NORTH MIAMI
FLORIDA
776 N.E. 125 Street, North Miami, Florida 33161

Council Report

To: The Honorable Mayor and City Council

From: Tanya Wilson-Sejour, Planning Manager, Community Planning & Development Department

Date: October 14, 2014

A RESOLUTION OF THE VICE MAYOR AS ACTING MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, ADOPTING THE CITY OF NORTH MIAMI DOWNTOWN ACTION & CONCEPT PLAN TO SERVE AS A VISUAL DESIGN AND PLANNING GUIDE FOR FUTURE PRIVATE AND PUBLIC REDEVELOPMENT IN THE CITY'S DOWNTOWN AREA AND MAJOR CORRIDORS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.

RECOMMENDATION

That the City Council adopts the Resolution for the proposed North Miami Downtown Action & Concept Plan and directs the City Manager to take the necessary steps to implement the outlined strategies consistent with the vision of the Comprehensive Plan.

BACKGROUND

Policy 1.2.2 of the City of North Miami Comprehensive Plan requires that the City "adopt guidelines for unified urban, architectural and landscape regulations for major corridors to further assist in creating a sense of place throughout the City. In an effort to implement the Comprehensive Plan vision and create a vibrant attractive downtown district, the Mayor and Council adopted the City's *Downtown Development and Major Corridor Master Plan* ("Downtown Master Plan") in May 2013, which includes

RESOLUTION NO. _____

A RESOLUTION OF THE VICE MAYOR AS ACTING MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, ADOPTING THE CITY OF NORTH MIAMI DOWNTOWN ACTION AND CONCEPT PLAN TO SERVE AS A VISUAL DESIGN AND PLANNING GUIDE FOR FUTURE PRIVATE AND PUBLIC REDEVELOPMENT IN THE CITY'S DOWNTOWN AREA AND MAJOR CORRIDORS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.

WHEREAS, Policy 1.2.2 of the City of North Miami ("City") Comprehensive Plan ("Comprehensive Plan") requires the City to "adopt guidelines for unified urban, architectural and landscape regulations for major corridors to further assist in creating a sense of place throughout the City"; and

WHEREAS, in order to implement the vision and policies of the Comprehensive Plan, the City Council adopted the Downtown Master Development and Major Corridor Plan ("Downtown Master Plan") in May 2013, to serve as a guide for future development and redevelopment of the downtown core area and major corridors, to further advance the objectives of the Comprehensive Plan and Land Development Regulations; and

WHEREAS, the Downtown Master Plan includes a series of recommendations for strategies needed to transform the downtown area, such as the creation of a North Miami Downtown Action & Concept Plan that would serve as a visual guide for future private and public investment within the City's downtown area with prioritized steps to guide the implementation of each recommendation ("Concept Plan"); and

WHEREAS, City Administration believes that the proposed Concept Plan embodies the collective insight of various stakeholders, including elected and appointed officials, City staff, business owners and City residents who attended the series of downtown community forums; and thereby, respectfully recommends approval and adoption; and

WHEREAS, the Vice Mayor as Acting Mayor and City Council have reviewed the attached proposed Concept Plan and find that it serves as an effective guiding document for future private and public development, and further advances the vision and objectives of the Comprehensive Plan, in the best interest of the City.

NOW THEREFORE, BE IT RESOLVED BY THE VICE MAYOR AS ACTING MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA:

Section 1. **Approval of Downtown Action and Concept Plan.** The Vice Mayor as Acting Mayor and City Council of the City of North Miami, Florida, hereby adopt the City of North Miami Downtown Action & Concept Plan (attached hereto as Exhibit "A") to serve as a visual design and planning guide for future private and public redevelopment in the City's downtown area and major corridors.

Section 2. **Effective Date.** This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED by a _____ vote of the Vice Mayor as Acting Mayor and City Council of the City of North Miami, Florida, this _____ day of October, 2014.

_____
PHILIPPE BIEN-AIME
VICE MAYOR AS ACTING MAYOR

ATTEST:

_____
MICHAEL A. ETIENNE, ESQ.
CITY CLERK

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

_____
REGINE M. MONESTIME
CITY ATTORNEY

SPONSORED BY: CITY ADMINISTRATION

Moved by: _____

Seconded by: _____

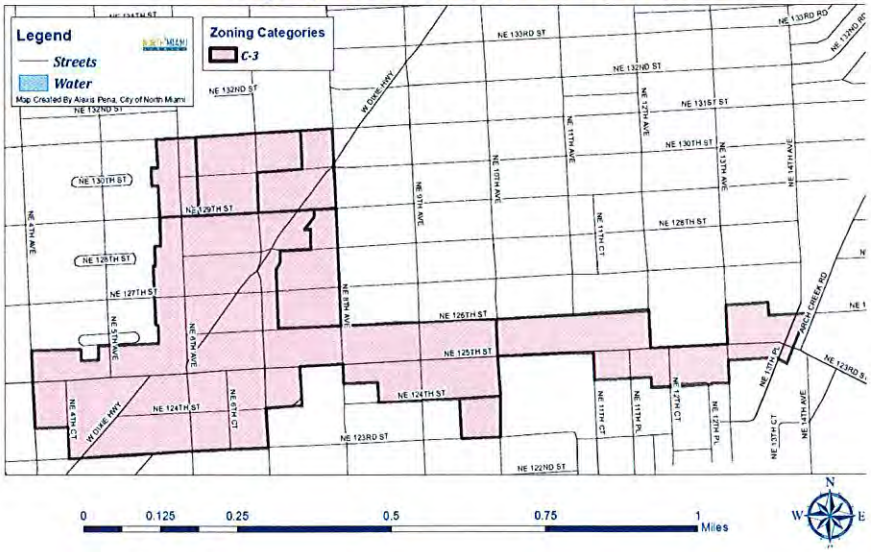
Vote:

Vice Mayor as Acting Mayor Philippe Bien-Aime	_____ (Yes) _____ (No)
Councilperson Scott Galvin	_____ (Yes) _____ (No)
Councilperson Carol Keys, Esq.	_____ (Yes) _____ (No)
Councilperson Marie Erlande Steril	_____ (Yes) _____ (No)

architectural and urban design standards to guide future development in the City's downtown area.

The Adopted Downtown Master Plan also includes a series of recommendations outlining strategies needed to spur redevelopment, promote economic growth and transform the physical image of the City's downtown area (see map of the existing downtown district below). One particular strategy calls for the creation of a Concept Plan that will serve as a visual architectural guide for improvements needed in certain key public and private spaces throughout the downtown area. Staff believes with strategic planning and ongoing improvements, improvements to these key spaces will serve as catalysts for future redevelopment.

Map of Downtown North Miami



Given the foregoing, the City retained the consultant team of Keith & Schnars as well as The Corradino Group to assist in developing an Action Plan and Concept Plan (respectively) for the Downtown Area. The Action Plan (volume 1) is intended to provide a blueprint outlining progressive steps that must be taken to implement key

Components of the City's Downtown Master Plan and identifies possible funding, for the implementation of the recommended strategies/capital projects, needed to revitalize the Downtown area over time. The proposed capital projects will eventually be incorporated into the City's Capital Improvement Plan or revised Community Redevelopment Area (CRA) Plan in order to strategically tie the recommended capital projects for the downtown to the City's future capital improvement program for the next 10 years and beyond. Additionally, the Concept Plan (volume 2) is intended to provide architectural concepts with various recommendations for public and private space improvements that will serve as a vision for future development or improvements within the downtown.

As part of the downtown redevelopment initiative the City created a civic space competition and solicited proposals from local architecture, urban planning and design students, who submitted ideas for improvements to key civic spaces within North Miami's downtown are. Additionally the City hosted a series of Community Forums between April and July 2014 in order to engage the public, share conceptual ideas and gather input from students, residents, businesses, local universities, staff and elected officials. The overarching theme for the downtown redevelopment initiative, "*Creating New Spaces From Old Places*" echoes the collective desire of the community to capitalize on North Miami's rich heritage and past capital investments in order to develop a vibrant downtown district that is economically viable, attractive, safe and appealing (See attached draft of the Action Plan and Concept Plan).

CONCLUSION

City Administration believes the proposed Action & Concept Plan is a necessary tool in bringing about a revitalization of the City's dormant downtown and branding an Image of North Miami's downtown as a place to live, work, study and invest. It is envisioned

that the Action & Concept Plan will serve as a blueprint for all future development and redevelopment within the City's Downtown . As such, staff recommends approval and adoption of the new *Downtown Action & Concept Plan.*

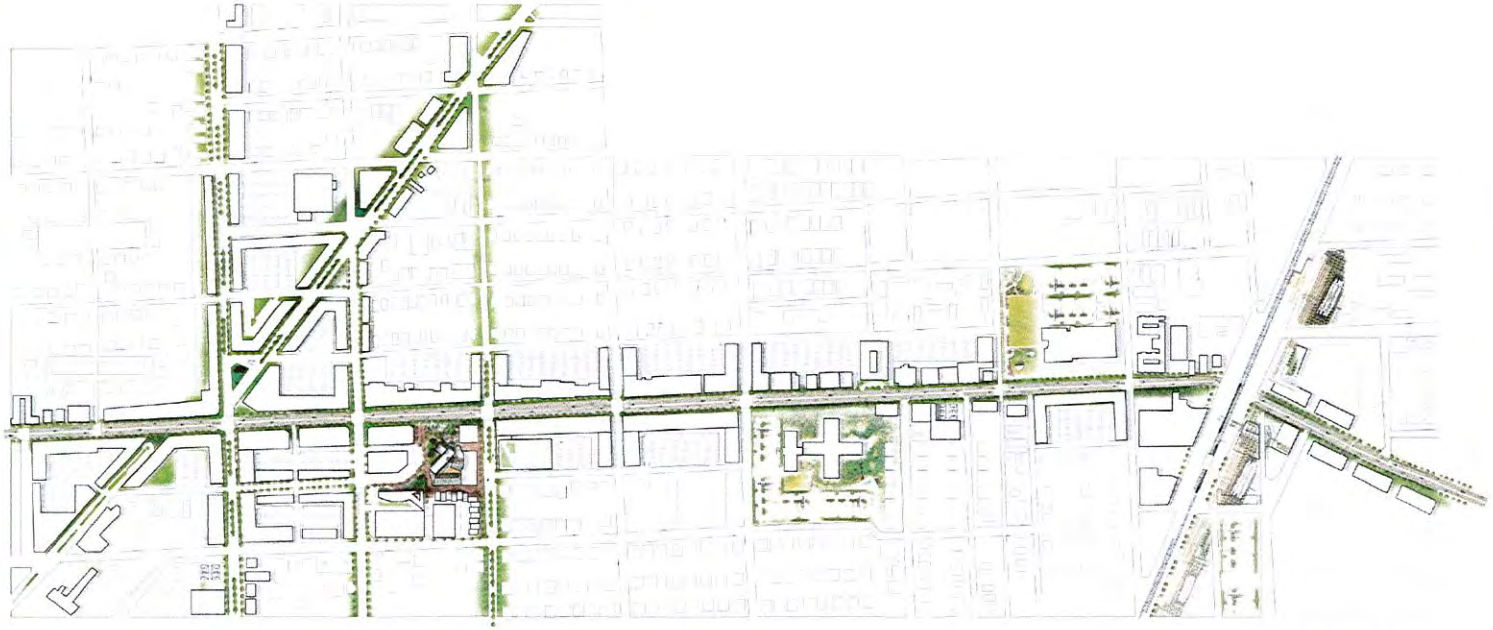
Attachments

1) Exhibit A - Action Plan & Concept Plan
2) Resolution

City of North Miami
Downtown Concept Plan

Volume 2

October 2014



Prepared By:

THE CORRADINO GROUP
Engineers • Planners • Program Managers • Environmental Scientists

CE

NoMi
Creating New Places from Old Spaces

NORTH MIAMI
FLORIDA

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Fred Stock, Downtown Property Owner

Jacques Despinosse, North Miami Resident

Suzanne Isa, Downtown Business Owner

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Jeff Beal, Film Industry Representative

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1. Executive Summary

The illustrative Concept Plan for Key Elements of the Downtown focuses on generating ideas for strategic locations of redevelopment and civic improvement within the boundaries of the Downtown District (C-3), as recommended by the City's Downtown Master Plan. This Section conceptualizes new land use patterns, public and private redevelopment opportunities, urban design elements, landscape/streetscape enhancements to guide public and private investment. Additionally, urban, landscape, and streetscape design concepts were identified. A variety of graphics including collage renderings, plan, aerial views, and street-level perspectives were prepared to depict concepts. The concept plans and graphics provide a visualization of the key elements and recommendations of the Master Plan and can serve as a guide for the long-term coordination of private and public investment. As the ultimate goal, the City envisions the downtown area to be a lively, safe and comfortable area for new and existing residents, businesses and visitors alike.

The project is part of a collaborative effort by City Officials, advisory committees, private developers, business owners, general public, and the consulting groups. The endeavor included the following parts:

Part 1. Illustrative Concept Plan For Key Civic Spaces

As part of this process a number of key civic spaces and corridors were analyzed that included: [1] The Fountain and plaza at 132nd Street; [2] The intersection of NE 6th Avenue and West Dixie Highway north of NE 125th Street - generally known as Five Points; [3] West Dixie Highway from NE 125th Street to Griffing Park; [4] Griffing Park; [5] Liberty Gardens Park; [6] NE 8th Avenue Green Trail from NE 125th Street to NE 135th Street; [7] NE 8th Avenue Promenade from NE 123rd Street to NE 125th Street; [8] MOCA Plaza/Civic Center Complex.

Part 2. Illustrative Concept Plan for Downtown Core Building Height and Massing

Initial work included an analysis of current building height and massing conditions. Several concept plans were developed showing options for increasing the height of buildings in the downtown core along NE 125th Street between NE 6th and NE 9th Avenues. Key urban design and architectural styles were illustrated. Options for greater building setbacks to accommodate wider sidewalks, outdoor dining areas, courtyards, potential parking areas and shade trees were proposed.

Part 3. Illustrative Concept Plan for Civic Center Complex

As part of this project, a conceptual plan for redevelopment of the Civic Center Complex was developed which included analysis of MOCA facilities, City Hall, the Police Department Building, municipal offices, open space, and parking. Additional facilities such as a Performing Arts Center, new park/open space, a historic museum, educational facilities, and added retail were also examined.

The City also developed an interactive website to inform the public of the process and its outcomes at:

http://northmiamifl.gov/departments/cpd/nomidowntown.aspx.

2. Process Timeline

City of North Miami Downtown Concept Plan

2014

Schedule Description	April	May	June	July	Aug	Sept
First Kick-off Presentation to City Council and Downtown Revitalization Forum	●					
Second Downtown Forum		●				
Third Downtown Forum			●			
Presentation to DAPAC				●		
Presentation to GNMCC				●		
Presentation to Community Redevelopment Agency				●		
Community Planning and Development Review					●	
City Council Hearing						●

3. Context

Description

The City of North Miami Downtown District (C-3) has the potential characteristics of a dynamic urban environment due to its strategic location on the urban context. The Downtown District (Study Area) sits along one of the city's major corridor of NE 125th Street, which links Interstate I-95 with Biscayne Boulevard, and then leads to the beaches of Bal Harbour and Surfside. The proximity to well-known educational instituions, such as, Florida International University Biscayne Bay Campus, Johnson & Wales University Baking and Pastry Culinary School and Barry University serves to promote youth density and diversity to the downtown community. The Oleta River State Park is another asset that plays a key role in the growth and development of the city, by promoting outdoor activities and tourism. In addition to the FEC Railway future station at the interserction of NE 125th ST that would promote an efficient transport system for visitors and residents. At the heart of the Downtown District the City Hall and Museum of Contemporary Art are located (MOCA). The MOCA and MOCA Plaza serves as an important economic, cultural, and social anchor for the downtown.

City of North Miami Context Map

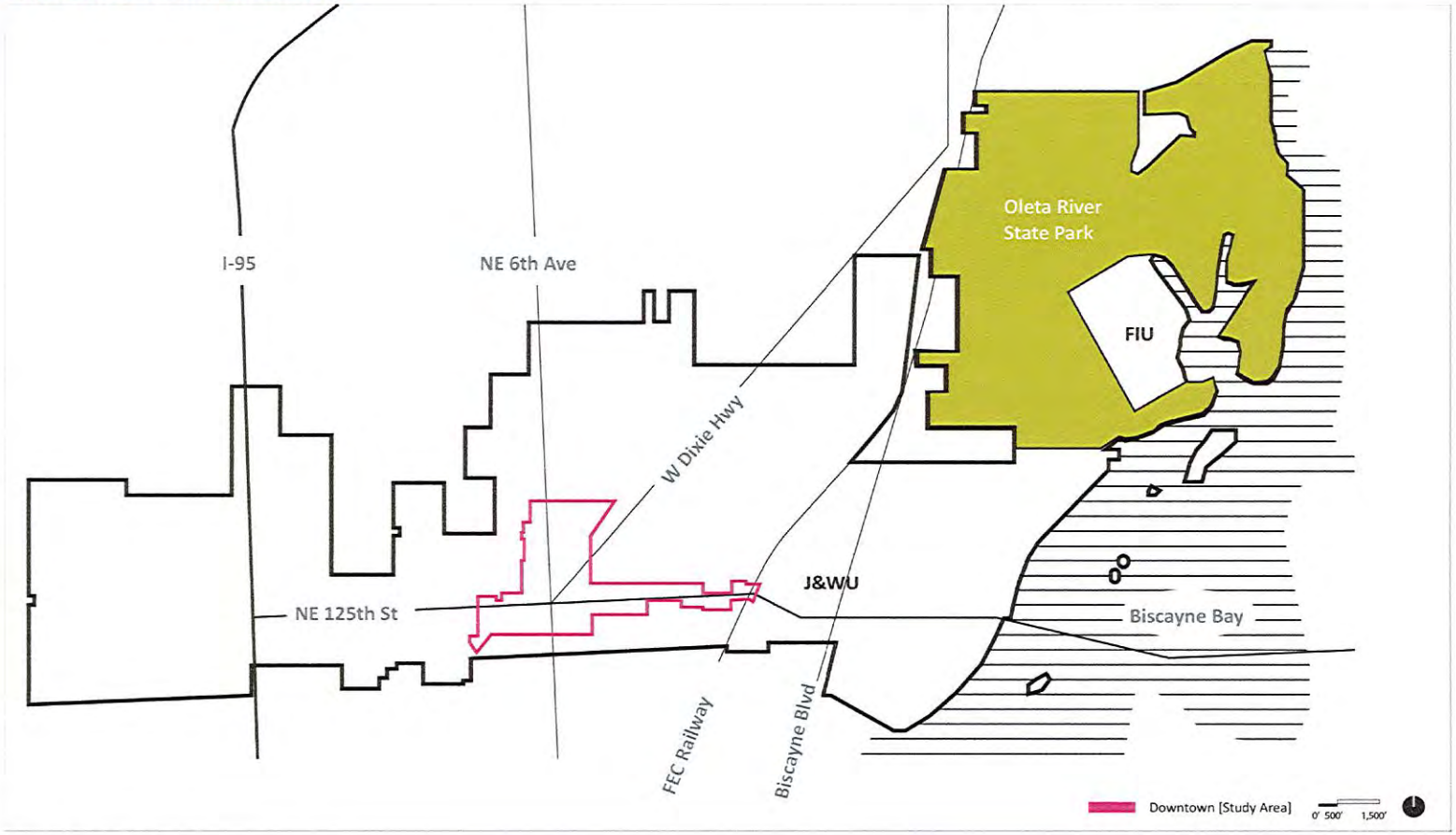


Figure 1. City of North Miami Context Map

Context of Downtown North Miami

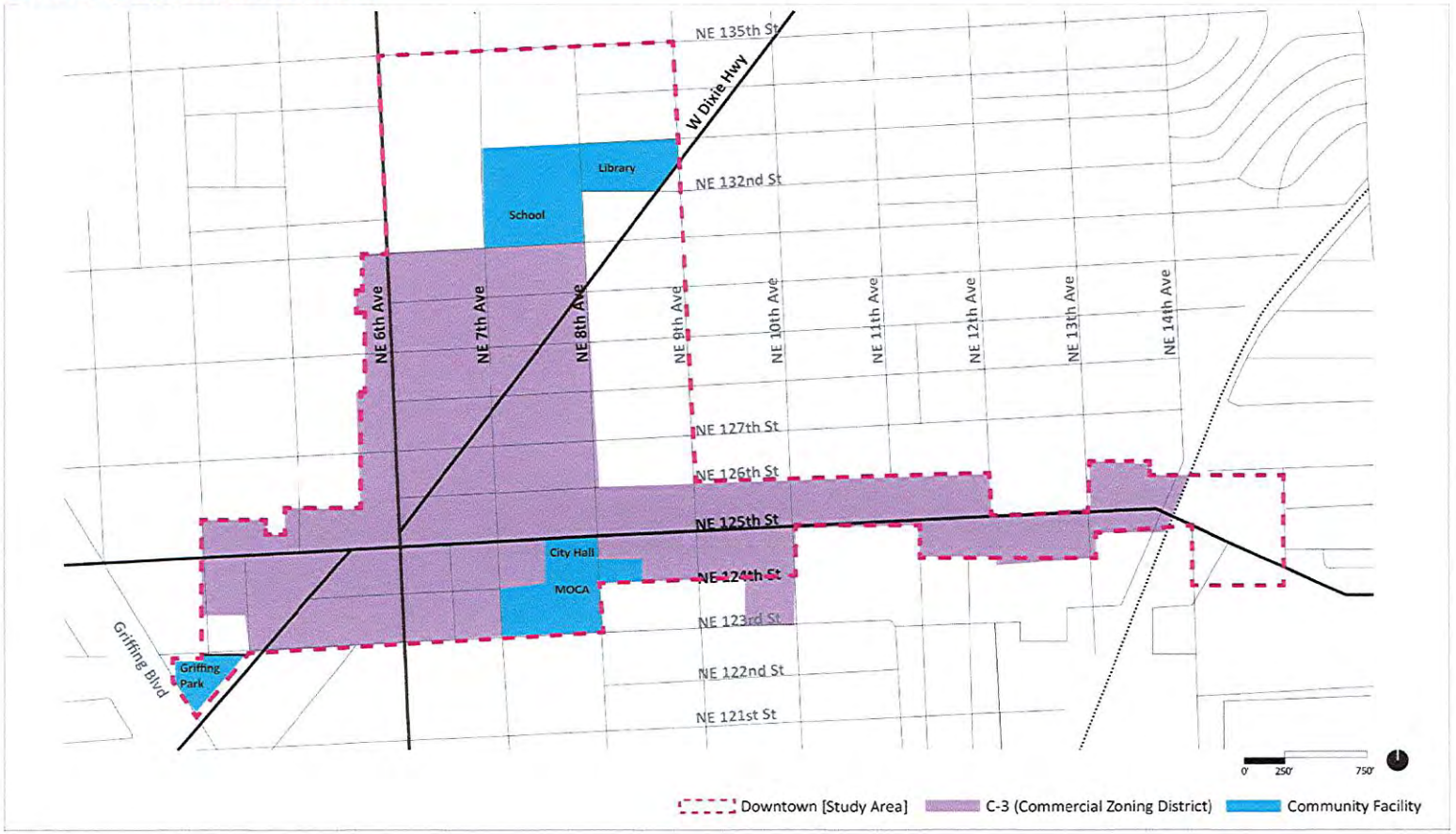
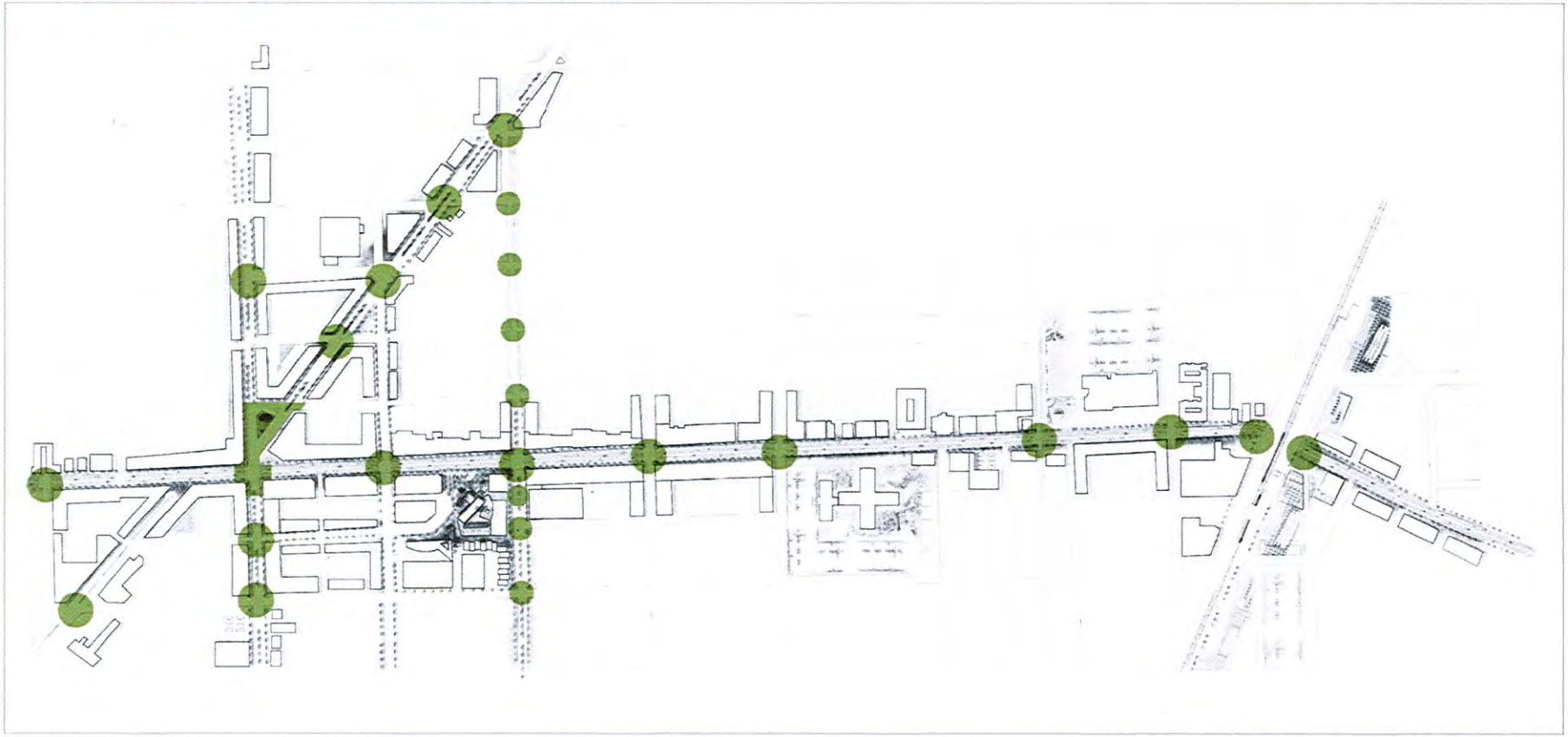


Figure 2. Context of Downtown North Miami

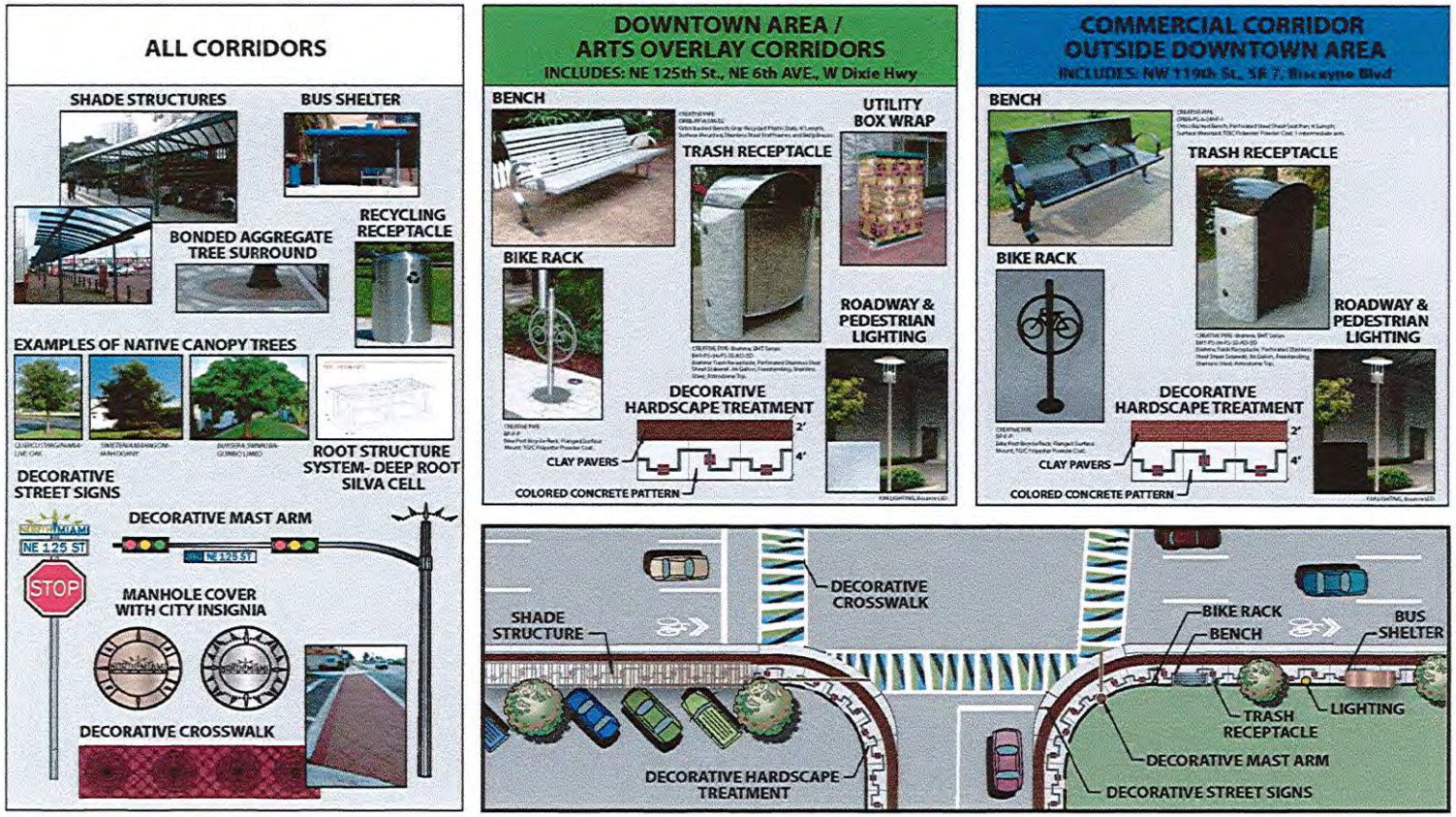
4. Streetscape Design Criteria

Locations of Crosswalk Improvement in Downtown North Miami



Location of Crosswalk Improvements

Locations of Crosswalk Improvement in Downtown North Miami



Source: Keith and Schnars, P.A.

