and mobile home businesses, i.e. "farms", that place much of their inventory within their properties, thereby creating a warehousing or stockpiling effect that challenges the Corridor's effort toward improving the vitality, profitability and aesthetics of the area.

Meanwhile area residents in need of jobs, and the CRA seeking a tax-generating solution, keep the PIC at the center of the community's efforts to

find a productive and long-lasting solution that will also contribute to the Corridor's revitalization.

The emergence of national brands within the Corridor continues in the Central Quadrant, and include a new 7-Eleven market and gas station and a Family Dollar store. While welcome additions to the retail mixture, the impact of these brands on the long-term economic vitality of the Corridor will be important to analyze and document; particularly when intersected with other critical issues such as crime and safety; community revitalization; and market saturation.

STRATEGIES & ACTION STEPS

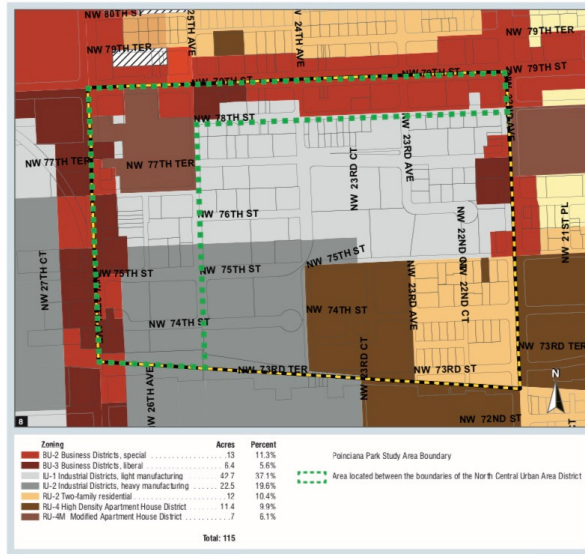
Key strategies for the Central Zone:

- 1) The Poinciana Industrial Center (PIC), and the,
- 2) The Foreign Trade Zone (FTZ)

The 79th Street CRA Board will pursue investments through Opportunity Zone funds which are designed to catalyze development in underserved communities.

Zoning

Industrial zoning districts, IU-1 and IU-2, total about 57 percent of the land in the Poinciana Park study area. Residential zoning, that includes RU-2, RU-4 and RU-4M, is found in the northwest and southeast corners of the study area, while business zoning districts, BU-2 and BU-3, are located along NW 79th Street, NW 27th Avenue and NW 22nd Avenue. Figure 8 illustrates the existing zoning within the study area.



Poinciana Park Area Plan Report

Poinciana Industrial Center (PIC): Compelling and Complex

ISSUE: Few projects within the Corridor have been the subject of as much expectation and diverging opinions as the Poinciana industrial Center, more commonly known as The PIC. The PIC is 25-acres of industrially zoned land located along a rail spur, that provides optimal logistical resources to support companies involved in trade (import/export) and logistics. The PIC sits within the larger Poinciana Industrial Park (PIP) which is a mix of manufacturing, industrial and commercial developments.

The PIC has been the subject of many development proposals over the years from public and private sources. A large parcel of vacant land is a rare commodity in urban communities and all stakeholders are invested in identifying and agreeing upon an effective solution to activate the space in a manner that will help to shape the identity and ensure the sustainability and growth of the 79th Street Corridor.

FROM INDUSTRIAL TO DESIRABLE: The PIC is more than half the size of New York's Meat Packing District, which has developed into one of New York's most sought after areas.

BEST PRACTICE: The San Diego's Villages provide a model for Corridor policymakers to consider. The Villages concept is "the mixed use heart of a community where residential, commercial, employment and civic uses are all present and integrated.

STRATEGIES & ACTION STEPS

Expectations are high for a project that addresses the need for workforce housing, trade/logistics/manufacturing facilities, attractions and amenities.

VISION. In collaboration with key partners, including county government and the private sector, the CRA will spearhead efforts to create a comprehensive vision for the PIC inclusive of business, residential, transportation and civic engagement.

INVESTMENT. Leveraging funding opportunities such as Opportunity Zones and Tax Increment Financing to catalyze development in the area.

79TH STREET CORRIDOR GETS BOOST

STAFF REPORT—DECEMBER 29, 2016



Foreign Trade Zone: Going Global, Acting Local

ISSUE: Miami Customs District #52 (South Florida's) total global merchandise has increased from \$65.9 billion in 2012 to \$107 billion in 2017. According to the U.S. Census Bureau data, the Miami Customs District #52, trade surplus amounted to \$10.6 billion in 2017 and remains one of a few Customs Districts in the U.S. that continues to enjoy a trade surplus. And yet, minority business owners are largely underrepresented in this robust and profitable industry.

STRATEGIES & ACTION STEPS

To help address this issue, in 2016, a new Foreign Trade Zone (FTZ) was approved under the leadership of the 79th Street Initiative, a partner of the 79th Street CRA. The FTZ allows certain businesses which are subject to customs tariffs on the import and export of goods to defer, reduce, or in certain circumstances avoid the payment of tariffs.

