

Finding of Necessity For Proposed Expansion Areas For Omni Community Redevelopment Agency

City of Miami, Miami-Dade County, Florida



Prepared For
Omni Community Redevelopment Agency
Prepared by
BusinessFlare®

April-May 2023



Acknowledgements

This Finding of Necessity report was undertaken by the Omni Community Redevelopment Agency (“Omni CRA”) in collaboration with BusinessFlare®, LLC (“Consultants”). The team is grateful for the many who provided direction and participated in the discussions held during the Omni CRA Plan Update 2023, which leads to the implementation of this report.

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Table of Contents

Section 1	Executive Summary Legal Requirements (“Slum” and “Blight” Defined) Criteria Table	Page 1
Section 2	Introduction Omni CRA Proposed Expansion Areas Allapattah Watson Island Zoning, Land Use, and General Characteristics Socioeconomic Profile	Page 8
Section 3	Finding of Necessity Analysis Inadequate Street Layout, Parking Facilities, and Roadways Faulty Lot Layout Unsanitary or Unsafe Conditions Falling Lease Rates Incidence of Crime	Page 12
Section 4	Conclusion	Page 42

1. Executive Summary

Omni CRA Proposed Expansion Area

The Omni CRA Expansion Areas are located in the Southeast Region of the State of Florida, in Miami-Dade County (pop. 2.6 Million), and within the City of Miami (pop. 439,890). More specifically, it comprises two (2) areas in need of strategic investment and improvements:

1. Allapattah (The zip codes for Allapattah include part of 33125, 33127 and 33142)
2. Watson Island (The zip code for Watson Island is part of 33132)

These areas have lagged the redevelopment, revitalization, and economic growth experienced by other parts of the city, including the success of the Omni Community Redevelopment Area ("CRA"). There have been many efforts, through the redevelopment plan, and most recently including land development regulations code changes, as well as other efforts that have contributed to successful revitalization. Through this finding of necessity, the Omni CRA proposes an expansion to the current boundary to serve an area of need. This will allow a dedicated team (Omni CRA staff) to allocate funds to specific projects and implement strategies, projects and programs to make improvements.

A Community Redevelopment Area is a tool created pursuant to State Law, Florida Statutes Chapter 163 Intergovernmental Programs Part III Community Redevelopment (ss. 163.330-163.463), which designates an area for redevelopment and authorizes the governing body to exercise certain powers to implement redevelopment. The Omni CRA proposed expansion area can benefit from the public and private investments that a designation as a CRA can bring. The City of Miami has demonstrated experience with redevelopment success through CRAs: This expansion will improve the quality of life of the area's residents, generate economic development, and improve the physical environment for the city, county, and state.

To this end, BusinessFlare® has conducted an analysis and review of the expansion areas. A Finding of Necessity is an assessment of an area, supported by data and analysis, that provides evidence of slum and blight as defined in Section 163.355, Florida Statutes. The Finding of Necessity report is used as a planning resource by government entities to identify area(s) of need within their jurisdiction that may impose an onerous burden to the entity, decrease the tax base, and which constitutes a serious and growing menace, injurious to the public health, safety, morals, and welfare of residents.

Proposed Expansion Areas

The proposed expanded area in Allapattah is approximately 2,730 acres, and is generally defined as beginning at the intersection of NW 7th Street and NW 27th Avenue; then north on NW 27th Avenue to NW 38th Street; then east on NW 38th Street to NW 19th Avenue; then north on NW 19th Ave to NW 39th Street; then east on NW 39th Street to NW 12th Avenue; then south on NW 12th Avenue to US Hwy 27; then east on US Hwy 27 to NW 10th Avenue; then south on NW 10th Avenue to NW 32th Street; then east on NW 32th street to the western edge of Interstate 95; then south on Interstate 95 to the Miami River; then northwest on the Miami River to NW 17th Avenue; then south on NW 17th Avenue to NW 7th Street; then west on NW 7th Street to the starting point.

The proposed expanded area in Watson Island is approximately 35 acres, and is generally defined as beginning at the northwest shoreline of MacArthur Causeway and Watson Island; then east along the north side of the MacArthur Causeway right of way to the eastern shoreline of Watson Island; then south along the eastern shoreline of Watson Island to the southernmost point of Watson Island; then west on Watson Island shoreline to the starting point.

These proposed areas are depicted on the maps on the following pages.