5. Key Civic Spaces

Key Civic Spaces Conceptual Plan

Using input from the General Public, Private Sector and City Staff, the Corradino Group and Landscape DE compiled key urban and development concepts into a single refined Concept Plan. Some important features of the plan are:

- The entire study area is designed to be lively, safe, and comfortable for residents, workers and visitors. The aim of the proposed Concept Plan enhances the relationship between the Downtown Area and Civic Spaces.

- The proposed restoration of the water fountain at NE 132nd Street and W Dixie Hwy, will bring awareness to the beautification efforts. The implementation of landscape design upgrades, will revive the triangular lot and it will mark a point of entrance to the Downtown Area. In addition, the incorporation of street furniture such as lighting and benches promotes the usage of the site for the community.

- A landmark feature [public art] in the Five Points Intersection of NE 6th Avenue - W Dixie Hwy and NE 125th Street, serves as a key element to the City's identity and sense of place. The proposed removal of portion of the hardscape and replacing it with planting and a large specimen tree, will enhance the usage of the current bus stop. Providing comfort, security, and an identity as elements to reinforce the concept of connectivity within the study area.

- The proposed West Dixie Highway Green Trail beginning at NE 125th Street heading south will draw users to Griffing Park, and will connect the commercial (C-3) activity of NE 125th Street with an open/recreational place. The proposed alignment of shaded trees along a refurbished streetscape, will provide a comfortable pedestrian friendly corridor concept.

- The restoration of the Griffing Park, will support the Downtown Area with a nearby natural outdoor place. A proposed amphitheater will activate the community park. The programming of weekly and/or daily events can be arranged to promote dancing, acting, singing, and many more educational activities, especially for the youth.

- A retrofit to the MOCA Plaza, MOCA and City Hall will help to activate the space and reinforce the essence of this civic center. A proposed mixture of hardscape, landscape and building design, will promote this as a gathering place for many more public events. The implementation of pavement treatment, street furniture, lighting, city banners, shaded trees, plantings and public art will promote activity; and therefore, a healthier community. The proposed use of iconic architectural features serves as landmark elements that would enhance the community's pride.

- An open green space on the east side of the Civic Center would connect the main MOCA Plaza and will serve as an event space.

- The proposed streetscape revitalization and mixed-use parking garage on NE 8th Avenue - between NE 123rd Street and NE 125th Street, will serve as a Civic Corridor adjacent to the Civic Center. NE 8th Avenue will remain open through the area, but traffic will be calmed by the pavement treatment of the street, parallel parking, bike lanes, cafes, and identifiable crosswalks. During special events and potentially at other scheduled times, the 8th Avenue is closed for vehicular traffic.

- The MOCA Plaza and the proposed Civic Corridor are designed to accommodate more than 100 Farmers Market Stalls. NE 8th Avenue - between NE 123rd Street and NE 125th Street would be closed to through traffic on market days, using decorative stall designs, gateways, and public announcements.

- The proposed Green Trail on NE 8th Avenue - between NE 125th Street and NE 132th Street, will be developed as a pedestrian green corridor. The Avenue is envisioned as a pedestrian friendly corridor that would connect the commercial (C-3) zoning district and community facilities, with residential (R-2) zoning.

- As part of the development of the City's pride of unique characteristics, the proposed Downtown Gateways will serve as iconic elements. The gateways will be positioned at key locations. The threshold idea will enhance the residents and visitors experience, with a physical element that signifies the entry to a unique place; The Downtown of the City of North Miami!

Key Civic Spaces Location Map

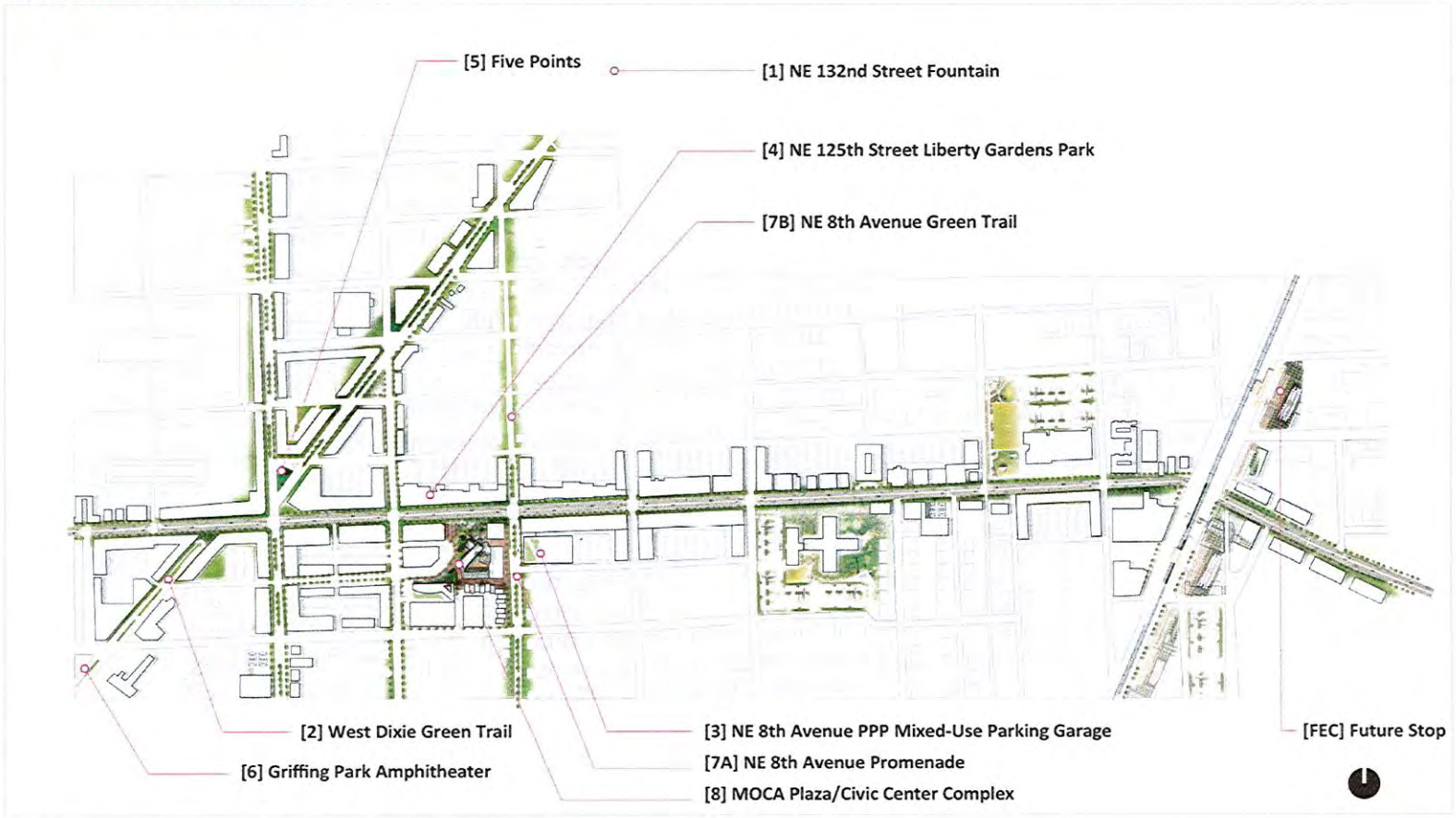


Figure 3. Indentified Key Civic Spaces in Downtown North Miami

Key Civic Spaces

[1] NE 132nd Street Fountain

Key Civic Spaces I NE 132nd Street Fountain I **Description**

The decades old fountain was reactivated and landscape improvements were made in the Spring of 2014 after the onset of the Concept Plan process. The area immediately adjacent to the fountain consists of multi-family residential to the east and south. The western side of West Dixie Highway is currently commercial.

The implementation of landscape design upgrades, will reactivate this triangular parcel and will mark a point of entrance to the Downtown area. In addition, the incorporation of street furniture such as lighting and benches promotes the usage of this pocket park for the community. Suggested Enhancements:

1. Create shaded seating with hardscape, shade trees and benches (three benches, one waste receptacle, 1800 square feet of decorative paving and approximately eleven shade trees to be located at the street fountain triangular site).
2. Install flowering plant material.
3. Add crosswalks with City-approved design scheme and install on-demand pedestrian signalization.

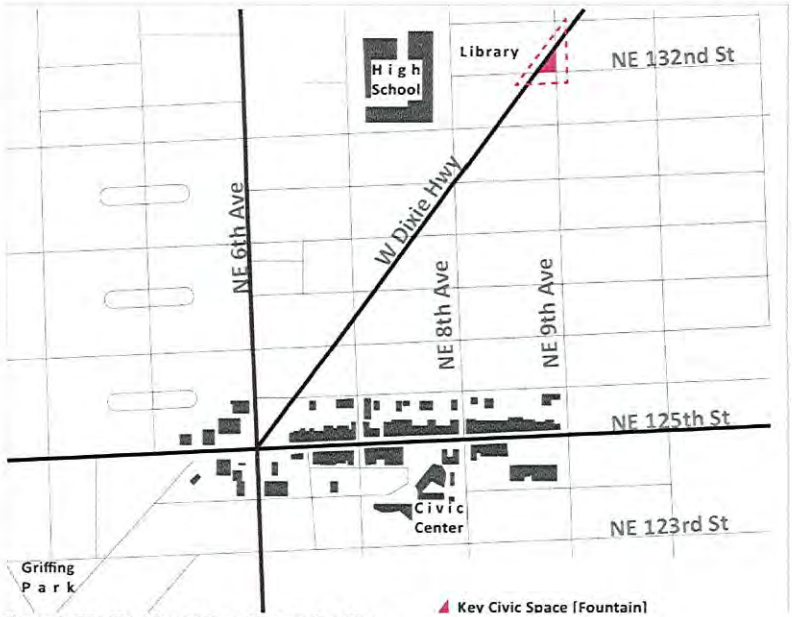
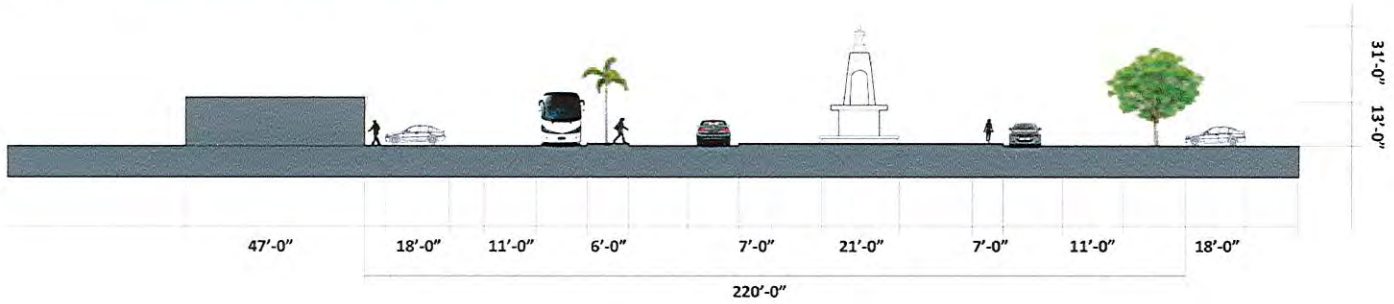


Figure 4. NE 132nd Street Fountain Location Map

Existing Plan

Proposed Plan

Figure 5. NE 132nd Street Fountain Plan



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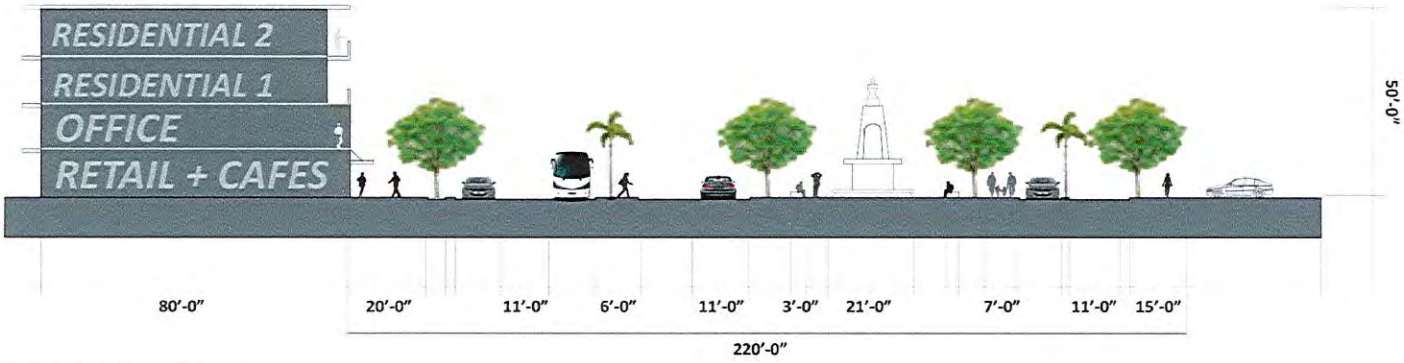


Proposed Section

Figure 6. NE 132nd Street Fountain Section

Key Civic Spaces I NE 132nd Street Fountain I **Street View**

Today Proposed

Figure 7. NE 132nd Street Fountain Street View

Key Civic Spaces

[2] West Dixie Green Trail

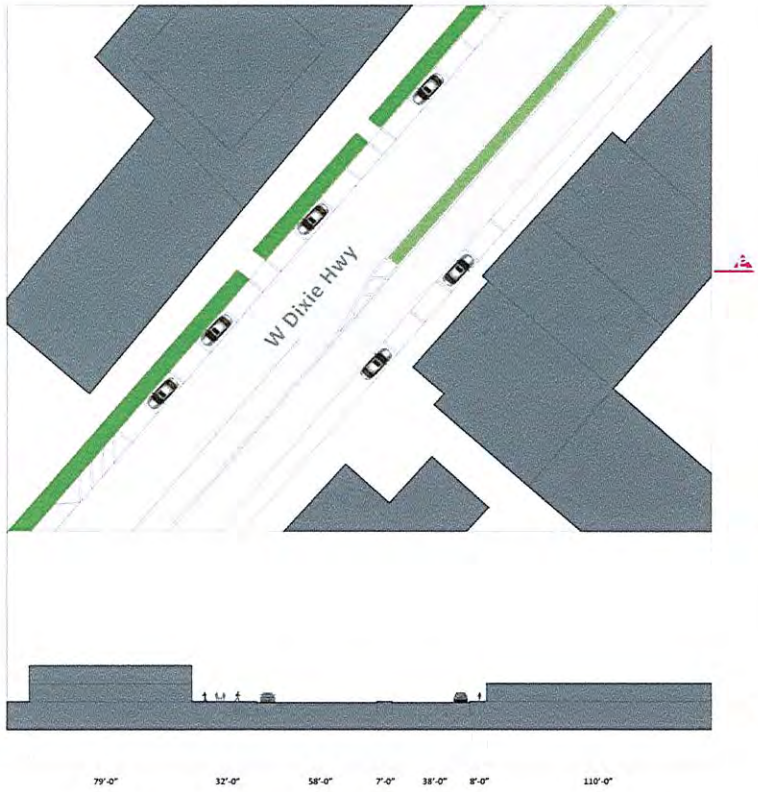
Key Civic Spaces I West Dixie Green Trail I **Description**

Prior to 2000, Dixie Highway was open to traffic and continuous through NE 125th Street. Due to safety concerns at that time, with northbound traffic movements to NE 125th Street, the Florida Department of Transportation closed the roadway to through traffic, creating a dead end just south of NE 125th Street. The impacts of this closure are still felt today by residents and business owners.

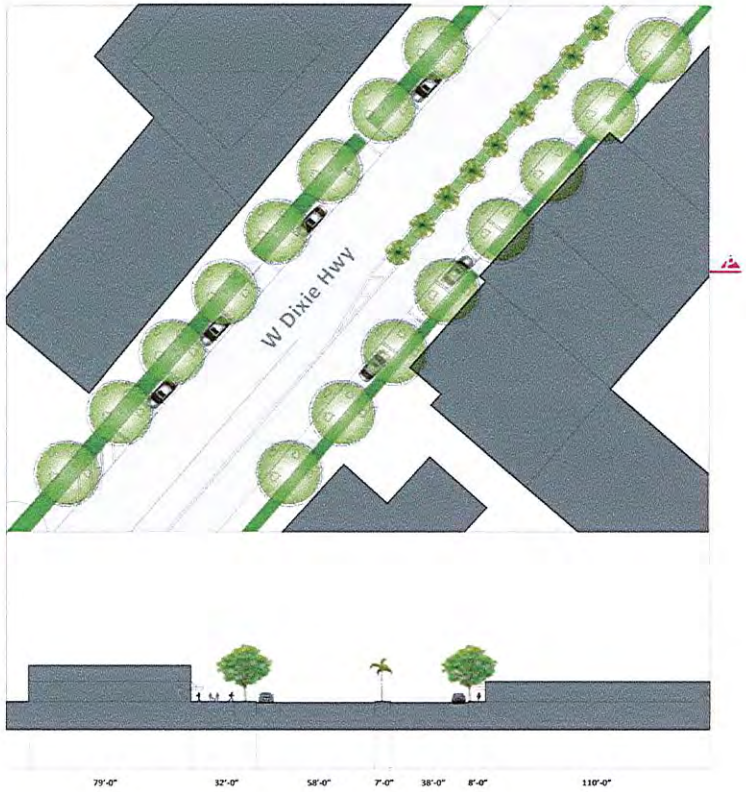
The proposed Dixie Greenway Trail beginning at NE 125th Street and West Dixie Highway will draw users to Griffing Park, and connect the commercial activity center along NE 125th Street to the Park. The proposed landscape and pedestrian amenity improvements will provide for a more comfortable experience in traversing this area. Suggested enhancements:

1. Create a linear pathway from 125th Street to Griffing Park (approximately 750 feet long by ten feet wide).
2. Add approximately 65 canopy trees and approximately 11,000 square feet of various groundcovers or flowers along path.
3. Add directional signs at northern and southern ends of Trail and at intersecting streets.
4. Add eight benches and four waste receptacles along path.
5. At the northern terminus at NE 125th Street add flowering and specimen trees, three to five understory trees, five sabal palms and understory plantings.
6. Install iconic sculpture or gateway feature at the entrance to the Greenway Trail at NE 125th Street.

Figure 8. West Dixie Green Trail Location Map

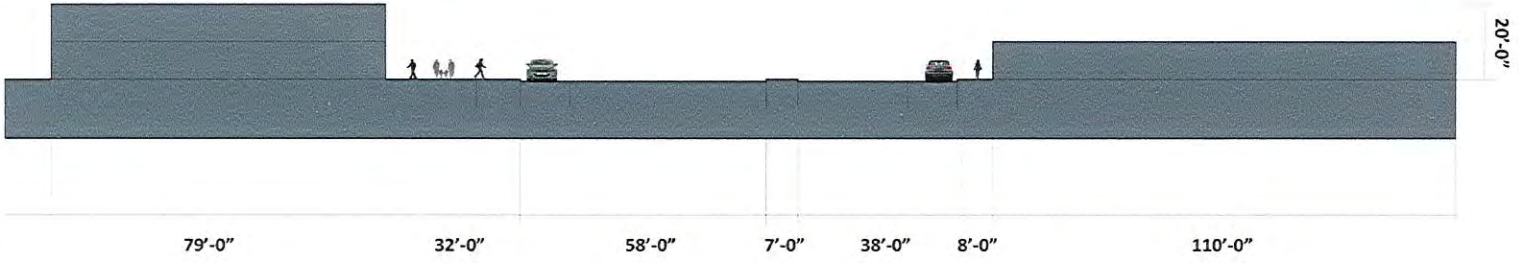


Existing Plan



Proposed Plan

Figure 9. West Dixie Green Trail Plan



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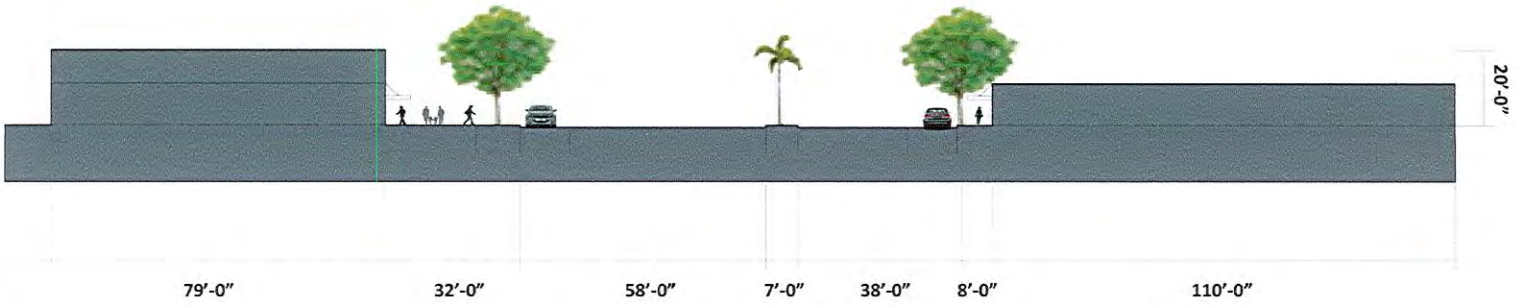
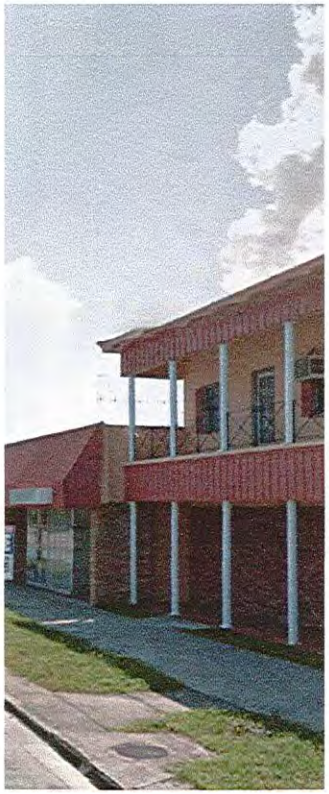


Proposed Section

Figure 10. West Dixie Green Trail Section



Today

Proposed

Figure 11. West Dixie Green Trail Street View

Key Civic Spaces

[3] NE 8th Avenue PPP Mixed-Use Parking Garage

[7A] NE 8th Avenue Promenade

Key Civic Spaces I NE 8th Avenue PPP Mixed-Use Parking + Promenade I **Description**

NE 8th Avenue from NE 123rd Street north to NE 125th Street is envisioned to become a promenade/gathering space. Removable bollards at the intersections of the street would allow the it to be closed temporarily to become a safe space for events. By combining administrative functions in a new facility, the western side of 8th Avenue could become a multipurpose green space. Suggested enhancements:

1. Create new crosswalks with City-approved design scheme the length of the Promenade.
2. Reconstruct sidewalks as necessary.
3. Reconstruct roadway and install decorative paving along NE 8th Avenue for the length of the Trail (approximately 20,000 square feet).
4. Demolish small City administrative structures to add green space to the western side of Promenade.
5. Install benches and waste receptacles.
6. Install distinctive lighting.
7. Install distinctive NoMi banners.
8. Install distinctive sculptures.
9. Install removable bollards at all intersections when Promenade is used for special events.
10. Add shade trees where needed for the length of the Promenade (approximately 20 trees).

CITY HALL PARKING GARAGE

The current City-owned surface parking lot on the west side of NE 8th Ave, north of NE 124th Street that accommodates approximately 200 vehicles, could be redeveloped as a several hundred space parking garage with ground floor retail fronting the NE 8th Avenue Promenade. This additional parking could be utilized as Parking for City administration during the day, for special events at other times and for shared with anticipated residential and retail developments in the immediate area. Funding could be accomplished through a Public Private Partnership. Suggested enhancements:

1. Redevelop the surface parking lot into a mixed-use retail and parking structure containing at least 400 parking spaces.