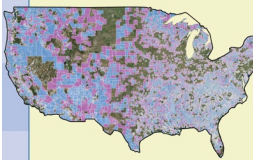
WAREHOUSE SPACE. The next steps in the process are to secure, develop and operate a full service foreign trade zone and public warehouse, including an exhibition showroom and administrative offices.

In Phase 1, the proposal is to an innovative facility accommodating 100,000 square feet of cold and frozen storage. In Phase II, an additional 70,000 square feet of cold and frozen storage will be constructed including 30,000 square feet of office, meeting and dry storage. The facilities will help meet the emerging demand for trade services in Miami Dade County.

TRAINING. Efforts to catalyze the area's trade potential include the 79th Street Initiative sponsorship of a training program for current and aspiring entrepreneurs - based in the Corridor - to earn a certification in Trade and Logistics through the Continuing Education Department of Miami Dade College.

The overarching goal is to build a viable and sustainable community-focused trade and logistics industry hub, initially serving North Central Miami Dade County and subsequently expanding to meet similar needs in other targeted urban areas.





Opportunity Zones are distressed census tracts that meet eligibility requirements.

Treasury will certify Opportunity Funds to make investments in Opportunity Zones.


Investors receive tax benefits for placing unrealized capital gains into Opportunity Funds.

Governors will nominate census tracts eligible for investment by **March 21**.

Look to Enterprise and Economic Innovation Group for more information.

Understanding OPPORTUNITY ZONES

Congress has created a new tax incentive designed to drive long-term capital to distressed communities.



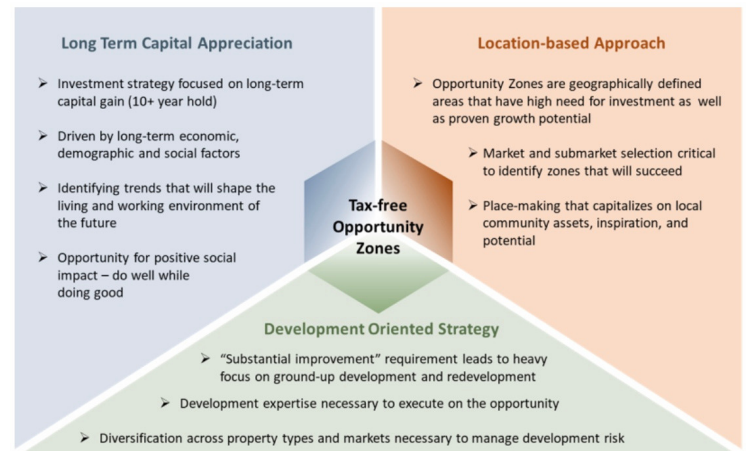


Opportunity Zones: Leveraging New Opportunities to Attract Investment and Grow Communities

In 2018, the U.S. Department of the Treasury, at the recommendation of the Florida Governor, designated the NW 79th Street corridor, along with many areas throughout the country, as an Opportunity Zone. Opportunity Zones are designed to attract investment to impoverished communities. While still a new concept, Opportunity Zones provide tax incentives for certain types of investments designed to spur economic development and job creation.

Under the Opportunity Zone program, Opportunity Funds are established as investment vehicles. The fund must hold 90 percent of its assets in a qualifying Opportunity Zones property. While completed in 2009, the CRA Finding of Necessity noted a high-vacancy and/or abandonment commercial property rate within the Corridor.

The program is widely viewed as the most substantial development incentive created over the past few decades by the federal government and particularly favors investments in ground-up



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real estate development and redevelopment. The high commercial vacancy rate, and the relative dearth of available commercial spaces, provides an opportunity to leverage Opportunity Zone investments to attract new industries and to revitalize the Corridor.

Bank lends \$12 million to kick off construction for retail center



Janiah Adams Jan 9, 2019 



The Western Border: National Brands Arrive, Local Landmarks Exit

ISSUE: The Western segment of the Corridor is where the action is - and where external pressures are most apparent. Residents and visitors to the 79th Street community saw the closure of a long-time landmark, Flea Market USA. The former Flea Market was a 15-acre parcel that housed more than 200 local businesses and vendors providing a variety of goods and services ranging from hair care and jewelry to automotives, food and apparel.

The Flea Market's closure is sure to have an impact on the Corridor's economic productivity, as the overall number of the minority owned small businesses. In the wake of the Flea Market's closure, national brands, anchored by a WalMart Super Store, have set up shop in the Corridor's western zone to favorable consumer response.

Other big brands, including Ross Dress for Less and Dunkin (formerly Dunkin Donuts), anchor a new strip mall outparcel adjacent to WalMart, called the East Hialeah Marketplace, although the structure sits just west of Hialeah boundaries.

This welcome, albeit boundary confusing addition to the marketplace is one among several key issues the CRA is prepared to address through its action plan.