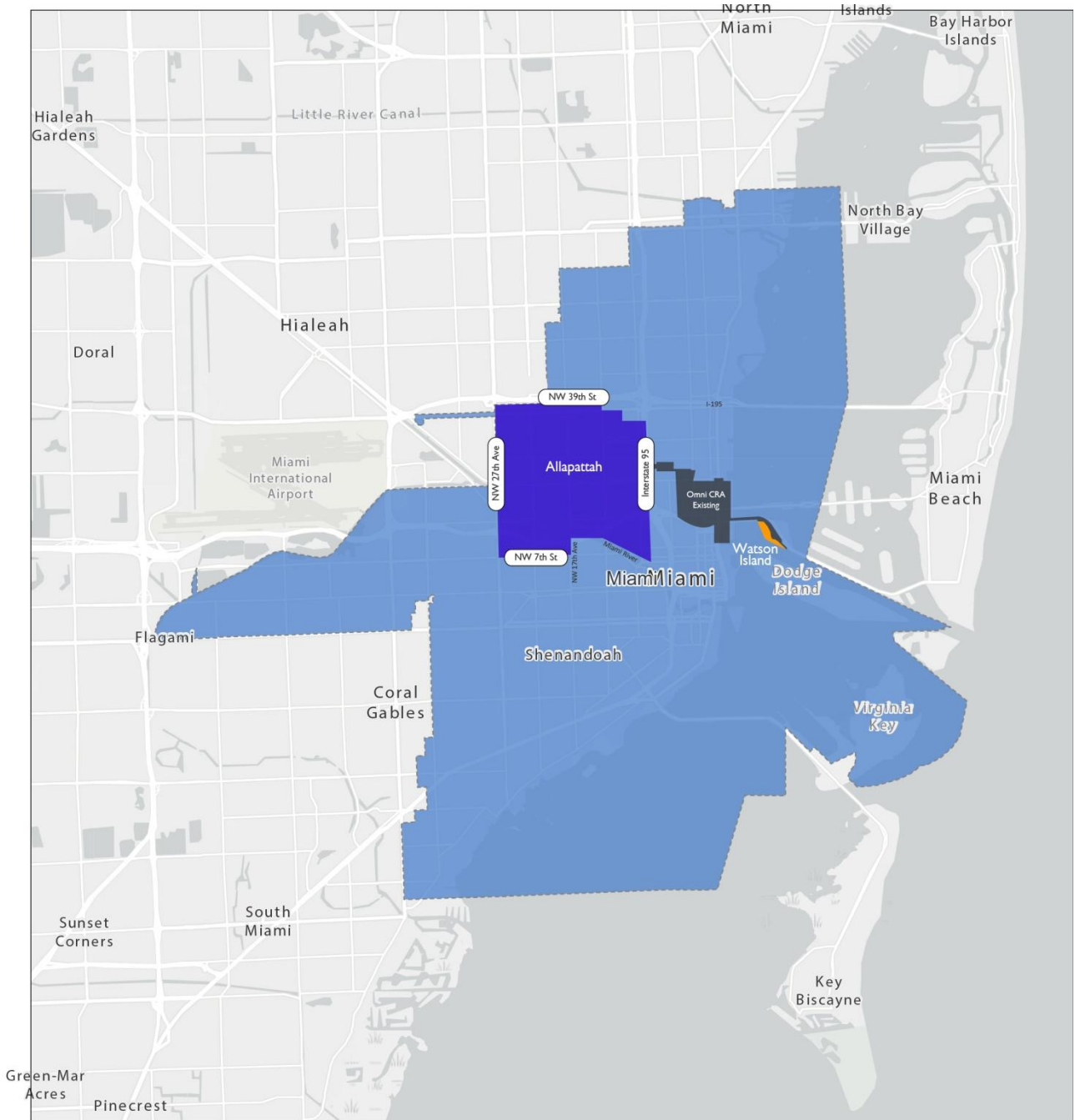
Map of Omni CRA Expansion Area



- Omni CRA Existing (468 AC)
- Allapattah Expansion Area (2,730 AC)
- Watson Island Expansion Area (35 AC)

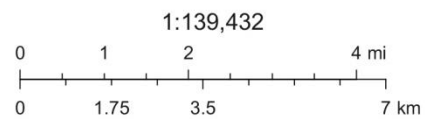
▲ NORTH
PREPARED BY BUSINESSFLARE®
2023

Map of Omni CRA Expansion Area within the City of Miami



04/28/2023

- City of Miami
- Omni CRA Existing (468 AC)
- Allapattah Expansion Area (2,730 AC)
- Watson Island Expansion Area (35 AC)



Miami-Dade County, FDEP, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Legal Requirements (“Blight”)

Under Section 163.340 Definitions, Florida Statutes, the requirements of the Finding of Necessity are established. This analysis examines the criteria identified below and provides a final determination that Blight exists in the proposed expansion area.

Blight Determination Chapter 163.340 (8), Florida Statutes (2 must be present)

(8) “Blighted area” means an area in which there are a substantial number of deteriorated or deteriorating structures; in which conditions, as indicated by government-maintained statistics or other studies, endanger life or property or are leading to economic distress; and in which two or more of the following factors are present (the proposed expansion areas for Omni CRA meets at least four or more of the following factors, see criteria table on the following page):

- (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.
- (b) 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.
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.
- (d) Unsanitary or unsafe conditions.
- (e) Deterioration of site or other improvements.
- (f) Inadequate and outdated building density patterns.
- (g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality.
- (h) Tax or special assessment delinquency exceeding the fair value of the land.
- (i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality.
- (j) Incidence of crime in the area higher than in the remainder of the county or municipality.
- (k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality.
- (l) 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.
- (m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.
- (n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.
- (o) A substantial number or percentage of properties damaged by sinkhole activity which have not been adequately repaired or stabilized.

Existing Conditions Summary Organized by Statutory Criteria

Under Section 163.340 Definitions, Florida Statutes, the requirements of the Finding of Necessity are established. The following table identifies the Blight criteria items that were found in the Omni CRA proposed expansion area in order to meet the Florida Statute requirements.

Florida Statute Blight Criteria Minimum 2 Criteria Must Be Present	Allapattah	Watson Island
Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.	X	X
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.	X	
Unsanitary or unsafe conditions.	X	X
Deterioration of site or other improvements.	X	X
Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality.	X	
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.	X	
Incidence of crime in the area higher than in the remainder of the county or municipality.	X	
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.	X	
A substantial number or percentage of properties damaged by sinkhole activity which have not been adequately repaired or stabilized.		
TOTAL CONDITIONS PRESENT	8	3

In addition to this Finding of Necessity to evaluate the presence of blight criteria in the proposed expansion area, the CRA has previously taken action regarding an extension of life of the CRA, and completed an Assessment of Need pursuant to Miami-Dade County Resolution No. R-611-15 establishing guidelines for CRA extensions of life.

On February 19, 2019, the Board of Commissioners of the Omni Redevelopment District Community Redevelopment Agency (CRA) accepted and approved an Assessment of Need study for the extension of the life of the CRA. This resolution found that at the time the study area (Omni CRA) still constituted a slum or blighted area as defined in Statute and that the guidelines established by Resolution No. R-611-15 were present and that the CRA met criteria for an extension of life.

The consultant team has conducted data research, analysis of city and county maintained statistics, and multiple site visits to confirm the presence of blight as defined by Florida Statutes, within the Omni CRA proposed expansion area. This Finding of Necessity report presents conclusive evidence that if left unattended, will persist and undoubtedly extend to and beyond the boundaries of the Omni CRA. These conditions may lead to an economic and social liability to the City of Miami and Miami-Dade County, and could consume additional resources to address the myriad of issues outlines above, while potentially reducing the local tax base.