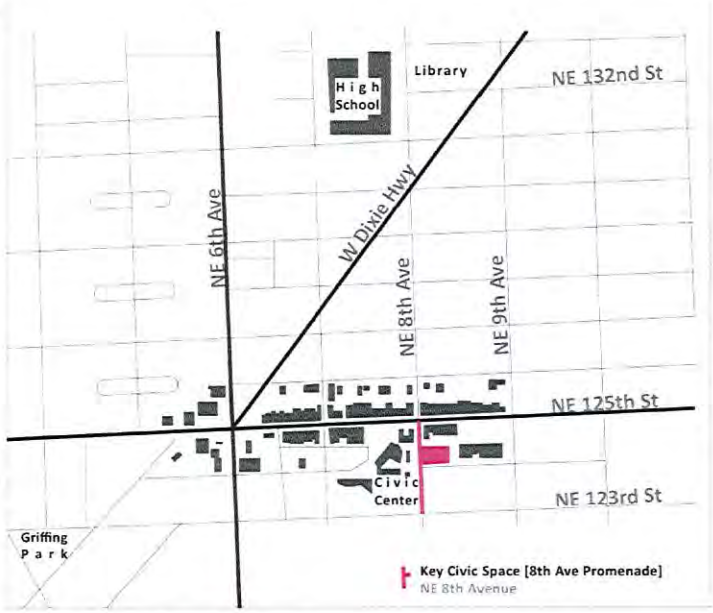


Figure 12. NE 8th Avenue Promenade Location Map

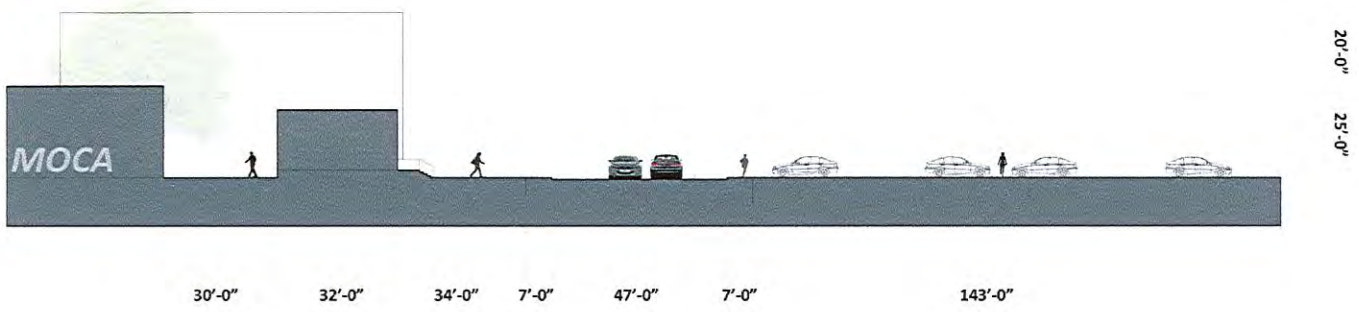
Key Civic Spaces I NE 8th Avenue PPP Mixed-Use Parking + Promenade I **Plan**

Existing Plan

Proposed Plan

Figure 13. NE 8th Avenue Promenade Plan

Key Civic Spaces I NE 8th Avenue PPP Mixed-Use Parking + Promenade I **Section**



Existing Section

Proposed Section

Figure 14. NE 8th Avenue Promenade Section

Today

Proposed

Figure 15. NE 8th Avenue Promenade Street View

Key Civic Spaces

[4] NE 125th Street Liberty Gardens Park

An outdoor Café is envisioned to be located in the area that serves as little more than a small passageway from NE 125th Street to a City-owned parking lot across an alleyway. It could be redesigned outdoor café space for a small to medium sized eatery opening on to the passageway from an adjacent building. Investment come could from both public and private sources. The City could make certain improvements to the passageway while a private entity would be responsible for any building renovations. By leasing a portion of the passageway area to the adjacent Café, the City would potentially generate revenue from the space. Suggested

Enhancements:

1. Plant approximately four trees with understory plantings.
2. Add paving material (approximately 1500 to 2000 square feet).
3. Add distinctive lighting (four to six tree up lights and three to four light poles.
4. Remove columns and archway.
5. Add two new entry signs.

Figure 16. NE 125th Street Liberty Gardens Park Location Map

Today

Proposed

Figure 17. NE 125th Street Liberty Gardens Park Street View

Key Civic Spaces

[5] Five Points Intersection

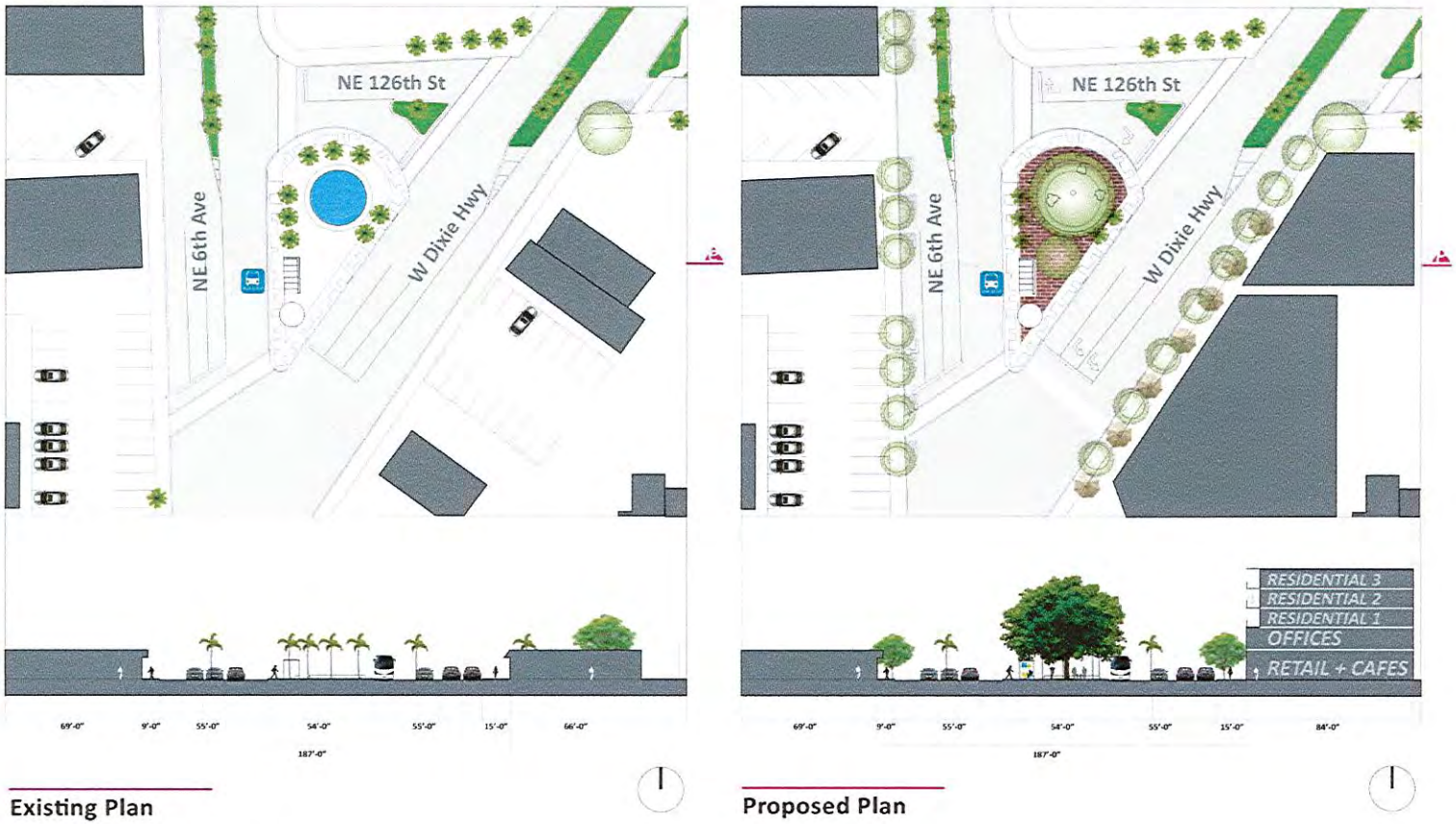
So named because three major roadways intersect at this

location (NE 125th Street, West Dixie Highway and NE 6th Avenue) and when looking from above resembles "five points" touching. Currently, this very difficult intersection is hazardous to both pedestrians and persons travelling by vehicle. Pedestrian crossings are not well located and the triangular median area is not an adequate refuge.

A proposed landmark feature, such as an iconic art installation, in the triangle can serve as a key element of the City's identity and its sense of place. Removing significant portions of the hardscape and replacing it with a large specimen tree and understory plantings will enhance the usage of the current bus stop providing comfort, security and an identity as elements to reinforce the concept of connectivity within the study area. Suggested enhancements:

1. Create new crosswalks with City-approved design scheme.
2. Create new, more direct crosswalks across NE 6th Avenue and NE 126st Street and install on-demand pedestrian signalization.
3. Decrease amount of hardscape while increasing landscape.
4. Add large specimen tree or three to four flowering trees.
5. Provide three benches and two waste receptacles.
6. Install iconic NoMi sculpture at southern tip of triangle.

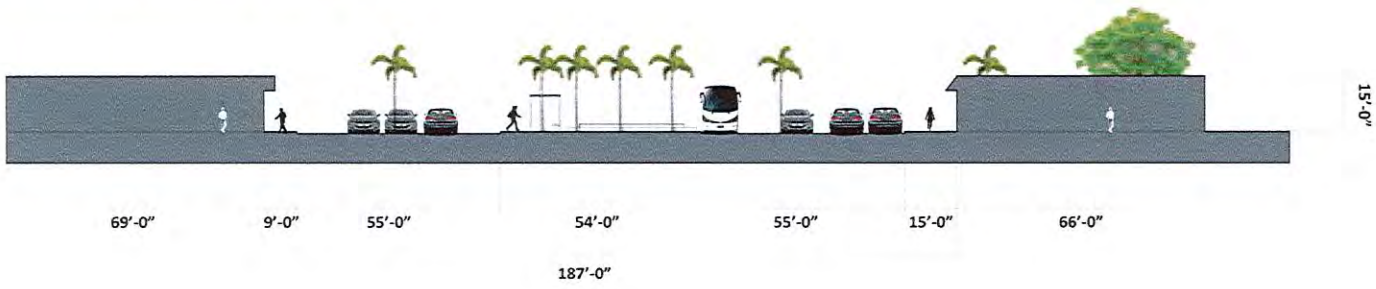
Figure 18. Five Points Intersection Location Map



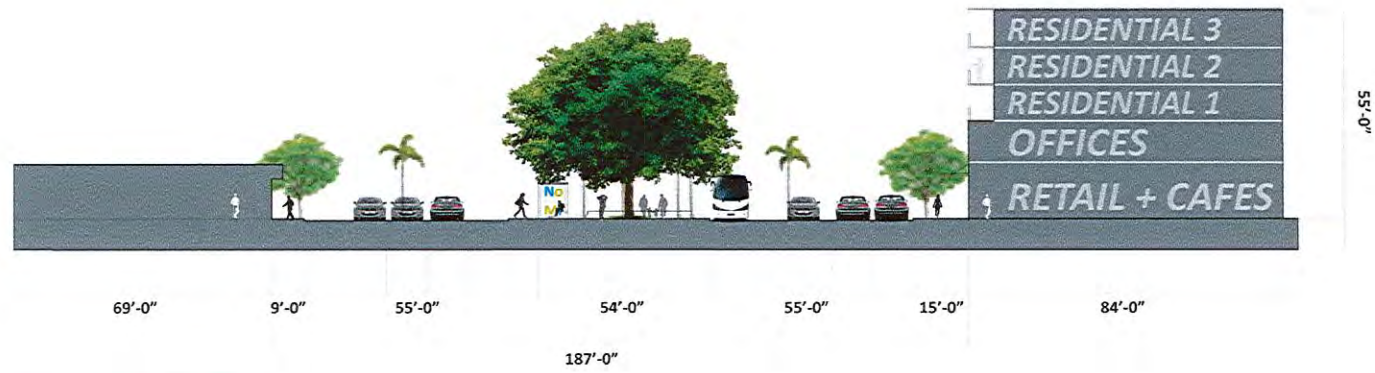
Existing Plan

Proposed Plan

Figure 19. Five Points Intersection Plan



Existing Section



Proposed Section

Figure 20. Five Points Intersection Section

Today

Proposed

Figure 21. Five Points Intersection Street View

Key Civic Spaces

[6] Griffing Park Amphitheater

Key Civic Spaces I Griffing Park Amphitheater I **Description**

This triangular passive park is a small oasis in the City's central west area. It includes the Veteran's Memorial Clock Tower and an artistic lighting installation in a large banyan tree entitled Electric Tree by the artist Mark Hand forth.

A proposed small amphitheater, holding just several hundred patrons, could be utilized for small events performances. Providing new uses and activities for the community park. The programming of events can be arranged to promote the artistic and cultural uniqueness of the City. Suggested enhancements:

1. Construct a 250-400 seat amphitheater and associated amenities.

Figure 22. NE 8th Avenue Green Trail Location Map

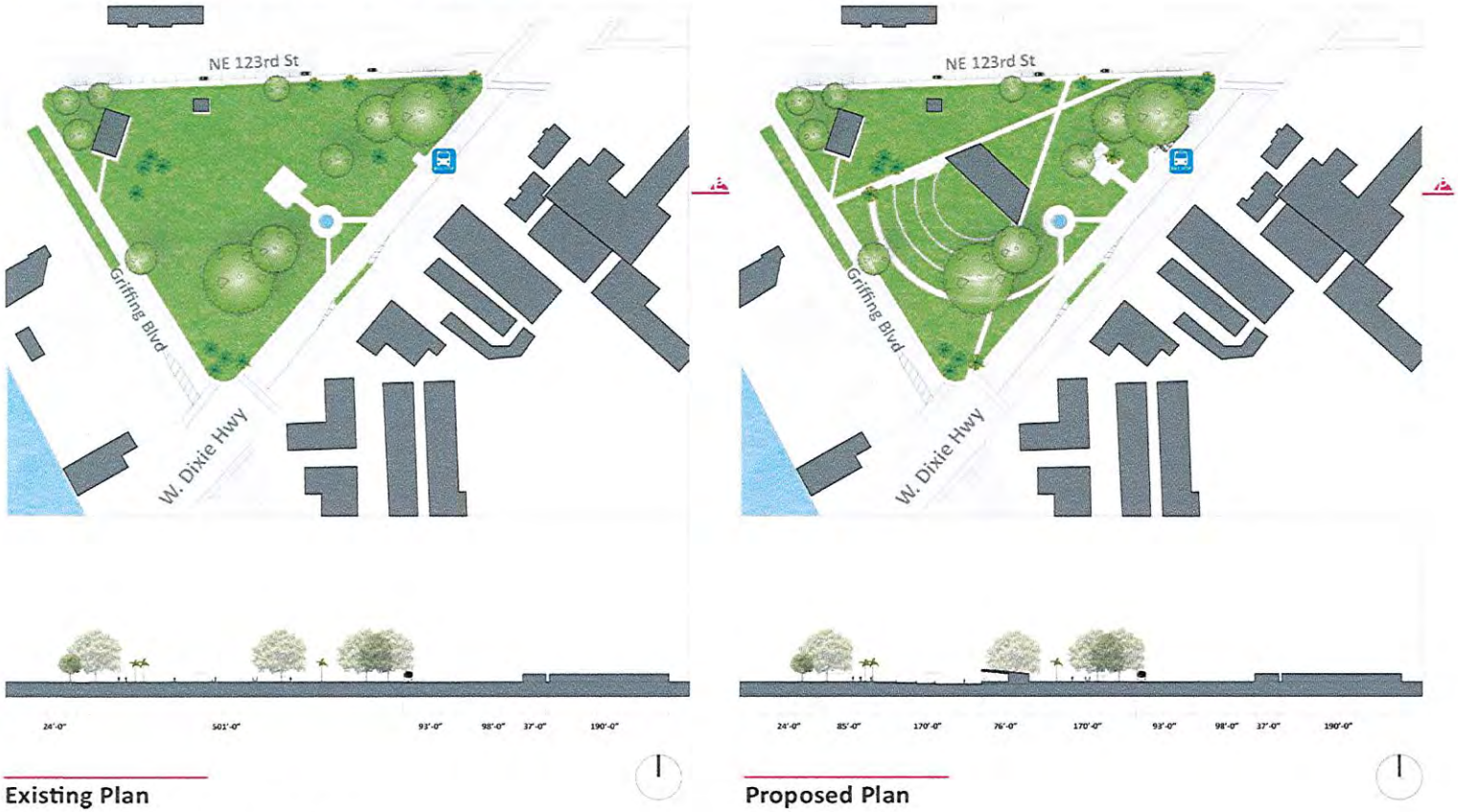
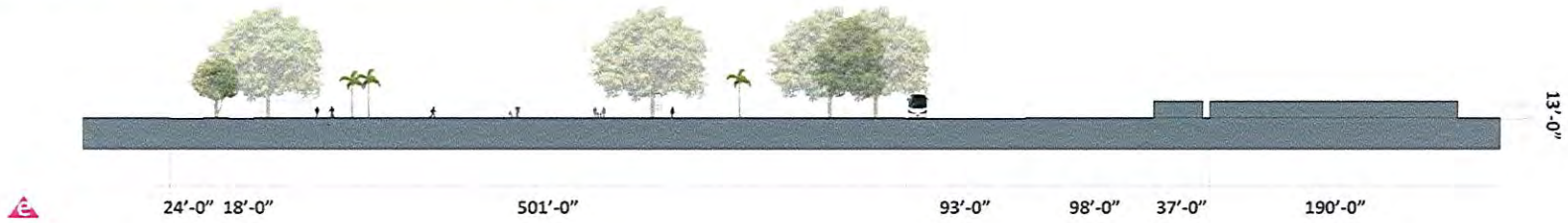
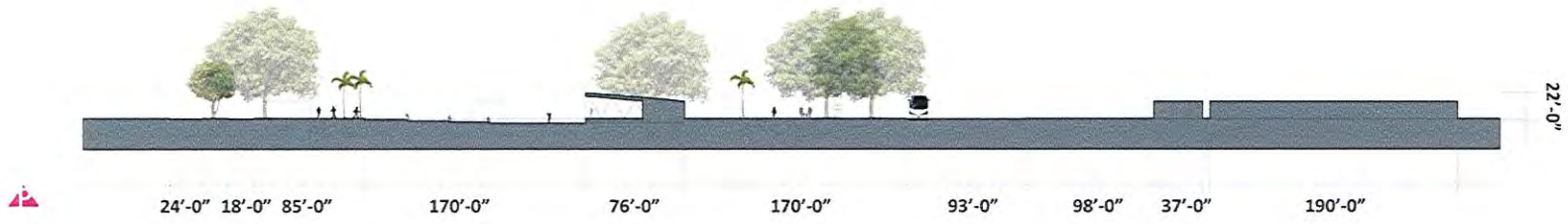


Figure 23. Griffing Park Amphitheater Plan



Existing Plan



Proposed Plan

Figure 24. Griffing Park Amphitheater Section

Today

Proposed

Figure 25. Griffing Park Amphitheater Street View

Key Civic Spaces

[7B] NE 8th Avenue Green Trail

Key Civic Spaces I NE 8th Avenue Green Trail I **Description**

NE 8th Avenue will connect the two largest civic complexes within the City. The southern terminus of the Trail would be at the MOCA/Civic Center (City Hall and Administrative) Complex. While the northern terminus would be at the Arts, Culture, Design District, North Miami Senior High School and the North Miami Public Library.

The redeveloped roadway segment would create a safe and attractive pedestrian and bike path between these two very important civic areas. Suggested enhancements:

1. Create new crosswalks with City-approved design scheme the length of the Trail.

2. Reconstruct sidewalks as necessary.

3. Reconstruct roadway and install decorative paving along NE 8thAvenue for the length of the Trail (approximately 175,000 square feet).

4. Install benches and waste receptacles.

5. Install distinctive lighting.

6. Install distinctive NoMi banners.

7. Add shade trees where needed for the length of the Trail

(approximately 40 trees).

Figure 26. NE 8th Avenue Green Trail Location Map

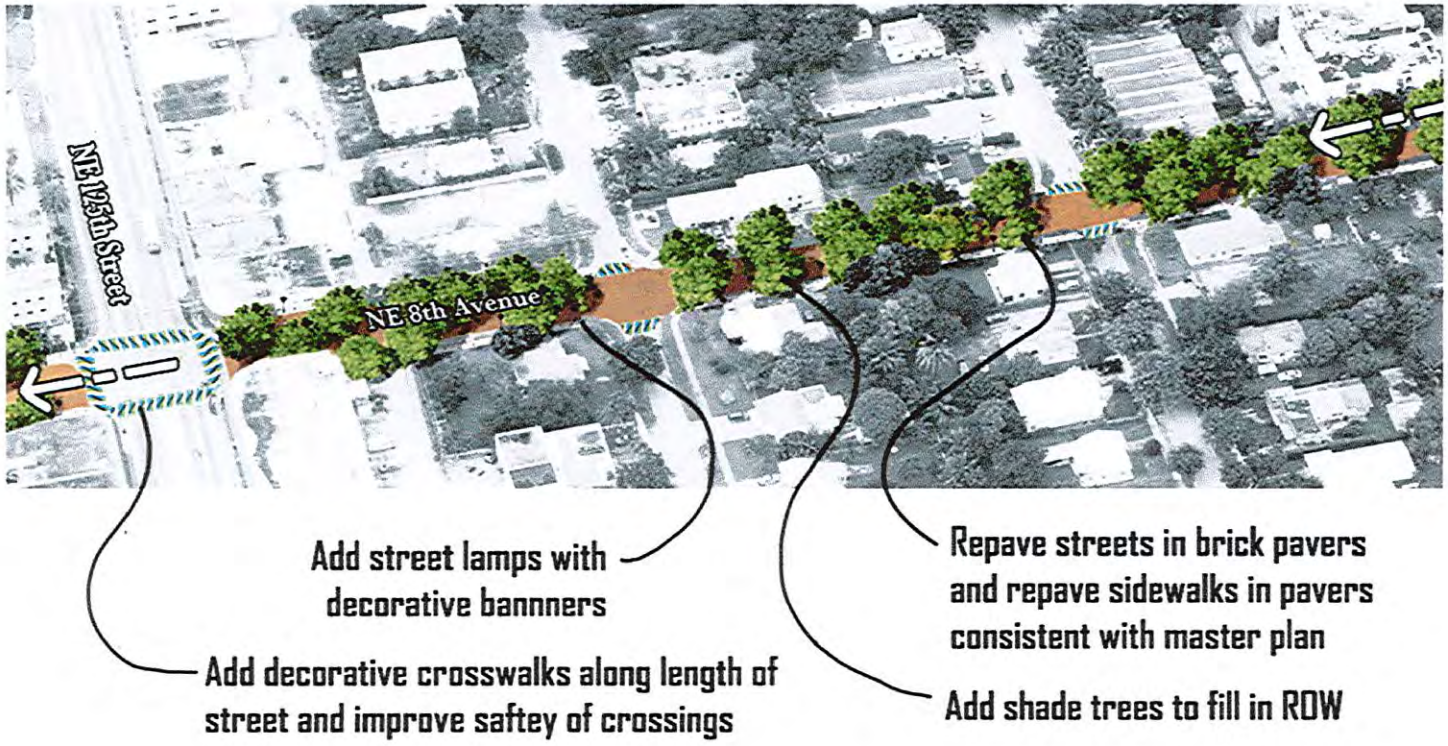


Figure 27. NE 8th Avenue Green Trail Bird's Eye

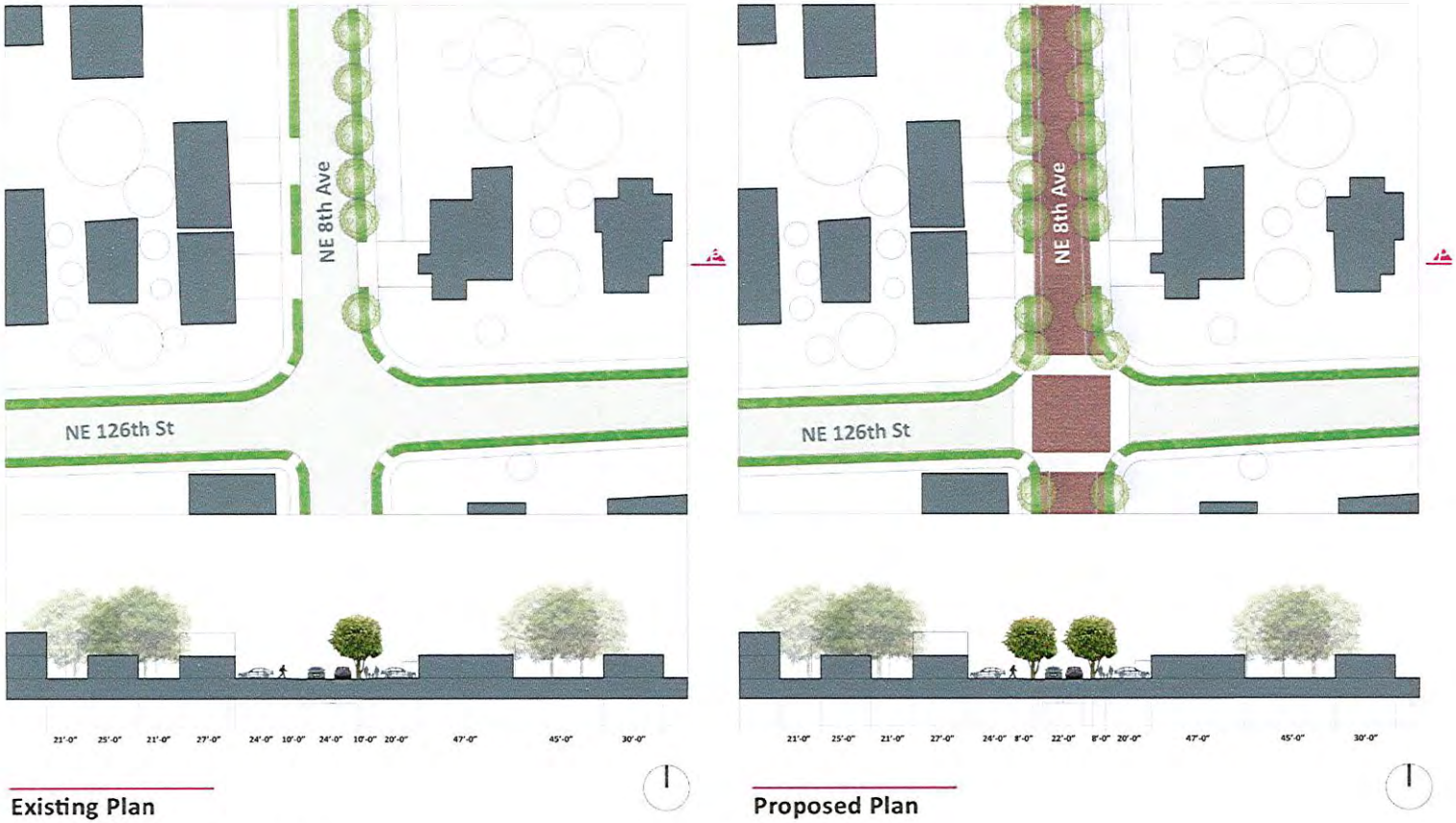
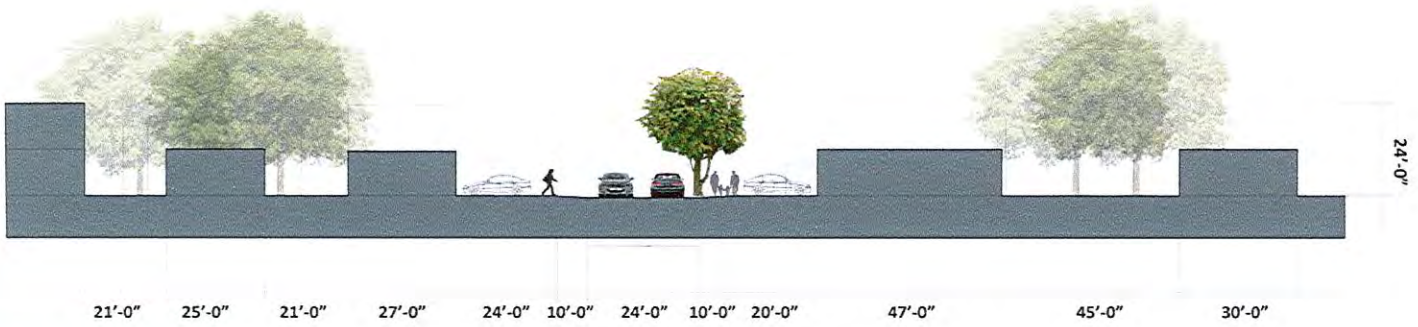
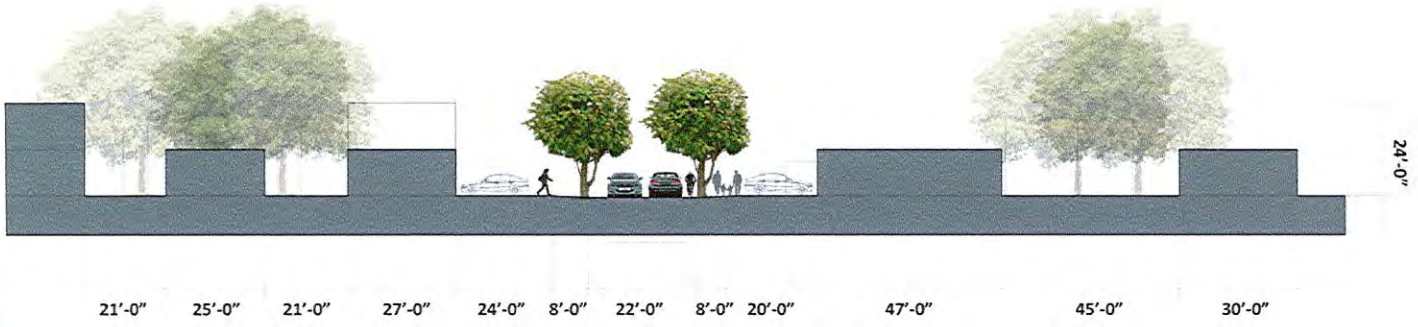