STRATEGIES & ACTION STEPS

- 1) Assess the impact of national brands on the survival of local businesses and provide incentives to support local brands in their efforts to grow and compete.
- 2) Partner with local elected officials to forge mutually beneficial relationships, particular with cities that share borders with the Corridor.
- 3) Develop a comprehensive brand for the Corridor that blends the area's past and its future to create a distinctive and attractive new vision. Retail has been a linchpin of the area's identity and trends in that industry, as well as cultural tourism, offer important guideposts for its next chapter.



Photo Courtesy of Wynwood BID



The Clean Team (Wynwood BID)

Business Improvement District: Creating a Cohesive Business Community

ISSUE: The Corridor, while just shy of three miles in geography, threads its way through a community that is widely diverse, dynamic and in many ways disconnected. The CRA's goal to create a Business Improvement District (BID) seeks to build bridges with businesses, property owners and residents to foster a cohesive community.

A BID is a defined area wherein businesses are required to pay an additional tax in order to fund projects within its boundaries. The BID is often funded primarily through the a tax levy on property owners but can also draw on other public and private funding streams.

Neighborhood Housing Services of South Florida (NHSSF), in partnership with the 79th Street Corridor Initiative and 79th Street Coalition for Change engaged South Florida Community Development Coalition, Inc. (SFCDC) to complete a feasibility analysis to determine if the formulation of a Business Improvement District (BID) is a viable tool to further improve business conditions along the 79th Street Corridor.

The N.W. 79th Street Corridor refers to N.W. 79th Street, between Northwest 7th Avenue on the east end and Northwest 37th avenue on the west end, in unincorporated Miami-Dade County. The corridor lies just west of I-95 and is a mixture of commercial and residential land uses. This report summarizes key elements of the BID process, examines existing BIDs in Miami-Dade County, documents initial stakeholder feedback, includes a property inventory and recommends next steps.

STRATEGIES & ACTION STEPS

- 1) Devise a plan to establish an effective and inclusive BID for the 79th Street CRA District.
- 2) Host information and formation sessions for business and property owners eligible to participate in the BID.
- 3) Serve as a resource to the BID Founders providing technical assistance and collaboration opportunities.

79TH STREET CRA

JANUARY - SEPTEMBER 2019
ACTION ITEMS

PRIORITY	ESTIMATED COMPLETION	ACTION ITEMS
Planning/Data Resource Center	3rd Quarter	Obtain new and up-to-date land use and other maps of the Corridor for use in decision-making and planning.
Branding/Marketing	3rd Quarter	Collaborate with local university School of Communication and Design to develop branding/graphic identity resources and tools for the CRA.
Planning/Data Resource Center	3rd Quarter	Board members and key stakeholders will conduct a community inventory by bus to assess growth and challenges
Branding/Marketing	3rd Quarter	Develop a media and public relations campaign to promote awareness of the CRA's goals and projects.
Small Business Vitality	4th Quarter	Finalize a business and outreach plan for the formation of a Business Improvement District

PRIORITY	ESTIMATED DATE OF COMPLETION	ACTION ITEMS
Small Business Vitality	4th Quarter	Based upon survey data, design a series of business development training opportunities for eligible business in the Corridor
Branding/Marketing	4th Quarter	The CRA will create and disseminate a bi-monthly electronic newsletter to area businesses and stakeholders
Small Business Vitality	4th Quarter	The CRA, in collaboration with Partners for Self-Employment, will disseminate small business improvement grants to eligible businesses
Small Business Vitality	4th Quarter	The CRA will convene local business, political and industry stakeholders to create a unified vision for the Corridor.

79TH STREET CRA 2018-19 BUDGET

NW 79th Street Community Redevelopment Agency FY 2018 - 2019 Proposed Budget

DRAFT

Exhibit 1

Revenues

UMSA Tax Increment Revenue (TIR)
County Tax Increment Revenue (TIR)
Carryover from prior year
Other- Commission Allocation
Property Sale
Interest earnings
Revenue Total

FY 17-18 Adopted Budget	FY 17-18 Actual Budget	FY 18-19 Proposed Budget
100,719	100,719	177,956
243,760	243,760	430,692
149,946	147,793	416,305
-	-	-
-	-	-
700	5,000	6,500
495,125	497,272	1,031,453

Expenditures

Administrative Expenditures:

Employee salary and fringe
Contractual Services (Economic Dev. Coord.)
Printing and publishing
Meeting Costs
Advertising, Newspaper and Notices
Travel (includes Educational Seminars)
CRA Support Staff Office
Other Admin. Exps (Direct Cnty Support)

-	-	-
-	-	-
-	-	-
2,000	-	2,000
6,600	-	2,500
200	-	200
5,000	-	2,500
25,000	25,000	30,000
38,800	25,000	37,200
County Administrative Charge at 1.5%	5,167	9,130
43,967	30,167	46,330

(A) Subtotal Admin Expenses

County Administrative Charge at 1.5%

(B) Subtot Adm Exp & County Charge

Operating Expenditures:

Repayment for FON and Plan
Memberships and State Fee
Contractual services
Printing, Publishing & Social Media
Marketing & Promotional Events
Meeting Room Expenses
Legal Services
Administrative & Program Support
Professional Services
Property Maintenance
Property Assessment and Fees
Corridor Façade Program
Business Training Programs Support
Land Appraisal / Acquisition
Infrastructure

40,000	40,000	40,000
800	800	800
-	-	-
15,000	-	15,000
25,000	-	50,000
1,000	-	1,000
10,000	10,000	10,000
50,000	-	50,000
50,000	-	50,000
-	-	-
-	-	-
50,000	-	150,000
40,000	-	40,000
75,000	-	250,000
75,000	-	75,000
431,800	50,800	731,800
19,358	-	253,323
495,125	80,967	1,031,453

(C) Subtotal Oper. Expenses

(D) Reserve

Expenditure Total (B+C+D)

Cash Position (Rev-Exp)

(0)	416,305	0
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C R A T I F R E V E N U E P R O J E C T I O N S

PROPOSED NW 79TH STREET TAX INCREMENT DISTRICT REVENUE PROJECTION

Roll Year	FY	Prel Tax Roll	Roll Growth	Base Year	Increment	County Millage	UMSA Millage	County Revenue	UMSA Revenue	Total Revenue
2011	2012	395,158,830	0.00%	395,158,830	0	0.004704	0.001928	0	0	0
2012	2013	382,247,233	-3.27%	395,158,830	(12,911,597)	0.004704	0.001928	0	0	0
2013	2014	368,364,088	-7.01%	395,158,830	(26,794,742)	0.004704	0.001928	0	0	0
2014	2015	373,148,054	-5.98%	395,158,830	(22,010,776)	0.004704	0.001928	0	0	0
2015	2016	382,640,742	-3.35%	395,158,830	(12,518,088)	0.004667	0.001928	0	0	0
2016	2017	424,575,258	7.69%	395,158,830	29,416,428	0.004667	0.001928	130,419	53,888	184,307
2017	2018	450,139,645	12.95%	395,158,830	54,980,815	0.004667	0.001928	243,760	100,719	344,479
2018	2019	494,926,303	22.16%	395,158,830	99,767,473	0.004667	0.001928	430,692	177,956	608,648
2019	2020	519,672,618	5.00%	395,158,830	124,513,788	0.004667	0.001928	581,093	240,100	821,193
2020	2021	545,656,249	5.00%	395,158,830	150,497,419	0.004667	0.001928	702,356	290,204	992,561
2021	2022	572,939,062	5.00%	395,158,830	177,780,232	0.004667	0.001928	829,683	342,814	1,172,496
2022	2023	601,586,015	5.00%	395,158,830	206,427,185	0.004667	0.001928	963,375	398,054	1,361,429
2023	2024	631,665,315	5.00%	395,158,830	236,506,485	0.004667	0.001928	1,103,752	456,055	1,559,808
2024	2025	663,248,581	5.00%	395,158,830	268,089,751	0.004667	0.001928	1,251,148	516,957	1,768,106
2025	2026	696,411,010	5.00%	395,158,830	301,252,180	0.004667	0.001928	1,405,914	580,905	1,986,818
2026	2027	731,231,561	5.00%	395,158,830	336,072,731	0.004667	0.001928	1,568,418	648,049	2,216,467
2027	2028	767,793,139	5.00%	395,158,830	372,634,309	0.004667	0.001928	1,739,047	718,551	2,457,598
2028	2029	806,182,796	5.00%	395,158,830	411,023,966	0.004667	0.001928	1,918,208	792,578	2,710,785
2029	2030	846,491,935	5.00%	395,158,830	451,333,105	0.004667	0.001928	2,106,326	870,306	2,976,632
2030	2031	888,816,532	5.00%	395,158,830	493,657,702	0.005210	0.002327	2,572,154	1,148,495	3,720,649
2031	2032	933,257,359	5.00%	395,158,830	538,098,529	0.005210	0.002327	2,803,709	1,251,886	4,055,595
2032	2033	979,920,227	5.00%	395,158,830	584,761,397	0.005210	0.002327	3,046,841	1,360,447	4,407,288
2033	2034	1,028,916,238	5.00%	395,158,830	633,757,408	0.005210	0.002327	3,302,130	1,474,437	4,776,566
2034	2035	1,080,362,050	5.00%	395,158,830	685,203,220	0.005210	0.002327	3,570,183	1,594,125	5,164,308
2035	2036	1,134,380,152	5.00%	395,158,830	739,221,322	0.005210	0.002327	3,851,639	1,719,798	5,571,437
2036	2037	1,191,099,160	5.00%	395,158,830	795,940,330	0.005210	0.002327	4,147,167	1,851,755	5,998,923
2037	2038	1,250,654,118	5.00%	395,158,830	855,495,288	0.005210	0.002327	4,457,473	1,990,310	6,447,782
2038	2039	1,313,186,824	5.00%	395,158,830	918,027,994	0.005210	0.002327	4,783,293	2,135,792	6,919,085
2039	2040	1,378,846,165	5.00%	395,158,830	983,687,335	0.005210	0.002327	5,125,404	2,288,549	7,413,953
2040	2041	1,447,788,473	5.00%	395,158,830	1,052,629,643	0.005210	0.002327	5,484,621	2,448,943	7,933,564
FY 2012 - FY2019										
Discount Rate: 5.50%										
Total NPV										
Total \$804,871										
NPV \$542,794										
FY 2020 - FY2039										
Discount Rate: 5.50%										
Total NPV										
Total \$57,313,934										
NPV \$26,694,925										
Total \$82,433,043										
NPV \$38,288,843										

