
Omni Community Redevelopment Agency Plan Update 2023

City of Miami, Miami-Dade County, Florida



Prepared For
City of Miami Omni Community Redevelopment Agency
Prepared by
BusinessFlare®

June-July 2023



This plan was created by

2023 CRA Board of Commissioners:

Alex Diaz de la Portilla, Chairman
Joe Carollo, Vice Chair
Sabina Covo, Board Member
Manolo Reyes, Board Member
Christine King, Board Member

2023 City of Miami Officials:

Francis X. Suarez, Mayor of Miami
Arthur "Art" Noriega, City Manager
Larry Spring, Assistant City Manager

2023 Omni CRA Team:

Humberto "Bert" Gonzalez, Executive Director
Miguel Valentin, CPA, Finance Officer
Frances Llop-Noy, Executive Assistant
Danielle Hernandez, Director of Planning and Policy
Yani Martelly, Marketing Coordinator
Timlehin Wiwo, Community Liaison

A special thanks to the Omni CRA Steering Committee, business and property owners, stakeholders and residents who provided their support and contributed to the development of this redevelopment plan.

Consultant Team:
BusinessFlare®

Kevin S. Crowder, CEcD, EDP, Founder
Allison Justice, FRA-RP, Project Manager
Stacy Kilroy, Chief Innovation Officer
Alicia Alleyne, Sr. Coordinator
Farrell Tiller, Data Analyst
Camilo Lopez, Strategic Economic Designer
Uyen Dang, PE, Transportation, Connectivity, & Mobility

The graphics and layout were provided by
BusinessFlare® Design



The vision of the Omni neighborhood is to create a pedestrian-friendly place as a central connection between arts, culture, history, business, media and entertainment. The CRA envisions a connected and collaborative neighborhood where everyone can afford to live, work, create, entertain and make an impact in improving the quality of their city.”

Omni CRA Team

Contents

Section 1: Executive Summary	<u>1</u>
<ul style="list-style-type: none">• Introduction/ Why this Amendment• CRA Boundary Map• Projects Map• Redevelopment Concept Diagram• How to Read this Document	
Section 2: Authority to Undertake Redevelopment	<u>7</u>
<ul style="list-style-type: none">• Chapter 163 Checklist (Florida Statutes)	
Section 3: Background	<u>11</u>
<ul style="list-style-type: none">• History of the Omni CRA• Existing Conditions (BusinessFlare® Map Series)• Socioeconomic Conditions (BusinessFlare® Drivers)• Summary of Public Input	
Section 4: Finding of Necessity	<u>34</u>
<ul style="list-style-type: none">• Summary for Expansion Areas	
Section 5: Redevelopment Goals	<u>36</u>
<ul style="list-style-type: none">• Economic Development• Housing and Residential Life• Public Improvements and Infrastructure• Transportation, Transit, and Parking• Redevelopment Support	
Section 6: Redevelopment Initiatives & Projects	<u>37</u>
<ul style="list-style-type: none">• Goals and Strategies• Potential Catalyst Redevelopment Projects	
Section 7: Financial Projections	<u>60</u>
Appendix A – Legal Description	
Appendix B – Complete Finding of Necessity for Expansion Areas	

1. Executive Summary

The creation and adoption of the Community Redevelopment Plan is a critical step to improve and to preserve the quality of life and economic conditions of its residents, business owners, and stakeholders, as the Plan is a guiding document that provides a toolkit for implementation.

INTRODUCTION

This amendment to the Community Redevelopment Plan (the Redevelopment Plan) for the Omni Community Redevelopment Agency (CRA) serves to revise and update the Redevelopment Plan first adopted in 1986, then amended in 2010. The purpose of this amendment is to update the community's redevelopment priorities, extend the life of the CRA to 2047 and to expand the Omni CRA into the Allapattah and Watson Island neighborhoods. Although many projects from the 2010 CRA Plan have been either implemented or are in progress, ongoing redevelopment of the Omni Community Redevelopment Area continues to require a substantial financial investment on the part of the CRA. The need to update priorities for the CRA is necessary due to the ever changing economic conditions of the area and to use the successes of the original CRA to help spur redevelopment within the expanded boundaries of Allapattah and Watson Island. As provided for by Florida's Community Redevelopment Act, Florida Statutes 163, Part III, the principal source of funding for the CRA will be through increment revenue from the City of Miami and Miami-Dade County. In addition, the CRA and the City may utilize other City, County, State, and Federal funding sources as appropriate and available to carry out the provisions of the Redevelopment Plan, and its amendments.

As required by F.S. 163.362(10), the current Omni Redevelopment Plan provides a time certain for completing all redevelopment financed by increment revenues.

EXPANSION AREAS FINDING OF NECESSITY

The Finding of Necessity concluded that the Study Areas' boundaries, as provided, met eight (8) criteria for blight in Allapattah and three (3) criteria for blight in Watson Island, as described in Chapter 163, Florida Statutes.

THE REDEVELOPMENT CONCEPT

The Redevelopment Plan is designed to identify the main strategies, goals, program initiatives, and key catalytic projects recommended to be implemented within the Omni Community Redevelopment Area. We must emphasize that the purpose of this area's redevelopment plan is to strengthen the neighborhoods within the Omni CRA and expansion areas by continuing to improve the way the community moves through transit and transportation alternatives, add vitality to its commercial corridors, reinvigorate its aging structures, and improve overall quality of life for Miami residents.

The outlined implementation projects and programs are not intended to promote gentrification or wholesale removal of existing elements of the area.

While key component types of the CRA’s future work plan are outlined, the Plan is intended to be an illustrative list of the types of projects and programs to be undertaken with examples of such projects provided.

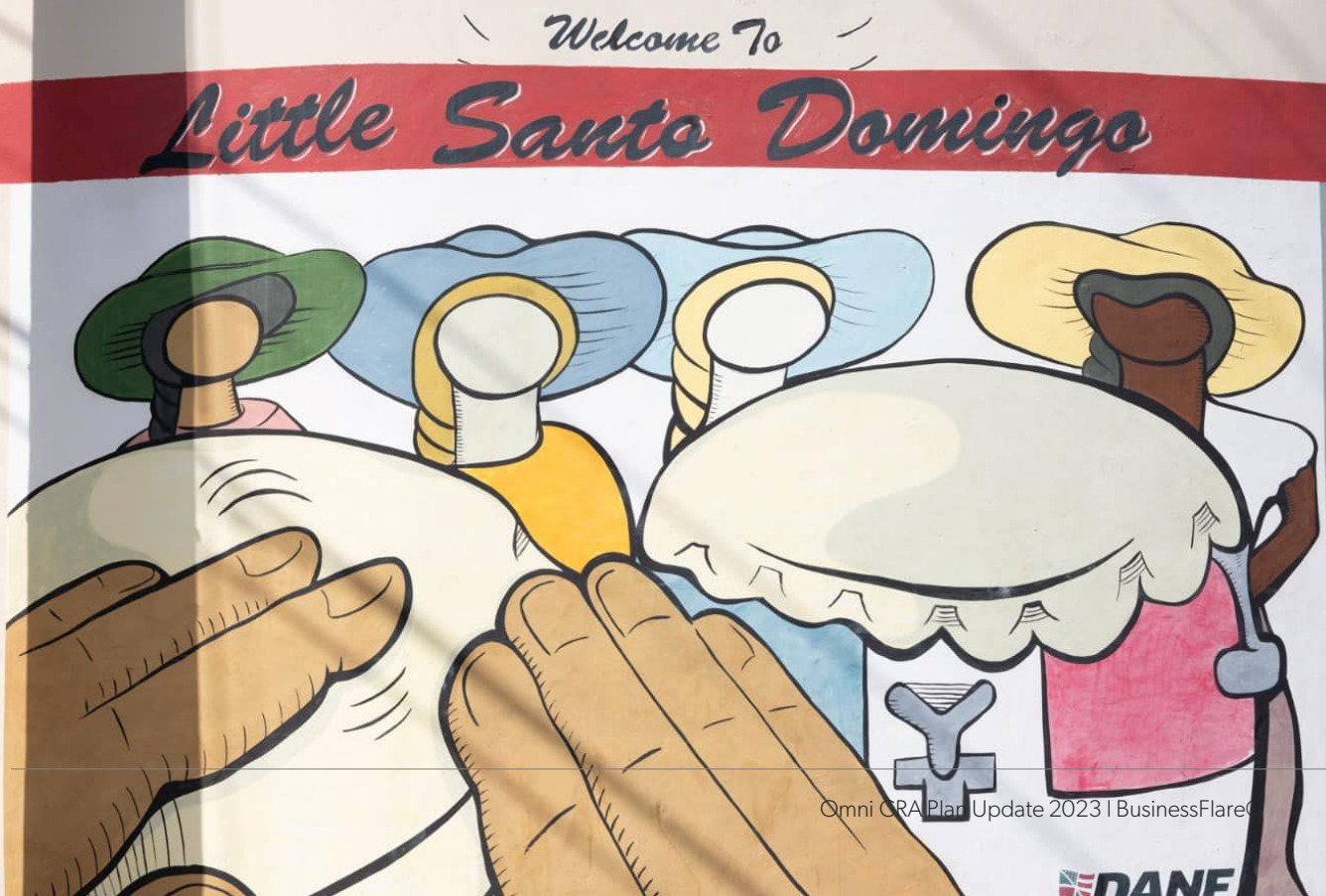
It is not intended to be an exhaustive list of such projects as the CRA will need to be creative and opportunistic in implementing projects and programs that will address issues and obstacles as they may arise and take full advantage of opportunities over time. It is vital that in implementing projects and programs, the CRA should continue to review the area’s conditions, the needs of its residents and property owners regularly to create and establish effective, positive, and cost-efficient projects and programs.

FINANCIAL SUMMARY

The Omni CRA has undertaken significant projects and has seen a substantial growth in taxable value since the CRA Plan update in 2010. The extension of time to 2047 is critical for the CRA to leverage TIF for development of important projects throughout the CRA. Support for attainable housing is key to the quality of life for Miami residents as well as transit, infrastructure and aesthetics.

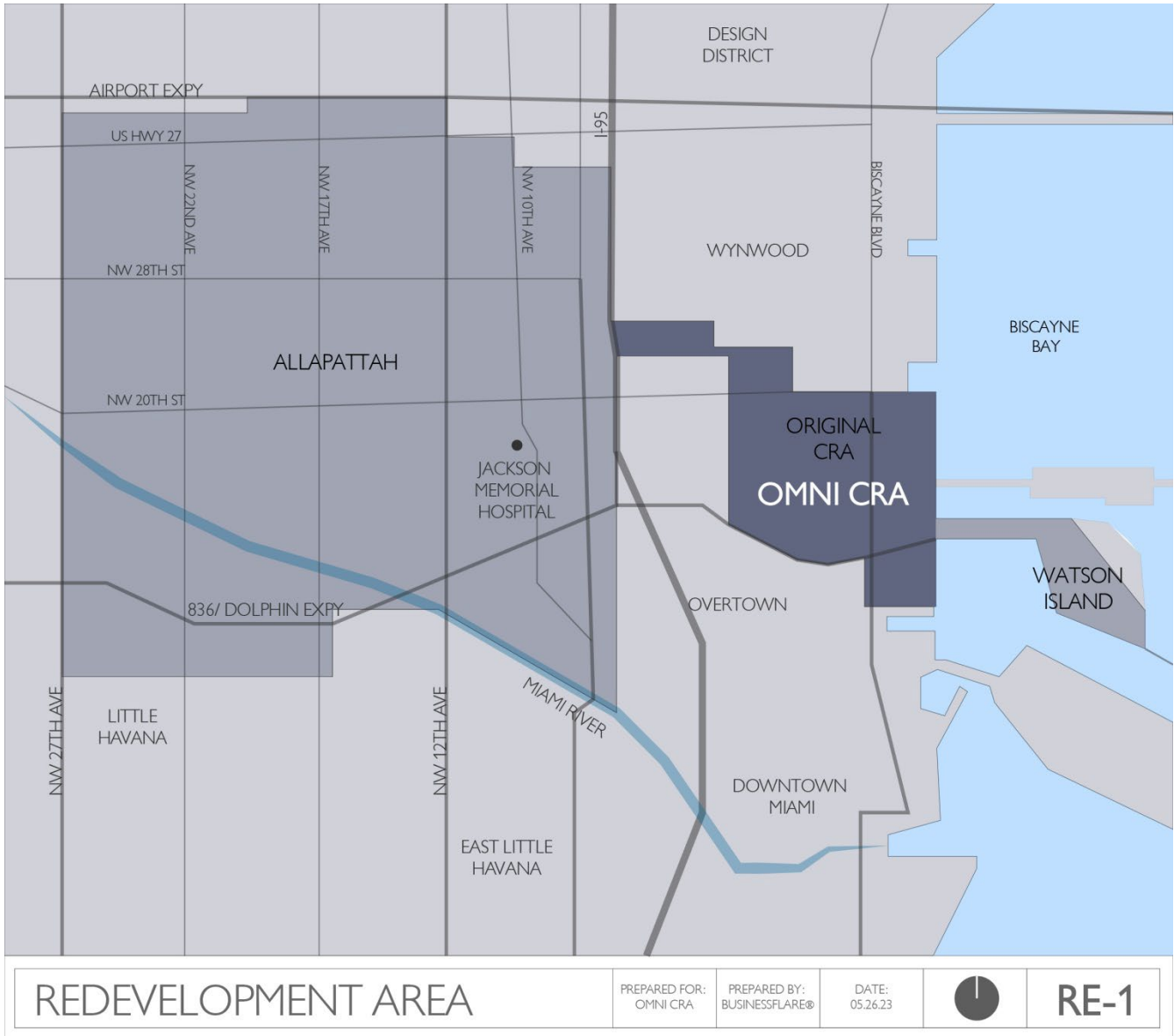
It is vital that in implementing projects and programs, the CRA should continue to review the area’s conditions, the needs of its residents and property owners regularly to create and establish effective, positive, and cost-efficient projects and programs.

Photo: Allapattah Collaborative



OMNI CRA BOUNDARY MAP

The Community Redevelopment Area comprises some 3,233 acres, which represent approximately 60% of the City.

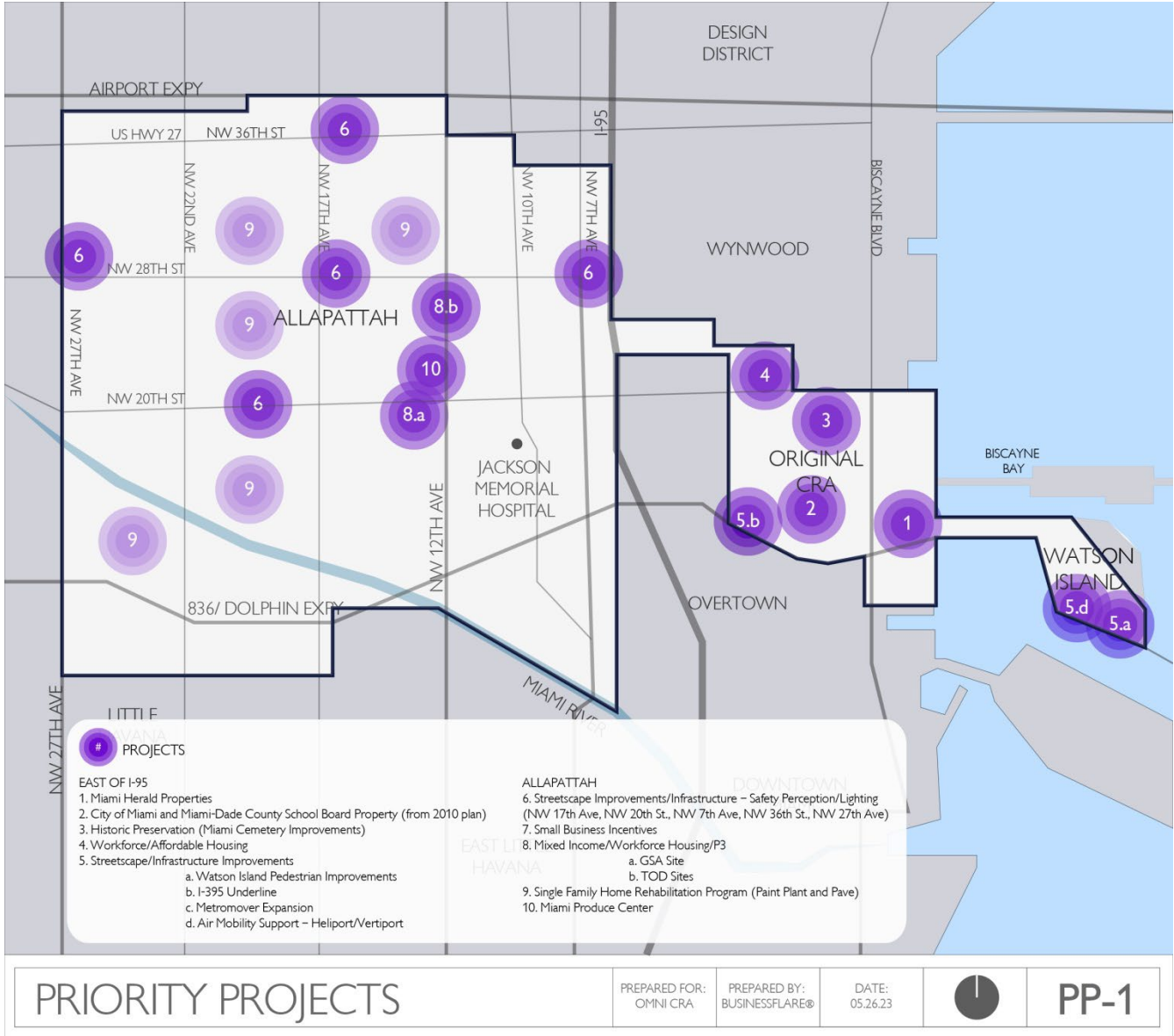


The new expanded Omni Community Redevelopment Area (CRA) covers an area of approximately 3,233 acres and is generally bounded on the west by the City of Miami boundary along NW 27th Avenue, on the east by Watson Island along McArthur Causeway, on the north by the Airport Expressway/ Florida State Road 112, and to the south by the Miami River. The Omni CRA is comprised of three distinct areas, including:

1. The original CRA area (468 ac) near Wynwood and Downtown Miami;
2. The Allapattah expansion area (2,730 ac);
3. The Watson Island expansion area (35 ac).