Figure 28. NE 8th Avenue Green Trail Plan



Existing Section



Proposed Section

Figure 29. NE 8th Avenue Green Trail Section

Today

Proposed

Figure 30. NE 8th Avenue Green Trail Street View

Key Civic Spaces

[8] MOCA Plaza/Civic Center Complex

Key Civic Spaces I MOCA Plaza/Civic Center Complex I **Description**

North Miami's City Hall, built in 1951, is currently one of the oldest structures in the City's downtown. At the time of its construction, the City had a population of approximately 10,000 residents and the City Hall held a significantly smaller number of City staff. Also, far fewer municipal services were offered. After over 60 years the City has steadily grown to a population of close to 60,000 residents and has also increased its provision of civic services. Over 150 employees now occupy the current space which was designed for far fewer employees. A recent space analysis revealed that the building is over capacity. This is evidenced by the number of accessory buildings and trailers erected next to City Hall. The limited seating available at regular Council meetings, and long lines exiting the building for bus passes and passport applications.

As part of the Concept Plan process, a series of questions were asked of the public to determine preferred uses for the MOCA Plaza/Civic Center Complex. This Complex currently includes four surface parking lots (three within the "megablock" and one east of NE 8th Avenue) that could be redeveloped. Suggested enhancements:

1. A newly renovated, expanded and modernized City Hall/Administrative Building in order to consolidate government uses in one building. This would allow removal of the Zoning, Parks, Code and CPD Buildings in order consolidate all the Administrative staff into one building and create additional park/green space along NE 8th Avenue for special events.

2. Police Department – No Change

3. Retail Space

4. Hotel

5. Parking garage with first floor retail east of NE 8th Avenue (across from City Hall).

6. MOCA expansion of 24,000 square feet as contemplated.

7. Develop new space for a Cultural Arts, Film and Education Destination:

o Additional Park/Open Space for special outdoor events

o A multi-purpose Performing Arts Center of approximately 800-900 seats

o Historical Museum space of approximately 2,000 square feet to house and display the Historic Society's Collection and future donated collections.

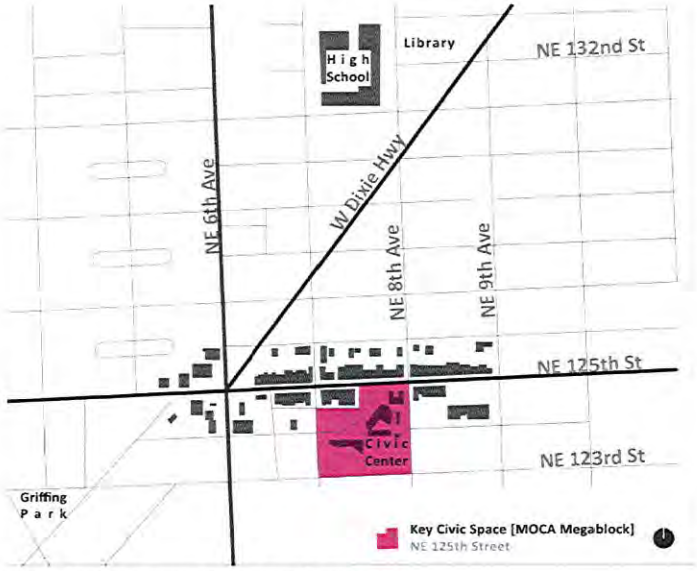


Figure 31. MOCA Plaza/Civic Center Location Map

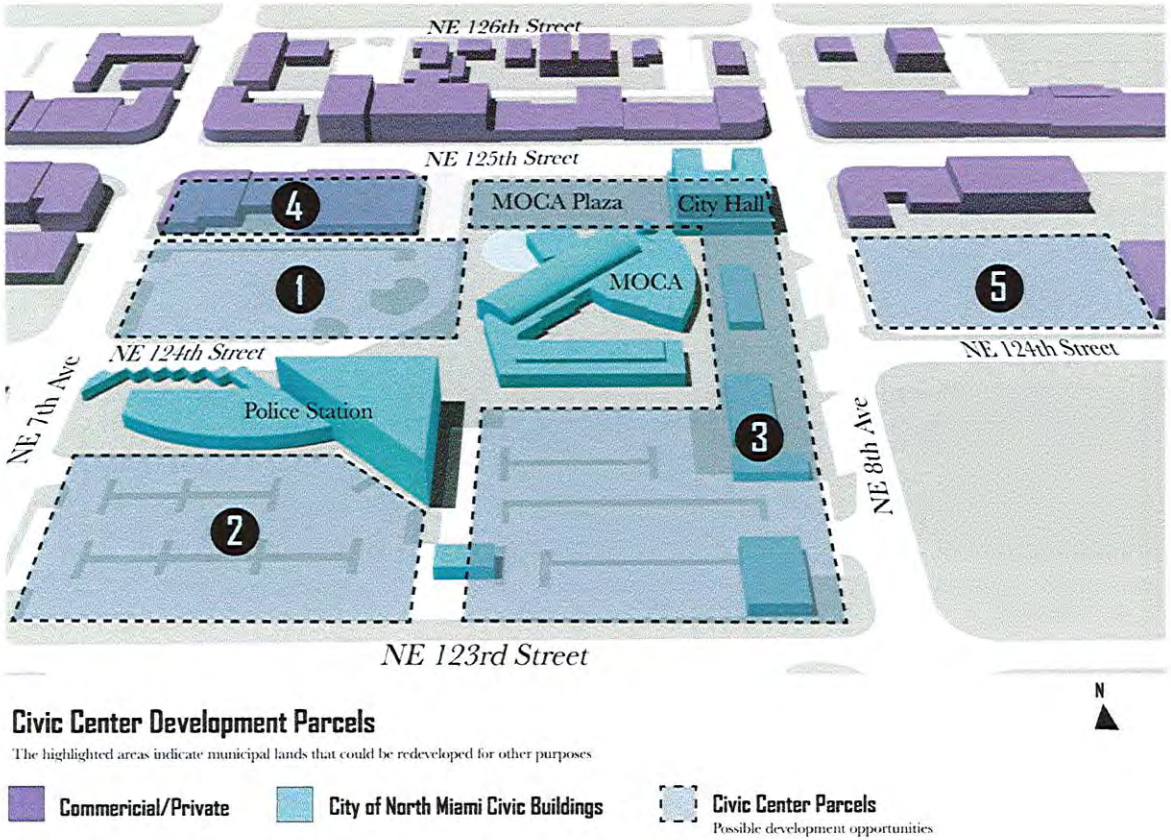


Figure 32. MOCA Plaza/Civic Center Parcel Framework

Key Civic Spaces I MOCA Plaza/Civic Center Complex I **Plan I**

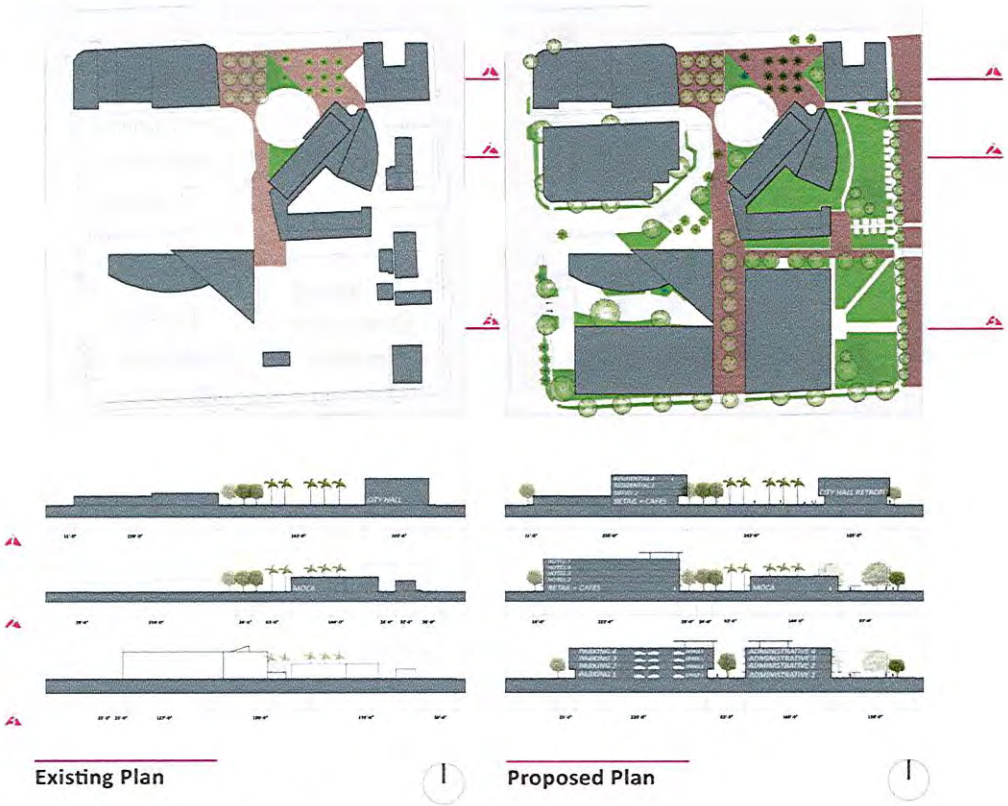
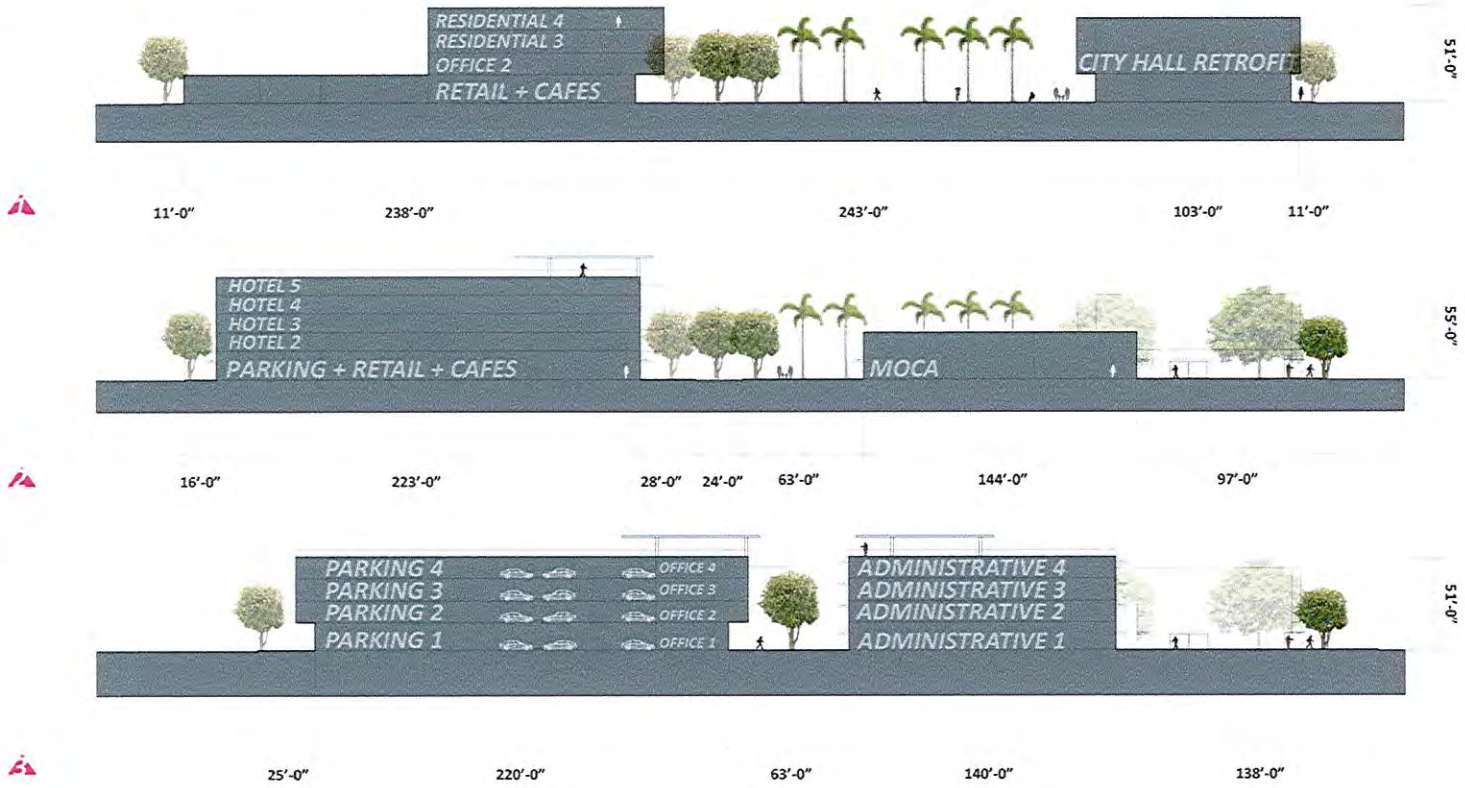


Figure 33. MOCA Plaza/Civic Center Plan

Key Civic Spaces I MOCA Plaza/Civic Center Complex I **Proposed Conceptual Plan**

Figure 34. MOCA Plaza/Civic Center Proposed Plan

Key Civic Spaces I MOCA Plaza/Civic Center Complex I **Section**



Proposed Sections

Figure 35. MOCA Plaza/Civic Center Section

Key Civic Spaces I MOCA Plaza/Civic Center Complex I **Street View MOCA Plaza**

Today

Proposed

Figure 36. MOCA Plaza Nighttime Street View

Figure 37. City Hall Promenade Street View - 8th Avenue Looking North

Key Civic Spaces I MOCA Plaza/Civic Center Complex I **Street View Hotel**

Today

Proposed

Figure 38. MOCA Plaza Hotel Street View

Key Civic Spaces

*Cost Estimate

Priority*	Location Map Number**	Project Name	Cost	Years	Start	End
		(4) Café Corners	$20,400	1	Oct-14	Oct-15
1, 2	7	NE 8th Avenue Green Trail	$1,844,175	2	Oct-14	Oct-15
3	6	Griffing Park Amphitheater	$750,000	1	Oct-15	Oct-16
4	2	West Dixie Green Trail	$262,600	2	Oct-15	Oct-16
5	3	NE 8th Ave PPP Mixed Use Parking Garage	$5,250,000	2	Ongoing	
6	5	5 Points Intersection	$203,137	1	Oct-16	Oct-17
7	8	MOCA Plaza/Civic Center Complex	TBD	2	Ongoing	
8	4	NE 125th St. Liberty Gardens Park	$62,550	1	Oct-16	Jun-17
9	1	NE 132nd Street Fountain	$104,808	1	Oct-16	Jun-17

* Priorities are subject to changes based on funding availability

** Refer to Key Civic Spaces Location Map

(4) Number of locations proposed

6. Public + Private Development

Public + Private Development I **Description**

The City has re-written its Comprehensive Plan and Land Development Regulations in anticipation of the forthcoming Downtown North Miami renaissance. The stated goal is to allow for higher densities and intensities in the Downtown area (C-3 District) and specifically along the major transportation corridors. The following graphic depictions are intended to be general guides for new development.

Private Development Opportunities:

1. NE 126th Street between NE 8th and 9th Avenues (New Residential and Parking – South Side).

2. NE 125th Street between NE 8th and 9th Avenues (New Commercial and/or Residential and Parking – North Side).

3. NE 125th Street between NE 8th and 9th Avenues (New Commercial, Residential and Parking – South Side).

4. NE 124th Street between NE 8th and 9th Avenues (New Residential and Retail - North Side).

5. Five Points residential.

6. Jewish Community Services Retrofit.

7. Side Street Cafes are envisioned as a strategy to bring more restaurants into downtown and improve street life. The City would relinquish approximately two parking spaces adjacent to strategic development locations in order to provide an area that would accommodate outdoor seating from traffic lanes. , wider sidewalks, and new landscape buffering. Side Street cafes could be located in various identified locations throughout the Downtown Core. Investment would come from both public and private sources.

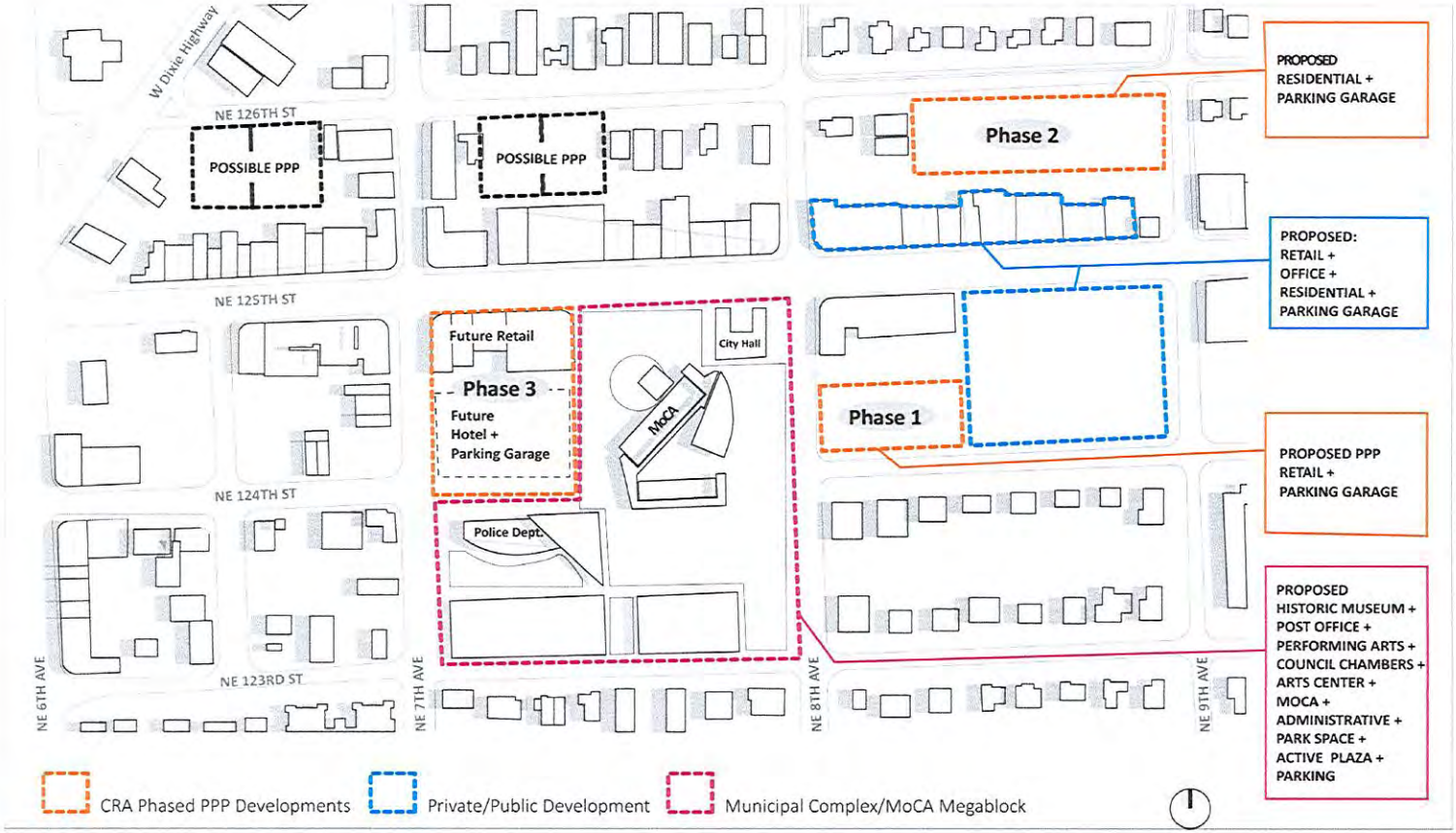


Figure 39. CRA Public-Private Partnership Location Map

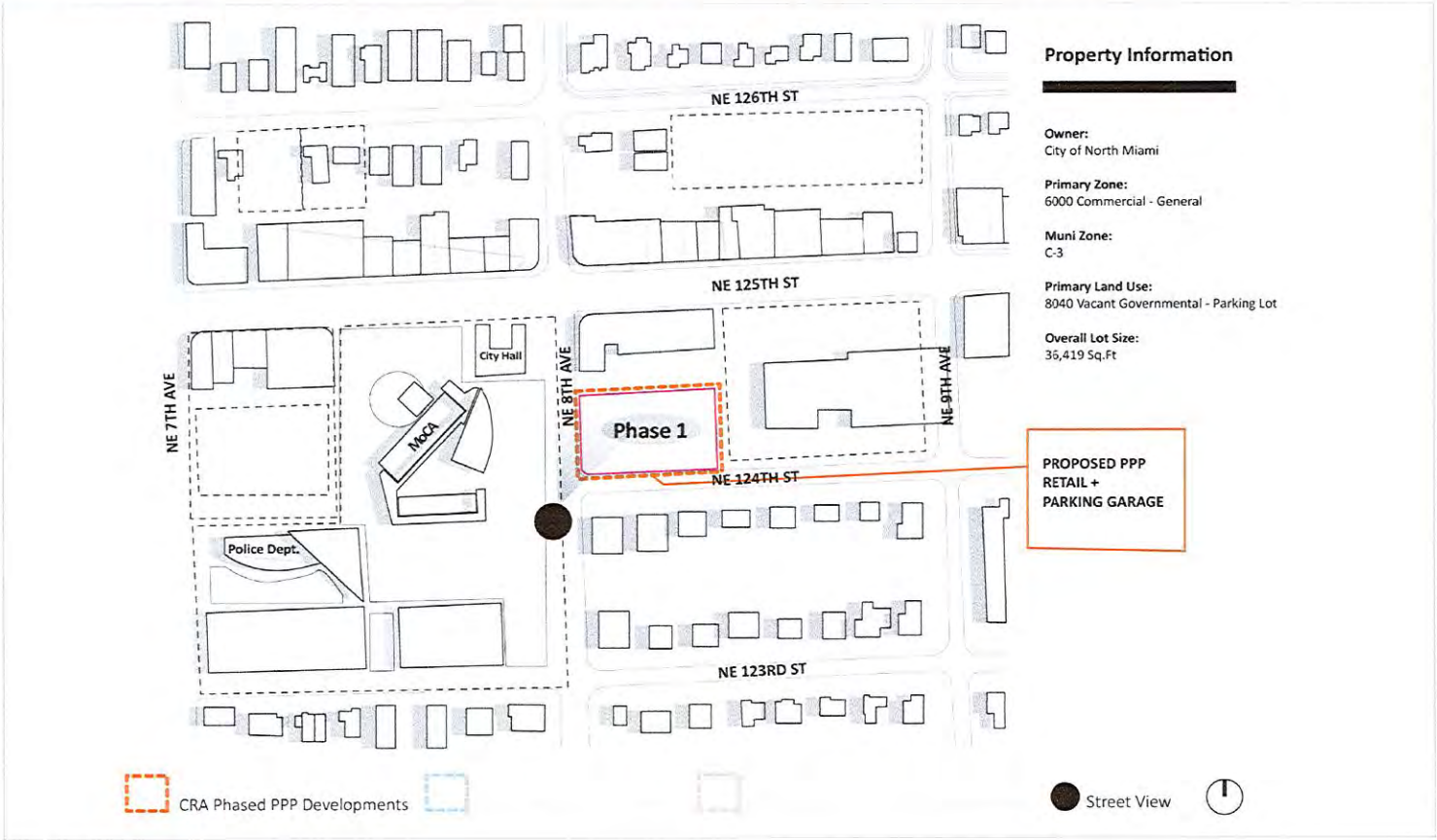


Figure 40. Phase 1A - PPP Plan

Public + Private Development I CRA Three-Phased Partnership Plan **I Phase 1B - Land Acquisition on NE 126th Street**