This document includes information for each item listed here with visual, descriptive, and/or research-based information that supports the finding of blight.

2. Introduction

Context Background

The City of Miami was incorporated in 1896 with 444 citizens. Along with the railroad, Henry Flagler financed and built streets, water and power systems and a resort hotel. Canals were made to drain water from the everglades that covered a majority of the land. Given its strategic location, it was no surprise that Miami soon became an instant tourist attraction and retreat for the rich and famous. This prompted the first of many real estate booms.

In 1926, post a major hurricane, Overtown, an area slated for African-Americans, was a hot spot for the Harlem renaissance elite. Once known as "Little Broadway" headliners like Duke Ellington, Louis Armstrong, Cab Calloway, and others frequented the area.

Since the late 1960's, Miami has become a mix of cultural influences. The city experience a large population growth with neighborhoods known as Little Havana, which was established with over 500,000 Cuban-Americans. Prior to this population growth, the African-American and Caribbean population made up approximately one-third of the total population. The late 1970's saw yet another immigration influx when over 100,000 Haitians and Nicaraguans fled their countries' newly overthrown governments. Finally, in 1980, the Mariel boatlift transported an additional 150,000 Cubans to Miami.

Allapattah

The Allapattah community, which name has its origins in the Seminole word for alligator, began in 1856 and covers 4.653 square miles within the core of the City of Miami. The neighborhood is east of the Miami International Airport and bounded by major highways and the Miami River, which are important to local area businesses. Allapattah is served by the Metrorail, with three stations: Civic Center, Santa Clara and Allapattah. Today the area has a large wholesale produce market and a cut flower district, which is served by the South Florida Rail Corridor running east-west between NW 22 and 23 Streets. Additionally, the area is also well known for its clothing outlets, serving as a trading ground for buyers and sellers especially from Latin America and the Caribbean. Allapattah was predominantly White until the late 1950s, when there was a large influx of African-Americans displaced by the construction of Interstate Highway 95 in Overtown, and southern migration of blacks from the Liberty City and Brownsville neighborhoods. Cubans began moving into the neighborhood in the 1960s. In the 1980s there was an influx of Dominicans, Nicaraguans and later Haitians.

Watson Island

The Watson Island community is a neighborhood and man-made island in Biscayne Bay, in Miami, Florida. It is located immediately east of the Central Business District and Arts & Entertainment District neighborhoods of downtown Miami and is connected to the mainland and South Beach, Miami Beach by the MacArthur Causeway. The island was deeded to the city in 1919 with the restriction that it only be used for public or municipal purposes. The city gave it to the state and the state deeded it back to the city with similar restrictions - both in the 1940s.

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The City through this *Finding of Necessity* seeks to move forward with the expansion of their Omni CRA boundary located in an underserved area to attract investment and bring it back to its glorious days. This report will showcase that the existing conditions of these areas shows disinvestment and blighted conditions that need to be remediated.

Zoning, Land Use, and General Characteristics

	Allapattah	Watson Island
Zoning Categories	T3 - Sub Urban T4 - General Urban T6-8 - Urban Center D2 - Industrial D3 - Marine CI-HD - Health District CI - Civic Institution	CS – Civic Space Zone CI – Civic Institution Zone T6-36A-O Urban Core Zone
Existing Land Use (Note: This is a sample of the predominant existing land uses within the Omni CRA proposed expansion area, not all existing land uses are noted.)	<ul style="list-style-type: none"> • Sales and Services (Spot commercial, strip commercial, neighborhood shopping centers/plazas). Exclu* • Two-Family (Duplexes). • Residential MF-- government-owned or government subsidized multi-family residential or elderly house* • Multi-Family, High Density (Over 25 DU/Gross Acre). • Other Industrial Intensive, non-noxious. • Hospitals, Nursing Homes and Adult Congregate Living Quarters. 	Vacant, Non-Protected, Government-Owned or controlled.
Major Developments	Miami Produce SAP (Special Area Plan) River Landing SAP (Special Area Plan)	Potential Mixed-Use Project
Crime Perception	"Although Allapattah’s crime is not excessive, there are pockets of crime throughout the neighborhood. Unfortunately, there are shootings in Allapattah, which gives it a bad reputation in Miami. Even though there’s a large police presence, crime rates are still 125% higher than the national average."	Not Found at the Moment.

Socioeconomic Profile

Esri Data (2022)	Miami-Dade County	City of Miami	Allapattah	Watson Island
Population	2,739,385	455,738	52,757 (11.5% of city)	0
Average Household Size	2.74	2.31	2.55	0
Owner-Occupied Housing Units	45.2%	25.3%	17.7%	0
Renter-Occupied Housing Units	44.7%	62.1%	75.1%	0
Vacant Housing Units	10.1%	12.6%	7.2%	0
Median Household Income	\$61,377	\$51,954	\$32,145	0
Median Home Value	\$360,081	\$393,173	\$289,956	0
Per Capita Income	\$33,780	\$36,697	\$18,717	0
Median Age	39.5	39.9	38.9	0
Hispanic Origin	70.3%	71.2%	82.9%	0
Black Alone	18.9%	19.2%	10.6%	0
Bachelor's Degree	20.6%	20.7%	11.8%	0
White Collar	59.0%	54.5%	38.1%	0
Blue Collar/ Services	41.0%	45.5%	61.9%	0
Tapestry	Southwestern Families (7F)	Southwestern Families (7F)	Southwestern Families (7F)	0

Notes:

1. Minority population above city and county.
2. Educational attainment below city and county.
3. More blue collar/ services workforce than city or county.
4. Overcrowding found in Liberty City, due to comparison of the average household size with its counterparts.
5. Allapattah and Liberty City lower per capita income than city or county.
6. Allapattah and Liberty City younger population than city or county.