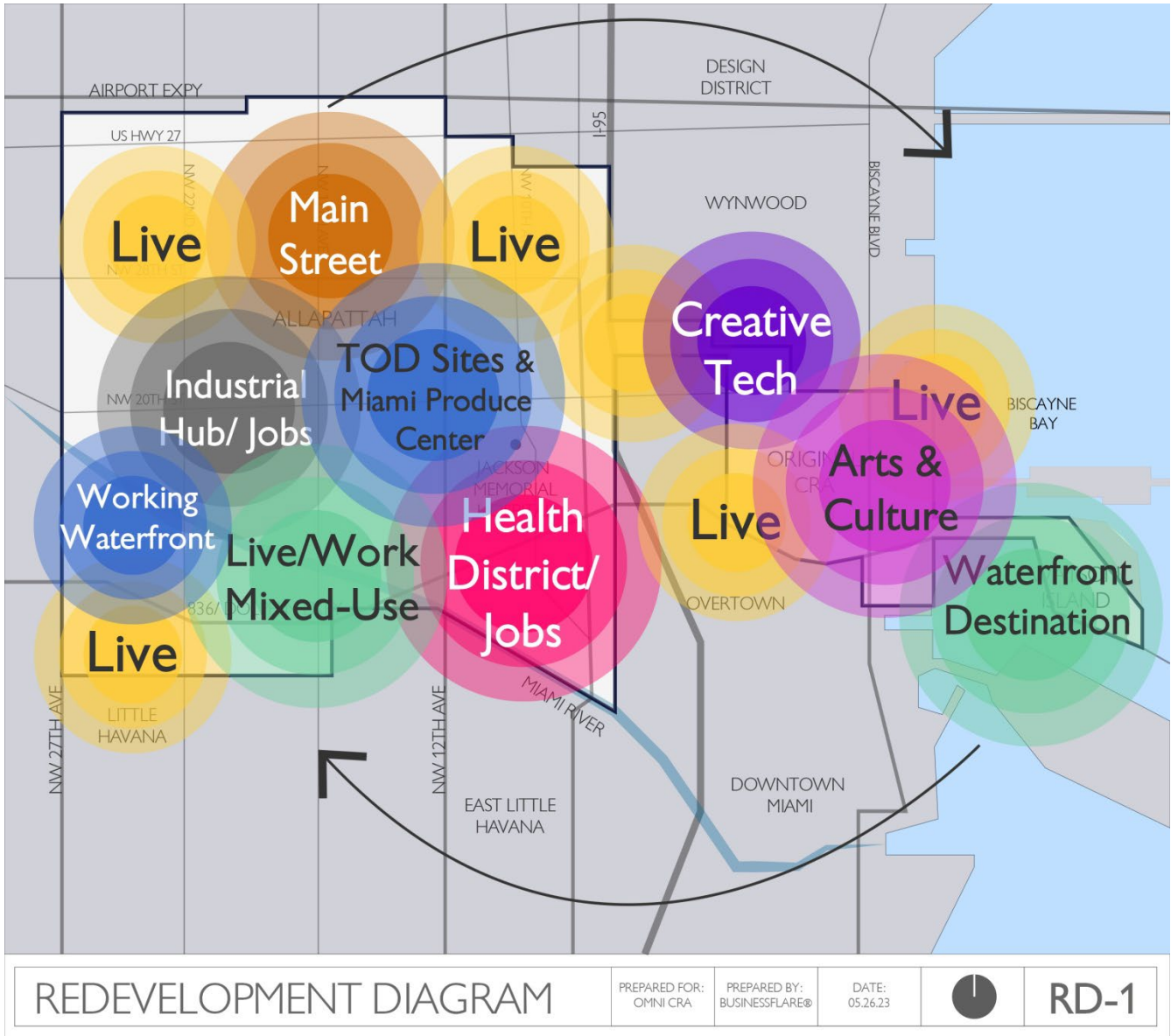
PRIORITY PROJECTS IN OMNI CRA

The CRA priority projects map shows on-going and potential catalyst projects.



REDEVELOPMENT CONCEPT DIAGRAM

The redevelopment concept diagram for Omni CRA is based off a circular economy model which involves the creation of zones guided by lifestyle components that keep dollars within the community. These components and/or type of places include, live, work, create, entertain and play.



HOW TO READ THIS DOCUMENT

Section 1 Executive Summary provides a summary for the Omni Community Redevelopment Plan.

Section 2 Authority to Undertake Community Redevelopment provides a checklist summary of certain statutory requirements of the Community Redevelopment Act, as provided for in Florida Statutes 163, Part III.

Section 3 Background provides background information on the history, existing and economic conditions, and a summary of previous and recent public input.

Section 4 Finding of Necessity provides a summary of the findings for the proposed additional neighborhoods of Allapattah and Watson Island.

Section 5 Redevelopment Goals introduces Redevelopment Goals and provides an assessment of residential neighborhood impact.

Section 6 Redevelopment Initiatives Itemizes future Omni CRA Redevelopment Initiatives. It is this section that gives the Agency the legislative authority to carry out programs and projects.

Section 7 Financial Information contains financial projections, plan cost, and timeline.

Appendices Legal Description outlines the boundaries of the Omni CRA. And provides supporting information including the Finding of Necessity (FON) for the Allapattah and Watson Island areas.



2. Authority to Undertake Redevelopment

This document has been prepared under the direction of the City of Miami Omni Redevelopment Agency in accordance with the Community Redevelopment Act of 1969, F.S. 163, Part III. In recognition of the need to prevent and eliminate slum and blighted conditions within the community, the Act confers upon counties and municipalities the authority and powers to carry out “Community Redevelopment”.

For the purposes of this Community Redevelopment Plan, the following definition, taken from the Florida State Statutes, Section 163.340, shall apply:

“Community redevelopment” or “redevelopment” means undertakings, activities, or projects of a county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight, or for the reduction or prevention of crime, or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area or rehabilitation and revitalization of coastal resort and tourist areas that are deteriorating and economically distressed, or rehabilitation or conservation in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.

The ability of a county or municipality to utilize the authority granted under the Act is predicated upon the adoption of a “Finding of Necessity” by the governing body.

Approval of the Omni CRA Finding of Necessity:

- The City of Miami City Commission approved a “Findings of Necessity”, created the Omni Community Redevelopment Agency and approved the CRA boundaries.
- Miami-Dade County, as a home rule county, approved the Finding of Necessity, the CRA boundaries, and a Delegation of Redevelopment Powers to the City of Miami.

CREATION OF THE COMMUNITY REDEVELOPMENT AGENCY

Upon the adoption of a “Finding of Necessity” by the governing body and upon further finding that there is a need for a Community Redevelopment Agency to function in the county or municipality to carry out community redevelopment purposes, any county or municipality may create a public body corporate and politic to be known as “Community Redevelopment Agency”. The Agency shall be constituted as a public instrumentality, and the exercise by the Agency of the powers conferred by Chapter 163, Part III, Florida Statutes shall be deemed and held to be the performance of an essential public function. (Section 163.356(1) Florida Statutes)

POWERS OF THE COMMUNITY REDEVELOPMENT AGENCY

The Community Redevelopment Act confers a wide array of redevelopment powers to counties and municipalities with home rule charters, as specified in Florida Statute 163.410. As a charter county, Miami-Dade County has retained those powers, except as delegated (“conveyed powers”), to the City of Miami through incorporation in an Interlocal Agreement for redevelopment activities. The City delegates the conveyed powers to the Community Redevelopment Agency (CRA), with the exception of the following:

- The power to determine an area to be a slum or blighted area and to designate such an area as appropriate for community redevelopment.
- The power to grant final approval to community redevelopment plans and modifications.
- The power to zone or re-zone any part of the City or CRA or make exceptions from building regulations approved as part of the Redevelopment Plan.

Except for the above reservations, the City of Miami Commission has chosen to delegate the conveyed powers from Miami-Dade County to the Omni Community Redevelopment Agency, including the following:

- The power to issue revenue bonds when authorized by Miami-Dade County.
- The power to acquire property deemed necessary for community redevelopment, including vacant land, commercial property, multi-family residential property, and single-family residential properties.
- The power to dispose of property acquired within the Redevelopment Area for uses in accordance with the Redevelopment Plan.

- The power to construct improvements necessary to carry out redevelopment objectives pursuant to the redevelopment plan.
- The power to carry out programs for repair and rehabilitation of existing structures in the Redevelopment Area.
- The power to plan for and assist in the relocation of persons and businesses displaced by redevelopment activities.
- The power to receive and utilize tax increment revenues to fund redevelopment activities. ^[1]_{SEP}
- The power to make such expenditures as are necessary to carry out the purposes of the Community Redevelopment Plan.
- The power to close, vacate, plan, or re-plan, streets, roads, sidewalks, ways or other places and to plan, or re-plan, any part of the Redevelopment Area.

The Community Redevelopment Plan

All redevelopment activities expressly authorized by the Community Redevelopment Act and funded by tax increment revenue must be in accordance with a Redevelopment Plan, which has been approved by the City Commission. Like the City’s Comprehensive Plan, the Community Redevelopment Plan is an evolving document, which is evaluated and amended on a regular basis in order to accurately reflect changing conditions and community objectives.

This Plan Amendment, as permitted by Florida Statutes 163, was approved on July XX, 2023 by the Omni CRA Board of Directors by Resolution _____ and the City of Miami City Commission by Resolution _____.

The amendment creates an effective plan for implementation of redevelopment goals and initiatives to remove slum and blight conditions within the CRA as authorized by Florida Statutes.

FLORIDA STATUTES CHAPTER 163 CHECKLIST

In accordance with 163.362 Florida Statutes, the Community Redevelopment Plan must include the elements described below. The following section includes language from the statute shown in italic type, with a brief response to each element in normal type.

- 1) *Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.*
 - a. A legal description of the boundaries of the Omni CRA is included as an exhibit in the plan. The area within the boundaries was shown to contain slum and blight in [Resolution R-2004-3](#).
- 2) *Show by diagram and in general terms:*
 - (a) *The approximate amount of open space to be provided and the street layout.*
 - (b) *Limitations on the type, size, height, number, and proposed use of buildings.*
 - (c) *The approximate number of dwelling units.*
 - (d) *Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.*
 - a. Maps of the Omni CRA and a general description of the existing physical and regulatory conditions are included in the Existing Conditions. The area within the Omni CRA remains subject to the City's Comprehensive Plan and zoning regulations, which stipulate limits on locations, sizes, height, etc. of dwelling units, streets, and park and recreations areas, among other things.
- 3) *If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.*
- 4) *Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.*
 - a. See Section 6 "Redevelopment Initiatives and Projects".
- 5) *Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.*
 - a. Specific programs and expenditures must be enumerated in the Plan in order for the Omni CRA to have the authority to undertake them. CRA activities are overseen by a Board of Commissioners that meets periodically in public session to review and monitor all CRA activities.
- 6) *Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.*
 - a. Regulatory and zoning authority within the Omni CRA is governed by the City. Any recommendations regarding regulatory amendments and design guidelines to assist with redevelopment efforts must be implemented by City Commission.

FLORIDA STATUTES CHAPTER 163 CHECKLIST (continued)

- 7) *Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.*
- a. The Background Section includes a discussion of neighborhood impacts of redevelopment and includes a recommendation that the CRA adopt a relocation policy to provide adequate protections and assistance for any persons displaced by redevelopment activities.
- 8) *Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefore.*
- a. Large portions of the Omni CRA are residential neighborhoods. The Plan encourages the strengthening of existing neighborhoods and providing for additional housing to improve and diversify the housing stock, and to create additional housing opportunities with a range of affordability.
- 9) *Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.*
- a. See Section 7 “Financial Projections”.
- 10) *Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pursuant to s. 163.361(1). However, for any agency created after July 1, 2002, the time certain for completing all redevelopment financed by increment revenues must occur within 40 years after the fiscal year in which the plan is approved or adopted.*
- a. As stated earlier, this amendment to the Plan will extend the life of the Omni CRA for a period of twenty-four years until October 1, 2047. This date should be noted in the Resolution to adopt the Plan as the time certain for completing all redevelopment activities.

3. Background

Omni CRA is at the heart of a vibrant metropolis with a culturally rich community. Miami continues to reinvent itself. Now, the “Gateway to Latin America” is transforming into the country’s newest tech hub. Revitalizing and preserving Miami’s unique heritage is paramount to the success of this plan. The Omni CRA neighborhoods are the perfect locations to live, work, create, play, entertain, and ultimately thrive.

Since the initial adoption of the Omni CRA Plan in 1987 and from the amendment in 2010, the Omni CRA has seen significant change and growth. However, there is still significant activity for the Omni CRA to undertake. The following section will outline some distinctions in the Omni CRA neighborhoods and provide an overview of priority projects that have been completed since the 2010 CRA Plan Update.

OMNI NEIGHBORHOODS

The 2010 Omni Redevelopment Area is currently comprised of six distinct areas or neighborhoods that represent a different nature to the community. The neighborhoods are Omni, Northeast Overtown, South Wynwood, South Edgewater, and small portions of Park West and Watson Island.

The 2023 expanded area of the Omni Redevelopment Area includes the areas of Allapattah and a section of Watson Island (see map on following page).

The Omni CRA has several distinct neighborhoods, all with unique characteristics and needs. Since the establishment of the CRA to help in the removal of slum and blight, some areas such as The Arts and Entertainment District, Wynwood and South Edgewater have experienced significant growth. Other neighborhoods such as a portion of Overtown continue to face challenges and external pressures for the historic black community. South Wynwood has been slower to develop due to the number of industrial uses; however, property values continue to increase, further highlighting the need for affordable residential property.

The Omni CRA has achieved significant tax growth through development of luxury condominiums and used that growth by investing in projects such as: Margaret Pace Park, the Adrienne Arsht Center for the Performing Arts (PAC), the Port Tunnel and the Miami Entertainment Center (MEC). Currently several mixed-income/mixed-use buildings are under construction and design phases, supported by the CRA to expand attainable housing in the Omni CRA.

MAP OF OMNI CRA EXPANSION AREAS



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

NORTH
PREPARED BY BUSINESSFLARE®
2023

EXPANSION AREAS

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 compromises two (2) areas in need of strategic investment and improvements:

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

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. Mixed-income housing, small business retention and overall beautification are areas the CRA will consider in the redevelopment efforts of this area.

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. The island lacks pedestrian connections and could benefit from infrastructure improvements.



The following projects were included in the 2010 CRA Plan update and have been completed or are near completion.

HISTORIC PRESERVATION

The 2010 Plan identifies buildings within the district that are designated as historic and states that Historic Preservation is important to the community heritage and neighborhood experience. The CRA has helped preserve many of these wonderful structures and endeavors to continue the preservation of both historic buildings and the culture that they represent and embody.

Miami Woman’s Club

The Miami Woman’s club underwent a complete restoration and hosts a variety of restaurants, events, and civic uses.



Miami Women’s Club Renovation Rendering

Firehouse No. 2

Omni CRA has renovated the historic City of Miami Firehouse No. 2, which had fallen into total disrepair, has now been restored and is being used as the offices of the CRA.



Fire Station No. 2



Dorsey Library – Omni CRA

Dorsey Library

The Dorsey Memorial Library was built in 1941 and was the first City-built library in Miami. It was one of the only libraries to allow black patrons to sit and read. The building went into disrepair in the 80s and sat vacant for over 25 years until the City and CRA pledged funding to assist in the restoration of this historic structure. The project was completed in 2019.