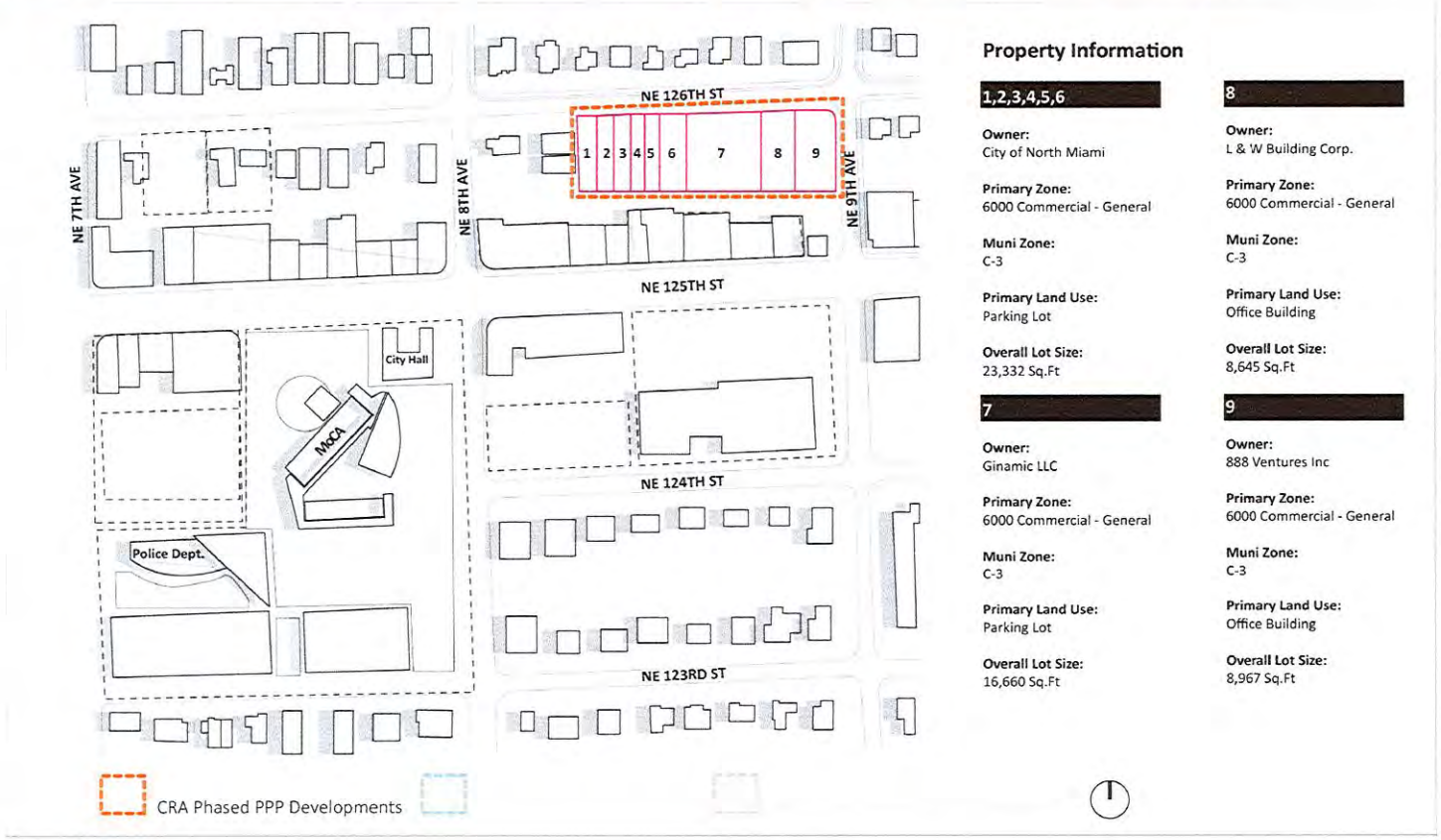


Figure 41. Phase 1B PPP Plan

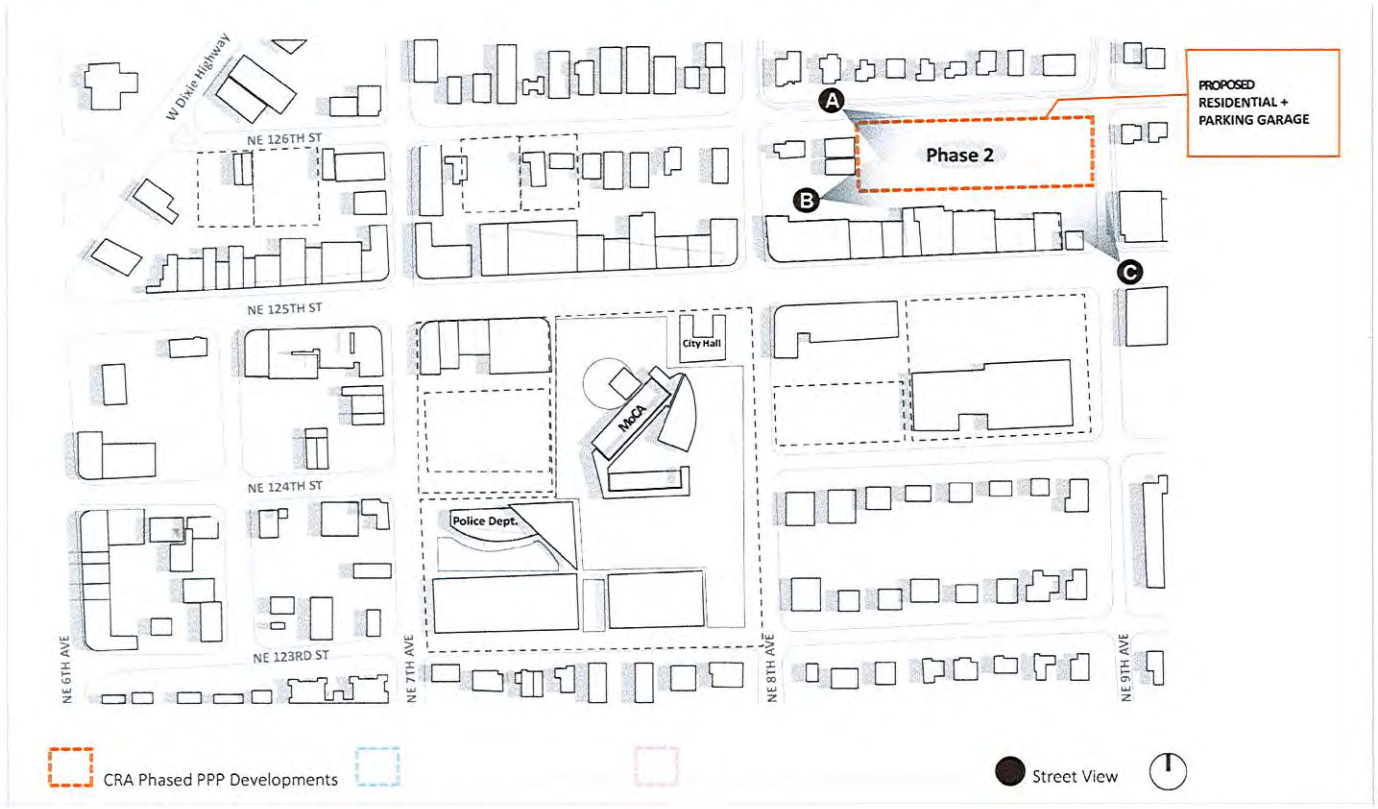


Figure 42. Phase 2 PPP Plan

Today

Proposed

Figure 43. Phase 2 Mixed-Use Street View A

Today Proposed

Figure 44. Phase 2 Mixed-Use Parking Street View B

Today Proposed

Figure 45. Phase 2 Mixed-Use Street View C

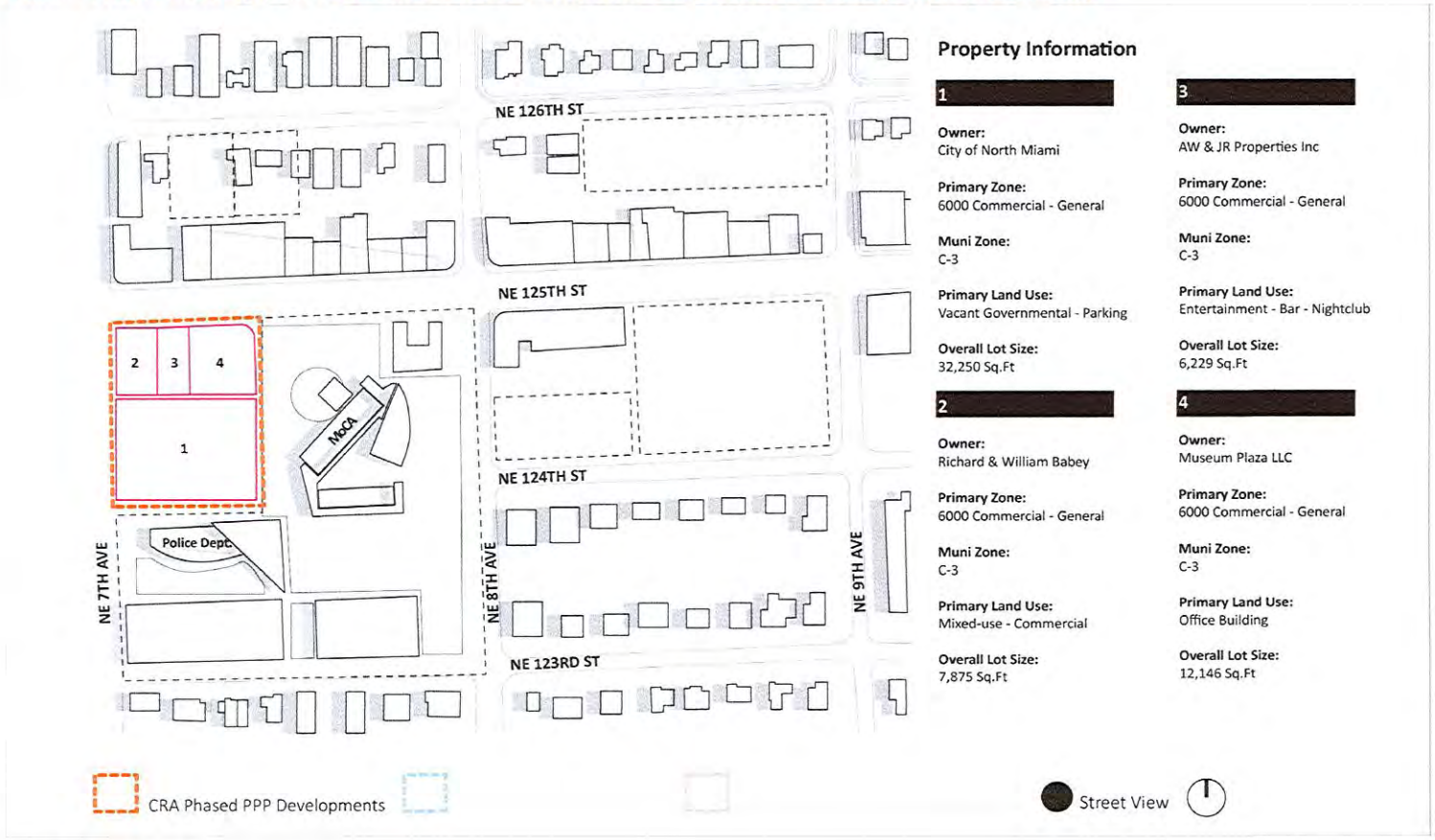


Figure 46. Phase 3 PPP Plan

Public + Private Development I **Proposed Mixed-Use Redevelopment**

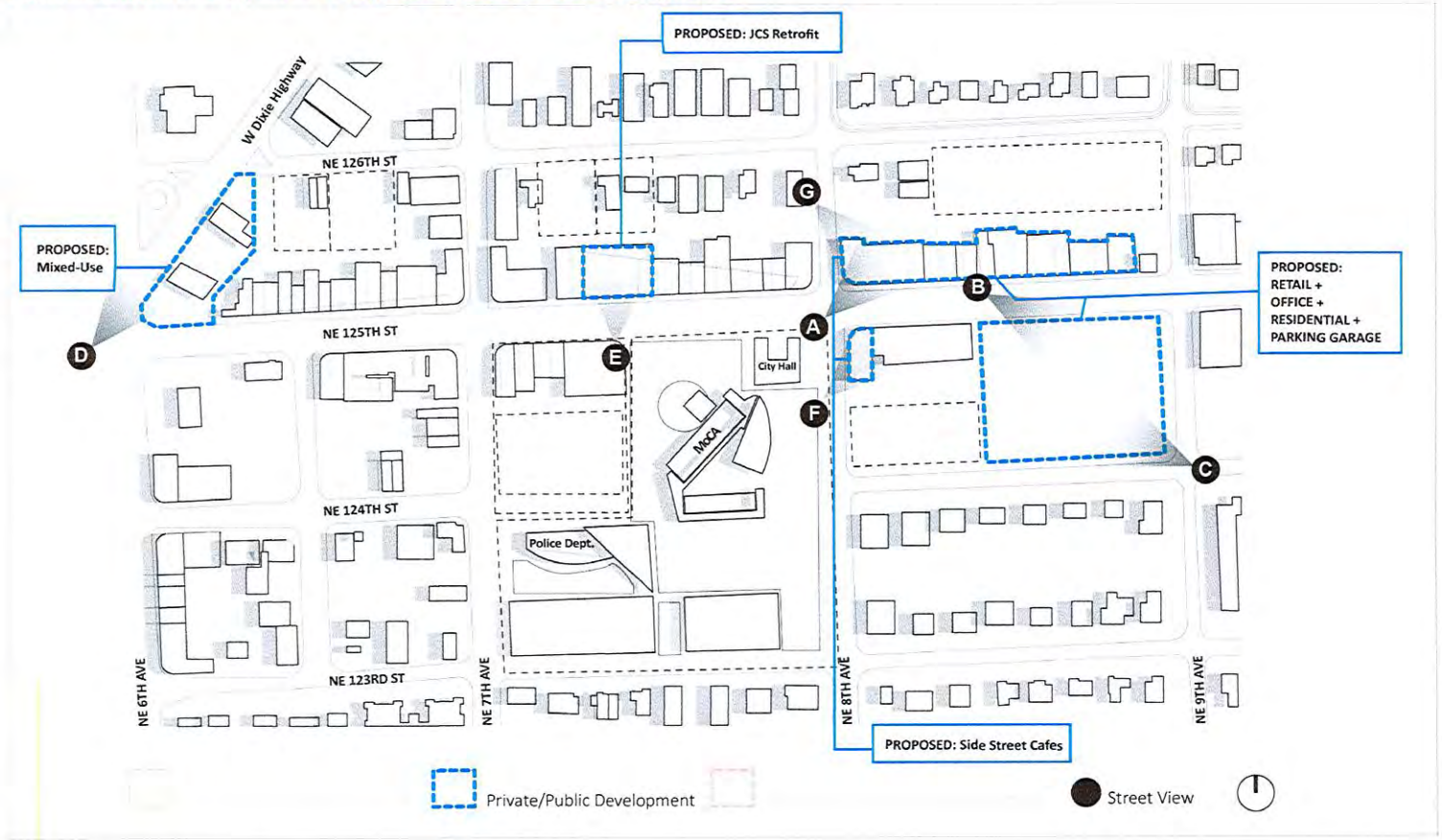


Figure 47. Proposed Mixed-Use Redevelopment Location Map

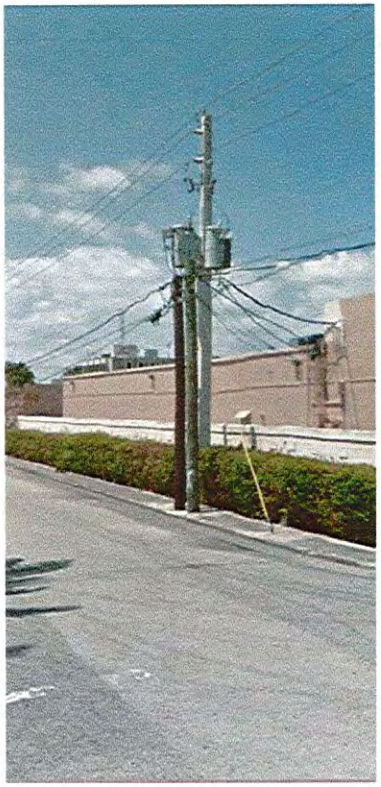
Today Proposed

Figure 48. Proposed Mixed-Use Street View A

Today

Proposed

Figure 49. Proposed Mixed-Use Street View B



Today

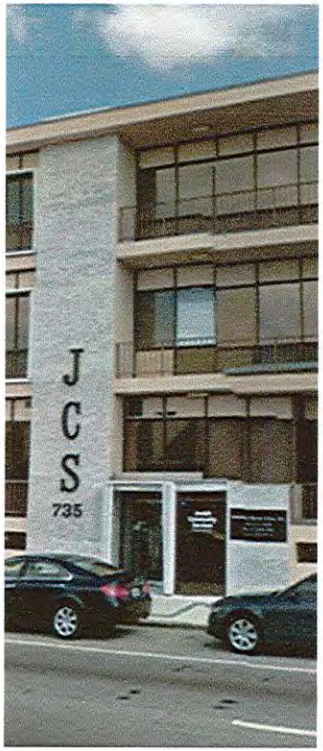
Proposed

Figure 50. Proposed Mixed-Use Street View C

Today

Proposed

Figure 51. Proposed Mixed-Use Street View D



Today

Proposed

Figure 52. Proposed Jewish Community Services Building Retrofit

Today Proposed

Figure 53. Proposed Side Street Cafes Street View F

Today

Proposed

Figure 54. Proposed Side Street Cafes Street View G

North Miami Downtown Concept Plan 2014 Summary

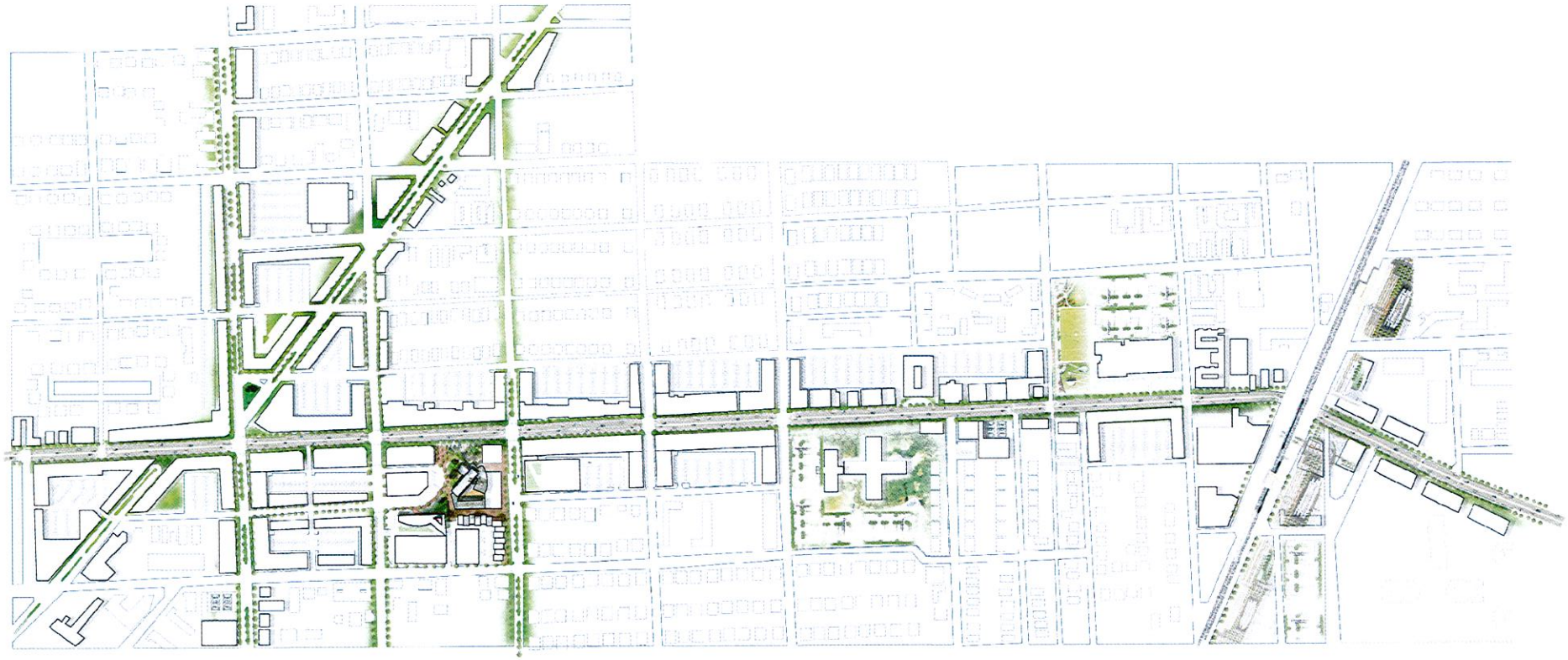
In 2007-2009, the City took bold steps to allow for higher densities and intensities in re-developing areas by re-writing both the City's Comprehensive Plan and Land Development Regulations. Once this process is complete and this Plan is adopted by City Council it is envisioned to act as a general guide for new public and private development within Downtown North Miami.

The hope and vision for the City is to create a thriving downtown community in which to live, work, study and play. The addition of several thousand new residents also brings the need for a variety of business, cultural, recreational and educational uses with adequate parking . A thriving downtown requires of a mix of housing types for a mixed-income, multi-generational population. These factors bring to Downtown North Miami diversity and an energy critical for a successful community.

City of North Miami
Downtown Action Plan

Volume 1

October 2014



KEITH and SCHNARS, P.A.
FLORIDA'S *Big* LOCAL FIRM

NoMi
Creating New Places
from Old Spaces

NORTH MIAMI
FLORIDA

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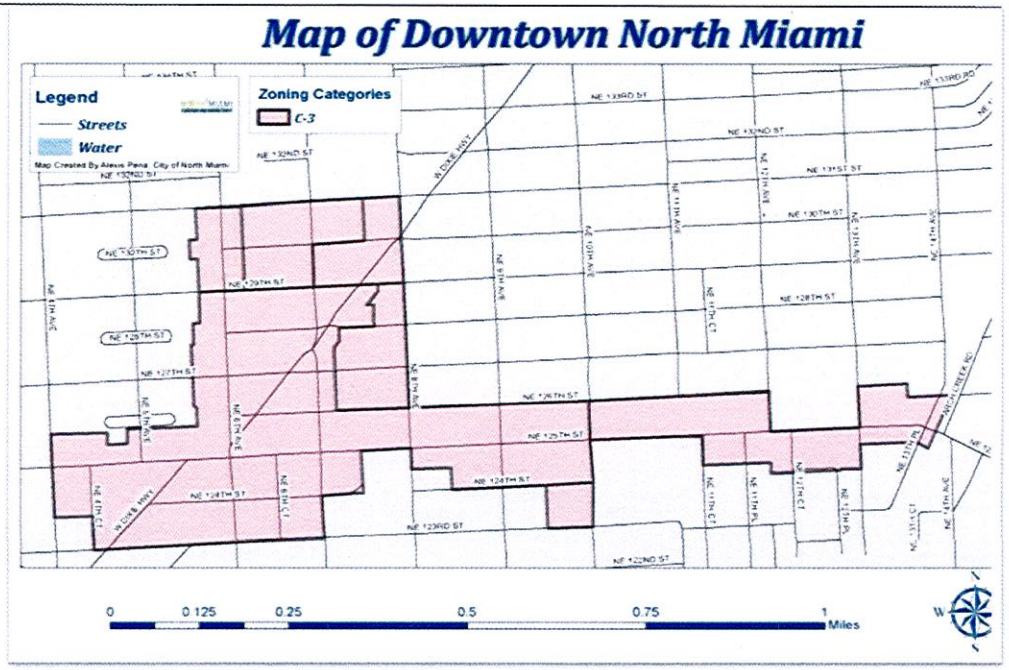
"Appendix B – Grant Opportunities.....27

Section I. Executive Summary

The North Miami Downtown Development and Major Corridor Master Plan was adopted in May 2013 and is intended to guide development and redevelopment for the City's downtown area and major corridors. The Action Plan has been developed, specifically for downtown, to outline necessary steps to implement the strategies in the Master Plan. The implementation strategies identified in the Master Plan are included in this document and contain pertinent information and steps, and prioritization to achieve each goal. Some of the strategies require necessary Capital Projects (CPs) for corridors within the downtown and provide a variety of available funding mechanisms for the Action Plan. The formulation of the Action Plan required extensive research, public outreach, and engagement including three (3) community forums jointly hosted by the City and Keith and Schnars, P.A. Each public meeting was held to receive input on the needs and desires of the community in order to create the Action Plan. The goal and theme of the City is "Creating New Places from Old Spaces."

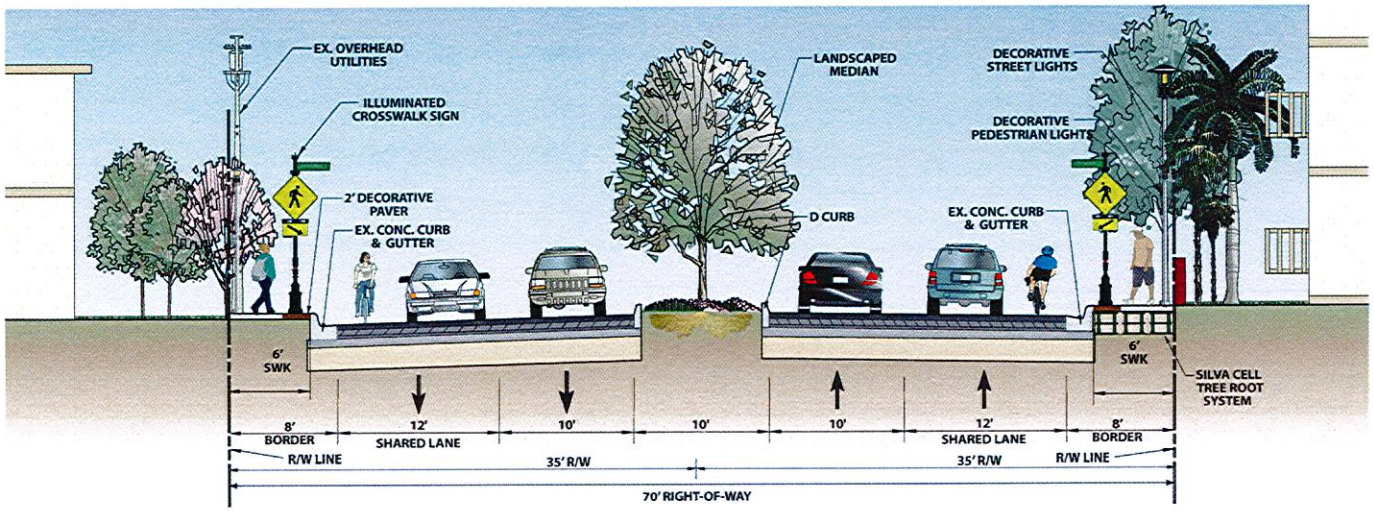


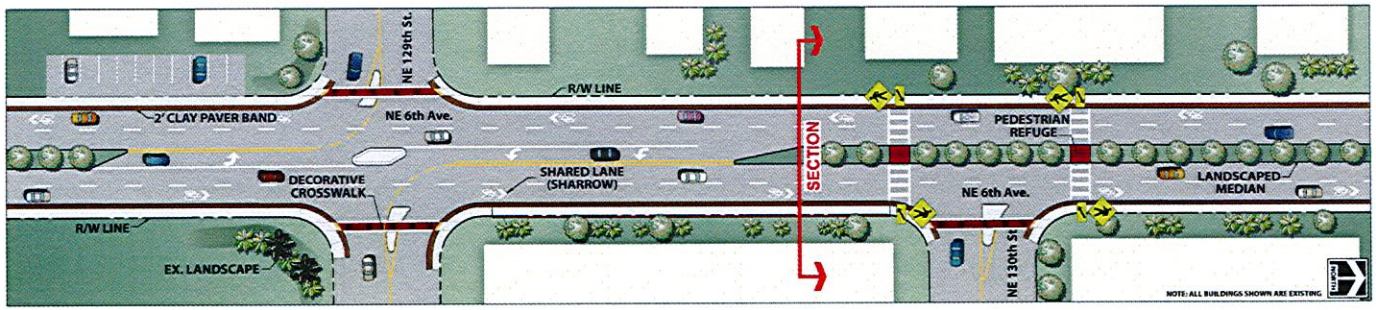
Source: North Miami Website

Introduction

The implementation strategies found within the Action Plan provide the steps needed to achieve the desired goals identified within the Master Plan. There are two primary routes to implement the Action Plan's priority activities: (1) changes to City policies and ordinances and (2) capital projects, which are physical changes funded by the City, Community Redevelopment Agency, or other sources. **Table 1 – Implementation Strategies Timeline** outlines strategy priorities and is color-coded to group similar implementation strategies together. Also color coded, the list below the chart gives pertinent information for each strategy and outlines the steps in order to achieve the goals of the Master Plan. The public forums provided much needed insight into the development desires of the community. In addition, a Downtown Action Plan Advisory Committee (DAPAC) was established to facilitate and guide the goals of the community. **"Appendix A – Order of Magnitude"** identifies CPs for each corridor (NE 6th Avenue, West Dixie Highway, and NE 125th Street) within the downtown. Each corridor includes the following CPs; hardscape, street furnishings, decorative lighting, decorative signage, traffic signal, landscape improvements, utility adjustments, traffic control, permitting fees, design fees, and Florida Department of Transportation (FDOT) roadway improvements. **"Appendix B – Grant Opportunities"** provides descriptive information about available funding sources, uses, and deadlines. The downtown is generally along the NE 125th Street corridor from 4th Avenue to Arch Creek Road and adjacent properties, and is bound to the north by NE 131st Street and to the south by NE 123rd Street.