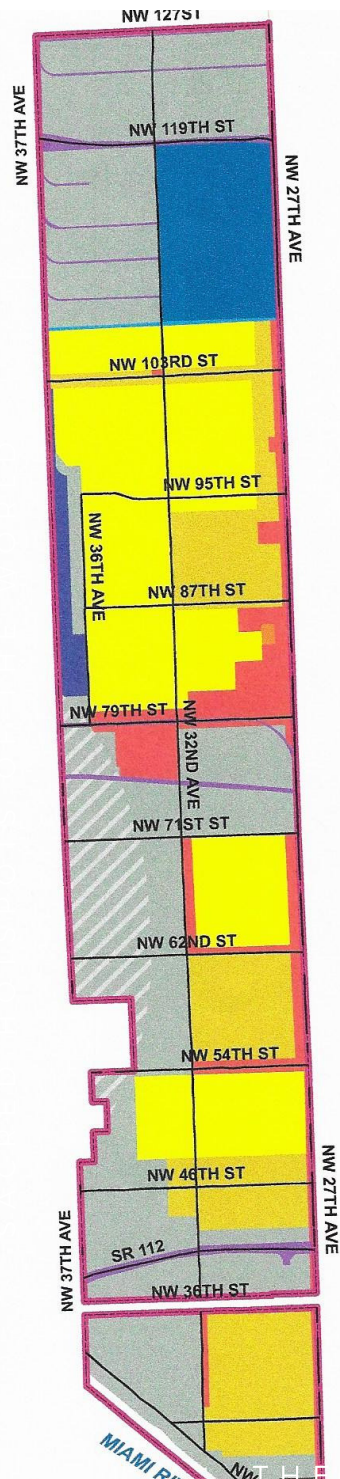
TOP 12 TAX GENERATORS

2019

Top 12 Tax Payers in the N.W. 79th Street Corridor CRA

Folio	Use Code	Property Use	Property Address	Just Value	Assessed	Taxable
30-3109-040-0010	1111	Commercial	3200 NW 79 ST	21,943,600	20,918,755	20,918,755
30-3109-000-0120	1611	Commercial	7900 NW 27 AVE	27,000,000	21,170,563	20,505,807
30-3109-000-0471	4837	Industrial	7100 NW 32 AVE	16,645,000	16,645,000	16,645,000
30-3111-064-0010	0303	Multi Family	1250 NW 79 ST	10,271,000	10,126,985	10,126,985
30-3109-000-0110	1111	Commercial	3017 NW 79 ST	10,000,000	10,000,000	10,000,000
30-3109-035-0010	4837	Industrial	7101 NW 32 AVE	9,120,000	9,120,000	9,120,000
30-3109-041-0010	1111	Commercial	3400 NW 79 ST	8,660,325	8,660,325	8,660,325
30-3109-010-0010	4837	Industrial	2950 NW 75 ST	6,475,000	6,475,000	6,475,000
30-3110-076-0010	0303	Multi Family	2640 NW 79 ST	6,306,000	6,306,000	6,306,000
30-3110-082-0010	0303	Multi Family	1901 NW 79 ST	5,148,000	5,148,000	5,148,000
30-3110-077-0010	0303	Multi Family	7725 NW 22 AVE	5,029,000	4,958,305	4,958,305
30-3109-000-1050	4837	Industrial	7350 NW 30 AVE	5,205,535	4,934,878	4,934,878

GREEN TECH CORRIDOR



2019

FUTURE LAND USE

- ESTATE DENSITY (EDR) 1-2.5 DU/AC
- ESTATE DENSITY W/ DENSITY INCREASE 1
- LOW DENSITY (LDR) 2.5-6 DU/AC
- LOW DENSITY W/ DENSITY INCREASE 1
- LOW-MEDIUM DENSITY (LMDR) 6-13 DU/AC
- LOW-MEDIUM DENSITY W/ DENSITY INCREASE 1
- MEDIUM DENSITY (MDR) 13-25 DU/AC
- MEDIUM DENSITY W/ DENSITY INCREASE 1
- MEDIUM-HIGH DENSITY (MHDR) 25-60 DU/AC
- HIGH DENSITY (HDR) 60-125 DU/AC
- (DI-2) (EDR) TWO DENSITY INCREASE W/ URBAN DESIGN
- (DI-2) (LDR) TWO DENSITY INCREASE W/ URBAN DESIGN
- INDUSTRIAL AND OFFICE
- RESTRICTED INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL
- INSTITUTIONS, UTILITIES AND COMMUNICATION
- PARKS AND RECREATION
- MIAMI METRO ZOO ENTERTAINMENT AREA
- AGRICULTURE
- OPEN LAND
- ENVIRONMENTAL PROTECTION
- ENVIRONMENTALLY PROTECTED PARKS
- WATER
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
- TERMINALS