Citizen’s Bank Building – Omni CRA

Citizen’s Bank Building

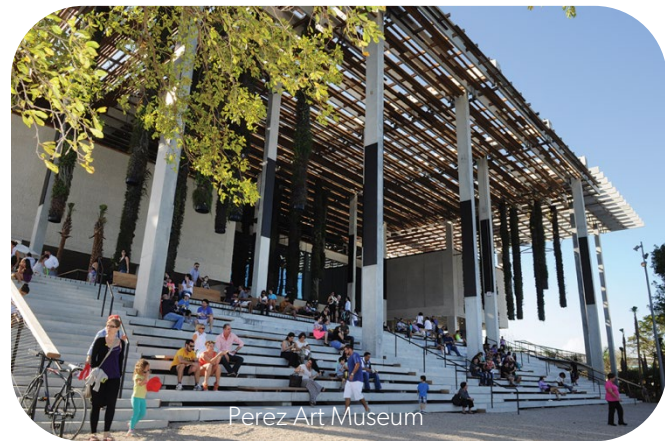
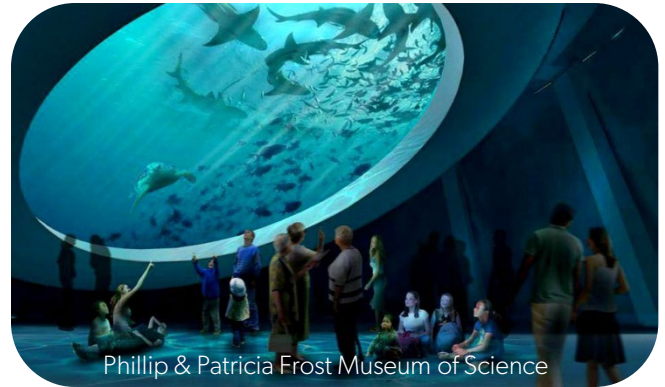
The Omni CRA purchased historic Citizen’s Bank building on 14th Street and Miami Avenue and it is currently undergoing renovations. \$5.8 million was invested by the CRA in the renovation of this project. The building will house a mix of uses such as cultural, retail, dining and offices. Estimated completion for renovation is Summer 2023.

ORIGINAL OMNI CRA SUCCESSFUL CATALYST PROJECTS

Museum Park

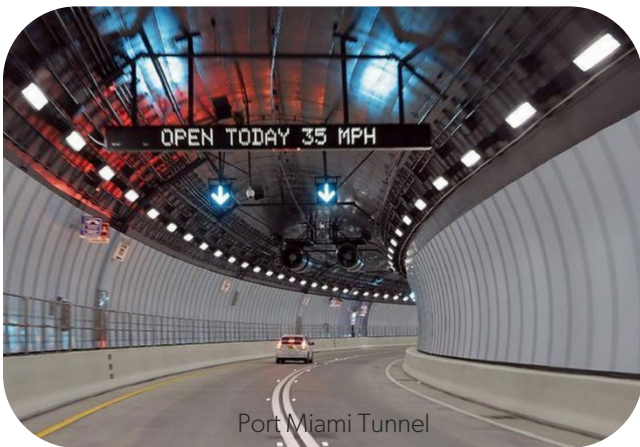
CRA supported the Museum Park Project, a \$73 million project which included design development, environmental remediation and construction. Also a \$2 million annual contribution to the park's capital expenditure fund.

Museum Park Miami is a 40-acre city park designed for both active and passive recreation where visitors and residents alike can visit two world class museums (the Phillip & Patricia Frost Museum of Science and the Perez Art Museum Miami) and the Maurice A. Ferré Park in an open setting of lawns, public gardens, fountains, and pools - all fronting beautiful Biscayne Bay. Strolling by the Bay, reading a book in the Bamboo Garden, exploring the Island, or playing a game of soccer, visitors will be treated to a fresh experience of Miami.



Port Miami Tunnel

The Port Miami Tunnel is a multi-agency public private partnership opened to the public in 2014. has removed a number of large and damaging trucks from the streets of the Omni CRA and downtown Miami, preventing conflicts between pedestrians and up to 16,000 vehicles that use the tunnel each day.



Port Miami Tunnel

Adrienne Arsht Center for the Performing Arts

The Adrienne Arsht Center for the Performing Arts of Miami-Dade County (PAC) is one of the world’s leading performing arts organizations and venues and has become a catalyst for billions of dollars in new investment downtown. The Arsht Center presents nearly 400 events each year as well as free programming for the community and an arts education program that serves nearly 60,000 children each year.



Adrienne Arsht Center

Other Projects identified in the 2010 Omni CRA Redevelopment Plan

The 2010 Redevelopment Plan included chapters on existing conditions, market analysis summary, redevelopment plan overview (outlining the vision, objectives and changes since the 1986 plan), list of projects and strategies, capital improvements costs and priorities, the financing plan, neighborhood impact and plan management.

As noted above, many of these projects have been completed over the last several years, while others are still in progress. Although many priorities remain the same, an updated list of projects will be provided in Section 6 of this document.

Other Projects identified include:

Miami Herald Properties: The redevelopment of the 15.5 acre site which was formerly owned and occupied by the Miami Herald will include a mixed- use development and public realm improvements. This property has recently been acquired and will remain a focus of the Omni CRA for redevelopment.

School Board Properties: The City of Miami and Miami-Dade County School Board owns approximately 9 acres of land within the Omni CRA. Redevelopment plans for these properties could address attainable housing, parking and improvements to the public realm.

Proposed Zoning Changes: Zoning changes suggested in the 2010 plan update include:

- Atlas changes for specific areas
- Development of inclusionary zoning for housing providing:
 - Mandatory workforce requirement
 - Bonus height
 - Bonus FAR
 - Density allowance
 - Remove bonus to pay into Affordable Housing Trust Fund
- Development of design guidelines for areas of special interest

Many of these changes have been implemented and the CRA will continue to work closely with the City of Miami Planning and Zoning department to address zoning issues related to attainable housing.

Greenspace: Development of additional neighborhood greenspace to accommodate new residential development. Greenspace improvements continue to be important to the CRA and since 2010, enhancements to Baywalk, Maurice A. Ferre Park, Margaret Pace Park and the I-395 Underdeck have begun or been completed. The CRA will continue to promote greenspace with new development and invest in these improvements.

Streetscapes: Streetscape improvements are ongoing and the 2010 plan identified the primary and secondary streets of focus for the CRA.

These include:

- Biscayne Boulevard
- 14th Street
- N. Miami Street
- NE 2nd Avenue
- Bayshore Drive
- NE 2nd Avenue
- 14th Street
- NE 17th Street
- NE 17th Terrace

- Bayshore Drive Extension
- 17th Street / FEC Crossing

2-Way Conversions: N Miami Avenue, NE 1st Avenue, NE 2nd Avenue and NE 17th Street were also noted as priorities for streetscape improvements, including 1-way to 2-way conversions.

The CRA will continue to work closely with the City of Miami, Miami Dade County and FDOT on implementing streetscape enhancements.

In summary, from 2013 to 2017, the CRA focused its resources on several historic preservation projects, North Bayshore Streetscape, NE 14th Street Infrastructure and Streetscape, payment of debt service for the Performing Arts Center, Community Policing, greenspace improvements to the Margaret Pace Park, Maurice A. Ferré Park, the Miami Entertainment Complex, the Port Tunnel, land acquisition, and streetlight/landscape maintenance.

Miami-Dade County Projects in the New Expanded Omni CRA Area (Allapattah)

Miami -Dade County has taken an aggressive approach to constructing Transit Oriented Communities (TOC). Miami -Dade County began aggressively planning for TOCs in the 1970 in conjunction with the planning for the Metrorail system.

Miami-Dade County Transit Oriented Communities Goals:

- Reduce the number of household drivers.
- Lower congestion, air pollution and greenhouse emissions.
- Create walkable communities that accommodate healthier lifestyles.
- Increase transit ridership and fare revenue.
- Expand mobility choices that reduce dependence on the automobile.
- Reduce transportation costs.

This is a valuable opportunity for the new expanded Omni CRA to work with the County of the realization of the Transit Oriented Communities vision.

Miami -Dade County has an extensive Transit-Oriented Development (TOD) Project Program:

- 17 Completed TOD Projects
- 16 TOD Projects Underway
- 4 TOD Projects in Planning
- Generating over \$5M in annual rent revenue, expected to grow to over \$10M

Information from Miami-Dade County March 2023 “Delivering Transit Oriented Communities” Presentation.

Projects Completed

Allapattah Metrorail Station

Located at NW 36 Street at NW 12 Avenue in the City of Miami.

- Allapattah Garden Apartments is a garden style 8 buildings, 3-story, 128 units of affordable housing. 135,100 sq. ft. Completed 2004.

Santa Clara Metrorail Station

Located at NW corner NW 20 Street and NW 12 Avenue in the City of Miami.

- Santa Clara Apartments I is a 9-story, 219,376 sq.ft. 208-unit affordable housing project with surface parking. Completed 2004.
- Santa Clara Apartments II is a 17-story, 361,325 sq.ft. 204-unit affordable housing project with 258-space structured parking plus 61 dedicated transit patron spaces. Completed 2006.



EXISTING CONDITIONS

The Omni Community Redevelopment Area (CRA) covers an area of approximately 3,233 acres and is generally bounded on the west by the City of Miami boundary along NW 27th Avenue, on the east by Watson Island along McArthur Causeway, on the north by the Airport Expressway/ Florida State Road 112, and to the south by the Miami River. The Omni CRA is comprised of three separate areas, including:

1. The original CRA area (468 ac) near Wynwood and Downtown Miami;
2. The Allapattah expansion area (2,730 ac) near Miami River;
3. The Watson Island expansion area (35 ac) near Port of Miami.

The entire length of the Omni CRA area may be characterized simply as typical suburban residential, with industrial and commercial development along its major corridors, parts of urban center, and civic spaces as well.

Many structures are older, and some parcels are underutilized and lack adequate landscaping and parking. The typical configuration of the corridor commercial parcels void the potential walkability of the place by having the building setback, narrow sidewalks next to wide high speed traffic, lack of street trees, and parking lots in the front adjacent to the public right-of-way/sidewalk. In addition, the Omni CRA commercial corridors showed untidy commercial signage and wayfinding, dilapidated structures in need of repair and façade improvements, cracks on sidewalks, street potholes, and lack of bicycle infrastructure.

MAJOR COMMERCIAL CORRIDORS



NW 20TH STREET

NW 20th Street runs east-west between NW 27th Avenue and Biscayne Blvd. It is a major commercial and industrial corridor within the Omni CRA. Within the original CRA area it is mostly comprised of typical semi urban commercial development characterized by 1-2 story older buildings. Within the Allapattah expansion area it is mostly comprised of typical suburban commercial shopping plazas and industrial uses. The area just north of NW 20th Street in Allapattah is heavily concentrated with industrial uses (truck transportation in and out), including manufacturing, processing, produce wholesalers, concrete suppliers, construction materials, electrical supply stores, lumber supplier, marine supply store among other similar uses.

EXISTING CONDITIONS (continued)



NW 17th Avenue Existing Conditions

NW 17TH AVENUE

NW 17th Avenue / Juan Pablo Duarte Ave runs north-south between NW 36th Street and the Miami River. It is a major neighborhood commercial and cultural corridor within Allapattah. NW 17th Avenue has been recently designated as “Main Street con Sabor” from the Main Street America organization. This corridor plays an important role for the Allapattah Spanish speaking community, specifically for Caribbean community, including people from Dominican Republic, Cuba, Honduras, Puerto Rico, and others. This commercial district is called by some as “Little Santo Domingo” and it is home of Juan Pablo Duarte Park. Juan Pablo Duarte y Díez was a Dominican military leader, writer, activist, and nationalist politician who was the foremost of the founding fathers of the Dominican Republic and bears the title of Father of the Nation.

NW 17th Avenue is mostly comprised of typical neighborhood urban center commercial developments characterized by 1-2 story older buildings. The mix of commercial and civic uses include, auto repair shops, bakeries, supermarkets, barbershops, restaurants, tire shop, clothing stores, parks, schools, etc.

This corridor shows great “bones” to create a great walkable culturally diverse destination. However, it needs to work on making the “pedestrian experience pleasant, with improvements on outdoor dining, signage and wayfinding, striping, traffic calming elements, parklets, and other enhancements that will make the walking experience more attractive to the pedestrian. This area has the potential of being a great destination playing off their unique cultural roots and business mix in the Miami and southeast Florida region. Imagine a lively street with live music typically playing Latino/ Caribbean sounds for dancing and enjoyment while you have a typical Caribbean dish and a drink.

What are Parklets?

Parklets are typically applied where narrow or congested sidewalks prevent the installation of traditional sidewalk cafes, or where local property owners or residents see a need to expand the seating capacity and public space on a given street.

Example image on Avenue 3.



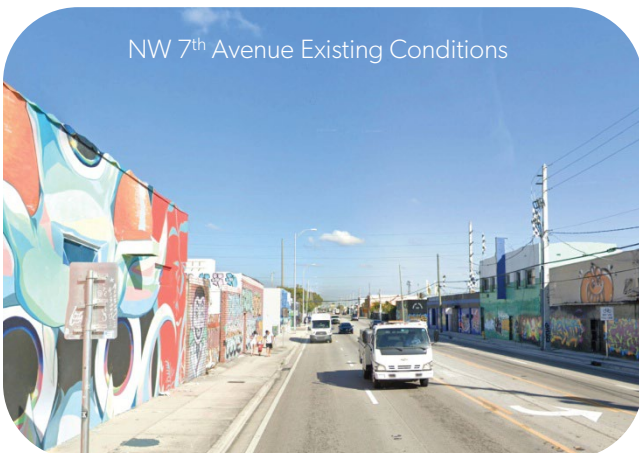
EXISTING CONDITIONS (continued)



NW 36TH STREET

NW 36th Street / US Hwy 27 runs east-west between NW 27th Avenue and Interstate 95. It is a major neighborhood commercial corridor with a variety of small businesses. NW 36th Street is an extension of the culturally significant commercial corridor on NW 17th Avenue with a majority of Caribbean businesses.

This corridor is mostly comprised of typical neighborhood urban center commercial developments characterized by 1-2 story older buildings. The mix of commercial and civic uses include, ethnic restaurants (important niche), car dealers and rentals, car repair shops, Miami Jackson Senior High School, Moore Park, etc.



NW 7TH AVENUE

NW 7th Avenue runs north-south between the Miami River to the south and NW 36th Street to the north within the new expanded Omni CRA. It is a major commercial and industrial corridor parallel to and in close proximity to Interstate-95. It is mostly comprised of typical semi urban commercial development characterized by 1-2 story older warehouse buildings. Commercial uses in NW 7th Avenue include ethnic restaurants, dance studios, tire shops, auto body shops, dog day care center, air conditioning store, auto parts, barbershop, clothing stores among other similar uses.



NW 27TH AVENUE

NW 27th Avenue runs north-south between the Miami River to the south and NW 36th Street to the north within the new expanded Omni CRA Allapattah area. It is a major commercial corridor and it is mostly comprised of typical semi urban commercial development characterized by 1-2 story older buildings. Commercial uses in this corridor include ethnic restaurants, aquarium shop, tattoo and piercing shop, hardware stores, used car dealer, furniture store, tire shop among other similar uses.

EXISTING CONDITIONS (continued)



BISCAYNE BOULEVARD

Biscayne Boulevard runs north-south within the original Omni CRA neighborhood, it plays an important role in the Miami Downtown area. This corridor connects the Maurice A. Ferre Park, Phillip & Patricia Frost Museum of Science, Perez Art Museum, Adrienne Arsht Center for the Performing Arts, the Herald Properties, Miami-Dade County Public School administration offices, Hilton Miami Downtown hotel, and other commercial and cultural activity.



N MIAMI AVENUE

N Miami Avenue runs north-south within the original Omni CRA neighborhood, it plays an important role in the Miami Downtown area connecting the Miami Design District with Wynwood and Downtown Miami. This corridor has a mix of industrial (warehouses), commercial (art studios), and open spaces (Miami City Cemetery).

EXISTING CONDITIONS (continued)

LAND USE AND ZONING

Land uses within the Omni CRA are in alignment with the commercial corridors and residential areas. This model works with the residential more calm areas within and the commercial more active areas at the perimeters/ corridors.

It is important to properly connect the residential (living) areas to the commercial areas (local jobs), the public spaces (parks and schools), and to transportation (train/ bus routes and stops).