The purpose of the Action Plan:
(1) Identify strategies
(2) Project expected cost
(3) Recommend funding sources
(4) Plan/prepare for future opportunities.





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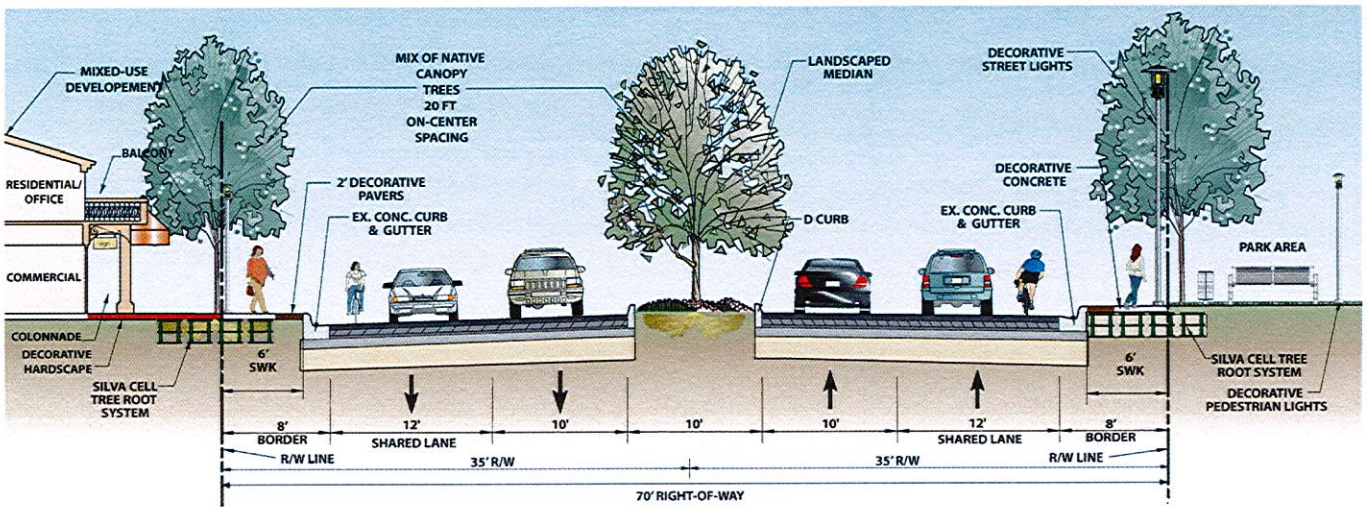
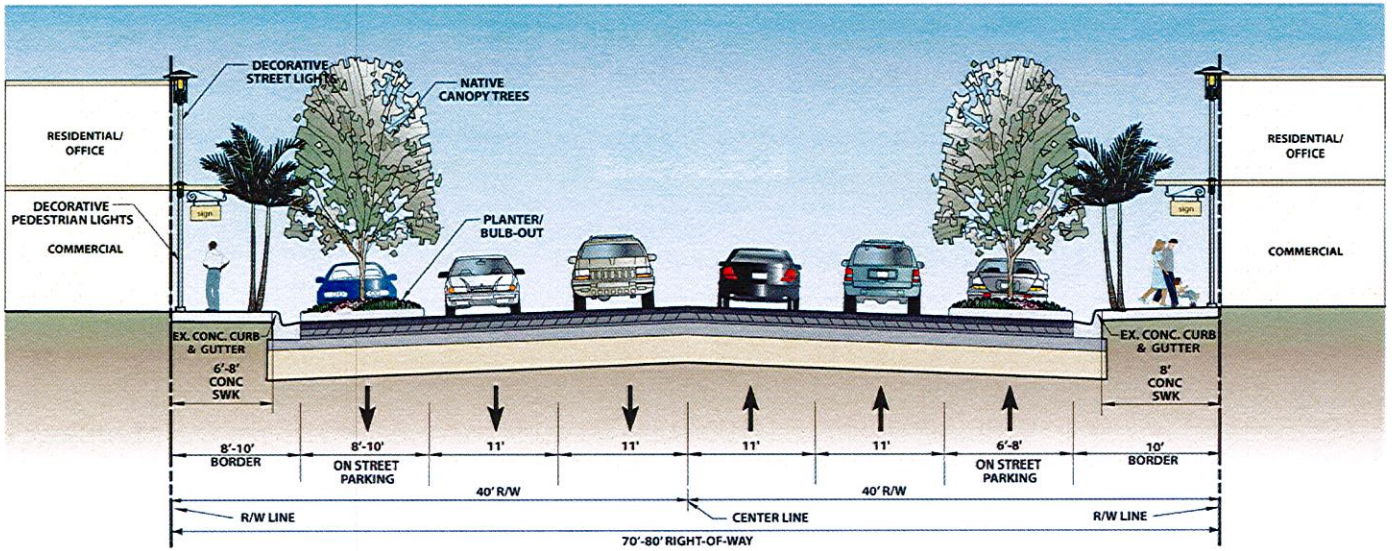
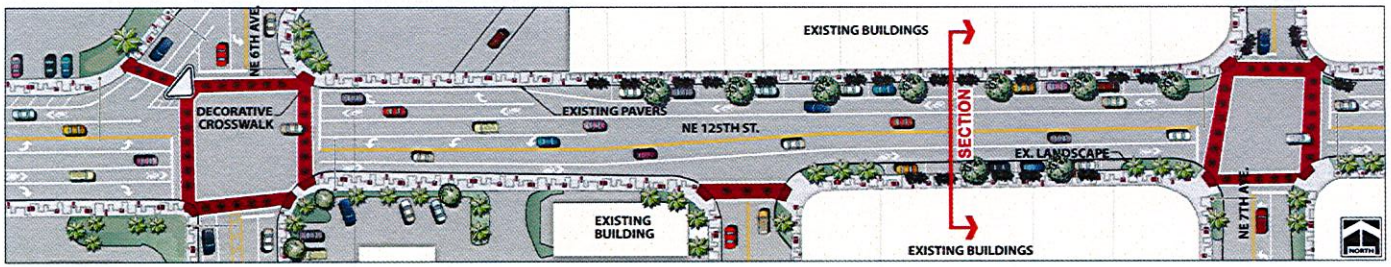
Proposed Plan and Section NE 6th Avenue
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

Proposed Plan and Section NE 6th Avenue



Proposed Plan and Section West Dixie Highway





KEITH and SCHNARS, P.A.
FLORIDA'S *Big* LOCAL FIRM

Proposed Plan and Section NE 125th Street
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

Proposed Plan and Section NE 125th Street

Below is a list of implementation strategies and their respective timeframe to achieve downtown revitalization.

Table 1: Implementation Strategies Timeline	Priority (Fiscal Year)										
Strategy	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Revise LDR's re: Update Landscaping Guidelines	CP&D/PW										
Design Guidelines in LDR (Underway)	CP&D										
Amend Build to Line (Underway)	CP&D										
Revise LDRs re: Signage Setback	CP&D										
Revise LDRs re: Update Parking Standards	PW/CP&D										
FEC Depot (TOD) Land Use/Zoning. FEC Depot Area Plan		DAPAC/CP&D									
Create Marketing Plan For Downtown Area – Prepare RFP for Marketing	CRA/CMO (PIO)										
Complete CRA Business and Retail Inventory	CRA										
Identify Partnerships For Student Housing Opportunities , including targeting student housing developers (DAPAC)	CRA/DAPAC										
Identify Partnership Opportunities For Future University Incubator and/or Satellite Site within the downtown			DAPAC/CMO								
Identify strategies to attract Education + Culture Arts Uses downtown (underway)						CMO/DAPAC					
Targeted Parcel Assembly For Land Assembly Along 125 Street	CRA										
Identify "Catalyst Project" with opportunities for partnership between Public & Private Sector	CRA/CMO/DAPAC										
Market Demand Analysis for Civic Complex (Preliminary Assessment Underway)	DAPAC/CP&D										
Create Civic Complex	CRA/PW/CMO										
Develop Strategic Economic Development Plan (Business Dev Board Project)	CP&D										
Market City's Business Grants + Density Bonus Program (Part of Marketing Plan)			CRA/CMO								
Conceptual Plan for Downtown (Completed)	CP&D										
Conduct Parking Study Based on the Conceptual Master Plan (Completed)	CRA/PW/ OMB										
Identify Downtown Capital Improvement Projects for Inclusion in Capital Improvements Plan (CIP)	OMB/PW										
Prepare RFP to Conduct Downtown Lighting Installation Plan (Coordination. w/FDOT)			DAPAC/PW								
Complete Traffic Study Based on Downtown Conceptual Plan	PW										
Conduct LOS Analysis for Downtown – Drainage, Water & Sewer Based on Conceptual Plan	PW/OMB					RESPONSIBLE KEY PARTIES					
Coordination with Florida Department of Transportation (FDOT) Re Acquiring Ownership of NE 125th Street	PW/DAPAC					CMO (PIO)	City Manager's Office				
Creating Roundabout at Five Points Intersection	DAPAC					DAPAC	Downtown Action Plan Advisory Committee				
FDOT Access Mgmt Study For West Dixie Highway (Extend Medians)	PW					CP&D	Community Planning & Development				
FDOT Design Variation West Dixie Highway (Reduce Medians)	PW					CRA	Community Redevelopment Agency				
Obtain FDOT "Design for Livable Comm." Designation	PW					OMB	Office of Management and Budget				
Reduce Speed Limit To Slow Traffic Down and Increase Safety (West Dixie)	PW					PW	Public Works				

Note: Implementation strategies are explained in greater detail on the following pages.

Section II. Implementation Strategies Narrative

Revise LDRs re: Update Landscaping Guidelines

Land Development Regulations (LDRs) are essential for implementing the comprehensive plan. The comprehensive plan is a long-range document, usually spanning at least 10 years, that guides the type and amount of development in the City as well as the locations for development. The development standards set forth in the LDRs allow the implementation of the government's development prospective and goals. LDRs must contain specific and detailed provisions necessary or desirable to implement the adopted comprehensive plan. Landscape LDRs provide guidelines regarding the type of vegetation that may be used, irrigation standards, and areas of a development that must include landscaping. Implementation standards, regarding landscaping, should encourage pedestrian scale usage by planting canopy trees, butterfly gardens, and Florida native plant species. Native vegetation will require less maintenance, lower irrigation demands, and require less pesticides & herbicides. Greater pedestrian spaces, vehicular corridors, and streetscaping can be achieved if revisions to the LDRs implement strategies, desires, and goals found within the comprehensive plan. LDR amendments were approved by the Planning Commission and reviewed by Council in September.

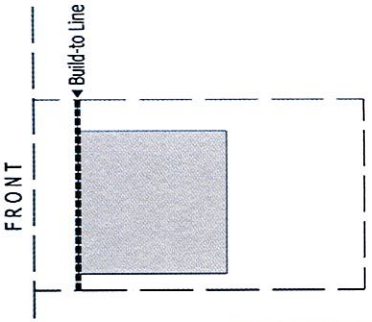
Existing and Proposed JCS Building. *Source:* The Corradino Group

Design Guidelines in LDR (Underway)

Design guidelines can be very specific or form-based codes may be adopted for 'special districts.' Greater flexibility in design can be allowed by form-based codes where more emphasis is upon the 'look & feel' aspect of the design. Typical LDR guidelines, containing the separation of uses through zoning, are more specific and include precise details in order to build and hopefully achieve the desired design outcome. Alternatively, form-based codes facilitate predictable development results and a higher quality public realm by focusing upon the physical form of the building for encouraging comprehensive development. Form-based codes often encourage mixed uses, plentiful architectural details, and building interconnectedness to transform the urban realm into a pedestrian friendly area and achieve greater quality-of-life. For instance, large sidewalks with canopy trees, and adequate building setbacks can allow greater pedestrian areas, and could warrant incentives for higher density development or variances upon site development constraints. Design guidelines shall include requirements according to building layout, parking, vehicular & pedestrian circulation, parking lot design, landscaping, signage, safety, context, architectural treatment, design, massing, scale & proportions, and façade treatments. LDR amendments were approved by the Planning Commission and are scheduled for Council review in September 2014.

Amend Build to Line (Underway)

Amendments are necessary to reflect new development guidelines. Street-level facades and pedestrian friendly areas can be encouraged with a build to line (BTL). A BTL is opposite of the "setback" line and should be changed in the LDR language. A setback line establishes the minimum front yard while the BTL indicates where the start of a building should be placed. This guarantees similar distance for each building along the roadway and encourages welcoming facades for pedestrian and commercial interaction. The BTL is important because it ensures that buildings frame the streets and allow interconnected public spaces which are parallel with the roadway. The BTL line should also reflect desired public transportation and safe multi-modal connections while encouraging parking to the rear or side of the property. The City is currently undertaking changes to the LDR to implement this strategy.

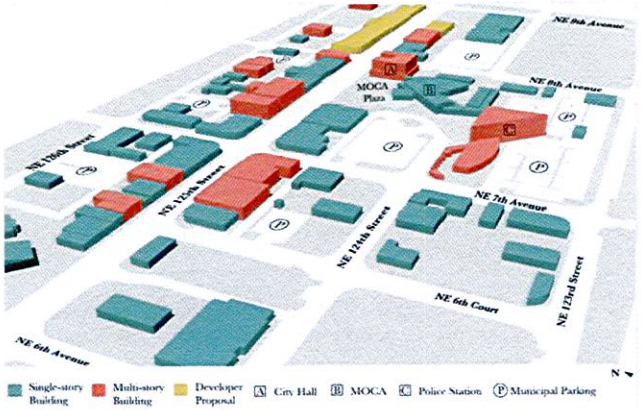


Revise LDRs re: Signage Setback

A thorough review of the signage code is necessary to amend the LDRs to reflect desired goals. Standards should include appropriate pedestrian scale measures that do not impede sidewalks and bicycle paths. Signage should be clearly visible while not sacrificing the 'look & feel' of the surrounding area. Awning signs and hanging signage should be encouraged along certain corridors and within the downtown core. The current code should also be revised to allow monument signage at the property line, specifically for public-private joint venture signs. LDR amendments were approved by the Planning Commission and are scheduled for Council review in September 2014.

Revise LDRs re: Update Parking Standards

A parking inventory and LDR amendments are necessary to update parking standards. The city should continue to encourage shared parking among the downtown business, and include requirements and/or incentives for hybrid/electric vehicles and subsequent charging stations. Shared parking is when two or more land uses share the same parking spaces. By taking into account different peak parking demands, shared parking areas reduce the total number of parking spaces required compared with simply adding together the parking requirements of each individual land use. The major benefit of shared parking is a reduction in the land devoted to parking, especially in the amount of paved surface, which preserves more land for green space or development density. Shared parking is advantageous because it allows drivers a variety of opportunities to park at different times and locations to utilize unused spaces. Shared parking saves motorists time and money by prior knowledge of available parking (websites, and smart phone applications) and reductions in time by not needing to search for parking spaces. Whenever possible, or due to site design constraints, diagonal parking should be utilized in order to facilitate greater parking capacity. LDR amendments were approved by the Planning Commission and are scheduled for Council review in September 2014.



Existing City-owned parking lots. *Source:* The Corradino Group

FEC Depot (TOD) Land Use/Zoning (Underway)

Potential uses for Transit Oriented Development (TOD) are nearly limitless, and detailed design guidelines and standards will facilitate numerous positive results surrounding the proposed Tri-Rail Coastal Link Depot on the Florida East Coast (FEC) rail-line. Mixed-use zoning/land-use designations should be implemented within ½ mile and focus upon the pedestrian scale and the benefits of the TOD. Desired outcomes include streetscape tree canopy, pedestrian scale building offset/facade, and the use of awnings and/or colonnades to escape the natural elements. Bicycle parking/sharing and dedicated bike lanes will encourage greater usage and safety. Multi-modal transportation options are very important and will encourage unique solutions. The City should coordinate with FEC and create a TOD overlay allowing high density mixed-use development as part of the City's Master Plan. The FEC corridor is getting an uplift from the South Florida Regional Transportation Authority to restore commuter service to be known as the Coastal Link. The Tri-rail Coastal Link is intended to link coastal communities by developing TOD centers for cities, towns, neighborhoods, and park and ride areas. The vision expressed by the Coastal Link has identified North Miami as a modest park and ride category due to the poor pedestrian connectivity and surrounding low-density development. Allowing a medium-high density mixed-use special district could uplift this area into a much higher category than identified by the Coastal Link. This area should be highlighted, specifically the incentives and opportunities for housing, and retail ventures. Current properties surrounding the area consist of large vacant parcels and many industrial sites.

Source: Tri-Rail Coastal Link

Redevelopment of this area into a transit and economic hub will spur reinvestment and revitalization. Park-and- rides designate areas for parking to serve the passenger rail service within close proximity to the station stop for preservation of land use for future TOD development. All efforts must be made to require parking structures to be integrated and include retail on the first floor as well as residential and commercial units within the structure to maximize uses and provide a greater public realm. A parking structure need not look like a typical parking garage, but rather encourage a mix of uses and transform it with architectural features into an aesthetically pleasing building. The City should consider the preparation of a special area plan around the proposed depot to take advantage of the FEC Depot resource. It is also advised that the City prepare for the issuance of Letters of Interest to developers for the redevelopment of the area surrounding the depot.

Create Marketing Plan For Downtown Area – Prepare RFP for Marketing

It is necessary for the City to trademark the NoMi acronym, and a program must be developed to undertake branding and marketing to implement the City's vision. North Miami's location, housing, FEC Depot, arts and design, recording, film, and culinary arts should be addressed in the marketing plan. The goal of the City is to attract and retain residents and tourists. It is important to establish recognizable features which make the City unique. Marketing businesses know the effectiveness of a solid brand so all efforts must be made to create an impressionable vision for the City. An array of marketing businesses can be garnered by submitting a Request For Proposals (RFP). Once an RFP is issued adhering to branding and marketing goals, it generally takes two to three months for selection of a winner. Typically, 15-30 days will pass before a municipality gives a notice to proceed.

Complete CRA Business and Retail Inventory

Prepare a study of the existing inventory and compare to market studies to determine shortfalls and targeted businesses for the Community Redevelopment Agency (CRA). The City should also develop a business attraction and retention program through the CRA.

Identify Partnerships For Student Housing Opportunities, including targeting student housing developers (DAPAC)

Many student housing developers exist in the state of Florida and typically build very close to campus. An appropriate Request For Qualifications (RFQ) should be developed and submitted to applicable companies. It is important that the City pursue and speak with both student housing developers and partner with applicable universities/colleges to understand and address student needs. Emphasis must be upon study/work and play within walking distance to retail and restaurants, and connectivity to Wi-Fi always present for tech-savvy students. Amenities are very important for the student demographic and all likely development candidates should consider gyms, recreation facilities, pools/spas, yoga studios, healthy eating options, and considerable green conscious architectural standards. Lending for student housing developments include Fannie Mae and Freddie Mac, Florida Housing Finance Corporation, publicly traded companies, and local banks. Tax free bonds from counties or municipalities are sometimes available to the developer and include nearby examples such as Florida International University. It is recommended that the City meet with representatives of FIU, Johnson & Wales, Barry University, and Miami-Dade College officials to discuss opportunities.

FIU FLORIDA INTERNATIONAL UNIVERSITY
JOHNSON & WALES UNIVERSITY
BARRY UNIVERSITY
Miami Dade College

Identify Partnership Opportunities For Future University Incubator and/or Satellite Site within the downtown

Universities establish satellite sites in order to attract more students to their collegiate brand. North Miami should focus on attracting international students who will remain in the City upon graduation. Entrepreneurial programs, international business, technology, sustainability, and research oriented institutions are on the rise and ideal for nontraditional students who seek satellite campuses. Locally, Johnson & Wales could serve as a culinary incubator in the downtown area by the development of a tasting restaurant or display kitchen. Urban universities can thrive if adequate public transportation, affordable housing, parks, recreational activities, and jobs exist

nearby. The University of Central Florida, the University of South Florida, and the University of Florida have been involved in the Florida High Tech Corridor Council (FHTCC) which promotes high-tech industry through regional workforce agencies, marketing partnerships, and research. Additionally, Florida International University, Florida Atlantic University, Florida Gulf Coast University, and the University of Miami are discussing a FHTCC-type program for south Florida as a tool for economic development. Partnerships can also be facilitated by allowing the pertinent business community to judge school projects, thus providing insight upon internship opportunities and continued education. Locally, a representative of Miami-Dade College expressed interest in partnering with the City at the community forum on July 12, 2014 held at the Joe Celestin Center.

Existing parking and Proposed PPP mixed-use garage. *Source:* The Corradino Group

Identify Strategies to Attract Education + Culture Uses Downtown

The City should brand itself as an arts, education, and film capital, and establish a program through their Business Development Board to coordinate interaction among local businesses and students. The businesses must be encouraged to hold on-campus seminars/fairs, promote social media, hold online contests, and provide online info sessions to promote their brand and culture as an employee in their organization. The private sector, universities, and local governments have successfully collaborated in other areas of Florida on this issue. Approximately 11 years ago, the City of Tallahassee began working on a concept for Gaines Street as a hub of arts and culture that would connect downtown, Florida A&M University and Florida State University. The City of Tallahassee adopted the Gaines Street Revitalization Plan with the goal to create a pedestrian-friendly street and improve infrastructure to help develop a destination district that would be home to a blend of commercial, residential, and cultural uses. The Gaines Street Revitalization Plan has also spurred partnerships with universities to provide art in public spaces including the creation of the Gaines Street Art Alley. The Art Alley features community art installations such as murals and sculptures and is not heavily reliant upon public investment for artistic creations. North Miami can be a great city to live, learn, work, and invest.

Targeted Parcel Assembly For Land Assembly Along 125 Street

Identify properties that need redevelopment, then offer incentives for public-private partnerships and/or consolidation into larger tract developments. Parcel assembly could allow for the expansion of additional bus bump out curb extensions. Mixed-use projects are encouraged and include sites such as Stembridge block, Miami Theater block, and Deal Stores block. The City should work with land/business owners within the Downtown to see who is interested in redevelopment. The City can work with the local lending institutions to find out willingness to provide funding and conditions for funding. If more than one owner is willing to proceed with more detailed redevelopment, then the City needs to prioritize redevelopment opportunities and limit its' exposure in the short term. The City should encourage, as part of the Conceptual Plan, property and business owners and investors to consider assembling land incorporating the City-owned alley behind NE 125th Street to increase the depth of the corridor and maximize development opportunities.

Identify "Catalyst Project" with opportunities for partnership between Public & Private Sector

The CRA's 3-phase public/private project (mixed-use parking garage on NE 8th) has been identified as the catalyst project for the Downtown. Based upon desires expressed at the Community Forums, the following activities and uses are desirable: water feature/mini park, art museum, electric vehicle charging station, 'mom and pop' retail, free Wi-Fi, transit hub, children's park, installation of canopy trees, shaded bicycle parking, movie theater, distinctive green energy initiatives such as solar panels, non-government revenue generating, rebuilding incentives for property owners, and via the Action plan, a

stronger vision where roadways, parks, bicycle paths, and building envelops will be placed. The catalyst project would serve as a development incubator for the downtown. Mixed-use zoning/land-use furthers this goal and allows numerous business types and opportunities to emerge. Additional opportunities for development include public-private partnerships (PPP). PPP are a contract venture between the public sector and a private party. They enable the public sector to use the experience of the private sector to deliver services and facilities which are typically procured by the public sector. The PPP is structured so that the public sector does not incur borrowing, rather the private sector addresses funding in order to implement the project. Usually, the private sector creates a Special Purpose Vehicle (SPV) to develop, build, maintain, and operate the project upon the contractual agreement with the public sector. Sometimes the public sector has a share in the SPV, otherwise the SPV signs a contract with the government and subcontractors to build the project and maintain it. An example is that a private developer could construct an art museum and then lease it back to the applicable art agency. The City should explore PPP for purposes of developing the civic complex component in downtown.

Market Demand Analysis for Civic Complex (Preliminary Assessment Underway)

As the City moves forward with the design of the Civic Complex, a market demand analysis must be undertaken to define and identify the consumer demand for the retail component. Prior to the completion of the design, the City should issue an RFP for the preparation of a market demand analysis which should include absorption rates, phasing, and financial feasibility. Upon completion of the market demand analysis, the preliminary design should be completed. After the market demand analysis, and the creation of PPP, the City can issue an RFP for design-build of the Civic Complex.

Create Civic Complex

The City will issue an RFP to select a firm to develop a Master Site Plan for the proposed Civic Complex in order to create more park space, a future promenade, and shade trees. The City Hall will undergo a retrofit and additional ground level cafes and shops are expected to support the MOCA Plaza.

Develop Strategic Economic Development Plan (Business Dev Board Project)

A program must be developed in order to maximize the City's niche markets. Education related uses such as film and television, art and design, and culinary uses could serve as partnerships with nearby colleges and universities. The City should issue an RFP for the creation of both a 5-year and 10-year Strategic Economic Development Plan with the goals of capitalizing the City's assets and character.