UNINCORPORATED MIAMI DADE



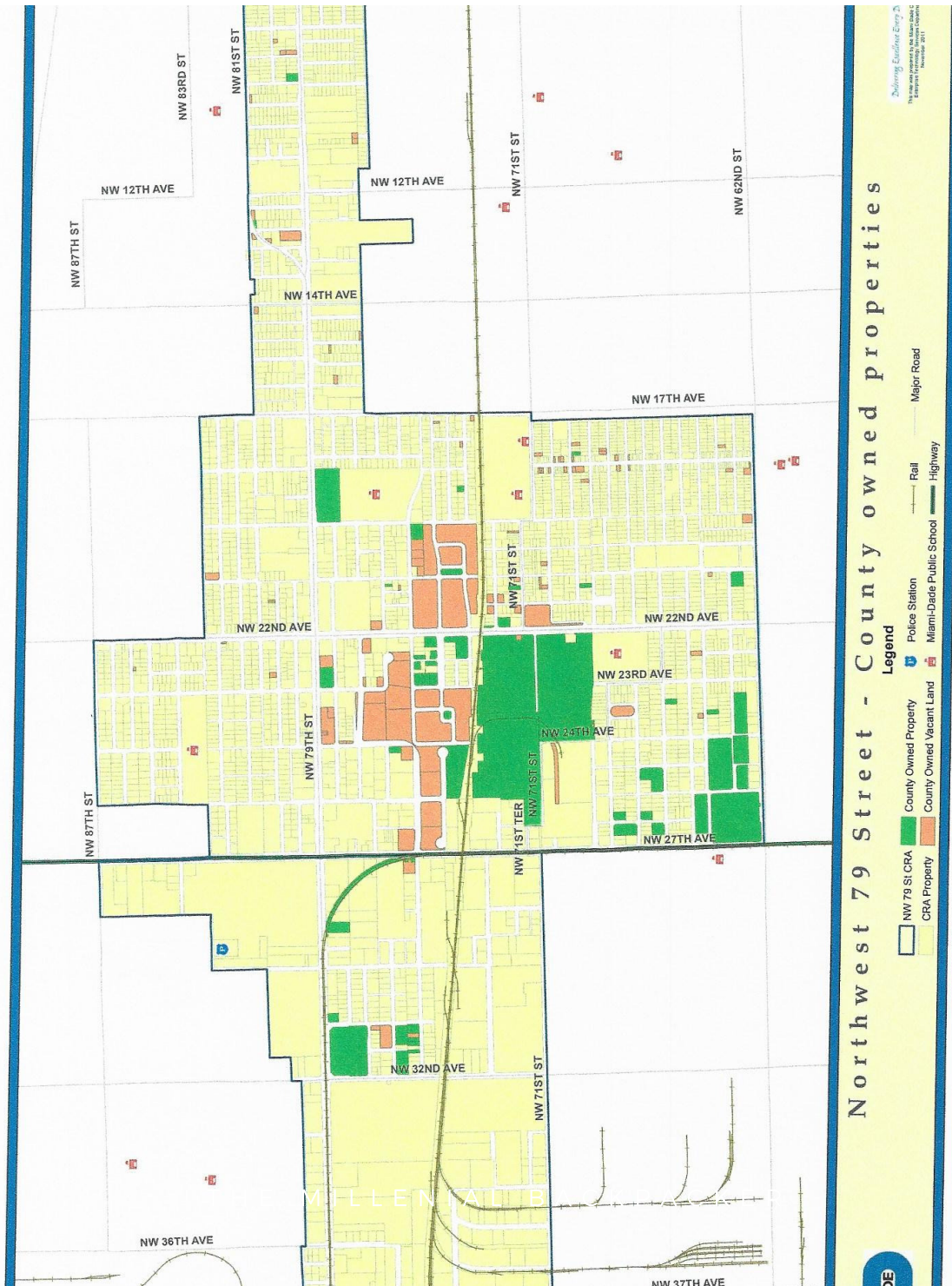
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PLANNING RESEARCH SECTION - DPZ
DECEMBER 2010