3. Finding of Necessity Analysis

Analysis

In this section the team of consultants demonstrates evidence of slum and blight within the expansion area. This is done via a combination of reliable data sources, photographic evidence, and reports and documents from government agencies.

The initial site reconnaissance visit to gather photographic evidence of the physical existing conditions took place February 23, 2023.

A second visit to the expansion area took place April 20, 2023 to collect additional photographs at a different date and time.

A third site visit to the expansion area took place May 5, 2023 to assess conditions and collect additional photographic evidence at a different date and time.

Predominance Of Defective Or Inadequate Street Layout, Parking Facilities, Roadways, Bridges, Or Public Transportation Facilities (“Blight” Requirement)

Multiple commercial and industrial areas within Allapattah present inadequate parking facilities and street layout with large underutilized parking lots and dead-ends. In addition, while there seems to be a good transit system, the expansion area lacks adequate transit stops with shelter from the weather and seating.



Exhibit: This diagram illustrates evidence of defective or inadequate street layout. These dead-ends at the NW 22nd Avenue and NW 21st Terrace and NW 21st Avenue and NW 21st Avenue impede the flow of traffic.



Exhibit: Inadequate public transportation facilities due to lack of shelter and seating. In addition to creating a non-pedestrian friendly environment due to sidewalk obstructions via the utility post and speed limit sign.



Exhibit: This diagram illustrates evidence of defective or inadequate parking facilities near NW 27th Avenue and NW 21st Terrace. These parking facilities are overcrowded, unsafe, unkept, and difficult to access.

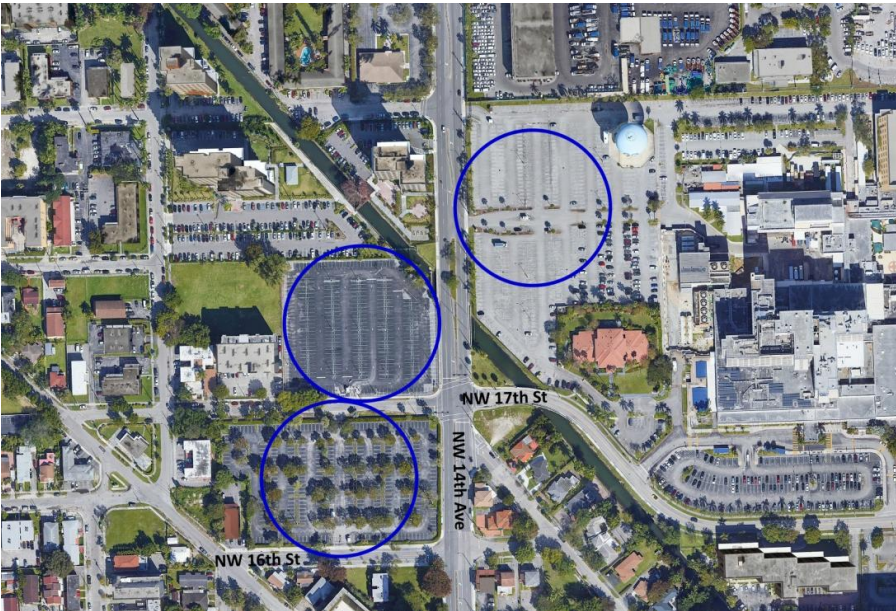


Exhibit: This diagram illustrates evidence of underutilized parking facilities near NW 14th Ave and NW 17th Street.

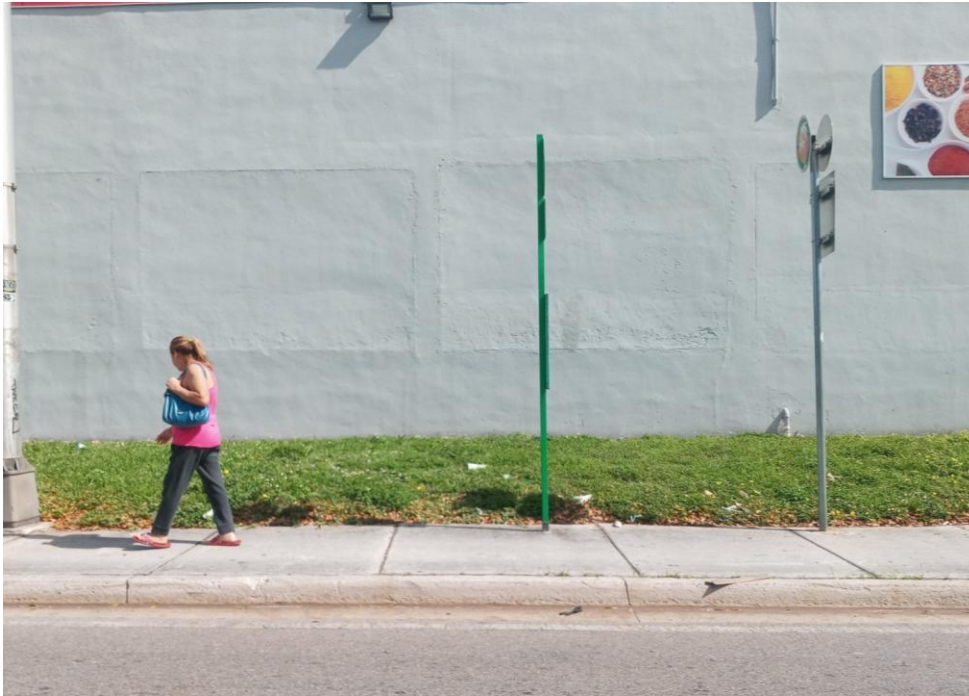


Exhibit: This photo illustrates evidence of inadequate transportation facilities along NW 20th Street. Lack of appropriate transit shelter.



Exhibit: This photo illustrates evidence of site deterioration and inadequate transit stop. These defective conditions contribute to disinvestment.



Exhibit: This photo illustrates evidence of inadequate transportation facilities along NW 20th Street as multiple trucks line up in the middle of the street waiting to access the transfer station.