MIAMI 21 – ZONING MAP

The more prominent zoning designations within the commercial districts are:

T6-8 Urban Center
Maximum Height: 8 Stories
Density: 150 du/ac
Maximum Commercial Area Allowed: 66,000 sf
Building Typology: Building W/Gallery

D2 - Industrial
Maximum Height: N/A
Density: N/A
Maximum Commercial Area Allowed: 720,785 sf

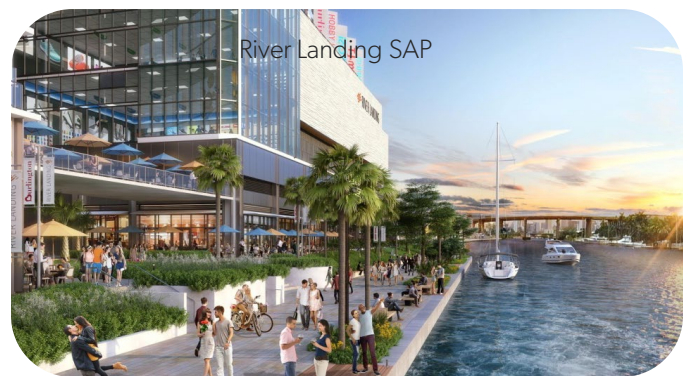
D1 – Workplace
Maximum Height: 8 stories
Density: 36 du/ac
Maximum Commercial Area Allowed: 118,960 sf

CI-HD Health District
The Zone CI-HD is a Civic Institution district reserved for healthcare uses (Jackson Memorial Hospital).

Special Area Plans (SAPs)

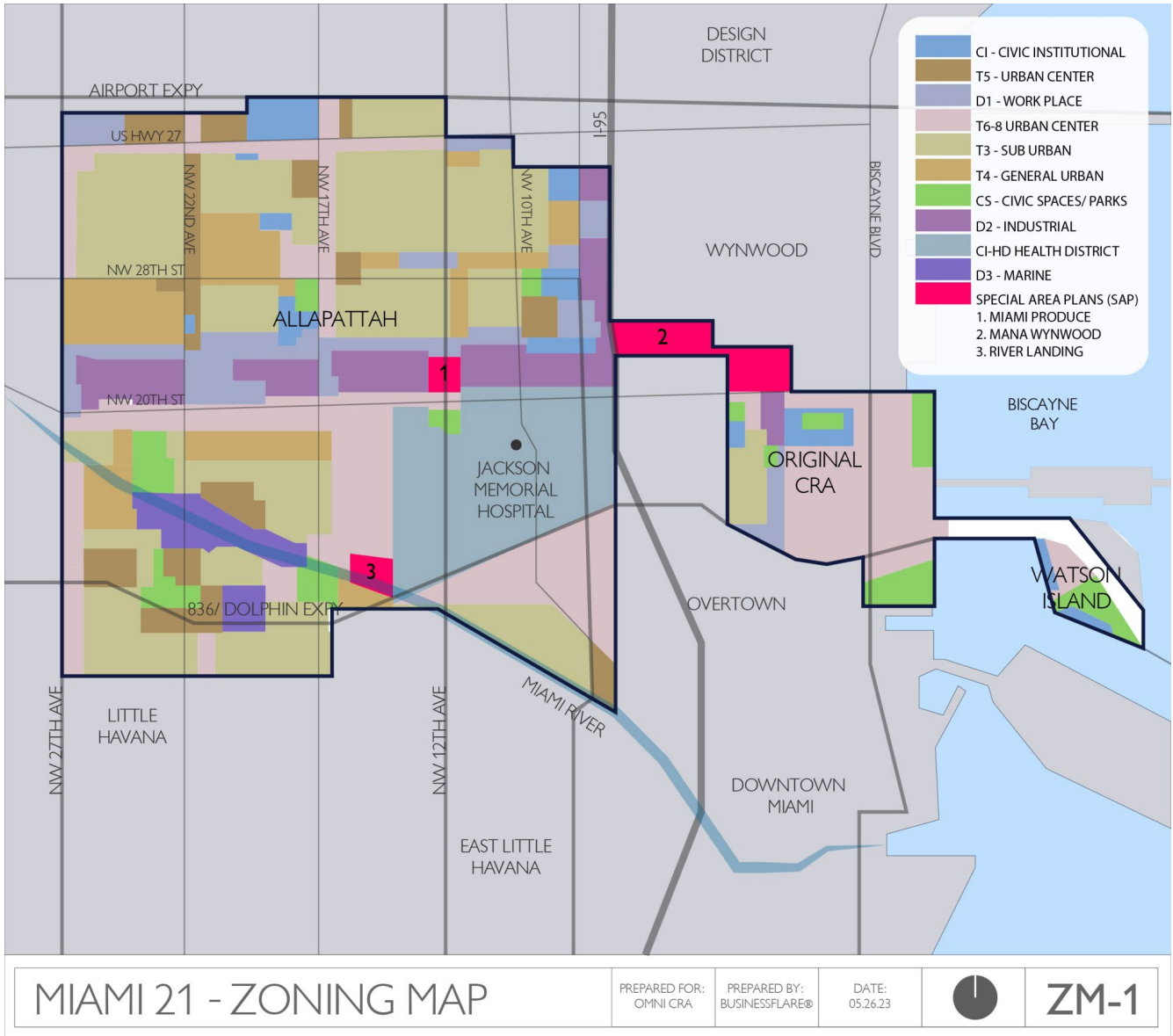
A Special Area Plan (SAP) allows a property, nine (9) acres or more, to be master planned, which contributes to public improvements and Infrastructure like roads, parks, and other public services. An SAP creates greater flexibility for higher or specialized quality building and streetscape design.

In the Omni CRA area zoning is in place to allow for higher densities and more pedestrian friendly environments. There is an opportunity to continued attracting new development that will develop according to this regulations.



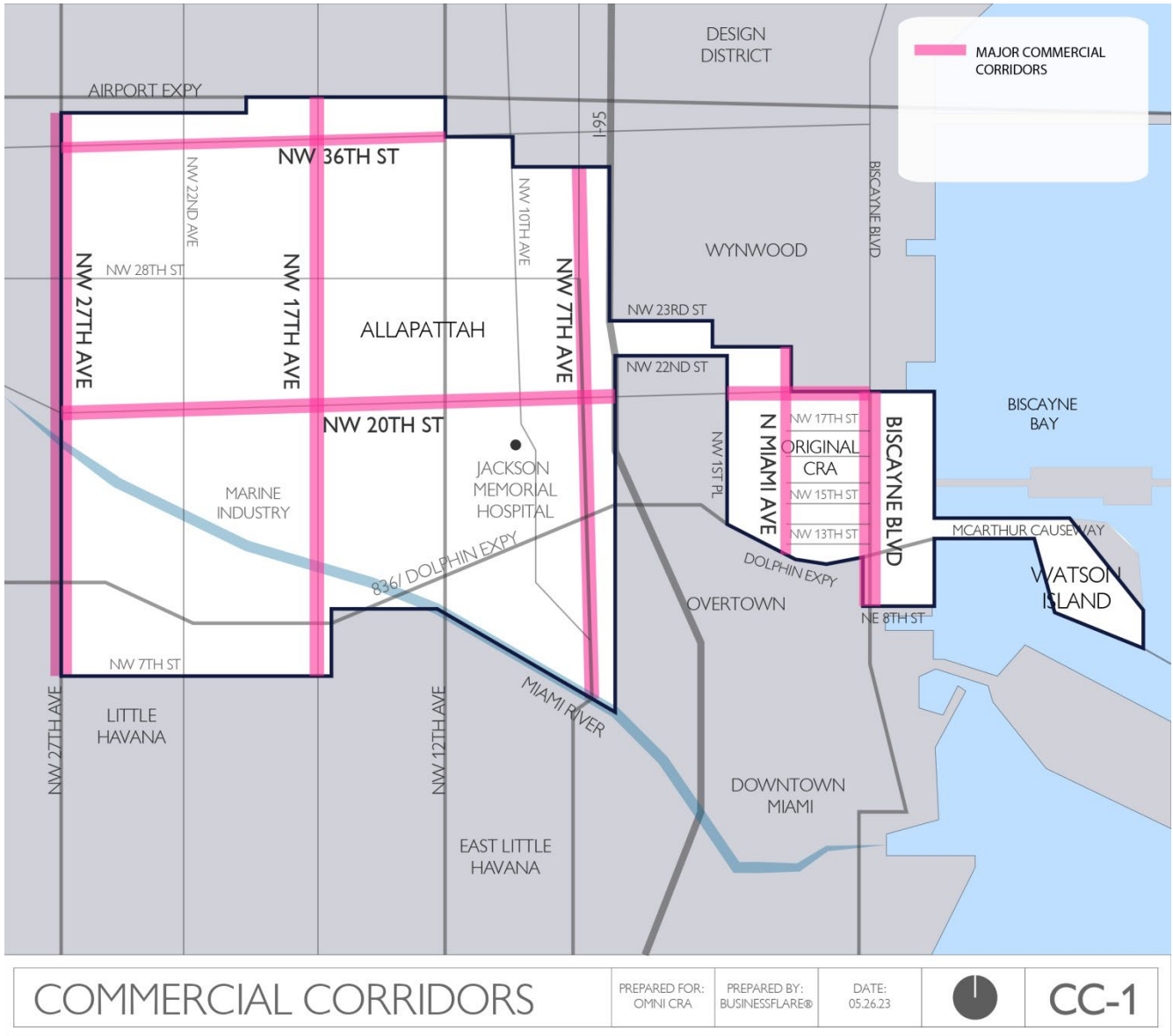
EXISTING CONDITIONS (continued)

LAND USE AND ZONING MAP



EXISTING CONDITIONS (continued)

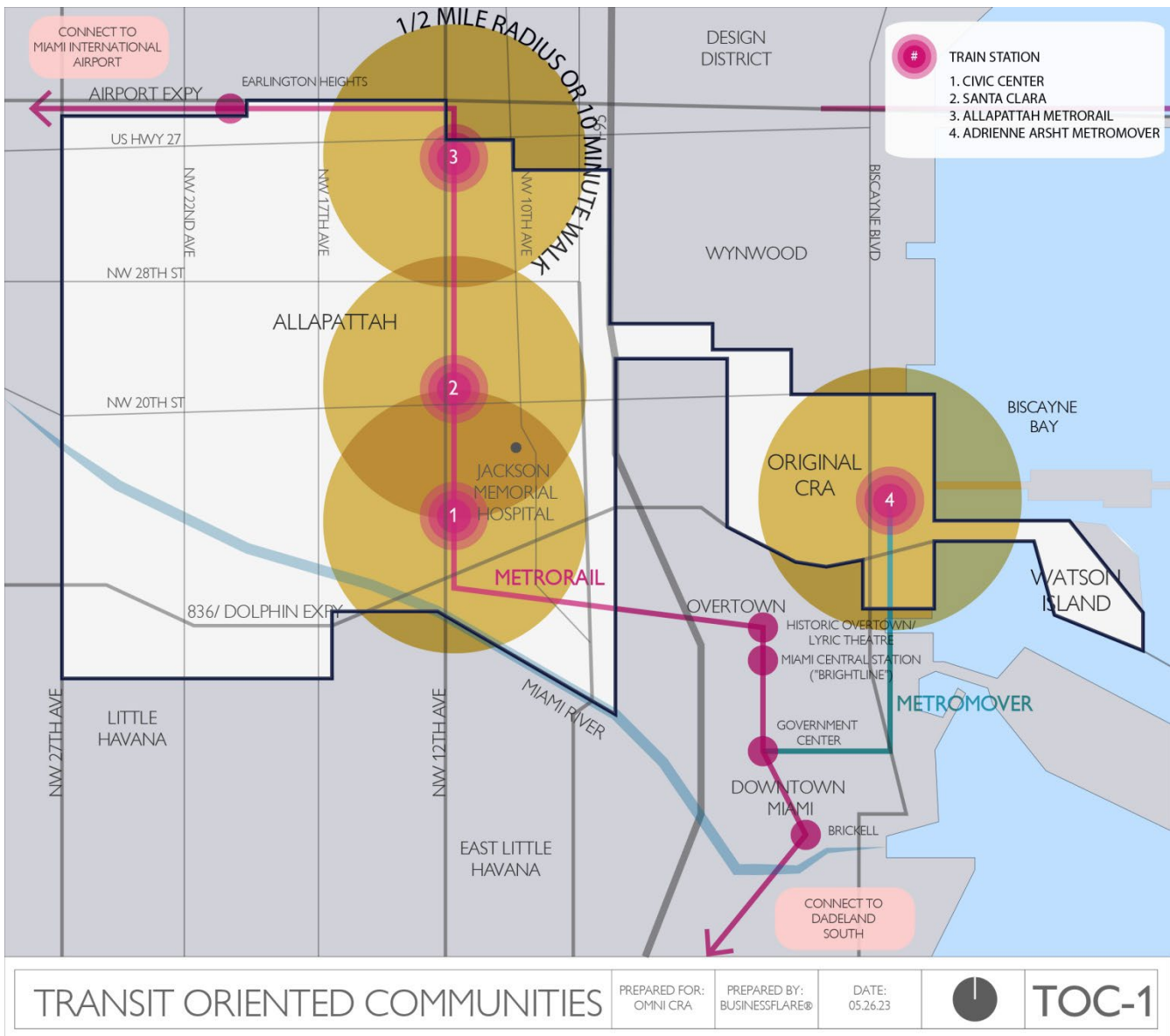
MAJOR COMMERCIAL CORRIDORS MAP



EXISTING CONDITIONS (continued)

TRANSIT STATIONS MAP

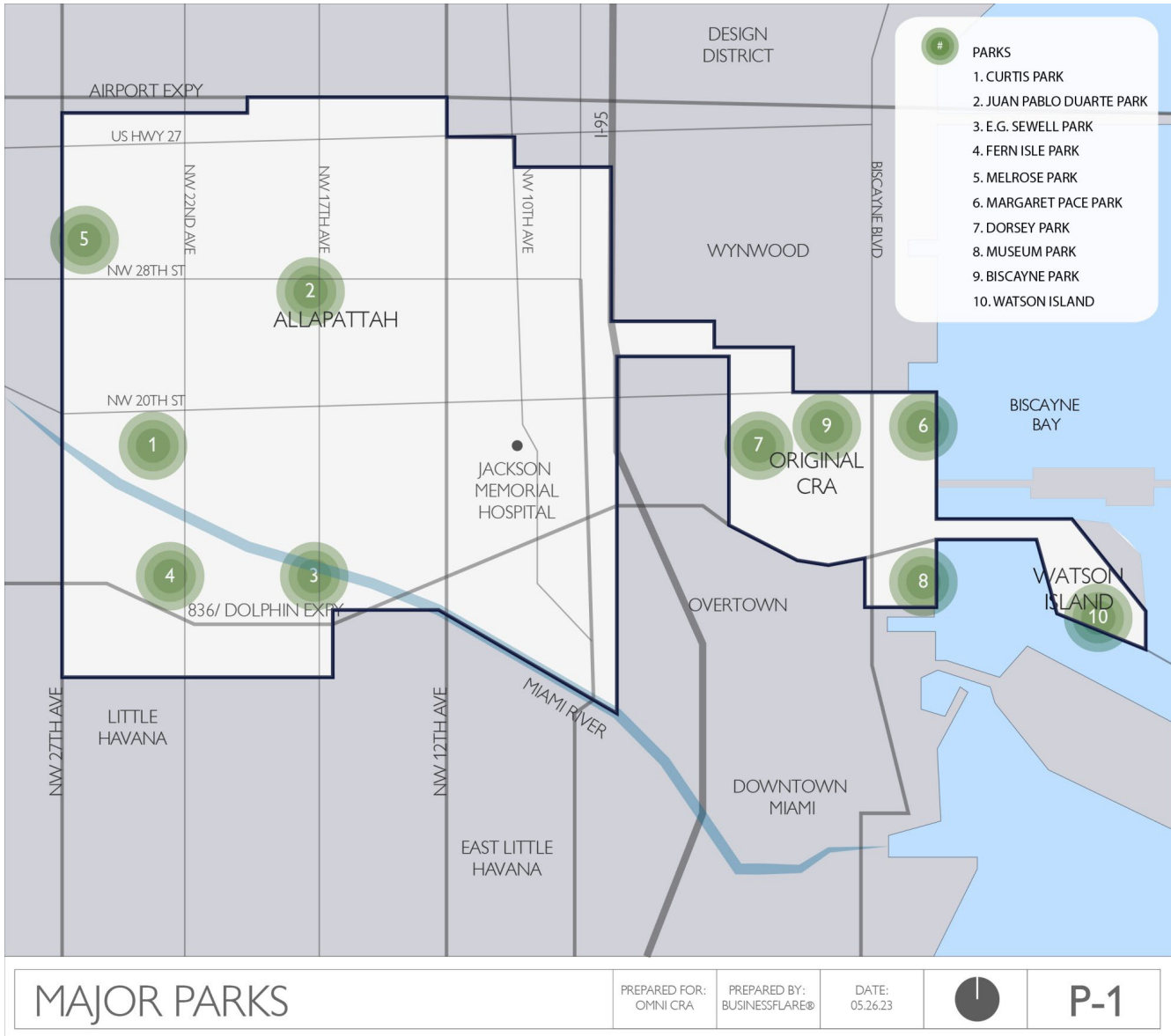
The Omni CRA study area is connected to the transit system via Metrorail and Metromover. These are two (2) public transportation systems by train. In the Allapattah neighborhood there are three Metrorail Stations and it is important to note that this line connects to the Miami International Airport. In the original area of the Omni CRA there is only one (1) Metromover station that only has service to downtown Miami. Miami -Dade County has taken an aggressive approach to constructing Transit Oriented Communities (TOC) along its transit corridors and around transit stations. TOC is a fast-growing community development trend that includes a mixed-use of housing, office, retail space and/or amenities integrated into a walkable neighborhood and located within a half-mile of public transportation. TOCs help to enhance connectivity for area residents and businesses, leading to safer accessibility to jobs, businesses, residential and commercial districts, and schools.