Market City's Facade + Density Bonus Program (Part of Marketing Plan)

The City should, as part of the marketing plan, promote the North Miami's existing Business Assistance and Density Bonus programs. Visual interest, via facades, is created by large storefront windows, architectural details, signage, awnings & colonnades, streetscaping, and outdoor dining. The façade program will assist with downtown redevelopment by creating a unified look and feel for development seeking higher densities through land assemblies. The density bonus program is available for residential parcels designated as low-medium, medium, or high density land use categories which lie outside of the neighborhood redevelopment overlay district.

Conceptual Plan for Downtown (Completed)

The City has completed the Conceptual Master Plan for the Downtown area. The plan provides the vision necessary for the City to guide redevelopment activities. The Conceptual Master Plan graphically illustrates concepts identified in the Master Plan relative to downtown.

Conduct Parking Study Based on the Conceptual Master Plan

The City has recently completed a parking study.

Identify Downtown Capital Improvement Projects for Inclusion in the Capital Improvements Plan (CIP)

A CIP should focus on educational and cultural attractions as well as standard infrastructure, city amenities, and public works projects. Such attracting can include park amenities, entertainment venues, and cultural or educational facilities. Streetscape improvements, plaza projects, landscaping, and implementation plans should all be incorporated into the CIP.

Prepare RFP to Conduct Downtown Lighting Installation Plan (Coordination. w/FDOT)

Adhering to FDOT lighting requirements, an RFP should be issued to receive bids for a plan. Two to three months shall pass for the selection of a winner and 15-30 days will pass before a municipality can give a notice to proceed.

Complete Traffic Study Based on Downtown Conceptual Plan

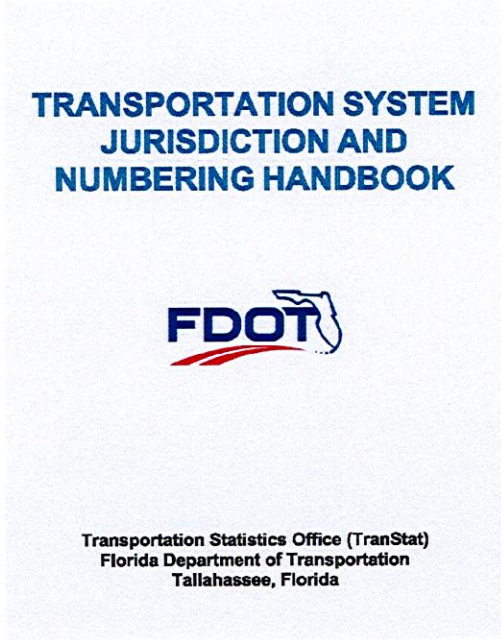
Assessment of current conditions should be calculated by a multi-modal traffic engineering firm. The study should also identify what impacts the additional traffic from the redevelopment plan will have along with proposed mitigation activities. Vehicular, pedestrian, and cyclist safety must be analyzed, and the separation of vehicular traffic with dedicated bike lanes is critical. Additionally, The Five-Points (Dixie & 125th Street) intersection is a safety concern and could benefit from the development of a roundabout. Residents encourage additional trolley lines linking the FEC station to downtown, and it is likely that the downtown area could benefit from the development of new integrated parking garages. This should be undertaken in concert with the finalization of the plan.

Conduct LOS Analysis for Downtown – Drainage, Water & Sewer Based on Conceptual Plan

Once the Conceptual Plan is completed, the City will need to determine the new demand levels for potable water, treating sanitary sewer, discharge, elevation and soil percolation rates in regards to stormwater drainage. Flooding and/or sea level rise will likely require additional back-flow preventers and pumps. Water and sewer demands will likely require assessment of future development and concurrency fees.

Coordination with Florida Department of Transportation (FDOT) Re Acquiring Ownership of NE 125th Street

The procedures for jurisdiction transfers between FDOT and a local government can be found within the *Transportation System Jurisdiction and Numbering Handbook* created by FDOT's Transportation Statistics Office (TranStat). The following process is explained within the handbook for road jurisdiction transfer: Preliminary negotiations; reviews by involved entities; FDOT internal activities; draft transfer agreement; preparation of final transfer agreement; approval of final transfer agreement; and follow-up with agencies regarding the signed transfer form.



Source: FDOT

Creating Roundabout at Five Points Intersection

According to the Federal Highway Administration, there are numerous benefits associated with traffic roundabouts. These include improving traffic safety by eliminating conflicts, reducing intersection delay times, reducing vehicle speeds, increasing pedestrian safety, and changing the intersection's aesthetics. Roundabouts also can provide transitions between lower and higher densities of development. Acquiring land for the creation of a roundabout could be as simple as purchasing the land from the property owner, or as difficult as purchasing at market value with eminent domain.

FDOT Access Management Study For West Dixie Highway (Extend Medians)

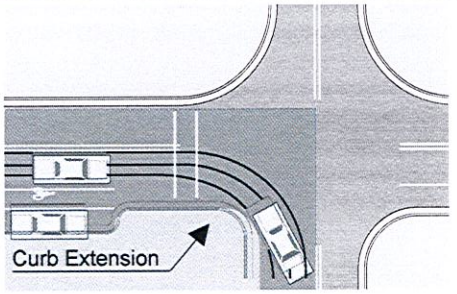
According to FDOT, the following items must be taken into consideration; safety, efficiency, and functional integrity of the roadway system. An access management study must inventory driveways, medians, median openings, signals, and interchanges. Project managers are given a 10% deviation from standards set forth by Rule 14-97, but each district must undergo evaluation from their respective Median Opening Review Team. When medians are proposed to be extended, a large portion of public involvement must take place via information sessions, sketches/schematics, and a design charrette. All of the aforementioned items have been completed as part of the design of the Master Plan. The City should meet with FDOT and provide them with the proposed plan and section for each corridor and should schedule a meeting with the Access Management Review Committee (1st Thursday of each month).

FDOT Design Variation West Dixie Highway (Reduce Medians)

Reducing medians allows for a greater landscaped area and also reduces the number of locations that must meet clear sight requirements. The goal of reducing medians must be to reduce the number of conflict points while improving safety, efficiency, and functional integrity of the roadway system. Reducing medians will be difficult, financially speaking, if FDOT has no new planned improvements for the roadway segment. However, if public involvement warrants a need and funding, then the City is advised to approach FDOT about 'road diets'. Similar median reductions have taken place for Biscayne Blvd. along bayside for the construction of a pedestrian promenade. During the public participation process, the public was desirous of reducing the median width for the purposes of creating a sharrow (shared lane marking for cars and bicycles).

Obtain FDOT "Design for Livable Communities" Designation

Transportation Design for Livable Communities (TDLC) is more than a designation, but rather a guide on how to balance mobility and livability when desired, appropriate, and feasible. Design criteria can include the following; number of lanes, lane width, desired traffic speed, medians, intersections, curb extensions, lighting, landscaping, vehicular parking, sidewalks, crosswalks, bicycle parking, multi-modal transit systems, and coordinating land-use with transportation planning. In order to achieve designation from FDOT, the City would apply with a report indicating desired criteria and features of Chapter 21 of the Plans Preparation Manual. The City is also encouraged to include community support letters and likewise materials with their report. Prior to implementation, it is important for the community and stakeholders to understand traffic impacts, funding allocations, and maintenance agreements.



Source: FDOT Plans Preparation Manual – Chapter 21 (TDLC)

Reduce Speed Limit To Slow Traffic Down and increase Safety (West Dixie)

Reducing speed can be achieved through a variety of traffic calming methods including landscaping, widening sidewalks/narrowing street lanes, and raised pedestrian crosswalks/rumble strips built with a variety of color and texture. In addition, landscaped boulevards with raised medians and diverters can be used to separate traffic lanes. Additional mass transit (busses, trolleys, etc.) can offset traffic supply and increase safety. If design guidelines are not enough, then reducing speed can be accomplished at the governmental level. It is recommended that the City draft a letter to Omar Meitin, Traffic Operations Engineer -District 6, and explain the need for speed reduction and investigation. FDOT should respond within 90 days, and if warranted, will perform a study on the corridor following the Manual of Uniform Traffic Study. Upon completion of the study, FDOT may take six (6) months to sign regulation and produce the work order to change signage.

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Section III. Public Involvement

Public involvement is very important in the planning process because it allows residents, business and property owners, potential investors, and the government to discuss challenges and opportunities. Three (3) community forums were held to provide information on the Downtown Development Major Corridor Master Plan, receive input from the community regarding preferred redevelopment for downtown, and develop and prioritize Action Plan implementation strategies. The forums were all held during the evening and at different areas within the city in order to maximize access by all. In addition to the forums, the City maintained information on the Action Plan process with updates on its' website. The website provides direct access to the Master Plan, materials presented at the community forums, and a means to provide additional input.

The initial forum occurred on April 17, 2014, at the Gwen Margolis Community Center (1590 NE 123rd Street). The attendees were provided background on the Master Plan, and they provided their thoughts about several key issues that affect redevelopment within downtown. The key issues discussed were: a conceptual plan for downtown, traffic and & parking, economic opportunities & incentives, partnerships with universities & non-profits, and attracting visitors, residents, and new businesses.

Several themes emerged from the input provided by attendees, and the most popular was creating a "megablock" at the Museum of Contemporary Art (MOCA)/City Hall Complex with gateway design features. Other primary themes included: additional parking garages, establish a design review board once a brand is established for North Miami, add public gathering spaces with efficient lighting, capitalize on existing antique and art retail, and advertise local and social events.

The second community forum was held on May 14, 2014, at the Griffing Center (12220 Griffing Boulevard). This forum allowed participants to review the Action Plan priorities; evaluate and provide feedback on the initial Conceptual Plan for the Downtown Area, learn about potential financial strategies, and review a gallery of student competition design ideas for the civic space.

The consensus input received during the second forum noted agreement with the proposed implementation strategies to partner with universities, increase housing within downtown, improve streetscaping, add events to attract visitors to downtown, and develop a marketing plan. The participants also provided their recommendations for enhancements and redevelopment activities at the (MOCA)/City Hall Complex. The recommendations included:

- Design the block as a transit hub for all Miami-Dade Transit routes and the City's commuter line. This will allow downtown to receive more pedestrians. The transit hub should include amenities such as benches, shelter, and shade trees.
- Attract retail stores, such as service providers, printers, and products geared toward the income and needs of North Miami residents. The retail should be "Mom and Pop" shops instead of additional high-end retailers in downtown.
- Include a water feature serving as a mini park. The mini park should be linked to the bus stop.
- Provide electric charging stations.
- Establish a Wi-Fi zone for the public area(s).
- Incorporate trees in order to soften the appearance of the site.
- Consider an Art museum at the site instead of a historical museum.

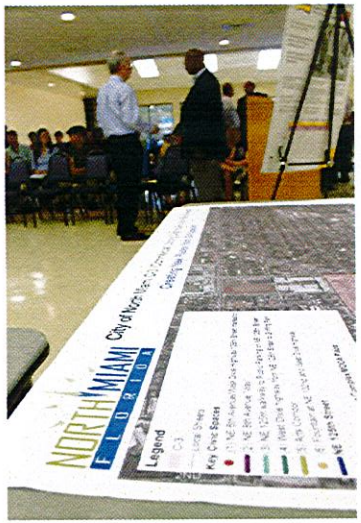
- Develop a park with activities geared toward children.
- Contact the owner of the northwest corner property located across the street from MOCA/Civic Complex in order to develop a mirror image, expanding upon the idea of a megablock.

Participants were also provided information on financial strategies that could be employed to implement capital projects as part of the downtown redevelopment. Participants engaged in discussions about local, state, and federal funding sources and programs as well as how these investments could attract additional private sector financing.

The final community forum occurred on June 12, 2014, at the Joe Celestin Center (1525 NW 135th St). This forum allowed attendees to provide recommendations to refine the Action Plan implementation strategies and the conceptual plan, receive cost estimates for capital projects, and discuss how public-private partnerships will be used to redevelop downtown.

The MOCA/Civic Complex was viewed by attendees as the primary catalyst for downtown redevelopment, as reflected by the input received during the third community forum. The attendees' input focused on a list of possible uses/activities that could be located at the MOCA/Civic Complex. These included providing:

- Shaded bicycle parking since there is only one space presently available.
- A movie theater.
- Solar panels or other regenerative sources covering open areas; this will provide something distinctive as well as shading while taking part of the city off the electric grid.
- Revenue generating activities that are self-sustaining and do not require operating assistance from the government.
- Incentives for property owners to rebuild on their existing footprint; these can include taxes, and changes in parking requirements.
- A stronger vision where the roadways, parks, bicycle paths, and building envelops will be placed.



The forum provided a dynamic discussion regarding public-private partnerships. It was noted that the Community Redevelopment Agency (CRA) will be a primary partner in redeveloping downtown. The attendees agreed the City and CRA needed to reach consensus on which capital projects they would fund. The participants agreed to explore redevelopment opportunities that were not solely or heavily reliant upon public sector investment. It was noted that one approach may be strategic investment by the City and CRA in infrastructure, including a parking garage and streetscaping. It was also recommended that the City explore an RFP that incorporates the minimum features the community desires.

Downtown Action Plan Advisory Committee (DAPAC)

The public involvement process also includes an appointed DAPAC. The purpose of the committee is to assist in the implementation of the recommendations of the adopted Master Plan. Each member has expertise in varying fields and will constructively contribute to each DAPAC meeting with personal knowledge and experience that they possess. It is important for each DAPAC appointee to understand, articulate, communicate, coordinate, and represent their respective constituent group and convey information back to the stakeholders. Their responsibilities also include marketing community outreach, review and provide comments/recommendations on project materials and draft plans, and provide constructive feedback upon future downtown revitalization. The following are the volunteer DAPAC appointees:

1. South Florida Regional Transit Authority
2. Film Industry representative
3. Downtown Property Owner
4. Downtown Business Owners (2 representatives)
5. Business Development Board Representative – Board Appointee
6. Arts/Cultural representative
7. Commercial Real Estate Broker / Development Background
8. Architect/Engineer
9. Education representatives (2 representatives)
10. North Miami Resident
11. Chamber of Commerce Representative – Board Appointee
12. Religious institution, nonprofit/service agency
13. Historian – Long time business owner
14. City Manager or designee i.e. Appointed Staff Representatives – To serve as ex-officio non-voting members.
    - MOCA
    - CPD
    - Budget manager
    - Public Information Officer
    - Deputy City Manager
    - Finance

Based upon the first formal meeting of the DAPAC, which occurred on June 11, 2014, the following information was discussed pertaining to arts/culture, education, and film:

Arts/Culture

Activity	Possible Partnership	Funding
"Mini Makers" Movement (MM Faire)	• Higher education • Arts & tech. ("LAB") • Suzanne Isa	• Grants • Private sponsor
Invite and Build Performing Arts Schools	Higher education/student groups	• Grants • Universities
Build convention/Civic Center (Multi-purpose space)	Public/Private Partnership	• Bonds • Grants
Encourage food festivals	GNCMCC & other orgs.	City/organization
Partner with public schools (K-12) • Showcase of Arts • Family activities	• BCPS • MDCPS • Art/music schools	City/organization

Establish farmers market with Crafts/Seasonal	• Local farmers • Local artisans	• Grants • Private sponsor
Integrate Arts Festival with International Parade	Max Sturman Jeff Beal	• Lobbyists • Private sponsor

Education

Activity	Possible Partnership	Funding
Establish regular communication to students/faculty • Brochures • Online link • Connect with PR person	• JWU • FIU • MDC • Barry	• Universities • City • Grants
Improve transportation options for Students during special events	• JWU • FIU • MDC • Barry • RTA	• Universities • City • Grants
Information Hub (Marketing piece)	• GNMCC • Universities	
Create cultural Map (for visitors)	• GNMCC • Universities	
Create show mobile/Portable stage	Mayor John Stembridge	
Create Multi-Educational Activities	School District	
Create culinary Incubator Space (Partner with private business)	• FIU • JWU	FIU Foundation

Film

Activity	Possible Partnership	Funding
Create economic incentives to Film Industry	• Lobbyist • FL Film Institute • FL International Film Festival • Stephanie Martino 305-891-3456	State of FL

Explore Independent Movie Theater	Mayor John Stembridge	Developer
Explore Outdoor Movies		• City • Grants
Film Festival	• FL International Film Festival • Jeff Beal	• Location • MD College – lead partner

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"Appendix A – Order of Magnitude"

CITY OF NORTH MIAMI DOWNTOWN AND COMMERCIAL CORRIDOR PLAN

ORDER OF MAGNITUDE OPINION OF CONSTRUCTION COSTS

STREETSCAPE IMPROVEMENTS - NE 6th Ave./SR-915 from NE 121 St. to south of NE147th St. (1.5 MILE)

APRIL 2014

KEITH and SCHNARS, P.A. FLORIDA'S *Big* LOCAL FIRM

TABULATION OF QUANTITIES

ITEM DESCRIPTION	SPECIFICATION	UNIT	QUANTITY	UNIT PRICE	SUB-TOTAL	FUNDING SOURCE	COMMENTS
HARDSCAPE:							
Clay Pavers	2 ft wide running bond pattern behind curb	SF	34,600	$10.00	$346,000.00	1-7,8-12,22-23	length of sidewalk x 2 ft
Integral Colored Concrete Sidewalk w/Sandblasting	Existing sidewalk removal and new 4 ft wide 4 in sidewalk; through-color pour w/sandblasting	SF	69,200	$10.00	$692,000.00	1-7,8-12,22-23	remaining 4 ft of sidewalk new with colored design
Applied Color Aggregate Crosswalk	55 crosswalks; Typical 50 ft x 10 ft	SF	27,500	$15.00	$412,500.00	1-7,8-12,22-23	
		HARDSCAPE TOTAL			**$1,450,500.00**		
STREET FURNISHINGS:							
Benches	Creative Pipe 6 ft. Backed Bench; ORBB-PS-SM-P-1; Powder Coat Black; All transit stops	EA	29	$3,500.00	$101,500.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Trash Receipticals	Creative Pipe Brahma; Located at all bench locations	EA	29	$2,000.00	$58,000.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Bike Rack	Creative Pipe Bike Post; BP-F-P; One per block	EA	29	$750.00	$21,750.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Bus Shelter	All transit stops	EA	29	$17,800.00	$516,200.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Shade Structure	8 ft x 28 ft pergola; shade structure adjacent to transit locations where space for canopy tree installation does not exist.	EA	7	$42,500.00	$297,500.00	1-7,8-12,22-23	limited rw for canopy planting; estimate based on 25% of total number of transit stops.
		STREET FURNISHINGS TOTAL			**$181,250.00**		
DECORATIVE LIGHTING:							
Roadway Lighting	Decorative street lighting; Approx. 150' OC	EA	115	$9,500.00	$1,092,500.00	1-7,8-12,22-24	based on existing street light spacing
Pedestrian (street) Lighting	Decorative pedestrain street lighting; Approx. 150' OC	EA	115	$5,500.00	$632,500.00	1-7,8-12,22-24	based on existing street light spacing
Electrical	Std. voltage; trenching; conduit; including transformer	LF	15,840	$9.50	$150,480.00	1-7,8-12,22-24	per mile - based on Tamarac estimate
Power Drop	One drop; multiple blocks	EA	4	$2,500.00	$10,000.00	1-7,8-12,22-24	
		LIGHTING TOTAL			**$1,885,480.00**		
DECORATIVE SIGNAGE							
Street Signs	Themed poles & signs; 2 blades per pole; reflective letters	EA	34	$800.00	$27,200.00	1-7,8-12,22-23	per side street location/not at major intersections
		SIGNAGE TOTAL			**$27,200.00**		
TRAFFIC SIGNAL							
New Decorative Mast Arms	Mast arms w/fixtures, lights & signage; old pole removal	EA	21	$50,000.00	$1,050,000.00	1-7,8-12,22-24	4 per signalized intersection
Internal Illuminated Sign	Street signage at major intersections (only in RW)	EA	21	$3,000.00	$63,000.00	1-7,8-12,22-24	4 per signalized intersection
Pedestrian Crosswalk Sign	Rectangular Rapid Flashing Beacon	EA	4	$6,000.00	$24,000.00	1-7,8-12,22-24	estimate one median closer per mile with pedestrian crosswalk; one sign on each side of the road - need access mgmt study
		TRAFFIC SIGNAL TOTAL			**$1,113,000.00**		
LANDSCAPE IMPROVEMENTS INSIDE RIGHT-OF-WAY BASED ON FDOT ROADWAY IMPROVEMENTS							
Native Canopy Trees	4 IN Caliper, 16FT-18FT Overall Height - 40 FT On-Center; 12 Trees Per Median	EA	24	$800.00	$19,200.00	1-7,8-12,22-23	estimate one median closer per mile with 12 new canopy trees installed per median - need access mgmt study
Shrubs	3 Gallon - 24 IN OC; Median Installation	EA	2000	$10.00	$26,000.00	1-7,8-12,22-23	estimate one median closer per mile with 475 FT x 11 ft (5225 sq ft) -need access mgmt study
		INSIDE ROW LANDSCAPE TOTAL			**$45,200.00**		
REDEVELOPMENT OUTSIDE RIGHT-OF-WAY							
Native Canopy Trees	4 IN Caliper, 16FT-18FT Overall Height - 12 trees per block for 25% of corridor of Redevelopment and 5 trees per block for 75% of corridor for Modification Development	EA	338	$800.00	$270,400.00	1-7,8-12,22-23	320 ft average block length = 50 blocks, 150 TREES REDEV AND 188 TREES MOD
Silva Cell	Underground system for root space and sidewalk support - Redevelopment Only (800 CF per Tree)	CF	150400	$25.00	$3,760,000.00	1-7,8-12,22-23	based on Alton Road Prices
Bonded Aggregate Tree Surround	6 FT x 6 FT cut out tree surround - 36 sq ft per tree	SF	12168	$18.00	$219,024.00	1-7,8-12,22-23	based on Alton Road Prices
		OUTSIDE ROW LANDSCAPE TOTAL			**$4,249,424.00**		

ITEM DESCRIPTION	SPECIFICATION	UNIT	QUANTITY	UNIT PRICE	SUB-TOTAL	FUNDING SOURCE	
UTILITY ADJUSTMENTS							
Undergrounding Overhead Utilities	Electric, Cable & Telephone	PER MILE	1.5	$1,300,000.00	$1,950,000.00	1,3,4,6	GOT COST INFO FROM TIM HALL
		UTILITY ADJUSTMENT TOTAL			**$1,950,000.00**		
		STREETSCAPE IMPROVEMENT SUBTOTAL			**$10,902,054.00**		
TRAFFIC CONTROL							
Traffic Control	5% of Overall Construction Cost	LS	1	5%	$545,102.70	1-7,8-12,22-23	
		TRAFFIC CONTROL TOTAL			**$545,102.70**		
PERMITTING FEES							
Permitting fees	2% of Overall Construction Cost	LS	1	2%	$218,041.08	1-7,8-12,22-23	
		PERMITTING FEES TOTAL			**$218,041.08**		
DESIGN FEES							
Design Fees	15% of Overall Construction Cost	LS	1	15%	$1,635,306.10	1-7,8-12,22-23	
		DESIGN FEES TOTAL			**$1,635,308.10**		
		STREETSCAPE IMPROVEMENT GRAND TOTAL			**$13,300,505.88**		
FDOT RRR ROADWAY IMPROVEMENTS (BY OTHERS)							USED FDOT WEB APPLICATION - GENERIC COST PER MILE MODELS
Roadway Improvements	Extending Medians, Restriping & Ped Crosswalk Improvements	PER MILE	1.5	$860,000.00	$1,290,000.00	1-7,8-12,22-23	MILL AND RESURFACE 4 LANE DIVIDED URBAN ARTERIAL W/4' BIKE LANES
		FDOT ROADWAY IMPROVEMENT TOTAL			**$1,290,000.00**		

CITY OF NORTH MIAMI DOWNTOWN AND COMMERCIAL CORRIDOR PLAN

ORDER OF MAGNITUDE OPINION OF CONSTRUCTION COSTS

STREETSCAPE IMPROVEMENTS - West Dixie Highway/SR-909 from Griffing Boulevard to NW 143rd Street (2 MILE)

APRIL 2014

KEITH and SCHNARS, P.A. FLORIDA'S *Big* LOCAL FIRM

TABULATION OF QUANTITIES

ITEM DESCRIPTION	SPECIFICATION	UNIT	QUANTITY	UNIT PRICE	SUB-TOTAL	FUNDING SOURCE	COMMENTS
HARDSCAPE:							
Clay Pavers	2 ft wide running bond pattern behind curb	SF	38,000	$10.00	$380,000.00	1-7,8-12,22-23	length of sidewalk x 2 ft
Integral Colored Concrete Sidewalk w/Sandblasting	Existing sidewalk removal and new 4 ft wide 4 in sidewalk, through-color pour w/sandblasting	SF	76,000	$10.00	$760,000.00	1-7,8-12,22-23	remaining 4 ft of sidewalk new with colored design
Applied Color Aggregate Crosswalk	8 Streets; Typical 70 ft x 10 ft	SF	55,000	$15.00	$825,000.00	1-7,8-12,22-23	
		HARDSCAPE TOTAL			**$1,965,000.00**		
STREET FURNISHINGS:							
Benches	Creative Pipe 6 ft. Backed Bench; ORBB-PS-SM-P-1; Powder Coat Black; All transit stops	EA	28	$3,500.00	$98,000.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Trash Recepticals	Creative Pipe Brahma; Located at all bench locations	EA	28	$2,000.00	$56,000.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Bike Rack	Creative Pipe Bike Post; BP-F-P; One per block	EA	28	$750.00	$21,000.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Bus Shelter	All transit stops	EA	28	$17,800.00	$498,400.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Shade Structure	8 ft x 28 ft pergola; shade structure adjacent to transit locations where space for canopy tree installation does not exist.	EA	7	$42,500.00	$297,500.00	1-7,8-12,22-23	limited rw for canopy planting; estimate based on 25% of total number of transit stops.
		STREET FURNISHINGS TOTAL			**$970,900.00**		
DECORATIVE LIGHTING:							
Roadway Lighting	Decorative street lighting, Approx. 150' OC	EA	126	$9,500.00	$1,197,000.00	1-7,8-12,22-24	based on existing street light spacing
Pedestrian (street) Lighting	Decorative pedestrain street lighting, Approx. 150' OC	EA	126	$5,500.00	$693,000.00	1-7,8-12,22-24	based on existing street light spacing
Electrical	Std. voltage; trenching; conduit; including transformer	LF	21,120	$9.50	$200,640.00	1-7,8-12,22-24	per mile - based on Tamarac estimate
Power Drop	One drop; multiple blocks	EA	4	$2,500.00	$10,000.00	1-7,8-12,22-24	
		LIGHTING TOTAL			**$2,100,640.00**		
DECORATIVE SIGNAGE							
Street Signs	Themed poles & signs; 2 blades per pole; reflective letters	EA	30	$800.00	$24,000.00	1-7,8-12,22-23	per side street location/not at major intersections
		SIGNAGE TOTAL			**$24,000.00**		
TRAFFIC SIGNAL							
New Decorative Mast Arms	Mast arms w/fixtures, lights & signage, old pole removal	EA	26	$50,000.00	$1,300,000.00	1-7,8-12,22-24	4 per signalized intersection
Internal Illuminated Sign	Street signage at major intersections (only in RW)	EA	26	$3,000.00	$78,000.00	1-7,8-12,22-24	4 per signalized intersection
Pedestrian Crosswalk Sign	Rectangular Rapid Flashing Beacon	EA	4	$6,000.00	$24,000.00	1-7,8-12,22-24	estimate one median closer per mile with pedestrian crosswalk; one sign on each side of the road - need access mgmt study
		TRAFFIC SIGNAL TOTAL			**$1,378,000.00**		
LANDSCAPE IMPROVEMENTS INSIDE RIGHT-OF-WAY BASED ON FDOT ROADWAY IMPROVEMENTS							
Native Canopy Trees	4 IN Caliper, 16FT-18FT Overall Height - 40 FT On-Center, 12 Trees Per Median	EA	24	$800.00	$19,200.00	1-7,8-12,22-23	estimate one median closer per mile with 12 new canopy trees installed per median - need access mgmt study
Shrubs	3 Gallon - 24 IN OC; Median Installation	EA	2600	$10.00	$26,000.00	1-7,8-12,22-23	estimate one median closer per mile with 475 FT x 11 ft (5225 sq ft) -need access mgmt study
		INSIDE ROW LANDSCAPE TOTAL			**$45,200.00**		
REDEVELOPMENT OUTSIDE RIGHT-OF-WAY							
Native Canopy Trees	4 IN Caliper, 16FT-18FT Overall Height - 12 trees per block for 50% of corridor of Redevelopment and 5 trees per block for 50% of corridor for Modification Development.	EA	510	$800.00	$408,000.00	1-7,8-12,22-23	350 ft average block length = 60 blocks, 360 TREE REDEV AND 150 TREES MOD=510
Silva Cell	Underground system for root space and sidewalk support - Redevelopment Only (800 CF per Tree)	CF	288000	$25.00	$7,200,000.00	1-7,8-12,22-23	based on Alton Road Prices
Bonded Aggregate Tree Surround	6 FT x 6 FT cut out tree surround - 36 sq ft per tree	SF	18360	$18.00	$330,480.00	1-7,8-12,22-23	based on Alton Road Prices
		OUTSIDE ROW LANDSCAPE TOTAL			**$7,938,480.00**		
UTILITY ADJUSTMENTS							
Undergrounding Overhead Utilities	Electric, Cable & Telephone	PER MILE	2.0	$1,300,000.00	$2,600,000.00	1,3,4,5	GOT COST INFO FROM TIM HALL
		UTILITY ADJUSTMENT TOTAL			**$2,600,000.00**		