Exhibit: This photo illustrates evidence of inadequate transfer facilities as a solid waste truck attempts to exit the transfer station into vehicular heavy traffic.



Exhibit: This photo illustrates evidence of inadequate parking facilities. Underutilized parking (at NW 17th Ave and NW 26th St – Juan Pablo Duarte commercial corridor)



Exhibit: This photo illustrates evidence of inadequate residential parking facilities with signs of overcrowding. Site deterioration and inappropriate parking.



Exhibit: These photos illustrate evidence of inadequate commercial parking facilities and unsafe conditions created throughout the study area.

Inadequate Parking Facilities (Watson Island)



Exhibit: These photos demonstrate the unsafe conditions created by the lack of parking and transportation facilities on Watson Island, creating unsafe conditions, especially for pedestrians.

Inadequate Parking Facilities (Watson Island)



Exhibit: These photos demonstrate the unsafe conditions created by the lack of parking and transportation facilities on Watson Island, creating unsafe conditions, especially for pedestrians.

Faulty Lot Layout In Relation To Size, Adequacy, Accessibility, Or Usefulness (“Blight” Requirement)

Faulty lot layout in relation to size, adequacy, accessibility, or usefulness. The expansion area shopping plazas showed a faulty layout with large parking lots in front and large big box buildings on the rear. Its usefulness is underutilized as a potential mixed-use redevelopment project with sidewalk activity and better parking solutions.



Exhibit: These photos show evidence of faulty layout dead-end parking facilities and dangerous accessibility onto a major thoroughfare. In addition, limited buffer and/or transition space between commercial and residential uses exists, and space geometries make it difficult to maneuver.



Unsanitary Or Unsafe Conditions (“Blight” Requirement)

The expansion area shows unsanitary and unsafe conditions with trash dumpsters in plain sight, un-asphalted areas, holes in asphalt, cracked sidewalks, and overhead power lines, giving the impression of a deteriorating environment. Unsanitary and unsafe conditions exist in the Study Area due to the existence of numerous environmentally contaminated sites, criminal activities, illegal dumping, and homeless activity.



Exhibit: This photographic evidence shows unsafe conditions in the right of way, in addition to unsanitary conditions due to exposure of waste and debris with open dumpsters at the roadway.

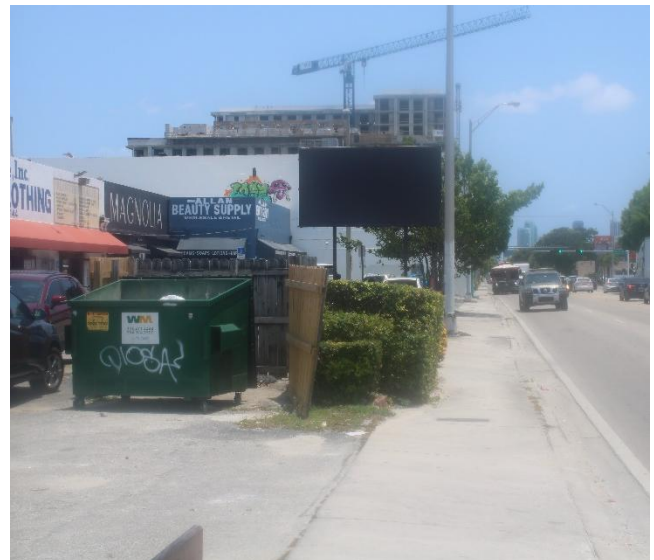




Exhibit: This photographic evidence shows unsanitary conditions due to exposure of waste and debris on public right-of-way.



Exhibit: Exhibit: This photographic evidence shows unsafe streets (found throughout the area).



Exhibit: This photographic evidence shows unsafe conditions (cracked sidewalks) for pedestrian and people with disabilities.



Exhibit: This photographic evidence shows unsanitary and unsafe conditions that may lead to negative impacts including illegal activity and crime.

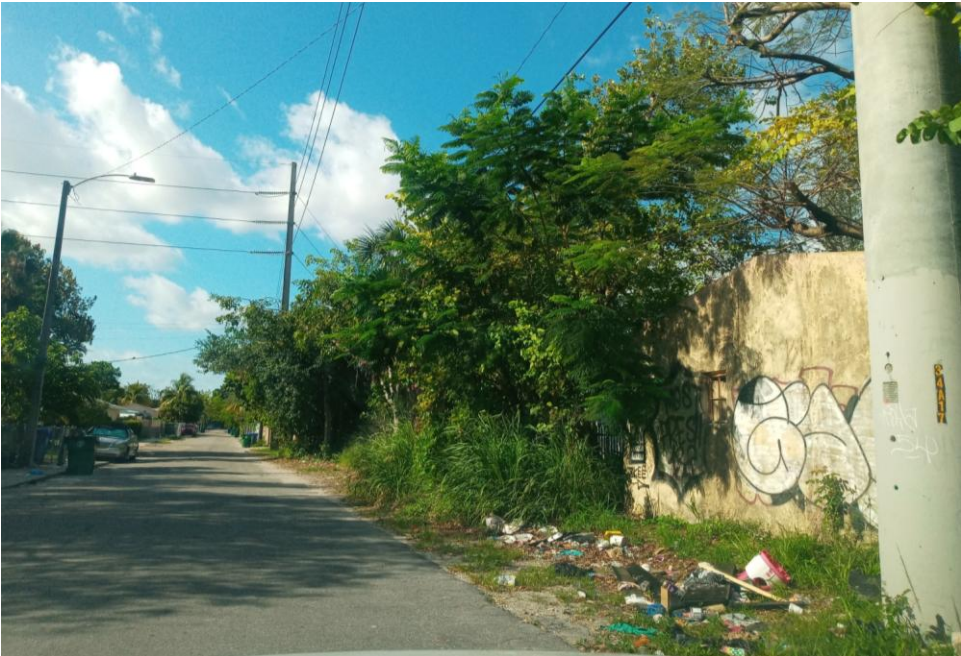


Exhibit: This photographic evidence shows unsanitary and unsafe conditions. This is also a sign of site deterioration and vandalism that creates a negative image.