EXISTING CONDITIONS (continued)

PARKS AND OPEN SPACES MAP

The Omni CRA area is well positioned with multiple open spaces and parks all within a 1-mile radius or 20-30 minute walk or 10-20 minute bike ride from the center. There is a great opportunity for the Omni CRA to provide clear and identifiable routes that are more pedestrian and bicycle friendly as well as for transit, that way residents and especially children can access this facilities in a safe manner.



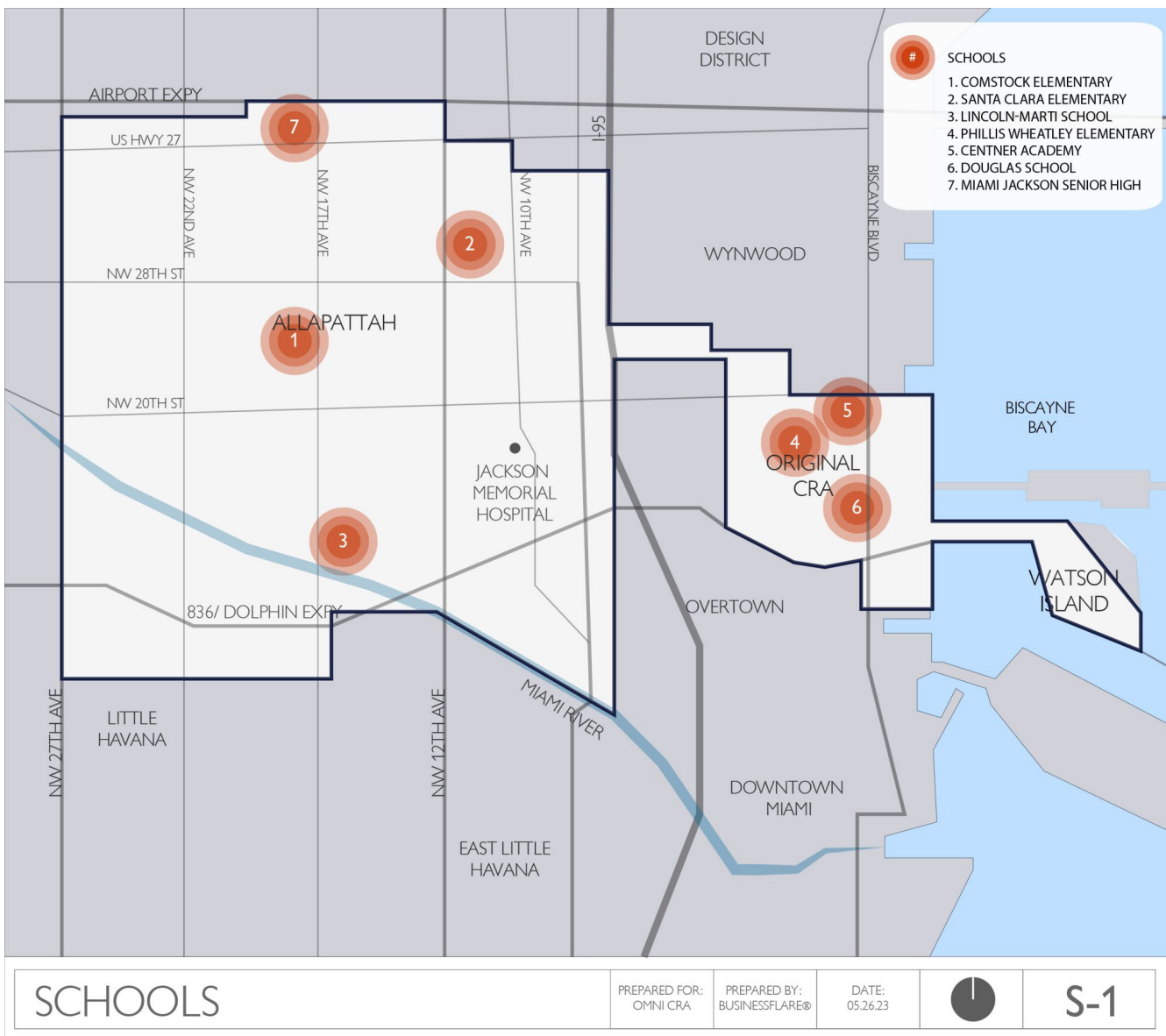
EXISTING CONDITIONS (continued)

SCHOOLS MAP

It is important to highlight the location of schools within the Omni CRA since that presents an opportunity to identify and provide safe routes for students and parents. The entire study area is within a comfortable bicycle ride, however there has to be safe bicycle infrastructure in place and at the moment it lacks. Safe Routes to School could be an interesting program for this area, since there is large portion of residential neighborhoods where students live.

Benefits of Safe Routes to School Program:

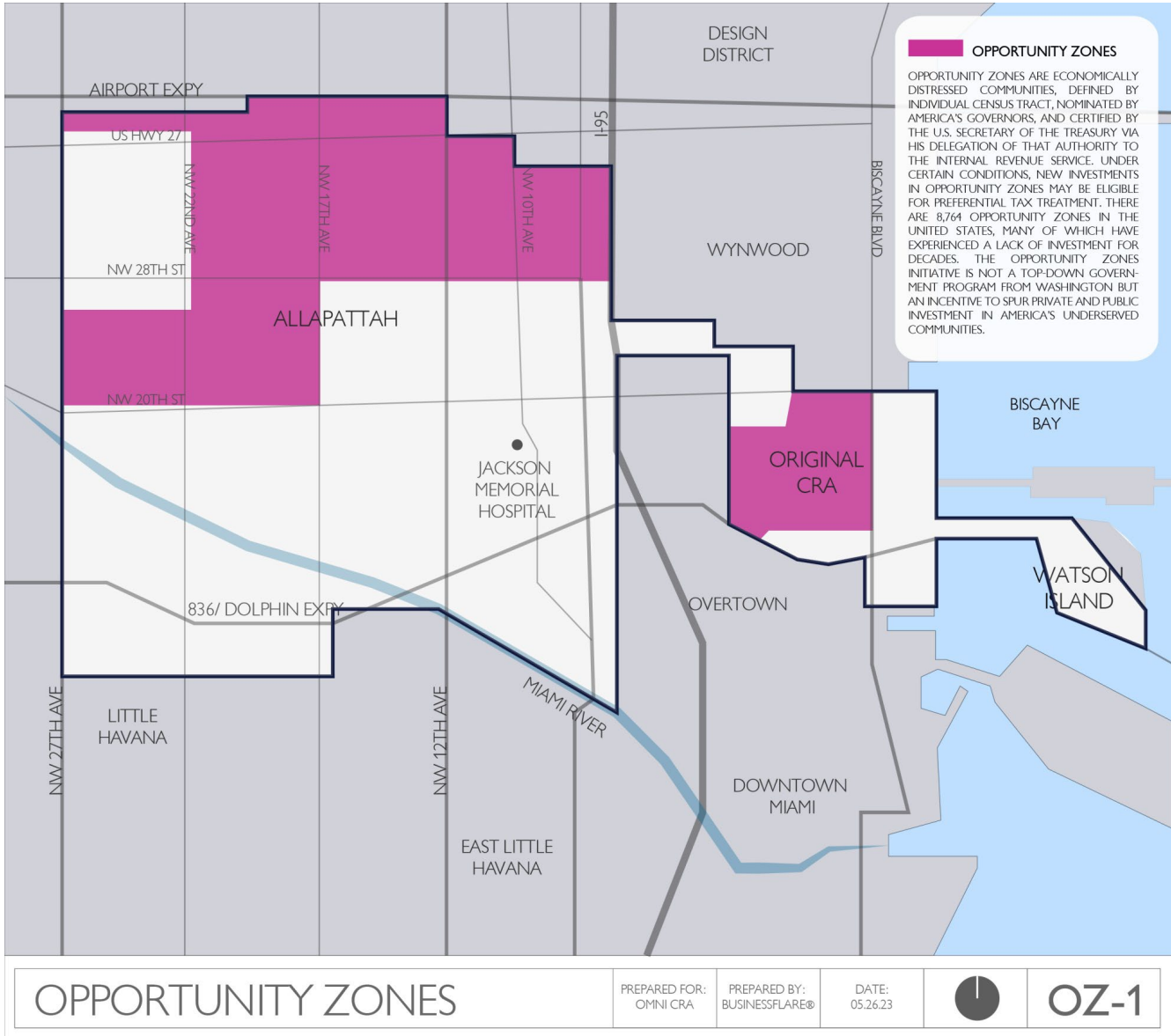
Safe Routes to School supports increased physical activity, helps form healthy habits that can last a lifetime, and decreases the risk of chronic disease and obesity. Walking one mile to and from school each day is two-thirds of the recommended sixty minutes of physical activity a day.



EXISTING CONDITIONS (continued)

OPPORTUNITY ZONES MAP

Opportunity Zones are an economic development tool that allows people to invest in distressed areas in the United States. Their purpose is to spur economic growth and job creation in low-income communities while providing tax benefits to investors.



ECONOMIC CONDITIONS

MARKETS

The OMNI CRA is conveniently located in Central Miami-Dade County within close proximity to Downtown Miami, Miami Beach, Wynwood and many other attractions. The multitude of attractions, transportation options, vibrant eateries and nightlife, diverse culture and many other factors have made the OMNI CRA a desirable place to live, work, and play.

Population- According to ESRI estimates, the population in the current OMNI CRA boundaries is approximately 12,934, while the proposed Allapattah CRA Expansion area features 52,757 residents.

The population of the Omni CRA has grown tremendously from 7,260 in 2010 to 12,934 residents in 2023, representing a growth of 81%. During the same The Allapattah CRA Expansion area has experienced a growth of 16% since 2010.

The OMNI CRA has been aggressive in pursuit of curbing the rising housing costs in South Florida by incentivizing large-scale, mixed use redevelopment projects with rent restrictions. These projects include:

- 14th Street Tower- 120 Units
- Uni Tower- 252 units + 6,000sqft of ground floor commercial
- Wynwood Works- 100 units + artist co-work spaces

Median Age

The median age within the current OMNI CRA boundaries (33.1 years) is younger compared to Miami-Dade County (39.5 years).

Ethnicity

The Omni CRA and expansion area are diverse neighborhoods, the ethnic breakdown according to ESRI estimates is provided below;

	OMNI CRA	Allapattah Expansion
White Alone	40.7%	20.7%
Black Alone	9.7%	10.3%
Other Races	11.4%	22.6%
Hispanic Origin	53.2%	85.3%

Education Attainment

A disparity in education levels between the various areas is also evident, with the Allapattah Area having a much lower percentage of residents earning a bachelor’s degree or higher level of education.

Tapestry Segmentation

The predominant tapestries in the OMNI CRA are [Metro Renters](#) (48.2%) and [Young and Restless](#) (40.8%).

Income

Median Household Income levels in the OMNI redevelopment have steadily risen over the years, a testament to CRA’s dedication to growing wealth and prosperity. The proposed Allapattah expansion area, however, have not experienced the same growth and remain economically challenged. The median household income in Omni CRA original area is \$79,716 compare to \$32,145 in Allapattah.

ECONOMIC CONDITIONS (continued)

Attractions

One factor contributing the desirability to live/work/play in the OMNI redevelopment area is the presence and proximity of world class attractions such as the Pérez Art Museum, Frost Science Museum, Kaseya Center, Wynwood, Miami-Beach, Downtown Miami, Margaret Pace Park, the Adrienne Arsht Center for the Performing Arts (PAC), the Miami Entertainment Center (MEC) and much more!

LAND

Parks-In addition to the vibrant attractions, the Omni CRA area has a number of parks, including:

- **Omni Park:** Omni Park is a 7-acre park located in the heart of the Omni CRA. The park has a playground, a basketball court, a picnic area, and a dog park.
- **Maurice A. Ferre Park:** This park is located on the west side of Biscayne Bay and is home to a playground, a dog park, and a skate park.
- **Margaret Pace Park:** Margaret Pace Park is a 17-acre park located on the banks of Biscayne Bay. The park has a playground, a picnic area, a boat ramp, and a walking trail.
- **Pérez Art Museum Miami (PAMM) Park:** A 1.5-acre park located in front of the Pérez Art Museum Miami. The park features a reflecting pool, a lawn, and a playground.

Housing Units

In terms of housing units, the OMNI CRA has grown at a much quicker pace than the surrounding areas. According to ESRI estimates the OMNI and Allapattah areas are expected to each add near 1,000 additional units over the next 5 years.

Allapattah 2010 Housing Units: 18,992
Original Omni CRA 2010 Housing Units: 4,897

Housing Occupancy

The OMNI and Allapatah areas are dominated by rental housing.

HOUSING OCCUPANCY	Omni CRA	Allapattah Expansion	Dade County
Vacancy	17.7%	7.2%	10.1%
Owner Occupied	17.4%	17.7%	45.2%
Renter Occupied	64.9%	75.1%	44.7%

Housing Values

While the OMNI redevelopment area by far shows the highest home values in the area, Allapattah and Liberty City show the highest potential for growth over the next 5 years.

Median Home Value (2022)

Allapattah: \$289,956
Original Omni CRA: \$480,351

Multi-Family and Workforce Housing Redevelopment Projects

The OMNI CRA has been aggressive in efforts to curb the rising housing costs in South Florida by incentivizing large-scale, mixed use redevelopment projects with rent restrictions. These projects include:

- 14th Street Tower- 398 units, 120 affordable.
- Uni Tower- 252 affordable and workforce units + 6,000sqft of ground floor commercial.
- Wynwood Works- 120 affordable & workforce units + artist co-work spaces
- 1825 NE 4th ave- 366 Units.

ECONOMIC CONDITIONS (continued)

- Wynwood Haus- 224 mixed-income residential units and retail.
- Edgewater Collective.
- Melody Tower, Canvas, Aria on the Bay, Square Station, Art Plaza, Miami Plaza.

Multi-Family Real Estate Trends

- According to CoStar estimates, the OMNI CRA's multifamily market shows 98.1% occupancy, which is closest to its highest total in 10 years (98.8%)
- Market rent per unit is approximately \$2,285, which is also near the 10-year high.
- A low capitalization rate of 4.05% for multifamily properties in the OMNI CRA area suggests that there is significant investor interest and confidence in the market. It indicates that buyers are willing to pay a higher price for these properties relative to their income potential, potentially reflecting the area's desirability, potential for growth, or perceived stability.

Commercial Real Estate Trends

- In the past 10 years, vacancy among commercial properties in the OMNI CRA have reached as high as 33.8%. it is now approximately 11.3%.
- The solid absorption, along with rent growth, low capitalization rate and reduced vacancies show positive trends for commercial real estate in the OMNI CRA and are indicative of the CRA's efforts to activate streets through mixed-use development.

LABOR

Employment- According to the ESRI data, the industries offering the highest employment in the different CRAs are:

- Healthcare/ Social Assistance
- Professional/ Scientific/ Tech

- Retail
- Construction
- Accommodation/ Food Services

Transportation

- "The vision for the Omni CRA's Redevelopment Area is a set of 24-hour walkable neighborhoods with wide active sidewalks and pedestrian-friendly streets that function as a platform for creative productivity and vibrant living. The Omni neighborhood as a central connection between arts, culture, history, business, media and entertainment."
- The completion of the beach corridor as part of the Miami-Dade SMART plan will greatly benefit the OMNI Community Redevelopment Area. It will provide direct transit access to Miami Beach, boosting economic growth, tourism, and business opportunities.
- OMNI area in Miami currently offers a variety of transportation options, including free Metromover and Metrorail services within downtown, extensive bus routes, Miami International Airport for air travel, Port Miami for cruises, and micromobility options like bike-sharing and scooter-sharing programs.
- The OMNI Loop is a circular route within the Metromover system which connects key locations in the OMNI district, providing convenient and free transportation for residents, workers, and visitors to access various destinations.
- A unique CRA project is the "Underdeck" or the 34 acres of land underneath the I-395 overpass. The area will be converted to a trail and parkland to provide a destination and gathering place with plazas, an amphitheater, community garden, dog play area, children's play areas, and interactive fountains at each end that connect Overtown and the Omni neighborhood to the Bay and Museum Park.