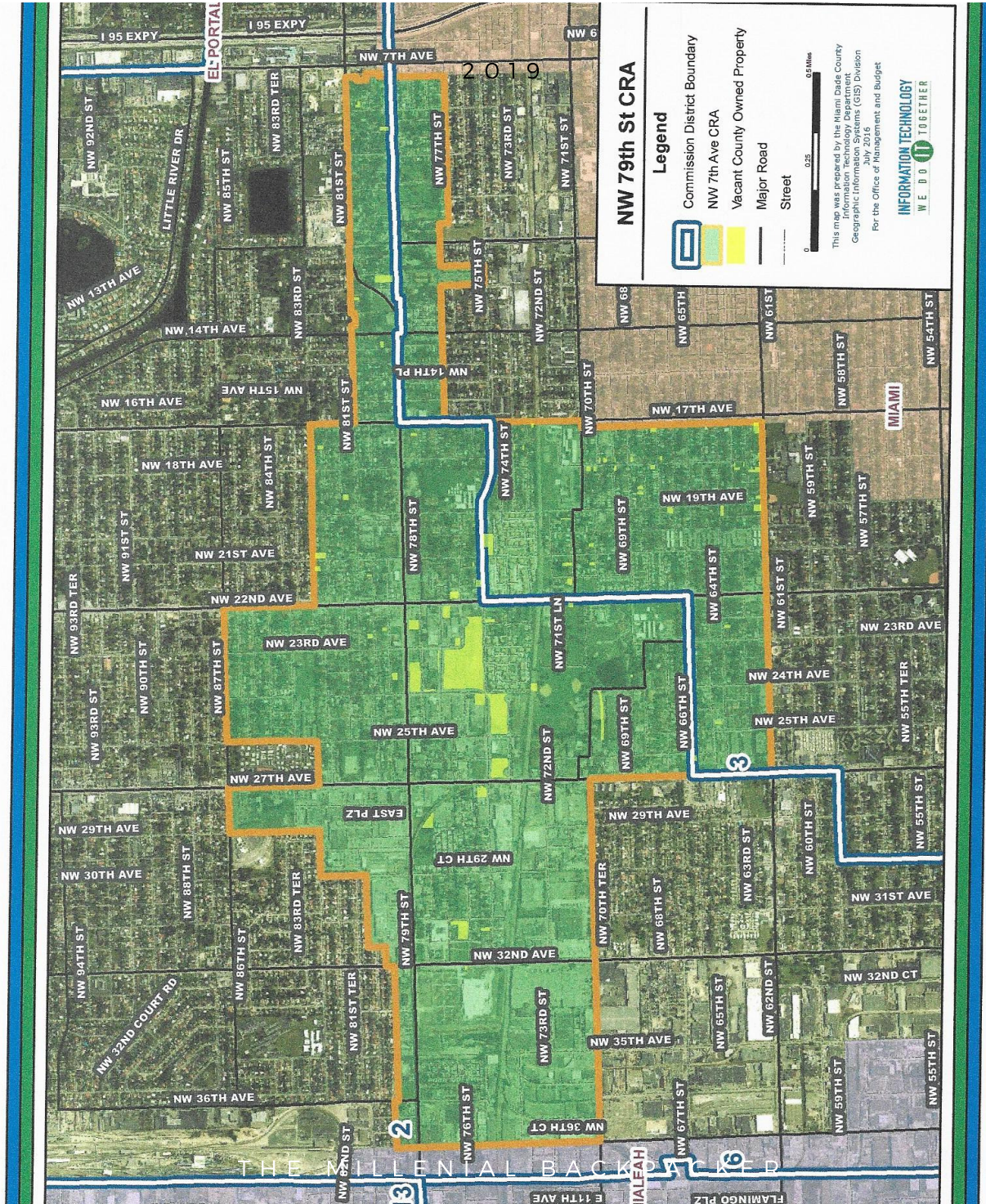
COUNTY-OWNED PROPERTIES

2019

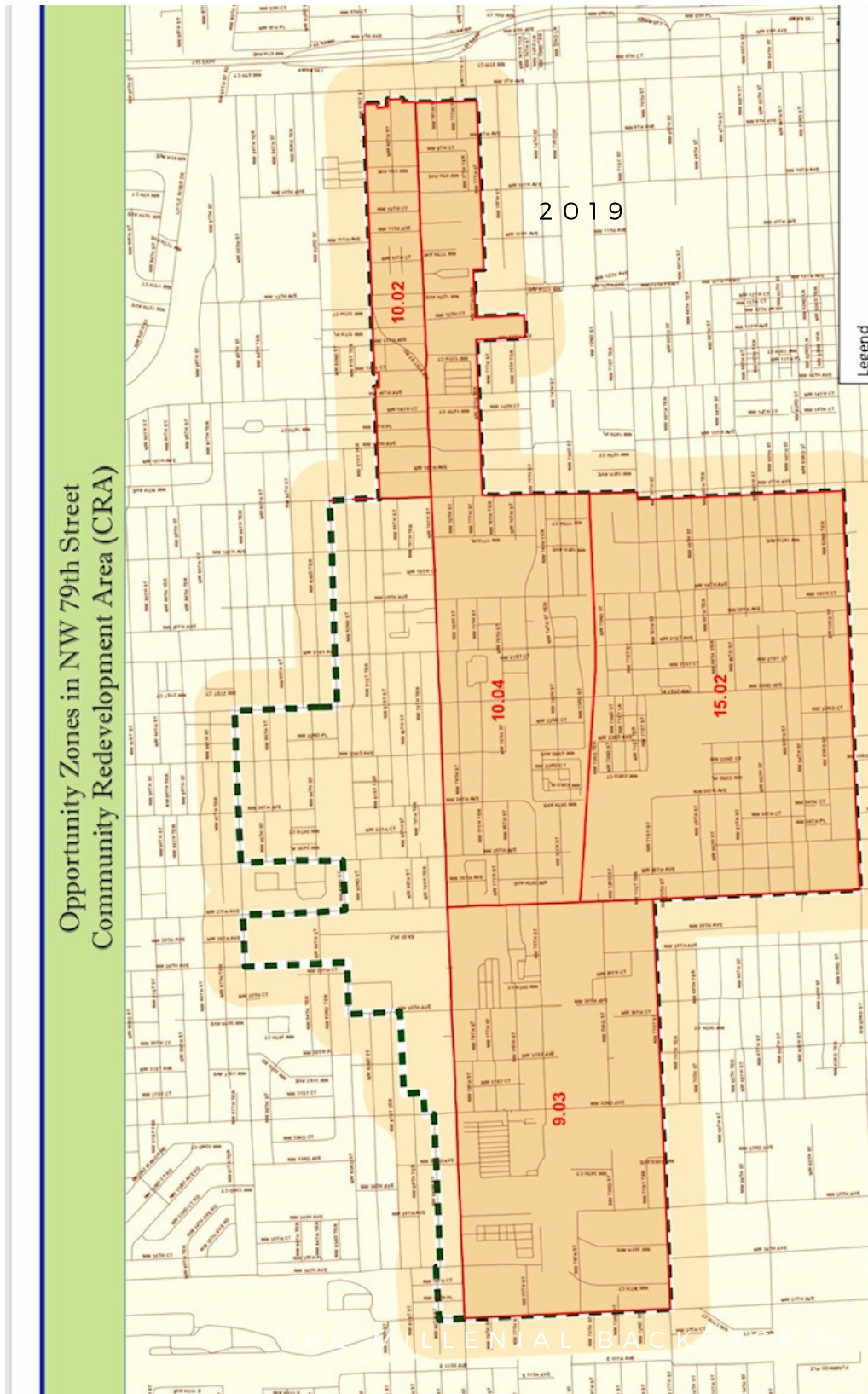


VACANT COUNTY-OWNED PROPERTIES

Vacant County-owned Parcels within the 79th Street CRA Boundaries



OPPORTUNITY ZONE MAP



Education	Housing	Income	Race_Ethnicity_Age	Employment Rate	Population			
	Educational Attainment							
			Census Tracts: 2017					
			9.03	10.02	15.02	Total	% Change 2012-2017	
S1501, B1-003	Population 25 years and over		2104	4159	4096	2304	12663	25.6%
	Less than 9th grade		400	307	407	267	1381	10.1%
	9th to 12th, no diploma		293	516	629	594	2032	44.0%
	High school graduate (includes equivalency)		710	1748	1618	950	5026	28.1%
	Some college, no degree		319	584	646	225	1774	-9.8%
	Associate's degree		139	385	430	186	1140	42.9%
	Bachelor's degree		166	353	302	55	876	114.2%
	Graduate or professional degree		77	266	64	27	434	36.4%
	2013-2017 American Community Survey 5-Year Estimates							
			Census Tracts: 2012					
			9.03	10.02	10.04	15.02	Total	
	Population 25 years and over		1796	3903	2758	1624	10081	
	Less than 9th grade		305	472	400	76	1254	
	9th to 12th, no diploma		266	390	301	455	1411	
	High school graduate (includes equivalency)		702	1401	1189	632	3924	