Exhibit: This photographic evidence shows unsanitary and unsafe conditions, including at pedestrian crossings. The team observed two pedestrians and one bicyclist narrowly miss getting hit by trucks at NW 20th Street and NW 12th Avenue (below).





Exhibit: Unsafe conditions for were also observed on Watson Island for pedestrians and vehicles, along with unsanitary conditions and exposed debris, garbage and evidence of illegal dumping.



Deterioration Of Site Or Other Improvements (“Blight” Requirement)

The expansion area shows a large amount of inadequate and outdated buildings. The Omni CRA proposed expansion area suffers from site and structural deterioration, evidenced by the numerous dilapidated buildings, neglected properties, and a deteriorated public right of way including broken, chipped, or cracked sidewalks and roadways in need of repair or striping. These conditions present a safety hazard to pedestrians and motorists, and project a negative image for, which, in turn, discourages private investment. An example can be seen in areas where many industrial properties have significant structural defects to due poor maintenance.



Exhibit: This diagram illustrates evidence of site deterioration and underdevelopment within the expansion area. Examples similar to this conditions are found along NW 7th Avenue.



Exhibit: A large site on Watson Island demonstrates clear site deterioration to the visitors travelling along the McArthur Causeway.

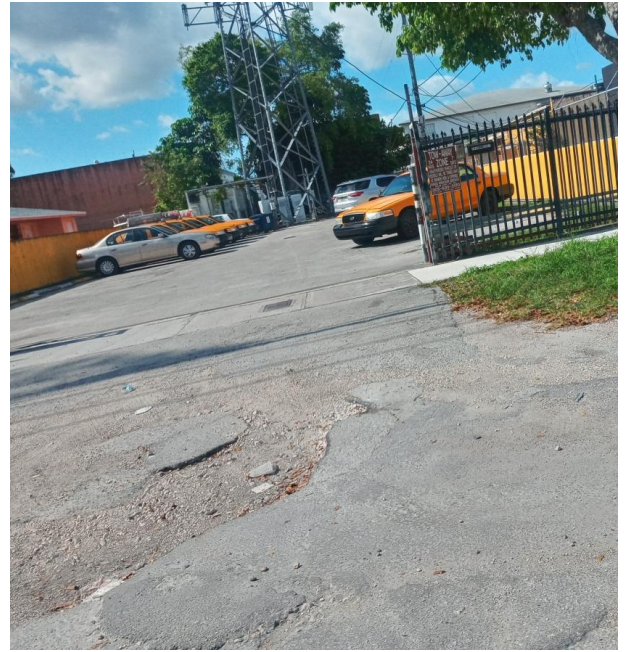


Exhibit: This photographic evidence shows site deterioration (vandalism, unpaved and cracked streets, and lacking appropriate landscaping).

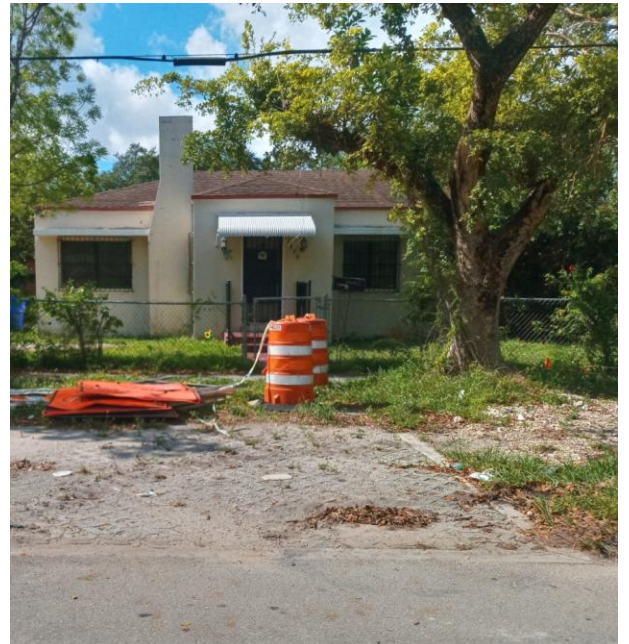




Exhibit: This photographic evidence shows signs of building deterioration. In addition, the basic infrastructure of curbs, sidewalks and streets throughout the Study Area is in poor condition or in disrepair, and fail to meet current American with Disabilities Act (“ADA”) standards. Multi-family residential buildings exhibit deteriorating conditions resulting from long-term neglect. Some buildings have been demolished because they were deemed unsafe, and in turn, the number of vacant, unimproved properties in the Study Area has increased.



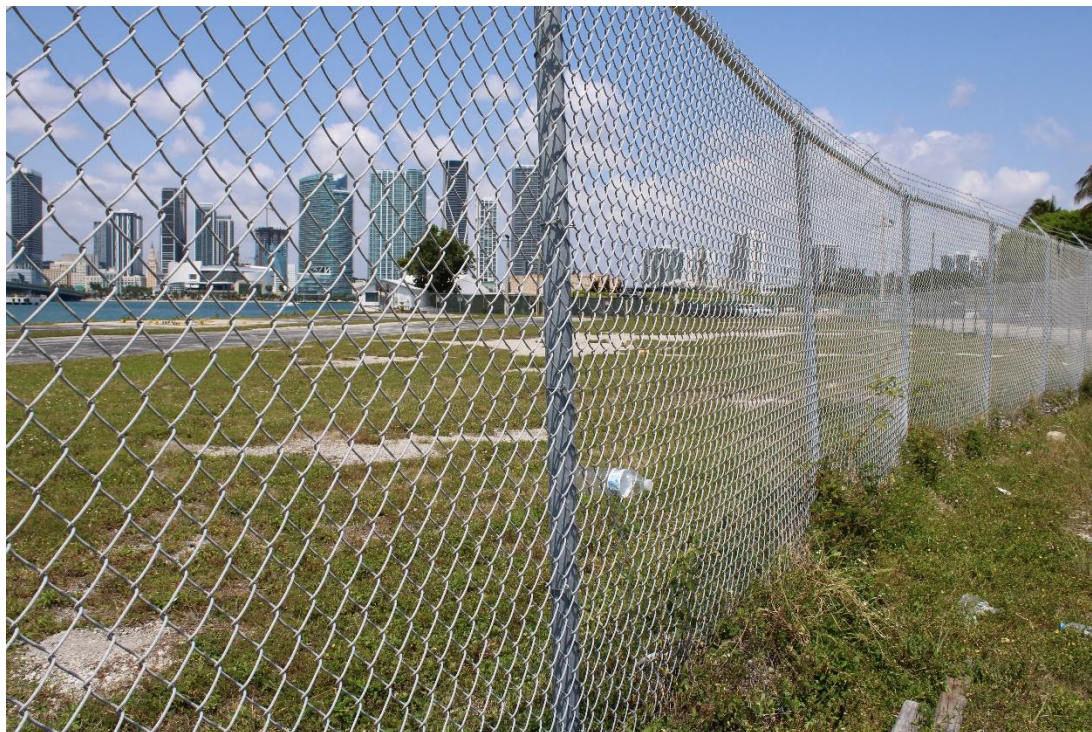
Dilapidated and Deteriorating Property (Allapattah)