ITEM DESCRIPTION	SPECIFICATION	UNIT	QUANTITY	UNIT PRICE	SUB-TOTAL	FUNDING SOURCE	
			STREETSCAPE IMPROVEMENT SUBTOTAL		$17,022,220.00		
TRAFFIC CONTROL							
Traffic Control	5% of Overall Construction Cost	LS	1	5%	$851,111.00	1-7,8-12,22-23	
			TRAFFIC CONTROL TOTAL		$851,111.00		
PERMITTING FEES							
Permitting fees	2% of Overall Construction Cost	LS	1	2%	$340,444.40	1-7,8-12,22-23	
			PERMITTING FEES TOTAL		$340,444.40		
DESIGN FEES							
Design Fees	15% of Overall Construction Cost	LS	1	15%	$2,553,333.00	1-7,8-12,22-23	
			DESIGN FEES TOTAL		$2,553,333.00		
			STREETSCAPE IMPROVEMENT GRAND TOTAL		$20,767,108.40		
FDOT RRR ROADWAY IMPROVEMENTS (BY OTHERS)							USED FDOT WEB APPLICATION - GENERIC COST PER MILE MODELS
Roadway Improvements	Extending Medians, Restriping & Ped Crosswalk Improvements	PER MILE	2.0	$860,000.00	$1,720,000.00	1-7,8-12,22-23	MILL AND RESURFACE 4 LANE DIVIDED URBAN ARTERIAL W/4' BIKE LANES
			FDOT ROADWAY IMPROVEMENT TOTAL		$1,720,000.00		

CITY OF NORTH MIAMI DOWNTOWN AND COMMERCIAL CORRIDOR PLAN

ORDER OF MAGNITUDE OPINION OF CONSTRUCTION COSTS

STREETSCAPE IMPROVEMENTS - NE 125th St./SR-922 from NW 7th Ave. to Biscayne Blvd. (1.5 MILE)

APRIL 2014

KEITH and SCHNARS, P.A. FLORIDA'S *Big* LOCAL FIRM

TABULATION OF QUANTITIES

ITEM DESCRIPTION	SPECIFICATION	UNIT	QUANTITY	UNIT PRICE	SUB-TOTAL	FUNDING SOURCE	COMMENTS
HARDSCAPE:							
Clay Pavers	2 ft wide running bond pattern behind curb	SF	19,700	$10.00	$197,000.00	1-7,8-12,22-23	length of sidewalk x 2 ft
Integral Colored Concrete Sidewalk w/Sandblasting	Existing sidewalk removal and new 4 ft wide 4 in sidewalk; through-color pour w/sandblasting	SF	39,400	$10.00	$394,000.00	1-7,8-12,22-23	remaining 4 ft of sidewalk new with colored design
Applied Color Aggregate Crosswalk	52 crosswalks; Typical 50 ft x 10 ft	SF	26,000	$15.00	$390,000.00	1-7,8-12,22-23	
		HARDSCAPE TOTAL			$981,000.00		
STREET FURNISHINGS:							
Benches	Creative Pipe 6 ft. Backed Bench; ORBB-PS-SM-P-1; Powder Coat Black; All transit stops	EA	28	$3,500.00	$98,000.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Trash Recepticals	Creative Pipe Brahma; Located at all bench locations	EA	28	$2,000.00	$56,000.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Bike Rack	Creative Pipe Bike Post; BP-F-P; One per block	EA	28	$750.00	$21,000.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Bus Shelter	All transit stops	EA	28	$17,800.00	$498,400.00	1-7,8-12,22-23	NUMBER BASED ON EXISTING MD TRANSIT AND CITY MIMO STOPS
Shade Structure	8 ft x 28 ft pergola; shade structure adjacent to transit locations where space for canopy tree installation does not exist	EA	7	$42,500.00	$297,500.00	1-7,8-12,22-23	limited rw for canopy planting; estimate based on 25% of total number of transit stops
		STREET FURNISHINGS TOTAL			$175,000.00		
DECORATIVE LIGHTING:							
Roadway Lighting	Decorative street lighting; Approx. 330' OC	EA	55	$9,500.00	$522,500.00	1-7,8-12,22-24	based on existing street light spacing
Pedestrian (street) Lighting	Decorative pedestrain street lighting; Approx. 330' OC	EA	55	$5,500.00	$302,500.00	1-7,8-12,22-24	based on existing street light spacing
Electrical	Std. voltage; trenching, conduit; including transformer	LF	15,840	$9.50	$150,480.00	1-7,8-12,22-24	per mile - based on Tamarac estimate
Power Drop	One drop; multiple blocks	EA	4	$2,500.00	$10,000.00	1-7,8-12,22-24	
		LIGHTING TOTAL			$985,480.00		
DECORATIVE SIGNAGE							
Street Signs	Themed poles & signs; 2 blades per pole; reflective letters	EA	13	$800.00	$10,400.00	1-7,8-12,22-23	per side street location/not at major intersections
		SIGNAGE TOTAL			$10,400.00		
TRAFFIC SIGNAL							
New Decorative Mast Arms	Mast arms w/fixtures, lights & signage; old pole removal	EA	36	$50,000.00	$1,800,000.00	1-7,8-12,22-24	4 per signalized intersection
Internal Illuminated Sign	Street signage at major intersections (only in RW)	EA	36	$3,000.00	$108,000.00	1-7,8-12,22-24	4 per signalized intersection
Pedestrian Crosswalk Sign	Rectangular Rapid Flashing Beacon	EA	4	$6,000.00	$24,000.00	1-7,8-12,22-24	estimate one median closer per mile with pedestrian crosswalk; one sign on each side of the road - need access mgmt study
		TRAFFIC SIGNAL TOTAL			$1,908,000.00		
LANDSCAPE IMPROVEMENTS INSIDE RIGHT-OF-WAY BASED ON FDOT ROADWAY IMPROVEMENTS							
Native Canopy Trees	4 IN Caliper, 16FT-18FT Overall Height - 40 FT On-Center. 12 Trees Per Median	EA	24	$800.00	$19,200.00	1-7,8-12,22-23	estimate one median closer per mile with 12 new canopy trees installed per median - need access mgmt study
Shrubs	3 Gallon - 24 IN OC; Median Installation	EA	2600	$10.00	$26,000.00	1-7,8-12,22-23	estimate one median closer per mile with 475 FT x 11 ft (5225 sq ft) -need access mgmt study
		INSIDE ROW LANDSCAPE TOTAL			$45,200.00		
REDEVELOPMENT OUTSIDE RIGHT-OF-WAY							
Native Canopy Trees	4 IN Caliper, 16FT-18FT Overall Height - 12 trees per block for 25% of corridor of Redevelopment and 5 trees per block for 75% of corridor for Modification Development.	EA	176	$800.00	$140,800.00	1-7,8-12,22-23	620 ft average block length = 26 blocks, 78 REDEV AND 98 MOD =
Silva Cell	Underground system for root space and sidewalk support - Redevelopment Only (800 CF per Tree)	CF	62400	$25.00	$1,560,000.00	1-7,8-12,22-23	based on Alton Road Prices

ITEM DESCRIPTION	SPECIFICATION	UNIT	QUANTITY	UNIT PRICE	SUB-TOTAL	FUNDING SOURCE	
Bonded Aggregate Tree Surround	6 FT x 6 FT cut out tree surround - 36 sq ft per tree	SF	6336	$18.00	$114,048.00	1-7,8-12,22-23	based on Alton Road Prices
		OUTSIDE ROW LANDSCAPE TOTAL			$1,814,848.00		
UTILITY ADJUSTMENTS							
Undergrounding Overhead Utilities	Electric, Cable & Telephone	PER MILE	1.5	$1,300,000.00	$1,950,000.00	1,3,4,6	GOT COST INFO FROM TIM HALL
		UTILITY ADJUSTMENT TOTAL			$1,950,000.00		
		STREETSCAPE IMPROVEMENT SUBTOTAL			$7,869,928.00		
TRAFFIC CONTROL							
Traffic Control	5% of Overall Construction Cost	LS	1	5%	$393,496.40	1-7,8-12,22-23	
		TRAFFIC CONTROL TOTAL			$393,496.40		
PERMITTING FEES							
Permitting fees	2% of Overall Construction Cost	LS	1	2%	$157,398.56	1-7,8-12,22-23	
		PERMITTING FEES TOTAL			$157,398.56		
DESIGN FEES							
Design Fees	15% of Overall Construction Cost	LS	1	15%	$1,180,489.20	1-7,8-12,22-23	
		DESIGN FEES TOTAL			$1,180,489.20		
		STREETSCAPE IMPROVEMENT GRAND TOTAL			$9,601,312.16		

FDOT RRR ROADWAY IMPROVEMENTS (BY OTHERS)							USED FDOT WEB APPLICATION - GENERIC COST PER MILE MODELS
Roadway Improvements	Extending Medians, Restriping & Ped Crosswalk Improvements	PER MILE	1.5	$860,000.00	$1,290,000.00	1-7,8-12,22-23	MILL AND RESURFACE 4 LANE DIVIDED URBAN ARTERIAL W/4' BIKE LANES
		FDOT ROADWAY IMPROVEMENT TOTAL			$1,290,000.00		

	Partial List of Funding Sources for Redevelopment and Streetscape Improvements
Key	**Local Revenue Sources**
1	General Revenues: property tax revenues, sales tax revenues, local gas tax
2	Parking Revenues: City owned parking lots and on-street parking along the Avenue should become a source of revenue
3	Bond Financing: General Obligation (GO) bonds that require a referendum, and Revenue Bonds pledging entified sources of revenues other than property taxes
4	Tax Increment Financing (TIF): Infrastructure and improvements funded through the use of increases in the tax base resulting from the improvements
5	Business Improvement District (BID) Funding
6	Streetscape Utility Fees
7	Stormwater Utility Tax Financing
	State and Regional Sources
8	Miami Metropolitan Planning Organization Municipal Grant Program
9	Florida DOT "Safe Routes to School funds"
10	State Infrastructure Bank (SIB) Program
11	Florida Main Street Program
12	Florida's Plant-A-Tree Trust Fund
13	Historic Preservation Grants-in-Aid
14	Historic Preservation Special Category Grants
	Federal Sources
15	Federal Community Entitlement Grants (CDBG)
16	National Scenic Byways Grant
17	Transportation Alternatives Program (TAP) Funds
18	FHWA Discretionary Grant Programs
19	Energy Efficiency and Conservation Block Grant Program
20	National Urban and Community Forestry Matching Grant Program
21	Other Federal Sources (see separate matrix)
	Other Sources
22	Public/Private Partnerships
23	Fundraising Techniques
24	Greenstreetlights.com

"Appendix B – Grant Opportunities"

Grant Opportunities

Program	Agency	Funding Available	Who Can Apply?	Description	Uses	Deadline
				FLORIDA OR LOCAL GRANTS		
MPO Municipal Grants	**Miami MPO**	$150,000 annually	Muncipal governments	The program is intended to fund small scale transportaton planning studies.	Planning studies	Check with Oscar Camejo 350 375-1837
Tax Increment Financing	**Local CRA**	Allocated by CRA	Any Community Redevelopment Agency (CRA)	Assist in funding capital improvements that have been included in the CRA Master Plan	Most capital improvements including parking structures, streetscape, etc.	
				FLORIDA DEPARTMENT OF TRANSPORTATION GRANTS		
Safe Routes to School	**FDOT DISRICT 6 (more information under USDOT below**	State allocated	Determined by state DOT includes Cities and MPOs	Funding to improve sidewalks, crosswalks, bicycle infrastructure, and street improvements near elementary and middle schools.	Capital Infrastructure Investments	Check with Misleidys Leon 305 470-5345 Carlos Sarmiento 305 470-5335
Surface Transportation Program - Transportation Enhancement	**FDOT District 6 (more information below DOT (FHWA) (MAP-21: STP)**	Apportioned to States by a formula	State/MPO allocated; includies cities and MPOs	Helps expand transportation choices and enhance transportation through 12 eligible transportation enhancement surface transportation activities, including pedestrian & bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation.	Capital Infrastructure Investments	Check with Jennifer Weeks 850 414 4459
				US DEPARTMENT OF TRANSPORTATION (DOT)		
Alternatives Analysis Program - Discretionary Livability Funding Opportunity	**DOT (FTA) (MAP-21: TOD Planning Grants)**	$25 million	MPOs, city agencies, transit agencies, and other local government authorities	Assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. Studies funded in this round of grants should further the Department's livability efforts.	Planning	Check website for next Notice of Funding Availability (NOFA).
New Freedom Program (5317)	**DOT (FTA) (MAP-21: Elderly and Disabled)**	Apportioned to States by a formula	States and public bodies are eligible designated recipients. Eligible sub recipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services.	The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.	Capital Infrastructure Investments	Check website for next Notice of Funding Availability (NOFA).

Program	Agency	Funding Available	Who Can Apply?	Description	Uses	Deadline
Rail Highway Crossing Hazard Elimination in High Speed Rail Corridors	**DOT (FHWA)**	$21 million	States along the 11 designated high-speed rail corridors.	Elimination of hazards at railway-highway crossings along 11 designated high-speed rail corridors; could include pedestrian crossing improvements, civil or utility improvements such as improved crossing surfaces, lighting, and improved sight distance.	Capital Infrastructure Investments	Check website for next Notice of Funding Availability (NOFA).
Safe Routes to School	**DOT (FHWA) (MAP-21: Transportation Alternatives)**	State allocated	Determined by state DOT	Funding to improve sidewalks, crosswalks, bicycle infrastructure, and street improvements near elementary and middle schools.	Capital Infrastructure Investments	Check with state DOT
Surface Transportation Program - Transportation Enhancement	**DOT (FHWA) (MAP-21: STP)**	Apportioned to States by a formula	State/MPO allocated	Helps expand transportation choices and enhance transportation through 12 eligible transportation enhancement surface transportation activities, including pedestrian & bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation.	Capital Infrastructure Investments	Check with state DOT
Transportation, Community & System Preservation	**DOT (FHWA)**	$61 million	States, metropolitan planning organizations, local governments, and tribal governments	Livability is a criterion that will be used to evaluate candidate projects. Planning grants, implementation grants, and research, could include transit projects, complete streets, streetscaping, ped/bike improvements or plans, implementation of transit-oriented development plans, traffic calming measures, and much more. Very flexible program – projects must improve relationships among transportation, community, and system preservation plans and practices.	Planning/ Research/ Capital Infrastructure Investments	Check website for next Notice of Funding Availability (NOFA).
Transportation Infrastructure Finance and Innovation Act (TIFIA)	**DOT (FHWA)**	$200 million as part of TIGER III	State departments of transportation; local governments; transit agencies; special authorities; special districts; railroad companies; and private firms or consortia that may include companies specializing in engineering, construction, materials, and/or the operation of transportation facilities.	Provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.	Capital Infrastructure Investments	Check website for next Notice of Funding Availability (NOFA).

Program	Agency	Funding Available	Who Can Apply?	Description	Uses	Deadline
Transportation Investments Generating Economic Recovery (TIGER)	DOT	$473.8 million	State, local, and tribal governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multijurisdictional groups applying through a single lead applicant.	Competitive grant program funding infrastructure projects that promote economic competitiveness, improve energy efficiency, reduce greenhouse gas emissions and improve safety, quality-of-life and working environments in communities. Unlike last year, no planning grants will be awarded this year and all the funding will be for project implementation.	Capital Infrastructure Investments	Check website for next Notice of Funding Availability (NOFA).
Transit Oriented Development Planning Pilot	DOT (FTA)	$10 million for FY 2013 and 2014	State and local government agencies	Provides funding to advance planning efforts that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects. Creates a pilot grant program for TOD planning associated with a new fixed guideway or core capacity improvement project, as those projects are defined in 49 U.S.C. 5309 (Fixed Guideway Capital Investment Grants Program).	Planning/ research	This program was authorized by MAP-21, but Congress has not yet appropriated funds for this program. A NOFA will be available once funds are released. Check FTA website.
				ENVIRONMENTAL PROTECTION AGENCY (EPA)		
Brownfields Assessment Grant Program	EPA	Up to $200,000 over three years or $1M for coalitions over 3 years	Local governments, land clearance authorities, state-created governmental entities, regional councils/MPOs, state agencies, Indian tribes	Funding for planning/ assessing brownfield redevelopment, conducting planning and community involvement, and site cleanup.	Environmental cleanup, Planning	Check website for next Notice of Funding Availability (NOFA)./Note: South Florida Regional Planning Council has $1,000,000 available for lending for cleanup projects. Contact Karen Hamilton (954.985.4416)
Brownfield Economic Development Initiative (BEDI)	EPA	$17.325 million, max grant $3 million	Any public entity eligible to apply for Section 108 loan guarantee assistance	Competitive funding program to spur redevelopment of brownfield sites to productive economic use. Must be used in conjunction with a Section 108 loan	Environmental cleanup, Affordable Housing	Check website for next Notice of Funding Availability (NOFA).
Brownfields and Lands Revitalization	EPA	$76 million in FY2011	Local governments, land clearance authorities, state-created governmental entities, regional councils/MPOs, state agencies, Indian tribes	Funding for planning/ assessing brownfield redevelopment and site cleanup. Restoration of brownfield sites to productive use and revitalization of affected neighborhoods	Environmental cleanup, Planning	Check website for next Notice of Funding Availability (NOFA).

Program	Agency	Funding Available	Who Can Apply?	Description	Uses	Deadline
Capacity Building for Sustainable Communities	**EPA/HUD**	$5.65 million, max amount $ 1 million	A 501(c)(3) nonprofit organization, a local or state public agency, a for-profit organization (for-profit firms are eligible, however, while they are allowed to cover their direct and indirect costs, they are not allowed to earn a profit from the project, and they are not eligible to receive EPA funding), a nationally recognized and accredited University or College; or any combination of the aforementioned entities as a Capacity Building Team to combine their skills and offer a coordinated program. A Capacity Building Team must designate a lead applicant to act as the fiscal agent for the grant.	Funding for intermediary organizations who will assist HUD in providing technical assistance to communities engaged in planning efforts built around integrating housing, land use, transportation, and other issues. Primary support will be given to recipients of Sustainable Communities and Brownfield Area Wide Planning grants.	Technical Assistance	Check website for next Notice of Funding Availability (NOFA).
Smart Growth Technical Assistance grants	**EPA**	Various	Local governments	Annual, competitive solicitation open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity) that want to incorporate smart growth techniques into their future development.	Technical Assistance	Check website for next Notice of Funding Availability (NOFA).
Smart Growth Implementation Assistance (SGIA) program	**EPA**	Assistance provided by contracted experts	Tribes, states, regions, local governments, as well as nonprofits that have a partnership with a government entity.	The SGIA program focuses on complex or cutting-edge issues, such as stormwater management, code revision, transit-oriented development, affordable housing, infill development, corridor planning, green building, and climate change. Applicants can submit proposals under 4 categories: community resilience to disasters, job creation, the role of manufactured homes in sustainable neighborhood design or medical and social service facilities siting.	Technical Assistance	Check website for next Notice of Funding Availability (NOFA).

Program	Agency	Funding Available	Who Can Apply?	Description	Uses	Deadline
Building Blocks for Sustainable Communities	**EPA**	$2.5 million	Eligible applicants are states, territories, Indian Tribes, interstate organizations, intrastate organizations, and possessions of the U.S., including the District of Columbia; public and private universities and colleges, hospitals, laboratories, and other public or private nonprofit institutions.	EPA will provide technical assistance to selected communities to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life.	Technical Assistance	Check website for next Notice of Funding Availability (NOFA). North Miami should coordinate any SCI applications with Seven50.
				US DEPARTMENT OF HEALTH AND HUMAN SERVICES (HHS)		
Community Transformation Grants (CTG) - Small Communities Progam	**HHS/Center for Disease Control (CDC)**	$70 million	Governmental agencies and non-governmental organizations across a variety of sectors, including transportation, housing, education, and public health	The purpose of the grant is to reduce the rate of chronic diseases and to make improvements to the built environment in order to promote healthier lifestyles.	Planning/ capital infrastructure investments	Check website for next Notice of Funding Availability (NOFA).
				US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)		
Choice Neighborhoods Initiative Planning Grant	**HUD**	$ 5 million	Public housing authorities, local governments, nonprofits, and for-profit developers that apply jointly with a public entity.	Funding to help communities develop comprehensive grassroots plans (Transformation Plans) that link affordable housing with quality education, public transportation, good jobs and safe streets. Neighborhood revitalization plans should achieve three core goals: transform distressed public and assisted housing into energy efficient and mixed-income housing, support positive outcomes for families who live in the target development (s), and transform high-poverty neighborhoods into viable mixed-income communities. Applicants with Preferred Sustainability Status receive an additional two bonus points.	Planning	Check website for next Notice of Funding Availability (NOFA).
Community Development Block Grants (CDBG)	**HUD**	Apportioned to States by a formula	State allocated	Formula grants for local governments to carry out community and economic development activities.	Planning/ Development Financing/ Affordable Housing	North Miami is an entitlement community and was allocated $777,200 for FY 15-16. Changes in uses of funds would require review of the CDBG Consilidated Plan and final action by City Commission.

Program	Agency	Funding Available	Who Can Apply?	Description	Uses	Deadline
Neighborhood Stabilization Program (NSP)	**HUD**	Varies	States, territories and local governments	NSP is intended to stabilize communities that have suffered from foreclosures and abandonment by providing funds to purchase and redevelop distressed residential properties. NSP1 provides grants to all states and selected local governments on a formula basis. NSP2 provides grants to states, local governments, nonprofits and a consortium of nonprofit entities on a competitive basis. NSP3 provides a third round of neighborhood stabilization grants to all states and select governments on a formula basis.	Planning/ Development Financing/ Affordable Housing	Check website for next Notice of Funding Availability (NOFA)./Note Miami-Dade County has unexpended funds from the NSP allocations.
Section 108 Loan Guarantees	**HUD**		Eligible applicants include the following public entities: metropolitan cities and urban counties (i.e. CDBG entitlement recipients); nonentitlement communities that are assisted in the submission of applications by States that administer the CDBG program; and nonentitlement communities eligible to receive CDBG funds under the HUD-Administered Small Cities CDBG program (Hawaii). The public entity may be the borrower or it may designate a public agency as the borrower.	Provides CDBG-eligible communities with a source of financing for economic development, public facilities, and other eligible large-scale physical development projects.	Development Financing	Check website for next Notice of Funding Availability (NOFA).
Sustainable Communities Community Challenge Grants (renamed Integrated Planning and Investment Grants in HUD FY14 budget)	**HUD**	Subject to appropriations; FY10 $68 million ($40 million for Challenge, $28 million for TIGER II); FY11 $95 million. This program has not been funded by Congress since FY11	Local governments, transit agencies, port authorities, MPOs, state governmental agencies	Support plans, codes and ordinances that incentivize mixed-use development, affordable housing, re-use of existing buildings and other sustainability goals.	Planning and Implementation	Congress has not appropriated funds through the FY14 budget for the IPI grants. Check website for Notice of Funding Availability (NOFA). North Miami should coordinate any applications for SCI funds with the Seven50 Initiaitive to increase competitiveness.

Program	Agency	Funding Available	Who Can Apply?	Description	Uses	Deadline
US SMALL BUSINESS ADMINISTRATION						
Small Business Innovation Research Program	**US Small Business Administration**	Funding awarded in three phases, up to $750,000.	Small businesses that are American owned and independently operated, for-profit, principle researcher employed by business and company size limited to 500 employees	SBIR funds the critical startup and development stages of Small Bussiness. It targets the entrepreneurial sector where most innovation and innovators thrive. It also encourages the commercialization of the technology, product, or service, which, in turn, stimulates the U.S. economy.	Start-up grants	Check website
US DEPARTMENT OF TREASURY						
Build America Bonds	**Treasury/ Internal Revenue Service (IRS)**		States and localities	Build America Bonds (BABs) provides state and local governments with a direct federal payment subsidy for a portion of their borrowing costs on taxable bonds. Finance tool for lowering borrowing costs on capital projects.	Development Financing	N/A
Community Development Financial Institutions (CDFI) Programs	**Treasury**	Financial Assistance Awards: $2 million; Technical Assistance Awards: $100,000	Both certified and non-certified CDFIs are eligible to apply for TA awards. However, non-certified organizations must be able to become certified within two years after receiving a TA award.	The purpose of the CDFI Program is to use federal resources to invest in CDFIs and to build their capacity to serve low-income people and communities that lack access to affordable financial products and services. CDFIs may use the funds to pursue a variety of goals, including: To promote economic development, to develop businesses, to create jobs, and to develop commercial real estate; To develop affordable housing and to promote homeownership; and to provide community development financial services, such as basic banking services, financial literacy programs, and alternatives to predatory lending.	Development Financing	Check website for next Notice of Funding Availability (NOFA).
New Market Tax Credit Program	**Treasury/ Qualified CDEs (CDFIs)**	$3.5 billion, max grant $125 million	Community Development Entities (CDEs)	Issuance of tax credits to investors in exchange for stock or capital interest in designated Community Development Entities. The federal subsidy goes to qualifying projects in the form of below-market interest rates and more flexible loan terms like longer amortizations and higher loan-to-value ratios.	Development Financing	Check website for next Notice of Funding Availability (NOFA).

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