	Some college, no degree		233	964	513	257	1967	
	Associate's degree		142	332	177	148	798	
	Bachelor's degree		95	180	85	49	409	
	Graduate or professional degree		54	164	94	6	318	
	2013-2017 American Community Survey 5-Year Estimates							

Education	Housing	Income	Race_Ethnicity_Age	Employment Rate	Population
	Housing				
		2017		2012	
		9.03	10.02	10.04	15.02
		Total		Total	
		9.03	10.02	10.04	15.02
		Total		Total	
		9.03	10.02	10.04	15.02
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		9.03	10.02	10.04	15.02
		Total		Total	
		9.03	10.02	10.04	15.02
		Total		Total	
		9.03	10.02	10.04	15.02

Education		Housing		Income		Race_Ethnicity	
S1903				9.03	10.02	10.04	15.02
	2017 Median Household Income			29,769	38,547	27,371	23,452
	2012 Median House Income			27,612	38,073	24,981	19,754
	% Change			7.8%	1.2%	9.6%	18.7%
	2013-2017 American Community Survey 5-Year Estimates						

Education		Housing	Income	Race_Ethnicity_Age	Employment Rate	Population
Data Source	Population	9.03	10.02	10.04	15.02	
B01003	Population 2017	3,086	6,355	7,075	4,065	
B01003	Population 2012	2,786	6,207	5,090	3,272	
	% Change 2012-2016	10.8%	2.4%	39.0%	24.2%	
	2008-2012 American Community Survey 5-Year Estimates					

N.W. 79th Street CRA Partners