Dilapidated and Deteriorating Property (Watson Island – North Parcel)



Dilapidated and Deteriorating Property (Watson Island – South Parcel)



Vacancy and Rent Criteria (“Blight” Requirement)

RESIDENTIAL VACANCY	Omni CRA	Allapattah	Watson Island	Miami	Miami-Dade
2020 Vacant Housing Units	18.0%	5.8%	0.0%	11.7%	10.0%
2022 Vacant Housing Units	17.8%	7.2%	0.0%	12.6%	10.1%
Meets Criteria?	Yes	No	No		
COMMERCIAL VACANCY	Omni CRA	Allapattah	Watson Island	Miami	Miami-Dade
2022 Vacancy Rate	11.9%	2.2%	0.0%	6.3%	5.9%
2023 Vacancy Rate	14.4%	3.4%	0.0%	6.5%	6.0%
Meets Criteria?	Yes	No	No		
Commercial Vacancy needs a Windshield Survey because many properties may not be in the system in these areas					
RESIDENTIAL RENTS	Omni CRA	Allapattah	Watson Island	Miami	Miami-Dade
Asking Rent	\$2,302.00	\$1,570.00	\$-	\$1,977.00	\$1,958.00
Market Rent	\$2,334.00	\$1,592.00	\$-	\$2,022.00	\$2,014.00
Meets Criteria?	No	Yes	No		
COMMERCIAL RENTS	Omni CRA	Allapattah	Watson Island	Miami	Miami-Dade
Asking Rent	\$45.85	\$37.94	\$91.90	\$41.87	\$42.63
Market Rent	\$49.46	\$40.73	\$96.24	\$44.58	\$45.14
Meets Criteria?	No	Yes	No		

Although the statistics maintained by real estate data services demonstrate a vacancy rate that is lower than the citywide rate, in the expansion area, as in most areas in need of revitalization, many of the properties are not listed on listing services. In many cases signs are put in windows and owners attempt to lease the property through word of mouth. Therefore, the vacancy rate can be higher.

The team performed an inspection of the expansion area and estimate that the actual vacancy rate along NW 20th Street is between 7-10%, and closer to 10-15% along NW 36th Street.

Commercial Vacancy (Allapattah)



Exhibit: (above) this photographic evidence shows signs retail vacancy, site deterioration on a commercial corridor. (below) this photographic evidence shows lack of signage uniformity on major commercial corridor making it disorganized.



Commercial Vacancy (Allapattah – NW 36th Street)



Incidence Of Crime In The Area Higher Than In The Remainder Of The County Or Municipality (“Blight” Requirement)

Per the Miami-Dade County Crime Incident Map and data provided by the city it demonstrates that the expansion area is a hot spot for delinquency and criminal activity.

Summary Table of the Type of Crime Incidents within the Expansion Area in the Past 4-Weeks

Incident #	Type	Description
2301270006769	Drugs / Alcohol Violations	DRUG ABUSE / PERSON IN ACTUAL OR CONSTRUCTIVE POSSESSION OF A CONTROLLED SUBSTANCE
2301270006690	Vehicle Break-In / Theft	THEFT - FROM MOTOR VEHICLE
PD230217057709	Assault	ASSAULT
2301270006667	Assault	BATTERY / L.E.O., FIREFIGHTER, EMT, NONSWORN OR LICENSED SECURITY OFC, ETC
2301270006790	Theft / Larceny	THEFT - ALL OTHER
2301270006770	Motor Vehicle Theft	THEFT / GRAND THEFT OF MOTOR VEHICLE
PD230131035778	Robbery	ROBBERY
PD230131036485	Drugs / Alcohol Violations	DRUGS/ALCOHOL VIOLATIONS
PD230209047478	Burglary	BURGLARY
2301270006702	Theft / Larceny	THEFT - MOTOR VEH PARTS And ACC
2301270006614	Assault	SIMPLE BATTERY
2301270006802	Burglary	BURGLARY / UNOCCUPIED DWELLING UNARMED (multiple records at same location)
2301270006746	Burglary	BURGLARY - RESIDENCE
2301270006813	Vandalism	CRIMINAL MISCHIEF / VANDALISM
PD230209047780	Weapons	WEAPONS
PD230208045805	Vehicle Break-In / Theft	VEHICLE BREAK-IN/THEFT
PD230203039562	Theft / Larceny	THEFT/LARCENY
2301270006803	Theft / Larceny	RETAIL THEFT
PD230215055434	Burglary	BURGLARY
PD230202038425	Motor Vehicle Theft	MOTOR VEHICLE THEFT
PD230210048313	Vandalism	VANDALISM
2301270006792	Theft / Larceny	THEFT - MOTOR VEH PARTS And ACC / PETIT THEFT \$100 TO \$750
PD230207045028	Burglary	BURGLARY
PD230204041806	Assault	ASSAULT
PD230128032782	Robbery	ROBBERY
PD230131035992	Burglary	BURGLARY
PD230202038920	Theft / Larceny	THEFT/LARCENY
2301270006729	Burglary	BURGLARY - OTHER STRUCTURE
2301270006614	Assault	SIMPLE BATTERY

The ESRI Crime Index is an indication of the relative risk of a crime occurring and is measured against the overall risk at a national level. Values above 100 indicate the area has an above average risk of occurring compared to the US. Values below 100 indicate the area has a below average risk of occurring compared to the US. The Allapattah expansion area’s ESRI Crime Index is 151.