ECONOMIC CONDITIONS (continued)

CAPITAL

Incentives

- Business Development Grant Program- assists qualified business or property owners with building and property improvements that are directly related to opening of a new business, improving an existing business, remedying code violations, providing ADA access and eliminating blighting neighborhood conditions in the targeted areas of the Omni CRA. This program provides matching funds to make these improvements and can cause certain fees of the City to be waived.
- TIF: The CRA has an extensive TIF rebate program that has led to the creation of many new mixed-use redevelopment projects.

Budget

- The OMNI CRA’s efforts to grow the tax base over the years have been fruitful as the CRA budget has increased steadily over the years, from \$14.5 million in 2010, to \$20.6 million in 2023.
- The vast majority of CRA revenues stem from TIF funding, though the CRA does receive supplemental revenue in the form of rental income, proceeds from land sales, and grants.
- In 2017 the CRA was issued a bond on behalf of Bank United for the amount of \$25,000,000 to assist with the undertaking of new projects.

QUALITY OF LIFE

The Omni Redevelopment Area faces various quality of life issues resulting from its designation as a slum or blighted district. These issues encompass street and park appearance, homelessness, crime, limited opportunities, and support for lower-income residents.

The CRA works with the Miami-Dade Homeless Trust and funds initiatives to reduce homelessness and provide support services. The Purple Shirts Program, employing homeless individuals to enhance the neighborhoods, has been successful and should be expanded.

Omni CRA has the bones to strengthen the quality of life for its residents. It provides parks and open spaces in close proximity, outdoor sports, cultural and arts hubs, basketball stadium, schools, the Miami River, a culturally diverse commercial corridor (17th Avenue), the Health District (jobs), and proximity to a national recognized arts and tech district Wynwood.

The COVID-19 Pandemic has strengthened humans’ desires to enjoy the outdoors and is increasingly becoming an important factor in choosing where to live, work, and open a business.

We encourage the Omni CRA staff to continue to invest in public spaces activations, connectivity, music, “Third Places”, neighborhood aesthetic enhancements, walkable streetscapes, riverfront promenade and redevelopment, community events and programs, bicycle infrastructure, safe routes to school, and parks programming as they are key quality of life factors for its residents.

What are Third Places?

In sociology, the third place refers to the social surroundings that are separate from the two usual social environments of home (“first place”) and the workplace (“second place”). Examples of third places include co-working spaces, breweries, food halls, plazas, promenades, churches, cafes, clubs, public libraries, gyms, bookstores, stoops and parks.

SUMMARY OF PUBLIC INPUT

As part of the CRA Plan update and expansion, the BusinessFlare® team met with a variety of stakeholders within the Omni CRA and the proposed expansion areas of Allapattah and Watson Island, including the Director of the Port Tunnel, Camillus House, Allapattah Collaborative, multi-family and mixed use developers, the Miami Parking Authority, brokers, and City and CRA staff.

For the current Omni CRA, emphasis was given on transit and pedestrian connections, including along the bayfront, parking and attainable housing opportunities.

Input on the Watson Island expansion noted concerns of pedestrian walkability and safety as well as transit connections and public open space.

The Allapattah neighborhood would become the largest physical area of the Omni CRA. Stakeholders stressed the importance of beautification in the neighborhood and improvements to safety and lighting. Streetscape enhancements, including parking opportunities, along the corridors of 17th Avenue, 20th Street, 36th Street and 7th Avenue were mentioned as important areas of focus. Another concern of the stakeholders is the cultural and historic preservation of the area, which would include the retention of legacy businesses in the neighborhood. 17th Avenue is of significant importance for beautification and business retention and has recently been given a Main Street designation. The CRA should work closely with the Allapattah Collaborative on improvements within Allapattah, particularly along 17th Avenue.

Several ongoing projects were mentioned in our public engagement, including the City owned GSA site, which could be an important catalyst for redevelopment, the 7th Avenue Mental Health Diversion project and the City owned property on 23rd Street.

PIECE ANALYSIS

Preserve:

- History and culture
- Historic buildings and sites
- Small and legacy businesses
- Parks and Open Spaces

Invest in:

- Affordable housing
- CRA Expansion
- Homeownership programs
- Business façade and signage improvements
- Streetscapes

Enhance:

- Public Safety
- Public parking
- Miami River promenade
- Micro mobility

Capitalize on:

- Unique assets
- Proximity to downtown Miami and its diverse population
- Tourism
- Extensive budget and TIF revenues
- Development trends
- Tech and innovation attraction

Expose:

- Promoting traditional arts and crafts
- Social media efforts- bring attention many great CRA projects
- City vibrancy
- Waterfront connection and redevelopment
- Miami River
- Parks, open spaces, outdoor sports, and schools
- Health District

4. Finding of Necessity for Expansion Areas

The Finding of Necessity concluded that the Study Areas' boundaries, as provided, met eight (8) criteria for blight in Allapattah and three (3) criteria for blight in Watson Island, as described in Chapter 163, Florida Statutes.

SUMMARY

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 significant experience with redevelopment success through CRAs: The Omni Redevelopment Agency was created/ established October 23, 1986. This designation will improve the quality of life of its residents, generate economic development, and improve the environment for the city, county, and state.

Pursuant to the direction of the Omni CRA Board of Commissioners, the City Manager's Office has implemented steps to conduct a Finding of Necessity for the proposed Allapattah and Watson Island expansion areas of the Omni CRA.

The 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.

The team of consultants (BusinessFlare®) demonstrated evidence of slum and blight within the expansion area. This was 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, specifically for Allapattah. A second visit to the expansion area took place April 20, 2023 to collect additional photographs at a different date and time, specifically for Allapattah. A third site visit to the expansion area took place May 5, 2023 to collect additional photographs at a different date and time, specifically for Watson Island.

MAP OF OMNI CRA EXPANSION AREAS



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

 NORTH
PREPARED BY BUSINESSFLARE®
2023

5. Redevelopment Goals

Goal

Initiative

#1

Economic Development

1.A - Establish one clear common identity in which visitors and businesses connect with, and which are consistent with the unique character areas.

1.B - Retain and expand targeted anchor industries.

1.C - Work to revitalize commercial corridors.

1.D - Work with and support not-for-profit organizations to implement strategies that support CRA Plan goals.

1.E - Utilize Code Enforcement and Community Policing to reduce signs of disorder and continue to address real and perceived safety issues within the CRA.

1.F - Continue supporting small businesses and establish Omni as a hub for entrepreneurship.

1.G - Expand efforts to grow positive awareness and place brand of the Omni CRA areas.

1.H - Leverage underutilized and appropriate public property for public private partnerships that can serve as catalysts for revitalization.

#2

Housing & Residential Life

2.A - Establish a healthy and sustainable housing mix.

2.B - Improve the quality of life within the Omni CRA.

#3

Public Improvements & Infrastructure

3.A - Enhance Omni CRA visibility and physical appeal through gateways, wayfinding and banners.

3.B - Improve walkability and safety perceptions through targeted lighting enhancements and other improvements.

3.C - Improve aesthetics throughout the Omni CRA.

3.D - Improve infrastructure for commercial and industrial areas.

#4

Transportation, Transit, and Parking

4.A - Encourage safe, convenient, efficient, and effective motorized and alternative-means of transportation and transit systems. Seek opportunities to expand transit options connecting rail systems and micro-mobility.

4.B- Create safe, efficient, and attractive parking to support retail, restaurant, cultural, office, and light industrial facilities within the redevelopment area. Opportunity for 15-minute strategic P3 parking locations from which people can mobilized in systems such as, bikes, scooters, shuttles, golf carts, mini bus, etc.

#5

Redevelopment Support & Administration

5.A - Encourage and support sound, redevelopment-friendly, Land Use Regulations.

5.B - Use Powers of Borrowing, Land Acquisition & Disposition to further Omni CRA goals and initiatives.

5.C - Provide Economic Incentives and other support to projects that further Omni CRA Redevelopment Goals and Initiatives.

5.D - Provide sufficient CRA resources, talent, and dedicated economic development staff to advance projects and attract investment.

5.E - Support redevelopment through the preservation of historic properties throughout the Omni CRA.

6. Redevelopment Initiatives and Projects

Redevelopment Initiatives and Projects itemizes future Omni CRA Redevelopment Initiatives. It is this section that gives the Agency the legislative authority to carry out programs and projects.

REDEVELOPMENT PLAN CONCEPT (VISION FOR THIS PLAN)

This update to the Omni Community Redevelopment Plan approaches the redevelopment area's distinct neighborhoods in a way that recognizes the unique characteristics and opportunities of each neighborhood, and how they connect to each other and contribute to the community's economic growth.

The plan seeks to capitalize on and retain the unique character and culture of the community in ways that further creativity and entrepreneurship, while driving economic growth that provides for quality-of-life enhancements makes the CRA a place where people want to be. A place where people want to visit and stay, where investors want to invest and where creators and entrepreneurs want to open businesses and engage in commerce and culture.

The major roadway corridors are the lifeblood of the city's business community. However, they should not be viewed not only as corridors that people and vehicles travel through. Rather they should be viewed as destinations and distinct commercial districts with unique identities. Each of these areas should establish their own unique sense of place, and highlight the opportunities available for entrepreneurs, workforce, and residents.

These unique characteristics of each of the corridors can work together in a cohesive way that supports economic growth.

Redevelopment is about realizing potential, establishing a vision, and implementing a plan to achieve success. It is about creating places that people want to be, places people want to stay, and places people want to return to. It is about creating and enhancing the aesthetics and the look and feel of a place, about the activities and opportunities for people to engage with each other in both public and private spaces, and building a community that is open and welcoming.

This plan update authorizes the CRA to move forward with the economic development initiatives, capital projects, and aesthetic enhancements along the key commercial corridors, which are the city's business districts. The plan capitalizes on the creative community infrastructure that exists throughout the city, which serves as an asset to attract additional investment and businesses.

The presence of the creative industries also promotes an opportunity to connect to other innovation industries such as technology and healthcare. Targeted enhancements of strategic economic design will position Omni CRA as a place that can attract new investment, new businesses and a talented workforce, and provide opportunities to retain and grow businesses.

The projects and programs in this plan will contribute to the look and feel of the CRA and improve its position for attracting additional investment and obtaining a healthier mix of housing opportunities.

The plan provides for aesthetic improvements along the streets/ public realm, and enhancing the opportunities for people to engage with one another. It supports investment into projects and that improve the infrastructure and livability of the CRA, and CRA will continue to work with the private sector to provide a healthy mix of housing of different types or for all income levels, providing more diversity in the housing stock to retain and attract residents. The CRA is also spearheading a priority project to provide assistance for the rehabilitation of aging buildings.

The CRA will continue to work with the city to provide safe and convenient multimodal transportation.

The CRA will work with the city as it considers amendments to the city's land development regulations to ensure that both entities are working together on redevelopment-friendly land development regulations that enhance and retain the community's character.

The plan authorizes the CRA to issue bonds and/or obtain a commercial loan for the purposes of implementing some of the plan's priority projects.



Neology Allapattah Multifamily Development

GOAL #1
ECONOMIC DEVELOPMENT

GOAL #1: ECONOMIC DEVELOPMENT

INITIATIVE 1.A

Establish one clear common identity in which visitors and businesses connect with, and which are consistent with the unique character areas.

- ❑ Priority Project: 17th Avenue Main Street Streetscape Enhancements
- ❑ *Develop clear communication through wayfinding, signage and branding of the unique neighborhoods within the Omni CRA.*
- ❑ *Create neighborhood design guidelines for lighting and signage to create a look consistent with that neighborhood.*

--

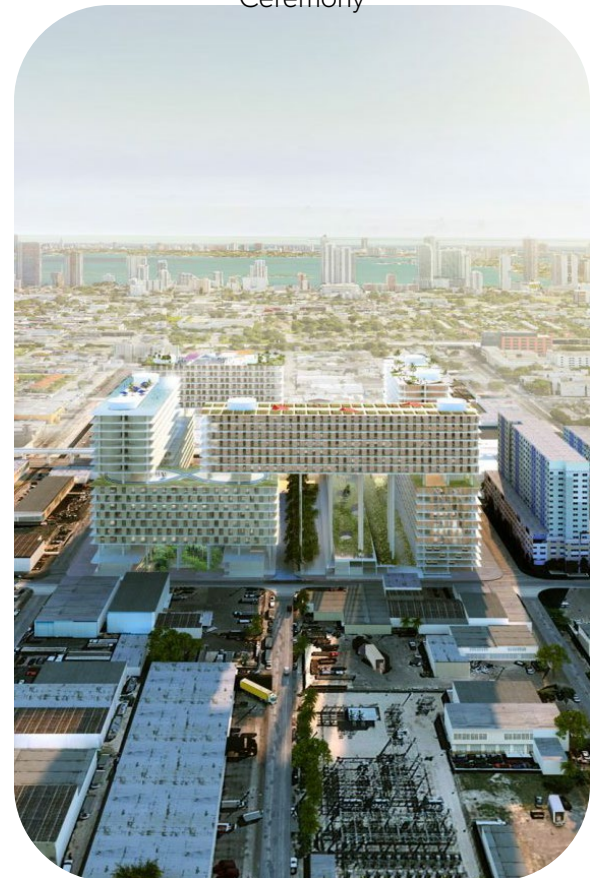
INITIATIVE 1.B

Retain and expand targeted anchor industries.

- ❑ Priority Project: Miami Produce Center
- ❑ *Create an environment that is conducive to the expansion of performing and visual arts throughout the CRA.*
- ❑ *Encourage and support activities that highlight the area's cultural diversity and arts and entertainment assets.*
- ❑ *Support continued marine industry uses along the Miami River*
- ❑ *Offer incentives tailored to meet the needs of new and existing businesses and residents.*



Allapattah Main Street Designation Ceremony



Rendering: Miami Produce Center by BIG Architects

GOAL #1: ECONOMIC DEVELOPMENT

INITIATIVE 1.C

Work to revitalize commercial corridors.

- Priority Project: NW 17th Avenue Streetscape and Master Plan
- Priority Project: NW 20th Street
- Priority Project: NW 36th Street
- Priority Project: NW 7th Avenue
- Priority Project: NW 27th Avenue

- Improve commercial corridors through improvements to pedestrian connections and access to businesses.*
- Emphasis on parking enhancements to increase access to local businesses.*

INITIATIVE 1.D

Work with and support not-for-profit organizations to implement strategies that support CRA Plan goals.

- Priority Project: 6th Avenue and 23rd Street City Owned Property
- Priority Project: HEAT (Homeless Empowerment Assistance Team) Program

- Career Development: Partner with the private and non-profit sector to capitalize on training and entrepreneur programs already established.*



NW 17th Avenue



Example: AARP Suburban Commercial Streets Transformations
Photovision By The Walc Institute And Tdc Design Studio

GOAL #1: ECONOMIC DEVELOPMENT

INITIATIVE 1.E

Utilize Code Enforcement and Community Policing to reduce signs of disorder and continue to address real and perceived safety issues within the CRA.

- ❑ Priority Project: HEAT (Homeless Empowerment Assistance Team) Program
- ❑ *Improve lighting throughout area of high or perceived higher crime.*
- ❑ *Work with the HEAT program and Camillus House and the Purple Shirts to continue to improve area aesthetics and cleanliness.*

--

INITIATIVE 1.F

Continue supporting small businesses and establish Omni as a hub for entrepreneurship.

- ❑ Priority Project: Small Business Incentives
- ❑ *Commercial Rehabilitation/Beautification Grants: Implement funding programs for rehabilitation and beautification of commercial buildings to help local businesses attract new customers. These grants may be made available to Business Owners and/or Commercial Property Owners.*
- ❑ *Merchant Assistance Program: Fund programs to provide technical assistance/ consulting services to existing business owners for training and minor aesthetic improvements to the interior of a business.*
- ❑ *Business Retention and Quality of Life: Encourage residents and visitors to shop, live, work and play in Miami through promotional efforts including Image Enhancement, Special Events, Public Outreach Efforts, and Neighborhood engagement.*
- ❑ *Other Market Positioning Initiatives: Provide funding and support for programs and activities that further Marketing and Branding of Miami and the Omni CRA*



Purple Shirts



Small Businesses

GOAL #1: ECONOMIC DEVELOPMENT

INITIATIVE 1.G

Expand efforts to grow positive awareness and place brand of the Omni CRA areas.