The Crime Indexes provides an assessment of the relative risk of seven major crime types: murder, rape, robbery, assault, burglary, larceny, and motor vehicle theft. It is modeled using data from the FBI Uniform Crime Report and demographic data from the U.S. Census and Applied Geographic Solutions (AGS).

	Allapattah	City	County
Personal Crime Index	197	179	127
Murder Index	258	228	139
Rape Index	47	60	74
Robbery Index	265	237	159
Assault Index	195	176	124
Property Crime Index	143	157	125
Burglary Index	125	119	98
Larceny Index	141	165	128
Motor Vehicle Theft Index	188	164	143

Fire Department Calls (“Blight” Requirement)

	Omni CRA	Allapattah	Watson Island
Number of Calls in Year 2022	2,821	13,047	21
	3,761/sq mi	2,804/sq mi	

Common MPDS Corrected Descriptions:

- Abdominal Pain
- Abnormal Breath/Other Lung Prob
- Accd Od/Poisoning Unconscious
- Animal Bite Serious Hemorrhage
- Assault Chest Or Neck Inj W/Db
- Assault Not Alert
- Assault/Poss Dangerous Area
- Assault/Unknown Stat 3rd Pty
- Chest Pain - Clammy
- Choking-(part/Obstru)-liquid
- Continuous / Multiple Seizures
- Coronavirus Suspected
- Diabetic - Abnormal Behavior
- Diff Speaking Between Breaths
- Faint Epis/Alrt \geq 35 W/ Card Hx
- Fall Not Dang Body Area On Grn
- Fall- Poss Dang Area-on Ground
- Fall/Not Alert/On Ground
- **Gunshot - Central Wounds**
- Gunshot Unk Status 3rd Party
- Medical Alert-unknown Problem
- Obv/Death - Unquestion-decom
- Od/Poisoning Unk Status
- Psych/Suicide Att-unk Status
- Psych/Threatening Suicide
- Psych/Violent-threat Suicide
- Sexual Assault Poss Dangerous
- Sick Person Altrd Lev Of Consc
- Traffic Acc Pedestrian Hit
- Traffic Acc/High Velocity
- Traffic Accident - Rollover
- Traffic Accident W/ Injuries

Governmentally Owned Property with Adverse Environmental Conditions Caused by a Public or Private Entity. (“Blight” Requirement)

The Allapattah expansion area includes a significant number of properties with adverse environmental conditions, including property owned by the City of Miami and Miami-Dade County where real and perceived environmental contamination exists.

There is a large area of government owned property on NW 20th Street with uses that include:

- Central Transfer (solid waste)
- Miami Property Maintenance Division
- Jackson CEP Power Plant
- Miami Parks and Recreation Maintenance
- Miami Solid Waste Division
- Miami Fleet Division
- Miami Public Works Operations
- Miami General Services Administration



City of Miami General Services Administration (GSA) Site.

Miami-Dade County Central Transfer Station



4. Conclusion

Summary of Recommendations

In accordance with Florida Statutes Chapter 163 Intergovernmental Programs Part III Community Redevelopment (ss. 163.330-163.463), BusinessFlare® completed a comprehensive analysis of conditions within the City of Miami and Omni CRA proposed expansion area and determined that redevelopment of the community is necessary to ensure the safety and economic welfare of its residents.

The findings are documented throughout this report. The proposed expansion areas for the Omni CRA met the measures of "blight" as defined in ss.163.330-163.463.

Next Steps:

Following acceptance of this Finding of Necessity by the Board of Commissioners of the Omni CRA, the City of Miami Commission must approve the *Finding of Necessity* by resolution. The City must give proper notice for the public hearing and inform all other taxing authorities of their desire to approve the findings 15 days prior to the actual adoption of the report. After that, the Finding of Necessity must be approved by the Miami-Dade County Commission.

The County generally follows a three-step process, meeting first with the TIF Committee, then with a Commission Committee, and finally with the County Commission.

During this process, the City and the CRA in conjunction with the Consultant will complete an amendment to the current Community Redevelopment Plan to incorporate the new expansion areas. The process will include public engagement and further analysis of existing conditions and land use and design guidelines and principles. Once both the Finding of Necessity and Community Redevelopment Plan have been approved and updated, the City will add the expansion areas to the Redevelopment Trust Fund for purposes of funding projects within the Omni CRA.

The Finding of Necessity took place in Miami, FL.

BusinessFlare® is a full-service redevelopment, revitalization, analytics, economic impact, planning and urban design firm with offices in North Miami, Stuart, and New Port Richey, Florida. The firm specializes in all aspects of strategic economic design, with focus on finding the right balance of economic feasibility, regulatory efficiency, and identity and place brand. We ground our work in a community's unique connection to its place: its aesthetics, social offerings (Third Places), and openness. This framework allows us to develop strategic and tactical recommendations for successful implementation of actionable economic growth strategies. This is a team that works together in their disciplines and across skills with a common goal of redevelopment, revitalization, and improving the tax base to enhance quality of life. We have experience creating and amending redevelopment plans and we are often called on by our clients to implement the plans we work with them to design. Our team includes professionals that have served in the CRA executive director, municipal department head, and redevelopment roles and have overseen some of the most successful community redevelopment initiatives and investments in the State of Florida during the last 30 years.

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