- ❑ *Develop clear communication through wayfinding, signage and branding of the unique neighborhoods within the Omni CRA.*
- ❑ *Create neighborhood design guidelines for lighting and signage to create a look consistent with that neighborhood.*
- ❑ *Continue communication with stakeholders and the public in order to achieve feedback and consensus on CRA goals and projects.*

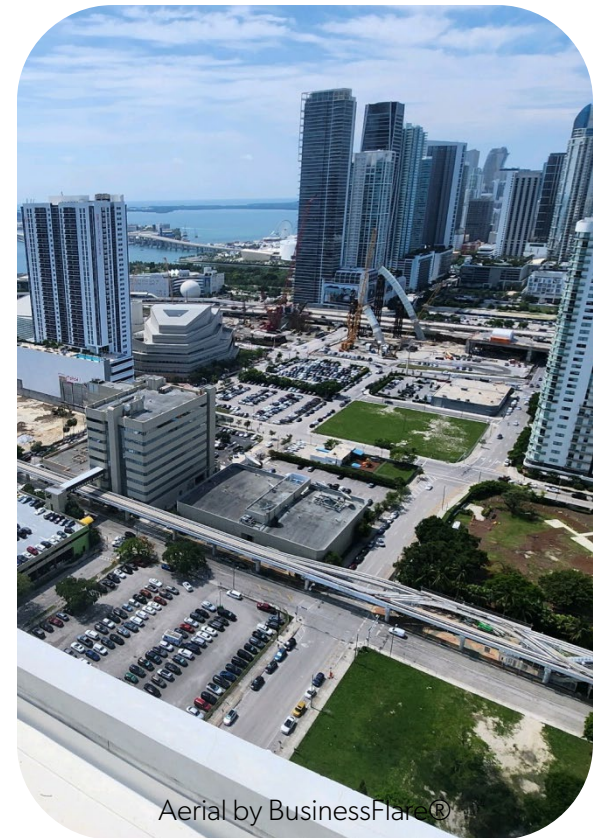
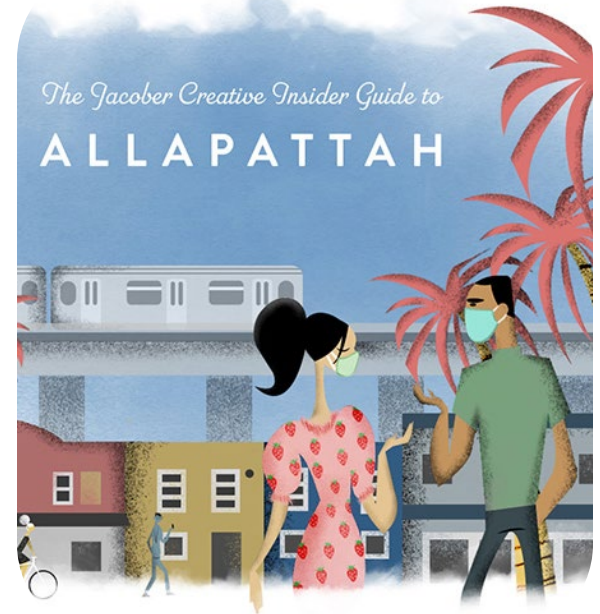
--

INITIATIVE 1.H

Leverage underutilized and appropriate public property for public private partnerships that can serve as catalysts for revitalization.

- ❑ *Priority Project: City of Miami/ School Board Properties*
- ❑ *Priority Project: 7th Avenue/ 23rd Street City Owned Property*
- ❑ *Priority Project: GSA Site*
- ❑ *Priority Project: Other City Owned Properties*

- ❑ *Further redevelopment goals of a healthy mix of housing by leveraging city owned property for redevelopment and continue to fund additional affordable/workforce housing units within the CRA.*
- ❑ *Utilize city owned property for the expansion of parking facilities through partnerships with the public sector.*
- ❑ *Provide access and utilization of public property to continue to further redevelopment goals.*



GOAL #2
HOUSING & RESIDENTIAL LIFE

GOAL #2: HOUSING & RESIDENTIAL LIFE

INITIATIVE 2.A

Establish a healthy and sustainable housing mix.

- Priority Project: GSA Site
- Priority Project: 23rd Avenue City Owned Property
- Priority Project: Other City Owned Properties
- Priority Projects: Work with Private Property Owners in the original CRA boundaries

- Provide funding and support for renovation of multifamily buildings.*
- Public Sector Initiatives:*
 - Encourage the public sector to create Affordable, Workforce and Mixed Income Housing within the CRA through programs that include:*
 - Community Development Block Grant Program (CDBG)*
 - Home Investment Partnerships Program (HOME)*
 - State Housing Initiative Partnership (SHIP)*
 - Neighborhood Stabilization Program (NSP)*
 - Other funding available to the public sector*
- Provide funding and support for programs and activities that further development and renovation of Affordable, Workforce, and Mixed-Income Housing.*



Examples of Transit Oriented Developments. Culdesac Tempe (below).

GOAL #2: HOUSING & RESIDENTIAL LIFE

INITIATIVE 2.B

Improve the quality of life within the Omni CRA.

- ❑ Provide funding and support for residential housing beautification.
- ❑ Provide funding and support for Homebuyer Subsidies, including First Time Home Purchases, Single Family Home Rehabilitation, and Affordable Rental Assistance.
- ❑ Pursue targeted small scale and infill development for the provision of affordable housing.
- ❑ Support workforce housing initiatives that address housing affordability and availability for the area's key industries, including health care and government and legal professions.



Example: Fort Lauderdale CRA

GOAL #3
PUBLIC IMPROVEMENTS AND
INFRASTRUCTURE

GOAL #3: PUBLIC IMPROVEMENTS AND INFRASTRUCTURE

INITIATIVE 3.A

Enhance Omni CRA visibility and physical appeal through gateways, wayfinding and banners.

- Priority Project: NW 17th Avenue
- Priority Project: NW 20th Street
- Priority Project: NW 36th Street
- Priority Project: NW 7th Avenue

- Develop clear communication through wayfinding, signage and branding of the unique neighborhoods within the Omni CRA.*
- Create neighborhood design guidelines for lighting and signage to create a look consistent with that neighborhood.*

--
INITIATIVE 3.B

Improve walkability and safety perceptions through targeted lighting enhancements and other improvements.

- Priority Project: NW 17th Avenue
- Priority Project: NW 20th Street
- Priority Project: NW 7th Avenue
- Priority Project: NW 36th Street
- Priority Project: NW 27th Avenue

- Create neighborhood design guidelines for lighting and signage to create a look consistent with that neighborhood.*
- Improve lighting throughout areas of high or perceived higher crime.*
- Sidewalk and Swale Improvements: Provide funding and support for improvement to sidewalks and swale areas within residential neighborhoods within the CRA.*
- Crime Prevention through Environmental Design (CPTED): Provide funding and support for programs and activities.*
- Public Improvement initiatives in residential neighborhoods.*



Example: Delray Beach CRA, Pineapple Grove

GOAL #3: PUBLIC IMPROVEMENTS AND INFRASTRUCTURE

INITIATIVE 3.C

Improve aesthetics throughout the Omni CRA.

- Priority Project: NW 17th Avenue
- Priority Project: NW 20th Street
- Priority Project: NW 7th Avenue
- Priority Project: NW 36th Street
- Priority Project: NW 27th Avenue
- Priority Project: I-395 Underdeck

- Fund and improve aesthetics through streetscape enhancements along major commercial corridors that include improvements to:*
 - Walkability and micro-mobility options*
 - Landscaping and shade*
 - Lighting*
 - Attractive and distinct pavement materials and signage*
- Crime Prevention through Environmental Design (CPTED): Provide funding and support for programs and activities that encourage safety through CPTED.*

--
INITIATIVE 3.D

Improve infrastructure for commercial and industrial areas.

- Priority Project: NW 17th Avenue Streetscape
- Priority Project: NW 20th Street Streetscape

- Fund projects to improve infrastructure within commercial and industrial areas with both above ground and underground improvements.*
- Enhance transportation infrastructure to increase connections within the neighborhoods.*



Example: West Palm Beach CRA, Northwood Village

GOAL #4
TRANSPORTATION, TRANSIT,
AND PARKING

GOAL #4: TRANSPORTATION, TRANSIT, AND PARKING

INITIATIVE 4.A

Encourage safe, convenient, efficient, and effective motorized and alternative-means transportation and transit systems and seek opportunities to expand transit options connecting rail systems and micro-mobility.

- ❑ Priority Project: Watson Island Pedestrian Improvements
- ❑ Priority Project: Expansion of Metromover
- ❑ Priority Project: I-395 Underdeck
- ❑ Priority Project: Air Mobility
- ❑ Priority Project: NW 20th Street Transfer Station Access Improvements

- ❑ *Collaborate with Miami Dade Transit Go Connect to develop and prioritize mobility equity zones within the Omni CRA. These zones would focus on providing last-mile on-demand micro-transit access to critical transit stations.*
- ❑ *Enhance Public Transportation Infrastructure and work closely with Miami Dade Transit to identify key areas where public transportation facilities, such as bus stops or transit hubs (mobility hubs), can be upgraded or added.*
- ❑ *Bicycle-Friendly Initiatives: Provide funding and support for programs and activities that expand the bicycle network within the City of Miami and encourage bicycle transportation.*
- ❑ *Coordinated Advocacy, Grant and Implementation Strategies for Transportation and Transit.*
- ❑ *Support transit and traffic circulation analysis.*
- ❑ *Provide and support grant funding for transportation projects, Downtown Trolley circulator(s), Metromover other connecting public transit projects.*
- ❑ *Support further development of the Metromover expansion.*
- ❑ *Explore other transportation and transit initiatives such as air mobility through vertiports or heliports.*
- ❑ *Provide funding and support for programs and activities that further Redevelopment Goals for transportation and transit.*
- ❑ *Support enhancements that mitigate the impact of truck traffic into and out of the Miami-Dade County Transfer Station on NW 20th Street.*



Examples of micromobility and last-mile delivery.

GOAL #4: TRANSPORTATION, TRANSIT, AND PARKING

INITIATIVE 4.B

Create safe, efficient, and attractive parking to support retail, restaurant, cultural, office, and light industrial facilities within the redevelopment area. Opportunity for 15-minute strategic P3 parking locations from which people can be mobilized in systems such as, bikes, scooters, shuttles, golf carts, mini bus, etc.

- ❑ Priority Project: City of Miami/ School Board Properties
- ❑ Priority Project: Miami Herald Properties
- ❑ Priority Project: NW 20th Street Parking Enhancements

- ❑ *Work with the Miami Parking Authority to identify locations for potential parking opportunities.*
- ❑ *Public Parking Development: Support development of public parking facilities, including public/private partnerships to develop projects with public parking components.*
- ❑ *Shared Parking Strategies: Explore programs and activities that encourage shared use of public and private parking facilities.*
- ❑ *Other Parking Initiatives: Provide funding and support for programs and activities that further public and shared parking facilities within the CRA.*



Example: Parking Enhancements by DDEC

GOAL #5
REDEVELOPMENT SUPPORT

GOAL #5: REDEVELOPMENT SUPPORT

INITIATIVE 5.A

Encourage and support sound, redevelopment-friendly, Land Use Regulations.

- ❑ Encourage and support Land Uses, Zoning, and Building Codes that encourage future redevelopment, such as Mixed Use and Transit Oriented Development.
- ❑ Identify opportunities to work with the city to provide Density Variances and Bonuses to create higher densities and identify opportunities to streamline the regulatory and development process for projects within the CRA.

--

INITIATIVE 5.B

Use Powers of Borrowing, Land Acquisition & Disposition to further Omni CRA goals and initiatives.

- ❑ Priority Project: City Owned GSA Site
- ❑ Priority Project: 6th and 23rd Street City Owned Property
- ❑ Land Acquisition/Disposition Strategies: Use CRA Powers of Land Acquisition and Disposition to acquire and dispose of commercial, industrial, and residential properties to further Redevelopment Goals and Initiatives.
- ❑ Land Acquisition: the CRA will pursue opportunities to acquire land to implement the goals and objectives of the updated CRA plan. This includes the potential acquisition of property for the expansion of public parking, additional greenspace or affordable housing opportunities.
- ❑ Single Family Housing: Use CRA Powers to acquire single family homes for rehabilitation and affordable housing home ownership opportunities.



Magellan Housing

GOAL #5: REDEVELOPMENT SUPPORT

INITIATIVE 5.C

Provide Economic Incentives and other support to projects that further Omni CRA Redevelopment Goals and Initiatives.

- ❑ Priority Project: Small Business Incentives
- ❑ Priority Project: Workforce/ Affordable Housing Incentives
- ❑ *Emergency Declarations: Provide financial assistance to CRA businesses and residents for eligible redevelopment and revitalization related expenses during periods of a declared emergency or disaster in order to prevent the re-emergence of slum or blight conditions, to protect health and welfare, and to minimize negative impacts on the CRA's tax base.*
- ❑ *Infrastructure Improvements: Provide funding for and create infrastructure to support Redevelopment Goals, Initiatives, and projects.*
- ❑ *Direct Participation Incentives: Provide direct incentives when available and appropriate for development of projects to realize other Redevelopment Goals or to increase Increment Revenue.*
- ❑ *Provide incentives to match other funding for development projects, including:*
 - ❑ *Low-Income Housing Tax Credits (LIHTC)*
 - ❑ *State Apartment Incentive Loan program (SAIL)*
 - ❑ *New Market Tax Credits (NMTC) Other*
- ❑ *Support workforce housing initiatives that address housing affordability and availability for the area's key industries, including health care and government and legal professions.*



NR Development (Uni Dos)

GOAL #5: REDEVELOPMENT SUPPORT

INITIATIVE 5.D

Provide sufficient CRA resources, talent, and dedicated economic development staff to advance projects and attract investment.

- ❑ *Continue to recruit experienced redevelopment staff to carry out the priority projects and goals in the redevelopment plan.*
- ❑ *Utilize professional consultants when needed to assist in furthering goals in the redevelopment plan.*

--

INITIATIVE 5.E

Support redevelopment through the preservation of historic properties throughout the Omni CRA.

- ❑ *Priority Project: Miami Cemetery*
- ❑ *Support Historic Preservation through funding improvements to buildings and properties deemed historically significant.*
- ❑ *Utilize funding opportunities through State and Federal programs for the preservation of historic properties.*

--

INITIATIVE 5.F

Support revitalization and CRA investments during times of emergency.

- ❑ *Provide direct support to businesses and residents with programs that include but are not limited to providing for the continuity of business operations, employment preservation, and property protection and stabilization during times of a disaster or emergency declaration.*



Example of Open Space Improvements. By HGOR (above). Museum Park, Miami (Below).

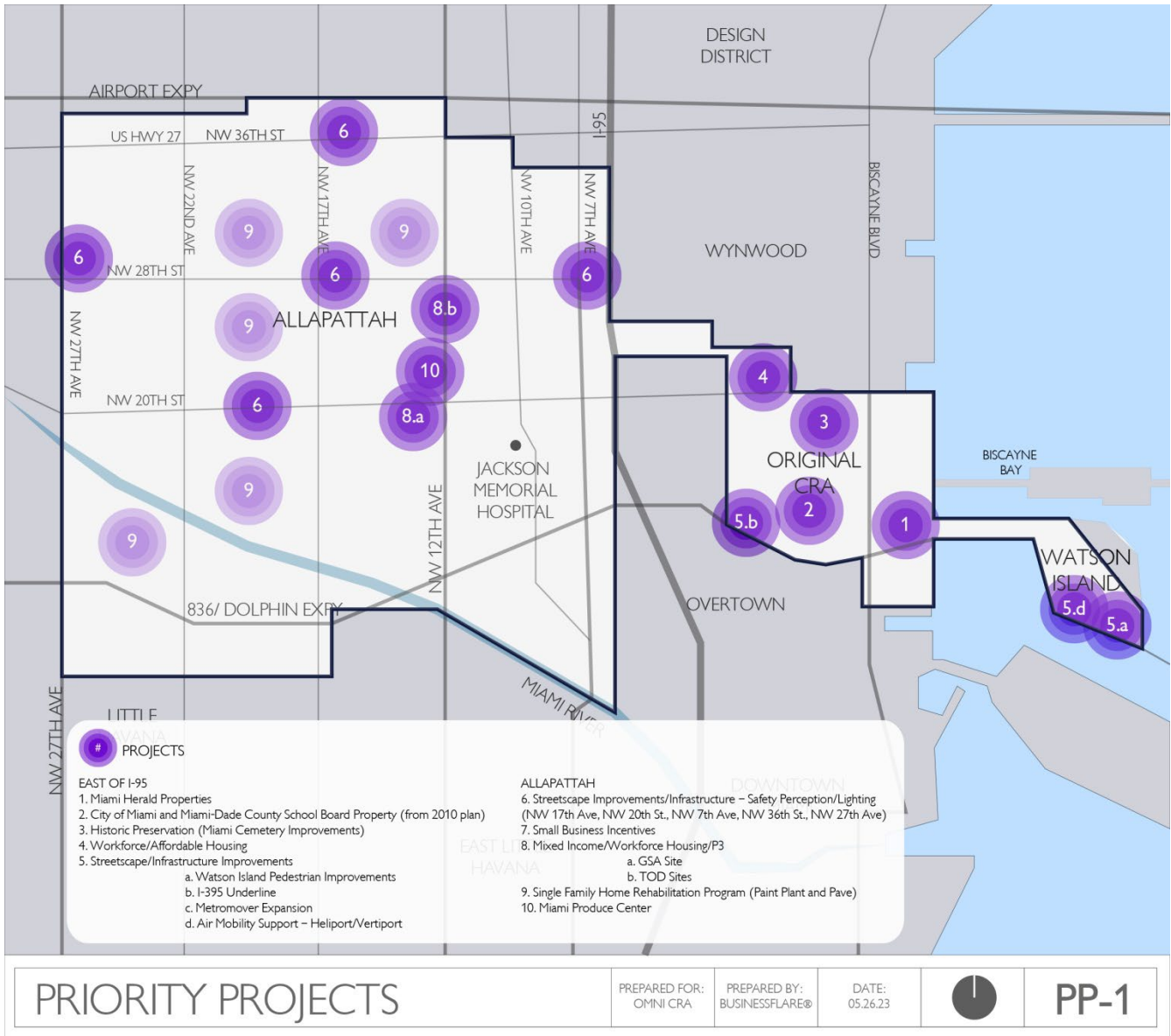
OMNI CRA
PRIORITY PROJECTS

PRIORITY PROJECTS/ 2023 OMNI CRA PROJECTS

EAST OF I-95	Redevelopment
Goal	
1. Miami Herald Properties (from 2010 plan)	4.B
2. City of Miami and Miami-Dade County School Board Property (from 2010 plan)	1.G, 4.B
3. Historic Preservation	
a. Miami Cemetery Improvements	5.E
4. Workforce/Affordable Housing	1.H, 2.A, 5.C
5. Streetscape/Infrastructure Improvements	
a. Watson Island Pedestrian Improvements	4.A
b. I-395 Underdeck	3.C, 4.A
c. Metromover Expansion	4.A
d. Air Mobility Support – Heliport/Vertiport	4.A
ALLAPATTAH	
1. Streetscape Improvements/Infrastructure – Safety Perception/Lighting	
a. NW 17 th Avenue	1.C, 3.A-D
b. NW 20 th Street	1.C, 3.A-D
c. NW 7 th Avenue	1.C, 3.A-C
d. NW 36 th Street	1.C, 3.B-C
e. NW 27 th Avenue	1.C, 3.B-C
f. Neighborhood Improvements	1.A, 1.G, 2.A, 3.A-B
g. Clean/Safe Programs – HEAT Program and Purple Shirts	1.D-E
2. Small Business Incentives	1.F, 5.C
a. Façade Program	
b. Interior Rehabilitation Program	
c. Merchant Assistance Program	
3. Mixed Income/Workforce Housing/P3	
a. GSA Site	1.H, 2.A, 5.B
b. TOD Sites	
4. Single Family Home Rehabilitation Program (Paint Plant and Pave)	2.B, 5.B
5. Miami Produce Center	1.B

PRIORITY PROJECTS IN OMNI CRA

The CRA priority projects map shows current catalyst projects.



7. Financial Projections

TAX INCREMENT REVENUE PROJECTIONS

This table shows the base year values for the existing and expanded CRA areas, the 2023 preliminary or estimated taxable value totals for each area, and the city and county increment revenue projections.

	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30
Annual Growth		12.3%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Original Base County	246,898,822	246,898,822	246,898,822	246,898,822	246,898,822	246,898,822	246,898,822	246,898,822
2009 Base County	101,152,237	101,152,237	101,152,237	101,152,237	101,152,237	101,152,237	101,152,237	101,152,237
Allapattah Base County	1,596,820,972	1,596,820,972	1,596,820,972	1,596,820,972	1,596,820,972	1,596,820,972	1,596,820,972	1,596,820,972
Watson Island Base County	12,113,033	12,113,033	12,113,033	12,113,033	12,113,033	12,113,033	12,113,033	12,113,033
Total Base County	1,956,985,064	1,956,985,064	1,956,985,064	1,956,985,064	1,956,985,064	1,956,985,064	1,956,985,064	1,956,985,064
Original Base City	246,898,822	246,898,822	246,898,822	246,898,822	246,898,822	246,898,822	246,898,822	246,898,822
2009 Base City	101,152,237	101,152,237	101,152,237	101,152,237	101,152,237	101,152,237	101,152,237	101,152,237
Allapattah Base City	1,596,820,972	1,596,820,972	1,596,820,972	1,596,820,972	1,596,820,972	1,596,820,972	1,596,820,972	1,596,820,972
Watson Island Base City	12,113,033	12,113,033	12,113,033	12,113,033	12,113,033	12,113,033	12,113,033	12,113,033
Total Base City	1,956,985,064	1,956,985,064	1,956,985,064	1,956,985,064	1,956,985,064	1,956,985,064	1,956,985,064	1,956,985,064
Original Area 2023 Value	2,768,820,406	3,388,181,987	3,557,591,086	3,735,470,641	3,922,244,173	4,118,356,381	4,324,274,200	4,540,487,910
2009 Area 2023 Value	166,400,593	309,368,338	324,836,755	341,078,593	358,132,522	376,039,148	394,841,106	414,583,161
Allapattah 2023 Value	1,596,820,972	1,793,229,952	1,882,891,449	1,977,036,022	2,075,887,823	2,179,682,214	2,288,666,324	2,403,099,641
Watson Island 2023 Value	12,113,033	13,602,936	14,283,083	14,997,237	15,747,099	16,534,454	17,361,176	18,229,235
Total 2023 Value	4,544,155,004	5,504,383,213	5,779,602,373	6,068,582,492	6,372,011,617	6,690,612,197	7,025,142,807	7,376,399,948
Original Area Increment County	2,521,921,584	3,141,283,165	3,310,692,264	3,488,571,819	3,675,345,351	3,871,457,559	4,077,375,378	4,293,589,088
2009 Area Increment County	65,248,356	208,216,101	223,684,518	239,926,356	256,980,285	274,886,911	293,688,869	313,430,924
Allapattah Increment County	-	196,408,980	286,070,477	380,215,050	479,066,851	582,861,242	691,845,352	806,278,669
Watson Island Increment County	-	1,489,903	2,170,050	2,884,204	3,634,066	4,421,421	5,248,143	6,116,202
Total Increment County	2,587,169,940	3,547,398,149	3,822,617,309	4,111,597,428	4,415,026,553	4,733,627,133	5,068,157,743	5,419,414,884
Original Area Increment City	2,521,921,584	3,141,283,165	3,310,692,264	3,488,571,819	3,675,345,351	3,871,457,559	4,077,375,378	4,293,589,088
2009 Area Increment City	65,248,356	208,216,101	223,684,518	239,926,356	256,980,285	274,886,911	293,688,869	313,430,924
Allapattah Increment City	-	196,408,980	286,070,477	380,215,050	479,066,851	582,861,242	691,845,352	806,278,669
Watson Island Increment City	-	1,489,903	2,170,050	2,884,204	3,634,066	4,421,421	5,248,143	6,116,202
Total Increment City	2,587,169,940	3,547,398,149	3,822,617,309	4,111,597,428	4,415,026,553	4,733,627,133	5,068,157,743	5,419,414,884
Total County Increment	12,206,715	15,570,204	16,778,194	18,046,582	19,378,390	20,776,789	22,245,107	23,786,842
Total City Increment	19,952,388	25,456,856	27,431,885	29,505,666	31,683,136	33,969,479	36,370,139	38,890,832
Total Tax Increment Revenue	32,159,103	41,027,061	44,210,079	47,552,248	51,061,526	54,746,268	58,615,246	62,677,674

7-YEAR FINANCING PLAN

This table shows 7-year projections for revenue and expenses. For purposes of this model, existing project obligations and dedicated fund balances are separated to determine new project funding availability.

New projects for the expansion and extension are identified on the following page.

	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30
Total Increment Revenue	32,159,103	41,027,061	44,210,079	47,552,248	51,061,526	54,746,268	58,615,246	62,677,674
Total Revenue	32,159,103	41,027,061	44,210,079	47,552,248	51,061,526	54,746,268	58,615,246	62,677,674
Fund Balance	30,423,484							
Loan Balance	9,840,547							
Total Revenue	72,423,134	41,027,061	44,210,079	47,552,248	51,061,526	54,746,268	58,615,246	62,677,674
Administrative Expenses	1,852,008	1,907,568	1,964,795	2,023,739	2,084,451	2,146,985	2,211,394	2,277,736
TIF Payment MAX Miami LLC	812,500	812,500	812,500	812,500	812,500	812,500	812,500	812,500
Redevelopment Expenditures (Less Debt)	3,895,000							
Project Obligations	14,960,708							
Performing Arts Center ILA	22,017,322	10,256,765	11,052,520	11,888,062	12,765,382	13,686,567	14,653,812	15,669,418
Tunnel Global Agreement	4,077,000	4,086,000	4,086,000	4,086,000	4,086,000	4,086,000	4,086,000	4,086,000
Maurice Ferre Park	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Other Reserve	6,875,521							
Debt Service	2,817,970	2,817,970	2,817,239	2,813,062	2,815,441	2,813,865	5,626,263	-
Total Expenses	59,308,029	21,880,803	22,733,054	23,623,363	24,563,774	25,545,917	29,389,969	24,845,655
New Project Fund	13,115,105	19,146,257	21,477,025	23,928,885	26,497,752	29,200,351	29,225,277	37,832,019

7-YEAR PRIORITY PROJECTS

Project	Total Estimated Cost	TIF	23/24	24/25	25/26	26/27	27/28	28/29	29/30
NEW PROJECT FUND (from prior page)			19,146,257	21,477,025	23,928,885	26,497,752	29,200,351	29,225,277	37,832,019
EAST OF I-95 Redevelopment Goal									
1 Miami Herald Properties (from 2010 Plan)	TIF Incentives	Y							
2 City of Miami/Miami-Dade School Board Properties	4,000,000	Y						4,000,000	
3 Miami Cemetary Improvements	2,000,000	N	150,000	1,850,000					
4 Affordable Housing Creation	59,000,000	Y	5,000,000	6,000,000	8,000,000	8,000,000	10,000,000	10,000,000	12,000,000
5 Streetscape/Infrastructure Improvements	10,000,000	N			2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
6 Watson Island Pedestrian Improvements	5,000,000	N	150,000	2,000,000	2,850,000				
7 I-395 Underdeck	4,000,000	N	500,000	2,000,000	1,500,000				
8 Metromover Expansion	10,000,000	N					2,000,000	3,000,000	5,000,000
9 Air Mobility Support	5,000,000	?						1,000,000	4,000,000
ALLAPATTAH									
Streetscape Improvements/Infrastructure – Safety Perception/Lighting									
10 NW 17th Avenue	10,000,000	N	250,000	1,000,000	4,000,000	4,750,000			
11 NW 20th Street	6,000,000	N			250,000	2,000,000	3,750,000		
12 NW 7th Avenue	3,500,000	N	250,000	3,250,000					
13 NW 36th Street	5,000,000	N					250,000	3,000,000	1,750,000
14 NW 27th Avenue	5,000,000	N					250,000	1,750,000	3,000,000
15 Neighborhood Improvements	5,000,000	N	1,500,000		1,000,000	1,000,000	1,500,000		
16 Clean/Safe Programs – HEAT Program and Purple Shirts	4,000,000	N	300,000	300,000	300,000	1,300,000	300,000	1,200,000	300,000
Small Business Incentives									
17 Façade Program	2,300,000	N	500,000	300,000	300,000	300,000	300,000	300,000	300,000
18 Interior Rehabilitation Program	2,300,000	N	500,000	300,000	300,000	300,000	300,000	300,000	300,000
19 Merchant Assistance Program	700,000	N	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Mixed Income/Workforce Housing/P3									
20 GSA Site	5,000,000	Y		1,000,000	2,000,000	2,000,000			
21 TOD Sites	26,500,000	Y	2,000,000	2,000,000	2,000,000	3,000,000	4,500,000	5,000,000	8,000,000
22 Single Family Home Rehabilitation Program	1,400,000	N	200,000	200,000	200,000	200,000	200,000	200,000	200,000
23 Miami Produce Center	3,500,000	Y			1,500,000	2,000,000			
TOTAL Available Balance (7 Years)	TOTAL PROJECT		11,400,000	20,300,000	26,300,000	26,950,000	25,450,000	27,850,000	40,950,000
	FUND BALANCE		19,146,257	29,223,282	32,852,168	33,049,920	35,300,271	39,075,548	49,057,567
	CarryForward		7,746,257	8,923,282	6,552,168	6,099,920	9,850,271	11,225,548	8,107,567

Thank you Omni CRA

Authors + Partners

BUSINESSFLARE® is a unique trademarked approach to economic development that integrates market reality into a local government's strategic plan, annual budget process and day-to-day operations. It is practical methodology we use to identify an effective strategy that efficiently utilizes limited staff resources.

Contact:
Kevin Crowder, CEcD, Founder
Kevin@businessflare.net

1175 NE 125th Street, Suite 601
Tate Executive Building
North Miami, FL 33161

CITY OF MIAMI, FL
OMNI COMMUNITY REDEVELOPMENT AGENCY
© 2023 BusinessFlare®, LLC.



APPENDIX A – LEGAL DESCRIPTION

Description of 2010 Boundaries "Original Omni CRA Area"

"THE STUDY AREA IS PHYSICALLY DEFINED AS BEGINNING AT THE EASTERN SHORELINE AND NORTH SIDE OF NE 20TH STREET; THEN SOUTH ALONG THE EASTERN SHORELINE TO THE NORTHSIDE OF MACARTHUR CAUSEWAY RIGHT-OF-WAY; THEN EAST ALONG THE NORTHSIDE 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 SOUTH SIDE OF THE MACARTHUR CAUSEWAY RIGHT-OF-WAY; THEN WEST ALONG THE SOUTH SIDE OF THE MACARTHUR CAUSEWAY RIGHT-OF-WAY TO THE EASTERN SHORELINE; THEN SOUTH ALONG THE EASTERN SHORELINE TO 20 FEET SOUTH OF THE FEC SLIP; THEN WEST ALONG THE 20 FEET SOUTH OF THE FEC SLIP TO THE WEST SIDE OF BISCAYNE BOULEVARD; THEN NORTH ALONG THE WEST SIDE OF BISCAYNE BOULEVARD TO THE SOUTHERN EDGE OF THE I-395 ROW; THEN FOLLOWING THE SOUTHERN EDGE OF THE I-395 ROW TO THE WEST SIDE OF NW 1ST PLACE; THEN NORTH ALONG THE WEST SIDE OF NW 1ST PLACE TO THE SOUTH SIDE OF NW 14TH STREET; THEN WEST ALONG THE SOUTH SIDE OF NW 14TH STREET TO THE WEST SIDE OF NW 1ST PLACE; THEN NORTH ALONG THE WEST SIDE OF NW 1ST PLACE TO THE SOUTH SIDE OF NW 22ND STREET; THEN WEST ALONG THE SOUTH SIDE OF NW 22ND STREET TO THE EAST SIDE OF NW 2ND AVENUE; THEN SOUTH ALONG THE EAST SIDE OF NW 2ND AVENUE TO THE SOUTH SIDE OF NW 22ND STREET; THEN WEST ALONG THE SOUTH SIDE OF NW 22ND STREET TO THE WEST SIDE OF NW 5TH AVENUE; THEN NORTH ON THE WEST SIDE OF NW 5TH AVENUE TO THE SOUTH SIDE OF NW 22ND STREET; THEN WEST ALONG THE SOUTH SIDE OF NW 22ND STREET TO THE WEST SIDE OF NW 6TH AVENUE; THEN NORTH ALONG THE WEST SIDE OF NW 6TH AVENUE TO THE NORTH SIDE OF NW 23RD STREET; THEN EAST ALONG THE NORTH SIDE OF NW 23RD STREET TO THE WEST SIDE OF NW 5TH AVENUE; THEN NORTH ALONG THE WEST SIDE OF NW 5TH AVENUE TO THE NORTH SIDE OF NW 23RD STREET; THEN EAST ALONG THE NORTH SIDE OF NW 23RD STREET TO THE EAST SIDE OF NW 2ND AVENUE; THEN SOUTH ALONG THE EAST SIDE OF NW 2ND AVENUE TO THE NORTH SIDE OF NW 22ND STREET; THEN EAST ALONG THE NORTH SIDE OF NW 22ND STREET TO THE EAST SIDE OF NORTH MIAMI AVENUE; THEN SOUTH ALONG THE EAST SIDE OF NORTH MIAMI AVENUE TO THE NORTH SIDE OF NE 20TH STREET; THEN EAST ALONG THE NORTH SIDE OF NE 20TH STREET TO THE FEC ROW; THEN SOUTH ALONG THE FEC ROW TO THE NORTH SIDE OF NE 20TH STREET; THEN EAST ALONG THE NORTH SIDE OF NE 20TH STREET TO THE WEST SIDE OF BISCAYNE BOULEVARD; THEN NORTH ALONG THE WEST SIDE OF BISCAYNE BOULEVARD TO THE NORTH SIDE OF NE 20TH TERRACE; THEN EAST ALONG THE NORTH SIDE OF NE 20TH TERRACE TO THE EASTERN SHORELINE; THEN SOUTH ALONG THE EASTERN SHORE LINE TO THE NORTH SIDE OF NE 20TH STREET."

"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."

APPENDIX B – COMPLETE FINDING OF
NECESSITY FOR EXPANSION AREAS